



Planning Commission Hearing Clarifications

City of West Linn Public Works Operations Complex
02/13/2026

Date: February 13, 2026
To: City of West Linn
From: Scott Edwards Architecture
File Number: CUP-25-02 / DR-25-02 / WAP-25-01
Project: City of West Linn Public Works Operations Complex
Purpose: Clarification Information Submittal

Based on comments and questions, both verbal and written, from the West Linn Planning Commission hearing on February 4, 2026, we offer the following clarification information. We appreciate the comments and questions from both the public and Planning Commission and would like to take this opportunity to further clarify our application.

The information submitted is intended to clarify specific areas of our application and does not contain new information.

This submittal includes clarifications in the following areas:

1. Purpose and need for a new Public Works Operations Complex
2. Land Acquisition History, Intended Purpose and Site Selection
3. Geotechnical Engineering and Site Stability
4. Stormwater and Water Resource Management
5. Construction Parking Plan
6. Existing Operations Complex vs. New Operations Complex
7. Facility Generated Noise Study
8. Traffic Study

We look forward to the opportunity of reviewing and discussing this at the Planning Commission Hearing on February 18, 2026.

1. Purpose and Need for a New Public Works Operations Complex



CITY OF
**West
Linn**

Public Works Operations Facility

Background



- Current Public Works Operations Facility dates back to 1937
 - *Approximately 2 acres located within a mix of R4.5, R5, R7 and R10 zoning*

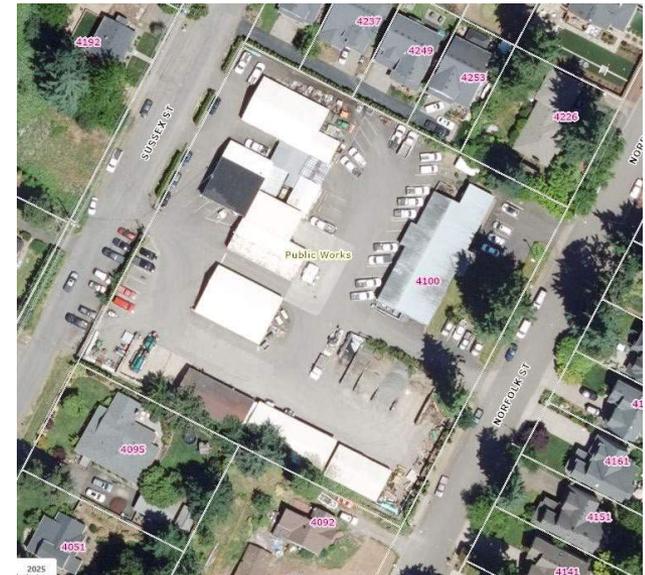
1968



1996



2026





Current Admin Office Deficiencies

- ◆ Break room not equipped to support 24-hour operations
- ◆ No quiet rooms available for 24-hour operations
- ◆ Division team rooms are converted supervisor offices with limited space





Current Admin Office Deficiencies Cont'

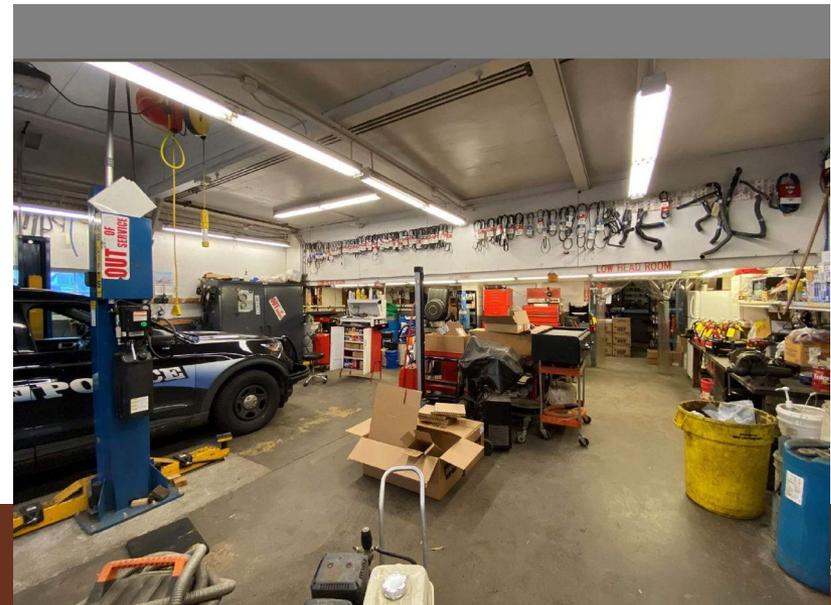
- ◆ Undersize locker room with shower limited shower and restroom facilities
- ◆ Undersize conference room
- ◆ File and storage area is in a hallway





Fleet Maintenance Deficiencies

- ◆ 3 undersize work bays – not large enough for commercial vehicles
- ◆ Minimal parts storage room
- ◆ Shop ceiling height limits vehicle lifts and has low ceiling hazards



Warehouse and Yard Deficiencies



- ◆ Limited indoor vehicle and equipment storage-
unheated bays
 - Increases emergency response times and wear on equipment



Warehouse and Yard Deficiencies Cont'





Other Limitations/Problems

- ◆ Not enough parking for staff – requires on street parking in the neighborhood
- ◆ After hours calls – city vehicles are often double parked
- ◆ HVAC is old and needs replaced
- ◆ Admin building overcrowded
- ◆ Buildings have bird holes in wood siding
- ◆ No dedicated space for crews to train to maintain certifications

2. Land Acquisition History and Intended Purpose

Memorandum

Date: February 11, 2026

To: West Linn Planning Commission

From: Morgan Lovell, Public Works Support Services Supervisor

Subject: West Linn Operations Center – Land Use Hearing February 18, 2026
Land Acquisition History, Intended Purpose and Site Selection

Acquisition Information and Background

As presented at the July 12, 2021 City Council Meeting, Public Works and Parks operations have been constrained by a lack of space for city maintenance activities for several decades. Per the July 12th report, over several years, staff researched all available opportunities for improved space for this type of use. Several constraints limit options and resulted in the continued use of the existing 2.07-acre facility until a new site was located for future construction of a new building. The existing facility located on Norfolk Street within a residential neighborhood has not changed in size since it was originally acquired in 1937. The existing facility contains 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 reinforced to any level making the ability to continue operations during a significant seismic event precarious at best.

As referenced in the July 12, 2021 Agenda Report, due to the limitation of available land within the City appropriately sized and/or located for use of an operations facility, City staff began the process of acquiring the portion of unused ODOT/I-205 right of way located off Salamo Rd. near Greene St. for the purpose of a future operations center. Following federal and state regulations/requirements, the City came to agreement with ODOT for purchase, initiated and completed a third-party survey and appraisal of the property, and allowed other state and federal agencies to consider their own potential use of the property.

The City hired an acquisition consultant, Universal Field Services, to oversee survey and appraisal for the 32.98-acre ODOT owned property. The appraisal was conducted by an Oregon state-certified appraiser and conformed to state and federal standards. The final purchase of the property from ODOT in the amount of \$396,000.00 was presented to Council at the July 12, 2021 meeting for approval. The acquisition of the property was voted on and approved 5-0 by the 2021 City Council.

Site Selection: Determination of Site Suitability

- Site is located outside of a primary residential neighborhood and/or significant natural buffer is available between operations site and neighboring residential areas.
- Site is directly adjacent to primary snow and emergency services routes.
- Site is a developable parcel which greatly exceeds existing undersized operations site of 2.07 acres.
- Site has close proximity to existing fire and police services located within the Willamette area.
- Site has an assumed natural noise buffer for operations activities due to proximity to the I-205 corridor (to be confirmed with acoustic noise study).

Sincerely,

Morgan Lovell
West Linn Public Works
Support Services Supervisor



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.

In 2020, the City hired an acquisition consultant, Universal Field Services, to oversee survey and appraisal for the 32.98 acre ODOT owned property located north of the I-205/10th St. exit & east of Riverknoll Way (see attached map and appraisal summary). The appraisal was conducted by an Oregon state-certified appraiser and conforms to state and federal standards. While this is a large parcel, a majority of the parcel is not useable due to steep slopes. In addition, the property has several limitations for any private use due to the nature of the location which results in a lower appraisal value than traditional privately held developable property within the city. Future access to the property would be taken from Salamo Road (near Greene Street) with a considerable buffer maintained to any adjacent existing residential use. No plans have been developed for the site as staff awaits final property acquisition.

After consultation with the City's Attorney, staff has authorized a refundable deposit payment for the property in the amount of \$39,600.00. These funds were issued from Storm, Sewer, Streets, and Water SDC funds. These funds were allocated within the City's Budget and Capital Improvement Plan.

Budget Impact:

Total acquisition cost is \$396,000, with remaining \$356,400 balance due to ODOT. These funds are budgeted within Storm, Sewer, Water, and Street SDC funds and will be split evenly for payment.

Sustainability Impact:

N/A. However, any future facility constructed on the site is anticipated to be completed in accordance with the latest sustainable and energy saving building practices.

Council Goal/Priority:

This action relates to Guiding Principal #0: Core Services of West Linn City Government.

Council Options:

1. Approve expenditure of SDC funds in order to procure the ODOT property so that work can continue on a future Operations Facility at this location.
2. Deny procurement of the property and direct staff to remain in the City's current facility while looking elsewhere for a future facility/property.

Staff Recommendation:

Approve expenditure of budgeted SDC funds in order to procure the ODOT surplus property.

Potential Motion:

I move to authorize the City Manager to acquire the designated property from the Oregon Department of Transportation in the total amount of \$396,000 for the future purpose of a City operations facility on the site.

Attachments:

1. Property Appraisal Summary & Map

ODOT Property Acquisition Appraisal Summary

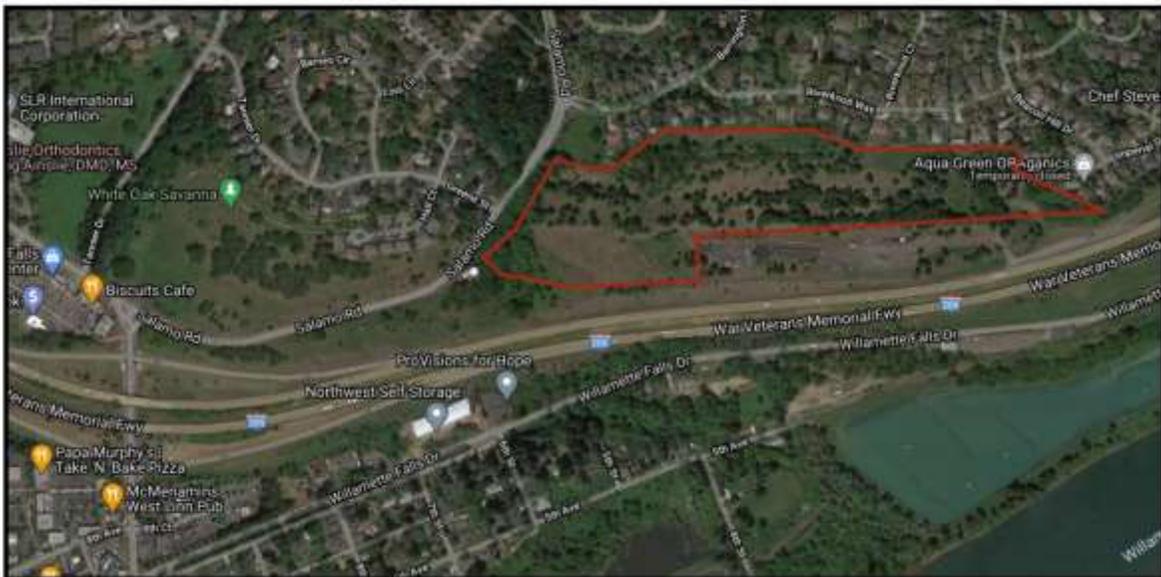
1. Property Owner

State of Oregon
Oregon Department of Transportation
Right-of-Way Section
417 Transportation Building
Salem, Oregon 97310

File/Name: N/A
Section: West Linn
Highway: Interstate 205
County: Clackamas
Description Dated: June 10, 2020
Appraiser: David E. Balfour, MAI
Inspection Date: December 2, 2020

2. Location of Property

Unimproved land located immediately north of (and within) Interstate 205 and east of Salamo Road in the City of West Linn, Oregon. The Barrington Heights development (84 residential lots) adjoins the subject property to the north and east. The situs of the first Barrington Heights lot adjoining the subject property directly east of Salamo Road is 3320 Barrington Drive, West Linn, OR 97068. An (approximate) aerial of the subject has been provided below:



3. Tenancy

None – unimproved land. The site is significantly sloped and the proposed surplus property area represents unimproved land with natural vegetation. Subject ownership (Oregon Department of Transportation) utilized a +/-7.5-acre area south of the subject surplus land tract identified herein as a maintenance yard.

4. Area (size) of Surplus Property

As to the subject (surplus) land tract analyzed herein, the appraiser(s) have relied upon a metes and bounds legal description and survey prepared by Centerline Concepts Land Surveying, Inc. dated June 10, 2020. The subject surplus property totals approximately 32.98 acres in size.

5. Value Summary

Independent Site: \$396,000
Assemblage Value: \$396,000

3. Geotechnical Engineering & Site Stability

February 12, 2026

City of West Linn
22500 Salamo Road
West Linn, OR 97068

Attn: Morgan Lovell

**Re: Geotechnical Summary Letter
Operations Center
Salamo Road and Greene Street
West Linn, Oregon
CWE Project: WestL-1-01-1**

INTRODUCTION

Columbia West Engineering, Inc. (Columbia West) is pleased to submit this letter that presents a geotechnical summary for the proposed Operations Center located east of the Salamo Road and Greene Street intersection in West Linn, Oregon. Columbia West prepared a geotechnical engineering report for the project.¹

GEOTECHNICAL SUMMARY

The project site is located in an area where a large landslide occurred more than 60 years ago during the original construction of Interstate 205. During freeway construction, excavation reportedly exposed a thin layer of silt located between rock layers. This material has very low shear strength and can act as a natural slip plane when it becomes loaded and exposed, which allowed the hillside to move.

Following the event, the State performed major corrective work. The landslide debris materials were reportedly excavated and removed across the site area, the ground surface was lowered significantly, and large engineered embankments were constructed to stabilize the hillside. The hillside visible today is therefore not the same slope that failed in the 1960s, it is a reconstructed and stabilized landform that has remained stable for decades.

Because of this history, the project team conducted an extensive geotechnical investigation. The study included deep soil and rock borings, test pits, seismic refraction micrometer testing, groundwater monitoring, and laboratory testing of soil and rock samples. This investigation confirmed that the proposed buildings will sit on a flat bench underlain by basalt bedrock, which is a very strong and stable material. Groundwater was found far below the building's foundations.

The sensitive silt-like soil layer that contributed to the original slide remains underneath the hillside north of the site and will not be exposed or disturbed by the project grading which includes filling in that area. The project intentionally avoids deep excavation in that area, so the stability of the hill is not affected. In addition, the new access road along the north side of the site will be constructed entirely as engineered fill rather than cut into the hillside. This fill acts as a

¹ Columbia West 2026. *Revised Report of Geotechnical Engineering Services; Operations Center; Salamo Road and Greene Street; West Linn, Oregon*, dated January 20, 2026, CWE Project: WestL-1-01-1.

buttress, adding weight and confinement at the base of the slope and increasing overall stability of the hillside rather than reducing it.

The building foundations are designed to bear directly on structural fill and basalt bedrock. The pedestrian bridge will also be anchored into stable materials using deep steel-grouted micropiles where needed. Slopes created for the access road will be internally reinforced, similar to reinforced earth structures commonly used for highways, and are designed to remain stable during both normal conditions and earthquakes.

In summary, the project does not rely on potentially unstable soils for foundation support. The major structures are founded on structural fill and rock, the historic landslide materials were previously removed, the new access roadway provides additional stabilization at the toe of the slope, and the remaining hillside will not be disturbed. Based on the investigation and analyses performed, the site is considered suitable for the proposed development.



We appreciate the opportunity to submit this letter. Please do not hesitate to contact us if you have questions or require additional information.

Sincerely,



Najib A. Kalas, PE
Principal Engineer

cc: Erich Lais, City of West Linn
Jeff Dunn, Scott Edwards Architecture
Brandon Dole, Scott Edwards Architecture
Trent Jorgensen, Scott Edwards Architecture
Julia Stong, Klosh Group



EXPIRES: 06/30/2027

NAK

Attachment

Document ID: WestL-1-01-1-021226-geol

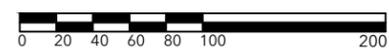
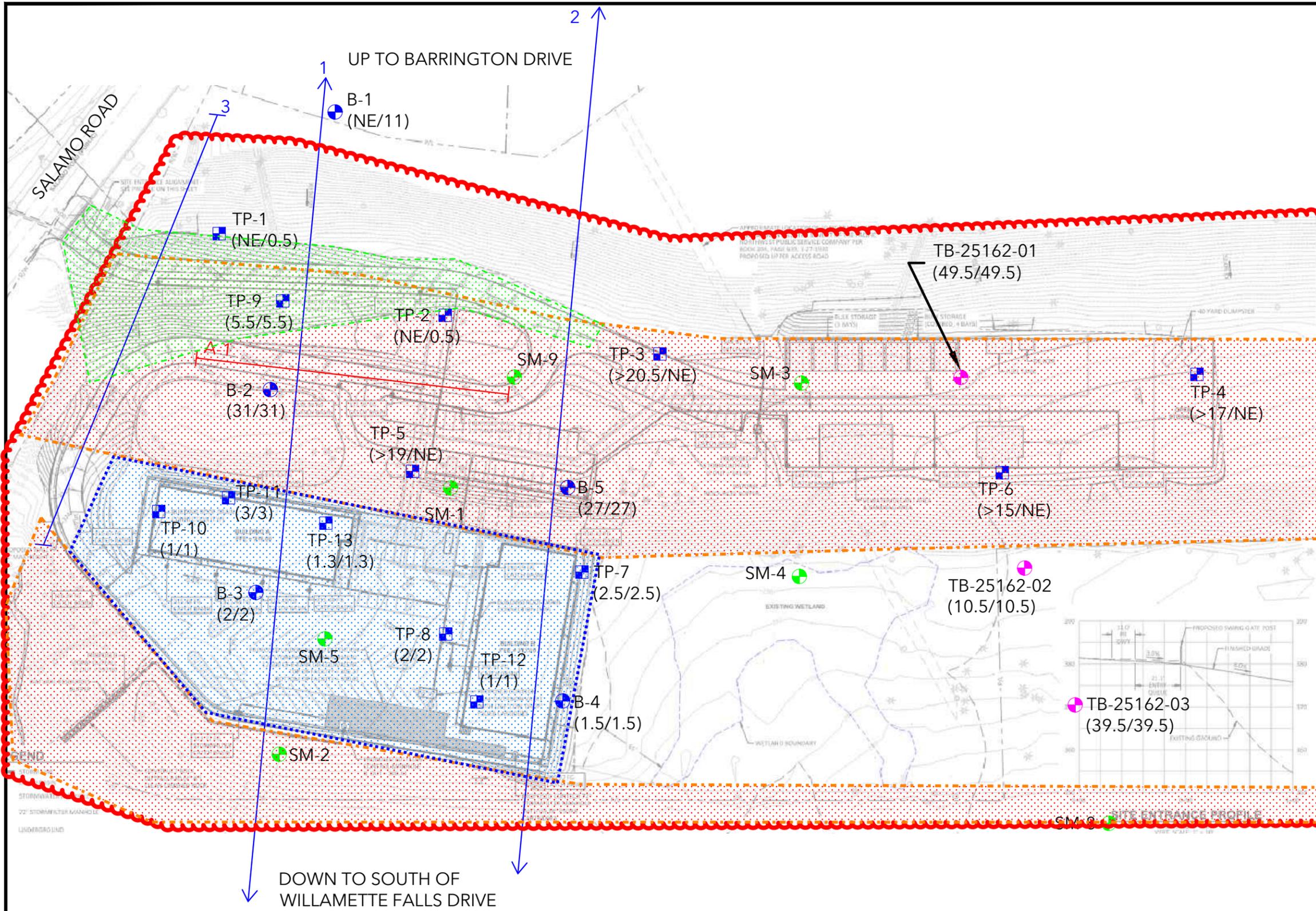


APPENDIX

LEGEND

- BORING (COLUMBIA WEST 2025)
- TEST PIT (COLUMBIA WEST 2025)
- BORING (GEODESIGN 2010)
- BORING (CH2M HILL 1969 - SEE NOTE 4)
- - - APPROXIMATE REMI ARRAY
- SLOPE STABILITY CROSS SECTION
- NE/11) DEPTH OF FILL/DEPTH TO BASALT, WHERE ENCOUNTERED (FEET BGS)
- NE NOT ENCOUNTERED

- LANDSLIDE
- FILL EMBANKMENT
- BASALT BENCH
- ACCESS ROAD FILL



- NOTES:
1. GRADING PLAN, DATED NOVEMBER 17, 2025, PROVIDED BY HHPR.
 2. EXPLORATION LOCATIONS ARE APPROXIMATE AND NOT SURVEYED.
 3. REFER TO REPORT TEXT FOR EXPLORATION DESCRIPTIONS.
 4. BORING LOGS NOT AVAILABLE.
 5. LANDSLIDE AND FILL EMBANKMENT EXTEND FURTHER SOUTH AND EAST OF SITE BOUNDARIES.

SALAMO ROAD

UP TO BARRINGTON DRIVE

DOWN TO SOUTH OF WILLAMETTE FALLS DRIVE

4. Stormwater & Water Resource Management

TO: CITY OF WEST LINN PUBLIC WORKS

FROM: ALEX SIMPSON, PE
HARPER HOUF PETERSON RIGHELLIS INC.

DATE: FEBRUARY 12, 2026

RE: STORMWATER AND WETLAND SUMMARY
WEST LINN OPERATIONS CENTER



Site Stormwater:

Stormwater Best Management Practices (BMP's) for the development comply with the City of West Linn Stormwater Management Manual dated May 2025. The project is classified as a 'large development' by the City of West Linn Stormwater Management Manual.

The existing conditions within the project area consist of a stabilized hill with a mix of trees and vegetated ground cover, as well as a large bark chip pad. Slopes within the vegetated areas of the site vary beyond 33% while the bark area is generally level. Existing stormwater drainage flows from the north to the south towards a natural stream/ravine in the southwest portion of the site, ultimately flowing to the east along the toe of the fill slope of Interstate 205.

The City of West Linn water quality requirements are met by treating runoff using a proprietary treatment vault, manhole, and catch basin (Contech StormFilter). Per the geotechnical report, infiltration of stormwater is not allowable due to the site's steep slopes and subsurface conditions. Vegetated filtration is not feasible due the site's topography and infeasibility of constructing facilities into a hillside. Constructing a pond or swale into the steep slopes of the site would not provide adequate volume to treat or detain stormwater and would require large walls to accommodate the cut section of a pond. Therefore, underground treatment and detention is proposed beneath the relatively level asphalt portions of the south parking lot with upstream treatment provided by a Contech StormFilter vault, manhole, and catch basin. Peak-flow matching is required such that the post-developed 2, 10, and 25-year, 24-hour storm events match their respective pre-developed flow rates.

The ultimate discharge location for the project is to the existing natural stream/ravine located at the southwest portion of the site. Treated stormwater is released into the stream at a peak flow rate that does not exceed its pre-developed flow rate.

Water Resource Areas (WRA) and Natural Resources:

During field reconnaissance in November 2024, HHPR staff documented the condition of Water Resource Areas (WRA) onsite. There are two separate WRA's, one associated with Stream 1 and one associated with Wetland A. Within these two WRAs, there are two unique WRA conditions that are described below.

The proposed development does not impact the wetland or stream on site. The wetland delineation was concurred with (approved) by the Oregon Department of State Lands (DSL) on July 02, 2025 (WD #2025-0055). Since the project does not propose any impact within the wetland or stream, no further action is required from DSL or the US Army Corps of Engineers (USACE).

In accordance with CDC 32.060 Table 32-2 the width of the Water Resource Area (WRA) buffer associated with Wetland A is 65 feet from the upland edge of the wetland. For the WRA (Stream 1) within a ravine with slopes over 25% to a distinct top of slope require a WRA that extends from the water resource edge to the top of slope, plus an additional 50 feet. These buffer lengths were applied to the north side of Wetland A as there is a steep slope near the wetland edge, and along the ravine above Stream 1 within the project area.

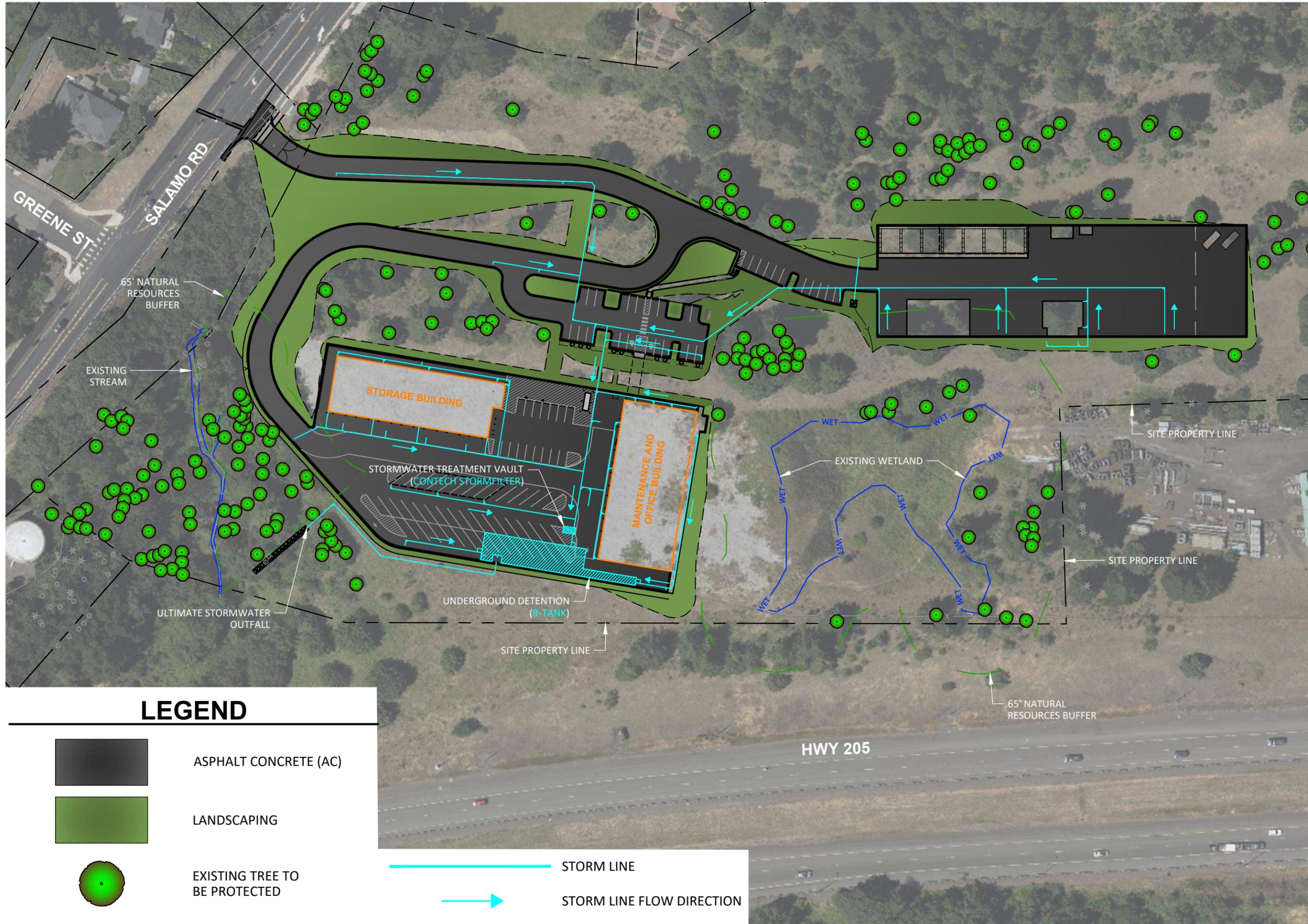
Permanent impacts to the WRA buffers occurs in the form of grading and construction of drive aisle, parking lot, storage area, and the main building. Per City code, the permanent impacts will be within Previously Disturbed Areas (PDA) since the entire project area was altered or modified before January 1, 2006. The entire hillside was cut into two benched terraces as part of the I-205 construction during the late 1960s and early 1970s (WD2009-0342). This alteration removed native soils which were replaced with fill material. The area of total permanent impacts to WRAs is 15,120 SF. The total area of WRA on site is 157,352 SF. The project impacts 9.7% of the buffer area. There is no impact to the actual wetland or stream resource.

Since the proposed impacts will be within PDAs, the required amount of mitigation is equal to: $0.5 \times (15,120 \text{ SF}) = 7,560 \text{ SF}$. The project has proposed a total of 7,560 SF of mitigation in the form of enhancing existing WRA; therefore, the standard is met. Native species will be installed in the revegetation plantings.

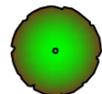
Stream 1: The WRA around Stream 1 is mostly forested with a canopy of black cottonwood and lesser amounts of bigleaf maple and Douglas fir. The understory is dominated by Himalayan blackberry with lesser amounts of English ivy and western swordfern. The forested area extends from OHW and continues above the top of the slope towards the proposed project. The canopy does not extend beyond the top of slope, although the blackberry thickets extend beyond the break in slope and partially onto the terrace. The terrace above the ravine near the edge of the WRA is unvegetated and consists of several inches of woodchips spread over soils. The unvegetated areas do not act as quality habitat due to a lack of food and refuge areas. The unvegetated areas do not provide water quality benefits to the stream because they do not provide shade, erosion control, or water treatment. There are no plant stems to reduce velocity of flowing water, no leaves or branches to reduce velocity of falling rain, and the open areas do not provide ecological niches or refugia. The dense Himalayan blackberry offers some habitat for foraging wildlife and refugia in the dense thickets, but has minimal structural variability or low ground cover. The dense Himalayan blackberry provide some water quality benefits to the stream in the form of interception of precipitation and stormwater in addition to erosion and sediment control but these functions are limited due in part to the lack of ground cover and minimal structural diversity. The forested area provides potential habitat and water quality benefits, primarily shade for the stream. The understory in this area is dense blackberry thickets which reduce the general condition of the buffer above the stream due to the presence of invasive species and a lack of native species.

Wetland A: The WRA around Wetland A is mostly grass field with scattered trees and shrubs. The portion of the WRA immediately to the west of Wetland A includes a shallow slope dominated by grasses, scotch broom, and Himalayan blackberry. At the top of the shallow slope to the west, the WRA is unvegetated and several inches of decomposing woodchips have been spread on top of the shallow soils present. North of the wetland, a steep slope with grasses and scattered trees and shrubs occurs. The WRA extends 50 feet from the top of the steep slope and is dominated by grasses, Queen Anne's lace, and scotch broom with scattered Douglas fir. Few bigleaf maple and Pacific madrone shrubs are present with scattered Himalayan blackberry throughout. The WRA to the north provides moderate habitat and water quality benefits. The trees might provide some shade, but are generally too far away from wetland to provide significant shading. The presence of native trees and shrubs provides some habitat functions in the form of diverse ecological niches and refugia, but the understory is invasive species. The WRA to the north is mostly open, with grassy areas with invasive species dominating. The open spaces are not very diverse and offer limited water quality functions as grasses stabilize the ground during rain events, but retain little water and provide very limited velocity reduction for rain and surface flows. The majority of the WRA impacts will occur in this area north of Wetland A. Vegetation within the remaining portions of the WRA includes scattered Douglas fir, bigleaf maple, and black cottonwood with lesser amounts of Pacific madrone and Oregon ash. There are areas where dense Himalayan blackberry thickets and scotch broom dominate the WRA with scattered saplings of Oregon white oak, Oregon ash, black cottonwood, and Pacific madrone. The herbaceous layer is dominated by common teasel and non-native pasture grasses including velvet grass, colonial bentgrass, red fescue (*Festuca rubra*), and meadow foxtail (*Alopecurus pratensis*). The buffer is significantly degraded around Wetland A as it is dominated by invasive species, lacks contiguous tree and shrub cover, and consists of primarily weedy species and low grasses. The unvegetated woodchip area does not provide habitat or water quality benefit to Wetland A.

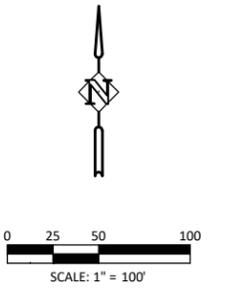
**WEST LINN OPERATIONS COMPLEX
 STORMWATER PLAN
 WEST LINN, OREGON
 FEBRUARY, 2026**



LEGEND

-  ASPHALT CONCRETE (AC)
-  LANDSCAPING
-  EXISTING TREE TO BE PROTECTED

-  STORM LINE
-  STORM LINE FLOW DIRECTION



STM

5. Construction Parking Plan

MEMORANDUM

To: City of West Linn

Re: Land Use Review – Temporary Construction Parking and Traffic Management on Salamo Road

Date: February 12, 2026

From: Skanska USA Building Inc.

Purpose

This memorandum addresses concerns related to temporary construction parking and traffic management during the initial mobilization phase of the project. The information below clarifies duration, vehicle limits, traffic control measures, neighborhood protections, and enforceable commitments.

The temporary staging plan is limited in scope, short in duration, and fully contained within defined operational controls.

1. Duration and Scope of Temporary Impact

The temporary use of the Salamo Road acceleration lane is limited to the **initial four (4) weeks of mobilization only**.

This period is required to:

- Install erosion and sediment control measures
- Construct and stabilize the permanent access road
- Establish internal construction circulation

Once the access road is complete, **all construction parking and staging will occur within the fenced construction site**.

There will be no continued off-site staging beyond this period.

2. Location and Vehicle Limits

As illustrated in the Site Entrance Plan (Exhibit A, Page 1)

WLOC site entrance plan:

- The acceleration lane is approximately 225 feet long.
- Fewer than 10 vehicles will be staged at any time.
- Vehicles will be confined entirely within the acceleration lane footprint.
- The work zone remains fully within the project boundary.

This is not general roadside parking. It is a defined, measured, and supervised staging area.

3. Streets Explicitly Excluded from Construction Use

To eliminate uncertainty:

- **No construction parking or staging will occur on Greene Street.**
- **No construction parking or staging will occur on Barrington Drive.**
- Construction traffic will not use neighborhood streets for access.

These commitments are consistent with the project narrative submitted under “Construction Parking and Temporary Impact on Salamo Road.”

Construction Parking and temporary.

All construction access will occur from SW Highway 205 via Salamo Road only.

4. Traffic Control and Public Safety

During working hours (7:00 AM – 5:00 PM):

- Certified flaggers will control traffic flow on Salamo Road.
- Vehicle counts will be monitored daily.
- Entry and exit movements will be supervised.
- Deliveries will be scheduled to avoid peak congestion periods.

The acceleration lane provides a separation from through traffic and maintains lane integrity during staging.

This plan prioritizes both worker safety and public roadway safety.

5. Contingency Plan – Built-In Safeguard

If staging demand approaches capacity at any time:

- Vehicles will be redirected to Coffman Excavation’s office, approximately three miles from the site.
- Workers will carpool from that location.
- On-site vehicle counts will be adjusted immediately.

This contingency eliminates the possibility of overflow into residential streets.

6. Environmental and Neighborhood Stewardship

Skanska has significant experience constructing projects adjacent to neighborhoods and sensitive environmental areas. We operate under a strict policy of:

- Keeping impacts within the construction fence whenever feasible

- Minimizing off-site disturbance
- Enforcing subcontractor compliance
- Maintaining clear communication with local stakeholders

The temporary staging plan is transitional and operationally necessary — it is not an expansion of the project footprint.

7. Accountability and Enforcement

To provide additional assurance:

- Vehicle counts will be capped at fewer than 10 during the four-week period.
- A designated site superintendent will be responsible for parking compliance.
- Any deviation from the approved plan will be corrected immediately.

This is a managed condition, not a discretionary practice.

8. Summary

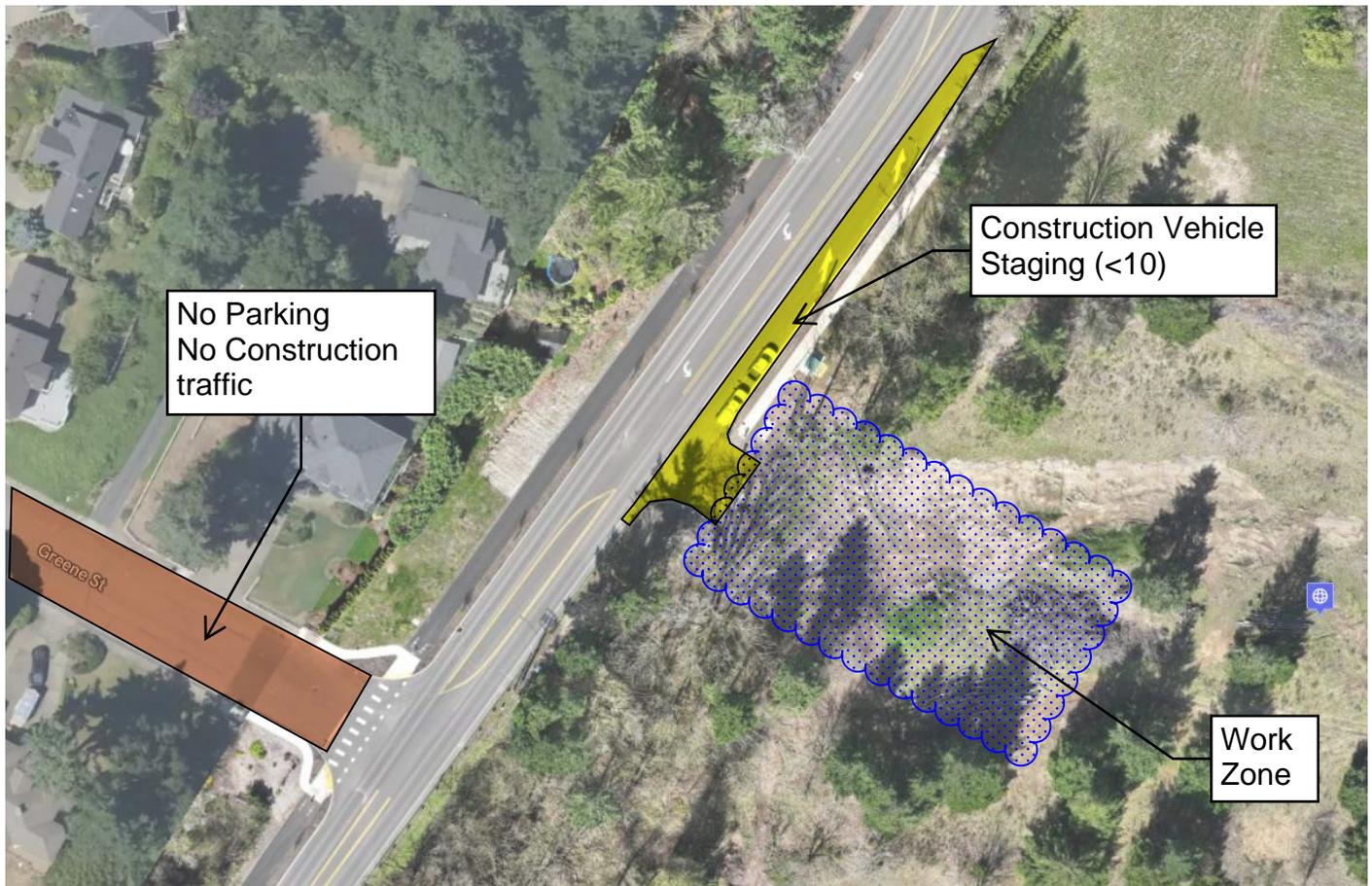
The temporary acceleration-lane staging is:

- Limited to approximately four weeks
- Restricted to fewer than 10 vehicles
- Actively monitored and controlled
- Supported by a contingency relocation plan
- Followed by full transition to on-site parking

The plan is narrow in scope, time-bound, and operationally necessary to safely establish permanent site access.

Skanska remains committed to delivering this project responsibly, safely, and with respect for the surrounding community.

WLOC: SITE ENTRANCE PLAN



Temporary: Limited to ~4 weeks during mobilization only

Capped & Contained: <10 vehicles in acceleration lane; none on neighborhood streets

Managed: Flaggers, daily oversight, off-site parking if needed



A computer generated image of the parking on Salamo road for that four week period.

6. Existing Operations Complex vs. New Operations Complex

Memorandum

Date: February 13, 2026

To: West Linn Planning Commission

From: Erich Lais, P.E., Public Works Director/City Engineer

Subject: West Linn Operations Center – Land Use Hearing February 18, 2026
Service and Operational Levels -Existing Operations Complex vs New Operations Complex

Information and Background

In response to concerns raised during the February 4, 2026 Planning Commission meeting, regarding possible expansion of services, employees, and/or equipment, the City's project team wishes to provide clarification on the topic. The new Operations Center will house the same number of FTE's from the Water Division, Streets Division, Environmental Division (Sanitary Sewer and Stormwater) and Parks Maintenance. All four groups currently report to and work out of the existing Norfolk facility. Any new pickups, trucks or equipment would be replacements for existing assets as outlined per the Capital Replacement plan in the FY26/27 adopted budget and into future years

To recap, the new facility will be operated by our current staff with no additional FTE's, utilize existing equipment and vehicles, and will provide the same services we currently provide.

Consolidation

The additional acreage of the new facility will allow for consolidation of approximately 4 satellite storage yards the Public Works and Parks Maintenance utilize as overflow storage. All but one of these 4 locations are located within a residential neighborhood. These satellite locations are storage only, no employees report or work from these locations. Some examples of equipment storage are:

- de-icer storage tank
- ice breaker attachment for the loader
- misc pipe and material
- Street's Asphalt Patch truck
- Park's wood/workshop
- Park's event trailer
- Park's drop boxes

Consolidating these remote locations to the new facility will improve efficiency by cutting down the back-and-forth trips and reduce impacts to neighboring residents most notable during inclement winter weather maintenance for refilling a sanding or de-icer truck for example.

Sincerely,

Erich Lais, P.E.
West Linn Public Works Director/City Engineer

7. Facility-Generated Noise Study



ABD Engineering & Design

Architectural Acoustics • AV Design • Noise & Vibration

February 12, 2026

Sid Scott
Scott Edwards Architects
2525 E Burnside St.
Portland, OR 97214
sid@seallp.com

Re: City of West Linn Public Works Operations Complex Noise Study Plan

Scott,

As discussed with you, ABD Engineering & Design, Inc. will provide a noise study for the proposed new location of the City of West Linn Public Works Operations Complex near the intersection of Greene St & Salamo Rd, West Linn, OR 97068. The study would predict the noise levels from the new facility at the nearest residential properties to show compliance with the West Linn Noise Ordinance, and would include the following tasks:

- Measure sound levels of activities conducted at the existing Public Works Site.
- Measure existing sound levels at the proposed site generated by traffic from I-205 or other nearby noise sources.
- Using measurements of the existing site, predict the noise levels of the proposed site and compare them to the West Linn noise ordinance and sound levels at the proposed site.
- Coordinate with the design team to make any adjustments to the proposed plans to meet the noise ordinance limits at the adjacent properties.

Sincerely,

ABD Engineering & Design, Inc.

Per:

Melinda Miller
Principal

cc: Marci Boks – ABD

8. Traffic Study

February 12, 2026

Project #32260.0

Sid Scott
Scott Edwards Architects
2525 E Burnside Street
Portland, OR 97214**RE: West Linn Public Works Operations Complex – Traffic Impact Analysis**

Dear Sid,

As discussed with you, Kittelson & Associates, Inc. will provide a traffic impact analysis (TIA) for the proposed West Linn Public Works Operations Complex located along the west side of Salamo Road, between Green Street and Barrington Drive. The study will identify the transportation-related impacts associated with the proposed operations complex on the transportation system and assess the location, safety, and sight-distance of the proposed site-access driveway. Per Chapter 85.170 of the West Linn Community Development Code, the TIA will evaluate the following transportation issues:

- Existing land-use and transportation-system conditions at the study intersections during the weekday AM and PM peak hours;
- Approved but not yet constructed developments and transportation improvements planned in the study area;
- Build-out year background traffic conditions (without the proposed operations complex) at the study intersections during the weekday AM and PM peak hours;
- Trip generation and distribution estimates for the proposed operations complex;
- Build-out year total traffic conditions (with the proposed operations complex) at the study intersections and site-access driveway during the weekday AM and PM peak hours;
- On-site circulation and site-access operations; and
- Potential mitigation measures.

We trust this letter provides sufficient information related to the TIA. Please contact us with any questions or comments.

Sincerely,

KITTELSON & ASSOCIATES, INC.Matt Bell
Associate Planner
503.535.7435
mbell@kittelson.com