



CITY OF West Linn

Memorandum

Date: March 13, 2026

To: West Linn Planning Commission

From: Darren Wyss, Principal Planner

Subject: Public Comments Received for CUP-25-03/DR-25-03/VAR-25-02 (New Drive-Through Car Wash at 18850 Willamette Drive)

Between the publishing of the Planning Commission Packet on March 5, 2026, which included public comments as Exhibit PC-5, and today at 4:00pm, the City received eleven additional written comments. The comments are attached.

If any additional written testimony is received, it will be forwarded under a separate memorandum after closure of the written comment period at noon on Wednesday, March 18, 2026.

As always, please contact me with any questions at dwyss@westlinnoregon.gov or 503-742-6064.

March 5, 2026

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

Re: Opposition to Conditional Use Permit CUP-25-03/DR-25-03/VAR-25-02 — Kaady Car Wash, 18850 Willamette Drive

Dear Members of the Planning Commission,

I am writing as a resident of the Robinwood neighborhood to formally oppose the conditional use permit application for a new Kaady Car Wash at 18850 Willamette Drive (CUP-25-03/DR-25-03/VAR-25-02). My primary objection is this: the proposal directly conflicts with the City's own adopted plans for the Highway 43 corridor — plans shaped by decades of community engagement and significant public investment. Approving this permit would signal that those plans do not meaningfully guide development decisions.

A Layered Planning Framework All Points the Same Direction

The Robinwood Neighborhood Plan, adopted as Ordinance No. 1567 and carrying the same legal weight as the City's Comprehensive Plan, envisions Willamette Drive as the neighborhood's Main Street — a walkable corridor of small-scale, locally-owned businesses that serve and enrich the community. The City's own description of this vision is clear: residents walking and biking in the business district, locally-owned businesses thriving, no large retailers, and new development that matches and fits what has been here before.

The City's VISION43 initiative — a \$200,000 planning effort adopted as a key Council priority for the next 50 years — explicitly builds on and extends the Robinwood Neighborhood Plan. As the VISION43 project documentation states, it directly connects to and builds upon the goals and policies already established in the Robinwood Plan. These are not separate or competing visions. They are a unified, layered planning framework that has been consistently pointing in the same direction for over two decades.

That direction is toward a walkable, mixed-use corridor featuring housing, shops, restaurants, and gathering spaces — with safe, comfortable conditions for people who walk, bike, and use transit. VISION43 calls specifically for:

- Mixed-use zoning to attract diverse housing, workplaces, shops, and community spaces
- A sense of place and local identity along the corridor
- Safe pedestrian crossings and continuous bicycle facilities
- Development that gives residents multiple ways to move through the corridor — not just by car

This Proposal Conflicts With Every Part of That Vision

A Kaady Car Wash is a regional chain — not the locally-owned, community-rooted business the Robinwood Plan envisions. It is a high-volume, drive-through-only facility, processing up to 60 cars per hour by the applicant's own estimate. It generates no foot

traffic. There is no reason for anyone to arrive by foot, bike, or transit. It creates no gathering place, no street-level vitality, and no sense of place. It is, by design, the opposite of a Main Street use.

The Robinwood Neighborhood Plan's Action Measure 2.5 explicitly flags automotive services as an incompatible use along this corridor. The plan calls for commercial development that is compatible with the Main Street concept — uses that serve and engage pedestrians, that fit the scale of the neighborhood, and that strengthen community character. A car wash facility fails each of these tests.

The applicant's own variance request makes this incompatibility even more apparent. The application seeks relief from building façade minimum transparency standards — in other words, a waiver to build a more closed-off, blank-walled structure than the code normally allows. Transparent, street-facing facades are a basic tool of pedestrian-friendly design. The fact that this project cannot meet even that standard without a variance underscores how fundamentally at odds it is with the active, welcoming streetscape the Neighborhood Plan and VISION43 are trying to create.

It is also worth noting that a nearly identical Kaady facility already operates two blocks away, with a signaled intersection for safe highway access. Adding a second car wash within an eighth of a mile does not expand services to residents — it adds congestion, compounds the incompatibility, and sets a precedent that has no parallel anywhere along this corridor.

Timing Makes This Decision More Consequential

VISION43 is in its final stages. Open houses were held in January and February of this year, and the City is preparing to adopt the vision plan and updated development code. Approving an automobile-centric chain facility now — while the community's 50-year land use framework is being finalized — would send a deeply discouraging signal to the residents who participated in that process in good faith. It would suggest that the planning framework exists on paper but does not constrain real development decisions.

I respectfully urge the Commission to deny this application as inconsistent with the Robinwood Neighborhood Plan, the VISION43 framework, and the community's long-held vision for Willamette Drive. Thank you for your consideration.

Respectfully,

Shane R. Winder
Rose Way resident
West Linn, OR 97068

Wyss, Darren

From: West Linn Planning Department
Sent: Monday, March 9, 2026 11:55 AM
To: Wyss, Darren
Subject: FW: Proposed Kaady Car Wash Hearing 3/18

Darren- FYI Kaady Car Wash public comment below.

From: Amy Vandembroucke <vandenbr@gmail.com>
Sent: Friday, March 6, 2026 7:35 AM
To: West Linn Planning Department <contactplanning@westlinnoregon.gov>
Subject: Proposed Kaady Car Wash Hearing 3/18

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To the West Linn Planning Committee:

I am writing as a Robinwood resident to urge the Committee to reject the proposed Kaady Car Wash development on Willamette Drive. My opposition is grounded in the Robinwood Neighborhood Vision Statement — a document developed in partnership with the City — and in the straightforward fact that this use is redundant and incompatible with our neighborhood's stated goals.

Inconsistency with the Robinwood Vision Statement

The Robinwood Vision Statement describes the Highway 43 business district in clear terms: it is a place where "locally-owned businesses thrive," where "we all enjoy walking and biking in the business district," and where "new development matches what has been here and fits in to enhance our sense of livability and friendliness." It further affirms that the neighborhood and City have worked together to retain a "strong sense of neighborhood" by ensuring development is compatible with Robinwood's residential and commercial character.

A high-volume automated car wash does not meet this standard. Its physical form — large canopy structures, vehicle queuing lanes, and high-throughput auto-service operations — is oriented toward cars, not people. It does not contribute to a walkable business district, does not reflect the scale and character of locally-owned neighborhood commerce, and does not enhance the pedestrian- and family-friendly environment the Vision Statement calls for.

Redundancy of Service

A full-service car wash with vacuums already operates less than 0.4 miles from this site on Hwy 43. There is no unmet community need this proposal addresses. The Vision Statement calls on the City to consult with the neighborhood on development proposals and to work collaboratively with residents — approving a redundant use on a high-value parcel, over community objection, would be inconsistent with that commitment.

A Better Use for This Site

This is a centrally located parcel with real potential to serve Robinwood's vision. A dining venue, neighborhood retail, or other pedestrian-oriented use could strengthen the walkable business district the community has long worked toward — generating foot traffic, supporting nearby businesses, and contributing to the livability and friendliness that define this neighborhood.

I urge the Committee to reject this application and to instead encourage proposals that reflect the vision Robinwood residents and the City have built together.

Respectfully,
Amy Vandenbroucke

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Don't tell me what you believe—show me in how you treat people and what behavior you defend or condemn.

<#>



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March 8, 2026

Dear Planning Commission,

As residents of West Linn, our address is 18705 Rose Way, we are directly behind the Old McDonalds and would like to raise issues that personally affect our home, the livability of our Robinwood neighborhood and the city of West Linn.

Specifically, we are calling attention to a number of factors that will reduce our quality of life and will not benefit the city or our neighborhood.

TRAFFIC

Traffic is quite jammed around the Walling Way entrance and exit to our neighborhood already. When we were notified that Starbucks was going in (approx. 2017) and asked for comment, I notified the Planning Commission that I was concerned about the traffic created by a large Starbucks and drive-thru. I was told that the precedent for a drive thru business had already been established. I pointed out that the traffic generated by Starbucks could not be compared with the lighter traffic generated by a bank drive thru. It turns out, I was right. Each resident of our neighborhood, including us, have changed our entire commute pattern and are using Fairview instead of Walling Way. The queue in the morning on Walling Way can be four to five cars deep with some cars taking an impossible left which adds 5+ minutes of waiting time to a morning commute. Approving another car-centric business will create a formidable challenge for all of us getting in and out of the neighborhood.

CONGESTION

Willamette Drive (SR43) is a congested street presently. It is perilous for pedestrians and cyclists to navigate the traffic now and it is inconceivable that a car-centric business will improve the friendliness of the street in and around the proposed car wash site. The congestion that will arise from southbound traffic stacking up to take a left turn in the middle of the street between Fairview Ave. and Walling Way should be a serious negative for the approval of a car wash business. The flow of traffic entering and exiting the car wash on 43 could impede the traffic currently occurring from businesses (see their letter of opposition) serving their clientele (pedestrians, bicyclist, and families). Cars that enter from Walling Way (...and they will!) will add to clogging the entry and exit to our homes. Whether this is an egress or ingress was not decided in the application for the carwash. Additionally, cars exiting onto 43 may block the bike lane and this seems dangerous. There also happens to be a bus stop near the corner of Walling and 43. It adds up to a serious concern for our neighborhood and should be for the city.

NOISE

Despite how close we live to 43, we can hear only a slow hum of cars at busier times of the day. No other businesses are creating noise. We feel lucky. Our backyard is a peaceful retreat that is quite hard to find. We feel that the industrial sounds both from cars dieseling, equipment operating, and vacuums blowing will be an unnecessary disturbance, not just for our neighbors and ourselves, but for the community on either side of 43. Les Schwab was voted down for the same reason, noise too close to homes and businesses. We feel certain that alternative non-automotive commercial use will improve our lives and serve the needs of the community and the city of West Linn.

ENVIRONMENTAL

The catchment system currently in place behind the old McDonalds does not do the job in terms of runoff. Our property suffers from disproportionate flooding and soil saturation. We are not hydrologists but feel that the study done in the application materials does not reflect the experience of the neighbors abutting the proposed car wash site. We invite any member of the Planning Commission to visit our home on a rainy day to witness the saturation in our back yard. This is not the effects of fern creek (which has never run over since we have lived here) but the poor construction of the water mitigation previously done. Even with the McDonalds closure we continue to deal with excessive water run off issues, the possibility of a car wash pumping more water, even though possibly recycled, or stored, does not address cars spray and chemicals left behind after usage.

Contamination occurring along with the creek (fern) that runs directly behind our house could be subject to potential pollutants and the continuous run-off. This project does not protect our natural spaces, wildlife corridors, and streams/riparian zones. We are lucky enough to have wildlife that use our backyard and the creek for drinking water and nesting. We would like to preserve this quality of life.

NEIGHBORHOOD COMPATIBILITY

With the existing United car wash at the corner of Hidden Springs and Willamette Drive, we feel there is little improvement to the city and our neighborhood. In fact we see it not as a precedent but a detriment to have two car washes so close together (within an eighth to a quarter of a mile). How does this improve the benefit to the City or our neighborhood? Worse, what if the venture fails, how would this facility be usable

space for another prospect? McDonald's was documented in The West Linn Tidings, saying that one of the reasons they failed is because they were on the wrong side of the street! That is a precedent worth noting. Our neighborhood is loaded with pedestrians, cyclists, and kids with their families. In the summer, the older kids flock to Starbucks for a special treat. Additionally, we walk to our dentist, eye doctor, teriyaki restaurant all facing that proposed carwash. Neighbors walk to Walmart and other businesses along the street in close proximity to our neighborhood. Many cut through on our street to walk to Mary Young or the river. Increased automobile traffic on our street that challenges pedestrians is something we all would like to avoid. This proposed carcentric business is in direct contrast to our neighborhood plan and what we have been led to believe are the goals of Vision 43.

Indeed, we are asking as West Linn homeowners for over twelve years, tax payers, and community advocates please reject this application. We encourage the planning commission to look to the future livability for families, mass transportation users, pedestrians and bicyclists alike to look past a potential easy approval and consider the needs of the community and the overall improvement to the city.

Thank you for considering our concerns.

Regards,

Larry and Carolyn Ullman
18705 Rose Way
West Linn, OR
503-961-3006
503-708-0650

Wyss, Darren

From: Molly Gabler <molly_gabler@yahoo.com>
Sent: Tuesday, March 10, 2026 4:35 PM
To: Wyss, Darren
Subject: Kaady car wash

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Hello,

My name is Molly Gabler and I live at 20560 Martin Court, West Linn and I am opposed to putting the car wash on Highway 43. This will not enhance our city in any way and we have one a 2 a block away with obnoxious bright lights that are on 24 hours a day and is an eyesore to our community.

Thank you.

Molly Gabler

[Sent from Yahoo Mail for iPhone](#)

Wyss, Darren

From: Mark Cooper <markkcooper@aol.com>
Sent: Tuesday, March 10, 2026 5:50 PM
To: Wyss, Darren
Subject: Support of Kaady Car Wash at old McDonalds location

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Dear City Planner,

I see a lot of negative comments online regarding the proposed car wash. I am not part of that group. I believe the old McDonalds on the present site has been closed approximately 10 years. I used to support Kaady when they were at Hidden Springs and Willamette, however I believe the landlord forced them out of business. Kaady is a quality company and a better use of the property than an abandoned McDonalds.

Thank you,

Mark Cooper
20650 Willamette Drive

Sent from my iPad

Wyss, Darren

From: Jennifer Rodriguez <jen.parks1982@gmail.com>
Sent: Tuesday, March 10, 2026 8:56 AM
To: Wyss, Darren
Subject: Car wash plans

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I am not sure how accurate this information is but I just read that there is potentially going to be a carwash at the old McDonalds building on 43.

Please reconsider this. I am surprised that the car wash next to Walmart was approved. The constant flashing lights are tacky and distracting. Why would another carwash be needed so close? How is this fitting in with the vision 43 plan?

Thanks for allowing me to voice my concerns.

-Jennifer

Wyss, Darren

From: Wyss, Darren
Sent: Wednesday, March 11, 2026 9:10 AM
To: 'Shane Winder'
Cc: Michelle Winder; Koper, Steve
Subject: RE: Letter in Opposition to CUP-25-03/DR-25-03/VAR-25-02 — Kaady Car Wash

Mr. Winder,

Additional comments are being collected as they are submitted, including your comments, and will be packaged together, sent to the Planning Commission, and posted online. Thanks.

From: Shane Winder <shane.r.winder@gmail.com>
Sent: Tuesday, March 10, 2026 6:21 PM
To: Wyss, Darren <dwyss@westlinnoregon.gov>
Cc: Michelle Winder <michelle.b.winder@gmail.com>
Subject: Re: Letter in Opposition to CUP-25-03/DR-25-03/VAR-25-02 — Kaady Car Wash

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Please update your Staff Report and Exhibit PC-5 to include the additional comments and letters I know you have received from the public on this proposal.

Thank you,
Shane R. Winder

On Thu, Mar 5, 2026 at 6:27 PM Shane Winder <shane.r.winder@gmail.com> wrote:

Hello,

Please see my attached letter of opposition I would like presented to the West Linn Planning Commission for the March 18, 2026 meeting.

Thank you,
Shane R. Winder

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Oppose Kaady Carwash on Willamette Drive

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273 

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Ruth Maher • 1 day ago

|



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The Issue

Update 3/8/26:

Hi community members,

There will be a Planning Commission Hearing on March 18th, 6pm at West Linn City Hall. We need concerned friends and neighbors to turn up in numbers and testify about why they don't want ANOTHER carwash developed on Highway 43 -- Their application doesn't meet code or approval standards: it's not an overall benefit to our city (**Chapter 60, Community Development Code: "The granting of the proposal will produce a facility that provides an overall benefit to the City."**) If you don't want to testify, you can submit your comments to the City Planner: dwyss@westlinnoregon.gov until 12pm on March 18th.

We deserve a better use of this land, something that will bring us together.

Remember, this is a **CONDITIONAL** use, not an outright approval, so the burden of proof for is on the applicant (Kaady), not the citizens.

 Support now

Share this petition

See you soon.

Issue:

Having lived in West Linn, OR my entire life, I'm deeply invested in ensuring that our community remains a livable and attractive place for both residents and business owners. The plan to build a Kaady Carwash at the old McDonald's location on Willamette Drive, which would mark the third car wash along Highway 43, does not contribute positively to our community's quality of life or its value. This decision seems redundant and misplaced, especially when considering that there's already a car wash less than a minute away from the proposed site. Adding yet another car wash to our small town not only risks unnecessary competition that could further dilute business for existing establishments but also raises concerns about increased traffic congestion, noise pollution, and environmental impact. West Linn prides itself on its community-oriented spirit and vibrant local businesses. Allowing a third car wash disrupts this, setting a precedent for unnecessary commercial projects that do not serve the best interests of our residents. Instead, we should be focusing on attracting businesses that offer diverse services and products, enriching our local economy and culture. Furthermore, Highway 43 is a vital route in our community, and maintaining its functionality and appeal is crucial for residents who value their convenience and quality of life. Instead of a car wash, this space could be better utilized for community services, a park, or shops that add to our town's charm and utility. Help preserve the unique character of West Linn by preventing the construction of an unnecessary car wash on Willamette Drive. Join me in voicing opposition to this proposal, ensuring that our community's development is geared towards sustainability and genuine need. Sign this petition to show your support for a more considered approach to local development.

 [Report a policy violation](#)

 Support now

A car wash is a dumb idea for several reasons - the main one being there are several other car washes in the vicinity. The robinwood neighborhood doesn't need more urban sprawl of strip malls like across the river on McLaughlin blvd. Think foot traffic, not car traffic.

Suzanna, Lake Oswego



“

What our town needs are more real businesses, and businesses that blend in with their surroundings. The car wash at Hidden Springs is a Las Vegas style abomination, not a woodsy town business. We don't need more of same. We need businesses that add real valu...

Justine, San Jose



“

The old McDonald's sits on a high-value, centrally located parcel in Robinwood. Rather than another car wash just a minute from an existing one, a vibrant dining venue would create a true community hub—driving steady foot traffic, supporting nearby shops, and bolstering...

[Show full text](#)

Jakr, West Linn



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Support now



Back to petition

Oppose Kaady Carwash on Willamette Drive



Install a Ferris Wheel if the goal is to turn this stretch of West Linn into a carnival.

Kevin



What our town needs are more real businesses, and businesses that blend in with their surroundings. The car wash at Hidden Springs is a Las Vegas style abomination, not a woody town business. We don't need more of same. We need businesses that add real value and substance to our town.

Justine



5



The old McDonald's sits on a high-value, centrally located parcel in Robinwood. Rather than another car wash just a minute from an existing one, a vibrant dining venue would create a true community hub—driving steady foot traffic, supporting nearby shops, and bolstering property values for both residents and retailers. Additionally, by transforming that corner...

[Read full comment](#)

Jakr



5





Our community doesn't need another car wash or a chain!

Stephanie



This is literally the last thing we need on 43. Hard no.

Melissa



The last thing West Linn needs is another car wash on HWY 43. A really nice new car wash just went in almost across the street just a short while ago and it would be unfair to that owner who spent a lot of money to renovate the old Kaady Car Wash. ONE car wash is all West Linn needs!

Sandy





A car wash is a dumb idea for several reasons - the main one being there are several other car washes in the vicinity. The robinwood neighborhood doesn't need more urban sprawl of strip malls like across the river on McLaughlin blvd. Think foot traffic, not car traffic.

Suzanna



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Ellen Noble	West Linn	OR	97068 United States	3/6/2026
Kimberly Coulter Searer	West Linn	OR	97068 United States	3/6/2026
Evan Klein	West Linn	OR	97068 United States	3/9/2026
Caroline Kaufman	Lake Oswego	OR	97034 United States	3/9/2026
GARY SHERON	Portland	OR	97252 United States	3/9/2026
Jennifer Prophet	West linn	OR	97068 United States	3/9/2026
Steven Stehr	West Linn	OR	97068 United States	3/9/2026
Eunice Straub	West Linn	OR	97068 United States	3/9/2026
Nina Stehr	West Linn	OR	97068 United States	3/9/2026
Traci Lerner	West Linn	OR	97068 United States	3/9/2026
Keli Hull	West Linn	OR	97068 United States	3/9/2026
William Ramirez	West Linn	OR	97068 United States	3/9/2026
Paula Hamm	West Linn	OR	97068 United States	3/9/2026
lisa marie hamilton	Lake Oswego	OR	97034 United States	3/10/2026
Denisa Gligan	West Linn	OR	97068 United States	3/10/2026
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Kevin James	West Linn	OR	97068 United States	3/11/2026
Corinne Saletta	West Linn	OR	97068 United States	3/11/2026
Lisa Nielson	Oregon City	OR	97045 United States	3/11/2026
Michelle coefield	West Linn	OR	97068 United States	3/11/2026
Andrew Saletta	West Linn	OR	97068 United States	3/11/2026

Wyss, Darren

From: Lisa Nielson <lisa.nielson@gmail.com>
Sent: Wednesday, March 11, 2026 1:04 PM
To: Wyss, Darren
Subject: Kaady Car Wash

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RE: Another Car Wash on HWY 43

I'd like to voice my opposition to adding another car wash along Willamette Falls Dr/Hwy 43. The former McDonald's location is less than a mile from the newish car wash along Hidden Springs Dr. The proximity seems problematic and does little to enhance the neighborhood or increase the likelihood of both businesses surviving, since there are also car washes in Lake Oswego and Willamette.

The City needs to entice more diverse businesses to our main thoroughfare.

Sincerely,

Lisa Nielson

**Darren Wyss, Principal Planner
West Linn Planning Department
22500 Salamo Road
West Linn, OR 97068**

March 2, 2026

RE: CUP-25-03/DR-25-03/VAR-25-02

I submit the attached comments for consideration.

I recommend that the project be denied due to traffic concerns and inconsistency with the Robinwood Neighborhood Plan.

Sincerely,

David Robison

I. Traffic Impact

SUMMARY: The proposed development will significantly disrupt existing traffic flow and safety along Highway 43, owing to increased vehicle ingress, egress, and queuing. These disruptions threaten both driver safety and pedestrian, bicycle, and transit accessibility. The engineer's report submitted by the applicant does not meet the requirements of a traffic analysis as specified in CDC.

Need For Traffic Analysis

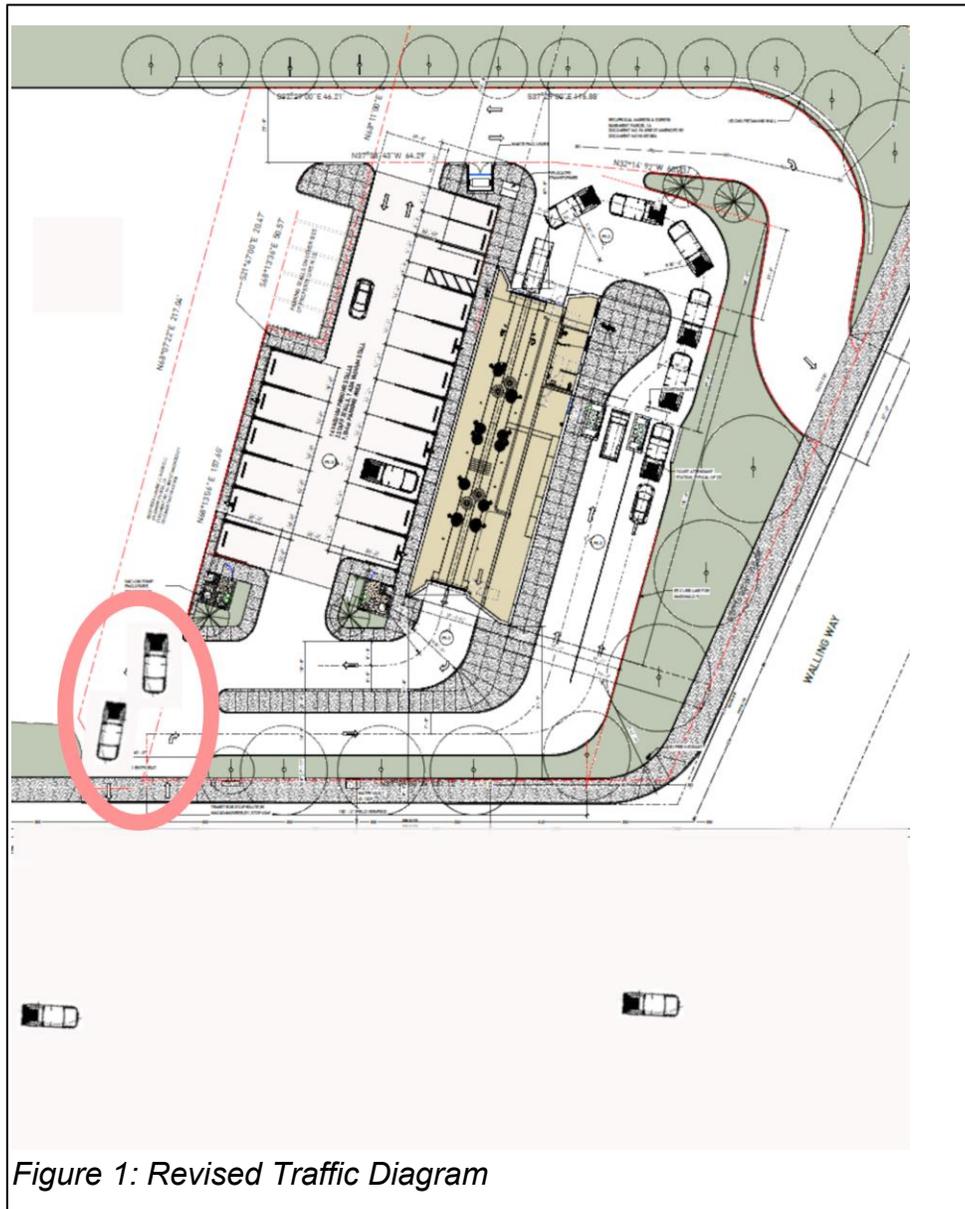


Figure 1 expands the traffic diagram provided by the applicant. The applicant projects peak traffic of sixty cars per hour or one every minute. They recognize that there will be an entry queue of perhaps eight cars waiting for service. Yet they do no analysis of the exit queue. With a car every minute, there will be some delay for customers to re-enter traffic.

In Figure 1, we add some exiting cars in the circled area. It is clear that only one or two cars waiting are sufficient to block access to the Cedaroak Shopping Center, which shares the same driveway. Customers blocked from entry may back up and interfere with north-bound traffic and the bike lane.

Furthermore, there is concern about left-hand turning across traffic. In Figure 1, we note that there may be some traffic stopped in the center lane, waiting for a left turn onto Walling Way. There will also be a new queue of cars waiting in the center lane for an opportunity to enter the driveway. During the peak time (afternoon), the majority of highway traffic is south-bound. Thus, the majority of the sixty customers per hour must be coming from south-bound traffic and will need to make a left turn. This will lead to a queue in the center lane prior to the driveway and possible traffic congestion.

We have already noted that there will be an exit queue at the driveway. A majority of these customers will be seeking to re-enter south-bound traffic. This means that some customers will be trying to turn left out of the driveway while others are trying to turn into the driveway. Clearly, there is a safety issue as well as congestion.

One might expect that, facing congestion at the driveway, some customers may choose to exit from the rear of the lot onto Walling Way, hence to River Road and the traffic signal at Cedaroak. Walling Way is a narrow, residential street that lacks clear line-of-sight. Due to ravines, River Road serves as the primary access for the northeast corner of West Linn and is recognized as a collector in the Transportation System Plan (TSP). River Road has significant pedestrian and bicycle traffic. The impact on these roads needs to be discussed.

To assess the queue length of exiting cars, we believe a current traffic count study of time required for traffic re-entry. To assess the number of left-hand turns requires an appropriate traffic model and potential collision analysis.

Need for Traffic Analysis

48.025(B) states

1. Traffic impact analysis requirements. A traffic analysis prepared by a qualified professional may be required to determine access, circulation and other transportation requirements. The purpose, applicability and standards of this analysis are found in CDC 85.170(B)(2).

CDC 85.170(B)(2)(c)(5) provides more specificity.

A Traffic impact analysis (TIA) may be required to be submitted to the City with a land use application, when the following conditions apply:

- 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) A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.

Per the Incompleteness Letter on October 24, 2025, a Traffic Impact Analysis was requested by the City of West Linn Engineering and Public Works Department.

Requirements for Traffic Analysis

ORS 734-051-1070 provides the definition of an appropriate traffic analysis.

(77) “Traffic Impact Analysis” means a report prepared by a professional engineer that analyzes existing and future roadway conditions.

CDC 85.170(B)(2)(B)(2)(d) states the requirements for the traffic analysis

- 1) At a minimum, the analysis area must include:
 - (A) All points of access onto the public street system;
 - (B) All intersections of arterials, collectors, and neighborhood routes within 1,000 linear feet from all points of access onto the public street system; and
 - (C) All intersections where the traffic generated by the proposed development exceeds five percent of existing a.m. or p.m. peak hour total intersection traffic volumes.
- 2) The analysis must analyze existing conditions and projected conditions upon completion of the proposed development.

CDC 85.170(B)(2)(B)(4) continues to specify requirements of the analysis

- 4) The analysis must demonstrate that the transportation impacts from the proposed development will comply with the City’s level-of-service and average daily traffic standards and the Oregon Department of Transportation’s mobility standard.
- 5) If the analysis identifies level-of-service conditions less than the minimum standard established in the City of West Linn Transportation System Plan, or fails to demonstrate that average daily trips (ADT) on existing or proposed streets will meet the ADT standards established in the Transportation System Plan or fails to meet the

Oregon Department of Transportation's mobility standard, the applicant shall propose improvements and funding strategies for mitigating identified problems or deficiencies that will be implemented concurrent with the proposed development.

Table 5 states that the proposed targets for the West Linn TSP include: "GOAL 1 Reduce transportation related fatalities and injuries for all transportation modes." Thus, potential safety issues need to be addressed.

State Highway Requirements

West Linn Municipal Code 60.090 sets forth the additional requirement that the project be consistent with the State Transportation Planning (OAR 660-012). The same concerns about traffic impact and access management apply to the State Highway. ORS 374.305(1) requires a Change of Use permit when the number of vehicles increases significantly or the connection no longer operates safely. Efficacy of channelization, such as turn lanes, can only be assessed with a properly prepared traffic impact report. There is no indication that the Applicant has applied for the Change of Use Permit and received written approval from Oregon Department Of Transportation (ODOT).

Inadequacy of Traffic Analysis

The applicant has failed to provide an analysis that meets CDC requirements specified above. The applicant focused on only one narrow issue, that of the entrance queue. The applicant has done no analysis of expected traffic impact for the Cedaroak Shopping Center, no analysis of the exit queue congestion, no analysis of left-turn safety issues, no discussion of impact on surrounding roadways and no analysis of future traffic conditions. The report does not meet the request by City of West Linn Engineering and Public Works Department referenced in the Incompleteness Letter on October 24, 2025.

The applicant suggests that there will be no traffic impact compared with another commercial use that might be permitted. Such a comparison is not relevant, as this is a conditional use review. The appropriate basecase for analysis is the existing condition, that is, a vacant building with zero traffic.

II. Inconsistency with Neighborhood Plan

SUMMARY: The Robinwood Neighborhood Plan emphasizes maintaining neighborhood character, enhancing community connectivity, and promoting environmentally sustainable development. The proposed car wash diverges significantly from these objectives, threatening the visual, environmental, and social fabric of the community.

KEY CONCERNS:

Contradiction to Development Goals:

The neighborhood has participated in the Vision43 planning process stated as follows:

“Through community input and analysis, the City will reimagine Highway 43 to seamlessly integrate with surrounding neighborhoods and the whole community, prioritizing a safe and accessible environment for people to comfortably walk, bike, and roll; encouraging development patterns that give people a variety of options to move within the corridor and enhancing connections and access to neighborhoods and surrounding areas, and developing the corridor to serve as a hub for living, working, and recreational activities, featuring a mix of housing, shopping, restaurants, and recreational spaces.”

The planning goal is small-scale, pedestrian-friendly, and mixed-use developments that serve and enrich the community. A result from the process will be proposed zoning changes which will prohibit the type of use proposed by the applicant. Thus, approving the project will result in a non-conforming use being grandfathered in. This can be expected to interfere with gaining the desired development in the future. The applicant has explicitly stated that the area “does not support a pedestrian commercial environment.” Thus, they cannot be expected to cooperate in the desired type of development.

While Vision43 changes are not yet in effect, the same planning goals are articulated in the Robinwood Neighborhood Plan. The Robinwood Neighborhood Plan (Ordinance No. 1567-Exhibit “A”) is a consensus document carefully worked out by local citizens to accommodate neighborhood concerns. It represents carefully considered recommendations that reflect our historic concerns. The Robinwood Neighborhood Plan is intended to have the same effect as the goals and policies of the Comprehensive Plan, as applied to the Robinwood Neighborhood.

Conflict with Robinwood Neighborhood Plan

Neighborhood goals are directly applicable to the present application.

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

Policies:

- 1.1 Provide continuous and wide pedestrian facilities on both sides of Willamette Drive.
- 1.2 Reconcile the competing interests of cross-traffic onto and over Willamette Drive with the needs of through traffic.
- 1.3 Beautify the length of Willamette Drive with a comprehensive and consistent streetscape.
- 1.4 Provide a continuous bike lane along Willamette Drive.

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

Policies:

..

- 2.2 Encourage additional commercial and mixed-use development along with small parks and gathering places within the gaps.
- 2.3 Keep the scale of commercial development consistent with the neighborhood setting.
- 2.4 Develop common a common architectural and design theme for commercial and mixed-use development along Willamette Drive.
- 2.5 Allow only commercial uses that are compatible with the main street concept.

The Neighborhood Plan specifically addresses the proposal in Action Measure 2.5 which states:

Allow only commercial uses that are compatible with the main street concept. Adopt Community Development Code Amendments to prohibit inappropriate automotive sales, repair, and storage uses.

Conflict with Comprehensive Plan:

Comprehensive Plan states under Goal 2: Land Use Planning, Section 3: Mixed Use/Commercial Development Goals, Policies, and Recommended Action Measures

3. The neighborhood plan for Robinwood shall guide future changes to this area
- ..
4. Design and locate existing or proposed commercial uses in a manner that:
 - ...
 - e. Requires that any redevelopment of existing land or buildings be completed in a manner which conforms to the adopted neighborhood plan.
 - f. Integrates aesthetically pleasing commercial development with residential uses.
 - g. Ensures ingress and egress points do not create traffic congestion.
 - h. Improves traffic patterns within the immediate area.

- i. Provides easier access to transportation for the physically/mentally challenged.
- j. Provides safe and convenient pedestrian and bicycle paths and crossings.

CDC 60.070(3) states

The granting of the proposal will produce a facility that provides benefit to the city.

There is no particular benefit since there is already a carwash facility two blocks away. Instead, the proposal raises issues of traffic safety and incompatibility with neighborhood development policy.

The proposal does not meet the development standards of the Robinwood Neighborhood Plan, which is part of the Comprehensive Plan. The Neighborhood goals and policies specifically have the same effect as the Comprehensive Plan.

III. Recommendation

I recommend that the project be denied based on

- Serious traffic issues which have not been addressed by an appropriate traffic analysis report as specified by CDC 85 and the West Linn TSP.
- Inconsistency with the Neighborhood plan for future community development as required by the Comprehensive Plan Goal 2.

Wyss, Darren

From: Amy Vandenbroucke <vandenbr@gmail.com>
Sent: Thursday, March 12, 2026 4:41 PM
To: Wyss, Darren
Subject: Fwd: Proposed Kaady Car Wash Hearing 3/18

You don't often get email from vandenbr@gmail.com. [Learn why this is important](#)

CAUTION: External Email – Confirm legitimacy before clicking, opening attachments, or following instructions.

Hello-

I was told I should direct this email to you.

Take care,
Amy

----- Forwarded message -----

From: Amy Vandenbroucke <vandenbr@gmail.com>
Date: Fri, Mar 6, 2026 at 7:34 AM
Subject: Proposed Kaady Car Wash Hearing 3/18
To: <contactplanning@westlinnoregon.gov>

To the West Linn Planning Committee:

I am writing as a Robinwood resident to urge the Committee to reject the proposed Kaady Car Wash development on Willamette Drive. My opposition is grounded in the Robinwood Neighborhood Vision Statement — a document developed in partnership with the City — and in the straightforward fact that this use is redundant and incompatible with our neighborhood's stated goals.

Inconsistency with the Robinwood Vision Statement

The Robinwood Vision Statement describes the Highway 43 business district in clear terms: it is a place where "locally-owned businesses thrive," where "we all enjoy walking and biking in the business district," and where "new development matches what has been here and fits in to enhance our sense of livability and friendliness." It further affirms that the neighborhood and City have worked together to retain a "strong sense of neighborhood" by ensuring development is compatible with Robinwood's residential and commercial character.

A high-volume automated car wash does not meet this standard. Its physical form — large canopy structures, vehicle queuing lanes, and high-throughput auto-service operations — is oriented toward cars, not people. It does not contribute to a walkable business district, does not reflect the scale and character of locally-owned neighborhood commerce, and does not enhance the pedestrian- and family-friendly environment the Vision Statement calls for.

Redundancy of Service

A full-service car wash with vacuums already operates less than 0.4 miles from this site on Hwy 43. There is no unmet community need this proposal addresses. The Vision Statement calls on the City to consult with the neighborhood on development proposals and to work collaboratively with residents — approving a redundant use on a high-value parcel, over community objection, would be inconsistent with that commitment.

A Better Use for This Site

This is a centrally located parcel with real potential to serve Robinwood's vision. A dining venue, neighborhood retail, or other pedestrian-oriented use could strengthen the walkable business district the community has long worked toward — generating foot traffic, supporting nearby businesses, and contributing to the livability and friendliness that define this neighborhood.

I urge the Committee to reject this application and to instead encourage proposals that reflect the vision Robinwood residents and the City have built together.

Respectfully,
Amy Vandenbroucke

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Don't tell me what you believe—show me in how you treat people and what behavior you defend or condemn.