

EXHIBIT PC-5: PUBLIC COMMENTS

Opposition to Proposed Kaady Car Wash Conditional Use Permit & Development PA-25-06 Class 2 Review

Date Submitted: October 14th, 2025

The Robinwood Neighborhood Association ("Residents") hereby submits this comprehensive formal opposition to the application for a conditional use permit and associated development proposal by Mr. Charles "Chuck" Kaady, owner of Kaady Car Wash, and Eric Li from TVA Architects for a new automated car wash facility ("Applicant") proposed for construction at 18850 Willamette Drive. This opposition rests on detailed concerns about environmental, traffic, noise, and community compatibility impacts, which collectively pose substantial risks and demonstrate significant inconsistency with existing local, state, and federal plans and standards.

I. Environmental Impact

SUMMARY: The proposed car wash poses a danger to the protected riparian waterway and water resource area located on, and downstream of, this site. Building a car wash with chemical storage and runoff should not be approved by the City for this ecologically sensitive location. Per Oregon's Statewide Planning Goal 5, the local government must identify and protect Significant Riparian Corridors. The City has identified this site as a Significant Riparian Corridor on its maps but has not historically protected this waterway adequately. We believe the City can and should do better. New state and federal laws now also protect this riparian zone. There are other sites better suited for a car wash, and we encourage the City to consider locating this business on a less ecologically sensitive site.

REQUIREMENTS: The Residents call for the following actions and plans to ensure compliance with environmental regulations:

1. Confirmation of WRA Existence

- **Mapping and Historical Data:** The City of West Linn's 2007 Water Resource Area (WRA) Map, created as part of the Metro Urban Growth Management Functional Plan, indicates that the site overlaps with a culverted Significant Riparian Corridor and that part of the lot is designated as a WRA (See West Linn map). The Applicant's claim in the pre-application that "This site has no wetlands, riparian areas, or environmentally sensitive conditions" is unequivocally false.

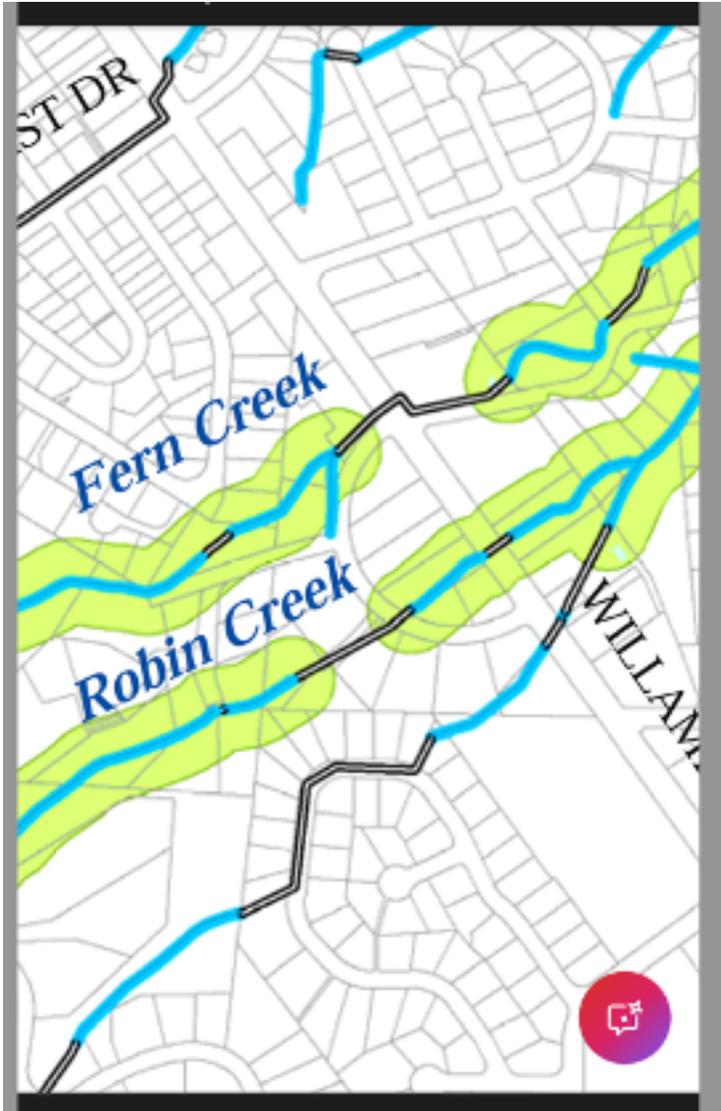


Figure 1. West Linn Map identifying proposed site as Significant Riparian Corridor with Water Resource Area.

https://westlinnoregon.gov/sites/default/files/fileattachments/maps_gis/page/9641/sigriparian_wetlands_20140606v6_final_added_special_disclaimer_201503.pdf

- **Survey and Documentation:** Pursuant to **CHP 32.020**, a WRA survey must be conducted by qualified environmental professionals at the Applicant's expense to delineate and confirm the presence of the WRA and riparian zones.A

2. Application Inaccuracy and Omissions

- Under **W.L. MC 99.038(G)(6)** the current application was submitted with erroneous information regarding the presence of the Significant Riparian Corridor. It did not include the requisite environmental impact assessments or natural resource

documentation. As such, it should be deemed incomplete or rejected. Applications must be accurate and complete, and inaccuracies can render the application incomplete or invalid.

3. Car Wash Chemicals & Runoff

- The Applicant stated during a presentation to the Robinwood Neighborhood Association on 6/10/2025 that chemicals are stored on-site in containers and that periodic disposal is handled by an environmental company. They claim that all chemicals are filtered out and will not enter runoff.
- Residents demand a comprehensive, publicly available list of chemicals stored and used on-site, along with a detailed hazardous spill response and mitigation plan to protect downstream wildlife and aquatic habitats, including the Willamette River. Chemicals included in this list must be classified according to the chemical classifications under the USEPA Clean Water Act and the updated City of West Linn stormwater management technologies.
- The plan must address what measures will be taken to prevent spills, leaks, or runoff from overspray and equipment during operations. The plan must address that the required secondary containment volumes are provided to capture spills and leaks from entering the runoff. These details must be provided in the Stormwater Management Report and must be included in the Stormwater Pollution Prevention Plan and/or Spill Control and Prevention Plan, which have not been provided with the application.
- The Applicant's filtration system and runoff water quality must be verified. Residents request current test results from the Lake Oswego Kaady Car Wash and quarterly testing of runoff from the West Linn site to ensure water leaving the site is free from harmful contaminants, meets pH standards, and is validated by an independent environmental lab. If runoff is contaminated, the Applicant must agree to cease operations and undertake mitigation measures to protect the riparian corridor and downstream areas.
- No description is provided as to the final disposal of wastewater generated directly by car washing activities.
- Sheet C3.0 does not show elevations of grading lines or directionality of flow on the property. These elevations are not correlated with the Site Map shown in Appendix B of the Stormwater Management Report. Basin A appears to be arbitrarily drawn and does not include all impervious areas located inside the project boundary.
- The Water Quality report provided with the application gives only expected flow rates and runoff depth. The final design of the stormwater capture system does not reference these values against the City of West Linn requirements.

Further Requests:

- **Chemical hazard list & mitigation plan** aligned with **CHP 32.050 H** and **CDC 32.090**.

- **Water quality testing data:** Current Lake Oswego runoff water sample reports and quarterly samples from the West Linn site.
- **Contamination mitigation agreement** if runoff exceeds safe limits.

Regulatory Reference: In accordance with **W.L. MC 32.050(H)** and **CDC 32.090**, the Applicant must prepare and submit a Chemical Hazard List & Mitigation Plan that addresses potential chemical spills, runoff, and impacts on riparian buffers.

4. Demonstration of City Approval Criteria

- The Applicant has failed to provide evidence of compliance with the criteria set forth in **CHP 32.060**, including ensuring minimal impact on the WRA, stormwater facilities, and geologic hazards.
- Construction within or near the riparian zone requires approval based on a certified geo-technical report (e.g., from a licensed engineering firm) showing that reducing the 100-foot buffer zone will not harm water habitat. No such report has been provided.
- The applicant must submit a detailed WRA water collection pond plan, including how vegetation and downstream impacts will be addressed, in accordance with **CHP 32.050** and **CDC 32.090**. Without these plans, the application is incomplete and should be invalidated.
- No geotechnical report was provided with the application. Approval of application and issuance of permit cannot be finalized until geotechnical report is submitted and reviewed.
- No Operations and Maintenance Plan was provided with the application. Approval of application and issuance of permit cannot be finalized until O&M Plan is submitted and reviewed.
- No Plumbing Plans were provided with the application. Approval of application and issuance of permit cannot be finalized until plumbing plans are submitted and reviewed.

Regulatory Reference: The applicant must submit a **Certified Engineering / Geotech report** as detailed in **W.L. MC 32.060(A)(4)**, demonstrating that the disturbance of the riparian buffer and impact on water habitat are acceptable.

5. Compliance with State & Federal Regulations

- The Applicant has not provided evidence of necessary permits, including **DEQ (1700-A NPDES or 1700-B WPCF)**, stormwater permits, erosion control permits, or a Riparian/401 Certification from the US Army Corps of Engineers.
- No documentation demonstrating compliance with relevant federal and state environmental laws has been submitted, which is a prerequisite for approval.
- The Applicant must also prepare and submit a Best Management Practices (BMP) plan, including

Regulatory Reference: Under **W.L. MC 120.040**, all stormwater discharges must be authorized by the City's stormwater permit and comply with State and Federal law, including the Clean Water Act.

II. 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.

DETAILED REQUIREMENTS AND CONCERNS:

- **Traffic Impact Analysis (TIA):** In accordance with **W.L. MC 48.025(B)** and **CDC 85.170(B)(2)(c)(5)**, a detailed TIA prepared by a qualified professional is required to evaluate the current and projected traffic impacts, including turn movements, queuing, and safety at access points. The analysis should consider cumulative effects from nearby developments and current traffic volumes.
- **Permit Requirement:** The Applicant must obtain an **Oregon Department of Transportation (ODOT) Change of Use Permit**, as mandated by **OCRS 374.305(1)**. Without this permit, the development does not meet legal standards for change in the use of highway access and must not be approved.
- **Alignment with Plan:** The current proposal conflicts with the City's **Transportation System Plan (TSP 2016)** and **Vision43**, which promote multimodal transportation, safe pedestrian crossings, and traffic flow improvements along Highway 43. The impact of increased congestion and unsafe turning movements must be rigorously evaluated before approval.

48.025(B) states

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:

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

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

Traffic effects .. can be determined by .. Institute of Transportation Engineers (ITE) Trip Generation manual, and information and studies provided by the local reviewing jurisdiction and/or ODOT. We note that ITE Manual has sparse data for a car wash facility. ITE only lists peak, not average daily trips for this type of facility. Instead, we refer to a more detailed study conducted generation studies made by the City of San Diego, the San Diego Association of Governments (SANDAG), the Institute of Transportation Engineers (ITE), and other qualified sources. This reference lists 450 trips/day for an automated car wash facility.

We note that the application is for a new conditional use. For that reason, we maintain that the proper basecase is current conditions, that is, a vacant building. Thus, new traffic generated should be compared to the current condition of zero trips. If the restaurant were functioning, the San Diego reference estimates 158 trips, so the difference still exceeds 250 average trips.

Notice that a safety condition may occur even if the increase in site volume generation is within 250 average trips. There will certainly be a change to internal traffic patterns – cars attempting left-turns across traffic, creating an exit queue or otherwise blocking access. Thus, the application meets the criteria of CDC 85.170(B)(2)(c)(5), both is volume and safety problems. A traffic analysis is needed to determine the extent of those impacts.

CDC 85.170(B)(2)(d) (5) references residential traffic criteria specifying West Linn's minimum level-of-service standards established in the Transportation System Plan (TSP). We assume similar criteria are required for the discretionary review process. We note that TSP has not been updated since 2016 and was based on 2014 survey data. At that time, the intersection with Walling Way was noted to have v/c ratio of .99 and Level of Service B/F. Thus, the intersection is already at capacity and experiences very poor Level of Service during peak times.

The Metro mobility standards referenced in the TSP specify a maximum v/c of .99 (Page 38 West Linn TSP Policies Review Memorandum). The proposed increase in traffic volume will lead to conditions exceeding Metro's mobility standards. We believe that current traffic conditions need to be surveyed and updated to account for (1) increased customer traffic on Walling Way due to Starbucks and (2) general increase in highway traffic that has occurred in recent years. Clearly, any traffic increase fails to meet level-of-service standards specified in the TSP.

In summary, the Applicant needs to provide a traffic analysis report which recognizes (1) increased amount of left-hand turns across traffic to reach the facility, (2) potential bottleneck of exiting customers blocking strip mall driveway and (3) the impact of increased traffic across the bicycle lane and pedestrian walkways.

CDC 85.170(B)(2)(g) (A) sets criteria for discretionary review and provides that the traffic impact analysis is prepared by a professional traffic engineer qualified under OAR 734-051-0040.

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). Without such approval, any application is incomplete.

Recommendation:

We believe that a traffic analysis as specified in CDC 85.170(B)(2)(c)(5) is necessary. The Applicant needs to show that the proposal will meet West Linn's level of service standards for traffic flow. In addition, it should not pose undue safety risks for drivers, bicyclists or pedestrians. Furthermore, the Applicant needs to apply with ODOT for a Change of Use Permit.

Only three streets directly intersect with Old River DR from HWY 43, providing vital access to the neighborhood beneath McDonald's: Walling Way and Cedar Oak DR in West Linn, and Glenmorrie DR in Lake Oswego. Fairview Way can be used to reach the neighborhood, but it does not directly intersect with Old River DR. If the intersection of Walling Way and HWY 43 were to become excessively congested due to the presence of an express, mechanized drive-thru car wash, traffic would back up into the residential neighborhood and create safety risks for pedestrians, residents, and children playing. It would impact traffic at and surrounding the intersections of HWY 43 with Glenmorrie DR, Cedar Oak DR, and Fairview Way. It would change traffic patterns for entire neighborhoods in Lake Oswego and West Linn. At the presentation to the Robinwood Neighborhood Association, Mr. Charles Kaady stated that his proposed car wash could serve up to 60 cars per hour, one car per minute. The intersection of HWY 43 and Walling Way, and the McDonald's lot, are not designed to sustain the increased burden of traffic that would be generated by the proposed car wash.

According to a West Linn Tidings article published on January 10, 2019, the owner of McDonald's stated the reason they were closing this location was because of traffic. The owner Mindy Mayer stated, "It really gets busy in the morning, but you couldn't

get back on the road... there was no stoplight to let you back on, if you got off. That made it difficult for people to come here.”

III. Noise Pollution

SUMMARY: The expected operational noise from the proposed car wash conflicts with local noise standards and threatens neighborhood livability. The proposed car wash will create a significant alteration in local traffic conditions on an already busy highway. Some customers will be making a left-hand turn against traffic which increases public risk and may create a bottleneck slowdown. Customers leaving the facility and attempting to enter traffic may create a bottleneck within the current strip mall parking lot. Traffic entering and exiting will interfere with the intention of having safe pedestrian and bicycle lanes beside Highway 43. Note that a car wash facility with signaled access exists only two blocks away.

DETAILED REQUIREMENTS AND CONCERNS:

- **Noise Study & Certification:** As per **CDC 55.100(D)** and **W.L. MC 55.487**, an independent acoustical engineer must review noise levels associated with the operation, including blowers, vacuum systems, and vehicle traffic. The study must confirm compliance with applicable standards and include recommendations for noise mitigation.
- **Compatibility & Buffering:** **CDC 60.070(C)(2)** requires the Applicant to demonstrate that noise impacts are minimized and compatible with surrounding residential uses. The plans must incorporate sound barriers, landscaping, or operational hours restrictions to ensure neighborhood livability.
- **Operational Hours Restrictions:** To limit noise disturbances, the Applicant should propose limits on early morning or late evening operations under **CDC 60.070(C)(1)**, which grants the City authority to impose operational conditions to protect community character.
- **Recurrent Noise:** The operations of the car wash would create recurrent noise, especially when it is busy. Noise would begin before operating hours, during opening duties, and extend after operating hours, during closing duties. The Development Review Application for the proposed Kaady Car Wash only acknowledges “intermittent” noise that would be generated by the proposed car wash. Mr. Kaady, during the presentation to the Robinwood Neighborhood Association, indicated that the proposed car wash would serve up to 60 cars per hour, a car per minute. This would generate recurrent noises from the car wash machinery and blow dryers, which would disturb the neighborhood. As the application is inaccurate and does not acknowledge recurrent noises generated by the car wash, it should be deemed incomplete.

- Kaady variance - There are clear sound impacts, this is why they are requesting the variance.
-

IV. 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 plan prioritizes small-scale, pedestrian-friendly, and mixed-use developments that serve and enrich the community. The large-scale, automobile-centric car wash conflicts with these goals by prioritizing vehicle throughput over neighborhood cohesion and aesthetic appeal. The Neighborhood Plan has explicitly called out automotive services as an area of concern. The application states that Highway 43 is not a pedestrian thoroughfare, which is also in contradiction with City of West Linn planning goals.
- **Environmental and Visual Impact:** The development's environmental footprint, including noise, chemical runoff, and increased traffic, undermines the neighborhood's efforts to conserve and celebrate its natural environment and community identity.
- **Precedent:** The Kaady car wash application cites that precedent for a car wash conditional use already exists. However, there is no precedent for two car washes within an eighth of a mile of each other which fails to enhance our community. There is no precedent for a car-centric business to establish itself next to an existing high traffic business increasing congestion on our streets and clogging the path in and out of the neighborhood. This erodes livability and is inconsistent with The Robinwood Neighborhood Plan.

We note that this application is not consistent with West Linn's Comprehensive Plan. Table 3 states the goals from Chapter 12 (Transportation) of the West Linn Comprehensive Plan

“Provide a transportation system that provides maximum mobility while encouraging modes other than the automobile; provides connectivity within and between neighborhoods; is convenient, safe, and efficient; maintains the cohesiveness of the City's neighborhoods; respects the community's priorities and affordability; respects the natural environment.”

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.”

Finally, we note the intention of the Vision43 Plan. The goal is stated as:

“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.”

We do not see how an additional automobile-focused business will contribute to this goal. We note that a similar business already exists two blocks away with a signaled intersection to the highway. Thus, we do not see a significant increase in services for local residents.

Inconsistency with 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.

The Neighborhood Plan states that Neighborhood Action Measures should be given special consideration and influence. The proposed application is specifically addressed by Action Measure 2.5 which prohibits inappropriate automotive sales, repair, and storage uses.

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.

In particular, we point out the following goals as 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.

As previously discussed, the proposed development presents a traffic problem and will interfere with pedestrian and bicycle movement. A business focused on automobile services is not consistent with the desired small commercial and mixed-use development.

V. Pre-application Inaccuracies and Omissions

SUMMARY: The submitted Pre-Application Conference Written Description (dated 2/14/2025) contains significant inaccuracies and incomplete information, which misrepresent the environmental sensitivities of the site and omit essential infrastructure and operational details.

KEY ISSUES:

- **Environmental Misstatement:** The claim that the site has “no wetlands, riparian areas, or environmentally sensitive conditions” is false, as confirmed by the **W.L. MC 32.020** and **W.L. MC 99.038** provisions. The application must accurately reflect the presence of the Significant Riparian Corridor and other protected natural features, like the significant riparian corridor.
- **Utilities & Infrastructure:** Disclosure of electrical upgrades, water consumption, wastewater handling, and potential community costs has been omitted. The City’s **Chapter 120 (Erosion and Sediment Control)** and **Chapter 140 (Utilities)** require transparent planning on these issues.

- **Traffic & Parking:** The application must include a full traffic impact analysis and parking study, considering queuing from the car wash operation, to avoid adverse impacts on neighboring businesses and residential streets.
- **Tree and Green Space Management:** Discrepancies regarding tree removal plans must be clarified to ensure city environmental goals—per **W.L. MC 55.070**, especially relating to landscaping and green buffer provisions—are met.

Conclusion and Recommendations

Based on the extensive concerns outlined—pertaining to ecological integrity, traffic safety, noise pollution, regulatory compliance, community character, and alignment with the City’s long-term vision—the Robinwood Neighborhood Association respectfully urges the City of West Linn to DENY the Kaady Car Wash Conditional Use Permit application. The application contains significant omissions, inaccuracies, and violations of critical environmental, safety, and planning standards that threaten the health, safety, and well-being of our community and natural resources.

Before considering approval of any development on this ecologically sensitive site, the City must require comprehensive, independent assessments including:

- Water Resource Area (WRA) surveys conducted by qualified professionals, including an Environmental Impact Statement
- Detailed stormwater management and runoff impact plans
- Noise impact studies conducted by certified acoustical engineers
- Traffic impact analyses assessing current conditions and future impacts
- Full compliance with all relevant federal, state, and local permits and regulations

All reports and assessments must be publicly available, transparent, and subject to community review.

Final Statement

The Robinwood Neighborhood Association remains committed to collaborating with the City to ensure development decisions support community health, environmental sustainability, and neighborhood integrity. We believe that well-vetted, community-aligned development strategies will foster a healthier, more inclusive, and sustainable Robinwood neighborhood for current residents and future generations.

We respectfully urge the City to reject the application outright. Without comprehensive, accurate, and thorough evaluations of the environmental, traffic, noise, and community impacts, permitting such a development would be premature and irresponsible. Only through a complete understanding of these critical issues can fair, responsible, and community-supported decisions be made—decisions that truly prioritize the health, safety, and long-term well-being of West Linn’s residents and natural environment.

Respectfully submitted,

[Signature block with representative name and contact information]

Robinwood Neighborhood Association

[Date]

We respectfully urge the City to reject the application outright. Without comprehensive, accurate, and thorough evaluations of the environmental, traffic, noise, and community impacts, permitting such a development would be premature and irresponsible. Only through a complete understanding of these critical issues can fair, responsible, and community-supported decisions be made—decisions that truly prioritize the health, safety, and long-term well-being of West Linn's residents and natural environment.

Respectfully submitted,

[Signature block with representative name and contact information]

Robinwood Neighborhood Association

[Date]

lgn 11/4/25

Elizabeth Dietz
Elizabeth Dietz
RNA Vice
President

Wyss, Darren

From: CAROLYN ULLMAN <cmu@comcast.net>
Sent: Thursday, March 5, 2026 12:05 PM
To: Wyss, Darren
Subject: Kaady carwash oppostion
Attachments: Opposition to the carwash from business owners signed.pdf

You don't often get email from cmu@comcast.net. [Learn why this is important](#)

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

Hi, Darren: I am resubmitting this letter from business owners today as I want to make sure we are within the timeline to be included in the file for the hearing on 3/18. Since this letter was composed and signed in August, it was directed to Chris Myers and now to you. Since this was a signed document, it could not be changed to reflect the new planner. Another change is that Backyard Burger has gone out of business but, the new developers of the restaurant also own Kartcade. They are following the developments and are still in opposition to the car wash. I already mailed (snail) a hard copy to you. Please consider this letter from a very important group. Thank you.

Carolyn Ullman
18705 Rose Way
West Linn (Robinwood Neighborhood)
503-708-0650

August 28, 2025

City of West Linn
Planning Department
22500 Salamo Road
West Linn, OR 97068
Attention: Chris Myers

Dear Mr. Myers:

We are writing as concerned business owners to formally express our opposition to the proposed development of a carwash on the former McDonalds site on Willamette Drive. While we believe that the site needs to be developed, we also believe the negative impacts of a carwash outweigh the positives.

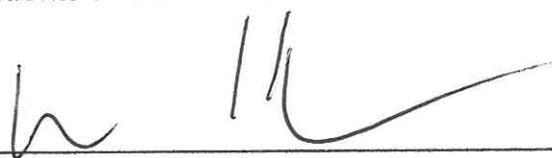
First and foremost, the increased congestion in the parking lot and on the surrounding roadways would present a serious safety concern. A carcentric business would attract more vehicles. This is especially concerning for customers, employees, families with young children, clients, patrons, cyclists, and pedestrians who use our businesses daily.

Additionally, the noise generated by the operation of a carwash—vacuums, dryers, and constant vehicle movement—would severely disrupt the climate of our business community.

Environmental concerns are also significant. The use of large quantities of water and the runoff of chemicals and detergents could have a negative impact on our local ecosystem. We are especially concerned about how wastewater will be managed and whether proper safeguards will be in place to protect nearby green spaces and water systems.

In light of these concerns, we strongly urge city planners, zoning officials, and relevant stakeholders to reconsider this application. A carwash simply is not the type of business that we want as a neighbor.

Thank you for your attention to this matter. We are confident that the voices of the residents and business owners will be heard and respected.



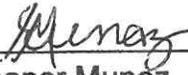
Steve Schwartz
Backyard Burger Co.



Dr. Fadi Ibsies
Smile Linn Dental



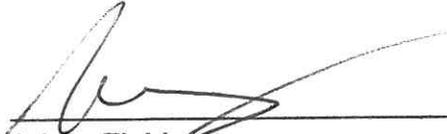
Young Kim
oh! UMAI Teriyaki



Dr. Eleanor Munoz
Modern Eyez



So Mi Park
Body & Brain, Yoga TaiChi



Adam Fiejdasz
Kartcade



Jordan Matin
Matin Real Estate

**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

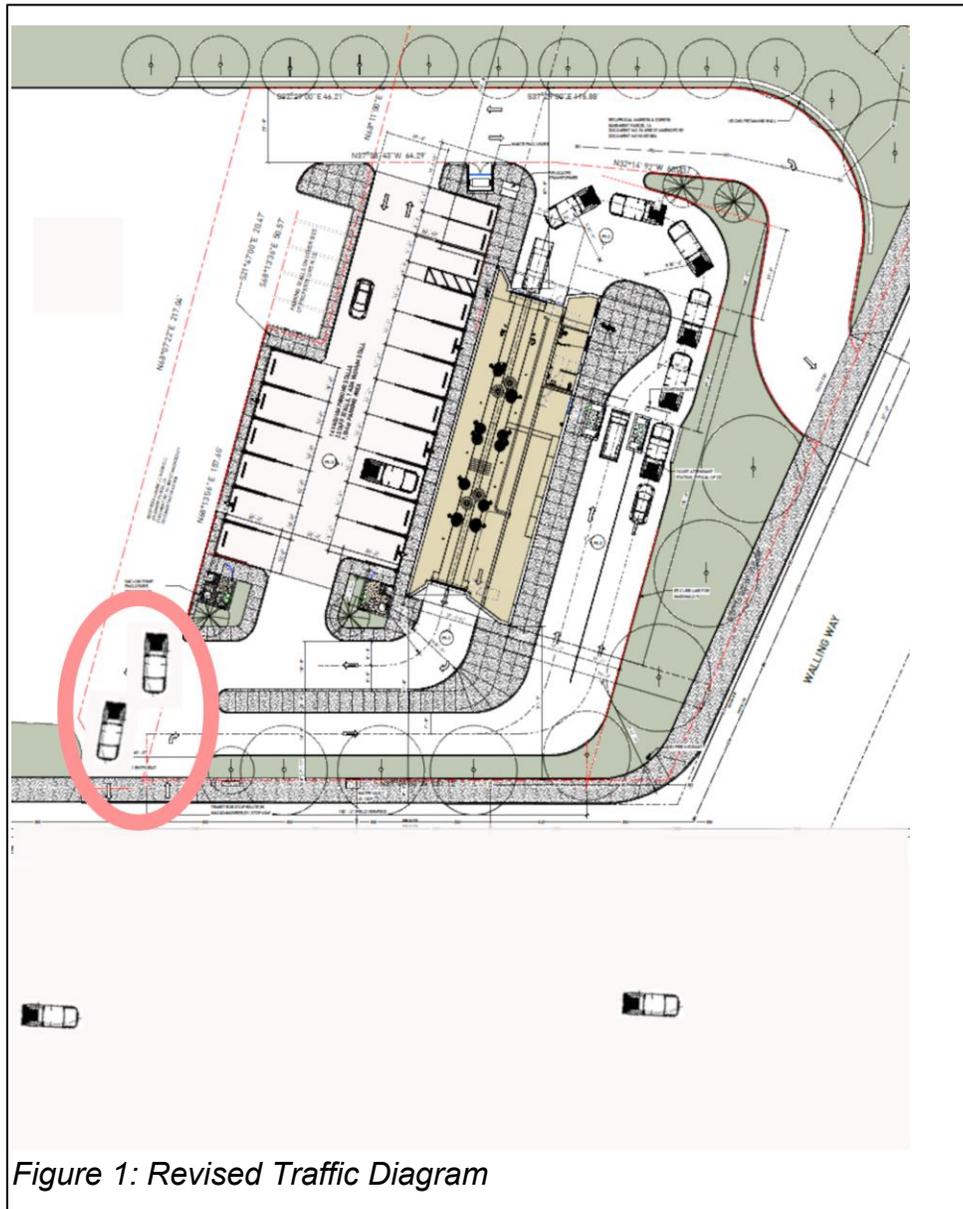


Figure 1 expands the traffic diagram provided by the applicant. The applicant projects peak traffic of sixty cars per hour or one every minute. They recognize that there will be an entry queue of perhaps eight cars waiting for service. Yet they do no analysis of the exit queue. With a car every minute, 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 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: Drusilla schroeter <druschroeter@mac.com>
Sent: Tuesday, March 3, 2026 3:56 PM
To: Wyss, Darren
Cc: Scott Schroeter
Subject: Hearing March 18 Kaddy Carwash /

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

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

My name is Dru Schroeter, and I live within 500 feet of the proposed Kaady Car Wash site. I am oppose this application.

Under CDC Chapter 60, a Conditional Use must not be materially detrimental to public safety and must be compatible with surrounding uses. I do not believe this proposal meets those standards.

First, traffic and safety. Highway 43 is already congested. The Starbucks drive-through directly across the street frequently backs up onto the highway. Adding another high-volume, vehicle-oriented drive-through use at this same location will increase stacking, turning conflicts, and accident risk. Without clear evidence of adequate ODOT coordination and cumulative traffic analysis, public safety cannot be assured.

Second, compatibility. A car wash brings constant vehicle movement, vacuum noise, dryers, lighting, and extended operating hours. Those impacts directly affect nearby residential properties. Landscaping does not eliminate operational noise and activity. This use is not compatible with surrounding homes.

Third, stormwater and environmental concerns. During heavy rain, runoff already pools at the bottom of Walling Way. Adding more impervious surface and a high-water-use facility near the Fern Creek resource area raises serious concerns about drainage and natural resource impacts.

Finally, there are already two car washes serving this area, one just two blocks away. This proposal intensifies an already saturated use without clear community benefit.

For these reasons, I respectfully ask you to find that the application does not meet the approval criteria under Chapter 60 and related infrastructure and natural resource standards, and to deny the proposal.

Thank you for your consideration,

Dru Schroeter

Wyss, Darren

From: Alfred Brown <atb9908@gmail.com>
Sent: Tuesday, March 3, 2026 12:14 PM
To: Wyss, Darren
Cc: Bolton Neighborhood Association President; Vince Miles
Subject: Re: Notice of Upcoming Planning Commission Hearing [CUP-25-04; DR-25-03; VAR-24-02]

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

Hi Darren,

My name is Alfred Brown. I live at 1513 Holly St, West Linn.

I noted in the body of the Hearing Notice that CDC Capter 52 [Signs] is not part of the approval criteria. As this car wash is nearly 0.4 mi. from the garish car wash at Willamette Drive and Hidden Springs Rd, I am concerned there will be a signage war between the two cars washes and we'll end up with another blight on our Hwy 43 in the Robinhood Neighborhood. Is this really what we want to happen? Cannot we put restrictions on the (negative) attention grabbing signage?

Alfred Brown

Name	City	State	Postal Code	Country	Signed On
Elizabeth Dietz	Portland	OR	97201	United States	5/17/2025
Jeannie Thompson	Portland	OR	97267	United States	5/17/2025
Maria Halstead	Lake Oswego	OR	97034	United States	5/17/2025
Suzanna Rogstad	Lake Oswego	OR	97034	United States	5/17/2025
Stacy Fletcher	West Linn	OR	97068	United States	5/17/2025
Sandy Fogle	West Linn	OR	97068	United States	5/18/2025
Kathy Fisher	West Linn	OR	97068	United States	5/18/2025
Natalie Clark	Lake Oswego	OR	97034	United States	5/18/2025
Jan Huffstutter	Oregon City	OR	97045	United States	5/18/2025
Keith Huffstutter	West Linn	OR	97068	United States	5/18/2025
Joan Briscoe	West Linn	OR	97068	United States	5/18/2025
Ian Mac	West Linn	OR	97068	United States	5/18/2025
Melissa Macgillivray	West Linn	OR	97068	United States	5/18/2025
Tyler B	KC Metro	MO		United States	5/18/2025
Nathalie Christensen	West Linn	OR	97068	United States	5/18/2025
Starr Sheppard-Decker	West Linn	OR	97068	United States	5/18/2025
Heather Hoppe	West Linn	OR	97068	United States	5/18/2025
Kathy Wyman	Lake Oswego	OR	97034	United States	5/18/2025
Cassandra Todd	West Linn	OR	97068	United States	5/18/2025
Mark Naugle	West Linn	OR	97068	United States	5/18/2025
Bev Herbert	West Linn	OR	97068	United States	5/18/2025
Laura Swakon	Portland	OR	97219	United States	5/18/2025
Eleanor Wynn	West Linn	OR	97068	United States	5/18/2025
Molly Gabler	West Linn	OR	97068	United States	5/18/2025
Stephanie Costello	West Linn	OR	97068	United States	5/18/2025
Theresa Link	West Linn	OR	97068	United States	5/18/2025
Shiva Rahimi	West Linn	OR	97068	United States	5/18/2025
Caroline Yang	Portland	OR	97252	United States	5/18/2025
Elaine Robinson	Portland	OR	97214	United States	5/18/2025
Kris Olson	West Linn	OR	97068	United States	5/18/2025
Scott Sandie	West Linn	OR	97068	United States	5/18/2025
Emma Miller	West Linn	OR	97068	United States	5/19/2025
Paul Kreitzberg	Hayward	CA	94544	United States	5/19/2025
Heather Renaud	Portland	OR	97211	United States	5/19/2025
jack harman	Vancouver	WA	98685	United States	5/19/2025
Emily Harris	Portland	OR	97206	United States	5/19/2025
Kylah Prather	Lebanon	OR	97233	United States	5/19/2025
Amelia Brown	West Linn	OR	97068	United States	5/19/2025
Mary Schroder	Portland	OR	97219	Belgium	5/19/2025
Chito Romero	Newberg	OR	97132	United States	5/19/2025
Joe Conachy	West Linn	OR	97068	United States	5/19/2025
Vittorio Lombardi				United States	5/19/2025
Ruth Maher	West Linn	OR	97068	United States	5/20/2025
Jaemin Shin	Camas	WA	98607	United States	5/20/2025

Sean Mccarthy	West Linn	OR	97068	United States	5/20/2025
Kim Skinner	Wilsonville	OR	97070	United States	5/20/2025
Amy Schultz	Portland	OR	97223	United States	5/20/2025
austin ward				United States	5/21/2025
Heidi McNeil	Aloha	OR	97006	United States	5/21/2025
Zoey Martinez	Beaverton	OR	97007	United States	5/21/2025
Angie Rock	West Linn	OR	97068	United States	5/21/2025
Joe Rock	Portland	OR	97217	United States	5/21/2025
Amy Vandembroucke	West Linn	OR	97068	United States	5/21/2025
Allison Bottcher	West Linn	OR	97068	United States	5/21/2025
Marilet Zablan	Portland	OR	97068	United States	5/21/2025
Lori Turner	West Linn	OR	97068	United States	5/21/2025
Josh Williams	West Linn	OR	97068	United States	5/21/2025
Leona Green	Palo Alto	CA	94303	United States	5/21/2025
Brian Stone	Portland	OR	97236	United States	5/21/2025
Kathy Avenson	Portland	OR	97068	United States	5/21/2025
Dan Wolff	West Linn	OR	97068	United States	5/21/2025
Ken Eisele	Stockton	CA	95204	United States	5/21/2025
Samantha Thoreson	Oregon City	OR	97045	United States	5/21/2025
Sandra Cruz	West Linn	OR	97068	United States	5/21/2025
Jakr Janovetz	West Linn	OR	97068	United States	5/21/2025
Rose Brandtner	Portland	OR	97202	United States	5/21/2025
Waka Brown	Portland	OR	97219	United States	5/21/2025
Robin Byrd	West Linn	OR	97068	United States	5/21/2025
Linda White	West Linn	OR	97068	United States	5/21/2025
Shoa Russell	Oregon City	OR	97045	United States	5/21/2025
Karen Salvetti	Portland	OR	97236	United States	5/21/2025
Kena James	Portland	OR	97202	United States	5/21/2025
Taylor Wells	West Linn	OR	97035	United States	5/21/2025
Suzy Wolff	Portland	OR	97068	United States	5/21/2025
Gabriella Dolhonde	West Linn	OR	97068	United States	5/21/2025
Erin Keller	West Linn	OR	97068	United States	5/21/2025
Lindsey Rulis	West Linn	OR	97068	United States	5/21/2025
Briana Herloss	West Linn	OR	97068	United States	5/21/2025
Kimi Huston	West Linn	OR	97068	United States	5/21/2025
Sheila Mote	Oregon City	OR	97045	United States	5/21/2025
Kevin Carlton	West Linn	OR	97068	United States	5/21/2025
Talia Arthur	West Linn	OR	97068	United States	5/21/2025
Malivann Hang	Portland	OR	97222	United States	5/21/2025
JoLee Schultz	West Linn	OR	97068	United States	5/21/2025
Kristen Price	Palo Alto	CA	94303	United States	5/21/2025
Jeri Telligman	Canby	OR	97013	United States	5/21/2025
Danae Patchett	Clackamas	OR	97015	United States	5/21/2025
Katy Vasbinder	West Linn	OR	97068	United States	5/21/2025
Nicole Hage	West Linn	OR	97068	United States	5/21/2025

Michelle Showalter	Portland	OR	97212	United States	5/21/2025
Springer Smith	Portland	OR	97266	United States	5/21/2025
Leslie Bowlin	West Linn	OR	97068	United States	5/21/2025
Jill Roberts	West Linn	OR	97068	United States	5/21/2025
Ann Campo	West Linn	OR	97068	United States	5/21/2025
Justine Saffir	West Linn	OR	97068	United States	5/21/2025
Amy Bull	West Linn	OR	97068	United States	5/21/2025
Dana Myers	West Linn	OR	97068	United States	5/21/2025
Keegan Gray	West Linn	OR	97068	United States	5/21/2025
Sarah Duffin	West Linn	OR	97068	United States	5/21/2025
Jessica Zagone	West Linn	OR	97068	United States	5/21/2025
Megan Kemp	Davenport	FL	33896	United States	5/21/2025
Mclachlan Laura	West linn	OR	97068	United States	5/21/2025
Madeline Bliss	Palo Alto	CA	94303	United States	5/21/2025
Colleen Ogburn	West Linn	OR	97068	United States	5/21/2025
Michael Baggetta	West Linn	OR	97068	United States	5/21/2025
Derek Gomez	Portland	OR	97068	United States	5/21/2025
Ben Morrow	Portland	OR	97222	United States	5/21/2025
Denise Hughlett	West Linn	OR	97068	United States	5/21/2025
Samantha Zurfluh	Portland	OR	97209	United States	5/21/2025
Nolan Kohler	West Linn	OR	97068	United States	5/21/2025
Kayla Platt	Salem	OR	97302	United States	5/21/2025
Melissa Smith	West Linn	OR	97068	United States	5/21/2025
Aidan Scott	Portland	OR	97229	United States	5/21/2025
AMANDA HWANG	Portland	OR	97068	United States	5/21/2025
Carrie Weston	West Linn	OR	97068	United States	5/21/2025
Heidi Woolery	West Linn	OR	97068	United States	5/21/2025
Diana Berni	West Linn	OR	97068	United States	5/21/2025
Maggie Mushlitz	West Linn	OR	98041	United States	5/21/2025
Sarah Limbourg	West Linn	OR	97068	United States	5/21/2025
Nicole Ross	Portland	OR	97211	United States	5/21/2025
Lisa Little	Portland	OR	97267	United States	5/21/2025
Caleb Horrell	Portland	OR	97202	United States	5/21/2025
Damon Hathaway	West linn	OR	97068	United States	5/21/2025
Amy Yannotta	West Linn	OR	97068	United States	5/21/2025
Cheryl Wideman	West Linn	OR	97068	United States	5/21/2025
P K	Salem	OR	97305	United States	5/21/2025
Sabrina Woodbury	Portland	OR	97206	United States	5/21/2025
Rita Salo	West Linn	OR	97068	United States	5/21/2025
Tim Zagone	West Linn	OR	97068	United States	5/21/2025
Sarah Ross	West Linn	OR	97068	United States	5/21/2025
Betty Folmsbee	Milwaukie	OR	97267	United States	5/21/2025
Taylor Marta	Portland	OR	97236	United States	5/21/2025
Joshua Nugent	West Linn	OR	97068	United States	5/21/2025
Denise Van Sickle	West Linn	OR	972068	United States	5/22/2025

Kat Rosenbaum	Portland	OR	97222	United States	5/22/2025
Alana Ruprecht	West Linn	OR	97068	United States	5/22/2025
Alicia Coats	West Linn	OR	97068	United States	5/22/2025
Gail Stein	Portland	OR	97217	United States	5/22/2025
Jennifer Zhao	West Linn	OR	97068	United States	5/22/2025
Rachel Beavers	West Linn	OR	97068	United States	5/22/2025
Amy Walsh	West Linn	OR	97068	United States	5/22/2025
Devin Buchhorn	Austin	TX	78746	United States	5/22/2025
Rachelle Hug	Woodburn	OR	97071	United States	5/22/2025
Elizabeth Nugent	West Linn	OR	97068	United States	5/22/2025
Misten Daniels	West Linn	OR	97068	United States	5/22/2025
Alicia Riley	West Linn	OR	97068	United States	5/22/2025
Matthew Searer	West Linn	OR	97068	United States	5/22/2025
Kelly Muldune	Vancouver	WA	98665	United States	5/22/2025
Kimmerle Carrie	West Linn	OR	97068	United States	5/22/2025
Mary Moore	Oregon City	OR	97045	United States	5/22/2025
Maddy Schaefer	West Linn	OR	97068	United States	5/22/2025
Jeremy Rower	West Linn	OR	97068	United States	5/22/2025
Adam Corona	West Linn	OR	97068	United States	5/22/2025
Audrey Fields	Ashburn	VA	20147	United States	5/22/2025
Abraham Staffa	Portland	OR	92563	United States	5/22/2025
A Barberini	Portland	OR	97222	United States	5/22/2025
Staci Cox	West Linn	OR	97068	United States	5/22/2025
Lordean Moran	Oregon City	OR	97045	United States	5/23/2025
Mariia Nytko	Vancouver	WA	98682	United States	5/23/2025
Mike Roub	Portland	OR	97209	United States	5/23/2025
Ted Pope	Vancouver	WA	98682	United States	5/23/2025
Elizabeth Terris	West Linn	OR	97068	United States	5/23/2025
Troy Cocioppo	West Linn	OR	97068	United States	5/23/2025
Christina Cocioppo	West Linn	OR	97068	United States	5/23/2025
Andrew Beck	Oregon City	OR	97045	United States	5/23/2025
J.W. Powell	Damascus	OR	97089	United States	5/23/2025
Sonny Farhand	Portland	OR	97220	United States	5/24/2025
Briceyda Morales	Sherwood	OR	97140	United States	5/24/2025
Darla Wolf-Evans	Portland	OR	97236	United States	5/24/2025
Katie Scott	West Linn	OR	97068	United States	5/24/2025
Theresa Imse	West Linn	OR	97068	United States	5/24/2025
Meighan Walker	Portland	OR	97267	United States	5/24/2025
Jeffrey Makowski	West Linn	OR	97068	United States	5/25/2025
David Brinkley	West Linn	OR	97068	United States	5/25/2025
Candace Corea	Gresham	OR	97080	United States	5/26/2025
Susan Collins	Portland	OR	97213	United States	5/26/2025
Yevnica Yantsen	Damascus	OR	97089	United States	5/26/2025
Anne Fretwell	Portland	OR	97252	United States	5/27/2025
Emily McLeod	West Linn	OR	97068	United States	5/27/2025

Jan Tait	West Linn	OR	97068	United States	5/27/2025
Helen Fernandes	Portland	OR	97267	United States	5/27/2025
Helen Hays	Oregon City	OR	97045	United States	5/27/2025
Kelli Yasin	West Linn	OR	97068	United States	5/28/2025
Lauryn Swinehart	West Linn	OR	97068	United States	5/28/2025
Allyson young	Portland	OR	97203	United States	5/30/2025
Jazmin Becker	Portland	OR	97203	United States	5/30/2025
CHRISTINA HARRIS	Portland	OR	97211	United States	6/7/2025
Käthe Anchel	West Linn	OR	97068	United States	6/9/2025
Kirsten Solberg	West Linn	OR	97068	United States	6/10/2025
Lisa Becker	Portland	OR	97212	United States	6/10/2025
Jon Chenier	Oregon City	OR	97045	United States	6/10/2025
Athena Contreras	West Linn	OR	97068	United States	6/11/2025
Ersala Tyer	West Linn	OR	97068	United States	6/11/2025
Susan Wilson	West Linn	OR	97068	United States	6/12/2025
Arlena Homola	Yacolt	WA	98675	United States	6/13/2025
Steven Craft	Portland	OR	97209	United States	6/13/2025
Diana Galle	Longview	WA	98632	United States	6/13/2025
Jennifer Snyder	West Linn	OR	97068	United States	6/14/2025
Daiana Yanes	Keizer	OR	97303	United States	6/14/2025
Pat Close	Portland	OR	97220	United States	6/25/2025
Greg Close	Portland	OR	97220	United States	6/25/2025
Stanley Gray	Portland	OR	97211	United States	6/25/2025
Moussa Aljamal	Lake Oswego	OR	97034	United States	6/25/2025
Zeina Zein	Lake Oswego	OR	97034	United States	6/25/2025
Inas Zein	Westlinn	OR	97068	United States	6/25/2025
Dennis McKenna	Lake Oswego	OR	97035	United States	6/25/2025
Pamela Bugg McKenna	Portland	OR	97252	United States	6/26/2025
Divya Nagendran	Aurora	IL	60505	United States	6/26/2025
Theresa Russio	West Linn	OR	97068	United States	6/26/2025
Shelley Ekaye	Austin	TX	78758	United States	6/27/2025
Darlene Johnson	Newberg		97132	United States	6/27/2025
SCOTT BUTLER	Estacada	OR	97023	United States	6/28/2025
Anni Cree	Independence	OR	97351	United States	6/29/2025
Andrew Mancilla	Hayward	CA	94544	United States	6/29/2025
Johanna Olsen	Oregon City	OR	97045	United States	6/30/2025
linda Wang	West Linn	OR	97068	United States	7/1/2025
Hannah Johnson	Silverton	OR	97381	United States	7/3/2025
Marsela Missner	Portland	OR	97219	United States	7/4/2025
Fatima Jimenez	Salem	OR	97301	United States	7/4/2025
Karen Laumand	Beaverton	OR	97078	United States	7/5/2025
Carl Shoemaker	Portland	OR	97223	United States	7/6/2025
Catherine Ray	Corona	CA	92881	United States	7/6/2025
Jessica Bennett	Vancouver	WA	98683	United States	7/7/2025
Patricia Casey	McMinnville	OR	97128	United States	7/8/2025

Sophia Burch	Portland	OR	97233	United States	7/8/2025
Emily S.	West Linn	OR	97068	United States	7/10/2025
sara kemple	Portland	OR	97210	United States	7/10/2025
Dirk Asbury	Clackamas	OR	97015	United States	7/10/2025
ANNE ACKLEY	Salem	OR	97305	United States	7/10/2025
Danielle Cassidy	Portland	OR	97215	United States	7/11/2025
Joyce Golay	Portsmouth	VA	23703	United States	7/12/2025
Austin Sumpter	Canby		97013	United States	7/13/2025
Emma Straub	Portland	OR	97209	United States	7/13/2025
Stacey Emmert	Tualatin	OR	97062	United States	7/13/2025
Joel Kay	Milwaukie	OR	97222	United States	7/13/2025
Jessica Gentile	Mil	OR	97222	United States	7/13/2025
Martha Sanchez	Gresham	OR	97080	United States	7/13/2025
Debra Culwell	Portland	OR	97205	United States	7/14/2025
Louise Lopes	Mulino	OR	97042	United States	7/14/2025
Marilee Corey	Portland	OR	97217	United States	7/14/2025
JT	Portland	OR	97209	United States	7/14/2025
Jon Gramstad	Portland	OR	97230	United States	7/14/2025
Raven Arden	Hillsboro	OR	97124	United States	7/14/2025
Emily Basile	Portland	OR	97202	United States	7/14/2025
Nawal Fakh	Portland	OR	97221	United States	7/15/2025
Mircellia Prodoehl	Portland	OR	97236	United States	7/15/2025
Rue Oseas	Portland	OR	97219	United States	7/18/2025
Alex Conner	Portland	OR	98683	United States	7/23/2025
Michael Welsch	Portland	OR	97213	United States	7/25/2025
Levi Kight	Gaston	OR	97119	United States	7/26/2025
Thomas Wyka	Portland	OR	97218	United States	8/2/2025

Change.org Petition Comments

Name	City	State	Postal Code	Country	Commented Date	Comment
Suzanna Rogstad	Lake Oswego	OR	97034	United States	5/17/2025	"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."
Sandy Fogle	West Linn	OR	97068	United States	5/18/2025	"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!"
Melissa MacGillivray	Oregon City	OR	97068	United States	5/18/2025	"This is literally the last thing we need on 43. Hard no."
Stephanie Anderson	Portland	OR	97227	United States	5/18/2025	"Our community doesn't need another car wash or a chain!"
Jakr Janovetz	West Linn	OR	97068	United States	5/21/2025	"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 into a walkable destination, you'd reduce redundant drive-through traffic, create local jobs, and enrich Robinwood's pedestrian-friendly character—benefits a second nearby car wash simply can't deliver. There are much better options for this site and we should encourage them."
Justine Saffir	San Jose	CA	95139	United States	5/21/2025	"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 value and substance to our town."

Petition to Oppose the Construction of a Third Car Wash on Wilamette Drive, West Linn, OR
 To: West Linn City Council and Planning Commission From: Concerned Residents of West Linn, OR & Those that live near Highway 43

Date: 5/19/2025
 Petition Organiser: Liz Dietz
 Contact Number: 503-490-4578

The Undersigned:

NAME	ADDRESS	SIGNATURE
Carolyn Hillman	18705 Rose Way	Carolyn Hillman
Liz Dietz	18705 Rose Way	Liz Dietz
SHARON HERSHELL	3454 CHIPPON CT	Sharon Hershell
LIA KALVIN	3460 FAIRVIEW WAY	Lia Kalvin
Craig Gattuso	3555 Fairview Way	Craig Gattuso
Lynn Millican	3585 Fairview Wy	Lynn Millican
Susan Herschell	19250 Old River Dr.	Susan Herschell
CAROL RATH	18320 THALLOM DR.	Carol Rath
PATRICK RATH	18320 THALLOM DR.	Patrick Rath
Nita Howard	19085 Old River Dr	Nita Howard
MIKE HAMMER	19035 OLD RIVER DR	Mike Hammer
John Blatt	18940 OLD RIVER DR	John Blatt
Will Burton	18755 OLD RIVER DR.	Will Burton
Kelly Neumeier	3722 Robin View Dr	Kelly Neumeier
Kirsta Lechich	3875 Ridgemoor Way	Kirsta Lechich
MICHAEL PATTERSON	3927 RIDGEWOOD WAY	Michael Patterson
KEVIN PATTERSON	3927 RIDGEWOOD WAY	Kevin Patterson

Petition to Oppose the Construction of a Third Car Wash on Willamette Drive, West Linn, OR
 To: West Linn City Council and Planning Commission From: Concerned Residents of West Linn, OR &
 Those that live near Highway 43

Date: 5/19/2025
 Petition Organizer: Liz Dietz
 Contact Number: 503-490-4578

The Undersigned:

NAME	ADDRESS	SIGNATURE
Paul Headley	3472 CHIPPENWA	Paul Headley
Tandy Headley	" "	T. Headley
Nora Mylet	3450 Chippewa	Nora Mylet
Greg Mylet	3456 Chippewa	Greg Mylet
Ameyza Nicholson	3448 Chippewa cb.	Ameyza Nichol
Lisandra Mathews	3413 Chippewa ct	L. Mathews
Patricia Sheron	3347 Fairview way	Patricia Sheron
Gary Sheron	3347 Fairview way	Gary Sheron
Lindy Morford	3366 Fairview way	Lindy Morford
Aurora Eilers	3310 Fairview way	Aurora Eilers
Tama Mearell	3307 Fairview Way #A	Tama Mearell
Judy Robison	18490 Vista Ct. W.L.	Judy Robison
Sandra Carlson	18455 Vista Ct, W.L.	Sandra Carlson
Richard Hunt	18655 Rose Way	Richard Hunt
Alice Monk	18150 Arbor Ct Westlinn	Alice Monk
Ed MANK	15150 Arbor Ct W.L.	Ed MANK
Shane Winder	18718 Rose Way	Shane Winder

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Petition to Oppose the Construction of a Third Car Wash on Wilamette Drive, West Linn, OR
 To: West Linn City Council and Planning Commission From: Concerned Residents of West Linn, OR & Those that live near Highway 43

Date: 5/19/2025
 Petition Organizer: Liz Dietz
 Contact Number: 503-490-4578

The Undersigned:

NAME	ADDRESS	SIGNATURE
JIM SWELL	18747 Rose Way	[Signature]
Carl Sulzinger	WALKING WAY	Carl Pulvermacher
MARILYN FRANKEL	" "	M. Frankel
Dix Schroeter	3314 Walking Way	[Signature]
M. Mulder	3314 Walking Way	[Signature]
Deborah Bennett	3320 Welling Way	[Signature]
Yvonne Bennett	" "	[Signature]
Linda Speck	3590 Walking Way	[Signature]
Randall Jacobs	" "	[Signature]
PHIL BAATSC	19477 Old River Dr	[Signature]
Elaine Bartsch	19477 Old River Dr.	[Signature]
Russ Filly	19484 old River Pl.	[Signature]
Mark St. Marie	19445 old River Dr.	Mark St. Marie
Michele St. Marie	19445 OLDRIVER	Michele St. Marie
Robert St. Marie	19445 Old River	Robert St. Marie
Nichelle Ninder	18718 Rose Way	[Signature]

