



22500 Salamo Road
West Linn, Oregon 97068
<http://westlinnoregon.gov>

CITY COUNCIL AGENDA

Monday, March 3, 2025

1:00 p.m. – Work Session – Council Chambers & Virtual*

- | | |
|-----------------------|------------------|
| 1. Call to Order | [1:00 pm/5 min] |
| 2. Approval of Agenda | [1:05 pm/5 min] |
| 3. Public Comments | [1:10 pm/10 min] |

The purpose of Public Comment is to allow the community to present information or raise an issue regarding items that do not include a public hearing. All remarks should be addressed to the Council as a body. This is a time for Council to listen, they will not typically engage in discussion on topics not on the agenda. Time limit for each participant is three minutes, unless the Mayor decides to allocate more or less time. Designated representatives of Neighborhood Associations and Community Advisory Groups are granted five minutes.

- | | |
|---|------------------|
| 4. Mayor and Council Reports | [1:20 pm/10 min] |
| a. Reports from Community Advisory Groups | |
| b. Update from Mayor on ODOT Jurisdictional Transfer Advisory Committee | |
| 5. Proclamations | [1:30 pm/10 min] |
| a. Women's History Month | |
| b. National Drug & Alcohol Fact Week | |
| 6. Stormwater Management Manual | [1:40 pm/30 min] |
| 7. Lady B Tugboat Discussion | [2:10 pm/30 min] |
| 8. City Manager Report | [2:40 pm/5 min] |
| 9. Adjourn | [2:45 pm] |

**City Council meetings will be conducted in a hybrid format with some Councilors, staff, presenters, and members of the public attending virtually and others attending in person. The public can watch all meetings online via <https://westlinnoregon.gov/meetings> or on Cable Channel 30.*

Submit written comments by email to City Council at citycouncil@westlinnoregon.gov. We ask that written comments be provided before noon on the day of the meeting to allow City Council members time to review your comments.

If you cannot attend the meeting in person and would like to speak live at a public meeting by videoconferencing software or by phone, please complete the form located at: <https://westlinnoregon.gov/citycouncil/meeting-request-speak-signup> by 12:00 pm the day of the meeting to be input into our system. Instructions on how to access the virtual meeting will then be provided to you by email prior to the meeting. If you miss the deadline and would like to speak at the meeting, please fill out the form and staff will send you a link as time allows.

The City abides by Public Meetings law. If you believe a violation has occurred, please [click here](#) to inform the staff of your concern.

To request an interpreter or other communication aid, please contact Kathy Mollusky at 503-742-6013 or kmollusky@westlinnoregon.gov.

When needed, the Council will meet in Executive Session pursuant to ORS 192.660(2).

JURISDICTIONAL TRANSFER ADVISORY COMMITTEE

Report to the Joint Committee on Transportation

2024

JURISDICTIONAL TRANSFER ADVISORY COMMITTEE

Sarah Iannarone, Chair

Member | Road User Representative

Kevin Teater, Vice Chair

Member | Cities Representative working on transportation projects

Catherine Ciarlo

Member | Regional Government Representative with experience working on transportation projects

Coral Egnew

Member | Transit Representative

Courtney Furman

Member | Transportation Engineers

Emma Newman

Member | Oregon Bicycle and Pedestrian Advisory Committee Representative

Jessica MacClanahan

Member | Transportation Engineer

John Vial

Member | Cities Representative working on transportation projects

Lianne Thompson

Member | County Representative working on transportation projects

Michael Iwai

Member | Law Enforcement Representative

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INTRODUCTION

During the 2023 legislative session, the Oregon Legislature passed House Bill 2793, establishing a Jurisdictional Transfer Advisory Committee (Committee). The purpose of the Committee is to recommend funding the jurisdictional transfer of state highway sections to the Oregon State Legislature's Joint Committee on Transportation.

The Committee members were appointed by the Governor, and it is staffed by the Oregon Department of Transportation (ODOT).

The Committee is tasked with developing and recommending a list of three jurisdictional transfer candidates per biennium for funding to support the transferring portions of state highways from ODOT to a city or county. These recommendations are submitted by report to the Joint Committee on Transportation in September of even numbered years, in compliance with ORS 192.245

Since members were appointed in the fall of 2023, the Committee has met six times to develop a charter, selection criteria, application materials, and to review submitted applications. Applications were received from the City of Tigard and from the City of Hood River. Both jurisdictions have been in talks with ODOT about the transfers prior to the application and have the support of the relevant ODOT Region.

Applicant jurisdictions are expected to provide 20% of the cost to transfer and provide a vision that describes the applicant's plan for managing and improving the highway.

Only two transfer applications were received in this first cycle. To raise awareness of the opportunity, ODOT placed articles in newsletters for both the League of Oregon Cities and Association of Oregon Counties. Staff also worked with the ODOT Regions to ensure any jurisdictions currently discussing transfers with ODOT were aware of the new Committee, its charge, and the opportunity for local governments to apply for the committee's consideration. It is anticipated that the next round in 2026 will generate a larger pool of jurisdictional transfer candidate applications.

JURISDICTIONAL TRANSFERS TO RECOMMEND FOR FUNDING

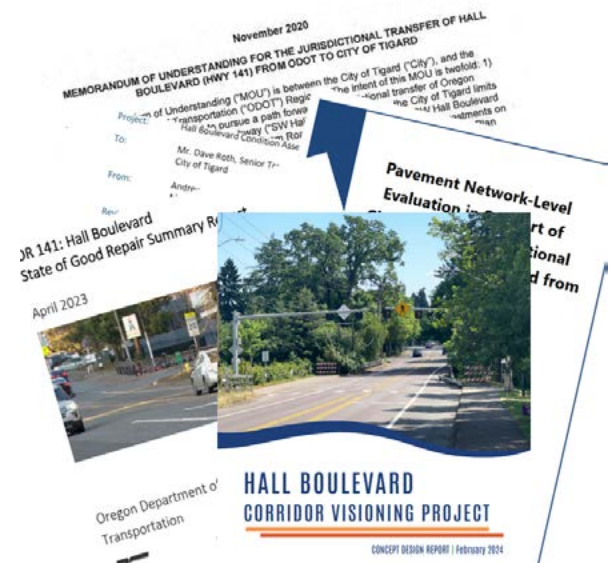
OR141 / Hall Boulevard: Locust Street to Durham Road, City of Tigard

The proposed Jurisdictional Transfer of Hall Boulevard (OR141) includes approximately 3 miles between Locust Street (MP 4.09) and Durham Road (MP 7.07). The City completed a corridor visioning project early in 2024 and envisions two travel lanes with a center turn lane, and an expanded roadway footprint to include consistent grade-separated walking and biking facilities, pedestrian scale lighting, enhanced bus stops, enhanced pedestrian crossings, and additional tree canopy.

Currently Hall Boulevard does not have continuous walking and biking facilities and has few safe crossing opportunities. The corridor ranks high in Tigard’s Safety Action Plan and there have been 14 fatal or serious injuries between 2013 and 2022. The area includes a high concentration of people of color and people experiencing low incomes. The City of Tigard utilizes an equity lens when selecting projects for their Capital Improvement Plan, and various projects such as Steve Street Park and Locust Street Sidewalk improvements are being developed to serve these areas. However, without making improvements to the Hall Blvd Corridor the community members in these areas will still have a barrier to accessing them.

The City of Tigard and ODOT Region 1 staff have estimated that the cost to bring the proposed segment to a state of good repair and the desired standard is \$81M. ODOT is delivering improvements in this segment that include Americans with Disabilities Act (ADA) compliant curb ramps and a planned enhanced pedestrian crossings with crosswalk and rectangular rapid flashing beacons (RRFBs) at SW Ashford and Fanno Creek/Omara. Other funded pedestrian safety improvements include illumination, signal timing, signing, striping, and tree trimming. These upcoming, funded improvements have a value of \$18.5M. The City and ODOT worked closely with Representative Bowman to secure funds for these improvements. The City of Tigard has a street improvement fee and local gas tax which will be used to cover long-term maintenance and complete efforts to meet the City’s vision for the Corridor.





Cost to Transfer

1. Provide the mutually agreed upon estimate of the cost to bring this section of highway up to the desired standard after transfer. <ul style="list-style-type: none"> Estimate includes current projects along Hall Blvd being delivered by ODOT, along with the proposed State of Good Repair and safety betterments. State of Good Repair items are outlined below. The Safety Betterments will be identified by the City of Tigard. 	\$81,000,000
2. Provide a list of what ODOT has agreed to do to improve the section of highway associated with the transfer, and the estimated value of those improvements. <ul style="list-style-type: none"> K22421 OR141 ADA Project – Replacing settlement ramps. (\$10M) Rep. Bowman secured \$3M in state funds to be used for pedestrian improvements on Hall Blvd. Project includes RRFB at SW Ashford and other pedestrian safety improvements including illumination, signal timing, signing, striping, and tree trimming. (\$2.4M) K22647 OR 141: SW Hemlock-SW Spruce (\$3.5M) K23509 OR141: Fanno Creek – Omara RRFBs (\$2.6M, including Rep Salinas Congressional Designated \$1M and \$550K of the Rep Bowman \$3M identified above) 	\$18,500,000
3. Subtract line 2 from line 1. This is the cost to transfer =	\$62,500,000
4. Multiply cost to transfer (above) by 20%. This is the local share = <ul style="list-style-type: none"> In lieu of a cash contribution the City will provide the 20% match with maintenance credits over a 20 year time horizon following transfer. 	\$12,500,000
5. Subtract line 4 from line 3. This the total amount requested: <ul style="list-style-type: none"> \$30M for agreed upon State of Good Repair items \$20M for City-identified Betterments 	\$50,000,000*

State of Good Repair improvements to be completed with the requested \$30M include:

- Improve pedestrian access and connectivity by replacing non-compliant ADA ramps
- Pavement resurfacing and rehabilitation to improve ride quality for vehicles and cyclists.
- Safety improvements including replacing striping, tree trimming and signal improvements for detection and ADA-compliant pedestrian push buttons.
- Replacement of the Ash Creek Bridge
- TV inspection and cleaning of all storm water conveyance systems and repairs as needed.

The Committee unanimously recommends this transfer and funding in the amount of \$50M to the Joint Committee on Transportation. The Oregon Department of Transportation provided a letter of support for the City of Tigard's application for the jurisdictional transfer of Oregon Highway 141, Hall Boulevard and related request for \$30 million in funds toward the State of Good Repair for Hall Boulevard, contingent on the transfer of the facility by the Oregon Transportation Commission.



OR281, City of Hood River

The proposed Jurisdictional Transfer of OR-281 from the intersection of 13th street and Cascade Avenue to the intersection of Pacific Avenue and 12th Street will transform the City of Hood River's Heights District from its current state as a vehicular focused business district with no bicycle infrastructure and minimal pedestrian infrastructure into a vibrant and accessible hub for local city residents.

This section of OR-281 is a one-way couplet without any bike lanes, traffic calming strategies, or pedestrian crossing lights outside of two signalized intersections. Vehicle turning movements, one-way traffic patterns, and speed place pedestrians and bicyclists in conflict with vehicles.

The Heights is home to four schools, the city's only hospital, and a federally-qualified health center, as well as a diverse mix of locally owned businesses. Almost all residential properties in Hood River (97%) are within a one-mile radius of the Heights. Data from the 2018-2022 American Community Survey indicates the Heights area has a higher concentration of individuals living below the poverty threshold as compared to the surrounding neighborhoods.





The City of Hood River estimates that the cost to bring the segment proposed for transfer up to the desired standard with envisioned safety and multimodal improvements and into a state of good repair is \$41.8M. The City completed a four-year planning process resulting in an locally adopted "Heights Streetscape Plan." This plan envisions the reconfiguration of traffic patterns to separate through-district traffic from neighborhood traffic, the addition of separated cycle tracks, and the installation of enhanced crosswalks, along with other improvements. ODOT is contributing Americans with Disabilities Act (ADA) compliant curb ramps with a value of \$3.5M. The remaining funding request for jurisdictional transfer is \$38.3M. The City of Hood River established an Urban Renewal District which will provide the City's 20% funding match, an amount of \$7.7M.

Cost to Transfer

1. Provide the mutually agreed upon estimate to bring this section of highway up to the desired standard after transfer. <ul style="list-style-type: none"> Critical path projects needed to transition away from two one-way couplets, making 13th a dedicated through street and 12th a neighborhood street optimized for bike/ped ADA curb ramp installations required under ODOT settlement agreement. 	\$41,800,000
2. Estimated cost of improvements ODOT agreed to deliver in this section of highway associated with the transfer, and the estimated value of those improvements. <ul style="list-style-type: none"> ODOT remediated ADA curb ramps outside of the Heights Streetscape Plan and on 12th Street. 	\$3,500,000
3. Subtract line 2 from line 1. This is the cost to transfer =	\$38,300,000
4. Multiply cost to transfer (above) by 20%. This is the local share = <ul style="list-style-type: none"> Hood River Heights Urban Renewal District funds for the Heights Streetscape Plan improvements. 	\$7,700,000
5. Subtract line 4 from line 3. Total amount requested:	\$30,600,000



Specific improvements expected to be completed with the requested funds include:

- Transition of 13th Street to a two-way road with a center turn lane, with 13th becoming the primary route for through district traffic.
- Enhanced crosswalks with curb bump outs, signage, and striping at intersections along 13th Street to improve neighborhood access and safety for people walking and biking.
- Approximately 4,800 feet (34,000 square feet) of new sidewalk. Sidewalks are widened with Six pedestrian operated rectangular rapid flashing beacons (RRFBs) at key intersections and crossings to improve safety.
- New medians, curb bump outs, and restriping on 13th Street, to reduce vehicle speeds.
- A new roundabout at the intersection of 13th and May Streets to improve intersection performance and improve safety while continuing to accommodate freight traffic.
- Reconstruction of Taylor Avenue with new sidewalks and two-way cycle track, as identified in Hood River County's Safe Routes to School Plan, to establish safe comfortable east/west crossing.
- Realignment and improvements of key intersections at 12th Street, 13th Street, and Belmont Avenue, to establish 12th Street as a pedestrian and bike focused neighborhood street.
- Interim two-way north/south cycle track along 12th Street, consistent with Safe Routes to School Plan. (Two-way cycle track will be made permanent at a later project phase).
- A southbound bus stop on 13th Street and a northbound bus stop on 12th Street, consistent with Hood River Transportation District's Master Plan.

The Committee unanimously recommends to the Joint Committee on Transportation this transfer be considered for funding in the amount of \$30.6M. Region 1 of the Oregon Department of Transportation submitted a letter of support for the City of Hood River's application for the jurisdictional transfer of Oregon State Highway 281 in Hood River, made contingent on the transfer of the facility by the Oregon Transportation Commission.



FURTHER RECOMMENDATIONS

In this inaugural cycle of the Jurisdictional Transfer Advisory Committee, the committee focused on establishing and refining the objective criteria to align with ODOT's Strategic Plan and the 2023 Oregon Transportation Plan including prioritizing safety, community vision, climate impacts, and economic benefits of investment. The committee worked closely with the local jurisdictions to ensure the process was fair, equitable, and accessible regardless of jurisdiction size, capacity, or geography. The committee also worked to verify both broad support and readiness for project implementation. The committee's overarching goal was to establish a process which would be predictable for applicants, trustworthy for funders/lawmakers, and which could sustainably contribute to an objectively prioritized list of jurisdictional transfers for funding each biennium, as part of a statewide "complete streets" investment strategy for Oregon's communities.

In the coming year the Committee will utilize the lessons learned and feedback received in the first round to refine the application materials and update the charter. We will also work to increase awareness across Oregon about the jurisdictional transfer opportunities available through the committee, so that more jurisdictions will be ready to apply for the next cycle in 2025-2026.

About the Committee

During the 2023 legislative session, the Oregon Legislature passed [House Bill 2793](#), which established a Jurisdictional Transfer Advisory Committee. The purpose of the committee is to make recommendations to the Oregon State Legislature's Joint Committee on Transportation. The committee was appointed by the Governor and is staffed by the Oregon Department of Transportation.

The Committee is tasked with developing a list of three jurisdictional transfer candidates per biennium interested in receiving funding to support transferring portions of state highways from ODOT to a city or county. These recommendations will be made in consultation with the Oregon Transportation Commission.

No later than Sept. 15, of each even-numbered year, the committee will submit a report to the Joint Committee on Transportation, as described in ORS 192.245, that includes the list of jurisdictional transfers recommended for funding. The committee is advisory; they do not have a budget and do not distribute funds.

Jurisdictional Transfers

The first step in a jurisdictional transfer is for a city or county to engage in conversation with their local ODOT district and region. A city or county may wish to transfer ownership of a highway from ODOT to themselves for a variety of reasons. Frequently it is because the highway segment no longer fills a statewide need and instead supports local access to jobs, shopping and housing. While the uses of the highway have shifted, the design has remained constant.

Reconstructing the roadway to support local users can be costly, as such these transfers require new funding to complete. Cities and counties may apply, with the support and assistance of ODOT staff, to the Jurisdictional Transfer Advisory Committee to be considered for recommendation to the legislature for financial support of the transfer.

[Jurisdictional Transfer Pre-Application Form](#)

Rory Bialostosky

Mayor

City Council

Pronouns: he, him, his

[#6023](#)



PROCLAMATION

West Linn, Oregon

WHEREAS, American women of every race, class, and ethnic background have made historic contributions to the growth and strength of our Nation in countless recorded and unrecorded ways; and

WHEREAS, American women have played and continue to play critical economic, cultural, and social roles in every sphere of the life by constituting a significant portion of the labor force working inside and outside of the home, within corporations, the military, federal and local government agencies and educational organizations; and

WHEREAS, American women have played a unique role throughout history by providing the majority of the volunteer labor force and were particularly important in the establishment of early charitable, philanthropic, and cultural institutions; and

WHEREAS, American women of every race, class, and ethnic background served as early leaders in the forefront of every major progressive social change movement; and

WHEREAS, American women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, the civil rights movement, and other movements, especially the peace movement, which create a more fair and just society for all; and

WHEREAS, despite these contributions, the role of American women in history has been consistently overlooked and undervalued, in the teaching and study of American history; and

WHEREAS, the City of West Linn is proud to honor the stories, history and contributions of women in our community and throughout our state and our Nation. And proud to put forth the goal of gender equity and work to ensure representation and opportunity for all its women and girls.

NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF WEST LINN, that March 2025 is:

WOMEN'S HISTORY MONTH

DATED THIS 3RD DAY OF MARCH, 2025

RORY BIALOSTOSKY, MAYOR

ATTEST:

KATHY MOLLUSKY, CITY RECORDER

PROCLAMATION

West Linn, Oregon

WHEREAS, National Drug and Alcohol Facts Week® is sponsored by the National Institute on Drug Abuse (NIDA) and the National Institute on Alcohol Abuse and Alcoholism (NIAAA), to encourage teens to ask questions about drugs, drug abuse, alcohol, and alcoholism, and receive scientifically-based facts and answers in return; and

WHEREAS, it is an annual, week-long health observance that provides high school students across the United States with the opportunity to ask questions and get answers from the Nation's leading experts in the field of substance use/misuse/dependence and disorders via a web chat; and

WHEREAS, it is a celebration of the inquisitive minds of teens and encourages them to ask questions about substances, drug abuse/misuse, alcohol, and alcoholism and get scientifically based answers without judgment or biased comment; and

WHEREAS, it celebrates the efforts of national and community organizations working with teens to encourage science-based conversations about drugs, drug misuse/abuse, alcohol, and alcoholism; and

WHEREAS, National Drug and Alcohol Facts Week attempts to inform teens about the impact and risk of substance abuse.

NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF WEST LINN that March 17-23 is

National Drug and Alcohol Facts Week

In the City of West Linn and we urge all community members to participate in the activities planned.

DATED THIS 3RD DAY OF MARCH 2025

RORY BIALOSTOSKY, MAYOR

ATTEST:

KATHY MOLLUSKY, CITY RECORDER

Work Session Agenda Bill

Date: February 25, 2025

To: Rory Bialostosky, Mayor
Members, West Linn City Council

Through: John Williams, City Manager *JRW*

From: Erich Lais, Public Works Director/City Engineer

Subject: West Linn-Specific Stormwater Management Manual

Purpose:

To provide the Mayor and City Council with background information about the City's current stormwater manual, reasons why staff is proposing to update it, and to discuss how the updated West Linn Stormwater Management Manual would be adopted and modified in the future.

Question(s) for Council:

Does Council support staff's draft West Linn-specific Stormwater Management Manual, and/or have questions about how this could impact developers and the community?

Background & Discussion:Overview

The City of West Linn (City) has a permit with Oregon's Department of Environmental Quality (DEQ) that requires the City to implement and enforce stormwater management standards. These standards are required to reduce the amount of pollutants entering waters of the state.

Under the DEQ permit, the City is required to have post-construction stormwater management standards. At a minimum, the City is required to have performance and treatment standards that prioritize onsite retention and pollutant reduction. The City currently achieves this requirement by using the standards established in the City of Portland's Stormwater Management Manual, referenced in its Public Works Design Standards.

The City hired an engineering, water resources, and construction management consultant, Brown and Caldwell, to evaluate the City's current stormwater manual to determine whether it was fully compliant with DEQ permit requirements, or had room for improvement. During this review, the consultant identified some gaps in the current stormwater standards and requirements under the DEQ permit. City staff also worked to identify best management practices that are a better fit for West Linn than those in the City of Portland's Stormwater Management Manual.

After discussion with Brown and Caldwell, it was determined that a West Linn-specific Stormwater Management Manual would be the best path forward to address gaps, current DEQ requirements, and establish stormwater requirements that better fit the size and topography of West Linn.

Therefore, staff has drafted the City of West Linn Stormwater Management Manual (Manual) that covers the design and construction requirements for post-construction stormwater management facilities.

Staff proposes that the authority to adopt and amend the Manual can be incorporated into the City's Surface Water Management code, located in WLMC Chapter 4.

Implications/Changes from Current Procedures

Currently, the City references the City of Portland Stormwater Management Manual for the DEQ required post-construction standards. Utilizing this manual has been a serviceable practice for the Engineering Department. However, Portland's manual is not ideal for West Linn's infrastructure conditions, size, terrain, or soil conditions, which is another reason for the development of West Linn-specific Manual. This Manual will keep many of the same design and construction requirements that are currently in the City of Portland's, but also modify certain requirements to tailor them to the City of West Linn.

For example, the Manual will have more clear design submittal requirements than current practice to ensure that all facilities are constructed consistently because the current references to the Portland Stormwater Manual can be open to interpretation based upon the design engineer. Implementation of this Manual will also allow the City Engineer to make updates as needed (new standard practices, environmental and/or regulatory changes, etc.).

Next Steps

The current draft Manual is attached. Between this work session and adoption, staff will consider and address comments received from the Council and the public. Staff will then work to finalize the Manual contents.

At the March 17, 2025 Special Meeting, staff and the City Attorney plan to first present an ordinance that expressly establishes the authority of the Manual and the procedure for making changes and updates to it. (An "Ordinance" is a local law of a municipal corporation prescribing general, uniform, and permanent rules of conduct, relating to the corporate affairs of the municipality).

If the Council votes to adopt that ordinance, then staff will present the finalized Manual for adoption by resolution. ("Resolutions" take administrative action; generally speaking, they are an expression of the opinion of the official body concerning some particular item of business or matter of administration).

The Manual would be referenced in Section 2 of the Public Works Design Standards, but will be established through its own ordinance and authority at WLMC 4.071.

Council Options:

1. At the Special Meeting: adopt proposed ordinance in order to provide express authority and procedure for proposed West Linn Stormwater Management Manual, which consolidates required stormwater design standards currently sourced in part from the City of Portland Stormwater Manual. Consolidation of these design standards provide concise and clear requirements for local development and infrastructure needs. Additionally, adoption of the City's own Manual by resolution addresses current deficiencies in DEQ requirements.

2. At the Special Meeting: decline to adopt the ordinance and following resolution; instead, direct staff to pursue a different direction to address current DEQ compliance requirements.

Staff Recommendation:

Staff recommends Council option 1 as described above.

Attachments:

1. DRAFT_West Linn Stormwater Management Manual
2. DRAFT_Ordinance Amending WLMC Chapter 4

ORDINANCE [Insert Number]

AN ORDINANCE AMENDING WEST LINN MUNICIPAL CODE CHAPTER 4 RELATING TO SURFACE WATER MANAGEMENT

Annotated to show deletions and additions to the code sections being modified. Deletions are ~~bold lined through~~ and additions are bold underlined.

WHEREAS, the regulation of stormwater runoff reduces threats to public health, safety, and the environment by decreasing discharge of pollutants into receiving waters; and

WHEREAS, the regulation of stormwater runoff is required by federal and state laws and regulations, including applicable Oregon Department of Environmental Quality (DEQ) permits; and

WHEREAS, the City of West Linn seeks to protect our local streams and the environment, comply with DEQ permit requirements, and clearly communicate stormwater management requirements to the development community.

NOW, THEREFORE, THE CITY OF WEST LINN ORDAINS AS FOLLOWS:

SECTION 1. Amendment. Chapter 4 of the West Linn Municipal Code, is amended to add Section 4.071, to read as follows:

4.071 Stormwater Management Manual

(1) City Council, by resolution, may adopt and amend as needed, the Stormwater Management Manual, to comply with the requirements of the federal Clean Water Act, Safe Drinking Water Act, other federal laws, state laws and regulations, and to protect public health, safety, and the environment.

(2) The Stormwater Management Manual establishes standards and guidelines for managing stormwater runoff to reduce pollutants from development.

(3) The City Engineer is delegated the authority to revise and update the Stormwater Management Manual as necessary based on:

- (a) The most current federal and state stormwater or water-quality requirements; or
- (b) Improvements in current industry practices; or
- (c) Changes in best management practices.

(4) Public notice of revisions or updates shall be posted in City Hall 30 days prior to the effective date of the amendments.

(5) The City Engineer and the City's code enforcement officer are authorized to enforce all the provisions of the Stormwater Management Manual. The City Engineer shall have the power to render written and oral interpretations and to adopt and enforce administrative procedures in

order to clarify the application of the Stormwater Management Manual. The City Engineer is authorized to issue stop work orders as needed in the enforcement of these standards.

(6) Any violation of the Stormwater Management Manual shall constitute a Class A violation and may be enforced in any manner authorized under the law, including through citation in accordance with WLMC 1.235. Each day that a violation exists is a separate violation.

(7) Any uncorrected violation of the Stormwater Management Manual shall constitute a nuisance and may be abated, in accordance with WLMC 5.495.

SECTION 3. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 4. Savings. Notwithstanding this amendment/repeal, the City ordinances in existence at the time any criminal or civil enforcement actions were commenced, shall remain valid and in full force and effect for purposes of all cases filed or commenced during the times said ordinance(s) or portions of the ordinance were operative. This section simply clarifies the existing situation that nothing in this Ordinance affects the validity of prosecutions commenced and continued under the laws in effect at the time the matters were originally filed.

SECTION 5. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions need not be codified and the City Recorder or the designee is authorized to correct any cross-references and any typographical errors.

SECTION 6. Effective Date. This ordinance shall take effect on the 30th day after its passage.

The foregoing ordinance was first read by title only in accordance with Chapter VIII, Section 33(c) of the City Charter on the ____ day of _____, 2025, and duly PASSED and ADOPTED this ____ day of _____, 2025.

RORY BIALOSTOSKY, MAYOR

ATTEST:

KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:

CITY ATTORNEY




CITY OF
**West
Linn**

Stormwater Management Manual

DEQ Permit Requirements



- West Linn has a permit through Oregon's Department of Environmental Quality (DEQ) which allows the City to discharge municipal stormwater into waters of the state (Tualatin River and Willamette River)
 - National Pollution Discharge Elimination System (NPDES)
 - Municipal Separate Storm Sewer Systems (MS4)
- DEQ's permit requires the City to implement and enforce standards to reduce pollutants from entering State Waters.



State of Oregon
Department of
Environmental
Quality
[www.oregon.gov/DEQ: Search "MS4"](http://www.oregon.gov/DEQ/Search/MS4)

Individual Permit

National Pollutant Discharge Elimination System Municipal Separate Storm Sewer Systems Phase I Individual Permit

Oregon Department of Environmental Quality
Stormwater Program
700 NE Multnomah St., Suite 600
Portland, OR 97232

Issued pursuant to Oregon Revised Statute 468B.050 and Section 402 of the Federal Clean Water Act

Issued to:	Clackamas County City of Happy Valley City of Lake Oswego City of Oregon City City of West Linn Oak Lodge Water Services District	City of Gladstone City of Johnson City City of Milwaukie City of Rivergrove City of Wilsonville Water Environment Services	Permit No.: 101348 File No.: 108016
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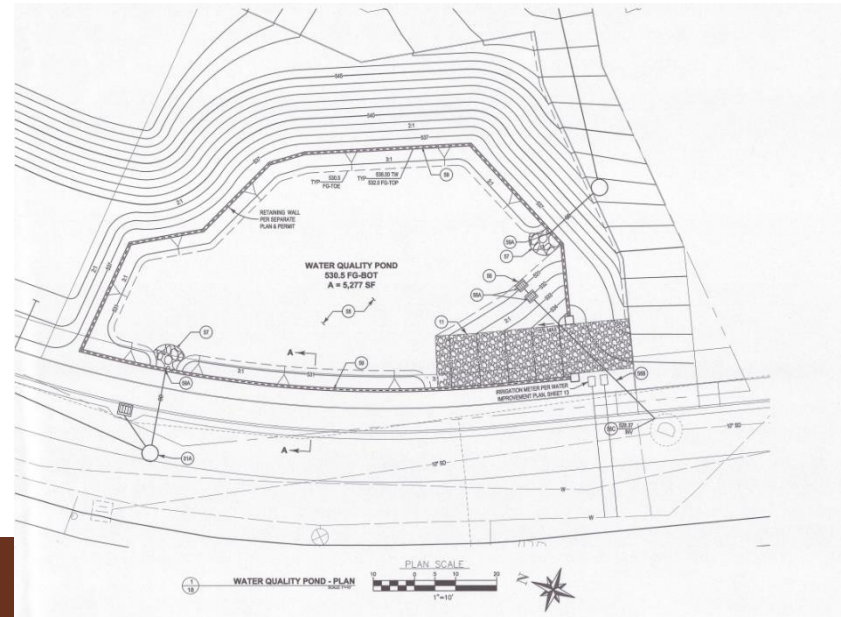
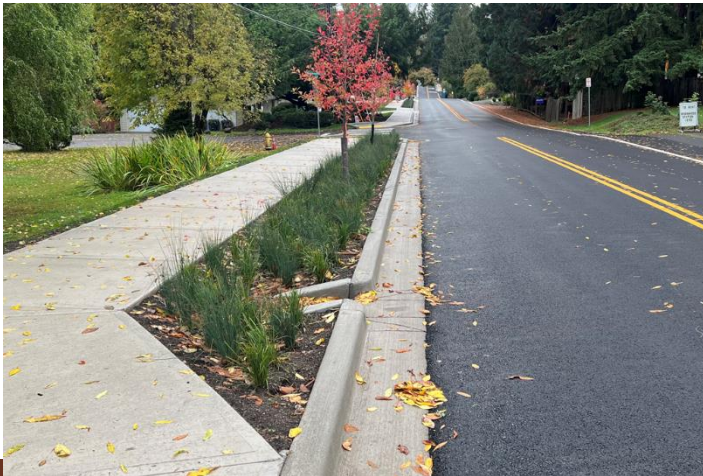
Major Receiving Streams:

Basins	Willamette River
Sub-basins	Lower Willamette River, Clackamas River, Tualatin River
Streams	Abernathy Creek, Barlow Creek, Beaver Creek, Boardman Creek, Carli Creek, Clackamas River, Cow Creek, Deer Creek, Fanno Creek, Johnson Creek, Kellogg Creek, Livesay Creek, Mt. Scott Creek, Newell Creek, Oswego Lake, Park Place Creek, Pecan Creek, Phillips Creek, Richardson Creek, River Forest Creek, Rock Creek, Sieben Creek, Springbrook Creek, Tanner Creek, Trillium Creek, Tryon Creek, Tualatin River, Willamette River, and other creeks and tributaries, named and unnamed, to which the co-permittees' MS4s discharge.

Reasoning for Manual



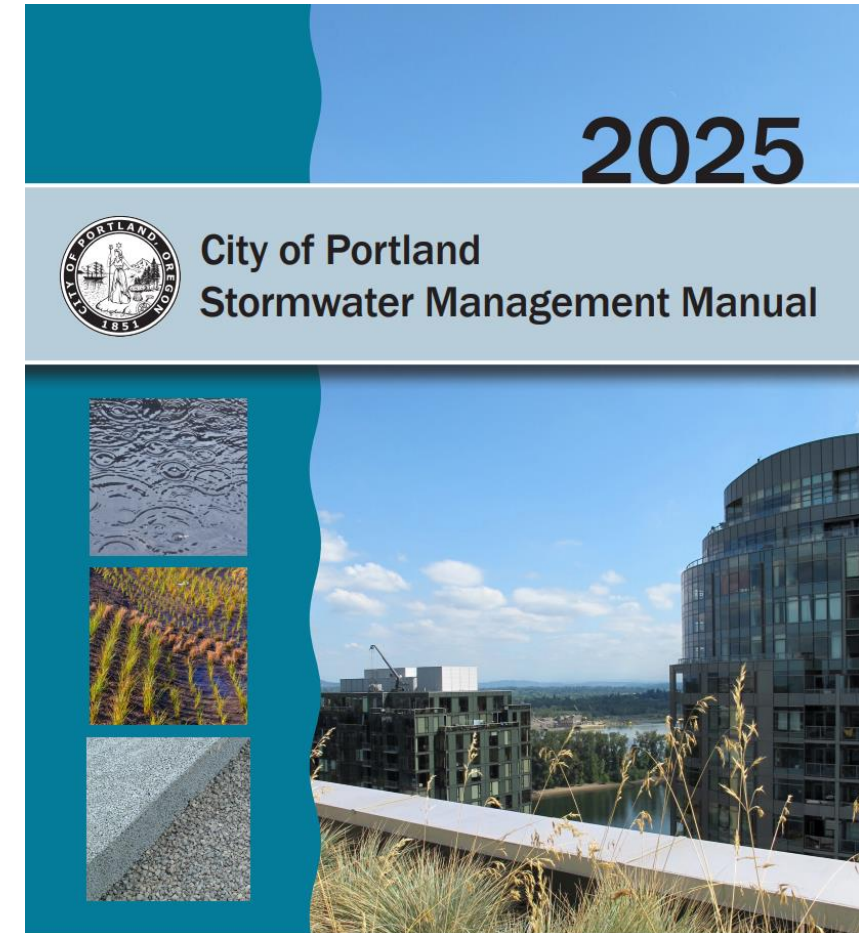
- City hired an engineering/water resource consultant (Brown and Caldwell) to evaluate the City's current standards with regards to DEQ requirements. Multiple gaps were identified with DEQ's post construction management standards.
- Through discussion with Brown and Caldwell, the City deemed the best path forward was to implement a stormwater management manual. Manual would cover the identified gaps and aid with the City's continued compliance.



Current Practice



- Current Public Works Design Standards (PWDS) reference the City of Portland's Stormwater Management Manual as modified by the City Engineer.
 - Current PWDS have language regarding City specific requirements

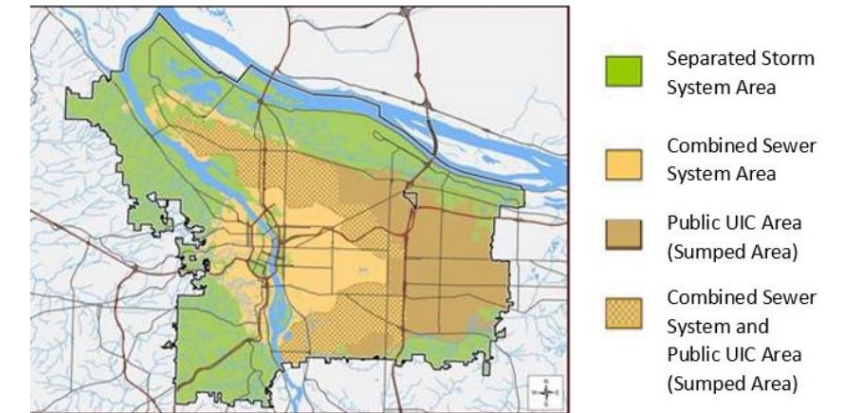


Implications/Changes



- Clear Submittal Requirements
- Modifications as City deems necessary
- More applicable to City needs
- Clearly meeting requirements of DEQ permit
- Language regarding Source Control requirements

Figure 2-1. Map of the City's Stormwater Systems¹



1. This map is for reference only. Enter an address in [Portland Maps](#) and check utilities for site design.



Work Session Agenda Report

Date Prepared: February 25, 2025
For Meeting Date: March 3, 2025
To: Mayor Rory Bialostosky and West Linn City Council
From: John Williams, City Manager *JRW*
Subject: Continued Discussion of Lady B river tugboat

Purpose

Presentation to City Council by Willamette Falls Heritage Advocates (“Advocates”) of updated request for City to accept ownership of a historic river boat.

Question(s) for Council:

Would the Council like the City to accept ownership of the Lady B for future public display?

Background & Discussion:

Council has had several discussions with the Advocates about their proposal to preserve a 40-foot, 75-year-old river tugboat named the Lady B. In early 2024 Council expressed concerns and had questions about topics including hazardous materials, storage location, maintenance costs, and fundraising plans. The Advocates wish to present their findings and proposals on these topics and will do so at the Work Session.

The [staff report](#) written for the Council’s January 16, 2024 meeting contains staff considerations, Council options, and a recommendation, and remains relevant.

Council Options:

Options remain generally the same as in 2024. They include:

- Accept the Advocates’ proposal and direct staff and City Attorney to move forward with logistics, including developing legal ownership/transfer agreements.
- Deny the proposal.
- Agree to store the Lady B temporarily but not retain ownership. The Advocates has told staff that they are not able to own the Lady B.
- Request more time for consideration, including perhaps further discussion with PRAB or other Advisory Groups. The Historic Review Board has not yet been consulted nor have neighborhood groups. Discussion could include other ways to memorialize commercial boating on the Willamette River rather than permanent display of a boat.

Staff Recommendation:

Staff still has concerns about our ability to store and maintain the Lady B while funds are raised, our options if fundraising is not successful, the functionality of the site proposed (due to the high level of use of Willamette Park), and the City’s ability to permit and maintain a permanent storage site. We look forward to Council discussion with the Advocates about mitigating these issues.

My name is Jim Edwards. 19890 Bellevue Way in West Linn. I am a board member of the Advocates for Willamette Falls Heritage. A not-for-profit heritage advocacy organization that has been active in West Linn for over 25 years.

I am here again on behalf of the Advocates to ask the city to take ownership and provide a location to display the Lady B. (slide 1) A small tugboat. She is the last remaining, 77 year old tugboat, built and operated by the Bernert family. She was used to tow logs to the mill in West Linn and through the locks at Willamette Falls. (slide 2) She represents a historic practice of floating logs down the Willamette River. This practice made a major contribution to the development of economic prosperity in West Linn.

We have been at this for over 3 years. I may have forgotten some of the conversations that we have had with the city and, for the most part they are irrelevant now.

(slide 3 and 4) Other cities have owned and displayed historic tugboats that relate to their cities. Refer to the locations of these tugboats. The Koos No. 2 was built in Marshfield in 1934. It is 49.7 feet long. It is owned by the city of Coos Bay and displayed on their board walk. The Captain A. L. James built in 1939 is a 3 story boat approximately 80 feet long. She is on display in Boardman Oregon.

Previously we had proposed that the city take ownership and store the Lady B to prevent her from being scrapped.

The owner of the tugboat, the Bernert family, has now agreed to store the Lady B until approximately April 2026 so we can select a site for a permanent display and construct the accommodations for that display. (Slide 5) Review the schedule and milestones

The Lady B is a 39 foot, all steel, tugboat, which we propose will be displayed in the open at Willamette Park, with handy cap access, so people can get up close and actually touch the boat. **(slide 6)**

(slide 7) We have produced a budget of \$200,000 that funds the process of constructing the facility at Willamette Park and providing for the primary maintenance for 20 years. **Go through the items on the budget and add details**

We believe the budget can be funded by contributions and grants, of which we already have in the bank \$25,000. The Advocates will lead the effort to raise the funds. We were granted these funds in association with the plan to store the Lady B.

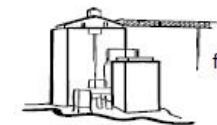
(Slide 8) These organizations have written letter of support for saving the Lady B.

(Slide 9) We are asking for the city's support and cooperation to save the Lady B.

Save
LADY B
from demolition



October 30th, 2024



Advocates
for Willamette Falls **Heritage**

History



WEST LINN RIVER MEN. At the original boathouses of Joe Bernert Towing Company and



77 year old tugboat offered by the Bernert family

Moved logs between Salem, West Linn, though the locks and down river

One of last mid-20th century working tugboats from the upper Willamette's logging and paper-making heyday

She is qualified for nomination to the National Register of Historic Places, joining the Sternwheeler





Lady B schedule & milestones 2/25/25

Approval of the concept and Site selection

Propose to the city that it agrees to take ownership of the Lady B and approve the permanent location at Willamette Park, contingent on the successful commitment of the \$200,000 budget. Provided grantors of the committed funds are willing to make pledges prior to the city accepting ownership.

Commitment in concept approved by city council on March 3, 2025

Letter of understanding between the city and Advocates for Willamette Falls Heritage signed 30 days after commitment in concept.

Fund Raising

Fundraising marketing materials Start upon conceptual approval by the city.
Complete within 30 days.

Fundraising Start April 15, 2025, \$25,000 currently held by the Advocates.
Completion of fundraising pledges estimated to be December 1, 2025.

City takes ownership

Latest date for city to take ownership January 1, 2026.

Funds delivered to the city January 15, 2026

Design and construction

Design of Facility at Willamette Park contract let February 1, 2026

Mitigation of lead-based paint at Wilsonville Concrete property February 2026

Construction contracts let March 1, 2026

Groundbreaking at Willamette Park March 2026

site finishing and signage May 2026

Lady B delivered May 15 2026

Ribbon cutting Celebration June 1 2026



Volpp St

Volpp St

Willamette Park and Bernert Landing...

Rectangular Strip

Design	\$8,000
Permits	\$20,000
Encapsulation of lead paint – primer only	\$14,000
Delivery by Wilsonville concrete	NC
Lift off of truck at the permanent facility	\$3,000
Permanent facility	\$125,000
Painting original colors	\$1,000
Repaint budget for 10 th and 20 th year adjusted for inflation	\$3,000
Contingency	\$26,000
<hr/>	
Total	\$200,000

Organizations in Support of Lady B



THE OREGON
HISTORICAL
SOCIETY
FOUNDED 1898



Friends of Maddax Woods

Asking for City Cooperation



Collaborating for three years to save

Asking city to take title and provide a display location

AWFH will raise funds for permanent placement and interpretive signage

Owner has extended deadline until April 30th, 2026 before demolition, provided progress is being made toward a permanent facility