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

CITY COUNCIL AGENDA

Tuesday, July 5, 2022

3:00 to 5:00 p.m. – Executive Session – Bolton Room & Webex*

PER ORS 192.660(2)(f) To consider information or records that are exempt by law from public inspection and (h) To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed. Attorney-Client Privilege.

6:00 p.m. – Work Session – Council Chambers & Webex*

---

1. Call to Order and Pledge of Allegiance [6:00 pm/5 min]
2. Approval of Agenda [6:05 pm/5 min]
3. Public Comments [6:10 pm/10 min]
4. Parks & Recreation Month Proclamation [6:20 pm/5 min]
5. Review and Recommend Discussion [6:25 pm/45 min]
6. Review July 11 Council Agenda [7:10 pm/30 min]
    a. Athey Creek Infrastructure Improvements Intergovernmental Agreement with the West Linn-Wilsonville School District
    b. RES 2022-09, Clackamas County Peace Officers Association (CCPOA) Contract
    c. RES 2022-10, Management, Non-represented, and, Elected Cost of Living Adjustment
7. Adjourn [7:40 pm]

PROCLAMATION
West Linn, Oregon

WHEREAS, parks and recreation programs are an integral part of communities throughout this country, including the City of West Linn; and

WHEREAS, our parks and recreation are vitally important to establishing and maintaining the quality of life in our communities, ensuring the health of all citizens, and contributing to the economic and environmental well-being of a community and region; and

WHEREAS, parks and recreation programs build healthy, active communities that aid in the prevention of chronic disease, provide therapeutic recreation services for those who are mentally or physically disabled, and also improve the mental and emotional health of all citizens; and

WHEREAS, parks and recreation programs increase a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses, and crime reduction; and

WHEREAS, parks and recreation areas are fundamental to the environmental well-being of our community; and

WHEREAS, parks and natural recreation areas improve water quality, protect groundwater, prevent flooding, improve the quality of the air we breathe, provide vegetative buffers to development, and produce habitat for wildlife; and

WHEREAS, our parks and natural recreation areas ensure the ecological beauty of our community and provide a place for children and adults to connect with nature and recreate outdoors; and

WHEREAS, the U.S. House of Representatives has designated July as Parks and Recreation Month; and

WHEREAS, the City of West Linn recognizes the benefits derived from parks and recreation resources.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST LINN that July is recognized as:

Parks and Recreation Month

Dated this 5th day of July, 2022

_____
MAYOR JULES WALTERS

ATTEST:

_____
KATHY MOLLUSKY, CITY RECORDER

Review and Recommend Group

July 5, 2022

Review and Recommend Group

- Initial Discussion with Council occurred in March, 2022.
  - There have been no changes to the proposal since then. Themes from the discussion included the size of the group as well as who would liaison to the group.

Review and Recommend Group

- Proposal Outlines
  - Qualifications for members
  - Confidentiality requirements
  - Terms and Vacancies
  - Training
- Mechanics
  - Quarterly meetings to examine trends, review complaints and reports from the Police Department.
  - Opportunity to provide feedback directly to Council with concerns.
  - Members of the group are present for discussions the with HR Director, City Manager, Police Chief and Labor Attorney. Members is present when decisions are made about investigations, as well as discipline.

Review and Recommend Group

- Current Mechanics

  1. Complaint is received, logged into EthicsPoint.
  2. Materials related to the complaint are gathered and reviewed by HR Director, Police Chief, City Manager and Labor Attorney.
  3. Decision is made about complaint: should be investigated internally or externally and the scope of the investigation.
  4. Once completed, investigation is reviewed, then after a group discussion, chief makes a recommendation on discipline (if warranted).

In the week prior
to the event, the
Kayak team told our
(Doing) ~~the~~ food vendor
that their equipment
would be gone on the
4th of July.

---

here is a copy of the note
I spoke tonight ~~to~~ the council
meeting work at session -
Thank you for listening to
a citizen
with respect
God Bless
alice Richmond
~~7~~. seven of july 2022.

Comments: West Linn City Council Work Session 7-5-22
6. a. Athey Creek Infrastructure Improvements Intergovernmental Agreement with the West Linn-Wilsonville School District

Betty Reynolds, Ph.D.

I live in West Linn on Petes Mountain Rd., in the West Linn Wilsonville School District, with property on the Tualatin River. I submitted comments to the City Council Prior to your June 21 meeting regarding and to the Planning Department prior to the pre-application conference on June 16. In summary concerns are,

Regarding the Intergovernmental Agreement,
- Consideration of the IGA appears to be premature, as the application has not yet been submitted, critical permits have not been issued, and costs are uncertain until they are.

- Statements in the preamble and in the agreement are stated as fact, but they need correction, for example scope of ballot measures and enrollment data.

Regarding the site and the environment,

- It's an environmentally fragile area which needs protection, containing habitat conservation areas, wetland and riparian areas, a greenway, Tualatin River, and floodplains. Studies, plans, and reports all list threats to this environmentally fragile area.
- Consultant reports and hazard mitigation lists show susceptibility of the area to earthquakes, landslides wildfires, and flooding, there are steep slopes, and there were pesticide findings
- There are concerns related to trees, landscaping, fill and erosion. These concerns are validated by the finding of Class I violations by DEQ – the worst category – against the District in March after clearcutting of Dollar Woods by the District, despite promises of preservation and buffers. The District's required erosion plan was apparently not submitted prior to proceeding; Dollar Woods was clearcut, and again, Class I DEQ violations were found which DEQ said resulted in substantial harm to the environment. Despite promises of corrective action; there were more failures and more class I violations found by DEQ in May.

The pre-application conference identified only three permits that were required; however, a myriad of governmental entities with jurisdiction should be consulted and their laws, rules, and requirements complied with. For example,

- The US Environmental Protection Agency identified 19 governmental agencies and entities involved in the Tualatin River riparian restoration project and implementation of agricultural and urban best management practices.

- Recent advice from an environmental law attorney confirms that the Dept. of State Lands and Army Corps of Engineers should be consulted re wetlands and CWA permits, a DEQ construction discharge permit should have been in place *before* construction began, and DEQ CWA Water Quality Certification must be assured, a FEMA Floodplain permit may be needed and that DOGAMI, DAL and ODFW may all have requirements.

- Another attorney commented on FEMA waterfront regulations when they were modified. He stated that the areas subject to the regulations are part of riparian habitat zones extending 150 to 250 feet

from high water, which is beyond the 100-year floodplain. New uses, such as athletic fields and parking lots, are restricted in favor of keeping the spaces open

- An Oregon Department of Fish and Wildlife The District Habitat Biologist submitted a report to the City regarding proposed trails along this section of the Tualatin River. She identified importance of riparian buffers, native vegetation, and protection of sensitive resources related to habitat, fish, and wildlife.

Multiple species were identified as being impacted: herons and waterfowl, red legged frog habitat, pileated woodpeckers.

Protection of habitat for nesting mammals was identified as a dwindling and critical resource.

She said the river plays a critical role as a safe movement corridor, and the small buffer area is critical to the passage of a number of species.

Further, a natural riparian buffer increases water quality to protect ESA listed fish species.

She commented that, "Not anywhere in West Linn, on the Tualatin River, is a trail appropriate…too small of a buffer area."

There are multiple concerns regarding traffic, safety, and issues with the roundabout: for example,
- There are arterial parking prohibitions on Willamette Falls Drive, congestion is already a problem and will be exacerbated by I-205 tolling.

- A CUP condition was that Brandon place *not* be used as a through street but the IGA states "The school site will be accessed by proposed public streets connecting to the proposed Brandon Place and existing Dollar Street."

- There are concerns regarding emergency vehicles and gridlock. There's a lack of City standards for roundabouts; but other standards, guidelines advise against roundabout in these conditions.

- Further, there's no indication that Tualatin Valley Fire and Rescue or Metro have given approvals. Families are moving out because of the prospect of being trapped in an emergency, with inevitable gridlock at the Fields Bridge roundabout.

In my opinion, safety hazards and harm to the environment make the middle school site ill advised, but the District has rushed ahead, regardless. For example,
- The District's application finds in *four different* areas, that the roundabout will impact the Habitat Conversation area, they acknowledge the Community Development Code requiring HCA protection, but flatly state that the *impacts cannot be avoided.*
- The traffic study identifies a problem at the nearest 4-way intersection at Ostman Road , but indicates it will not be addressed, which again, will be exacerbated by I-205 tolling. The study states, "The Willamette Falls Drive/Ostman Road intersection *fails to meet the operating standard under all of the future scenarios.* But that, *there is currently no desire* to change the traffic control at Willamette Falls Drive/Ostman Road."

These concerns are significant. They relate to the environment, traffic, and most importantly, to the safety of an additional 850 11- to 13-year-old children at the middle school, innumerable families and members of the West Linn community who use Fields Bridge park, and countless people who travel on Borland Road and Willamette Falls Drive.

What is good public policy? It is when decisions are made which result in positive, measurable outcome for the public good. This situation is not an example of good public policy. The decisions are based on enrollment needs that are inaccurate, being built on an environmentally fragile, unsafe, unstable site. There have been thousands of incremental decisions, mostly at the staff, or even contractor level, resulting in irreparable harm to the environment and placing the safety of children and the community at risk. I am asking you as policy makers, to look at the big picture, and in the interest of safety, the environment, the public interest and accountability, do not approve this IGA.

Mollusky, Kathy

From: Mollusky, Kathy
Sent: Tuesday, July 5, 2022 5:31 PM
To: #Commission - City Council
Subject: FW: Please provide link to attend meeting. If not able to attend, please read this letter into the record tonight and add it to the record.
Attachments: PA-22-18 Staff Summary Notes.pdf; Feb 2 2022 _Letter to Planning Commissioners _ Roundabouts.docx; Public_Comment_-_Teri_Cummings (1).pdf; Feb 10, 2022 _Letter to City Council _ Lack of community engagement _Roundabouts (1).docx; Letter for June 21 2022_ Athey Creek IGA.docx; Oakes_CC_2021_06_21 (1).pdf; Betty Reynolds Comments 6-21 Special Meeting WL City Council, New Athey Creek Middle School IGA.docx; cup-21-02_signed_final_decision_and_order.pdf; December 9 2021 letter to City Council.docx; Teri's Doc.pdf

From: Teri Cummings <[redacted]>
Sent: Tuesday, July 5, 2022 2:53 PM
To: Mollusky, Kathy <kmollusky@westlinnoregon.gov>; Gabrielatos, Jerry <JGabrielatos@westlinnoregon.gov>; Walters, Jules <JWalters@westlinnoregon.gov>
Subject: Please provide link to attend meeting. If not able to attend, please read this letter into the record tonight and add it to the record.

Dear Ms. Mollusky, please send a link to tonight's work sesion and add me to the list of persons interested in providing community comments.
Mayor Walters please ask someone to read my letter into the record, per Council Rule requirement, if I am not able to attend due to a medical issue.
Thank you very much,
Teri Cummings

---------- Forwarded message ---------
From: **Teri Cummings** <[redacted]>
Date: Tue, Jul 5, 2022 at 2:45 PM
Subject: Please continue July 11, '22 item re: Agenda Bill 2022-07-11-02 to a work session to answer questions and provide sufficient information
To: <jwalters@westlinnoregon.gov>, <rbialostosky@westlinnoregon.gov>, <wrelyea@westlinnoregon.gov>, Councilor Baumgardner <mbaumgardner@westlinnoregon.gov>, Jones, Todd <TJones@westlinnoregon.gov>, Cary Cummings <cary1cummings@gmail.com>

Dear Mayor Walters and City Council members,
Please read this letter into the record if I am unable to attend the meeting tonight due to a medical situation.
Since no new information or answers to questions presented at your June 21, 2022 meeting have been provided for Council members and the public thus far,
I respectfully ask you to:
1. Continue Agenda Bill 2022-07-11-02 to an upcoming work session and
2. Direct City Manager to have staff prepare a staff report that responds to all questions presented and provides pertinent documentation, including but not limited to the following:

1. An analysis of whether the proposed IGA for Athey Creek MS accurately reflects West Linn's final decision. Please include a copy of Final Decision; CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02. A proposal to construct a new Athey Creek Middle School at 840 and 945 Dollar Street

2. Links to all PC and CC meetings that involved a discussion of WFD concept plan, proposed roundabout and WFD improvements, including public comments and staff responses.

3. A copy of PA-22-18 Staff Summary notes, solely to understand/discuss the sequence of decision making, NOT to engage in discussion of details.

4. Copy of Chapter 98 Legislative approval process.

5. Copy of all prior written comments pertaining to proposed IGA, Segments of WFD Concept Plan that refer to potential roundabout and other improvements associated with proposed IGA .

6. Planning Commission's February 2, 2022 letter to City Council.

7. Final Decision Notice Misc-06-35 & MISC-06-56 in the matter of Tualatin River Control Permit and Flood Management Area Permit for Replacement of the Borland Bridge at West End of Willamette Falls Drive

Thank you for your diligent service to the community,
Respectfully yours, Teri Cummings
West Linn address on file

The attached information, offered for your convenience, is not a complete set of information.

Comments: West Linn City Council Special Meeting 6-21-22
6. d. Athey Creek Infrastructure Improvements Intergovernmental Agreement with the West Linn-Wilsonville School District

Betty Reynolds, Ph.D.

I live in West Linn on Petes Mountain Rd., in the West Linn Wilsonville School District, with property on the Tualatin River. Following are several concerns regarding agenda item 6. d.: Athey Creek Infrastructure Improvements Intergovernmental Agreement with the West Linn-Wilsonville School District.

Based on concerns described below, approval of the IGA appears to be premature. The application has not yet been submitted, critical permits have not been issued, and costs are uncertain until they are. Action on the IGA should be delayed until questions are answered, and concerns are addressed.

The concerns are significant. They relate to the environment, traffic, and most importantly, to the safety of an additional 850 11- to 13-year-old children at the middle school, innumerable families and members of the West Linn community who use Fields Bridge park, and countless people who travel on Borland Road and Willamette Falls Drive.

A summary of concerns warranting delay include

- Statements in the Intergovernmental Agreement, e.g., transportation standards and safety; other jurisdictions; potential cost overruns; scope of ballot measures; actual enrollment data.
- The need to consult and comply with laws, rules, and requirements of multiple agencies with jurisdiction
- Issues related to trees, landscaping, fill and erosion and resulting DEQ violations; susceptibility to landslides; slopes; shallow fill recommendations; pesticide findings
- Traffic, safety, CUP, issues with roundabout: arterial parking prohibitions, congestion and I-205 tolling, Brandon Place conditional use; emergency vehicles; lack of City standards for roundabout; other standards, guidelines advise against roundabout in these conditions
- Protection of environment, natural resources – habitat conservation areas, wetland, riparian areas, greenway, Tualatin River are threatened.
- Natural hazards: the area is listed in City/County plan with risks re: floods, earthquakes, landslides, and wildfires.

(Note: The notice and attachments were posted the evening of June 16, City Offices were closed on June 17 to 21. Comments are as reliable as possible, given the limitations on information and time.)

Intergovernmental Agreement

Several provisions of the IGA raise concern and warrant delay of approval. Incorrect statements should be corrected.

Transportation Standards. The IGA states that streets must conform to city standards and require reconstruction to support urban level traffic volumes. However, Willamette Falls Drive is an arterial, and City's Transportation System Plan doesn't permit parking on arterials. Further, the District's traffic study states, "The Willamette Falls Drive/Ostman Road intersection *fails to meet the operating standard under all of the future scenarios."*

I-205 tolling is highly controversial in West Linn. The tolls are located between Stafford Road and Abernethy Bridge, essentially, the length of West Linn. West Linn traffic is already restricted by the meandering Tualatin River, the Willamette River and I-205. Willamette Falls Drive, which parallels I-205, is already known as the "fifth lane" for I-205, *already* resulting in severe congestion daily. The tolls would have a disproportionate impact on West Linn, and likely exacerbate congestion. ODOT has estimated that 19 local intersections would see worse traffic congestion when improvements are complete, and tolling occurs. https://pamplinmedia.com/wlt/95-news/545707-436762-west-linn-shares-latest-concerns-about-i-205-tolls-odot-environmental-study

Safety is a major concern. The two-lane Borland Road, which becomes Willamette Falls Drive through West Linn's Willamette District is one of the few alternate routes to I-205. The congestion is already impacting businesses in Willamette District and will likely become far worse with tolling.

Borland Road/Willamette Falls Drive is also one of the main routes for emergency vehicles, with both the Salem Police Station and a Tualatin Valley Fire and Rescue station located in the Willamette District.

Multiple Jurisdictions. The IGA states, "The District shall obtain the necessary land use approvals and permits to develop the middle school and construct the City Improvements prior to the commencement of construction of the City Improvements."

The site is an extremely complicated area in which to try to expand infrastructure, add parking, a roundabout, retaining walls, etc. Multiple threats are identified; it is in an environmentally protected Habitat Conservation Area with riparian zones, wetlands, greenway, etc. It is also in a Hazard Mitigation area, with 100-year floodplain/flood zone, potential slope failure on both sides, slides, earthquake hazards, etc.

As described below, there are multiple entities with jurisdiction that must be consulted, and from whom approvals and permits must be obtained.

Cost; change orders/cost control. The IGA acknowledges that the site for the new ACMS is difficult and will be costly: "WHEREAS, to the extent the infrastructure that is required for the District to provide to develop and serve the site *also involves extra capacity* to serve subsequent development, then the District is entitled to reimbursement by such development or by the City, as the case may be…" However, the City recently surveyed residents to help prioritize Major Unfunded Capital Needs Projects. The project for improvements to the roundabout, road, and new school were not on the list; it seems unlikely, given other projects, people would have prioritized using scarce resources on this project because of its multiple, costly challenges of the site.

Although the IGA provides a $2+M limitation, it also provides for payments on a reimbursement basis to the District, and for change orders. Because of the complexity of the site, the provision for change orders, current inflation, and cost overruns by the District, the expenditures could exceed the budget.

Projects beyond scope of Ballot Measures. The IGA states, "…the District voters have approved a bond that includes the funds to construct a new Middle School with a scheduled opening in 2023…." However, the District's ballot measure did not specify a location or date for opening, nor did the District's and City's ballot measures mention that it would be built upon a dangerous,

environmentally fragile site. Surveys show West Linn residents place a high value on environmental protection.

In fact, the roundabout and improvements are beyond the scope of Ballot Measures. The City's Ballot Measure 3-572 re Fields Bridge Park only included sidewalks and bike lanes and failed to mention that City also intended to construct a roundabout next to Fields Bridge and make room for parking spaces not far from it. The Voters Pamphlet statement did not mention using park property for transportation, and it was not clear to voters that it encompassed a conservation area.

The District's Ballot Measure 3-554 did not mention the Dollar Woods site, the roundabout, Willamette Falls Drive changes, any impacts on a conservation area, etc. Rather, the District's ballot measure language cited the need based on enrollment increases, although enrollment was declining, and several schools were under capacity.

Brandon Place, CUP Condition. The IGA states "The school site will be accessed by proposed public streets connecting to the proposed Brandon Place and existing Dollar Street." However, condition #10 of the CUP is that Brandon Place would *not* be used as a through street.

Enrollment. The IGA states, "the City and District have previously planned and conferred regarding the residential growth of the City, now and into the future, and the need to plan for, construct, and operate, among other things, school facilities, and transportation infrastructure facilities to serve the planned school and transportation facilities in coordination with such growth…." However, data shows that enrollment in the District has been declining, even before the Pandemic, and several schools are under capacity. Unfortunately, the District did not release enrollment data until immediately prior to the 2019 election.

A Pamplin news article *after* the election showed that, in fact, none of the primary schools in West Linn and Wilsonville were over capacity, some were under-capacity, and overall, the District had 132 fewer students starting in 2019 than it did in fall of 2018. https://pamplinmedia.com/wlt/109-education/444126-358713-new-data-shows-declining-enrollment

That trend has borne out by PSU's Population Research Center 2020 census data. The new high school would be located in West Linn, but the population under 18 grew by only 105 between 2010 and 2020. https://www.pdx.edu/population-research/census-data-oregon (see city profiles). Statewide, the population growth for those under 18 was only 151 people. (Oregon Live, Dec. 10, 2021, "States colored red saw declines in the under-18 population, while states in blue saw either no change or growth in the population. In fact, Oregon reported only 151 more children age 17 or younger last year than it did a decade earlier…")

A comparison of the District's projected enrollment vs. actual enrollment filed with ODE shows they're consistently wrong. A flyer https://www.wlwv.k12.or.us/cms/lib/OR01001812/Centricity/Domain/1972/SH19-109%20SH%20granted%20wlwv_11x17_mailer_Page_3.png as well as a pdf of ballot language filed by the District shows a growth of 1,000 students, which is not supported by the data. For example, Oregon Department of Education data shows the fall 2021 enrollment at ACMS *decreased* by more than 100 students.

Further, WLWV schools are under capacity: there are 6 schools in the WLWV School District that have fewer than 425 students. Even with open enrollment students, schools in the District are more than 1,200 students below capacity. In 2022, the Board again voted to open enrollment.

Current enrollment includes a large number of students who do not reside in the District. The District admitted 625 students under HB 3681 (open enrollment), which sunsetted on 7/1/2019. As of 9/30/21 the number of remaining open enrollment students was 425 students.

Out of District/open enrollment families do not pay property taxes in the District. However, at its January 10, 2022, meeting, the Board opened enrollment to Inter-District transfers, including opening grades kindergarten to 12th grades to transfer in. Transfer requests will continue until June 24, 2022. In an apparent attempt to increase Inter-District transfers, the District placed a highly visible billboard on I-205 southbound off exit 12 near Clackamas Town Center. https://photos.app.goo.gl/v8RDJG5pRUszJXv59 The first line says, "Building Bright Futures for Tomorrow's Greatest Thinkers," followed by "JOIN US TODAY," and the website on the bottom line. The District is also running ads at popular movies at a Regal Cinema in at least one adjacent District with a similar "JOIN US TODAY" message.

Compliance with Laws, Rules, Requirements of Multiple Agencies with Jurisdiction.

Although school site improvements and required street improvements along the site are handled though the land use process, they're discussed because of their relevance to the IGA.

In the pre-application conference agenda for Project No. PA-22-18 Roundabout Improvement on Willamette Falls Dr at Fields Bridge Park, COWL Engineering stated, "Requesting a pre-app conference to discuss the criteria and requirements for obtaining a Water Resource Area Permit (buffer from wetlands), Tualatin River Greenway Permit, and a Flood Management Area Permit along Willamette Falls Dr. in Ridge Fields Park adjacent to the new Athey Creek Middle School site." Under questions, they asked, "What analysis/reports will be required when we submit a development review application? Planning to hire consultants to obtain necessary information."
https://westlinnoregon.gov/sites/default/files/fileattachments/economic_development/meeting/54852/applicant_submittal.pdf

However, there are multiple governmental entities with jurisdiction in this matter, beyond those in the three permits identified. For example, strategies in the "Oregon Conservation Strategy Flowing Water and Riparian Habitats" apply to all naturally occurring flowing freshwater streams and rivers throughout Oregon as well as the adjacent riparian habitat. They are based upon such laws and government entities as Oregon Forest Practices Act, Northwest Forest Plan, and identifies the DEQ, Statewide Planning Goals #5, Senate Bill 1010, Agricultural Water Quality Management Area Plans and Rules, and US EPA, Oregon Department of Agriculture, Oregon Watershed Enhancement Board, watershed councils.

Multiple threats are identified, such as loss of riparian habitat, floodplain function, and habitat complexity, pollution, habitat degradation, passage barriers and channel complexity, water quality and quantity, temperature, sedimentation, etc.
https://oregonconservationstrategy.org/strategy-habitat/riparian-habitats-and-flowing-water/

Under "Water Quality and Quantity," Oregon's integrated water resources strategy, developed by Oregon Water Resources Department, was the result of HB 3369 in 2009. State agencies that manage major water quality programs include the Oregon Department of Fish and Wildlife, Department of Environmental Quality, Oregon Department of Agriculture, and Oregon Department of Forestry. Each administers its own set of laws and rules and provides oversight and stewardship of Oregon watersheds. Multiple goals and action plans are applicable, such as "Goal 1: Maintain or restore water quality in surface and groundwater to support a healthy ecosystem, support aquatic life, and provide fish and wildlife habitat."
https://oregonconservationstrategy.org/key-conservation-issue/water-quality-and-quantity/

Also, as described below, the US Environmental Protection Agency identified 19 governmental agencies and entities involved in the Tualatin River riparian restoration project and implementation of agricultural and urban best management practices. Further, there's no indication that Tualatin Valley Fire and Rescue or Metro have given approvals.

CDC 99.030 provides for citizens to participate in pre-application conferences, and that applications be complete and contain information requested. However, there were only minimal materials available to the public regarding the pre-application conference on June 16; the requested site map was not available, and there was a lack of clarity regarding roundabout drawings and plans.

There's also no indication that other entities which are part of the community and/or are deeply vested in livability or the environment, have been consulted, including the Tualatin Riverkeepers, West Linn Baseball Association, Stafford Hamlet, etc.

The laws, rules, requirements, etc. of all agencies and entities with jurisdiction, not merely the three permits mentioned in the pre-application conference, must be complied with.

Trees, Landscaping

The District's application makes many assurances regarding preservation of trees, buffers, and landscaping. It cites the Community Development Code, followed by the District's Finding related to the CDC:

> CDC: "Development proposal requires inventorying existing site conditions which include trees and landscaping. *In designing the new project, every reasonable attempt should be made to preserve and protect existing trees and to incorporate them into the new landscape plan.* Similarly, significant landscaping (e.g., bushes, shrubs) should be integrated. *The rationale is that saving a 30-foot-tall mature tree helps maintain the continuity of the site, they are qualitatively superior to two or three two-inch caliper street trees, they provide immediate micro-climate benefits (e.g., shade), they soften views of the street, and they can increase the attractiveness, marketability, and value of the development.*
>
> Finding: A Tree Removal Schedule (Sheet L1000A-L1000C), Tree Removal Plan (Sheet L1001-L1002) and Arborist Report have been provided in the land use application. *The District has preserved existing trees on site to the extent possible for the proposed development.* Tree preservation has been concentrated particularly along Willamette Falls Drive and the eastern property line. The proposed landscaping on site will provide an enhanced planting along Dollar Street, where trees will need to be removed."

CDC: "Tree cutting shall be prohibited in the protection area …
Finding: The proposed development *will not require tree cutting within the protected areas*."

And elsewhere, "*only five trees were proposed for removal from Type I and Type II lands.…"*

The district application also states, "The District has considered natural site features in the design and placement of site improvements to *maximize the preservation of natural features of the site*."

There are multiple other references in the application, plans, maps to landscaping providing a buffer, and retaining of the existing trees. Likewise, the District's website indicated trees would be preserved as a buffer, and some would be "repurposed," incorporated into construction.

Despite all the assurances, Dollar Woods was clearcut, timber sold, and stumps, debris removed. The website post was removed and replaced with a description of the woods as an overgrown Christmas tree lot.

Further, the District's plans approved by an Assistant City Engineer on May 31 now call for removal of over 90 additional trees, which is inconsistent with District's original application and with the CDC. The trees will be removed from areas shown on the maps as slope failure areas, which will further aggravate potential for erosion.

Fill, erosion. Other issues with the site relate to fill and erosion.

- Several of the community development codes as well as the Staff report required the District submit an Erosion Prevention and Sediment Control Plan *before* the site was disturbed and permit was issued. However, it doesn't appear the report was submitted timely, despite the District's promise to do so.
  Citing the CDC, the District Application states. "All development, including exempted activities of CDC 28.040, shall have approved erosion control measures per Clackamas County Erosion Prevention and Sediment Control Planning and Design Manual, rev. 2008, in place prior to site disturbance and be subject to the requirements of CDC 32.070 and 32.080 as deemed applicable by the Planning Director.
  District Finding: An Erosion Prevention and Sediment Control Plan prepared in accordance with CDC 28.040 *will be submitted for review prior to site disturbance.* This standard is met."

  Project maps show multiple overlay zones (steeply sloped, earthquake hazard, slide zone, HCA, Tualatin River protection, HCA, etc.) The facts that the area was clearcut, and excavated during the wet season, without erosion, mudflow controls in place, and resulting in multiple DEQ violations, are evidence that even if a report was submitted, it wasn't followed by the District or monitored by the City.

- The CDC further requires, "The structures *shall not be located in areas subject to slumping and sliding.* The Comprehensive Plan Background Report's Hazard Map, or updated material as available and as deemed acceptable by the Planning Director, shall be the basis for preliminary determination."

  It's noteworthy that the geotechnical report that was submitted with the District's application was the wrong report: it was for the existing Athey Creek Middle School. The Planning Chair reviewed

the materials and a continuation of the hearing to a later date was required so that a report could be filed by the District.

The District application states, **"**No large-scale active slope failures or significant erosion are mapped at the site or were observed during our site observations and explorations. A Geotechnical Report prepared by GeoDesign provides specific site grading, wall, and drainage design and construction recommendations for development in consideration of the existing steep slope areas at the site. The Geotechnical Report has been submitted under Appendix D of this application. *This standard is met."*

However, no mention is made in the application of the report's finding regarding moderate to high susceptibility to landslides, or steep slopes.

- *Susceptibility to landslides*. The report states, "…part of the slope where the central wing of the school building is planned, *as having moderate to high susceptibility to shallow landslides* (less than 15 feet below ground surface) based on the slope gradients and the mapped geologic units." The report further acknowledges that the "Statewide Landslide Information Database for Oregon prepared by the Oregon Department of Geology and Mineral Industries (DOGAMI*) maps steeper slopes at the site, including part of the slope where the central wing of the school building is planned, as having moderate to high susceptibility to shallow landslides (less than 15 feet below ground surface) based on the slope gradients and the mapped geologic units.*

- *Steep slopes.* The report also notes very steep slopes, "A majority of the property slopes gently to the southwest. However, *the slopes become moderate to very steep above Willamette Falls Drive (as shown on Figure 2). The road cut for Willamette Falls Drive has formed a steep to very steep slope along the south property boundary. The slope ranges from approximately 30 percent (northwest portion of the site) to greater than 100 percent* (southeast portion of the site). SLIDO does not map any landslides at the site. The steeper slopes are mapped as having moderate to high susceptibility to shallow landslides (less than 15 feet deep) and are mapped as a low susceptibility to deep landslides (greater than 15 feet deep)."

- *Shallow fill.* In addition, the Geotech report calls for shallow fill, but many observers noted vast amounts of rock fill were dumped, as much as one story deep, to the edge of the property, which is inconsistent with the recommendations in the report. (It also makes it unlikely trees promised under "Landscaping" will survive.)

The report states,

"EXECUTIVE SUMMARY

We understand grading will take place during the wet season between the fall of 2021 and the spring of 2022 and on-site material will be cement amended for placement as structural fill. We recommend installing drainage at the contact of relatively impervious cement amended fill slopes and overlying topsoil to limit runoff onto the slopes below and erosion of the topsoil. Drainage should consist of angled strip drains on maximum spacings of 30 feet on-center at the contact of the cement-amended fill slopes and overlying topsoil. The strip drains should connect to minimum 2-foot-wide and 2-foot-deep zones of drain rock with perforated collector pipes. The collected water should be routed in non-perforated line(s) to the stormwater system or a suitable discharge at the base of the slope. Water collected from the top of the cement-amended fill should not be connected to the perforated pipe for the keyway drain at the base of the fill.

Based on the assumed foundation loads, structures can be supported *on shallow foundations* bearing on minimum 3-inch-thick granular pads constructed over firm native soil or soil compacted as structural fill as presented in the "Shallow Foundation Recommendations" section.

The on-site soil will generally provide poor support for construction equipment during the wet construction season or when wet of optimum. Subgrade protection during construction will be important. Granular haul roads and working pads should be employed if earthwork will occur during the wet season or when subgrade is wet of optimum moisture content.

SHALLOW FOUNDATION RECOMMENDATIONS
7.4.1 General
Based on the results of our explorations and analysis, the proposed school building and other associated structures can be supported by conventional spread footings bearing on a minimum 3-inch-thick layer of crushed rock underlain by undisturbed native soil or structural fill overlying firm native soil. Foundations should not be established on undocumented fill, soft soil, or soil containing deleterious material. If present, this material should be removed and replaced with granular pads.

We recommend placing a minimum 3-inch-thick granular pad over the footing subgrades to protect from disturbance since the silt and silty subgrades *will be prone to disturbance during wet weather and the sand or sandy subgrades will be prone to disturbance when dry. If granular pads greater than 6 inches thick are required for the removal of unsuitable materials below footings, the granular pads should extend 6 inches beyond the margins of the footings for every foot excavated below the base grade of the footing…*We recommend that a member of our geotechnical staff observe prepared footing subgrades and granular pads. Turnaround, Tualatin River."

However, in May, the DEQ found the District had again committed Class I violations, from additional stormwater failures.

Pesticides. Pesticides are identified in a District consultant's report as a "high environmental concern."

The District's "Phase I Environmental Site Assessment – PHS -June 2020 PBS Project 24106.001," contains the finding, "8.1 Findings and Opinion. This Phase I ESA identified the following:

1. The property was in agricultural use from before 1930s to the 1970s including several small orchards in the western and central portions of the site. Historically, orchard pesticides contained heavy metals such as arsenic and lead, as well as DDT (dichloro-diphenyl-trichloroethane). There is a concern that elevated pesticides may exist at the subject property, posing a risk for potential future receptors. *Given the proposed use for construction of a new middle school at the site, this poses a high environmental concern.*

PHS followed up with an Environmental Stie Analysis II in August 2020, submitted with the DEQ application for contaminated media and chemical treatment – lead above concentration level safe for clean fill criteria; soil is not to be removed from site.

The forest was clearcut and the site excavated in 2022. Sedimentary runoff into the Tualatin River resulted in DEQ Class I violations against the City and District in March, and again against the District in

May. This raises questions: did sediment run-off potentially have lead in it? If methods to prevent runoff from cement treated soil failed, discharge to the river of high pH?

Traffic, Safety, Brandon Place. The application raises concerns about traffic and safety. The District's application notes Willamette Falls Drive is a minor arterial. However, CDC Chapter 85 places restriction against parking on arterials except in commercial zones. And, per the City of West Linn Public works design standards, "On Arterial and Collector streets, no parking is allowed within 45 ft. of the curb return."

Joseph Fields Park includes a baseball field and other sports features, Tualatin River access, etc. Parking along Willamette Falls Drive is already unsafe, with cars parking in ditches for Fields Park events, particularly heavy use for baseball from spring to fall each year. Many of those at risk currently are children. The risk would increase greatly with the new middle school's capacity for 850 students.

Further, as indicated elsewhere, the traffic study commissioned by the District fails to address to the proposed tolling on I-205, despite tolling being a major concern of residents, legislators, public officials, etc. for several years. Tolling would be at locations between Stafford Road and Abernethy Bridge; essentially, the length of West Linn. West Linn traffic is already restricted by the meandering Tualatin River, the Willamette River and I-205. The two-lane Borland Road, which becomes Willamette Falls Drive through West Linn's Willamette District, is one of the few alternate routes to I-205. Willamette Falls Drive, which parallels I-205, is already known as the "fifth lane" for I-205, resulting in severe congestion for many hours daily. The congestion is already impacting businesses in Willamette District. The tolls would have a disproportionate impact on West Linn and will further exacerbate congestion on Willamette Falls Drive. https://pamplinmedia.com/wlt/95-news/545707-436762-west-linn-shares-latest-concerns-about-i-205-tolls-odot-environmental-study

However, the traffic study identifies a problem at the nearest 4-way intersection, but indicates it will not be addressed, which again, will be exacerbated by I-205 tolling. The study states, "The Willamette Falls Drive/Ostman Road intersection *fails to meet the operating standard under all of the future scenarios.* Based on discussions with City staff, the all-way stop control (installed in 2016) at this intersection provides multi-faceted benefits.

- Reduces crash risk associated with sight distance limitations for the southbound approach.

- Reduces side-street delay and allows for improved mobility on the local street system when volumes on Willamette Falls Drive are high (e.g., during I-205 traffic events).

- Discourages drivers from using Willamette Falls Drive as a diversion route when there are traffic events on I-205.

Because of these benefits and the infeasibility of a traffic signal (due to right-of-way constraints), *there is currently no desire* to change the traffic control at Willamette Falls Drive/Ostman Road."

Brandon Place extension – TVFR, ODOT, etc.

The District's application cover memo states, "Restoring the connection between Willamette Falls Drive and Dollar Street provides improved access for emergency responders as well as additional egress for the neighborhood."

The application states, "…the proposed extension will provide a needed secondary emergency access route to the neighborhood and is indicated in the City TSP. The Traffic Impact Analysis prepared by DKS and Associates, notes that one intersection will operate below the city's standards, however city staff does not wish to pursue mitigation at this time."

However, one of the Planning Commission's conditions was that Brandon Place would not be a through street. The City's Final Order states, "The proposed extension of Brandon Place will provide a needed secondary emergency access route to the neighborhood. Sidewalks will be installed along the property frontage on Dollar Street and Willamette Falls Drive which will increase neighborhood connectivity. The configuration of access points on the site and the emergency access only restricted access on Brandon Place (Condition of Approval 9) 1 has been designed to encourage out-of-neighborhood traffic using Willamette Falls Drive and Brandon Place to access the school, with the District's use of Dollar Street limited to buses and staff access only. Disconnecting Brandon Place to all but emergency access will minimize the traffic impact on Dollar Street and the adjacent neighborhood."

I did not locate evidence that Tualatin Valley Fire and Rescue reviewed and approved all the plans for both the school and the roundabout to assure the plans meet TVFR's requirements for emergency equipment access, turnaround space to maneuver and stage for emergencies, etc. As described elsewhere, there is potential for gridlock, trapping emergency vehicles.

Again, this is a school with capacity for 850 children, and likely over 100 educators, staff, volunteers, community members, etc. Has TVFR signed off on the plans?

Oregon Department of Transportation staff earlier expressed concern about roundabout plans that were not included in the City's TSP. Has the Oregon Department of Transportation approved the plans? Have all other agencies with jurisdiction reviewed and approved the plans?

Roundabout

Another reason for delaying this decision is the lack of city codes or criteria for roundabouts, nor are they included in the Transportation System Plan. There are safety concerns regarding locating a roundabout next to a bridge in a highly sloped area subject to officially mapped natural hazards, including landslides, floods and earthquakes. Many available resources and guidelines would advise against the proposed roundabout. Further, the multiple environmental factors describe elsewhere identify threats at this site.

The District's traffic study notes, "At the new intersection of Willamette Falls Drive and Brandon Place, a roundabout has been assumed." Traffic assumptions were made for school hours. Again, however, those studies fail to account for the imminent tolling on I-205 and increased traffic on WFD, for increased traffic related to sport events, river access, etc. Further, as noted above, "The Willamette Falls Drive/Ostman Road intersection *fails to meet the operating standard under all of the future scenarios,"* and stated*," there is currently no desire* to change the traffic control at Willamette Falls Drive/Ostman Road" to address this known problem.

In addition, government entities and studies advise against the location of the roundabout at that location.

- In "Roundabouts: An Informational Guide Federal Highway Traffic Administration, US DOT (https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf3.2.2 guidelines are provided,

"Site-specific conditions Some conditions may preclude a roundabout at a specific location. Certain site-related factors may significantly influence the design and require a more detailed investigation of some aspects of the design or operation. A number of these factors (many of which are valid for any intersection type) are listed below:

Intersections of a major arterial and a minor arterial or local road where an unacceptable delay to the major road could be created. Roundabouts delay and deflect all traffic entering the intersection and could introduce excessive delay or speed inconsistencies to flow on the major arterial.

Heavy pedestrian or bicycle movements in conflict with high traffic volumes. (These conflicts pose a problem for all types of traffic control. There is very little experience on this topic in the U.S., mostly due to a lack of existing roundabout sites with heavy intermodal conflicts)."

- The Federal Department of Transportation Manual standards differ from the proposed roundabout, including speeds, maximum grade, location on arterials, weight and size limits, etc.
- The City's own Traffic Management section of the Transportation System Plan says that traffic circles are "not supported" on minor arterial or collector streets.
- A study by a roundabout expert recommends 1,000 feet sight distance at the posted speeds on Borland/Willamette Falls Dr. The sight distance is inadequate.

As indicated elsewhere, the drawing of the roundabout on Willamette Falls Drive raises serious issues regarding student safety, emergency access, traffic gridlock, violation of environmental laws protecting the fragile habitat, etc. Borland Road/Willamette Falls Dr. is one of the main routes for emergency vehicles, with both the West Linn Police Station and Tualatin Valley Fire and Rescue station located in the Willamette District. It is essentially the one of primary routes into or out of town; it's unsafe to compromise that emergency route.

Brandon Place is one of the four exits off the traffic circle, feeding immediately into the entrance of the new Dollar Street middle school. Potential problems are,

- With a hairpin turn onto Brandon Place and the school entrance, traffic could become gridlocked during school pickup and drop-off, school events, etc.
- A steep wall could create unsafe school routes for children.
- It is adjacent to the Tualatin River – which is notorious for flooding – and flood plains and protected wetland would likely
- Emergency vehicles could be stopped in the gridlock. There may be insufficient room for emergency vehicles to turn around or navigate.
- One of the exits is into Joseph Fields Park, which includes sports fields, Tualatin River access, etc. Parking along Borland Road is already unsafe, with cars parking in ditches for Fields park events.
- The site already had issues: one of the City's reasons for the was to prevent motorists from hitting the end of the bridge rail. The city's rationale was that speeds would be low with a roundabout, but it is in the more rural area of the city where motorists tend to travel at higher speeds.

Again, it also unclear whether the newly drawn roundabout or Brandon Place are compliant with Tualatin Valley Fire and Rescue requirements for emergency vehicle turnarounds, etc.

The two-lane Borland Road, which becomes Willamette Falls Drive through West Linn's Willamette District (commercial/retail center) is one of the few alternate routes to I-205. The congestion is already impacting businesses in Willamette District, and it will likely become far worse with tolling.

Environmental, natural resources protection, natural hazards

The roundabout is within an area protected by Community Development Code Chapter 28 WILLAMETTE AND TUALATIN RIVER PROTECTION. The roundabout raises significant environmental and natural resources concerns.

The District's Conditional Use Permit application made many representations about buffers, preservation of trees, etc. The application cites CDC 28.030(A)(2), "all land within 200 feet of the ordinary low water mark of the Tualatin River, and all land within the 100-year floodplain of the Tualatin River are within the Tualatin River Protection Area and a Habitat Protection Area."

The District's Natural Resource Review prepared by Pacific Habitat Studies mapped the ordinary high-water mark of the Tualatin River adjacent to the project area. It stated, "*A 200' foot buffer was applied to the ordinary high-water mark to determine the Tualatin River Protection Area within the project site. A total of 10,980 sf of the protection area will be impacted to facilitate the construction of the school campus*."

Despite the promises, however, the District clearcut Dollar Woods. The result? Mud flowing across Willamette Falls Dr., and sedimentary flows into the Tualatin River; in March, the DEQ found District committed Class I – the most serious – violations, causing "significant environmental harm." The District promised to take corrective action, but there were other failures of stormwater and other systems, and in May the DEQ found the District committed additional Class I violations. Not only do these actions harm the environment, the create a public safety issue.

Regardless, the District then approved plans and has submitted them to you, with plans to cut *another* 90+ trees!

Habitat Conservation Areas
The District's application also cites the Community Development Code regarding Habitat Conservation Areas and makes findings, based on the Natural Resources review by Pacific Habitat Services.
"HCAs shall be avoided to the greatest degree possible and development activity shall instead be directed to the areas designated "Habitat and Impact Areas Not Designated as HCAs," consistent with subsection (A)(3) of this section."

Despite the assurance that HCAs shall be avoided to the greatest degree possible, the District's application finds in *four different* areas, that the roundabout will impact the HCA, but *the District is proceeding regardless.*

"Finding: HCAs have been avoided to the extent practicable. Impacts to HCAs are associated with construction of a roundabout, and new roadways to connect Dollar Street and Borland Road. If the subject property contains no lands designated "Habitat and Impact Areas Not Designated as HCAs" and development within HCA land is the only option it shall be directed towards the low HCA areas first, then medium HCA areas and then to high HCA as the last choice. *The goal is to, at best, avoid or, at least, minimize disturbance of the HCAs.* (Water-dependent uses are exempt from this provision.)"

"Finding: HCAs have been avoided to the extent practicable. *Impacts to HCAs are associated with construction of a roundabout, and new roadways to connect Dollar Street and Borland Road. Due to the existing locations of these roads, impacts to HCAs cannot be avoided."*

"Finding: Impacts to high and moderate HCA land is proposed; however, the impacts to the HCA is the minimum necessary to construct a roundabout and surface street connection between Borland Road, Dollar Street and Brandon Place. *Given the location of the existing roadways, no practicable alternative exists which would not result in impacts to the HCAs.* This impact is allowable in accordance with CDC 28.110 L."

"Finding:

Impacts to high and moderate HCA land is proposed; however, the impacts to the HCA is the minimum necessary to construct a roundabout and surface street connection between Borland Road, Dollar Street and Brandon Place. Given the location of the existing roadways, no practicable alternative exists which would not result in impacts to the HCAs."

The site of the roundabout appears to be one of the most unstable, protected, and vulnerable of the entire area. According to the District's map submitted by KPFF, the area in which the proposed roundabout (LU1.01) would be located has *slopes up to 35%, is in a habitat conservation area, and landslide hazard area, and earthquake hazard area.* The City's property where the proposed roundabout would be located at Fields Park and bridge is also in a *habitat conservation area, wetlands, riparian area, flood plain, and next to the Tualatin River.*

Multiple laws and governmental entities are in place to protect the area
For example, the federal Clean Water Act is administered by the US Environmental Protection Agency, which published "Section 319 NONPOINT SOURCE PROGRAM SUCCESS STORY" describing successful Basin-wide restoration efforts on the Tualatin River, including, riparian replanting projects, wetland restoration projects, etc. The publication stated, "Using a watershed-based approach, stakeholders have … restored riparian areas, and implemented agricultural and urban best management practices." Multiple entities were involved, including the Oregon DEQ, Oregon Dept of Agriculture, the EPA, Clean Water Services, National Pollutants Discharge Elimination Program, Natural Resources Conservation Services, Oregon Watershed Enhancement Board, Tualatin Soil and Water Conservation District, US Department of Agriculture, Conservation Reserve Enhancement Program, Tualatin River Watershed Council, Tualatin Riverkeepers; Oregon Department of Agriculture; Oregon Department of Forestry; Multnomah, Clackamas and Washington counties; and the cities of Portland, West Linn and Lake Oswego. *In addition, there are a myriad of state laws and agencies protecting river greenways, riparian zones and vegetation, wetlands, and flood zones.*

Natural Hazards
The City of West Linn, by resolution, adopted the City of West Linn Addendum to the Clackamas County Multi-Jurisdictional Hazard Mitigation Plan. The plan notes natural hazards to the area include floods, earthquakes, landslides, wildfires, etc. Fields bridge is listed in the plan as critical infrastructure. The plan states, "…a great deal of infrastructure (bridges, water lines, sewage pump stations, etc.) is in the floodplain. Infrastructure exposed to flooding includes…Fields Bridge…Disruption to this infrastructure could result in transportation issues… and affect overall community and environmental health."

The filles attached to the agenda item, set 2 of the District's plans approved by Eric Lais on May 31 (KPFF drawings) raise significant concerns.

- The roundabout is in the 100-year floodplain of the Tualatin River, with the retaining wall encroaching onto the 100-year floodplain.
  It's important to note that level was reached in the recent past – 1996, and again in 1997. With climate change, floods can be expected more frequently.
- There are 21 trees on that will be removed on the river side of the plan, in the floodplain. Has FEMA approved the plan?
- The street grade is significantly changed from the District's first application and may require a variance.
- Likewise, the driveway (to staff parking?) has a steep, 14.11 grade. It may need a variance.
- Other slopes are steep. Is there a required distance to stay away from a floodplain, and has it been met?

Thank you for considering these comments. I'm hopeful you concur that action on the proposed IGA should be delayed until questions are answered, and concerns are addressed.

WEST LINN PLANNING COMMISSION

FINAL DECISION AND ORDER

CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02

IN THE MATTER OF A PROPOSAL FOR A CONDITIONAL USE PERMIT TO CONSTRUCT A NEW ATHEY CREEK MIDDLE SCHOOL AT 840/945 DOLLAR STREET. THE PROPOSAL INCLUDES A CLASS II DESIGN REVIEW, TUALATIN RIVER GREENWAY REVIEW, FLOOD MANAGEMENT AREA REVIEW, TWO CLASS II VARIANCES, AND A LOT CONSOLIDATION REVIEW.

I. Overview

At its meeting on July 7, 2021 the Planning Commission (Commission) opened the public hearing to consider the request by the West Linn-Wilsonville School District to approve a conditional use permit to construct a new Athey Creek Middle School at 840/945 Dollar Street. The approval criteria for the application are Community Development Code (CDC) Chapter 11, chapter 28, Chapter 32, Chapter 34, Chapter 41, Chapter 42, Chapter 44, Chapter 46, Chapter 48, Chapter 52, Chapter 54, Chapter 55, Chapter 60, Chapter 75, Chapter 92, Chapter 96, and Chapter 99. The hearing was conducted pursuant to the provisions of CDC Chapter 99.

The Planning Commission held the initial evidentiary hearing on July 7, 2021. The hearing commenced with a staff report presented by Chris Myers, Associate Planner. Remo Douglas, applicant, and Mercedes Serra, 3J Consulting, presented on the applicant's behalf. The initial hearing was continued to August 4, 2021 in order to receive the correct Geo-Technical report. The applicant was given until July 14, 2021 at 5pm to produce the report. A further 7 days through July 21, 2021 at 5pm was granted for review and comments about the Geo-Technical report. Lastly, another 7 days were granted to the applicant for final written rebuttal.

After closing the public hearing on August 4, 2021 the Planning Commission entered into deliberations. After deliberations a motion was made by Commissioner Mathews and seconded by Commissioner Metlen to approve the application with 3 additional conditions of approval. The motion failed on a 3-3 vote. Then a motion was made by Commissioner Pellett and Seconded by Commissioner King to deny the application, the motion failed on a 3-3 vote. Chair Walvatne made a motion and Commissioner Erwin seconded, to postpone the vote until the August 18, 2021 Planning Commission meeting. The motion passed with a 5-1 vote.

The Planning Commission entered into deliberations on August 18, 2021. After deliberations a motion was made by Commissioner Mathews and seconded by Commissioner Carr to approve the application with 3 additional conditions of approval. The motion passed on a 4-3 vote.

Written testimony was submitted by Wade Clarke, John McCabe, John Boyd, Shannen Knight, Richard Krippaehne and Tamara Misley-Krippaehne, Ron and Jan Mobley, Alice Richmond, Dean Riddle, and Ashley Short (Tualatin Riverkeepers), Kathie Halicki (Willamette Neighborhood Association President), Diane and Don Kunstel, Laura Wirth, Bogdana Clarke, Debbie Meyers, and Julie O'Rourke.

Some of the community concerns raised at the public hearing include:

1. Impact of increased traffic on surrounding area
2. Concern regarding the removal of trees from the site
3. Concern that tree buffers aren't close enough to the neighborhood
4. Light pollution from the playing field lights
5. Noise pollution from the track and ball fields
6. The proposed school will not be a benefit to the City of West Linn
7. The site would be better served as housing
8. The site has inadequate infrastructure to serve a middle school
9. Concern regarding adequate parking on the site
10. Concern that the proposed roundabout is not appropriate for the site

II. The Record

The record was finalized at the August 18, 2021 hearing. The record includes the entire file from **CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02**

III. Findings of Fact

1) The Overview set forth above is true and correct.
2) The applicant is West Linn-Wilsonville School District.
3) The Commission finds that it has received all information necessary to make a decision based on the Staff Report and attached findings; public comment; and the evidence in the whole record.

IV. Findings

The Commission adopts the Staff Report for June 24, 2021, with attachments, as its findings, which are incorporated by this reference with ten conditions of approval. After review of the entire record of the proceedings, including the applicant submittal, staff report and findings, both oral and written public testimony, applicant rebuttal, and the applicant's final written argument, the Planning Commission found the application to meet the applicable review criteria with ten conditions of approval. Findings for conditions of approval one through seven are contained in the staff report dated July 7, 2021. The Commission added three additional conditions of approval as part of the motion to approve. The three conditions and associated findings are:

1. Condition of Approval #8 Roundabout Pedestrian Safety. The Commission found the application did not satisfy CDC 60.070.A.4 and CDC 2.030 (Adequate Public Facilities) regarding pedestrian safety at the roundabout. The DKS TIA recommended crosswalk markings at five intersections, but did not include the roundabout. This condition of approval requires the applicant to install pedestrian crosswalk markings at the proposed

roundabout located at Willamette Falls Drive and Brandon Place. The Commission found with this condition CDC 60.070.A.4 and CDC 2.030 (Adequate Public Facilities) are met.

2. Condition of Approval #9 School Speed Zone and flashing beacons. The Commission found the application did not satisfy CDC 48.025. The addition of a 20 mph school speed zone and flashing beacon indicators be implemented and installed. The commission found with the condition that CDC 48.025 is met.

3. Condition of Approval #10 Brandon Place Extension. The commission found the application did not satisfy CDC 60.070.A.4 and CDC 2.030 (Adequate Public Facilities). This condition of approval expresses that the Brandon Place extension only be utilized for emergency vehicle access and not as a public through street. With this condition of approval, the Commission found that CDC 60.070.A.4 and 2.030 (Adequate Public Facilities) are met.

V. Order

The Commission concludes that **CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02** is approved based on the Record, Findings of Fact and Findings above.

1. **<u>Site Plans</u>. With the exception of modifications required by these conditions, the project shall substantially conform to all Tentative Plan Sheets.**

2. **<u>Engineering Standards</u>. All public improvements and facilities associated with the approved site design, including but not limited to street improvements, driveway approaches, curb cuts, utilities, grading, onsite and offsite stormwater, street lighting, easements, easement locations, and connections for future extension of utilities are subject to conformance with the City Municipal Code and Community Development Code. These must be designed, constructed, and completed prior to the issuance of occupancy permits for each phase of the project.**

3. **<u>Landscaping Installation.</u> All landscaping improvements, including but not limited to planting of trees and shrubs, are subject to the conformance with the City Municipal Code and Community Development Code. Landscaping must be installed prior to the issuance of occupancy permits.**

4. **<u>Erosion Control</u>. The applicant shall submit an Erosion Prevention and Sediment Control Plan prior to issuance of site development permit.**

5. **<u>Curb Cuts.</u> The applicant shall redesign the two vehicle accessways to comply with the maximum curb cut requirements of 36 feet, per Staff Finding 128, and to also meet West Linn Public Works Standards.**

6. **<u>Street Improvements</u>. The applicant shall complete half street improvements, including pavement improvements, curbs, planter strips, street trees, street lights, sidewalks, pedestrian crossings, cycle tracks where required, and street storm drainage for those portions of Dollar Street and Willamette Falls Drive abutting the subject properties. The applicant shall complete full street improvements on the extension of Brandon Place. The City may partner with the applicant to fund additional improvements as part of the project.**

7. **<u>Landscaping Installation.</u> All landscaping improvements, including but not limited to planting of trees and shrubs, are subject to the conformance with the City Municipal Code and Community Development Code. Landscaping must be installed prior to the issuance of occupancy permits. (Staff Findings 62 and 73)**

8. **<u>Roundabout Pedestrian Safety.</u> At the proposed roundabout at Brandon Place and Willamette falls drive the applicant will have construct appropriate marked pedestrian crossings.**

9. **<u>School Speed Zone.</u> The applicant shall implement a school speed zone limit of 20 mph on Willamette Falls Drive, Brandon Place, and Dollar Street. Flashing beacons will be installed to alert vehicle traffic of the school speed zone.**

10. **<u>Brandon Place Extension.</u> The proposed Brandon Place extension will not be built as a through street. The extension will only be built for emergency vehicle access.**

Charlie Mathews

CHARLIE MATHEWS, VICE CHAIR
WEST LINN PLANNING COMMISSION

8/23/21
DATE

This decision may be appealed to the City Council pursuant to the provisions of Chapter 99 of the Community Development Code and any other applicable rules and statutes. This decision will become effective 14 days from the date of mailing of this final decision as identified below.

Mailed this 23 day of August, 2021.

Therefore, this decision becomes effective at 5 p.m., September 7, 2021.

December 9, 2021

Dear Mayor Walters, Council President Relyea and Councilors Baumgardner, Bialostosky and Jones,

I am writing to ask when the City plans to make a decision about the size, type and location of intersection at the west end of Willamette Falls near Fields Bridge. And would also like to know under what authority the decision will be made and if the public will have an opportunity to participate during the design and approval process.

All we know at this point is that a "potential roundabout" might be constructed there, according to the Willamette Falls Drive Transportation Plan update Council approved last summer. As a reminder concerns were raised about the lack of a definition for a roundabout in West Linn' s CDC, Comprehensive Plan or Transportation plan. Furthermore, West Linn has not adopted any criteria for the roundabouts such as what type and size belong in certain traffic configurations and certain environmental conditions including slope, floodplain and other topographical constraints and proximity to structures such as a bridge.

In my personal opinion, the process of approval for the WFD seemed to be more than a little rushed and questions about potential hazards existing in the area next to WFD and Fields Bridge were not adequately explored. I strongly suggest taking a very close look at West Linn's Comprehensives Plan, particularly Goal 7; Areas Subject to Natural Disasters and Hazards and documents referred to therein such as West Linn's Natural Hazards Mitigation Plan and the Clackamas County Hazard Plan Adendum West Linn adopted in 2019 because the maps and information show a significant hazardous conditions exist for Flood, Landslide and Earthquake on the site.

Thank you for your service,

Teri Cummings

Thank you for your time

Dear Chair Walvatne and Planning Commissioners,

I am coming before you to request the Planning Commission take action to support our need for clear and certain criteria and meaningful public involvement.

At City Council's July 12, 2021 meeting on the Willamette Falls Concept Plan I pointed out that West Linn currently has no definition, codes or criteria for roundabouts in the CDC, Comprehensive Plan Goal 12 or the 2016 Transportation System Plan (TSP). I questioned the safety and feasibility of abutting a "Potential Roundabout" next to Fields Bridge with parking spaces nearby on such a busy arterial and asked Council, how can Planning Commissioners and City Councilors make a decision about the location, size and number of lanes of a roundabout without clear and certain criteria? The Planning Manager opined that "codes and criteria for roundabouts are not necessary because they are a form of travel lane." I believe roundabouts are a type of intersection and that we don't have any definitions, codes or criteria yet because West Linn does not have any roundabout yet.

I am concerned about the disconnect between statements by WLWV School District at multiple community meetings and assurances made by West Linn's Public Works Director at Planning Commission's June 16, 2021 Willamette Falls Drive Concept Plan hearing and Council's July 12, 2021 meeting, that there would be plenty of opportunities for public outreach, public presentations and open houses after explaining that the " Potential Roundabout" could be a conventional stop intersection or a roundabout. Yet WLWV officials stated at multiple community meetings, before the hearings began, that West Linn had required them to design a roundabout at Fields Bridge. I feel horrified at that disconnect because staff had no right to require a roundabout at Fields Bridge without offering opportunities for public outreach to vet the feasibility of locating a roundabout or a stop intersection at that location.

The following is a rough transcript of concerns expressed and promises made at City Council's July 12, 2021 WFD Concept Plan hearing:

At timestamp 1:53: Councilor Baumgardner asked, "Will staff be creating criteria for roundabout?" Planning Manager Wyss claims, "Travel lane width allows for intersection design flexibility." Public Works Director Calvert claims, " It typically defaults to public work standards. We could certainly add more language. "

1:59: Calvert explains, " There is an option for either a stop configuration or a mini-roundabout. Each (roundabout) is uniquely designed so that is why there are no codes

2:04: Calvert, "Our Goal is No Surprises"..."We want to hear from people." ..."We want to take input into consideration."

2:29: Councilor Bialostosky, "What does public engagement look like, since it's been a couple years now since Arch Bridge public engagement process?" Planning Manager Wyss described, "An extensive Arch Bridge outreach process- three open houses…"

2:35: Calvert, "This is still at the concept level, a public project would still go through City Council, TAB for more public input. The city sends out flyers, outreach to stakeholders, a lot of opportunities for community engagement, once we get past this stage of the process."

2:37-: Mayor Walters, " I just want to make sure that we will be touching base with the public when we get to the final designs. "Yes?" …nods, "Thank You."

One month earlier, June 16, 2021, Planning Commission held a hearing on the Willamette Falls Concept Plan which included an ambiguous "potential" intersection which, according to Calvert, could be "either a roundabout or a stop intersection."

On July 7, 2021, Planning Commission held it's first hearing for WLWV's CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02, a proposal to construct a new middle school at 849/945 Dollar Street. The application included a roundabout that was not included in West Linn's adopted Transportation System Plan. City Council had not heard or approved the WFD Concept plan yet. Thus Planning Commissioners were forced to attempt to make a decision without the guidance of any City codes, criteria or adopted TSP regarding roundabouts.

Why?

I feel outraged about this because promises made to vet questions about the WFD Concept Plan were broken. What does that mean for the rest of our transportation planning? The question of whether to create codes and criteria or a manual for roundabouts is not a ministerial decision. It is a policy and budgetary matter that should be addressed and decided via public hearings.

After receiving no response to questions raised about roundabout codes at City Council's December 13, 2021 meeting, I submitted a public records request for inner agency communications about roundabouts. When the City took six weeks to fulfill the request despite Oregon's guideline for 15 days, and packed it with superfluous unrelated records, it made me wonder what was going on.

If interested, these records are publicly available in this Dropbox.

According to the records, on December 15, 2020, ODOT official Danielson emailed Lance Calvert, Ben Austin PE, and DKS, Re: 10th Street Interchange-City Contacts (Regarding two roundabouts planned for each end of the 10th street I-205 corridor); "Since the improvements are significantly different than what was adopted in the TSP update a few years ago, we thought that this was a planning exercise that would result in an update to that TSP." "I have been asked to provide background on how the project went so quickly from planning process to being funded for construction." were not in West Linn's 2016 Transportation System Plan, how was it done so quickly, and with what funds."

December 16, 2020, Ben Austin PE reply to Danielson, explains, "HHPR hired in 2019 to complete improvements along Willamette Falls Dr., !0th Street and Blankenship/Salamo….when we picked up the design for 10th St. interchange, the City design team discussed modifying the design to consider a roundabout on the interchange as a better way to achieve goals of the project. We have always anticipated sending plans through maintenance office, but realized that diverging from the TSP with a

roundabout would require additional approvals and planning related work and thus the reason we contacted you. Have you received internal feedback on the proposal of a roundabout?"

December 28, 2020, Calvert to Gabriel Crop, Marc Butarac, Kittleson, Eric Lais, "Let's make sure WFD Concept Plan has 10th St. and completed downtown work in drawings. A lot has changed since the original TSP adoption and we should address/include in our work."

I feel betrayed reading those emails because back in 2016 I remember hearing promises made to Neighborhood Associations and other community members that the TSP was just conceptual, there will be a public involvement process to complete the design of those features you are concerned about. And then I heard the reassurances given again in 2018 when skepticism was expressed about the GO bond measure on the ballot. I am furious because this violates public trust.

When I hear "Our Goal is No Surprises" I feel angry, because there have been way too many surprises.

Imagine how exciting it could be to have a wide range of opinions and suggestions when a new idea comes up, such as developing criteria for locating pickle ball courts or whether to install a statue on top of a soda water dispenser on Historic Main Street or whether a 2" curb would be a safe way to separate bike lanes on Main Street. Imagine how much public money could have been saved if those particular ideas were properly vetted in public.

Mr. Calvert's claim that cities don't have codes for roundabouts also disappoints me.

Redmond WA roundabout design manual includes a chart of roundabout types and states the following about Mini-Roundabouts:

"Mini roundabouts are small roundabouts used in low speed, urban neighborhood environments. The splitter and central islands are mountable, similar to the truck aprons of other roundabouts, to allow larger vehicles to maneuver through the intersection. A common application is to replace an all-way stop-controlled intersection with a mini roundabout to reduce delay and increase safety and capacity. Mini roundabouts are only to be used in neighborhood settings at intersections between two local streets due to their limits in capacity and physical geometry. "

Bend Oregon's roundabout design guidelines were developed by Kittleson, a company West Linn uses.

The FedDOT manual generates questions about West Linn's approach to roundabouts:

No more than 15 mph approach to mini roundabouts. (WFD Fields Bridge mini approach is 20 ph.)

No more than 4% grade on a roundabout. (What is the grade on 10th street and Salamo?)

No mini roundabouts on arterials. (WFD is a minor arterial with heavy commuter traffic peaks)

No heavy local traffic over 6000 tpd or too much truck/large vehicle traffic for mini roundabouts. (Count needed for School busses, delivery trucks and fire trucks and potential tolling)

Do not locate close to drawbridges. (Fields Bridge?)

No reliable data for site impaired. (ADA concern when citing near a park or school?)

Just think of the huge amount of time, public funds and public trust that has been invested to develop our CDC), Comp Plan, TSP, Capital Improvement Plan and Budget. Deviating from these documents without a public process betrays each one of us and also violates Oregon's Land Use Goal 1 for Citizen Involvement.

ORS 197 Goal 1: Citizen Involvement *calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program that addresses:*

Opportunities for widespread public involvement

Effective two-way communication with the public

The ability for the public to be involved in all phases of the planning process

Making technical information easy to understand

Feedback mechanisms for policy-makers to respond to public input, and

Adequate financial support for public involvement efforts

In summary, I respectfully request the Planning Commission to conduct a vote to have Chair Walvatne to write a letter to City Council on behalf of the Planning Commission, to authorize Planning Commission to immediately proceed with a fully engaged public process to explore and recommend a policy for roundabouts, including clear and certain codes and criteria, to be added to West Linn's planning and engineering documents.

I also urge Planning Commission to request City to provide adequate financial support and sufficient time to engage in widespread public involvement, including mechanisms for effective two-way communication and easily understandable technical information in order to equip and involve members of the public in all phases of the planning process.

Thank you for kindly reading through this in service to your community.

Best regards always, Teri Cummings,

West Linn, Oregon

Dear Mayor Walters, Council President Bialostosky and Councilors William Relyea, Mary Baumgardner and Todd Jones,

Last July, I testified about West Linn's lack of codes and criteria for roundabouts. It was troubling to watch Council approve a land use application a few months later that included a roundabout, knowing full well that we have no codes or criteria to guide land use decisions on roundabouts. I brought this issue to you again December 13, 2021 and received no response until the Public Works Director Lance Calvert kindly sent an email a week later, suggesting that I go to a TAB meeting to have a public forum.

I am writing to request you to take immediate action at your February 14, 2022 meeting because time is of the essence with contracts for numerous transportation projects about to be placed before you, despite the lack of adopted codes and criteria for roundabouts.

Please vote to direct staff to engage in meaningful public involvement efforts to develop clear and certain criteria for roundabouts in West Linn.

As you may recall, at City Council's July 12, 2021 meeting on the Willamette Falls Concept Plan I testified that West Linn currently has no definition, codes or criteria for roundabouts in the CDC, Comprehensive Plan Goal 12 or the 2016 Transportation System Plan (TSP). In particular I questioned the safety and feasibility of abutting a "Potential Roundabout" right next to Fields Bridge and locating parking spaces nearby on such a busy arterial. (West Linn CDC Chapter 85 does not allow parking on arterials except in commercial zones. This part of WFD is not in a commercial zone.) I asked how Planning Commissioners and you, as City Councilors, can make a land use decision about the location, size or number of lanes of a roundabout without clear and certain criteria? The Planning Manager responded by opining that "codes and criteria for roundabouts are not necessary because they are a form of travel lane." I do not share that opinion because it is my understanding that roundabouts are a form of intersection. Public agencies commonly define roundabout as a type of intersection and have codes and criteria for what types of roundabouts are appropriate for what types of travel lanes; local streets, collectors, arterials, ect.

I was concerned to see such a huge disconnect between what West Linn staff said and what WLWV's officials said about putting a roundabout next to Fields Bridge.

When community members asked WLWV officials about the roundabout at meetings hosted by WLWV before the land-use hearings began for the middle school, WLWV staff reportedly claimed that West Linn staff required them to put a roundabout next to Fields Bridge in their application. This came as a surprise to persons who knew a roundabout next to Fields Bridge was not approved in the 2016 TSP and no known revisions of the 2016 TSP had been approved before the middle school hearings began.

During that very same period of time, West Linn staff members were working to present the Willamette Falls Concept Plan (WFD Concept Plan) to the Planning Commission and City Council. Only one roundabout was identified as a "Potential Roundabout" in the concept plan and questions naturally came up about that at PC and CC hearings. Public Works Director Calvert explained that, "Both a

roundabout or stop intersection are options for a future intersection there… There will be plenty of opportunities for public outreach, public presentations and open houses."

At Planning Commission's June 16, 2021 Willamette Falls Drive Concept Plan hearing, West Linn's Public Works Director Calvert stated for the record at timestamp 1:41: "Specifically, intersections will be further refined. This is a certainly not a construction ready design, which will go through public outreach and testimony once we get to those future phases." Several other similar assurances were made at the Planning Commission hearing.

And then, twenty eight days later, on July 7, 2021, Planning Commission hearings for WLWV's CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02, a proposal to construct a new middle school at 849/945 Dollar Street commenced with an application that included a roundabout that was not part of West Linn's adopted 2016 Transportation System Plan. The WFD Concept Plan had not been formally adopted by City Council at this point. Thus Planning Commissioners were forced to attempt to make a decision on an application that included what would be the first roundabout in West Linn without any adopted codes, criteria or transportation plan guidance for citing various kinds of roundabouts on various classifications of streets.

The following answers were provided by staff in response to questions and concerns raised at City Council's July 12, 2021 WFD Concept Plan hearing:

At timestamp 1:53: Councilor Baumgardner inquired, "Will staff be creating criteria for roundabout?" Planning Manager Wyss answered, "Travel lane width allows for intersection design flexibility." Public Works Director Calvert explained, "It typically defaults to public work standards. We could certainly add more language. "

1:59: Calvert explained, "There is an option for either a stop configuration or a mini-roundabout. Each (roundabout) is uniquely designed so that is why there are no codes.

2:04: Calvert explained, "Our Goal is No Surprises" "We want to hear from people." "We want to take input into consideration."

2:29: Councilor Bialostosky asked, "What does public engagement look like, since it's been a couple years now since Arch Bridge public engagement process?" Planning Manager Wyss spoke at length about, "An extensive Arch Bridge outreach process- three open houses…"

2:35: Calvert explained, "This is still at the concept level, a public project would still go through City Council, TAB for more public input. The city sends out flyers, outreach to stakeholders, a lot of opportunities for community engagement, once we get past this stage of the process."

2:37-: Mayor Walters, "I just want to make sure that we will be touching base with the public when we get to the final designs. "Yes?" Calvert and Wyss nod their heads. Walters says, "OK excellent! Thank You."

Planning Commission's first hearing for WLWV's CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02, a proposal to construct a new middle school at 849/945 Dollar Street commenced on June 16, 2021. WLWV's application included a roundabout that was not part of West Linn's adopted 2016 Transportation System Plan. City Council had not heard or approved the WFD Concept plan yet. Thus Planning Commissioners were forced to attempt to make a decision without the guidance of any City codes, criteria or adopted TSP regarding roundabouts.

Promises made for public outreach and community engagement in future for the "potential roundabout" and other aspects of the WFD Concept Plan were apparently disingenuous.

Does Council find that to be an acceptable way to address our transportation planning?

Does Council believe that questions such as whether to create codes and criteria or a manual for roundabouts should be up to Council to decide as a result of community engagement and public hearings?

Going back to City Council's December 13, 2021 meeting, I submitted a public records request for inner agency communications about roundabouts after hearing no concerns expressed about the questionable safety of locating a roundabout next to a bridge in a highly sloped area subject to officially mapped natural hazards; Landslide, Flood and Earthquake. I was also hoping to learn what discussions transpired in the course of citing the two roundabouts at each end of 10th street I-205 interchange corridor because that was not part of the 2016 TSP. When the City took six weeks to fulfill my PRR request despite Oregon's guideline for 15 days, it made me even more curious to know what was going on.

The public records released are available in this Dropbox. Here is what I have learned so far.

On **December 15, 2020,** ODOT's Marah B. Danielson emailed Lance Calvert, Ben Austin PE, and DKS, ("Re: 10th Street Interchange-City Contacts") to inquire about the roundabouts planned at each end of the 10th street I-205 corridor as follows, "Since the improvements are significantly different than what was adopted in the TSP update a few years ago, we thought that this was a planning exercise that would result in an update to that TSP." "I have been asked to provide background on how the project went so quickly from planning process to being funded for construction."… "Since that was not in West Linn's 2016 Transportation System Plan, how was it done so quickly, and with what funds?"

December 16, 2020, Ben Austin PE reply to Danielson, explains, "HHPR was hired in 2019 to complete improvements along Willamette Falls Dr., !0th Street and Blankenship/Salamo"…."When we picked up the design for 10th St. interchange, the City design team discussed modifying the design to consider a roundabout on the interchange as a better way to achieve goals of the project. We have always anticipated sending plans through maintenance office, but realized that diverging from the TSP with a roundabout would require additional approvals and planning related work and thus the reason we contacted you. Have you received internal feedback on the proposal of a roundabout?"

December 28, 2020, Calvert to Gabriel Crop, Marc Butarac, Kittleson, Eric Lais, "Let's make sure WFD Concept Plan has 10th St. and completed downtown work in drawings. A lot has changed since the original TSP adoption and we should address/include in our work."

I feel betrayed reading those emails because I remember hearing promises made to Neighborhood Associations and other community members back in 2016 that the "TSP was just conceptual, there will be a public involvement process to complete the design of those features you are concerned about." And then I heard similar reassurances given again in 2018 in response to skepticism expressed about the GO bond measure on the ballot. I am furious because this lack of public engagement on changes to the 2016 TSP violates public trust.

When I hear "Our Goal is No Surprises" I feel angry, because there have been way too many surprises.

Imagine how exciting it could be to hear a wide range of opinions and suggestions when a new idea comes up. We should have developed criteria for locating pickle ball courts in our CDC and Parks Master Plan before it happened. We also wasted public money and lost public trust when a statue was purchased to be installed on top of a soda water dispenser on Historic Main Street outside of a public process. And it would have been wise to vet the question of whether a 2" curb would be a safe way to separate bike lanes on Main Street in public. Imagine how much public money and public trust could have been saved if those concepts had been properly vetted in public?

It was also disturbing to hear the Public Works Director claim that cities don't have codes for roundabouts at the January 20, 2022 Neighborhood Association Presidents meeting.

For example, Redmond WA roundabout design manual includes a chart of roundabout types and states the following about Mini-Roundabouts:

"Mini roundabouts are small roundabouts used in low speed, urban neighborhood environments. The splitter and central islands are mountable, similar to the truck aprons of other roundabouts, to allow larger vehicles to maneuver through the intersection. A common application is to replace an all-way stop-controlled intersection with a mini roundabout to reduce delay and increase safety and capacity. Mini roundabouts are only to be used in neighborhood settings at intersections between two local streets due to their limits in capacity and physical geometry. "

Bend Oregon's roundabout design guidelines were developed by Kittleson, a company that West Linn uses.

Public Works Director Calvert email me December 22, 2021, to explain that " Codes that apply for roundabouts (regardless of type or size) are the city's Public Works Standards, ODOT design standards, a majority of which are on ODOT's website), and federal regulations such as the MUTCD. Design guides for engineers on roundabouts include a number of publications like NCHRP reports to FHWA design guides. National design guidance also extends to current papers, presentations, and local engineering design experience with these types of improvements which can get very technical in nature. Further, the city

utilizes local and international design standards for our approach to separated bike lanes. The Dutch CROW manual is one example of international guidance….."

The following FedDOT manual standards for roundabouts differ from the WFD Concept Plan approach:

No more than 15 mph approach to mini roundabouts. (WFD Fields Bridge mini approach is 20 ph.)

No more than 4% grade on a roundabout. (What is the grade on 10th street and Salamo?)

No mini roundabouts on arterials. (WFD is a minor arterial with heavy commuter traffic peaks)

No heavy local traffic over 6000 tpd or too much truck/large vehicle traffic for mini roundabouts. (Count needed for School busses, delivery trucks and fire trucks and potential tolling)

Do not locate close to drawbridges. (Fields Bridge?)

No reliable data for site impaired. (Is this is an ADA concern when citing near a park or school?)

As City Councilors I trust you are very aware of the huge amount of time, public funds and public trust that has been invested to develop our CDC, Comp Plan, TSP, Capital Improvement Plan and Budget. Deviating from these documents without a public process betrays each person who contributed their time and talents and trust to develop these documents. And it violates Oregon's Land Use Goal 1 for Citizen Involvement.

ORS 197 Goal 1: Citizen Involvement *calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program that addresses:*

Opportunities for widespread public involvement

Effective two-way communication with the public

The ability for the public to be involved in all phases of the planning process

Making technical information easy to understand

Feedback mechanisms for policy-makers to respond to public input, and

Adequate financial support for public involvement efforts

In summary, I respectfully request City Council to vote to authorize Planning Commission to immediately proceed with a fully engaged public process to explore and recommend a policy for roundabouts, including clear and certain codes and criteria, to be added to West Linn's planning and engineering documents, including understandable technical information in order to engage people in all phases of the planning process.

Thank you for kindly reading through this lengthy letter in service to your community, Teri Cummings

Letter for June 21, 2022 Agenda item 2022-06-21-06

Dear Mayor Walters, Council President Bialsostosky and Councilors William Relyea, Mary Baumgardner and Todd Jones, I am writing to appeal to your sense of fairness in light of the incredibly inadequate notice given for Agenda item d. 2022-06-21-06 -proposed Athey Creek IGA; a highly complex matter of great interest to the community.

I trust that we are in agreement that all interested parties deserve to have a reasonable opportunity to receive information in a timely manner in order to have time to ask questions and participate in a meaningful way. It also doesn't seem to make sense to hold this hearing until after WLWV has completed the process of obtaining Water Resource Area approvals.

With this in mind, I urge you to please move to continue Agenda item d. to a date certain or better yet, move to hold a secondary hearing to address matters left undetermined during the final decisions process, for example ; the undetermined size and configuration of the roundabout, the questionable proposal to locate parking spaces on WFD, despite Chapter 85 restrictions against parking on minor arterials except in commercial zones, the questionable need for an additional separated pedestrian path on the south side of WFD, the question of how best to mitigate environmental impacts as well as any other unaddressed discretionary matters that ought to be vetted and decided in public.

The notice was unreasonably short, in my opinion, because WLWV's Athey Creek middle school plan was approved by the City Engineer on May 31, 2022. Yet people were not given an opportunity to even begin to read it until after notice of the June 21, 2022 Special Meeting was posted last Thursday night. At that point, there it was no opportunity to submit written comments to be added to the agenda due to the Thursday 5:00 PM deadline plus, staff was off from Friday June 17 to Monday June 20, 2022, so it was also not possible to ask any questions.

The highly technical information in the 164 page report might be somewhat difficult for anyone other than an engineer to understand, but a continuance would provide an opportunity to have a work session or pre-meeting work session. Plus, a pre-meeting work session happens is required per Council Rules.

West Linn's 2019 Council Rules for Special Meetings, Section B (5) were adopted in the interest of facilitating community engagement:

> *"Written notice of a special meeting shall be given to the Council, media and public, with as much advance (up to 10 days) notice as possible, and no less than 24 hours in advance of the meeting"*
> "Special meetings will typically be scheduled in a similar manner as a regular meeting, including a pre-meeting."

Thank you for kindly taking these ideas into consideration,

Teri Cummings, West Linn resident

Karie Oakes, West Linn resident

June 21, 2022

Re: Comments about IGA with school district for public improvements on Willamette Falls DR

Dear Council,

Please reschedule this agenda item to a future regular Council meeting for the following reasons:

- To follow proper procedures by allowing time for City Public Works/Engineering to apply for the three required land-use permits for the project before you commit funding over $2,000,000 and City collaboration by approving the IGA.

The pre-application conference for the project was June 16 and was held despite noticing errors and lack of a site plan showing the protected water resources, 100-year flood line and habitat conservation area the project proposes to impact, as required by the application. I estimate it will take two months for the quasi-judicial proceedings and the Planning Manager's decision to be effective unless the Planning Commission or someone with standing appeals to the Council for review, in which case, it will take that much more time. And then there's the possibility that the Council decision will be appealed to the Land Use Board of Appeals (LUBA).

- Approval of the IGA would show Council support for the project and be evidence of bias, likely generating challenges to the impartiality of the Planning Manager and Council in the quasi-judicial proceedings for the required Willamette River and Tualatin Greenway Permit (WRG), the Water Resource Area Permit (WAP) and the Flood Management Permit.

- The City Engineer promised the Council, the Planning Commission and members of the public during and following the Willamette Falls Drive Concept Plan approval process that there would be further opportunity to review the roundabout and street improvements.

Now is not the time for that review. The proper time is in review of the application for the three permits, when it will be determined through the proper public land-use process to determine if the proposed increased development of environmentally sensitive and hazardous land for transportation uses should be allowed.

- Uphold Council Rule that provides Council and the public reasonable time to review and prepare for a business meeting. "Written notice of a special meeting shall be given to

the Council, media and public, with as much advance (up to 10 days) notice as possible, and no less than 24 hours in advance of the meeting." page 7.

Notice was given just 5 days in advance when the agenda and agenda packet of information were posted on the City website after close of business hours on Thursday June 16. City offices were closed Friday-Monday (holiday) and opened today at 7:30 am. Written comments to Council were requested by 12:00 noon. It is unreasonable to expect the Council and public to be prepared tonight.

- Uphold Council Rule that provides "Special meetings are to be utilized only when absolutely necessary and public comment shall be taken."

There is no reason for this item to remain on this special meeting agenda. City Public Works/Engineering has long been aware or should have been aware of the need to obtain the three permits, however they did not apply for the permits. For some undisclosed reason, City Public Works/Engineering proceeded to collaborate with the school district to draft and approve the final engineering plans without first obtaining the required land-use permits.

It is likely that the quality and quantity of public comments on this agenda item were negatively impacted by the insufficient notice and opportunity to prepare.

- There are a number of statements in the recitals and findings of the IGA that need review and data to substantiate their accuracy regarding:

1. the need to expand school and transportation facilities based on City and school district growth,
2. the scope of the project impacting Fields Bridge Park as proposed in the City ballot measure 3-572 approved by voters.
3. the school will be accessed from Willamette Falls DR by the Brandon ST extension however, the school land use permit condition of approval #10 allows only emergency vehicle access.
4. "The District shall obtain the necessary land use approvals and permits to develop the middle school and construct the City Improvements prior to the commencement of construction of the City Improvements." City Public Works/Engineering applied for the pre-application conference for the three required land use permits. Perhaps the District will obtain the building permits.

It is important to understand the recitals and findings of the IGA are what give Council authority, as stated in the IGA:

"NOW, THEREFORE, in consideration of the mutual promises and agreements contained herein, the undersigned parties jointly and respectively agree as follows: The recitals above are included herein as findings in support of the respective parties' authority pursuant to ORS 190.003 et seq. and ORS 280.150."

I have been able to do only a cursory review of the IGA due to the late notice and would like to do better. I set aside many priorities for me today in order to provide these written comments which took many hours to produce. I would apologize for submitting them to you at this late hour, but this situation was created by the late notice. I can't begin to imagine the position it put Council in.

I hope you'll have time to read my comments before the meeting, but I doubt it. I am disappointed that Council will no longer read comments into the record because I probably will not be able to attend the meeting to provide oral comments due to a prior commitment. Hopefully, other public comments will persuade you to reschedule the IGA to a future meeting.

Good luck. I wouldn't want to be in your position.

Thank you.

City of West Linn

PRE-APPLICATION CONFERENCE MEETING
SUMMARY NOTES

June 16, 2022

SUBJECT:	Tualatin River Greenway, Water Resource Area, and Floodplain Management Area Permits for improvements to Willamette Falls Drive adjacent to Fields Bridge Park	
FILE:	PA-22-18	
ATTENDEES:	Applicant:	Erich Lais, Maryna Asuncion (West Linn Public Works)
	Staff:	Darren Wyss, John Floyd, Chris Myers (Planning)
	Public:	John McCabe, Betty Reynolds, and Kathie Halicki (Willamette NA)

The following is a summary of the meeting discussion provided to you from staff meeting notes. Additional information may be provided to address any "follow-up" items identified during the meeting. These comments are PRELIMINARY in nature. Please contact the Planning Department with any questions regarding approval criteria, submittal requirements, or any other planning-related items. Please note disclaimer statement below.

Project Details

Site Address:	Willamette Falls Drive adjacent to Fields Bridge Park
Tax Not No.:	2S 1E 34C tax lots 300 and 400, 2S 1E 03AB taxlot 1900
Site Area:	Approximately 1,800 linear feet
Neighborhood:	Willamette Neighborhood Association
Comp. Plan:	Low and Medium Density Residential
Zoning:	R-10 and R-5 Residential
Zoning Overlays:	Water Resource Area, Tualatin River Greenway/Habitat Conservation Area, 100-year Floodplain
Applicable CDC Chapters:	Chapter 27: Floodplain Management Areas Chapter 28: Willamette and Tualatin River Protection Chapter 32: Water Resource Area Protection Chapter 99: Procedures for Decision-Making: Quasi-Judicial

Summary

The City of West Linn (applicant) proposes to construct street improvements (curb, gutter, sidewalk, cycle track, pavement improvements) on the south side of Willamette Falls Drive adjacent to Fields Bridge Park. The improvements will be in partnership with the school district required improvements on the north side of the road. The north/west end of Fields Bridge Park is covered by the 100-year floodplain, which moves away from the road at the south/east end. The applicant will need to submit verification of the base flood elevation and any associated impacts to it from the project, including potential fill. Any fill will require an equal cut. The Tualatin River Greenway shares the boundary with the 100-year floodplain (CDC 28.030). The City uses the Metro Habitat Conservation Areas (HCA) to regulate the greenway and verification of the correct map boundaries should be submitted based on the criteria found in Metro Functional Plan Title 3, Table 3.07-13a and Table 3.07-13d. Any impacts to verified HCA areas will need mitigated. A wetland, which is included in the West Linn Local Wetland Inventory, exists just south of the ball fields/parking area. A wetland delineation with concurrence from DSL will be required. Also include a map identifying the required 65-foot buffer (CDC 32.060 Table 32-2). If the proposed improvements are outside of the buffer, no Water Resource Area Permit is required. If the proposed improvements are within the buffer, an alternative review application is required (CDC 32.080), including a functional analysis report and mitigation plans.

Public Comments

Attendees asked several questions that were not specific to the pre-app discussion. These included: should the pre-app be rescheduled as the name of the park on the application was incorrect; is the baseball association aware of any

potential closures/impacts from project; will written comments be reviewed (Staff reply: any comments submitted that address the criteria after the development review application is submitted will be part of the record); what size of bond will the City secure to address potential DEQ violations.

Engineering Comments: contact Erich Lais at elais@westlinnoregon.gov or 503-722-3434

Tualatin Valley Fire & Rescue Comments: contact Jason Arn at jason.arn@tvfr.com or 503-259-1510

Process

For a Flood Management Area Permit, address submittal requirements found in CDC 27.060 and respond to criteria found in CDC 27.070, 27.080, 27.090, and 27.100 (if applicable).

For a Tualatin River Greenway Permit, address submittal requirements found in CDC 28.090 and respond to criteria in CDC 27.110 (specifically L, T, and U).

For a Water Resource Area Permit, address the submittal requirements found in CDC 32.050 and respond to criteria in CDC 32. 080 and 32.090.

N/A is not an acceptable response to approval criteria. Submittal requirements may be waived by the Planning Manager following a request by the applicant. Such a request must identify the specific grounds for the waiver and must be submitted to the Planning Manager (or designee) in letter form (email is acceptable).

You may access the West Linn Community Development Code (CDC) online at http://westlinnoregon.gov/cdc.

A neighborhood meeting is not required per 99.038.

The deposit for a Floodplain Management Area Permit is $1,050, for a Tualatin River Greenway Permit is $1,700, and for a Water Resource Area Permit is $1,850.

Once the application and fees are submitted, the City has 30 days to determine if the application is complete or not. If the application is not complete, the applicant has 180 days to make it complete or provide written notice to staff that no other information will be provided.

All three permits are Planning Manager decisions and do not require a public hearing. Once the submittal is declared complete, staff will send a 20-day public comment notice. Once the public comment period closes, staff will issue a decision. There is a 14-day window following the decision to appeal the decision to City Council. If no appeal has been received by the close of the appeal period, the decision is final and the applicant may move forward with the development of their proposal.

Typical land use applications can take 6-10 months from beginning to end.

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application ***or provide any assurance of potential outcomes***. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed. Pre-application notes are void after 18 months. After 18 months with no application approved or in process, a new pre-application conference is required. Any changes to the CDC standards may require a different design or submittal.

December 9, 2021

Dear Mayor Walters, Council President Relyea and Councilors Baumgardner, Bialostosky and Jones,

I am writing to ask when the City plans to make a decision about the size, type and location of intersection at the west end of Willamette Falls near Fields Bridge. And would also like to know under what authority the decision will be made and if the public will have an opportunity to participate during the design and approval process.

All we know at this point is that a "potential roundabout" might be constructed there, according to the Willamette Falls Drive Transportation Plan update Council approved last summer. As a reminder concerns were raised about the lack of a definition for a roundabout in West Linn's CDC, Comprehensive Plan or Transportation plan. Furthermore, West Linn has not adopted any criteria for the roundabouts such as what type and size belong in certain traffic configurations and certain environmental conditions including slope, floodplain and other topographical constraints and proximity to structures such as a bridge.

In my personal opinion, the process of approval for the WFD seemed to be more than a little rushed and questions about potential hazards existing in the area next to WFD and Fields Bridge were not adequately explored. I strongly suggest taking a very close look at West Linn's Comprehensives Plan, particularly Goal 7; Areas Subject to Natural Disasters and Hazards and documents referred to therein such as West Linn's Natural Hazards Mitigation Plan and the Clackamas County Hazard Plan Adendum West Linn adopted in 2019 because the maps and information show a significant hazardous conditions exist for Flood, Landslide and Earthquake on the site.

Thank you for your service,

Teri Cummings

Thank you for your time

Teri Cummings' request for information- Agenda Bill 2022-06-21-06- IGA Athey Creek MS

Street access, safety, steepness, curve angles

Access- Some of WLWV's drawings seem to indicate that Brandon Pl. connects with Dollar Street and the East Parking lot. That appears to conflict with COA #9 stipulates that Brandon Pl. Extension is not a public street and is for "emergency vehicle access only."

This potential conflict needs to be addressed prior to approval of contract.

Steepness- CDC 48.030 (E) (5)- requires that grade shall not exceed 10% on average, no grade over 15%.

What is the average grade of Brandon Pl. from edge of roundabout to entrance to west parking lot? How much is the estimated cut and fill?

What is the average grade of the road off Dollar St. down to the east parking lot? How much is the estimated cut and fill? Is this > 150' long with turning radius of not exceeding 7%? grade? If not has TVFR Fire Chief signed off on it? Please show letter.

Curves- The curve on Brandon Pl. as it exits the roundabout towards Dollar St. looks like a hairpin turn that might be difficult to maneuver while exiting the roundabout. What is the angle of the curve? Does TVFR Fire Chief say this will meet minimum centerline turning radius of 45 degree standards? If so, please include TVFR Fire Chief's letter. Will a sign be posted to indicate "Emergency Vehicles only"?

Safety, clear vision - CDC 42.020 and 42.040 – no fence or structure over 3 ft. within 30 ft triangle from corner of intersection (roundabout). How high is the guard rail? Will it meet 30' line of sight requirement?

Safety of retaining wall in 100 Yr. Flood Aone- Are sections of the retaining wall in the 100 yr. flood zone? What is the greatest height of the retaining walls? How far away should structures be from the 100 yr. flood line?

Safety of proposed parking spaces on WFD near roundabout- Chapter 85 does not allow parking on arterials except in commercial zones or by exception. Although WLWV maps do not clearly indicate parking on south side of WFD near Park, parking spaces were proposed there in the WFD plan and in the application. Is there a plan to make room for parking on WFD? If so how many spaces and how far will it be from the roundabout? What is the reason for the exception to code? What will the non-school hour speed limit be right there?

Safety of WFD in or near 100 Yr. Flood Zone and within Tualatin River 200' setback area. The 100 Yr. flood zone line in or near WFD is not clearly mapped. Please indicate what areas are affected by the

WRA protection zones. Considering not widening WFD for the pedestrian path because there is already a pedestrian path at the base of retaining wall along WFD?

Risks of removing trees on slopes and flood zones- It appears that at least nine trees in the 100 Yr. Flood Zone are slated for removal. Is any tree mitigation planned? If so what? Also, 96 + trees in heavily sloped areas on north side of WFD and steeply sloped areas in Park are slated for removal. Is any mitigation planned? If so please explain.

Contract issues -Any and all conflicting statements and inaccuracies need to be addressed before signing contract. The binding nature of **IGA 4.3.3** clause is very troubling; "No construction work of either the District or the City improvements will be halted." What if something unforeseen happens?

CITY OF
West Linn

Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (*required*): Public Comment

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (*required*):

Please print:

Name: Alice Richmond

Phonetic spelling, if difficult to pronounce:

Address (Optional):

City: State: Zip:

Email (Optional): Phone (Optional):

Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.

This form is subject to public records laws. If requested, it may be disclosed to another party unless exempt from disclosure under Oregon Public Records Law.

CITY OF
West Linn

Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (*required*): 6 a). Athey Creek

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (*required*):

Athey Creek IAG

Please print:

Name: Kathie Halicki WNA President

Phonetic spelling, if difficult to pronounce:

Address (Optional): 2307 Falcon Dr

City: WL State: Or Zip:

Email (Optional): khalicki@msn.com Phone (Optional):

Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.

This form is subject to public records laws. If requested, it may be disclosed to another party unless exempt from disclosure under Oregon Public Records Law.

CITY OF
West Linn

Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (*required*): Will Dr. - Swiftshore Entrance - Stumps

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (*required*):

_____

Please print:

Name: Kathleen McDonald Peterson

Phonetic spelling, if difficult to pronounce: _____

Address (Optional): 25435 Swiftshore Dr.

City: West Linn State: OR Zip: 97068

Email (Optional): Kathleen@KathleenMcDonaldRealEstate.com Phone (Optional): 503-380-3683

Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.

This form is subject to public records laws. If requested, it may be disclosed to another party unless exempt from disclosure under Oregon Public Records Law.

CITY OF
West Linn

Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (*required*): 6a Athey Creek IGA

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (*required*):

_____

Please print:

Name: Betty Reynolds

Phonetic spelling, if difficult to pronounce: _____

Address (Optional): _____

City: West Linn State: _____ Zip: _____

Email (Optional): _____ Phone (Optional): _____

Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.

This form is subject to public records laws. If requested, it may be disclosed to another party unless exempt from disclosure under Oregon Public Records Law.

CITY OF
West Linn

Public Comment Form

I wish to speak during Public Comment on a topic not related to an agenda item (comments are limited to five minutes):

Please specify topic (*required*): _____

I wish to speak on the agenda item listed below (comments are limited to five minutes):

Please specify agenda report number(s) or topic(s) (*required*):

Review and Recommend Discussion

Please print:

Name: Kathy Selvaggio

Phonetic spelling, if difficult to pronounce: _____

Address (Optional): 1611 6th Ave

City: WL State: OR Zip: 97068

Email (Optional): kathy.selvag@gmail.com Phone (Optional): 301-653-0750

Please submit this form to the City Recorder along with copies of any material to be handed out to the Council.

This form is subject to public records laws. If requested, it may be disclosed to another party unless exempt from disclosure under Oregon Public Records Law.