



Agenda

METROPOLITAN SERVICE DISTRICT 2000 S.W. 1st Avenue, Portland 503/221-1646
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: April 8, 1986

Day: Tuesday

Time: 7:00 p.m. to 10:00 p.m.

Place: Brown Junior High School
1505 S.W. 219th Avenue, Aloha

A PUBLIC HEARING ON A TRANSFER CENTER SITE IN WASHINGTON COUNTY - BEFORE
THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT

DECISION WILL BE MADE AT THE APRIL 10, 1986, REGULARLY SCHEDULED COUNCIL
MEETING, 5:30 p.m., METRO COUNCIL CHAMBER, 2000 S.W. 1ST AVENUE, PORTLAND

Approx.
Time

- 7:00 Presiding Officer's review of previous testimony heard on
the Sunset-Cornelius Pass site on September 12, 1985, and
February 13, 1986
- 7:05 Governor's Task Force - review of testimony heard on
209th and TV Highway site on March 19, 1986
- 7:15 Metro staff report (a comparative report of both sites)
- 7:25 Rock Creek Neighborhood Association on the Sunset-Cornelius
Pass site (5 minutes)
- 7:30 CPO 6 on the 209th-TV Highway site (5 minutes)
- 7:35 Business group from the Sunset-Cornelius Pass site (5 minutes)
- 7:40 Reedville School District on the 209th-TV Highway site (5 minutes)
- 7:45 Public Testimony (3 minutes per speaker)
- 9:30- Open Council Discussion
10:00
- 10:00 Meeting Adjourns

STAFF REPORT

Meeting Date April 8, 1986

CONSIDERATION OF WEST TRANSFER AND RECYCLING
CENTER SITE:

CONSIDERATION OF RESOLUTION NO. 86-626 FOR THE
PURPOSE OF AUTHORIZING THE NEGOTIATED ACQUISITION
OR COMMENCEMENT OF CONDEMNATION OF THE CORNELIUS
PASS ROAD SITE FOR THE PURPOSE OF CONSTRUCTING
THE WEST TRANSFER AND RECYCLING CENTER; AND

CONSIDERATION OF RESOLUTION NO. 86-637 FOR THE
PURPOSE OF SELECTING AND AUTHORIZING ACQUISITION
OF THE 209TH/T.V. HIGHWAY SITE FOR THE PURPOSE OF
CONSTRUCTING THE WEST TRANSFER AND RECYCLING
CENTER

Date: April 1, 1986

Presented by: Randi Wexler and
Eleanore Baxendale

FACTUAL BACKGROUND AND ANALYSIS

At the February 13, 1986, Metro Council meeting, the Council considered alternative locations for the transfer station at the intersection of Cornelius Pass Road and Sunset Highway. The Council selected a 7.26 acre parcel in the northwest corner of the intersection.

Through his Chief of Staff, Governor Atiyeh requested 45 days to convene a task force to recommend an alternative location for the transfer station. The Council granted the Governor his request with the stipulation that a recommended site be "as good or superior to" the site selected by the Metro Council and did not proceed with condemnation of the Cornelius Pass Road site. (See February 13, 1986, Minutes, attached, and February 13, 1986, Staff Report attached to Resolution No. 86-626.)

On March 27, the Governor's chief of staff presented the findings of the special task force and the Governor's recommendations. On the basis of the work of the task force, the Governor stated that he "strongly recommends [the 209/T.V. Highway site] as the alternative to the site previously chosen in the Sunset Corridor."

This Staff Report evaluates both the Cornelius Pass Road site and the 209th/T.V. Highway site. The advantages and disadvantages of each site are outlined in the Staff Report and appropriate Resolutions for acquisition or condemnation of each site are

attached. If the Council wishes to include additional reasons in the resolution for proceeding with one site, this can be done at the April 10 meeting.

Site Descriptions

The Cornelius Pass Road site (Map 1) in Washington County, is a 7.26 acre parcel with access from Sunset Highway. The site is more than 1,000 ft. from a residential development which is across Cornelius Pass Road to the east. The site is on the edge of the Sunset Corridor area. The site is zoned Industrial and is part of a larger parcel which is included in the Master Plan for the SID overlay zone. The site is in an area designated for small lot development. The western edge of the site has a significant natural resource designation, but this will not be a major development constraint. Although this site is farther from the center of waste than the 209th site (six and one-half miles from the center of waste), it is within the seven-mile limit established by the Advisory Group, and access from Sunset Highway provides a good transportation corridor for collection vehicles, transfer trucks, and public haulers. Under the current transportation plan, access would be from Croeni Road. The long-term access would be 600 feet from the upgraded Cornelius Pass Interchange. (See February 13, 1986, Staff Report.)

The 209th/T.V. Highway site in Washington County, is a 9.50-acre parcel with access from T.V. Highway off S.W. 209th Avenue. Currently, one acre of the parcel (southwest corner) is an operating business. The owner of that one-acre has recently signed an option agreement with the owner of the other eight and one-half acres. The site is zoned Industrial. The site is approximately 1,000 feet from a residential development beginning on Blanton Street and a residential development beginning on Alexander Street, north of T.V. Highway. The site is on the edge of the West Way Industrial Park and is approximately three-fourths of a mile from the unincorporated "downtown" of Aloha. The West Way Industrial Park is comprised of a variety of light industrial uses. Without direct access off T.V. Highway, most vehicles would use T.V. Highway and turn southbound to 209th to access the parcel. Approximately 20 percent of vehicles would travel northbound on 209th to access the parcel. Transfer trucks seeking access to a major highway would travel on major arterials (185th or 158th) or use T.V. Highway to reach Highway 217. To correct some traffic impediments at the intersection of 209th/T.V. Highway, the Governor's Task Force has suggested development improvements. These will be reviewed with County staff before they are accepted.

Site Comparison

To compare the Cornelius Pass Road site and the 209th/T.V. Highway site, staff performed a comparative technical analysis on the two sites. Five categories were evaluated: solid waste technical aspects including center of waste and transportation, flexibility for development, land use, and acquisition of land.

Center of waste is a measure of convenience for the public and collection industry and a measure of cost for the region in operating a transfer station. Transportation issues are an important technical criteria, as well as a major concern expressed by the public. Flexibility for development is a measure of usable acreage for both transfer operations and additional recycling. Land use is a measure of the difficulty in acquiring the necessary permits. Acquisition of land is a measure of whether or not the owner is willing to sell the property. A qualitative rating was given for each category of the decision matrix. The qualitative rating included: poor, fair, good or best. An explanation of each rating for the two sites is provided.

DECISION MATRIX

<u>Site</u>	<u>Center of Waste</u>	<u>Trans.</u>	<u>Flex. for Devel.</u>	<u>Land Use</u>	<u>Acquisition</u>
Cornelius Pass Road	Fair	Best	Best	Best	Can Condemn
209th/T.V. Highway	Good	Fair	Best	Best	Willing Seller

Cornelius Pass Road Site

A rating of "Fair" was given for the center of waste criterion because the parcel is located six and one-half miles from the center of waste.

A rating of "Best" was given for the transportation criterion because access is from Highway 26 and traffic is minimized on the local access street system within business districts due to location outside of a high activity business district.

A "Best" rating for the flexibility for development criterion was given because there are no major development constraints.

A "Best" rating was given for the land use criterion because a transfer station is listed as an allowed use (Type II process) in an industrial zone.

The owner is not willing to discuss an option agreement and condemnation powers would need to be exercised. Only one owner is involved and there appear to be no problems with the title .

209th/T.V. Highway Site

A rating of "Good" was given for the center of waste criterion because the parcel is located three and one-half miles from the center of waste.

A rating of "Fair" was given for the transportation criterion because access is from T.V. Highway. T.V. Highway is not a limited access highway and has numerous traffic signals requiring a lower

speed limit than a limited access highway and numerous stops at traffic lights.

A "Best" rating for the flexibility for development criterion was given because there are no major development constraints.

A "Best" rating was given for the land use criterion because a transfer station is listed as an allowed use (Type II process) in an industrial zone.

The owner is willing to discuss an option agreement.

In summary, the 209th/T.V. Highway site is located closer to the center of waste. The Cornelius Pass Road site has better highway access being located just off of Sunset Highway. Neither of the two sites presents any major development constraints. Neither of the two sites are guaranteed land use permits based on the controversial nature of this development. Both sites are zoned industrial and transfer stations are an allowed use (Type II process) in this zone. The Cornelius Pass Road site would require condemnation. The 209th/T.V. Highway site is available for sale to Metro.

Staff Recommendation

In comparing the 209th/T.V. Highway site with the site at Cornelius Pass Road, the relevant distinctions between the sites are:

1. The 209th/T.V. Highway site is closer to the center of waste but with access from a less desirable highway. The Cornelius Pass Road site is farther from the center of waste but with access from a limited access highway; and
2. The 209th/T.V. Highway site is for sale to Metro while the Cornelius Pass Road site would require condemnation.

Both sites are suitable for development of a transfer station. The degree of weight assigned to these two distinctions is the deciding factor in choosing the location for the transfer station. If the Council discerns any additional reasons for preferring one site over the other, Council should amend the Resolution it adopts.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer has no recommendation.

RW/gl
5387C/453-4
04/01/86

City of approved
D. M. McCoy Plan

CORNELLIS PASS RD

500' 500'

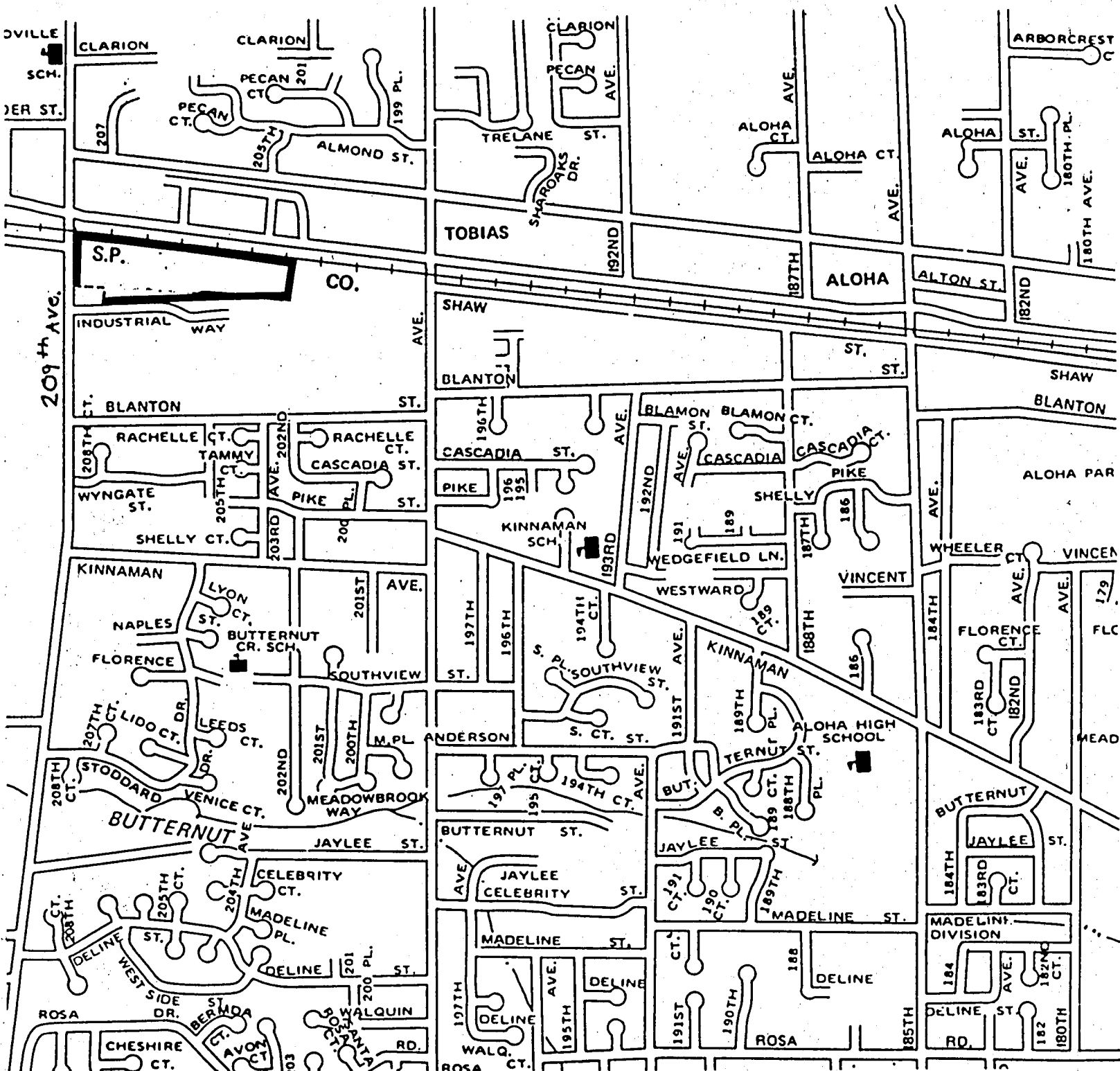
CROENLEND

SUNSET HWY

City of approved
D. M. McCoy Plan

209/T.V. Highway Site

Map 2



would accomplish one of the following: 1) Demonstrate need, under factors 1 and 2, for all land in the boundary based on detailed planning data; 2) Demonstrate that the identified portion of Bethany is committed to urban use under the Goal 14 locational factors; and 3) Identify a special or site specific need for the identified area. Metro was also directed to delete the area from the UGB and replan and rezone it for rural uses. The Executive Officer said he would keep the Council abreast of further developments.

Finally, Executive Officer Gustafson reported the Intergovernmental Resource Committee recommended the Council assess local governments \$16 per capita for its local government services. The Council would consider a resolution to adopt this policy at their next meeting, he said.

5. WRITTEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

6. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

7. APPROVAL OF MINUTES of the Meeting of January 9, 1986

Motion: Councilor DeJardin moved the minutes be approved and Councilor Kelley seconded the motion.

Vote: A vote on the motion resulted in:

Ayes: Cooper, DeJardin, Gardner, Hansen, Kirkpatrick, Kafoury, Kelley, Myers, Oleson, Van Bergen and Waker

The motion carried and the minutes were approved.

8. CONSIDERATION OF RESOLUTION NO. 86-626, for the Purpose of Authorizing the Negotiated Acquisition or the Commencement of Condemnation to Acquire Certain Property in Accordance with the Approved Solid Waste Management Plan for the Purpose of Constructing the Washington Transfer & Recycling Center

Presiding Officer Waker announced there would be no public hearing for this item since public hearings had occurred previously for all transfer stationsites under consideration. The Presiding Officer said he would, however, read written testimony submitted by Edward Ritter. Also, the Governor had requested to address the Council on the matter. Gerry Thompson, Chief of Staff for the Governor, would deliver the Governor's message.

Councilor Myers declared he had a conflict of interest on this issue because his law firm was involved with the owner of the property under consideration. He then left the Council Chamber.

Randi Wexler reviewed highlights of staff's written report explaining that on January 16, 1986, the Council selected the site at Cornelius Pass Road as the preferred area for the transfer station in Washington County. That site, she said, was selected for the following reasons: 1) access from Highway 26 minimized traffic on local access streets within areas already developed; 2) preference for an undeveloped parcel would eliminate any design constraints possibly imposed by retrofitting an existing building; and 3) the desire to build the transfer station in an unestablished, relatively undeveloped area where new businesses and industries would knowingly build near a transfer station. She reported the Council did not appear to believe the development community's position that locating a transfer station in an undeveloped area would deter development consistent with the area's zoning.

Ms. Wexler then described specific parcels of land considered by staff at the Cornelius Pass Road site identified as Sites A, B and C in the staff report. She also noted staff had received many letters objecting to the use of the Cornelius Pass Road site for a transfer station. Staff recommended Site B as the preferred site because the property was more than 1,000 feet from a residential area, had few development constraints and was zoned properly for a timely land use process.

Presiding Officer Waker read a letter submitted by Edward Ritter of the Sunset Neighborhood Association. Mr. Ritter urged the Council to consider the regional and statewide consequences of siting the transfer station at the Cornelius Pass Road site. He said the facility would be disastrous for his neighborhood and would adversely effect homes and children's lives. He questioned the wisdom of siting the facility before it was known where the next regional landfill would be located. Mr. Ritter also objected to siting the transfer station in the Sunset Corridor, one of the few areas in the state experiencing economic growth.

Gerry Thompson, Chief of Staff of Governor Victor Atiyeh, said she was speaking on behalf of the Governor who fully supported the idea that a transfer station was needed in Washington County. However, the Governor Atiyeh objected to the specific site recommended by the Council for the facility. She said he had taken this unprecedented action of objecting to a local government decision because that decision would have statewide implications. Because the Governor had such deep concerns for the direction Metro was about to take, he was willing to join with the Council to assist in finding a suitable site for the transfer station, she said.

Ms. Thompson then discussed the Governor's efforts to change the negative image of Oregon to the positive business image of creating jobs. Those efforts were yielding results, she said, especially in the Sunset Corridor area of Washington County. She emphasized the action considered by the Council tonight would have an absolute negative impact on those efforts by destroying the image of the Sunset Corridor as a premier location for new and expanding Oregon business. She said damaging, negative signals were already being sent within and outside the state.

Ms. Thompson reviewed a proposal to use the Governor's resources to assist Metro in identifying a location for a waste transfer station in Washington County that would be acceptable to a wide array of citizens living and doing business in the County. The Governor proposed the Council delay their action tonight. He would then immediately organize a task force composed of leading and respected Washington County citizens to find a generally acceptable site for the facility on property that could be properly permitted. The task force would attempt this work on a very short timeline and with consideration of any criteria already set forth by the Council, she explained. She emphasized the task force would need some flexibility to accomplish their job.

Finally, Ms. Thompson reported two important examples where Metro's pending action might cause prominent companies to reconsider siting in Oregon. She urged the Council not take action that would further jeopardize those negotiations or negotiations with companies that might be interested in Oregon in the future.

Councilor DeJardin thanked Ms. Thompson for sharing the Governor's concerns. He explained, however, he had difficulty with the Governor's message because it would be virtually impossible to find a site acceptable to everyone. He also questioned Ms. Thompson's statement that a transfer station at the Cornelius Pass Road site would cause economic blight to the area and the entire state. The Councilor reported a thriving shopping center was located near the transfer station in Oregon City and no problems had resulted from the facility.

Councilor DeJardin said that during the process of public hearings on proposed Washington County sites, he had resented inferences of elitism that perhaps the County was too good to have a solid waste transfer station in the area and that waste should continue to be handled by Oregon City. Councilor DeJardin also questioned whether Pacific Rim companies and countries, who were quite advanced in dealing with their garbage issues, were actually threatening not to site businesses in Oregon because of the transfer station. Oregon was perhaps embarrassing itself by making an issue to the transfer station with these companies, he said.

Finally, Councilor DeJardin said the Governor's last-minute appeal was unfair because he was asking the Council to disregard the thousands of hours expended on the project by the staff, citizen task forces, businesses, and neighborhood residents. However, he said, if the Governor could find a site superior to that recommended by the Council, it would be unprudent for the Council not to recognize that possibility. He requested the Council proceed with siting the transfer station at the Cornelius Pass Road Site B if the Governor could not come up with a better plan within a prescribed time period.

Councilor Kelley asked Ms. Thompson to clarify how much flexibility the Governor would need to find a suitable site. Ms. Thompson said the Governor's office would adhere to any criteria set by the Council and that some flexibility would be needed to conduct that process.

Councilor Oleson agreed the north side of Cornelius Pass Road was not the best location for a solid waste transfer station. In response to the Councilor's question, Ms. Thompson said no location within that area would be acceptable for all the reasons she had stated earlier. Councilor Oleson said that from the residents' point of view, an undeveloped commercial area would be the best kind of site for the facility. He was concerned the Governor not recommend a site that would create the same type of problems with residents previous sites had caused. Ms. Thompson responded that any site would create some human reaction, either negative or positive, but the Governor hoped a generally acceptable site could be found. Finally, Councilor Oleson said he would rather live near a transfer station than near some of the acids and poisons generated by hi tech businesses.

The Executive Officer defined the Council's options as follows:

- 1) the Council could, in response to the Governor's request, set over any action on Resolution No. 86-626 until March 27;
- 2) recognize by motion site B as the preferred site for the transfer station but set over any action on Resolution No. 86-626 pending the Governor's action;
- 3) adopt the Resolution in its current form authorizing the condemnation but recognize the Executive Officer would have 45 days in which to proceed with the condemnation process which would allow the Governor the opportunity to find a more suitable site; and
- 4) adopt the Resolution and instruct the Executive Officer to file papers for a condemnation process immediately.

In response to the Presiding Officer's question, Ms. Thompson said the first option would fit exactly into the framework of the Governor's request. The second option would also be workable, she said, but the third option would make it difficult for the Governor to do his work.

Councilor Van Bergen said he was concerned that no action be taken to jeopardize Metro's ability to obtain necessary land use permits for the preferred site. The Executive Officer explained he had indicated the same concern to the Governor's Chief of Staff. He said if any action were initiated to amend the current Washington County land use permit process that could jeopardize siting a transfer station, the Council could determine to file its land use permit application immediately or take any necessary action to assure Metro could apply for a permit. In response to Councilor Van Bergen's question, Executive Officer Gustafson explained the first three options would guarantee that ability.

Responding to Councilor Hansen's question, Ms. Thompson said the Governor understood the siting process was not popular with neighborhood groups and he would take a stand to support any site be recommended. She emphasized any recommended site should not jeopardize the state's economic potential.

Motion: Councilor Cooper moved to select staff's recommended site, as identified in the staff report, as the appropriate site for the transfer station but to set over consideration of Resolution No. 86-626 until March 27, 1986, in order that the delay be used to allow the Governor of the State of Oregon to propose a site superior to the property described in Exhibits B and C of staff's report. Councilor Kelley seconded the motion for discussion purposes.

Councilor Kirkpatrick asked if the motion were adopted, could the Executive Officer start condemnation proceedings if action were taken to change zoning effecting transfer stations in Washington County. The Executive Officer said if any actions were taken to change the planning process, he would commence administrative work preparing for condemnation and would return to the Council requesting a condemnation order. Councilor Kirkpatrick said she would only support the motion if the option the Executive Officer had explained were guaranteed. She was concerned the Council would end up with no site options if the Governor was not successful and she did not want to give the public another reason to say Metro had failed. However, she also thought it would be foolish not to accept the Governor's offer to assist the Council in finding a better site.

Councilor Kafoury asked if the objectives described by the Executive Officer could be accomplished by adopting the Resolution but not implementing action until March 27. Eleanore Baxendale explained that type of action would accomplish the same objective but it should be clarified what would be meant by the term "start condemnation." She then explained the multi-phased condemnation process

and which phases would require Council action. Councilor Kafoury said she agreed with Councilor Kirkpatrick that the Council must preserve its options if the Governor failed.

Councilor Van Bergen opposed the motion explaining condemnation could be a lengthy process. He supported working with the Governor but wanted to authorize the Executive Officer to file condemnation proceedings in case the Governor did not succeed.

Councilor Gardner said he would support Councilor Cooper's motion because he was willing interrupt the condemnation process to give the Governor the opportunity to help locate a better site. However, the Councilor said he had not been impressed by the arguments of those opposed to the Cornelius Pass Road site. He thought they had greatly exaggerated the probable impact of a transfer station and had misrepresented the facts to other citizens. The Councilor said if one were to believe the reports that some companies were not planning to build in the Sunset Corridor because of the transfer station, those companies could have decided not to build because of the exaggerated picture painted by citizens. He emphasized a transfer station should be located within the Sunset Corridor precisely because of the planned economic development for that area.

Councilor DeJardin explained although he would prefer to begin condemnation proceedings for the preferred site in tandem with working with the Governor, he would support the motion.

Councilor DeJardin requested if the motion were adopted the Governor's Office present a status report of their progress at the next Council meeting. Ms. Thompson gave her assurance this would occur.

Vote: A vote on the motion resulted in:

Ayes: Cooper, DeJardin, Gardner, Hansen, Kirkpatrick, Kafoury, Kelley and Waker

Nays: Councilors Oleson and Van Bergen

Abstain: Councilor Myers

The motion carried.

9. ORDINANCES

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF)	RESOLUTION NO. 86-626
AUTHORIZING THE NEGOTIATED)	
ACQUISITION OR COMMENCEMENT OF)	Introduced by the
CONDEMNATION OF THE CORNELIUS)	Executive Officer
PASS ROAD SITE FOR THE PURPOSE)	
OF CONSTRUCTING THE WEST)	
TRANSFER AND RECYCLING CENTER.)	

WHEREAS, By virtue of the laws of the state of Oregon, the Metropolitan Service District (Metro) is authorized and empowered to acquire by purchase, or by the exercise of eminent domain, real property or any interest therein for the purpose of providing a metropolitan aspect of a public service; and

WHEREAS, ORS chapter 268 gives Metro the responsibility for solid waste disposal in the Portland metropolitan area; and

WHEREAS, Metro has adopted by Resolution No. 84-506 a Solid Waste Management Plan for solid waste transfer centers, including one such center to be located in Washington County as part of the solid waste disposal system, and this is a metropolitan aspect of a public service; and

WHEREAS, For the reasons described in Resolution No. 84-506, Exhibit A, and the Staff Reports dated February 13 and April 10, 1986, (attached hereto and incorporated herein), Metro finds it necessary to acquire in fee the property shown generally on the map attached as Exhibit B, and more particularly described in Exhibit C (both attached hereto and incorporated herein), for the purpose of constructing the west transfer & recycling center (center) and finds that the center has been located and planned and

will be designed in a manner which will be most compatible with the greatest public benefit and the least private injury; and

WHEREAS, Metro finds that if a satisfactory agreement cannot be reached with the property owners as to a just compensation for the property, a condemnation suit should be instituted to acquire the property for the purposes of constructing the center; and

WHEREAS, Immediate possession of the property is necessary to obtain development permits and commence construction on schedule and in conjunction with commitments made to jurisdictions regulating other Metro transfer stations; now, therefore,

BE IT RESOLVED,

1. That the Metropolitan Service District does hereby find and declare that it is necessary and required for the purpose of providing a metropolitan aspect of public service by constructing the center to acquire the property described in Exhibit C, which property will be utilized for such public purpose within ten (10) years from the date of acquisition.

2. That the Metropolitan Service District hereby directs the Metro General Counsel to make a written offer on behalf of Metro to all owners or parties having an ownership interest to purchase all right, title and interest in the property and to pay just compensation. The offer to purchase shall comply with all legal formalities as determined by the Metro General Counsel and shall remain open for at least twenty (20) days.

3. That should any owner or party having an ownership interest fail to accept the amount offered by the Metro General Counsel, the Executive Officer and Metro staff and General Counsel

are hereby authorized to attempt to agree with the owners and other persons in interest in the real property as to the compensation to be paid for the appropriation of the property. In the event that no satisfactory agreement can be reached promptly, then the attorneys for Metro are directed and authorized to commence and prosecute to final determination such proceedings as may be necessary to acquire the real property and interest therein. Metro General Counsel may file an action in eminent domain at any time after the expiration of the twenty-day (20) letter offer.

4. That upon the filing or trial of any suit or action instituted to acquire the real property or any interests therein, Metro General Counsel is authorized to make such stipulation, agreement or admission as in their judgment may be for the best interest of Metro.

5. That Metro General Counsel is authorized, in accordance with all applicable laws and regulations, to take appropriate steps to acquire immediate possession of such property.

6. That there is hereby authorized the creation of a fund in the amount estimated to be the just compensation for such property which shall, upon obtaining possession of the property, be deposited with the Clerk of the Court wherein the action was commenced for the use of the defendants of the action.

7. That upon the final determination of any such proceedings, the deposit of funds and payment of judgment conveying title to the property to Metro is hereby authorized.

8. That this Resolution is effective immediately upon its adoption.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1986.

Richard Waker, Presiding Officer

ESB/gl
5412C/445-1
03/31/86

REASONS FOR SITE SELECTION

1. Based on the recommendation of the WTRC Advisory Group and testimony at public hearings the Council of the Metropolitan Service District identified four potential sites in Resolution Nos. 85-591 and 85-614: Site 56, the Archdiocese and Beaverton Urban Renewal properties at T.V. Highway and Mullikan Way, in Beaverton; Site 56 (south), the Beaverton Urban Renewal property at Tualatin Valley Highway and Millikan Way, in Beaverton; Site 59, the Times-Litho site (now called Cornelius Pass site) at Cornelius Pass Road and Sunset Highway in Washington County; Site N, the Champion property at Western Avenue in Beaverton.

2. On January 16, 1986, the Council evaluated the information on each of these sites contained in the Staff Report and staff testimony presented at that hearing and compared the sites on a variety of bases, including proximity to the center of waste, design problems, zoning, traffic impact and compatibility with existing and future uses.

3. At that meeting the Council determined that the Cornelius Pass Road and Sunset Highway area is the best area for a transfer station for these reasons:

- a. the traffic analysis presented by Wilsey & Ham shows that this area maximizes use of the highway system for travel and minimizes traffic on local access streets within developed business districts and residential areas, unlike Site N;
- b. undeveloped land offers the best opportunity to design the most appropriate transfer station on a parcel correctly sized for this activity and without the design constraints imposed by retrofitting an existing site, unlike Site N;
- c. the industrial land in this area has not been significantly developed; based on the Mercury Study and the staff comment on it, building the transfer station in this area will allow Metro to develop the site in such a way that other uses allowed in the industrial zone will not be deterred from locating there; this is more desirable than infilling or retrofitting in an industrial area which has already been developed, unlike Site N; and
- d. it is undesirable to select land which requires a comprehensive plan and zone change because this can delay the permit process and conflict with community expectations based on current zoning, as required for Site 56.

4. Selecting this area is consistent with the site selection process of having the WTRC Advisory Group and Council review and compare specific sites for the reasons explained in the Staff Report.

5. Based on the information contained in the Staff Report, Site B is the best site in this area for these reasons:

- a. it is more than 1,000 feet from a residential development and will not involve travel through a residential neighborhood, unlike the northeast corner;
- b. it is correctly planned and zoned for a transfer station and, therefore, can proceed through the permit process in a timely manner (unlike Sites A, C and the site west of Site B) and without changing community expectations, unlike Site C; and
- c. it has little or no development constraints, unlike Site A and the southeast corner.

6. Based on the information in the April 10, 1986, Staff Report and the information presented at the public hearing on April 8, 1986, the Cornelius Pass Site B is preferable to the site at 209th/T.V. Highway proposed by the Governor's Task Force because access from Sunset Highway is better.

ESB/gl
5412C/445-1
03/31/86

Not on approved
SID Master Plan

CORNELLUS PASS RD

600'

CROFTED

SUNSET HWY

Dimensions are
approximate

Resolution 86-626

EXHIBIT C

February 11, 1986

Description for Washington Transfer and Recycling Center

File: 4-2811-0102-13

A tract of land located in the northwest 1/4 of Section 23, Township 1 North, Range 2 West, Willamette Meridian, Washington County, Oregon and being more particularly described as follows:

Commencing at a Washington County monument at the southwest corner of the Stephen Holcomb donation land claim No. 67 in said Section 23; thence along the centerline of County Road No. 1058, Croeni Road (said line also being the south line of said Claim No. 67) South $89^{\circ}42'05''$ East 726.31 feet; thence North $00^{\circ}17'55''$ East 20.00 feet to the north right of way line of said County Road No. 1059 and the TRUE POINT OF BEGINNING; said TRUE POINT OF BEGINNING also being on the southerly line of that tract of land conveyed to Western International Properties, a joint venture, and as described in auditor file No. 85026886; thence leaving the north line of said County Road No. 1059 North $00^{\circ}17'55''$ East 500.00 feet; thence South $89^{\circ}42'05''$ East 367.68 feet; thence South $64^{\circ}01'46''$ East 426.00 feet to the westerly line of Cornelius Pass Road (County Road No. 1172); thence along the westerly line of said Cornelius Pass Road South $25^{\circ}58'14''$ West 350.00 feet to the intersection of the northerly line of said Croeni Road; thence along the northerly line of said Croeni Road North $89^{\circ}42'05''$ West 600.00 feet to the TRUE POINT OF BEGINNING.

Contains 7.2651 acres.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

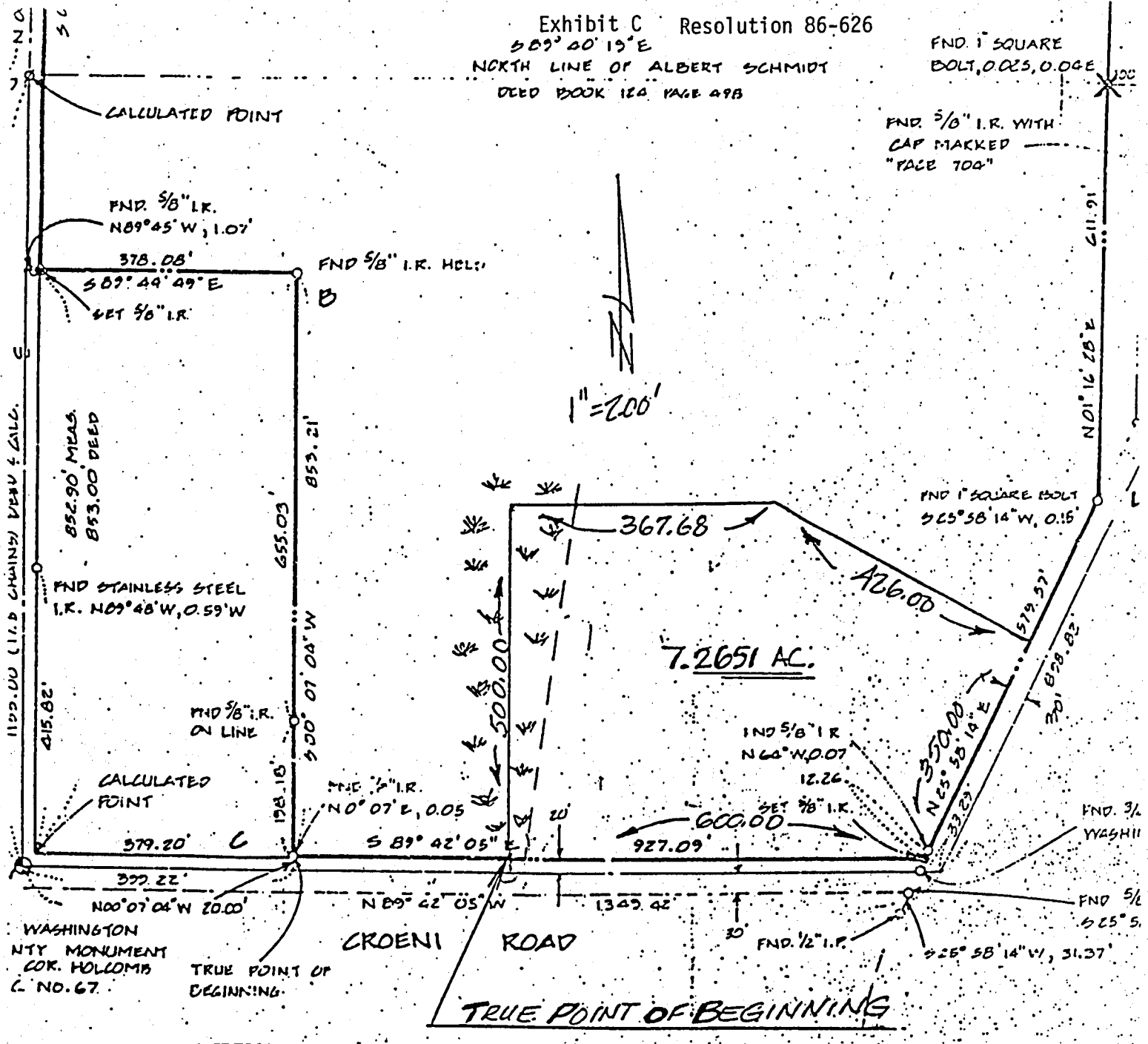
G. Robert Taylor

OREGON
JULY 17, 1970
G. ROBERT TAYLOR
937

Exhibit C Resolution 86-626
 S 89° 20' 19" E
 NORTH LINE OF ALBERT SCHMIDT
 DEED BOOK 124 PAGE 498

FND. 1" SQUARE
 BOLT, 0.023, 0.04E

FND. 5/8" I.R. WITH
 CAP MARKED
 "FACE 704"



REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

G. Robert Taylor

OREGON
 JULY 17, 1970
 G. ROBERT TAYLOR
 937

CONSIDERATION OF RESOLUTION NO. 86-626 FOR THE
PURPOSE OF AUTHORIZING THE NEGOTIATED ACQUISITION
OR THE COMMENCEMENT OF CONDEMNATION TO ACQUIRE
CERTAIN PROPERTY IN ACCORDANCE WITH THE APPROVED
SOLID WASTE MANAGEMENT PLAN FOR THE PURPOSE OF
CONSTRUCTING THE WASHINGTON TRANSFER & RECYCLING
CENTER

Date: February 6, 1986

Presented by: Doug Drennan
Randi Wexler
Eleanore Baxendale

FACTUAL BACKGROUND AND ANALYSIS

I. SITE SELECTION

A. Process

At the January 16, 1986, Metro Council meeting, the Council considered three potential locations for the Washington Transfer & Recycling Center (WTRC): Western Avenue in Beaverton (Site N), 160th/T.V. Highway in Beaverton (Site 56), and Cornelius Pass Road and Sunset Highway in Washington County (Site 59). The advantages and disadvantages of each site are described in the staff report dated January 13, 1986.

After discussion of the three potential sites and areas, the Council voted 7-2 for Cornelius Pass Road as the preferred area for the transfer station. The Cornelius Pass Road area was selected for the following reasons: access from Highway 26 minimizing traffic on local access streets within areas already developed (e.g., business districts and residential neighborhoods), preference for an undeveloped parcel eliminating any design constraints possibly imposed by retrofitting an existing building, and the desire to build the transfer station in an unestablished, relatively undeveloped area where new businesses and industries would knowingly build near a transfer station. The Council did not appear to believe the development community's proposition that locating a transfer station in an undeveloped area would deter development consistent with the area's zoning.

Although the original process used by the WTRC Advisory Group and Council was to evaluate the specific sites

listed above and take public testimony on them, on January 16, 1986, the Council directed staff to look at all possible sites in the area of Site 59. This is consistent with the site specific process because testimony and the Advisory Group rating on Site 59 are applicable to all parcels at the intersection of Cornelius Pass Road and Sunset Highway.

A group of Sunset Corridor developers attempted to reach a consensus on a site they believed had the least impact to industrial land developers.

B. Site Descriptions

Three locations in the Cornelius Pass Road area were considered as potential locations for the WTRC (Map 1).

Site A in the northwest section of the intersection is a 10-acre parcel with access from Sunset Highway. The site is more than 1,000 ft. from a residential development which is across Cornelius Pass Road to the east. The site is on the edge of the Sunset Corridor and on the edge of a large vacant Special Industrial District zone for land development. The parcel is buffered from adjacent industrial property by a 100-foot BPA right-of-way for power lines. The site has a significant natural resource designation (wetland) through the center of the parcel which could be a major development constraint. The area under the power corridor is also designated as open space. Under the current transportation plan, access would be from Croeni Road. The long-term access would probably be on a new road farther north on Cornelius Pass Road. The site is zoned Industrial. Because the site is in a Special Industrial District (SID), it must be developed under the SID Master Plan for all land in the District. At this time, the Master Plan does not include this parcel and it must be added to the SID Master Plan. This additional action itself could be subject to appeal delaying the process further.

The Washington County Planning staff is unclear as to the process to amend the Master Plan to include this site in the Master Plan. Because of this situation, additional time (two to six months) would be required to determine how to amend the Master Plan before Metro could make an application for the required development permits.

Site B, in the northwest section of the intersection, is a 7.5 acre parcel with access from Sunset Highway. The site is 1,000 ft. from a residential development which is across Cornelius Pass Road to the east. The site is on the edge of the Sunset Corridor. The western edge of the site has a significant natural resource designation (wetland) but this will not be a major development constraint. Under the current transportation plan access would be from Croeni Road. The long-term access would probably be on either a new road farther north on Cornelius Pass Road or directly on to Cornelius Pass Road. The site is zoned Industrial. Because the site is in a SID, it must be developed under the SID Master Plan for all land in the District. This site is included under the Master Plan in an area designated for small lot development, and a transfer station is a permitted use on industrial land. Metro can apply for development permits as soon as Metro acquires a legal right to the property.

Site C, in the southwest corner of the intersection, is an eight-acre parcel with access from Sunset Highway. The site is across the highway and more than 1,000 ft. from a residential development. The site is outside the Urban Growth Boundary. Under the current transportation plan, access would be from a new road to be constructed under the BPA power corridor. The site is currently zoned Agricultural. A zone change and plan amendment would be required for development of a transfer station.

C. Additional Information

The land west of Site B is comprised of three parcels totaling 7.6 acres of Industrial zoned land. The parcels are not included in the Master Plan and have the same land use issues as Site A.

Vacant land in the southeast corner of the intersection is also zoned Industrial. The developed portion includes a BPA substation and seven power lines. A meeting with BPA staff confirmed that the site is completely encumbered with power corridors and, therefore, this site is completely unusable.

Vacant land in the northeast corner is zoned Industrial. This parcel is also encumbered with power lines stretching from the substation on the south side of Sunset Highway diminishing the amount of buildable land to less than four acres. This land is the closest of the four corners to the Rock Creek neighborhood. Future access to this parcel from Cornelius Pass Road is likely to be built through a residential area.

D. Recommendation

The development community could not reach a consensus on a preferred site in the Cornelius Pass area and has not offered a site for location of the transfer station. The staff recommends Site B because the site is more than 1,000 ft. from a residential development, presents little or no development constraints, and is zoned properly for a timely land use and permit process.

II. PROPERTY ACQUISITION

The attached Resolution is a resolution to acquire property for WTRC through condemnation. A property description will be available for the meeting on Thursday.

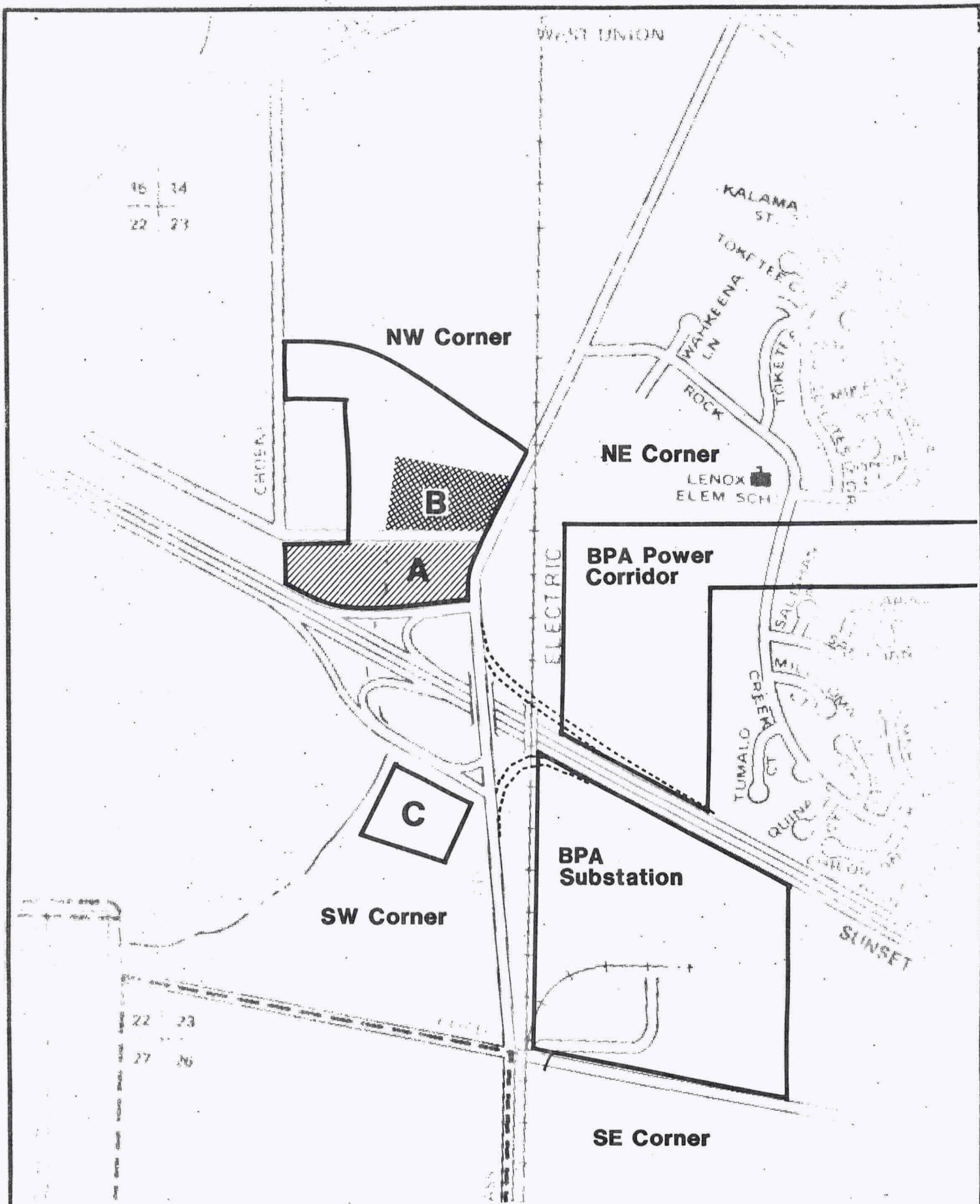
The process described in the Resolution is the process prescribed by statute. The Council must declare the necessity of acquiring this site for this purpose. After adoption of the resolution, Metro must make a written offer to acquire the property. If that offer is rejected, the condemnation suit is filed asking the Court to transfer the property to Metro upon payment of just compensation to the owner (fair market value plus damages, if any). If the owner contests the compensation, the jury will decide this issue.

Once the condemnation suit is filed with the Court, this Resolution gives Metro Counsel authority to file a Motion for Immediate Possession, pay Metro's estimate of the fair market value through the Court to the owner and seek the right to commence the development process.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the Resolution No. 86-626.

ESB/gl
5113C/445-2
02/06/86



**CORNELIUS PASS ROAD & SUNSET HIGHWAY,
WASHINGTON COUNTY**

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING)	RESOLUTION NO. 86-637
AND AUTHORIZING AQUISITION OF THE)	
209th/T.V. HIGHWAY SITE FOR THE)	Introduced by the
PURPOSE OF CONSTRUCTING THE WEST)	Executive Officer
TRANSFER AND RECYCLING CENTER)	

WHEREAS, The Council of the Metropolitan Service District (Metro) adopted Resolution No. 84-506, a resolution "For the Purpose of Adopting Solid Waste Transfer Station Strategies and Related Policies as a Component of the Solid Waste Management Plan Update 1984"; and

WHEREAS, The report adopted by the resolution as part of the Plan identifies a need for three regional transfer stations in the Portland metropolitan area; and

WHEREAS, The resolution states that one of these transfer stations shall be located in Washington County and should be operational in 1986; and

WHEREAS, Based on the recommendations of the Governor's Task Force, the April 10 Staff Report, and testimony at public hearings, the Council compared the 209th/T.V. Highway site with the Cornelius Pass Road site at a public hearing; and

WHEREAS, The Council has evaluated the information on each of these two sites and has compared them on a variety of bases including proximity to the center of waste, design problems, zoning,

traffic impact and compatability with existing and future uses; now, therefore,

BE IT RESOLVED,

That the Council selects the 209th/T.V. Highway site in Washington County as the site for the West Transfer and Recycling Center.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1986.

Richard Waker, Presiding Officer

RW/gl
5387C/453-3
03/31/86

"quotes" = MSD staff report rating

GOOD SITE: 217/Denney Road

FAIR SITE: 209th/TV Hwy.

BAD SITE; Cornelius Pass Road

Land

Use: Goal 2: Excellent; existing
(Plan): commercial industrial
recycling site.

"Best" - industrial corridor

in undeveloped area; separated
on north from residences by
RR and Hwy 8 (about 200 ft. barrier)
plus commercial development on north
side TV Hwy;
existing industrial uses to east;
undeveloped to immediate west & south.
(on fringe of Urban growth boundary).

"Best" Wrong - actually Bad:

1)SID zoning prohibits transfer; site as
stand-alone activity; MSD has no
authority to operate hi-tech industry
at site.

not applicable - undeveloped area
surrounded by development.

Conflict: site is SID at NW corner of
urban growth boundary, surrounded to
west and north and even east partially
by active farming activity and orchard;
garbage site threatens introduction of
disease, rodents, pests, toxic wastes,
etc. into viable farming area.

Goal 3: not applicable
(Agriculture):

Goal 5: no conflict
(Open spaces, scenic & historic areas,
natural resources)

no conflict

Conflict: site abuts wetland; drainage
is into wetland (toxic waste problem);
site is across highway from national
historic site in one direction & public
park to east. Site has flood plain
problems (wetland has no drainage out of
it - floods in heavy rains).

Goal 6: no conflict: in existing
(Air, Water, Land) industrial/hwy
area.
Sewers available.
Water available.

no conflict: in existing
industrial /hwy area;
downwind area to east is
industrial.
Sewers available; water
available (main interceptor
from Bull Run runs down middle
of TV Hwy part-way).

Conflict: proposed use of SID is pristine
hi-tech compatible with agriculture clean
air; downwind area to east is exclusively
residential, nearly totally single-family
homes and schools.
Site drainage is real problem with no
existing out-of-area drainage or sewers.
No existing water supply.

Goal 8: no conflict: existing use.
(recreation needs)

no conflict: industrial zoning.

Conflict: site abuts several park
facilities in Rock Creek, including
Cornelius Pass Road park, Lenox school
yard/park, and, across from Lenox school,
largest multiple soccer field complex
in Washington County (area has 5 fields
fully used during soccer seasons in Fall
Winter and Spring (summer practice)).

COMPARISON OF 209th/TV Hwy; Cornelius Pass Road; and Existing 217/Denney Road Recycling/Transfer Sites

("quotes" = MSD staff report rating)

GOOD SITE: 217/Denney Road Site

FAIR SITE: 209th/TV Hwy Site

BAD SITE: Cornelius Pass Road Site

Site: Paved, developed Recycling Site;
room for additional transfer
building on west side and/or
south end.

Undeveloped 9.50 acres

Undeveloped 7.26 acres

Center
of Waste: At center

"Good" (4.5mi. west of center
on TV Hwy.)

"Fair" (6.5 mi. NW as "crow flies";
8.0 mi. NW by 217/26 highways)
000 construction will further hinder

Trans-
portation
(Goal 12): Excellent: centrally located
to 217/ Hwy 99W/ I-5 / US 26/
State 8 & 10.

"Fair" in center of TV Hwy (8)
corridor linking Beaverton,
Aloha, Hillsboro, Forest Grove;
209th RR crossing needs upgrade.
(requires PUC proceeding; but
easy to do if applicant will
pay)

"Best" Wrong - actually Bad:
MSD staff failed to fully investigate:
1) ODOT revised- Cornelius Pass interchange
will prohibit left turns into pro-
posed site due to highway median for
new overpass;
2) can't build new access prior to RR
crossing due to 600ft. intersection
clearance of state and county highway
codes (as well as federal);
Community Development Code of Wash.
County adopts these state & federal
intersection design criteria.
3) additional access north of RR crossing
will require PUC process for new RR
crossing on proposed site.
Additional RR crossings hard to get and
contrary to approved West Union commu-
nity land use plan.
4) conflicts with school buses stopping
for RR crossing on Cornelius Pass Rd.

SUMMARY: no good access possible.

Flexibility
for development: Limited: existing
site partially
filled with recycling
building.

"Best": Undeveloped; industrial
zoning.

"Best" Wrong - actually Bad:
MSD staff failed to fully investigate:
site zoned as SID (special industrial)--
zoning restrictions for hi-tech develop-
ment; transfer facility allowed only as
auxiliary use to hi-tech industrial facility.

GOOD SITE: Denny Road/217

Aircraft Safety: no conflict.

FAIR SITE: 209th/TV Hwy

No conflict - over 3 mi.
from Hillsboro Airport.
SW of airport in direction
in which no expansion of airport
is possible.

BAD SITE: Cornelius Pass Road

Conflict: within 2 miles of Hillsboro
Airport jet runways; situation will
worsen as Runway 02/20 is expanded
from present 4050 ft. to standard jet
runway length of 12,000 ft.

Cites to prohibition for aircraft safety:
40 CFR 241.202-2(e);
40 CFR 257.3-8(c);
OAR 340-61-040 (23) (b).

Same concerns apply to BPA routine aerial
inspection operations of its major trans-
mission lines through Rock Creek to
and along Cornelius Pass Road, where site
conflicts even with shorter helicopter and
prop aircraft restrictions.

Siting of facility within proscribed air
safety zone is per se negligence.

Site is also under approach pattern for
commercial jet aircraft using Portland
International Airport.

Cost: Existing site; minimal
costs if cooperate with
and negotiate joint use
with present commercial
operator.

New development;
additional site access improvements
estimated to cost \$100,000-\$300,000.

New development;
part of West Union highway improvement LID;
road access improvements specified for
property in LID for development exceed
\$500,000.

Insurance and tort costs for aircraft/land
safety problems will also cost hundreds
of thousands of dollars, in today's insur-
ance market, if insurance can be had.

Negotiate Joint Use

Purchase from willing seller

Condemn: most expensive alternative.

"quotes" = MSD staff report rating

GOOD SITE: Denny Road/217

FAIR SITE: 209th/TV Hwy

BAD SITE: Cornelius Pass Road

Goal 9:

(state economy) commercial
recycling center;
consistent with
goal if negotiate
joint public/private
use of site.

undeveloped industrial site;
no real impact on this goal.
Consistent with goal.

Sunset Development Corridor for Hi-Tech;
not consistent with goal 9 and having
significant impact just from controversy;
State Governor is on record that this site
is not compatible with Goal 9 -- for permits
under state and federal law, this determina-
tion of non-consistency by Governor is
CONCLUSIVE of conflict with goal.

Major part of impact is on foreign trade
(interstate commerce), including national
balance of payments problem. Consequently
this site is contrary to national and federal
interests.

Goal 10: no conflict - industrial
(housing) area.

Industrial area; impact
on housing south of area
can be alleviated by
improving 209th road.
200 feet of RR and TV Hwy
as well as commercial businesses
provide barrier from housing on
north.

Conflict: 2-lane county road separates site
from single-family residential area and
school and parks; no buffer available on
site due to slope into wetland as move
westward.

Goal 12

-Transportation: see above 1st page.

Goal 13

-Energy conservation: Center of Waste

4.5 mi. from center of waste,
but centrally located among
Beaverton, Aloha, Hillsboro,
and Forest Grove on main TV Hwy
connecting highway.

8.0 mi. from center of waste by main
highways; not centrally located to any
major source of waste; on NW corner of
entire Portland Metropolitan Urban Growth
Boundary -- maximum waste of energy spent
reaching site.

Other Factors:

Future Development: no problem;
existing use.

no real problem as long as
buffered in future on south &
west; compatible with industrial
use to east and RR/Hwy/commercial
barrier to North.

Conflicts with projected expansion of
Sunset Corridor commercial hi-tech uses;
expansion of Lenox School to full student
population; completion of housing and apts.
under construction or planned for construction
in Rock Creek; and with park use in Rock
Creek.

**Metro Hearing
Garbage Transfer Station
209th Avenue and TV Highway Site
CPO#6 Testimony by Steve Larrance**

April 8, 1986

Members of the Metro Council:

My name is Steve Larrance. I live at 20660 SW Kinnaman Road,⁶ Aloha. I am vice chairman of Community Planning Organization of Reedville, Aloha and Cooper Mountain. The CPO, in our unincorporated area, is the citizen's direct line of communication to our county government.

My family has lived and worked in Reedville 1/4 mile from this proposed site at 209th and TV Hiway for over 85 years. I am proud to be here and speak for my community tonight.

Some have said that an attempt to pit two neighboring communities against each other has been staged. I hope not. We're both concerned groups of citizens. I'm sure our testimonies will reveal common threads woven throughout pointing out the weak and unfair portions or process that has brought us together tonight.

We share common ground. Both Rock Creek and Reedville are against accepting Beaverton's garbage. We are both against certain siting criteria. We both feel due process of law has not been given to our community. We both feel smaller local stations meet our needs and are acceptable. We won't accept Beaverton's garbage because they won't. Unincorporated areas are not dumping grounds.

Under Washington County Citizen Participation Ordinances (which at this very moment are being strengthened by the Board of Commissioners) and County Land Use Ordinances, the community of Reedville and Aloha can, and will, pursue legal remedies, just as the cities of our county have done, to stop the siting of this regional problem in our front yard.

We have a plan for our town. Only last year when the county staff tried to alter our traditional commercial "downtown" zone and cut off even safe, reasonable hiway access we protested and hired traffic and legal experts to help us. Our plan turned out so workable and frugal with public funds that the Board of Commissioners and the Oregon Department of Transportation both adopted our plan for zoning and access management ~~and~~^{on} TV Hiway from 170th west to 219th Ave.

We are organized. We are committed, and once more we will succeed. We want to provide transfer points for our garbage and we will, but we won't accept the garbage of our city neighbors who have passed laws which in effect protect them from dealing with even their own garbage.

Enough about garbage philosophy. Lets look at the 209th site to see the real effects this garbage facility will have on downtown Reedville. The site is cross TV Hiway from the West end of our community ~~to~~ business district, Our mixed use downtown zone. Sounds pretty compatible to me. Nobody else wants the transfer site in their 1000s of industrially zoned acres. Yet Reedville is expected to accept this garbage facility which will cover about 1/10 of our industrially zoned land located across the street from our downtown area; not to mention up the street from 5000 of our homes.

Not only does this site seem silly in respect to the adopted community plan, but also this site is not really what metro has been looking for these last 24 months. They passed on it several times already for good reason: 1) to narrow and odd shaped to really function as a full service transfer site; 2) Very poor freeway access; 3) Not compatible to surrounding uses; 4) No natural buffering; 5) Not in an area of established garbage associated uses; 6) Very poor roadway construction on 209th and surrounding roadway network; 7) Very poor local access from 209th.

Let me warn you about accepting for "gospel truth" Metro's traffic analysis. While it may appear that 80% of traffic accessing and egressing this site uses the TV Hiway to get there, actually only a small percentage will have been on TV Hiway for more than a mile and a half. What I am saying is that of the 600 trips per day this site would generate today compared to the large volume of vehicles presently using the TV Hiway one might conclude, as Mr. Kittelson suggests, that this is not a significant TV Hiway impact. While this may or may not be true, the fact is most of these vehicles would in reality be accessing the site area on poorly paved farm roads and residential streets loaded with pedestrians, bicycles, and too many cars already. This changes the overall traffic impact analysis completely.

If such a regional facility were built with only the minimum of access and egress potential, severe accidents would be routine. It probably would mean a garbage truck colliding with a rock truck from one of the many Cooper Mountain quarries, or a passenger car, ~~with~~ ^{OR} young children to ^{WALKING} and from school, or retarded people who every day walk the non existent shoulders of 209th ^{from 198th} from TV Hiway to Kinnaman to attend classes, or an emergency vehicle on its way to an

accident. These are the users of Reedville's roadways. I know, I live there.

Washington County labels TV Hiway a "Principle Arterial." That's the same category as Hiways 26 and 217. This is truly a misnomer. According to your staff report "TV Hiway is not a limited access hiway and has numerous traffic signals requiring a lower speed limit than a limited access hiway and numerous stops at traffic lights." This is not a freeway, in fact during much of the day it more closely resembles a parking lot.

Let's take an honest look at Metro Staff's Decision Matrix

Category No. 1 "Center ^{of} Waste"

This measurement purports to measure not only site "convenience for the public and collection industry" but also "a measure of cost for the region in operating a transfer station." Surely a site requiring such expensive and expansive on and off site improvements would not rate good on any affordable budget and would therefore seem unjustifiable to the regional voters who pay the bills. A site adjacent to a freeway requires only the construction of a single destination off/on ramp. Much more affordable. Much more efficient. No long term liability concerning future off-site traffic impacts.

There would be ~~no~~ significant and expensive onsite projects also. The central portion of this site is a lake during the winter months. Surface and near surface water from Kinnaman Road north to the railroad grade converges on the site and forms a creek which runs north under the railroad and Hiway. If this site were merely filled as the brick yard has been then surface water would back up into the adjacent industrial park, Fire Dist. #1 Station and Headquarters property and also into the residential neighborhoods between Blanton and Kinnaman. This is, more than likely, why this portion of the proposed site has never been developed. This large scale drainage problem would be expensive to overcome. This is just another of the "hidden" costs that have not been analyzed because of this abbreviated siting process. To the extent that this flooding problem is not overcome, it will be a continuing legal and financial liability to Metro.

As for convenience we will hear commercial haulers testify that TV Hiway, Farmington, Baseline, 185th, 209th, and 219th presently are not convenient, are not safe and are not profitable. They want

to get on a freeway and drive to the site and exit. Also if Metro would recognize the Forest Grove Disposal Transfer Station Expansion that would enable them to process all waste west of 170th Ave, then the new center of waste would be on Hiway 217 south of Allen Avenue. Many miles from the 209th site.

Category No. 2 "Transportation"

Metro staff's recognition of certain of the 209th site's access flaws with a rating of only "fair" is a step in the right direction. Their analysis assumes the only necessary improvement to be either A) the 209th/IV Hiway intersection or B) a new hiway intersection for direct access.

If Metro staff had included the entire list of arterial roadway and intersection improvements that this facility's siting at the 209th Avenue location would be required to fund, the rating for "transportation" would necessarily be poor.

Because it is five miles to any freeway, access would be (according to the haulers who would do the route dispatching) byway of arterials. A multi access road network means multi points of congestion and much deterioration of poorly constructed roadways which would require expensive rebuilding, signalization and pedestrian improvements.

Category No. 3 "Flexibility for Development"

How can a long narrow low land site with current access only at one end be considered in the highest rating possible in development potential? What about compatability with adjacent uses and zones?

Category No. 4 "Land Use"

Just because Reedville hasn't exercised it's option to "outlaw" transfer stations such, as our city friends have done, can not be used as a rational to site such a facility. Contrary to your staff's report Type II procedures under Washington County Ordinances are not automatically approved. We can and will pursue legal remedies contained within Type II procedures to stop this type of discrimination.

Category No. 5 "Acquisition"

Your staff has been unable to recommend what weight if any to be given this criteria. We suggest it should be given no weight in the decision process since the same person controls both sites.

Compatibility with surrounding uses is the key issue. While it is not explicitly contained within any category of the decision matrix the counsel is well aware that it is in fact the most important criteria and it certainly will be a criteria in any permit application process under Washington County procedures.

The speakers that will follow will point out why this site should not be selected by addressing such topics as:

- 1) The effect of removing from the tax roles 10% of the industrially designated land within the Reedville School District.
- 2) The close proximity of large residential neighborhoods, schools, downtown retail, restaurant, food storage and food production facilities to this site.
- 3) The fact that one block south the Fire District #1 fire trucks and emergency vehicles are in a constant state of coming and going.
- 4) The very poor roadway widths affecting safety and inadequate roadway construction methods in our area as a whole which will deteriorate more rapidly due to increased large truck traffic causing adjacent property owners to repair thru local improvement districts.
- 5) We will hear speakers, who have visited existing transfer stations, talk about odor and trash damage to adjacent areas.
- 6) We will also hear representatives of neighborhoods located adjacent to other proposed transfer station sites talk about the real, not just preceived, impacts to property values in their areas.
- 7) And the liabilities Metro will be accepting by creating these adverse impacts.

Finally you will hear from noted experts who will demonstrate to you that a publicly owned regional transfer station may not be the solution to the Washington County problem. You are grappling with tonight. There are solutions, both short term and long term, that don't present the same threat to neighborhoods and investments that is inherent in a regional garbage transfer center.

To summarize the adverse impacts in siting a regional garbage facility anywhere, I would say that the problem is size, to much of everything for one community to accept.

The one hundred plus year old community of Reedville is united to fight, for as long as it takes, siting this regional garbage facility within our town. We'll take care of our garbage

transferring but not the garbage of people who see fit to pass ordinances against dealing with even their own garbage such as Beaverton did March 17.

Thank you for your time.

Sincerely,

Steven M. Larrance

Steven M. Larrance

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TO: METROPOLITAN SERVICE DISTRICT
FROM: DAVID E. GILLESPIE, SUPERINTENDENT
REEDVILLE SCHOOL DISTRICT #29
2425 SW 219TH AVENUE
ALOHA, OREGON 97006

RE: PUBLIC HEARING INPUT

DATE: APRIL 8, 1986

THE REEDVILLE SCHOOL DISTRICT AND IT'S BOARD OF DIRECTORS IS TOTALLY OPPOSED TO LOCATING A TRANSFER SITE AT 209TH AND TV HIGHWAY.

I WOULD LIKE TO CITE SOME OF THE CONCERNS SHARED BY THE DISTRICT.

1) LOCATION

- THE LOCATION OF THE SITE IS IN THE CENTER OF OUR DISTRICT.
- TWO OF OUR SCHOOLS (REEDVILLE AND BUTTERNUT CREEK) ARE WITHIN A 3+ BLOCK RADIUS.
- THERE ARE SIX (6) PUBLIC ELEMENTARY SCHOOLS WITHIN A TWO MILE RADIUS, ONE (1) PRIVATE ELEMENTARY SCHOOL, ONE (1) JUNIOR HIGH SCHOOL (BROWN), ONE (1) HIGH SCHOOL (ALOHA), AND A NUMBER OF PRIVATE DAY CARE CENTERS AND A CENTER FOR TEACHING TRAINABLE MENTALLY RETARDED PEOPLE (EDWARDS CENTER).
NOTE: SOME OF THESE PEOPLE WALK ALONG 209TH TO GET TO THE CENTER ON KINNIMAN. IN ALL SOME 5000 (4737 PUBLIC AND 189 PRIVATE) STUDENTS ATTEND SCHOOL IN THE AREA.
- SOME 7000+ HOMES ARE LOCATED WITHIN A TWO MILE RADIUS WITH A POPULATION OF 12-15,000+ PEOPLE.
- FOUR (4) ELEMENTARY SCHOOLS, TWO (2) DAY CARE CENTERS, THE EDWARDS CENTER, A DENTAL/MEDICAL CLINIC, HOTEL, RESTAURANT, MARKETS, SMALL BUSINESSES, LARGE CORPORATION (INTEL) AND SEVERAL CHURCHES ARE LOCATED WITHIN ONE HALF MILE OF THE LOCATION.

2) ROAD CONDITIONS

- THE SITE WILL PUT AN EXTRA BURDEN ON ALREADY POOR QUALITY ROADS.
- TUALATIN VALLEY HIGHWAY CAN NOT ADEQUATELY HANDLE THE HIGH VOLUME OF DAILY TRAFFIC IT NOW HAS.

- 209TH IS A SUBSTANDARD/NARROW ROAD WITH NO PEDESTRIAN WALK PATHS ON EITHER SIDE NORTH OR SOUTH OF TV HIGHWAY.
- 219TH, THE ONLY MAJOR NORTH/SOUTH ARTERIAL BETWEEN THE TV HIGHWAY AND SUNSET HIGHWAY IN THIS AREA, ALREADY HAS A DAILY TRAFFIC FLOW OF SOME 7000 VEHICLES PASSING IN FRONT OF LADD ACRES ELEMENTARY SCHOOL AND BROWN JR. HIGH SCHOOL.
- ONE STUDENT HAS ALREADY BEEN HIT ON 219TH.
- REPORTS FROM METRO INDICATE THE SITE WILL GENERATE AN ESTIMATED 290 ADDITIONAL TRIPS INTO THE SITE AND 290 TRIPS OUT OF THE SITE ON A DAILY BASIS.

180 SANITATION TRUCKS
30 LARGE TRANSFER TRUCKS
80 PRIVATE VEHICLES

IT HAS BEEN REPORTED THAT 209TH AND TV HIGHWAY ARE GOING TO BE IMPROVED. WHO IS GOING TO PAY FOR THE IMPROVEMENT TO THE ROADS? HOW WILL THE FUNDS BE RAISED? WILL THE COST REVERT TO THE TAXPAYERS?

3) STUDENT SAFETY

- 90% OF THE STUDENTS IN THE REEDVILLE SCHOOL DISTRICT RIDE BUSES - DUE TO THE LACK OF ADEQUATE WALK PATHS.
- WE ARE CONCERNED ABOUT STUDENTS WAITING FOR BUSES AND WALKING TO BUS PICK UP POINTS. MORE TRAFFIC INCREASES THE POTENTIAL FOR A PEDESTRIAN ACCIDENT.
- BUSES IN REEDVILLE ARE ON OR CROSS TV HIGHWAY 92 TIMES DAILY.
- HILLSBORO HIGH SCHOOL AND HILLSBORO ELEMENTARY BUSES USE TV HIGHWAY DAILY AS WELL AS 209TH.

209TH AND TV HIGHWAY

REEDVILLE - SPECIAL EDUCATION - 8 TRIPS DAILY

REEDVILLE - REGULAR - 6 TRIPS DAILY

HILLSBORO ELEMENTARY - REGULAR - 6 TRIPS DAILY

HILLSBORO HIGH - REGULAR/ACTIVITY - 22 TRIPS DAILY

219TH AVENUE

REEDVILLE - SPECIAL EDUCATION - 10 TRIPS DAILY

REEDVILLE - REGULAR - 52 TRIPS DAILY

HILLSBORO HIGH - REGULAR/ACTIVITY - 26 TRIPS

TUALATIN VALLEY JR. ACADEMY - 4 TRIPS DAILY

209TH AVENUE

REEDVILLE - SPECIAL EDUCATION - 2 TRIPS DAILY

REEDVILLE - REGULAR - 32 TRIPS DAILY

REEDVILLE - TAG - 4 TRIPS DAILY

- WE ARE ALSO CONCERNED ABOUT THE PUBLIC HEALTH SAFETY OF THE CHILDREN. WILL THE SITE GIVE RISE TO ODOR/AIR QUALITY POLLUTION?
- WILL WE NEED TO WORRY ABOUT RODENTS, DISEASE SPREAD POTENTIAL?
- KEEP IN MIND THAT AS WE TALK ABOUT POPULATION, STUDENT NUMBERS, BUS TRIPS, ETC. WE ARE TALKING ABOUT NOW. THE FIGURES WILL GROW AND EXPAND AS GROWTH OCCURS. PLEASE ALSO NOTE THE REEDVILLE AREA IS ONE OF THE FASTEST GROWING AREAS IN THE STATE OF OREGON

ENROLLMENT HISTORY (REEDVILLE SCHOOL DISTRICT)

1973 - 825
1976 - 970

1979 - 1425
1983 - 1527

1986 - 1886
1989 - 2070 (EST)
2000 - 3000 (EST)

4) SITE SELECTION

- ✓ - METRO HAS STUDIED THIS PROBLEM FOR 18 MONTHS AND HAS NOT CONSIDERED THIS SITE - AT LEAST AT A HEARING LEVEL PRIOR TO THE GOVERNOR'S TASK FORCE RECOMMENDING THIS LOCATION (209TH AND TV HIGHWAY) AS A PROPOSED SITE.

- ✓ THE SITE DID NOT PREVIOUSLY MEET CRITERIA IN YOUR EARLIER EXAMINATION OF SITES WITHIN WASHINGTON COUNTY. I HAVE TO ASK WHY IS THE SITE APPROPRIATE NOW? IS IT BECAUSE OF THE POLITICAL PRESSURE OF SPECIAL INTERESTS AND GOVERNMENT? WILL METRO LOSE SIGHT OF ITS OWN STANDARDS AND RESPONSIBILITIES TO THE HEALTH AND SAFETY OF CITIZENS?

IT SEEMS TO ME THAT RECENT HEARINGS ARE A RESULT OF A POLITICAL POWER STRUGGLE - THAT METRO IS BEING PRESSURED, THREATS ARE BEING MADE AND WE ARE ENDING UP THE VICTIMS.

THREATS CAN BE MADE TO "PULL OUT" OR STOP DEVELOPMENT; WE CANNOT PULL OUT, OUR BUILDINGS ARE HERE, PAID FOR BY TAXPAYERS TO EDUCATE THE CHILDREN HERE. OUR COMMUNITY IS HERE.

I REALIZE NO ONE WANTS THE SITE IN THEIR BACKYARD BUT THIS LOCATION, IF EXAMINED CAREFULLY, JUST IS NOT A SAFE PLACE TO LOCATE THE TRANSFER CENTER.

- ADEQUATE STUDY OF THE SITE AND A LACK OF LOCAL INPUT TO THE PROCESS GIVES REASON FOR CONCERN.
- COMPARISONS OF THE SITE IN OREGON CITY TO THE SITE IN REEDVILLE JUST CAN NOT BE MADE DUE TO THE HIGH DENSITY OF HOMES, SCHOOLS AND BUSINESSES IN A COMPACT AREA AS COMPARED TO A SITE AWAY FROM A CENTER OF POPULATION.

5) PROPERTY VALUE

- WE DO NOT WANT VALUABLE TAX PROPERTY REMOVED FROM THE TAX ROLLS THE 8+ ACRE SITE WILL REMOVE SOME \$535,700 FROM THE TAX ROLLS - TAX MONIES WE NEED FOR OUR SCHOOL SYSTEM. WE KNOW THE GOVERNOR SHARES OUR CONCERN OVER SCHOOL FUNDING.
- WE ARE CONCERNED ABOUT THE IMPACT THE SITE WILL HAVE ON FUTURE DEVELOPMENTS. WE FEEL, AS DO THE SUNSET CORRIDOR PEOPLE, IT WILL HAVE A NEGATIVE IMPACT ON DEVELOPMENT.
- WE HAVE ONLY A FEW HUNDRED ACRES OF INDUSTRIAL/COMMERCIAL SITES FOR DEVELOPMENT.
- WE NEED BALANCED HOUSING GROWTH WITH INDUSTRIAL AND COMMERCIAL DEVELOPMENTS.
- HOMEOWNER/TAXPAYERS PAY THE BURDEN OF OUR GOVERNMENTAL COSTS
- THE TRUE CASH VALUE INCREASE IN OUR DISTRICT IS LESS THAN 2% FOR NEXT YEAR AS COMPARED TO 30% IN THE WEST UNION (SUNSET CORRIDOR) AREA.
- WE TEND TO GET THE HOUSES AND CHILDREN, OTHER AREAS GET THE COMMERCIAL AND INDUSTRIAL GROWTH WITHOUT HAVING TO PROVIDE INCREASED PUBLIC SERVICES SUCH AS NEW SCHOOLS AND INCREASED OPERATIONAL COSTS.
- AS HOMEOWNERS IN THE AREA, WE ARE SERIOUSLY CONCERNED ABOUT THE IMPACT THE SITE WILL HAVE ON OUR PROPERTY VALUE. OUR HOMES REPRESENT A MAJOR INVESTMENT TO MOST OF US; DECLINE IN THEIR VALUE WOULD SEVERELY IMPACT US. PEOPLE CAN SAY THIS WON'T HAPPEN - BUT I DON'T THINK WE CAN SAY, WITHOUT SOME DOUBT, THAT THIS WILL NOT HAPPEN, ONLY TIME WILL ANSWER THAT STATEMENT.

6) CONCLUSION

WE LIVE IN REEDVILLE. OUR HOMES ARE HERE. WE DO NOT WANT A GARBAGE TRANSFER SITE NEAR OUR HOMES, SCHOOLS, CHURCHES AND BUSINESSES. THE IMPACT IT WILL HAVE ON OUR FRAGILE COMMUNITY WILL BE MOST DAMAGING.

I KNOW YOU HAVE A PROBLEM IN FINDING A SITE BUT CONSIDERATION OF 209TH AND TV HIGHWAY JUST IS NOT A VIABLE OPTION.

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JEANNETTE HAMBY
WASHINGTON COUNTY
DISTRICT 5

REPLY TO ADDRESS INDICATED:

- ☐ Senate Chamber
Salem, Oregon 97310
- ☐ P.O. Box 519
952 NE. Jackson School Rd.
Hillsboro, Oregon 97123



9

OREGON STATE SENATE
SALEM, OREGON
97310

THE BUSINESS AND NEIGHBORHOOD ASSOCIATIONS OF THE SUNSET CORRIDOR AND THE REEDVILLE AREA DO NOT TESTIFY THIS EVENING SIMPLY TO BUILD TESTIMONY TO "PUT IT IN THE OTHERS' BACK YARD".

RATHER WE ARE UNITED IN OUR EFFORT TO BUILD A FOUNDATION OF FACT THAT WILL (1) COMPEL YOU TO RECOGNIZE THAT WESTERN WASHINGTON COUNTY IS TOO FAR REMOVED FROM THE CENTROID OF GARBAGE GENERATION (2) THAT A CURRENT TRANSFER FACILITY, PRIVATELY OWNED, MORE THAN MEETS OUR CURRENT AND FUTURE NEEDS (3) GOVERNMENT SHOULD NOT COMPETE WITH PRIVATE ENTERPRISE AND (4) THAT WE ARE WILLING TO WORK TOWARD A SOLUTION.

IT IS INDEED PERPLEXING THAT METRO HAS GIVEN SCANT ACCEPTANCE TO THE ABILITY AND COMPETENCE OF A PRIVATELY OWNED WASTE TRANSFER STATION IN FOREST GROVE AND THEIR DESIRE TO EXPAND THEIR BUSINESS AND CONSEQUENT TERRITORY.

- THE FOREST GROVE TRANSFER STATION HAS A RECORD OF SUCCESS AND ACCEPTANCE BY THE LOCAL NEIGHBORHOOD
(WITNESS ATTACHED TESTIMONY OF LOCAL EDITORIAL)
- THIS FACILITY CONTRIBUTES TO THE PROPERTY TAX NEEDS OF WASHINGTON COUNTY IN CONTRAST TO THE PROPOSED METRO OWNED FACILITY WHICH WOULD TRANSFER THE PROPERTY TAX BURDEN TO THE SURROUNDING AREA.

I URGE YOU TO RECONSIDER SITES CLOSER TO THE CENTROID ORIGINALLY STUDIED BY METRO STAFF.

BUT I HAVE SAID ENOUGH...FOR AS A REPRESENTATIVE OF THIS AREA, I CAN ONLY SPEAK FROM A CRITERION OF "COMMON SENSE".

FAR MORE COMMANDING IN KNOWLEDGE AND EXPERTISE IS THE NATIONALLY RECOGNIZED INDIVIDUAL ON PROBLEMS OF SOLID WASTE

- A FOUNDER OF OUR 16 YR OLD OREGON SOLID WASTE ASSOCIATION
- A PAST PRESIDENT OF THE NAT'L ASSOCIATION ON SOLID WASTE

I RESPECTFULLY REQUEST THAT MY REMAINING 2 1/2 MINUTES OF TESTIMONY BE ADDED TO THE TESTIMONY OF EZRA COOK, MANAGER OF THE DISPOSAL OPERATION IN MCMINVILLE, OREGON

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Times

CRAIG SONODA
Managing Editor

RICK FRYBACK
Publisher

Expand use of transfer center

There's something about the garbage business that seems to bring out the worst in many otherwise reasonable-thinking human beings.

Mention the words "garbage transfer center" and business professionals in the area begin to froth at the mouth. Residents, as well, are willing to fight to keep it from happening to "them."

Granted, everyone would rather have a country club next door, but a transfer station is not exactly the Trojan Nuclear Plant. It's not even as bad as some big businesses.

Residents living near the Forest Grove Disposal transfer station on B Street have found this to be true. While there were some initial fears about bringing additional garbage to the plant (to be trucked to a landfill in McMinnville), those concerns are largely a thing of the past.

Forest Grove Disposal owner Ambrose Calcagno has done a magnificent job of constructing a first-class facility. Driving past the station in a car, motorists hardly notice there's a garbage transfer center behind the wood-slatted cyclone fence.

The transferring of garbage from the trucks to the semi-trailers is done in a large covered building — out of sight and away from the elements.

Now, Calcagno is proposing an expanded use of his transfer station. Originally, it was to be limited to his four companies. The new proposal is to open the facility to other disposal firms serving western Washington County, who currently are direct-hauling their garbage to McMinnville's Riverbend Landfill.

The city of Forest Grove is not objecting to the proposal. After all, there would be no increase of truck traffic, except for a quarter-mile stretch from the Highway 47 bypass to the transfer station.

And profits realized by the local business may — and should — help slow down the rising cost of garbage disposal.

Metro has the final say in the matter. The regional government has made its share of mistakes in the area of waste management, but we hope it has the foresight to make the right call this time.

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Confidential

①

PUBLIC ATTITUDES
TOWARD GARBAGE
FACILITY LOCATIONS
March, 1986

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Bardsley & Haslacher, Inc.

INTRODUCTION

This is a report on voter's awareness and attitudes on location and building of garbage transfer stations and the landfills in the Tri-County area.

The study was conducted and compiled by Bardsley and Haslacher, Inc., an independent and impartial research firm, with offices in the Western United States.

Methodology

Sample for the study consisted of 324 interviews with a cross section of registered voters in the Tri-County area.

The sample was then drawn through application of a standard table of random numbers, which selected pages, columns and numbers in local directories.

In conducting the interviewing, the RDD+1 technique was utilized to ensure inclusion of non-listed telephone households.

Field work for the study was conducted between March 12 and March 19 from our central telephone bank in the B & H offices. Research personnel conducted the calling between 3:00 p.m. and 9:00 p.m. on weekdays and between 12:00 p.m. and 6:00 p.m. on the weekend.

A copy of the questions is appended to the report.

Sampling Variability

Every sample survey is subject to ranges of variability, which refers to the chance variation that could occur when a sample, rather than a complete enumeration, is employed.

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This is known as the "standard error," and is the difference between sample findings and those which would accrue from a 100% enumeration, using the same questionnaire and research procedures.

The following chart reflects ranges of variability for the total sample, computed at the 95% confidence level.

These are maximal ranges and survey findings tend to cluster close(r) to the true values as they exist in the universe.

<u>Percentage Close to:</u>	<u>Plus or Minus Range of Variation</u>
5% or 95%	2.6
15% or 85%	4.2
25% or 75%	5.0
35% or 65%	5.4
45% or 55%	5.8
50%	5.8

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BH25

43. IF GARBAGE TRANSFER STATIONS NEED TO BE BUILT, WHICH ONE OF THESE ACTIONS WOULD YOU PREFER BE TAKEN?

	PRIVATE - SEVERAL SMALL	METRO - LARGE	BOTH	UNDECIDED	TOTAL
TOTAL SAMPLE	67	23	0	10	100
REGISTERED TO VOTE	68	22	1	9	100
DEMOCRAT	62	23	1	14	100
REPUBLICAN	73	22	1	4	100
INDEPENDENT/OTHER	73	20	0	7	100
NOT REGISTERED	56	31	0	13	100
MOST LIKELY TO VOTE	70	21	0	9	100
18 - 24 YEARS OLD	65	29	0	6	100
25 - 34	68	23	1	8	100
35 - 44	65	22	2	11	100
45 - 54	73	18	0	9	100
55 - 64	69	20	0	11	100
65 OR OVER	63	26	0	11	100
LIVED OR. LESS 7 YRS	69	25	0	6	100
7 - 9	76	12	0	12	100
10 OR MORE	66	23	1	10	100
PROF/MANAGER/OWNER	73	22	1	4	100
CLERICAL/SALES	72	17	0	11	100
CRAFT/OP/SERV/LABOR	72	15	1	12	100
HOUSEWIFE	53	38	0	10	100
RETIRED	61	26	0	13	100
UNEMP/STUDENT/OTHER	63	29	0	8	100
COLLEGE-COMPLETE	74	21	0	5	100
COLLEGE-PARTIAL	63	27	2	8	100
H.S. OR LESS	63	22	0	15	100
UNDER \$15,000	55	28	0	17	100
\$15,000 - \$19,999	65	25	0	10	100
\$20,000 - \$24,999	63	22	5	10	100
\$25,000 - \$34,999	71	19	0	10	100
\$35,000 - \$49,999	78	20	0	2	100
\$50,000 OR OVER	79	18	0	3	100
UNION	71	23	0	6	100
NON-UNION	66	23	0	11	100
MALE	77	16	1	6	100
FEMALE	57	29	0	14	100
MULTNOMAH	63	22	1	14	100
WEST OF RIVER	72	20	0	8	100
EAST OF RIVER	60	23	2	15	100
CLACKAMAS	72	24	0	4	100
WASHINGTON	72	23	0	5	100

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BH23

44. IF YOU HAD A CHOICE OF HOW YOUR GARBAGE FACILITIES WERE MANAGED, WHICH ONE OF THE FOLLOWING WOULD YOU PREFER?

	PRIVATE OWN & OPERATE GARBAGE TRANSFER STATIONS WITH MINIMUM METRO INVOLVEMENT	PRIVATE OWN & OPERATE GARBAGE TRANSFER STATIONS WITH ASSIST FROM METRO IN SELECTION OF LOCATIONS & SETTING RATES	METRO OWN & OPERATE GARBAGE TRANSFER STATIONS WITH PUBLIC FUNDS	UNDECIDED OR NONE	TOTAL
TOTAL SAMPLE	39	38	13	10	100
REGISTERED TO VOTE	41	37	12	10	100
DEMOCRAT	36	36	14	14	100
REPUBLICAN	49	34	13	4	100
INDEPENDENT/OTHER	33	50	5	12	100
NOT REGISTERED	22	44	18	16	100
MOST LIKELY TO VOTE	41	37	12	10	100
18 - 24 YEARS OLD	29	42	19	10	100
25 - 34	28	49	15	8	100
35 - 44	37	41	9	13	100
45 - 54	42	40	11	7	100
55 - 64	49	29	11	11	100
65 OR OVER	53	21	13	13	100
LIVED OR. LESS 7 YRS	39	42	11	8	100
7 - 9	41	35	12	12	100
10 OR MORE	39	37	14	10	100
PROF/MANAGER/OWNER	34	48	10	8	100
CLERICAL/SALES	50	35	6	9	100
CRAFT/OP/SERV/LABOR	41	32	20	7	100
HOUSEWIFE	35	38	10	17	100
RETIRED	46	27	15	12	100
UNEMP/STUDENT/OTHER	17	58	13	12	100
COLLEGE-COMPLETE	36	50	9	5	100
COLLEGE-PARTIAL	37	36	20	7	100
H.S. OR LESS	45	27	10	18	100
UNDER \$15,000	21	36	22	21	100
\$15,000 - \$19,999	47	27	10	16	100
\$20,000 - \$24,999	32	46	10	12	100
\$25,000 - \$34,999	48	34	12	6	100
\$35,000 - \$49,999	38	47	11	4	100
\$50,000 OR OVER	47	37	11	5	100
UNION	49	31	11	9	100
NON-UNION	36	40	13	11	100
MALE	40	39	15	6	100
FEMALE	38	37	11	14	100
MULTNOMAH	37	36	13	14	100
WEST OF RIVER	28	50	14	8	100
EAST OF RIVER	39	33	12	16	100
CLACKAMAS	48	36	11	5	100
WASHINGTON	36	47	17	5	100

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Good evening, my name is John Breiling and I am here in my personal, unofficial capacity, on my behalf and behalf of Doug Brackney, my neighbor and CPO 7 board member, who is unable to be here because Washington County Commissioners are taking public testimony on the public involvement process at this time.

My qualifications to speak and offer testimony include Navy service as a jet flier and air operations manager in Vietnam and Japan, 1968-1969, for the US Seventh Fleet; 6 years as an engineer; and the last 12 years as a federal attorney, 10 of them as a Rock Creek resident and CPO 7 member and contributor to the 185th Study Plan/Comprehensive Plan. My legal expertise is in the area of land use, water quality, and civil engineering/construction management and claims.

I have attached a 4-page outline of the pro's and con's of the 2 sites at issue, tonight, the 209th /TV Hwy site and the Cornelius Pass Road site. In addition, I have included data on a 3rd site, an existing recycling center at 217 and Denney Road, which I use. This center is a viable, commercial operation, which appears capable of expanding its operations to meet your requirements, should you be willing to contract out the problem to a commercial enterprise. I understand that your staff rejected the site principally because (1) they did not like working with the existing drive-through building and (2) because the site involves an existing business. My response to these concerns is that (1) a joint-use agreement and (2) the addition by yourselves of a separate building on the grounds would facilitate your needs while providing you with a prime site in the center of your waste area.

Like your Member Bob Oleson, I find it unfortunate that Mr. Mylenbeck did not help you find a site in the center of your industrial waste area, 217 between 99W and Hwy 8, where excellent transportation is available and where multiple industrial sites for heavy industrial activity already exist.

With regard to the Cornelius Pass Road site, I have included a comprehensive set of data indicating that the site is both extremely expensive and unworkable. I assume that the reason that your staff has not come to the same conclusions is that you designated the site as your primary site before the staff had had a chance to study it in detail. This is, to my knowledge, your first public hearing since you decided on using the Cornelius Pass Road property belonging to Mr. Newman. Consequently, you should feel no embarrassment in changing your minds in response to the Governor's Task Force recommendations.

With regard to our concerns for the Sunset Corridor, which is the planned result of our 185th Study Plan and other CPO 7 plans adopted in 1977-1979, we ask you to consider that this pristine, hi-tech industrial development is an asset not only to Washington County but also to the entire metropolitan area and State of Oregon. Building upon the technical base of Tektronix and its scientific offshoots, we have developed Oregon's answer to other region's hi-tech triangles. What is at stake is not just land values and business, but jobs, especially jobs in engineering and science for all of our young Oregonians and our own children. My generation that was in high school when Sputnik went up on 4 October 1957 had to find its engineering jobs out of state. My goal in supporting this hi-tech industrial development is to provide my children engineering and science jobs in Oregon.

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Part of the price we must pay to be competitive in the world marketplace is sensitivity to the cultural outlooks of our Asian brothers and sisters, who view garbage as the lowest of low caste activities--something to not be associated with high-caste science and technology. Since this cultural tradition of theirs does not offend our constitution and fundamental principles of freedom, it is wise and prudent to accommodate this custom and cultural impact. The benefits of having observed it previously are evident in the amount of foreign business to enter the Sunset Corridor. The impact of not observing it is just beginning to be felt, and can be avoided by your prompt decision to go elsewhere other than the Cornelius Pass Road site tonight.

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I realize that most of you Members are from outside Washington County, and have difficulty understanding what is so significant about one industrial area known as the Sunset Corridor.

Perhaps the best indicator of the impact is Mr. Jim Newman's interest in acquiring ^{an option} at his own expense ^{for} the 209th site for your availability, in lieu of the Cornelius Pass Road site. If there was not some special economic magic about Sunset Corridor, Mr. Newman would not be offering you a larger site, ~~for~~ ^{in place of} the Cornelius Pass Road property.

The obvious answer is that, in the national and international community in which Oregon competes, Sunset Corridor is a very special industrial area: a high-tech park for campus-type industries who are extremely selective about where they locate. And, as I said previously, for all of us in this room, the first concern should be our children's future and the prospect for high-tech jobs for our children HERE IN OREGON in Sunset Corridor -- and not in California, Boston, Houston, Minneapolis, Texas, and Florida, with which we compete.

(At this point I will mention any of the points on my 4-pages of outline omitted by other speakers.)

If there are no questions, thank you.

EXHIBIT A

Linda Nye
Cathy Cooper
Ed Whittington
Al Rathman
Phil Parks
Don Jones
Dee Holson
J. Penney
Dave Davis
Larry Hodstatter
Doris Blackwell
Charles Donald
Penny Cox
Livio Venturini
Ray Phillips
Diana Landever
Drew Snodgrass
J. Cousins
John Miller
Michael Clark
Jan White
Anthony Mendoza
Denise M. Amos
Anne Carter
Malcolm Robbins
Phyllis Hamilton
Anne Cummins
Henry Miller
Melody Ansell
Ken Hart
Jack Ryan
Marge Thornton
Loran Lathrop
Patti Lathrop
Carol Weaver
R.K. Hart
Mike Sparks
Lee Tapper
Linda Danner
Ed Ritter
Denise Amos
Bill Dillon
Livio Venturini
Lowell Waite
Vickie Oleal
Steve Schlosser
Rick Gibson
Krystal Laas
Ted Kubaska

Larry Nye
Lynna Heinsmith
Dick Polits
Jack Bulleteit
Bob Waldhauser
Jon Holson
Larry Cozad
Sigma Gibson
G. Tumps
Carrol Blackwell
T. Kubaska
Jo Brenton
Carl Engeberger
Roberta Schmidt
Mike Landever
Jack Morgan
M. O'Halloran
Kraig Saks
John Geimm
Randa New
Sherry Quale
Abbey Crouch
John Carter
Kenneth Amos
Gennil Morgan
Don Cummins
Jack Rhyne
Christine Wrubel
Josie Hart
Charlie Pennington
Terri Pennington
Livien Oh
Jerry Wilhelmsen
Craig Weaver
Ken Amos
Sylvia Herman
Ken Crouch
Gary Danner
Vincent Rodas
John Breiling
Judy Taylor
Mary Donald
Don Cummins
Tony Mendoza
Mark Oleal
Steve Welch
Dale Davis
Joe Ferry
Mrs. Burris

Don Cooper
Sharon Page
Ann Whittington
And. Welch
Doug Brachney
Irene Jones
Rick Gibson
C. Maerz
Karen Davis
L. Kubaska
Will Brenton
Mary Donald
Gary Engdahl
Ralph Maguiss
Jean Phillips
William Quigley
Joe Stugle
S. Houck
Ed New
Tom Quale
Judy Taylor
John Ryan
Lynn M. Ritter
Bob Morgan
Dawn Robbins
Glenn Hamilton
Bill Wrubel
Mary Miller
Gary Ansell
Krystal Laas
John Oh
William Convin
Joe Ferry
Elsie Ferry
Bob Herman
J.H. Ferry
Chris Sparks
Richard Gibson
Bev Stewart
Bill Wrobel
Marge Bechtold
Mike O'Halloran
Sharon Page
Dave Heinlein
Chris Crass
Signa Gibson
Don Laas
Elsie Ferry



WASHINGTON COUNTY
DEPARTMENT OF LAND USE
AND TRANSPORTATION
LAND DEVELOPMENT SERVICES DIVISION
150 NORTH FIRST
HILLSBORO, OREGON 97124 648-8761

NOTICE OF DECISION

PROCEDURE TYPE: III

CPO: 8 COMMUNITY PLAN: West Union

LAND USE
DISTRICT(S): IND/SID INDUSTRIAL/SPECIAL INDUSTRIAL
DISTRICT

PROPOSED DEVELOPMENT ACTION: Modification of Condition #1 (2E of Attachment "A") of
84-8-SID (concerning employment densities).

APPEAL
PERIOD: 11/29/84 TO 12/13/84 5:00 P.M.
MAILED DATE APPEAL DUE DATE

A SUMMARY OF THE DECISION OF THE REVIEW
AUTHORITY IS ON THE REVERSE SIDE OF THIS NOTICE.

THIS DECISION MAY BE APPEALED AND A PUBLIC HEARING
HELD BY FILING A PETITION FOR REVIEW (APPEAL) WITHIN
14 CALENDAR DAYS OF THE DATE THIS NOTICE WAS
PROVIDED. ONLY THOSE PERSONS WHO MADE AN
APPEARANCE OF RECORD (INCLUDING SUBMISSION OF
WRITTEN COMMENTS OR TESTIMONY) ARE ENTITLED TO
FILE A PETITION FOR REVIEW (APPEAL) OF THE DECISION.
A MOTION FOR RECONSIDERATION MAY BE FILED BUT
DOES NOT STOP THE APPEAL PERIOD FROM RUNNING AND
IS AVAILABLE ONLY AS AN EXTRAORDINARY REMEDY WHEN
A MISTAKE OF LAW OR FACT HAS OCCURRED.

THIS DECISION WILL BE FINAL IF NO APPEAL IS FILED BY
THE DUE DATE AND A MOTION FOR RECONSIDERATION
IS NOT GRANTED BY THE REVIEW AUTHORITY.

THE COMPLETE APPLICATION, REVIEW STANDARDS,
RECORD OF THE PROCEEDINGS, FINDINGS FOR THE
DECISION AND DECISION ARE AVAILABLE AT THE COUNTY
FOR REVIEW.

FOR FURTHER INFORMATION, CONTACT

Appeal Secretary

AT THE WASHINGTON COUNTY DEPARTMENT OF LAND
USE AND TRANSPORTATION. PHONE: 648-8761.

CASE FILE NO: 84-584-M

APPLICANT:

Riviera Motors

Knute M. & Kjell Ovale

Riviera Motors/Porsche Audi

5555 NW Five Oaks Drive

OWNER: Hillsboro, OR 97124

OWNER

Applicant

PROPERTY DESCRIPTION:

ASSESSOR MAP NO: 1N2 22

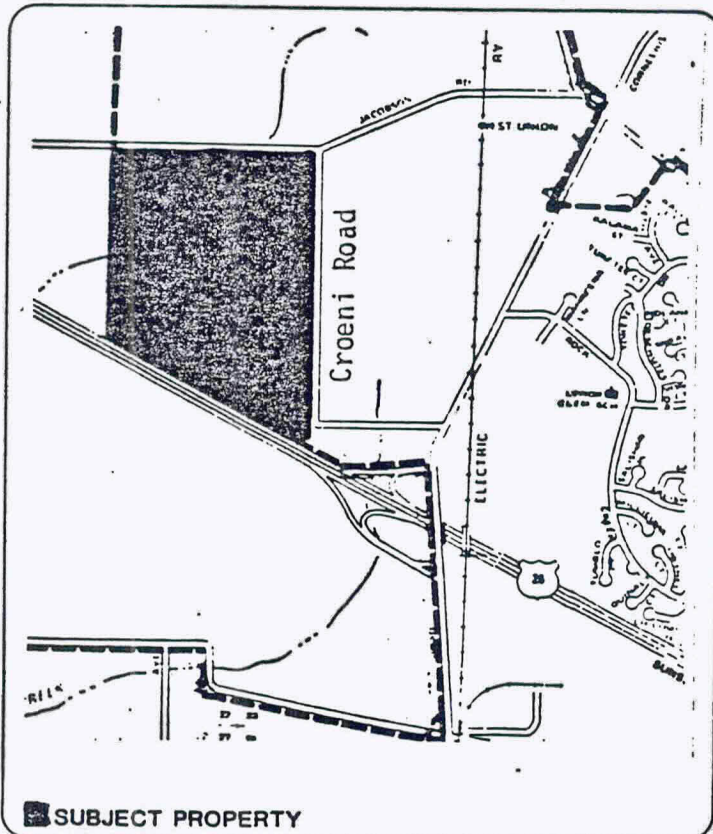
TAX LOT NO(S): 102, 104

SITE SIZE: 128.47 acres

ADDRESS: 5555 NW Five Oaks Drive

LOCATION: On the southwest corner of the
intersection of NW Jacobson Road and NW
Croeni Road.

AREA MAP



NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:

THE WASHINGTON COUNTY COMMUNITY DEVELOPMENT
CODE REQUIRES THAT IF YOU RECEIVE THIS NOTICE,
IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER.

313 4/84

SUMMARY OF DECISION:

At the meeting on November 29, 1984, the Washington County Hearings Officer approved your request for Modification of Condition #1 (2E of Attachment "A") of 84-8-SID (Concerning Employment Densities) on property described as Tax Lots 102 and 104 on Tax Map 1N2 22 W.M., Washington County, Oregon.

In reaching the above decision, the Hearings Officer modified Condition #1 (2E of Attachment "A") of 84-8-SID as follows:

1. Based upon those improvements schedule within West Union LID being constructed,
 - E) All the above conditions are based on a total site employment of 987 employees based upon ITE Code 110 (General Light Industrial) rates. The employment total corresponds to an employment density for the site of 7.68 employees per gross acreage (128.48 acres), 3,150 average weekday trips (AWDT), or a total building square footage of 559.0 KSF. If at any time one of the subject parameters is exceeded, a traffic impact analysis will have to be submitted to re-define that impact area to reflect the effects of the increased total site traffic.
2. One of the points of access to and from the subject property is the intersection of County Road 1057 (Croeni Road) and Cornelius Pass Road. Proposed improvements by the State of Oregon Department of Transportation to the overpass and interchange at Sunset Highway and Cornelius Pass Road include a median strip extending to a point north of the said intersection between County Road 1057 (Croeni Road) and Cornelius Pass Road which median strip would preclude left turns to and from County Road 1057 (Croeni Road). The owners of the subject property require access from said intersection, and it is the intent and purpose of the owners to utilize and maintain right-turn only in and out access at said intersection. Nothing contained in the Special Industrial District (SID) proceedings on the subject property shall be intended or interpreted to preclude right-turn only access to and from the intersection of County Road 1057 (Croeni Road) and Cornelius Pass Road. In the event it is determined by the Oregon Department of Transportation or Washington County that said median strip should be removed at a later date, the owners of the subject property shall be obliged to remove said median strip at their own cost and expense.

emc

If any of the following is required please see: (Telephone No. 648-8886)

Waiver - Daisy Reed
Right of Way

Dedication	-	Daisy Reed
Access Permit	-	Receptionist (permit counter)
Assurances for:	-	Sharon Haubner
Sidewalks		
Road Improvements		
Signals, etc.		

A Petition for Review (Appeal) Must Contain the Following:

1. The name of the applicant and the County Case File number;
2. The name of the person(s) filing the petition for review;
3. A statement of the interest of the petitioner;
4. The date the Notice of Decision was mailed;
5. The nature of the decision and the specific grounds for appeal
(The appeal is limited to the specific issues raised in the Petition for Review)'
6. The fee of \$265.00 plus the cost of the completed transcript.
7. If the petition is for review by the Board of Commissioners, the petition must state if the request is for either a partial or full de novo hearing.



DAVID EVANS AND ASSOCIATES, Inc.
2626 SW CORBETT AVENUE • PORTLAND, OREGON 97201 • 503/223-6663

DATE: September 6, 1985
SUBJECT: West Union L.I.D. Site
TO: Jim Neuman
FROM: Bob Price, DEA

The formation of the West Union Local Improvement District (L.I.D.) included the 158 acres of the subject site. By agreement, this 158 acres was allotted approximately 70% of the costs of the L.I.D. The estimate of the L.I.D. was approximately \$2.6 million, based on a traffic and drainage formula. It is roughly estimated that extension of sanitary sewer and water service within the L.I.D. would cost an estimated \$400,000. Therefore, total costs would be approximately \$3 million, encompassing traffic and drainage improvements and sanitary sewer and water extensions. The 70% allotted portion of these costs would result in costs of approximately \$2.1 million attributed to the site. At 158 acres, the cost would be approximately \$13,200 per acre. Because the L.I.D. has been formed and allotment formulas set, any user within the L.I.D. area could apply for and be granted a building permit at the present time without delays for determination of improvement costs and assurances for payments. Those improvements (i.e., roads, drainage, sanitary sewer and water) would still be required prior to occupancy, but could be completed concurrent with site development.

BWP:les

315a

COMPARISON OF 209th/TV Hwy; Cornelius Pass Road; and Existing 217/Denney Road Recycling/Transfer Sites

("quotes" = MSD staff report rating)

GOOD SITE: 217/Denney Road Site

FAIR SITE: 209th/TV Hwy Site

BAD SITE: Cornelius Pass Road Site

Site: Paved, developed Recycling Site; room for additional transfer building on west side and/or south end.

Undeveloped 9.50 acres

Undeveloped 7.26 acres

Center of Waste: At center

"Good" (4.5mi. west of center on TV Hwy.)

"Fair" (6.5 mi. NW as "crow flies"; 8.0 mi. NW by 217/26 highways)

Trans-
portation

(Goal 12): Excellent: centrally located to 217/ Hwy 99W/ I-5 / US 26/ State 8 & 10.

"Fair" in center of TV Hwy (8) corridor linking Beaverton, Aloha, Hillsboro, Forest Grove; 209th RR crossing needs upgrade. (requires PUC proceeding; but easy to do if applicant will pay)

"Best" (Wrong - actually Bad:

MSD staff failed to fully investigate:

- 1) ODOT revised- Cornelius Pass interchange will prohibit left turns into proposed site due to highway median for new overpass;
- 2) can't build new access prior to RR crossing due to 600ft. intersection clearance of state and county highway codes (as well as federal); Community Development Code of Wash. County adopts these state & federal intersection design criteria.
- 3) additional access north of RR crossing will require PUC process for new RR crossing on proposed site. Additional RR crossings hard to get and contrary to approved West Union community land use plan.
- 4) conflicts with school buses stopping for RR crossing on Cornelius Pass Rd.

SUMMARY: no good access possible.

Flexibility

for development: Limited: existing site partially filled with recycling building.

"Best": Undeveloped; industrial zoning.

"Best" Wrong - actually Bad:

MSD staff failed to fully investigate: site zoned as SID (special industrial)-- zoning restrictions for hi-tech development; transfer facility allowed only as auxiliary use to hi-tech industrial facility.

3/6

"quotes" = MSD staff report rating

GOOD SITE: 217/Denney Road

FAIR SITE: 209th/TV Hwy.

BAD SITE: Cornelius Pass Road

Land

Use: Goal 2: Excellent; existing
(Plan): commercial industrial
recycling site.

"Best" - industrial corridor

in undeveloped area; separated
on north from residences by
RR and Hwy 8 (about 200 ft. barrier)
plus commercial development on north
side TV Hwy;
existing industrial uses to east;
undeveloped to immediate west & south.
(on fringe of Urban growth boundary).

"Best" Wrong - actually Bad:

1) SID zoning prohibits transfer site as
stand-alone activity; MSD has no
authority to operate hi-tech industry
at site.

not applicable - undeveloped area
surrounded by development.

Conflict: site is SID at NW corner of
urban growth boundary, surrounded to
west and north and even east partially
by active farming activity and orchard;
garbage site threatens introduction of
disease, rodents, pests, toxic wastes,
etc. into viable farming area.

Goal 3: not applicable
(Agriculture):

no conflict

Conflict: site abuts wetland; drainage
is into wetland (toxic waste problem);
site is across highway from national
historic site in one direction & public
park to east. Site has flood plain
problems (wetland has no drainage out of
it - floods in heavy rains).

Goal 5: no conflict
(Open spaces, scenic & historic areas,
natural resources)

no conflict: in existing
industrial /hwy area;
downwind area to east is
industrial.
Sewers available; water
available (main interceptor
from Bull Run runs down middle
of TV Hwy part-way).

Conflict: proposed use of SID is pristine
hi-tech compatible with agriculture clean
air; downwind area to east is exclusively
residential, nearly totally single-family
homes and schools.

Site drainage is real problem with no
existing out-of-area drainage or sewers.
No existing water supply.

Goal 6: no conflict: in existing
(Air, Water, Land) industrial/hwy
area.
Sewers available.
Water available.

no conflict: industrial zoning.

Conflict: site abuts several park
facilities in Rock Creek, including
Cornelius Pass Road park, Lenox school
yard/park, and, across from Lenox school,
largest multiple soccer field complex
in Washington County (area has 5 fields
fully used during soccer seasons in Fall
Winter and Spring (summer practice)).

Goal 8: no conflict: existing use.
(recreation needs)

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"quotes" = MSD staff report rating

GOOD SITE; Denny Road/217

Goal 9:

(state economy) commercial
recycling center;
consistent with
goal if negotiate
joint public/private
use of site.

FAIR SITE; 209th/TV Hwy

undeveloped industrial site;
no real impact on this goal.
Consistent with goal.

Testimony of John Breiling - p3

BAD SITE; Cornelius Pass Road

Sunset Development Corridor for Hi-Tech;
not consistent with goal 9 and having
significant impact just from controversy;
State Governor is on record that this site
is not compatible with Goal 9 -- for permits
under state and federal law, this determina-
tion of non-consistency by Governor is
CONCLUSIVE of conflict with goal.

Major part of impact is on foreign trade
(interstate commerce) including national
balance of payments problem. Consequently
this site is contrary to national and federal
interests.

Goal 10: no conflict - industrial
(housing) area.

Industrial area; impact
on housing south of area
can be alleviated by
improving 209th road.
200 feet of RR and TV Hwy
as well as commercial businesses
provide barrier from housing on
north.

Conflict: 2-lane county road separates site
from single-family residential area and
school and parks; no buffer available on
site due to slope into wetland as move
westward.

Goal 12

-Transportation: see above 1st page.

Goal 13

-Energy conservation: Center of Waste

4.5 mi. from center of waste,
but centrally located among
Beaverton, Aloha, Hillsboro,
and Forest Grove on main TV Hwy
connecting highway.

8.0 mi. from center of waste by main
highways; not centrally located to any
major source of waste; on NW corner of
entire Portland Metropolitan Urban Growth
Boundary -- maximum waste of energy spent
reaching site.

Other Factors:

Future Development: no problem;
existing use.

no real problem as long as
buffered in future on south &
west; compatible with industrial
use to east and RR/Hwy/commercial
barrier to North.

Conflicts with projected expansion of
Sunset Corridor commercial hi-tech uses;
expansion of Lenox School to full student
population; completion of housing and apts.
under construction or planned for construction
in Rock Creek; and with park use in Rock
Creek.

318

GOOD SITE: Denny Road/217

Aircraft Safety: no conflict.

FAIR SITE: 209th/TV Hwy

No conflict - over 3 mi.
from Hillsboro Airport.
SW of airport in direction
in which no expansion of airport
is possible.

BAD SITE: Cornelius Pass Road

Conflict: within 2 miles of Hillsboro
Airport jet runways; situation will
worsen as Runway 02/20 is expanded
from present 4050 ft. to standard jet
runway length of 12,000 ft.

Cites to prohibition for aircraft safety:

40 CFR 241.202-2(e);

40 CFR 257.3-8(c);

OAR 340-61-040 (23)(b).

Same concerns apply to BPA routine aerial
inspection operations of its major trans-
mission lines through Rock Creek to
and along Cornelius Pass Road, where site
conflicts even with shorter helicopter and
prop aircraft restrictions.

Siting of facility within proscribed air
safety zone is per se negligence.

Site is also under approach pattern for
commercial jet aircraft using Portland
International Airport.

Cost: Existing site; minimal
costs if cooperate with
and negotiate joint use
with present commercial
operator.

New development;
additional site access improvements
estimated to cost \$100,000-\$300,000.

New development;
part of West Union highway improvement LID;
road access improvements specified for
property in LID for development exceed
\$500,000.

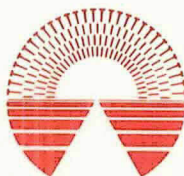
Insurance and tort costs for aircraft/land
safety problems will also cost hundreds
of thousands of dollars, in today's insur-
ance market, if insurance can be had.

Condemn: most expensive alternative.

Negotiate Joint Use

Purchase from willing seller

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SUNSET CORRIDOR ASSOCIATION

Metropolitan Service District
2000 S.W. 1st Avenue
Portland, Oregon

April 8, 1986

Dear Councilor's:

For the past several years, the Sunset Corridor Association has worked to create an environment that would combine livability with land use planning and growth. The result of those efforts is what is now known as the Sunset Corridor, a high-quality master-planned development community. Furthermore, it is recognized not only in Oregon but nationally and internationally as a highly successful economic development project. It would be an inappropriate use of land and infrastructure to locate a solid waste transfer station in the heart of the northwest's most prestigious, rapidly growing and promising economic development area. Serious consideration must be given to the direct effects a solid waste facility would have on the development in the Sunset Corridor area.

High-tech companies select locations for their business which they perceive as environmentally superior. Perceptions by these new businesses, their customers and their employees are pivotal in the important process of deciding a corporate location. Despite efforts to make the waste transfer facility compatible with the environment many companies will perceive a transfer station as being a serious detriment to the environment in which they wish to locate. As a result, they may consider other areas and even other states as more attractive for locating their plant or headquarters. It is in the best interest of everyone in Oregon that the Sunset Corridor maintain its special character and attractiveness as a premier location for new and expanding high-tech companies. We believe that the siting of a solid waste transfer facility in the Sunset Corridor would seriously, and irrevocably, damage the attractiveness of the area.

Additionally, there is serious concern with the traffic and the negative impact of that traffic on the adjacent landowners and residences. The concentrated volume of the type of heavy vehicle that a transfer facility generates is completely incompatible with the type of tenant and user the Sunset Corridor attracts.

In conclusion, the Sunset Corridor Association offers its appreciation to the members of the Governor's task force for their willingness to accept the responsibility to consider alternative sites.

Working within a limited time frame, in an open and fair forum, they have accomplished the Governor's objective of seeking and evaluating alternative sites for the waste transfer center. We appreciate their time and effort.

320

Metropolitan Service District

April 8, 1986

Page 2

We understand the necessity to site a solid waste transfer station in Washington County. At the same time we don't believe anyone wants to accomplish that task to the detriment of economic growth in Washington County, the region, and the state. The Sunset Corridor is currently one of the few economic bright spots in Oregon and the importance of maintaining its international desirability cannot be overestimated.

Sincerely,


James F. Thornburg
President

By: bv

bv

321

KOLL

The Koll Company

8205 S.W. Creekside Place
Suite D
Beaverton
Oregon 97005
(503) 626-3045

(18)

April 7, 1986

Council Members
METROPOLITAN SERVICE DISTRICT
527 S.W. Hall Boulevard
Portland, OR 97201

RE: Washington County
Solid Waste Transfer Center

Dear Councillors:

Many issues have been raised by all sides in the discussions over where to locate the much needed solid waste transfer center in Washington County. It became clear early in the process that there is no perfectly suited location. The Koll Company and Sequent Computer Systems, as well as other tenants at Koll Woodside strongly urge that the 209th & T.V. Highway site be selected in lieu of the Cornelius Pass Road site. The 209th site is zoned industrial, and more importantly, has existing compatible industrial uses nearby. This area is truly industrial in nature, and most probably will continue to develop with warehouses, distribution and heavy manufacturing uses, not high-tech.

Locating the WTRC in the Sunset Corridor would have a lasting negative impact on high-tech development. This is not an empty threat, as evidenced by a major electronics manufacturer placing their plans on hold until this issue is resolved. Proponents of the Cornelius Pass Road site point to vacant land and question the contention that placing the WTRC at this site would actually retard economic development and cost us badly needed jobs. Fortunately, we have a choice. We can choose not to find out if these arguments are true or false.

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Council Members
April 7, 1986
Page Two

We do not need to discover after the facility was built that the impact was as predicted; plants were not built, other properties in the Sunset Corridor were not marketed as effectively, and Oregon's brightest economic opportunity area was significantly diminished. Again, we urge you to select the 209th & T.V. Highway site as a better suited location for the Washington County Transfer and Recycling Center.

Yours truly,

THE KOLL COMPANY



Sonna Durdel
Senior Vice President

SEQUENT COMPUTER SYSTEMS



Casey Powell
President and C.E.O.

1b

cc: Sunset Corridor Association



WASHINGTON
COUNTY,
OREGON

April 8, 1986

Dick Waker, Chairman
METRO
2000 S.W. First Ave.
Portland, OR 97201-5398

Dear Mr. ~~Waker;~~
Dick

As one who deals with land use and zoning issues on a daily basis and one who must live with the results of the effected parties such as the residents of Washington County, I recognize the difficulty of performing such a task as selecting the solid waste transfer site.

After reviewing both the 209th site and the Sunset Corridor site presently being considered and recognizing the reason for the success of the Clackamas County/Oregon City Transfer Station and its relative minimum negative impact on the community, it is apparent that neither of the two sites are really well suited for this type of land use.

A view of the heavy industrial use area which contains the Clackamas Transfer Station shows that there are significant long-life types of uses which are compatible with the transfer station. These uses are the sawmill to the south, the sewer plant and cement batch plants and rock crushing plant to the west, the many acres of land which were formally a landfill (now producing enough volume that methane gas can be economically salvaged and used) which is located directly across the street, the Clackamas County headquarters motor vehicle department/repair shop, and a baseball diamond which is open-space with no residential living quarters closer than an estimated one-third of a mile.

I don't find similar conditions at either of the two sites in question. I know that land uses such as rock quarries, rock crushers, sawmills, wood processing plants, sewage treatment plants, and landfills are always controversial issues and are best suited, when possible, to be located near each other. I consider the transfer station site compatible with the above types of uses as demonstrated in Oregon City.

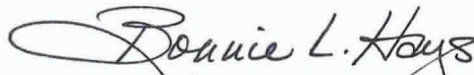
It has come to my attention that a third possibility for the location of the transfer station exists three miles west of the 209th site. The area in question has several industrial users which appear to be compatible with the transfer station.

324

Mr. Dick Waker
April 8, 1986
Page Two

I know that your patience is wearing thin and that you are exhausted from the many months spent trying to locate this transfer station. Recognizing that your time frame has been set, I ask that you delay the decision long enough to investigate this third option and see if these preliminary findings are correct. It's my opinion that the additional three miles places this site no farther out than your Sunset Corridor site and is a small tradeoff to pay for the preservation of the Aloha community and an unblighted Sunset Corridor site.

Sincerely yours,



Bonnie Hays, Commissioner
Washington County Board of Commissioners

BH:kp
1045M

325

ROD ADAMS

(24)

FOREST GROVE DISPOSAL POSITION STATEMENT

When asked this past week what the Governor's Council could do or should do about the desire of Forest Grove Disposal to expand its transfer station we assumed that our client's desire was obvious.

The choice of a site at 209th and T.V. Highway can only mean that we did not make our points clear to the task force, and thus we will try to clarify:

I. PRIVATE ENTERPRISE IS ABLE TO SERVE.

Private enterprise is presently fully operable and able to serve a substantial part of Washington County's transfer station needs.

- A. That plant is already built and operable.
- B. Long term landfill contracts for 20 to 30 year landfill disposal contracts are available.
- C. All haulers from 170th west already pass within one-quarter mile of the Forest Grove transfer station site.

II REDUCTION OF PUBLIC EXPENDITURE WITH USE OF PRIVATE ENTERPRISE.

Use of the Forest Grove site as one of the Washington County transfer sites will allow the following:

- A. Slightly smaller site and facility built in eastern Washington County.
- B. Smaller site and facility will reduce public funds spent on the site.
- C. Allow Metro consideration of smaller site such as 217 and Denney; or less expensive sites such as Cipole and Highway 99.

III. PLACEMENT OF TRANSFER STATION AT 209TH DESTROYS COMPETITION FROM PRIVATE ENTERPRISE.

Placement of transfer station at 209th and T.V. Highway places it in the center of the area that could be best served by Forest Grove and destroys possibility of existing new private enterprise from providing service to the likely area to be served.

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A. Use of Forest Grove site dictates pushing other transfer site further to east to:

1. Reduce haul times.

2. Reduce traffic impact of all haulers using one site.

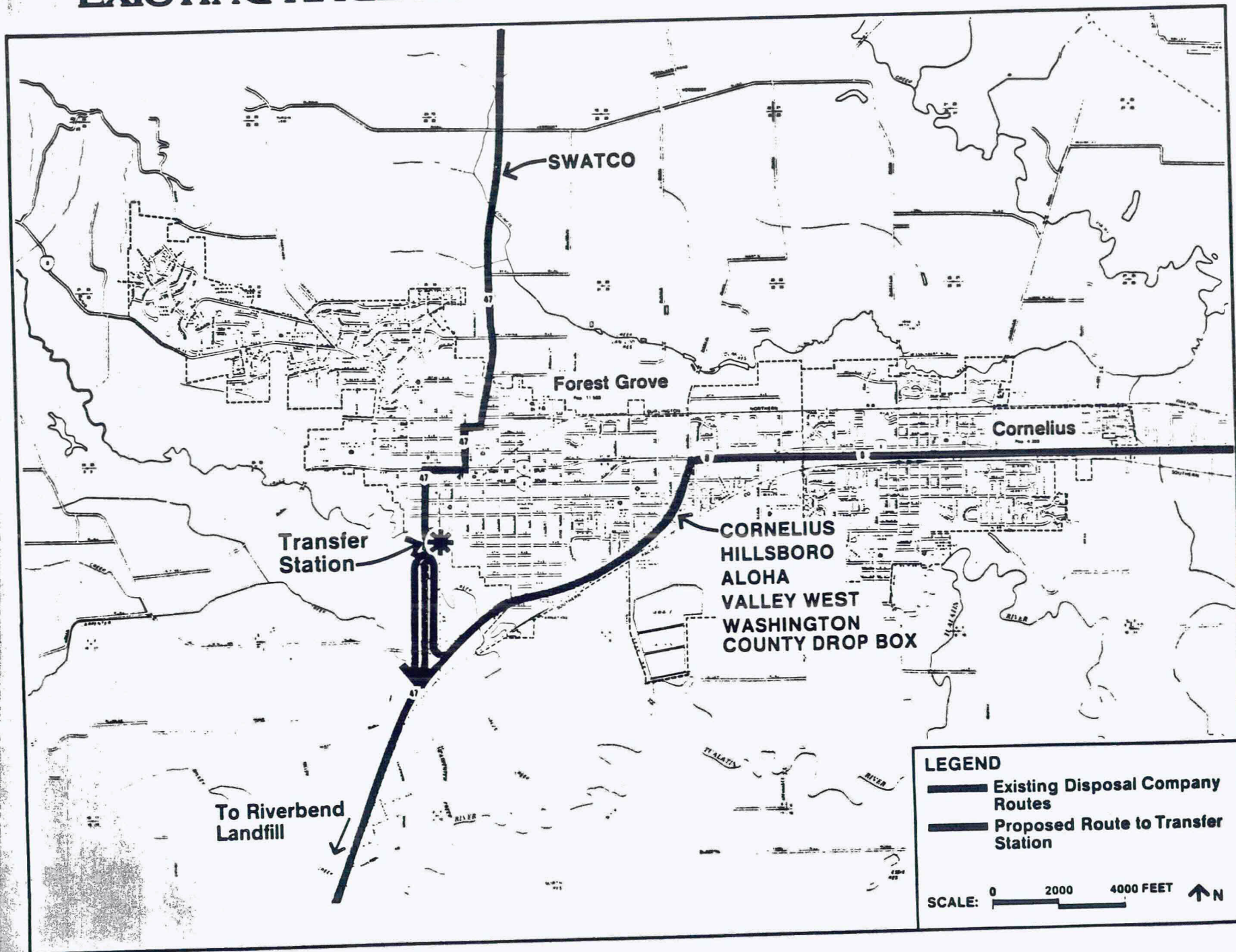
B. Private enterprise can best serve only if its facility is allowed as a "natural part" of the overall system.

1. Just as the Sunset Corridor owners feel the location in Sunset Corridor destroys their sites and business, Forest Grove disposal contends that improper location of the transfer center in a position too far west destroys its ability to fully utilize private enterprise.

We respectfully request that you remove the public transfer station from the natural service area of a private enterprise already prepared to service areas west of S.W. 170th

Respectfully submitted,

EXISTING HAUL ROUTES THROUGH FOREST GROVE



29

April 8, 1986

Metropolitan Service District
2000 SW First St.
Portland, OR 97204

Dear Commissioners,

The Board of Directors of the CARLIN HOMEOWNERS ASSOCIATION of the Cross Creek South subdivision in Aloha, Oregon wishes to go on record as being AGAINST the current proposal of locating a "garbage transfer site" at the southeast corner of SW T.V. Highway and SW 209th Ave. in Aloha.

We oppose the proposal for the following reasons:

1. We believe that it will dramatically INCREASE THE TRAFFIC FLOW in our community, along traffic routes that are now barely adequate. SW 209th, SW Farmington, and SW 198th are avenues that we feel would be greatly overburdened by this proposal.

Unless the roadways are vastly improved (i.e. widened, traffic signals, regrading, sidewalks, and other traffic controls installed), we maintain that a large increase in truck traffic to this site will ruin these roads and increase the hazards already inherent on these roadways.

2. We are also concerned that TRUCK TRAFFIC MAY "SHORTCUT" from SW 198th through to SW 209th via SW Carlin. This would be totally unacceptable to us, as the safety of our children would be impacted, along with the structure of SW Carlin being ruined by the additional stresses of the the heavy truck traffic.

Signs would need to be posted, restricting traffic on SW Carlin to residential only. Enforcement of the traffic signs would be needed.

3. We wonder what the impact on PROPERTY VALUES would be, with a garbage transfer site only blocks from our homes. As you know, values have only recently begun a slow recovery from a general recession. How much of a "permanent recession" will a garbage transfer site inflict upon our homes and businesses?

We are all for lower taxes, but not by reducing the value of our property.

4. How easy will it be to sell our property or businesses, if the garbage transfer site is "right next door?" What historical evidence can you present to us that shows how other communities have profitted by having a garbage area nearby? Will the presence of this site enhance our area, and attract new businesses and developments?

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5. Another large concern is that of HEALTH. Garbage is dirty. What measures will be taken to ensure that disease, rodents and other potential health hazards are adequate and regulated satisfactorily to protect our community?

We the Board of Directors of this Association, do not feel that you can satisfactorily answer this major issues.

Respectfully submitted,

Julie Equall, President
Carin Pludeman, Vice President
Virginia Blankenship, Member
Christine Moon, Member
Bill Mitchell, Member
Laurel Vedder, Secretary
Ralph Monson, Treasurer
John Hyde, Architectural Chairman

mailing address :

CHA

PO Box 5302

ALOHA, OR 97006

Dear Mr. Hacker.

In regards to the Proposed Garbage Transfer Center, I am also concerned about excess traffic. In the very near future a 180 unit, apartment complex is to be built on 204th and Farmington Rd. This will add another 300 cars to the already busy, badly deteriorating road West of 185th.

There is also talk of raising the garbage rates again anyway. If the transfer center is built, will this mean an on-going increase in rates to pay for it? This is hard on people with fixed incomes.

I live on S.H. 198th and Wright St. and have property just above the site of the apartment project.

Sincerely,

Violet V. Miller

I definitely object to this proposed center.

Mr. Richard Waker
Presiding Off - Metro Council
2000 S.W. 1st
Ave.

V. Miller
19830 SW Wright St
Alhambra, Ore. 97007



STANDARD INSURANCE COMPANY



home office: Portland, Oregon 97207
P.O. Box 711
(503) 248-2700

April 7, 1986

Councillors
METROPOLITAN SERVICE DISTRICT
2000 S.W. First
Portland, OR 97201

RE: Solid Waste Transfer Station
Site Selection

Dear Councillors:

Please accept this letter as Standard Insurance Company's endorsement of Governor Atiyeh's Task Force's selection of the southeast corner of 209th Avenue and Tualatin Valley Highway as the site for Metro's future solid waste transfer station in Washington County.

We applaud the Governor's foresight in the appointment of his task force. Their selection of the 209th/TV Highway site appropriately acknowledges the sensitive issues surrounding the Sunset Corridor site.

Yours very truly,


WAYNE ATTEBERRY
Vice President
Real Estate Finance

WA:mg

332



April 4, 1986

Metropolitan Service District Council
2000 S. W. First Avenue
Portland, Oregon 97201-5398

Dear Council Members:

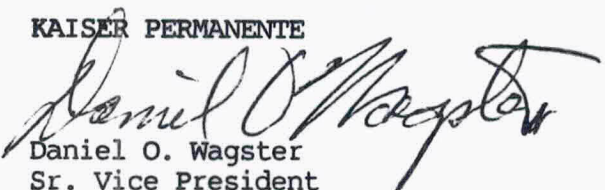
RE: THE WASHINGTON TRANSFER AND RECYCLING CENTER

As a property owner in the Sunset Corridor, Kaiser Permanente wishes to express its strong opposition to the location of a solid waste transfer station at the intersection of Sunset Highway and Cornelius Pass Road. The Sunset Corridor is a prime location in Oregon with immediate, long-term economic development potential; the property at the Cornelius Pass/Sunset Highway intersection is best suited for the kind of clean industrial development that Oregon so desperately needs. In the view of Kaiser Permanente, the location of a solid waste transfer station at this intersection would seriously harm the state's ability to attract desirable industries, and jobs, into the area.

We understand that Governor Atiyeh shares our concerns and has identified an alternative site for the transfer station at the intersection of 209th and TV Highway. It appears that a transfer station would be compatible with existing development in the 209th and TV Highway area. In addition, the Governor's recommended site would be much closer than the Cornelius Pass site to the area identified by your Advisory Group as the "center of waste." For all of these reasons, Kaiser Permanente urges Metro to locate the transfer station at the 209th and TV Highway site, not in the Sunset Corridor.

Very truly yours,

KAISER PERMANENTE


Daniel O. Wagster
Sr. Vice President
and Regional Manager

DOW:vs

333

LETTER BECAUSE WE ARE UNABLE
TO BE AT THE BROWN JR HI MTG.

20519 Sw. Rosa Drive
Aloha, Oregon 97007
4 April 86

METRO
2000 Sw. First
Portland, Oregon 97204

METRO Members,

We CANNOT accept the Transfer site's being
placed at 209th and T V Highway.

We will continue this fight (or delay)
indefinitely.

Our town center (only a few blocks away!) and
small community citizenship will NOT be dumped-on! We
will take this as high as we have to to get justice.

209th should NEVER have been listed as a
possible site, and you all know all the reasons. Even
considering this site shows utter disregard for people
who live in this area and pay the taxes; and shows an
inordinate regard for "elite industry".

S H A M E .

George W. Tussing
GEORGE W. TUSSING

Adella J. Tussing
ADELLA J. TUSSING

334



ServiceMASTER®

BUILDING MAINTENANCE OF HILLSBORO
Post Office Box 5358 Aloha, OR 97006
Phone 642-0217



April 4th, 1986

Mr. Richard Waker
METRO
2000 S.W. 1st
Portland, OR 97204

Dear Sir,

I am writing you because I am unable to personally attend the meeting on April 8th for the Westside Garbage Transfer site.

I strongly SUPPORT placing the transfer center at the T.V. Highway and 209th location. My office is in the industrial park behind the center. I feel the center will not be a problem to our operations.

I also feel the center will cause the improvement of the intersection at 209th. The improvement of 209th will also be forced by the building of the center.

The current vacant space where the center is proposed to be has been vacant for two years, is a eyesore, and does not seem to be a candidate for any improvement unless the transfer center is built.

Again, I feel the transfer center would be a good addition to the community and should be build at the 209th location.

Yours Truly,

Lois J. Cook
SERVICEMASTER Building Maintenance of Hillsboro

335

April 8, 1986

Mr. Richard Waker, Presiding Officer
Metropolitan Service District,
and Members of the Council
2000 S. W. First Avenue
Portland, Oregon 97201

Re: Siting Decision for WTRC

Dear Mr. Waker and Members of the Council:

We understand that on April 8, 1986, the Council will be receiving testimony upon the siting of WTRC at the Sunset Highway-Cornelius Pass Road or at S. W. 209th-Tualatin Valley Highway locations.

Fujitsu America, Inc. (FAI), wishes to reaffirm its strong opposition to placement of WTRC at the Sunset Highway-Cornelius Pass Road location. FAI's expressed concerns are stated in (1) letters from Masaka Ogi, President of FAI, dated January 23, 1986, to Governor Victor Atiyeh, Washington County Chairman Wesley Myllennebeck and City of Hillsboro Mayor Shirley Huffman, and (2) letter to Rick Gustafson, Executive Officer, from Arthur Gemmell dated August 8, 1985. A copy of President Ogi's letter to Wes Myllennebeck and Mr. Gemmell's letter to Rick Gustafson are attached.

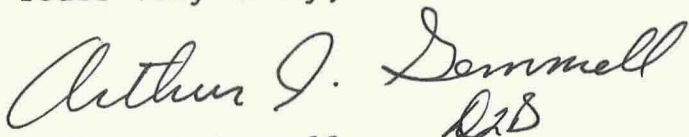
We urge you to give considerable weight to the concerns expressed by Governor Atiyeh through his Chief of Staff Gerry Thompson at the Council meeting on February 13, 1986. The Governor's assessment regarding the negative economic impact of locating WTRC in the Sunset Corridor is a correct assessment. Siting WTRC at Sunset Highway and Cornelius Pass Road will jeopardize the opportunity to attract additional high technology firms to the area which will have statewide economic consequences.

FAI urges the Council to accept the recommendation of the Governor's Task Force and locate WTRC outside the Sunset Corridor.

Mr. Richard Waker
and Members of the Council
April 8, 1986
Page2

This recommendation is consistent with the official position of the Washington County Board of Commissioners and the City Council of the City of Hillsboro. FAI submits that it is appropriate to give great weight to the opinion and recommendation of the units of local government most affected by the siting decision.

Yours very truly,

A handwritten signature in cursive script that reads "Arthur J. Gemmell". Below the signature, the initials "AGB" are written in a similar cursive style.

Arthur J. Gemmell
Senior Vice President

Enclosures

FUJITSU AMERICA, INC.

FUJITSU

CORPORATE HEADQUARTERS:

3055 Orchard Drive

San Jose, CA 95134-2017

(408) 946-8777

January 23, 1986

Commissioner Wes Myllenbeck
County Commissioner
County Court House
Lincoln and First Streets
Hillsboro, OR 97123

Dear Commissioner Myllenbeck:

I am writing you to express Fujitsu's deep concern about the siting of a waste transfer station in the Cornelius Pass area. When Fujitsu was considering its investment in Hillsboro, Oregon, we were led to expect that this area would become a world-class industrial park attracting the leading high-tech companies. Fujitsu's hope was that its facilities would be a showpiece for visitors from around the United States as well as the world.

Given these expectations, Fujitsu is very concerned about recent developments in the Hillsboro area. At a hearing last Thursday, the Metro Council decided to ignore the advice of its own staff regarding siting the waste facility in Beaverton. That staff recommendation was based on objective criteria related to the purpose of the waste station. Instead, for what appear to be blatant political reasons, the Metro Council recommended that the waste facility be located in the Cornelius Pass area. The only Cornelius Pass location on which public hearings have been held was site #59 at the northwest corner of the intersection of Route 26 and Cornelius Pass Road. Yet now the prime candidate seems to be property south of Route 26 and west of Cornelius Pass Road. It would almost be in the "front yard" of FAI's property. In the many months a site has been under review by the Metro Council, this particular location has never been mentioned.

The apparent explanation for this new development is that a local land developer is now offering to sell the prime candidate site to the Metro Council for use as the waste station. The apparent motivation is to obtain a commitment from the Metro Council to incorporate that developer's surrounding land in the Urban Growth Boundary and to subsidize improvements connected with that land. This scheme appears to have the support of the head of the Metro Council and may well be approved at the upcoming February 13th meeting.

We are very discouraged by these developments. A waste facility with its convoy of garbage trucks is completely inconsistent with the notion of a world-class high tech industrial park. That such a facility is even seriously considered for this area is evidence that there is really no consensus regarding the character of commercial development in the locality. That fact in turn only raises the question of what the next unexpected land use may be. Finally, it is dismaying that the objectives of land developers, whose overriding interests are just selling land, are given precedence over the interests of land owners who want to live and work on their property.

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I am very disappointed to say that if Fujitsu were now making a decision on where to locate our facility, the recent actions of the Metro Council and the reactions of the local community would raise many doubts about the area. A new corporate investor would feel similarly. I cannot help but feel that the future of this area is no longer so bright.

I am writing to ask your help in trying to salvage the situation. As the new neighbor in the area, our influence is very weak.

I look forward to welcoming you at the opening ceremonies for our facility in June. The top executives of Fujitsu Limited will also be there.

Sincerely,

A handwritten signature in cursive script, reading "Masaka Ogi". The signature is fluid and extends to the right.

Masaka Ogi
President



FUJITSU AMERICA, INC.

CORPORATE HEADQUARTERS:
3055 Orchard Drive
San Jose, CA 95134-2017
(408) 946-8777

August 8, 1985

Mr. Rick Gustafson
Executive Director
Metropolitan Service District
527 S. W. Hall
Portland, Oregon 97201

Re: Site Location for Washington County
Transfer and Recycling Center

Within the last eight months, Fujitsu America, Inc. (FAI), a wholly-owned subsidiary of Fujitsu Ltd., acquired 130 acres of real property located southwesterly of the intersection of Cornelius Pass Road and Sunset Highway (State Highway 26) in Washington County. This \$11 million acquisition is most significant to us in that it represents FAI's first purchase of real property in the continental United States. FAI markets, manufactures and distributes computer peripheral products and telecommunications systems. The specific products include computer disk drives, modems, various printers, microwave carrier and transmission systems and fiber optic transmission systems.

The initial facilities proposed for the Washington County site include the assembly and testing of disk drive products. Future products for manufacturing may include printers, magnetic media and communication systems. The real property was acquired for development over a ten to fifteen year period in six phases. FAI is currently initiating construction of the first phase with construction and equipment budgets in excess of \$30 million. FAI projects employee requirements at 1,000 employees in the year 1990 and 2,800 in the year 2000.

We have only recently been advised of proceedings being conducted by the Metropolitan Service District (Metro) to site and construct a solid waste transfer and recycling center for Washington County. More specifically, we have learned of the consideration of a site located in the northwest quadrant of the intersection of Cornelius Pass Road and Sunset Highway, which property is referred to as Area D in materials distributed by Metro (see attached copy). Further, we understand that the Citizens Advisory Committee for the site selection of the transfer and recycling center will convene on August 14, 1985, for the purpose of developing a recommendation to the Metro Council for a site or sites upon which to locate the center. We are further advised that the Metro will consider the recommendation of the Citizens Advisory Committee at the public hearing on September 12, 1985.

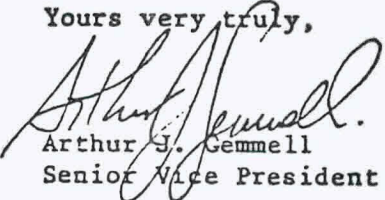
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Mr. Rick Gustafson
Executive Director
Metropolitan Service District
August 8, 1985
Page 2

FAI has a demonstrated philosophy for being a contributing and cooperative corporate member of communities in which it is located. We have implemented that philosophy recently in the State of Oregon and the City of Hillsboro. Consequently, we attempt to move cautiously and only after careful consideration of the consequences when we publicly express our opposition to and concern about a proposed public facility affecting FAI property and its development goals.

The purpose of this letter is to record our strenuous objection to the siting of the proposed Washington County Transfer and Recycling Center (WCTRC) at the intersection of Cornelius Pass Road and Sunset Highway. The operation of such a facility and its resulting impacts upon the transportation systems and environment of the area immediately adjacent to FAI's property are unacceptable. FAI, along with its corporate neighbors in the immediate area, have made substantial capital commitments to the improvement and construction of existing and new public facilities including the transportation system serving our property and the surrounding area. We have presented our property as having regional access from the intersection of Sunset Highway and Cornelius Pass Road; effectively, that intersection is the gateway to the FAI property. We consider the placement of the WCTRC at the intersection to be inconsistent with the commitment made by FAI and others. If FAI had known that such a facility would be located at the Cornelius Pass Road - Sunset Highway intersection, the selection of our site in Washington County may not have occurred. As for the future, we will have to assess the consequences of the placement of WCTRC upon FAI's plans for its property. We respectfully urge that Metro reconsider its inclusion of Area D in its site location alternatives.

Yours very truly,

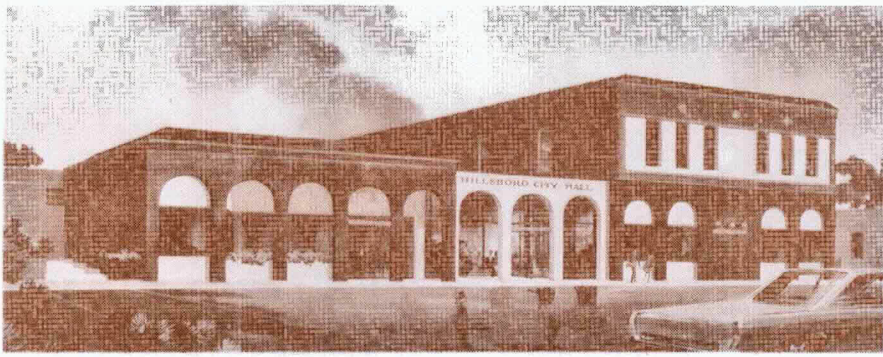

Arthur J. Gemmell
Senior Vice President

Enclosure

cc: Governor Victor G. Atiyeh
Mr. Thomas Kennedy
Mr. Wes Myllenbeck
Ms. Shirley Huffman
Mr. Elden Mills
Members of Metro Council
Members of Citizens Advisory
Committee for WCTRC Site Selection

AJG/clb

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City Of Hillsboro

April 8, 1986

205 S.E. Second Ave. □ 681-6100 □ Hillsboro, Oregon 97123

METRO Council
c/o Rick Gustafson, Executive Director
Metropolitan Service District
2000 S. W. First Avenue
Portland, Oregon 97201-5398

Re: Washington County Solid Waste Transfer Site

Dear METRO Council:

Because I must attend another meeting which was scheduled prior to the scheduling of your meeting for this evening, I am unable to attend your public hearing on the critical issue of siting of your Washington County Solid Waste Transfer Station.

Acting in my capacity as Mayor and chief spokesperson for the City, I must again express my great concern about the impact of your decision on the future of economic development in and around Hillsboro. Selection of the Cornelius Pass Road site, because it is located in the Sunset Corridor area, would have a devastating impact on economic development in and around the Hillsboro community. Selection of this site is likely to end the development of the Sunset Corridor as a center for high technology development, which, with all of its spin-offs and need for support services, is the cornerstone of economic development and foreign investment in and around the Hillsboro area and throughout the County, region, and even the State.

In a single action you will either reinforce or totally negate the positive impacts of years of hard work by the City, the Hillsboro business community, Washington County, the State Department of Economic Development, and many other groups and individuals. Please reinforce our hard work and reject the Cornelius Pass Road site, dropping it from any further consideration in this process.

Sincerely,

CITY OF HILLSBORO

By

Shirley Huffman
Shirley Huffman
Mayor

SH/gw

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The photo group submitted is as follows:

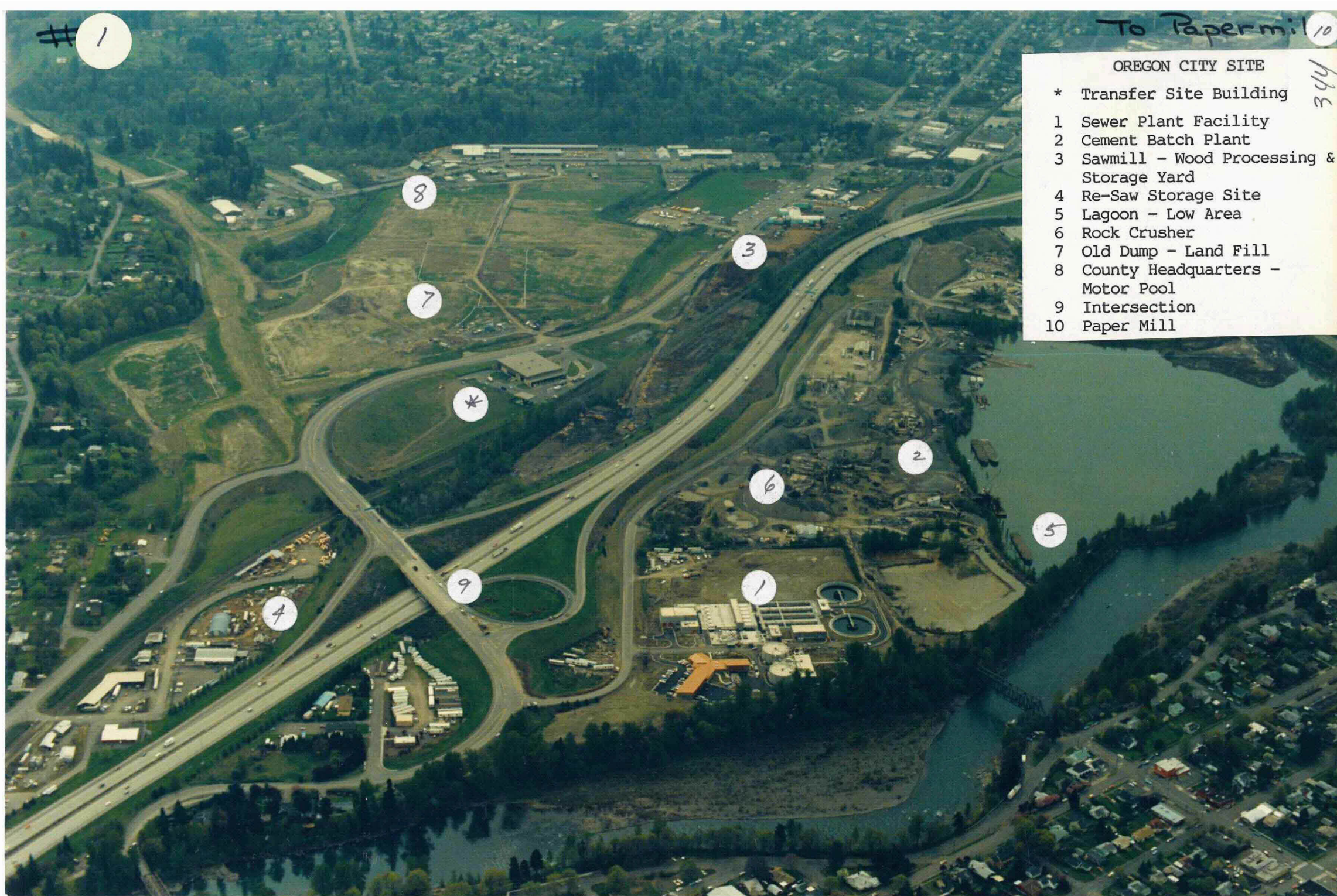
- 1) The Oregon City/Clackamas County Solid Waste Transfer Station and related industry.
- 2) The Newberg privately owned Solid Waste Transfer Station and related industry.
- 3) The Sunset Corridor site suggested by the MSD.
- 4) The 209th/TV Hwy. site suggested by the Governor's task force.
- 5) The suggested alternate site and related industry located three miles west of the 209th site on TV Hwy.

Also included in the packet is alternate site information provided by Coldwell Bankers.

Attachment to the
Public Record

[MP02/2336]

PHOTOS
of
Transfer Center
SITES
(Aerial
Views)



To Papermill 10

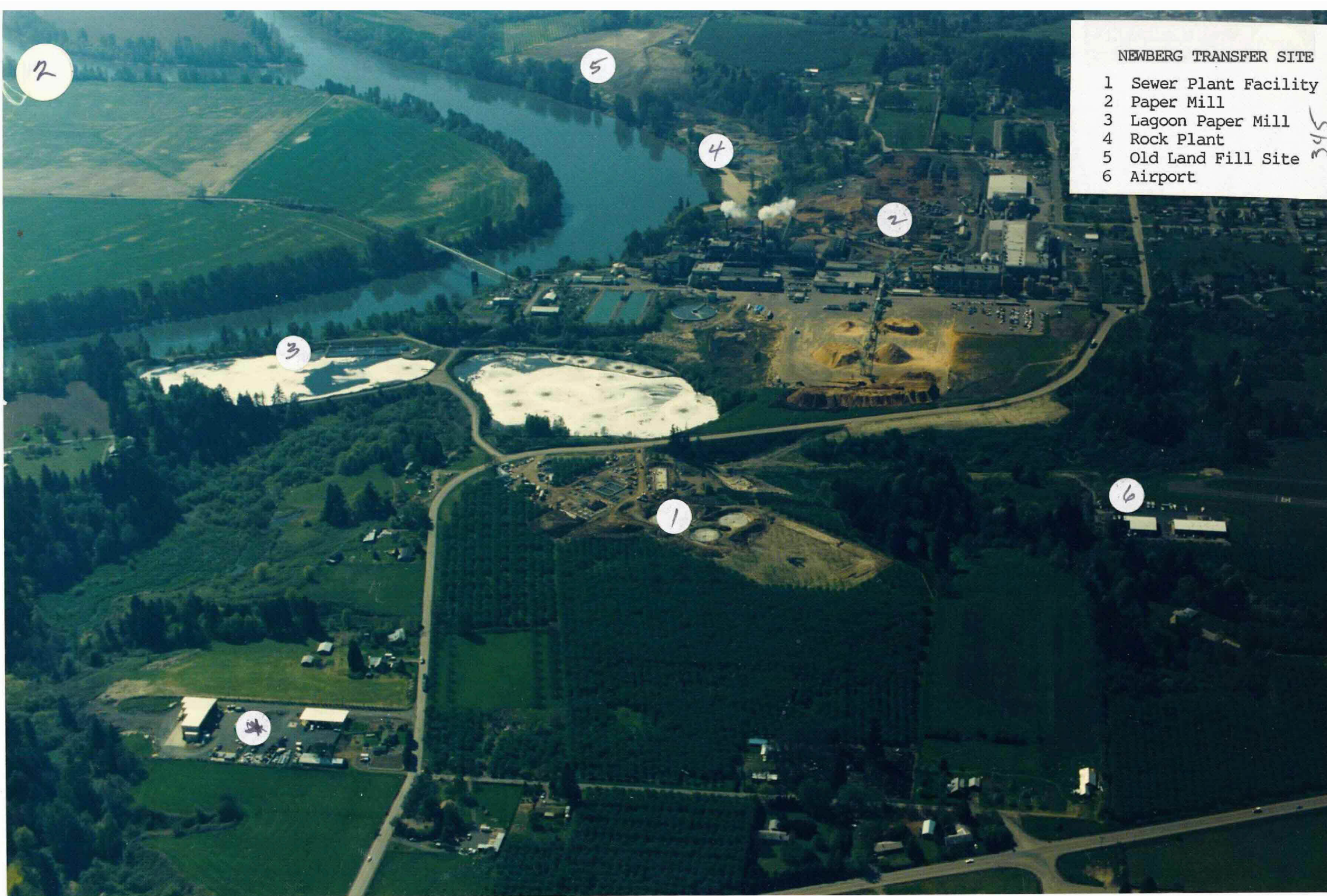
OREGON CITY SITE

- * Transfer Site Building
- 1 Sewer Plant Facility
- 2 Cement Batch Plant
- 3 Sawmill - Wood Processing & Storage Yard
- 4 Re-Saw Storage Site
- 5 Lagoon - Low Area
- 6 Rock Crusher
- 7 Old Dump - Land Fill
- 8 County Headquarters - Motor Pool
- 9 Intersection
- 10 Paper Mill

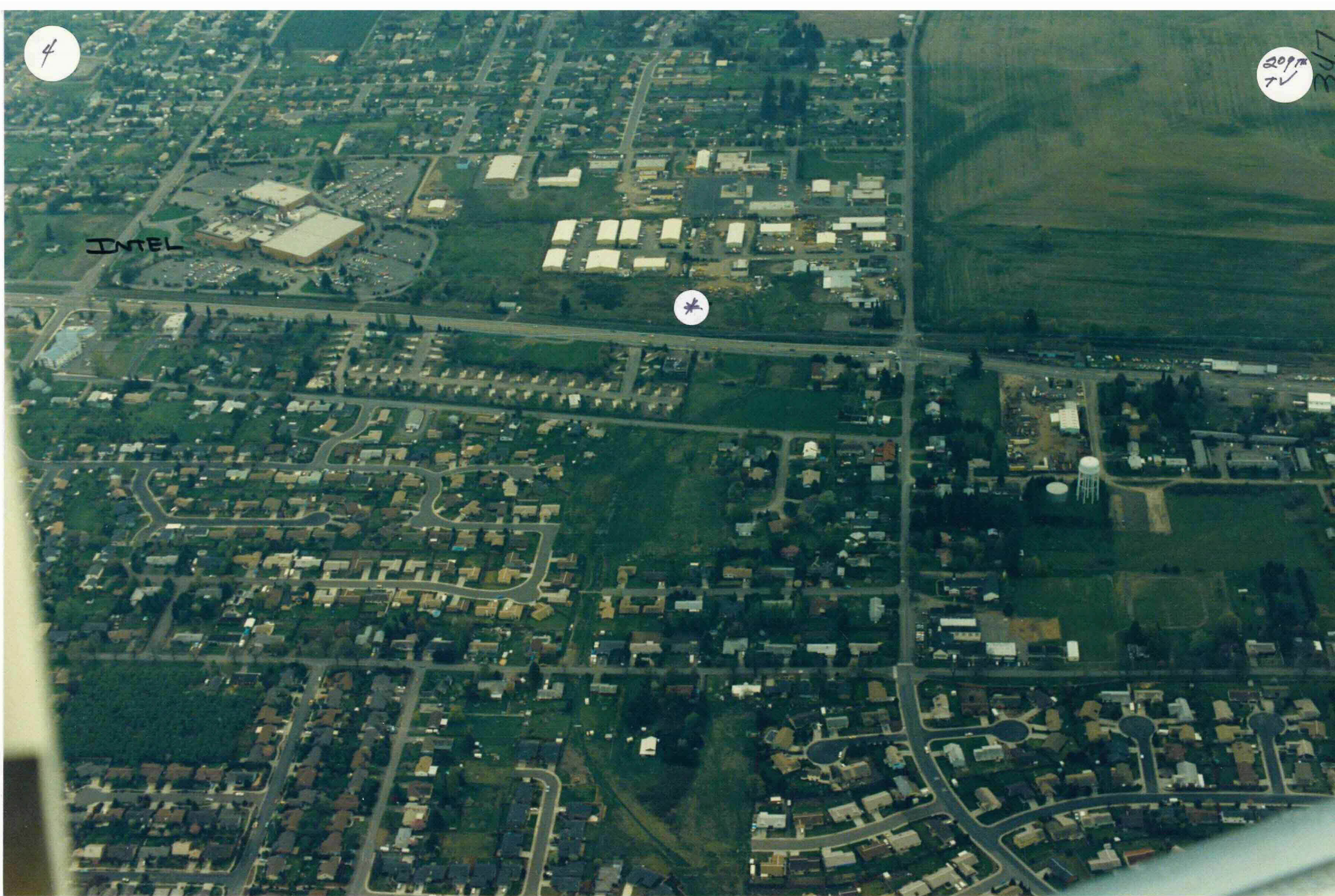
NEWBERG TRANSFER SITE

- 1 Sewer Plant Facility
- 2 Paper Mill
- 3 Lagoon Paper Mill
- 4 Rock Plant
- 5 Old Land Fill Site
- 6 Airport

345







4

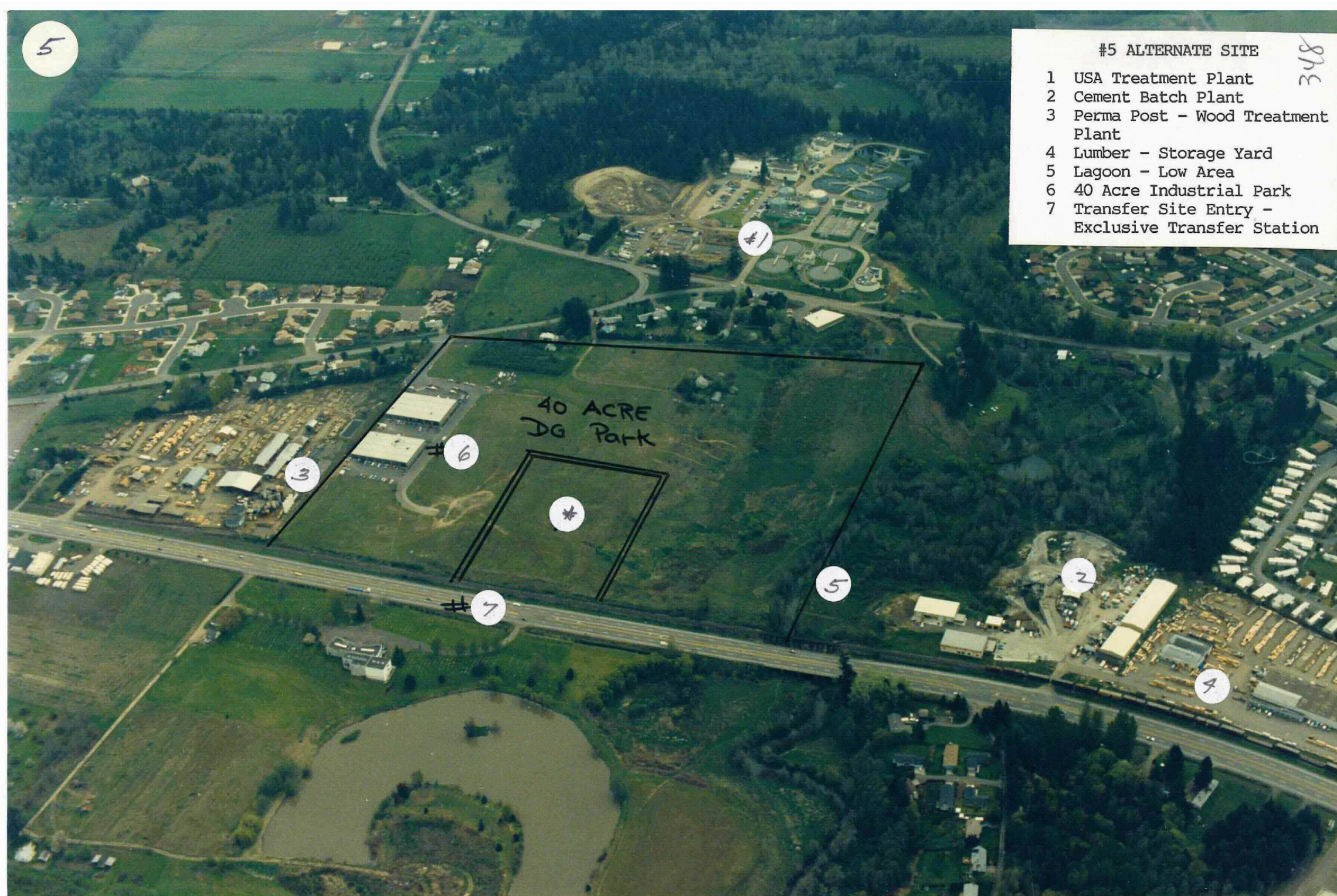
209m
TV
347

5

#5 ALTERNATE SITE

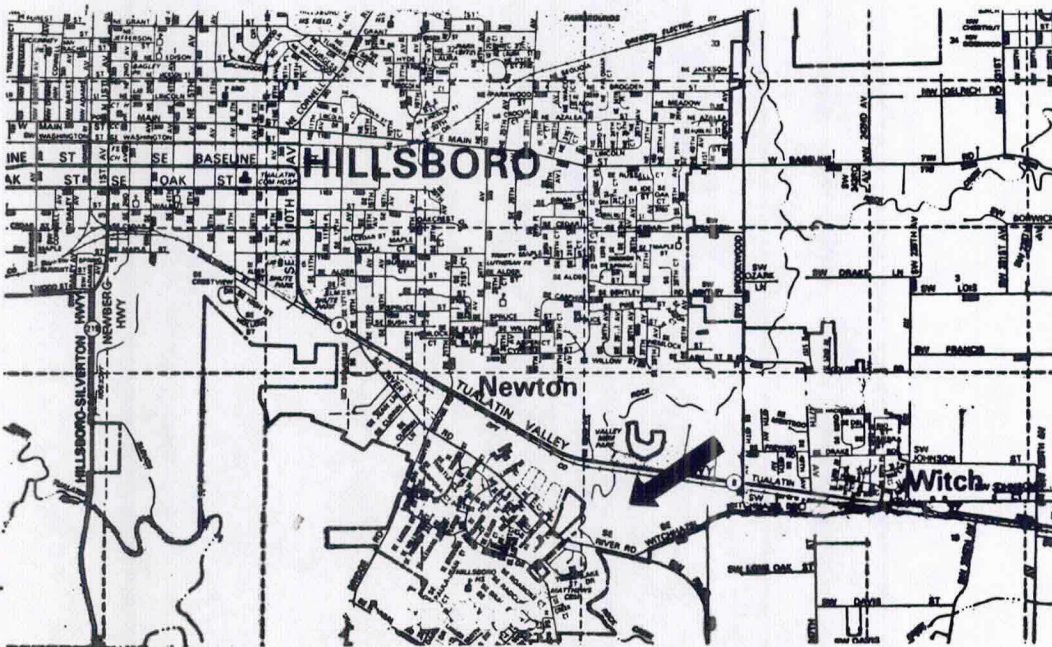
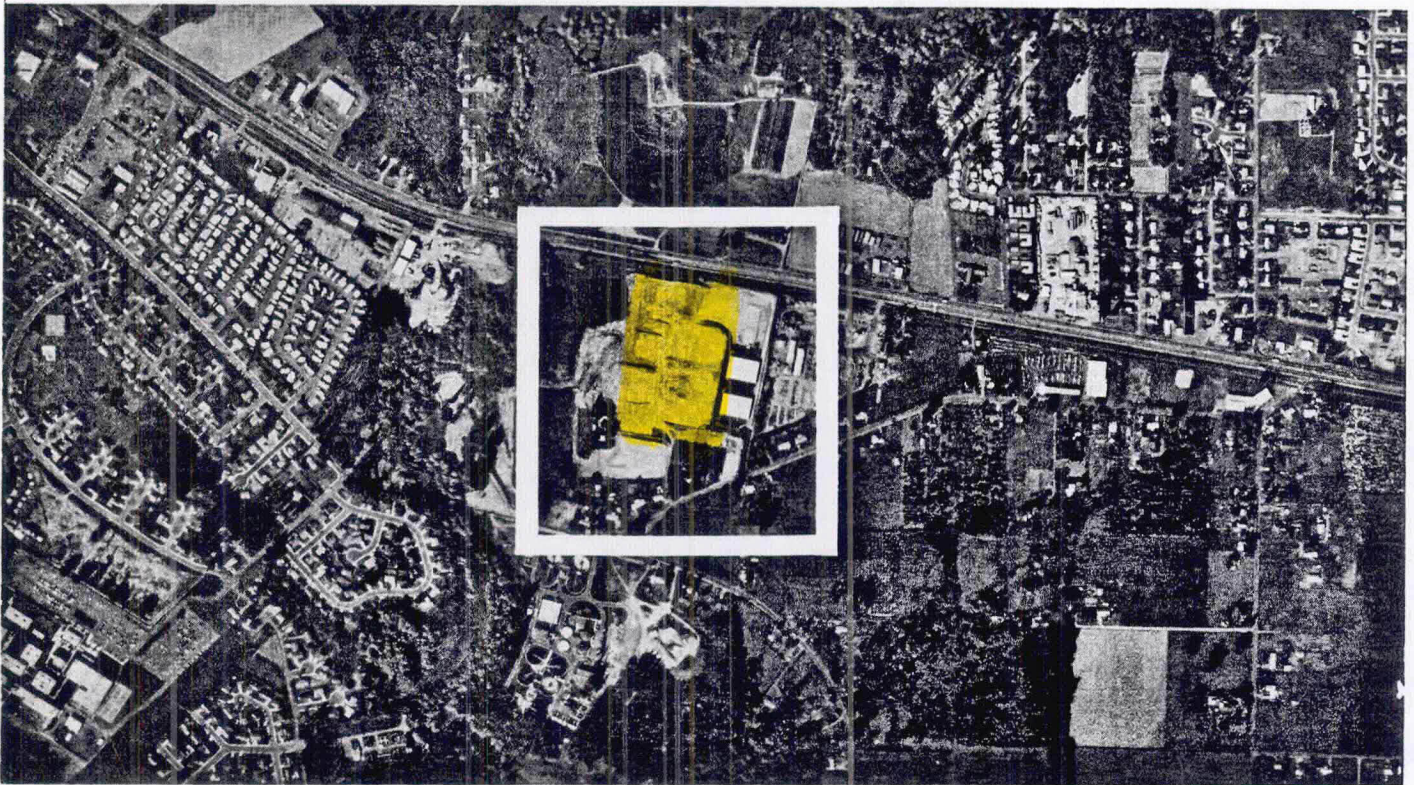
348

- 1 USA Treatment Plant
- 2 Cement Batch Plant
- 3 Perma Post - Wood Treatment Plant
- 4 Lumber - Storage Yard
- 5 Lagoon - Low Area
- 6 40 Acre Industrial Park
- 7 Transfer Site Entry - Exclusive Transfer Station



FOR SALE

D.-G. INDUSTRIAL PARK
T.V. Highway at S.W. Witch Hazel Road
Hillsboro, Oregon



Lots for Sale from .62 Acres to 31.25 Acres

Affordable Contract Terms

(Full Details on Reverse)

Call

Mike Duyn or Bob Niehaus

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COLDWELL BANKER COMMERCIAL REAL ESTATE SERVICES

1300 S.W. Fifth, Suite 2600

Portland, OR 97201

(503) 221-1900

Information contained herein has been obtained from the owner of the property or from other sources that we deem reliable. We have no reason to doubt its accuracy, but we do not guarantee it.

BS1

SOUTHERN PACIFIC RAIL LINE

TUALATIN VALLEY HWY.

D-G IND.
PARK

18

FLOOD PLAIN

9.1 AC+
SITE

4

3

PERMA POST

2

14

16

15

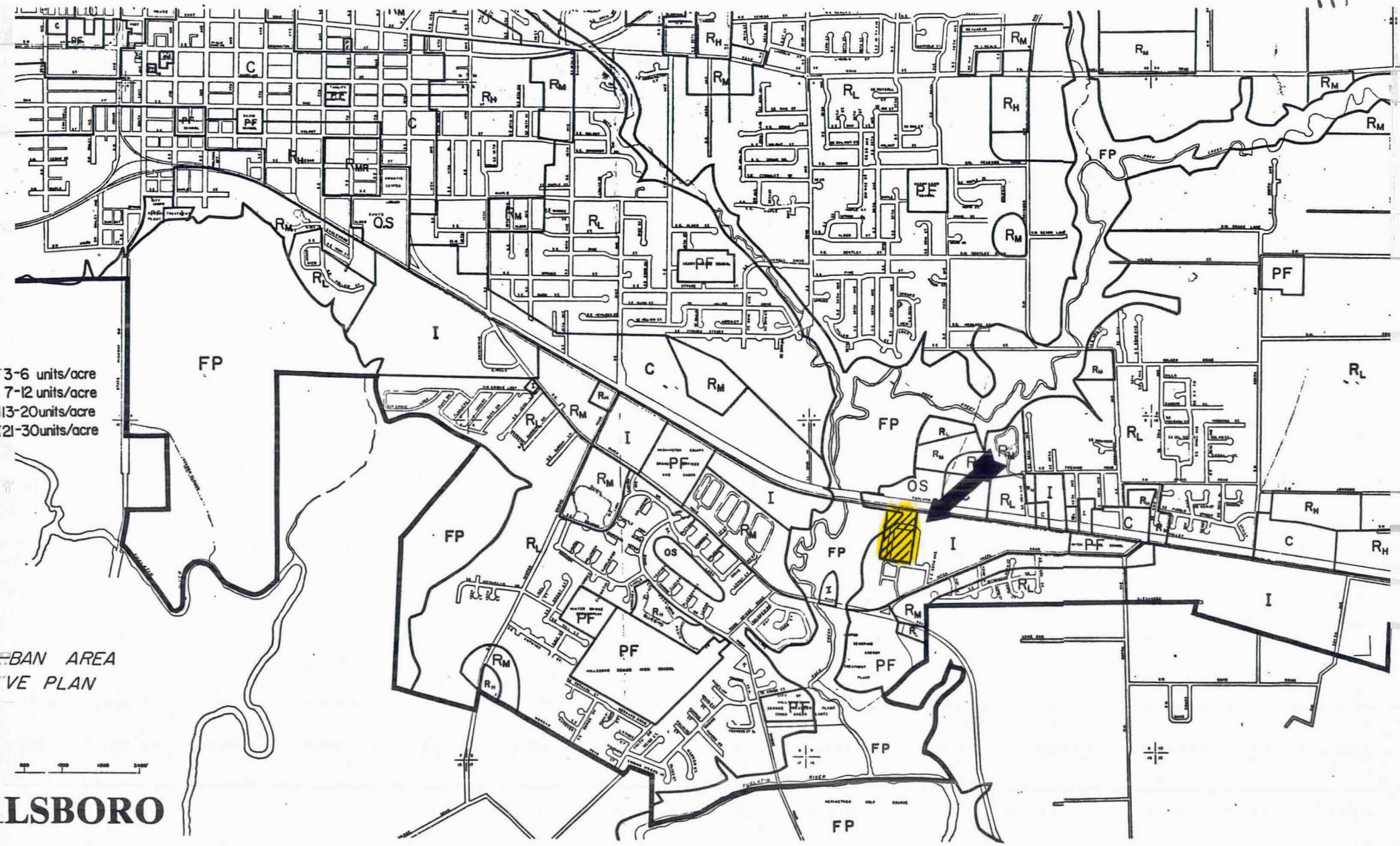
17

1

S.E. 38TH AVE

WITCH HAZEL ROAD

352



3-6 units/acre
7-12 units/acre
13-20 units/acre
21-30 units/acre

URBAN AREA
DEVELOPMENT PLAN

WOBURN

