



# METRO

2000 S.W. First Avenue  
Portland, OR 97201-5398  
503/221-1646

# Agenda

Meeting: PUBLIC HEARING  
Date: July 22, 1986  
Day: Tuesday  
Time: 7:30 p.m. to 9:30 p.m.  
Place: PORTLAND COMMUNITY COLLEGE  
Rock Creek Campus  
17705 N.W. Springville Road  
Portland, Oregon  
The Forum, Building 3

A PUBLIC HEARING ON A TRANSFER CENTER SITE BEFORE  
THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT

SITES UNDER CONSIDERATION:

- \* 21450-21480 N.W. Cornell Road
- \* Fairway Western Property, 1770 N.W. 216th Avenue

A decision will be made at the Thursday, July 24, 1986,  
regularly scheduled meeting of the Metropolitan Service  
District Council, 5:30 p.m., Metro Council Chamber,  
2000 S.W. 1st Avenue, Portland. NO PUBLIC TESTIMONY  
WILL BE TAKEN AT THAT MEETING.

7:30 PRESIDING OFFICER'S OVERVIEW . . . . . Waker  
7:40 METRO STAFF REPORT\* . . . . . Wexler  
8:00 OPEN PUBLIC TESTIMONY (3 MINUTES PER SPEAKER)  
9:30 ADJOURN

\* Copies of the staff report can be picked up at the  
Metro Offices after 8:30 a.m., Friday, July 18.  
Copies of the staff report will also be available  
at the Public Hearing on July 22.

MEETING DATE July 24, 1986

CONSIDERATION OF RESOLUTION NOS. 86-668 AND 86-669  
FOR THE PURPOSE OF SELECTING A SITE FOR THE WASHING-  
TON TRANSFER AND RECYCLING CENTER AND AUTHORIZING THE  
EXECUTIVE OFFICER TO ENTER INTO NEGOTIATIONS TO  
ACQUIRE THE SITE.

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DATE: July 16, 1986

Presented by: Randi Wexler

FACTUAL BACKGROUND AND ANALYSIS

The 1974 Solid Waste Management Plan identified the need for a West Transfer and Recycling Center, (WTRC). In August of 1984, Metro staff formed the WTRC Advisory Group comprised of representatives from local governments, industry, Metro staff and the public. The WTRC Advisory Group used local land use plans, development codes and the 1984 updated report on transfer stations to evaluate 80 sites. After considering the WTRC Advisory Group's recommendations from September 1985 to January 1986, the Metro Council on January 16, 1986 decided to review the sites in the Cornelius Pass Road/Sunset Highway 26 vicinity. On April 10 of 1986, the Council reiterated its interest in this area.

The Metro Council chose this area for two main reasons: first, because it preferred the proximity to Sunset Highway 26, a limited access highway, which is consistent with the Washington County Development Code and the updated report. Both require siting of a transfer center on or near major arterial roads or highways; second because most of the industrially zoned property in this area has not been developed, enhancing the likelihood of future compatible development.

At the June 25, 1986 Metro Council meeting, the Council decided not to proceed with the Sunset Highway Associates site located at the Sunset Highway 26/Cornelius Pass interchange.

This staff report evaluates two other sites in the vicinity. The first site is the Fairway Western property at 1770 NW 216th Avenue. The second site is located at 21450-21480 NW Cornell Road. The advantages and disadvantages of each site are outlined in the staff report. Resolutions for acquisition of each site are attached, but do not contain reasons for preferring one site over the other. The Council should state the reasons when adopting one of the resolutions for proceeding with site acquisition.

Site Descriptions (see Maps 1 and 2)

The Fairway Western property at 1770 NW 216th Avenue in Washington County is 14.66 acres. This is larger than the minimum 4 acres required for development of the transfer station (see map 2). The site is located approximately 1.8 miles south of the Sunset Highway, Cornelius Pass Road highway interchange. The site and surrounding land are zoned industrial. The existing development to the northeast and west are primarily small, light industries and farms. The development adjacent to the south is residential although the property is zoned industrial. The residential property consists of ten homes located along Cherry Lane. Land on the east side of the power corridor is zoned residential. The back property lines of the parcels along the north side of Cherry Lane abut the south property line of the site.

The site is located approximately 5 miles from the center of waste, therefore it is within the seven mile limit established by the WTRC Advisory Group. It is estimated that 71% of the traffic using a facility at this site would access the facility from the north and not pass through residential areas or through school zones. Map 3 describes the expected increases in traffic on the approaches to the Fairway Western Site. The increases vary from 11.4% on 216th Avenue North of the site to 1.2% on Cornell Road. Transfer trucks would travel north along 216th Avenue and Cornelius Pass Road to Sunset Highway. This access is consistent with the 1984 draft Solid Waste Management Plan criteria that the transfer station be located near major transportation corridors.

The overpass where the railroad tracks cross 216th is considered by Washington County as safety deficient and may require improvements. Also, the intersection of 216th and Cornell Road westbound may require safety improvements.

The site located at 21450 and 21480 NW Cornell road is 6.18 acres. The site is located approximately 1.2 miles from the Cornelius Pass, Sunset Road highway interchange. This site, and the surrounding properties, are zoned industrial. There are no residential properties adjacent to this site.

The site is located approximately 5 miles from the center of waste and is also within the seven mile limit established by the advisory group. It is estimated that 93% of the traffic using a facility at this site would not pass through residential areas or through school zones. Map 4 describes the expected increases in traffic on the approaches to the Fairway Western Site. The increases vary from 3.2% on the Cornell Road approach from the east to 0.9% on the Cornell Road from the west. Transfer trucks would travel north on Cornelius Pass Road

to Sunset Highway. This access is consistent with the 1984 draft Solid Waste Management Plan criteria that the transfer station be located near major transportation corridors.

The intersection of Cornelius Pass Road and Cornell Road is being signalized this year.

The existing site contains two residences and several agricultural out buildings which are being offered with the property.

#### Site Description Summary

The Cornell Road site has fewer existing residential neighbors than the Fairway Western site. Preliminary investigation indicates that the transportation improvement costs may be less for the Cornell Road site. There are no apparent site specific problems with respect to either drainage or geotechnical considerations at either site. The proposed relocation of Cornell Road should not inhibit access to either site.

#### Staff Site Evaluation

To compare the Fairway Industrial site and the Cornell Road 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, landuse and acquisition of land. Center of waste is a measure of convenience for the public and collection industry and a measure of the cost to the region in operating a transfer station. Transportation issues are an important technical criteria, as well as a major concern expressed by the public. They consist of travel times, travel patterns and any alignment or safety improvements that might be necessary. Flexibility for development is a measure of usable acreage for both transfer operations and additional recycling including site specific drainage geotechnical concerns that might impact development. Landuse is a measure of the difficulty in acquiring the necessary permits. Acquisition of the 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. Qualitative rating included: poor, fair, good or best. An explanation of each rating for the two sites is provided.

DECISION MATRIX

Site	Center of Waste	Transportation	Flexibility for devel.	Landuse	Acquisition
Fairway Indus.	fair	fair	best	best	willing seller
Cornell Road	fair	good	good	best	willing seller

Fairway Western Site

A rating of "Fair" was given for the center of waste criterion because the parcel is located five miles from the center of waste.

A rating of "Fair" was given for the transportation criterion because the distance to Highway 26 is 1.8 miles from the freeway interchange. The intersection of 216th and Cornelius Pass Road may need to be realigned to provide safe crossing of the railroad tracks. Although the railroad overpass is more than 1000 feet from the site, it may be necessary to replace the railroad overpass over 216th to meet permit requirements stipulated by Washington County.

A rating of "Best" was given for the flexibility for development because there are no major development constraints at this site. The large size of the parcel allows for a high degree of flexibility.

A rating of "Best" was given for the landuse criterion because a transfer station is listed as an allowed use in an industrial zone.

The owner is a willing seller and an option agreement has been signed.

Cornell Road Site

A rating of "Fair" was given for the center of waste criterion because the parcel is located five miles from the center of waste.

A rating of "Good" was given to the transportation criterion because the distance to Highway 26 is 1.2 miles . Within a year, the intersection of Cornell Road and Cornelius Pass Road will be signalized as a part of the current safety improvements program. The improved intersection design specifies a 42' roadway width for Cornell Road. This width will include turning lanes that will improve the efficiency of the intersection. Because of this no major transportation improvements are anticipated.

A rating of "Good" 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 the transfer station is listed as an allowed use in an industrial zone.

The Owner is willing to sell and has signed an option agreement.

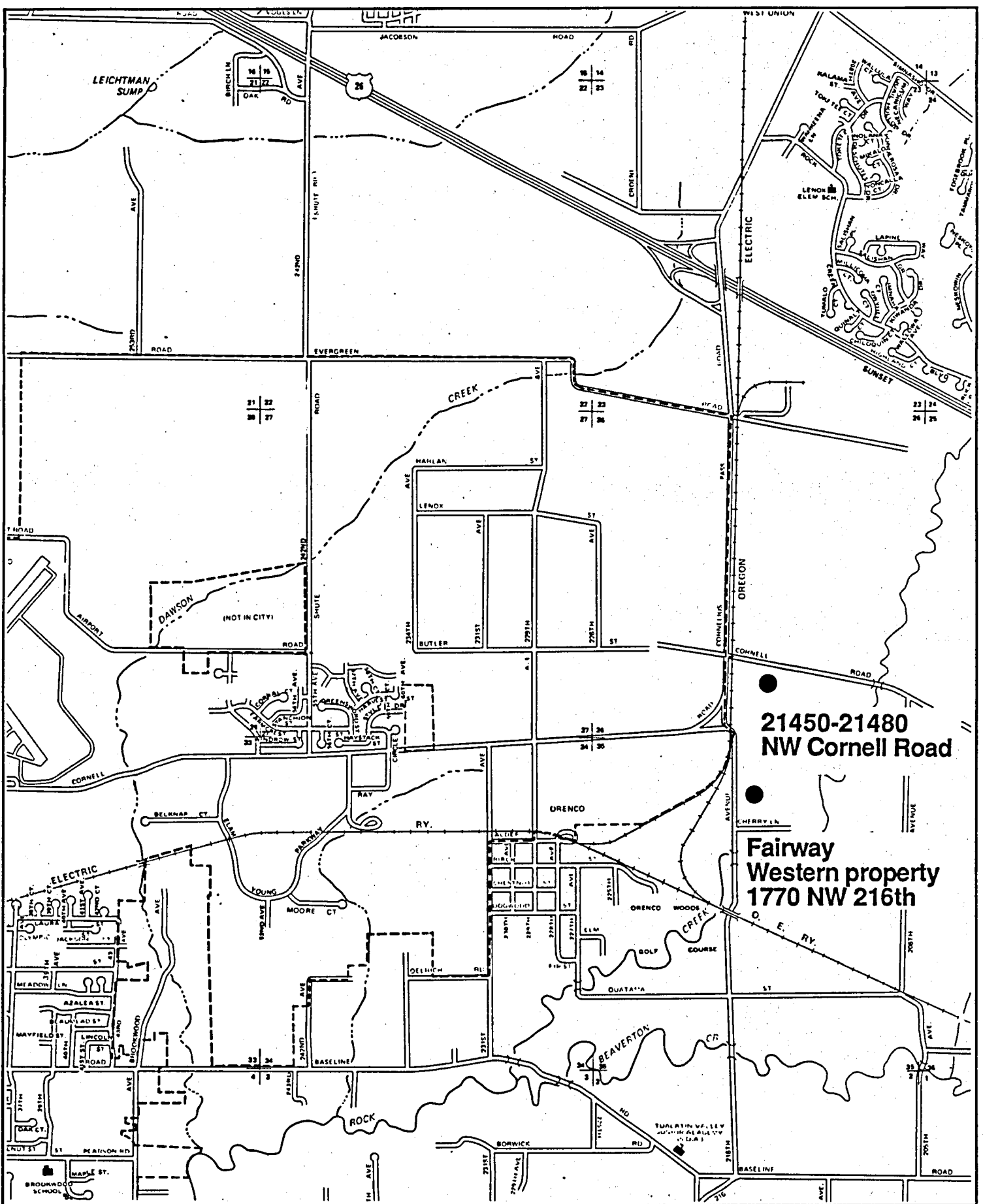
In summary, the Cornell Road site is located closer to the highway interchange. If the Fairway-Western site is selected over the Cornell Road site we expect a shift of 22% of the traffic generated by the transfer station to Taulatin Valley Highway and Baseline Road thereby increasing the approach traffic on 216th Avenue south of the site. Neither of the sites present any major development constraints, but the larger size of the Fairway Western site allows for a higher degree of flexibility. Both sites are zoned industrial, and transfer stations are allowed but require a Type II process for permitting. Both sites are owned by willing sellers.

In conclusion, both sites are suitable for development of a transfer station.

The Federal Aviation Administration has stated that the two sites being considered will not adversely affect the Hillsboro Airport.

#### EXECUTIVE OFFICERS RECOMMENDATION

The Executive Officer has no recommendation.



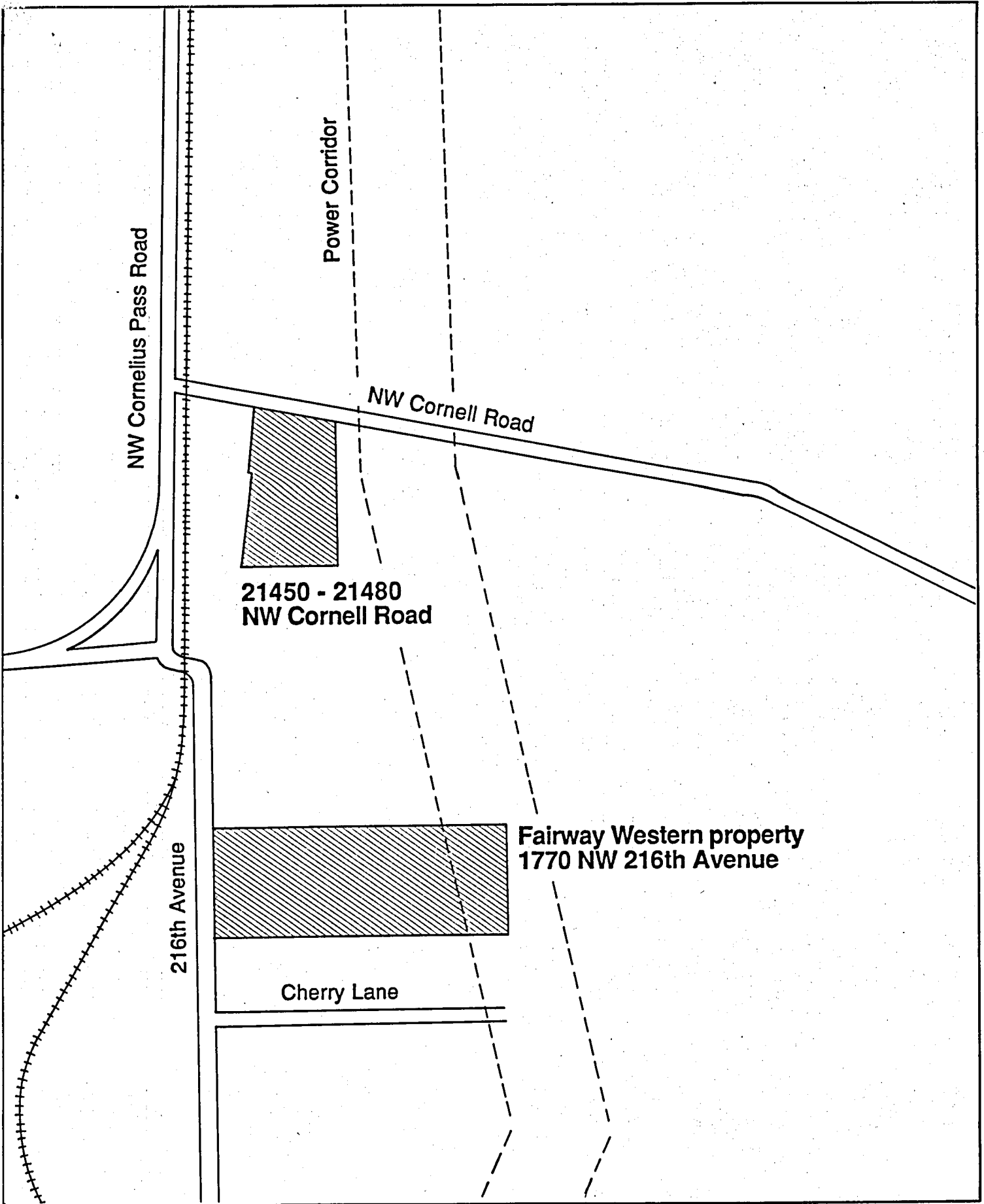
**21450-21480  
NW Cornell Road**

**Fairway  
Western property  
1770 NW 216th**

**METRO**

*Proposed Locations Map*

West transfer & recycling center  
Cornelius Pass area



**METRO**

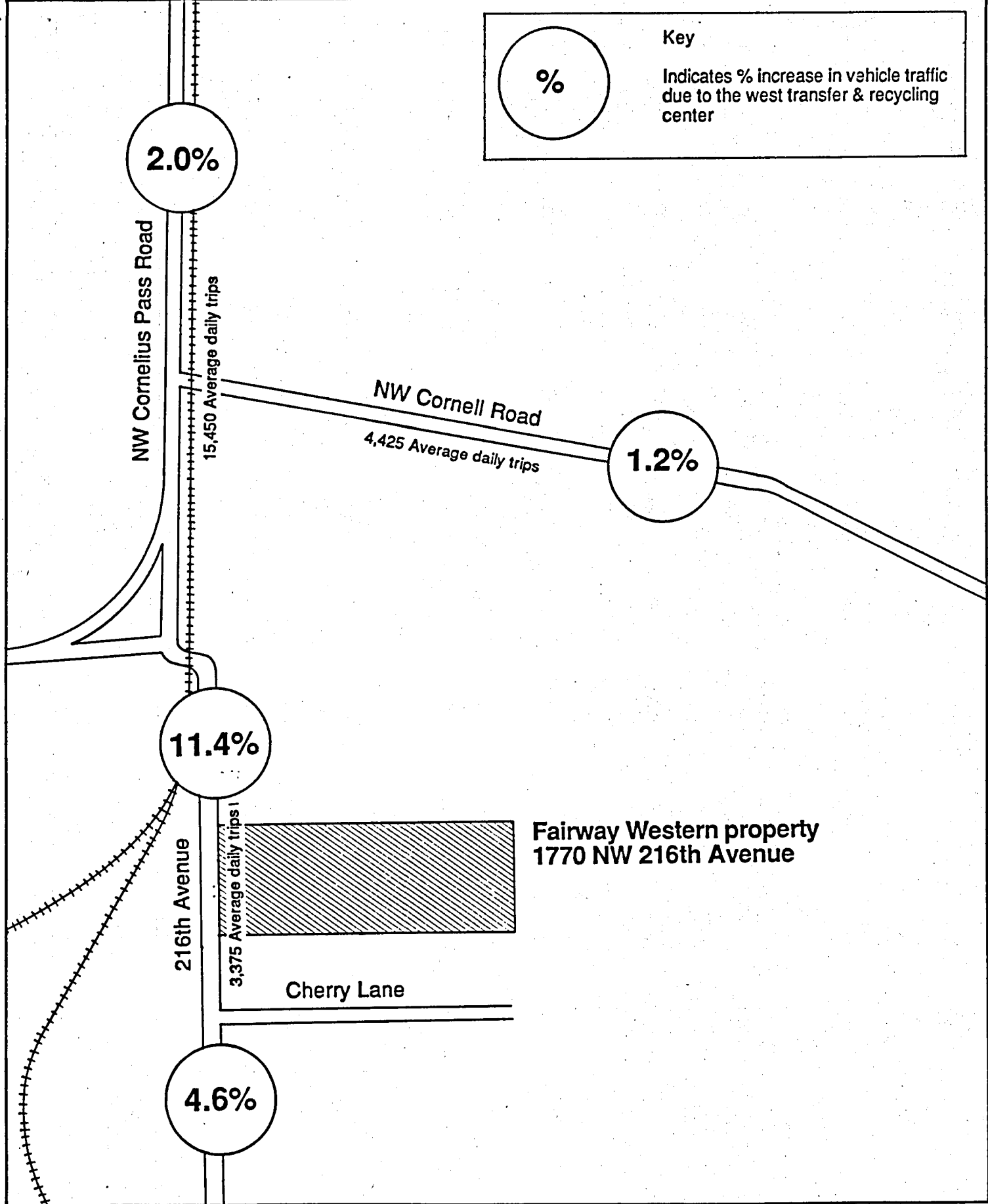
*Proposed Sites Map*

West transfer & recycling center  
Cornelius Pass area



**Key**

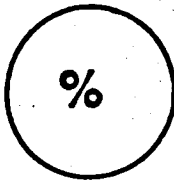
**%**  
Indicates % increase in vehicle traffic due to the west transfer & recycling center



**METRO**

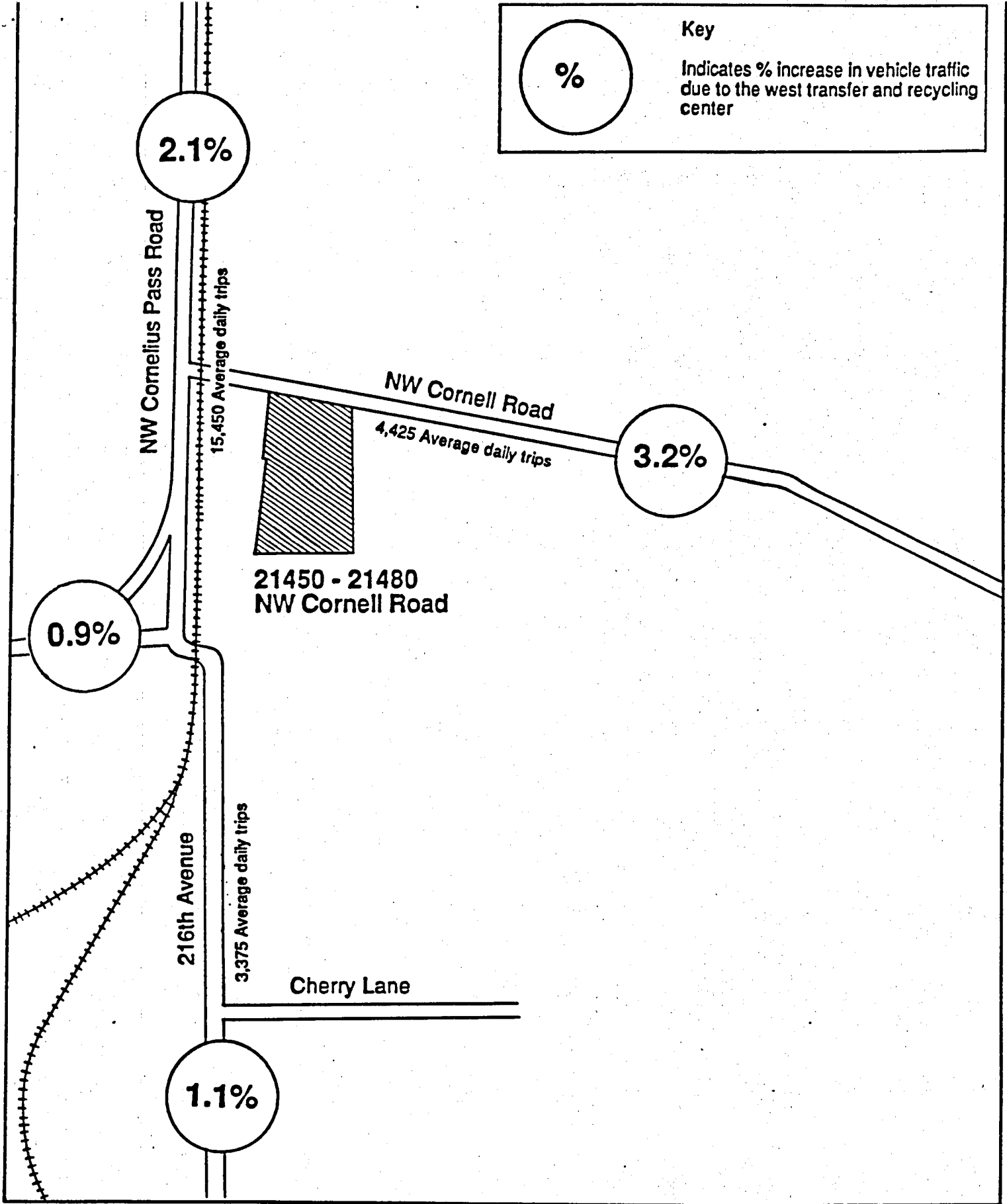
*Fairway Western Site*

West transfer & recycling center  
Traffic impact map



Key

Indicates % increase in vehicle traffic due to the west transfer and recycling center



**METRO**

### *Cornell Road Site*

West transfer & recycling center  
Traffic impact map

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING ) RESOLUTION NO. 86-668  
AND AUTHORIZING ACQUISITION OF THE )  
FAIRWAY WESTERN 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 resolution 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 information provided by staff, the July 24 Staff Report, and testimony at public hearings, the Council compared the Cornell Road site with the Fairway Western site at a public hearing; and

WHEREAS, Both sites comply with the existing standards for transfer stations identified in Exhibit A; now therefore,

BE IT RESOLVED,

- 1) That the Council selects the Fairway Western site in Washington County as the site for the West Transfer and Recycling Center.

2) That the Council authorizes the acquisition of the Fairway Western 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.

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Richard Waker, Presiding Officer

DL/epv

07011086

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING ) RESOLUTION NO. 86-669  
AND AUTHORIZING ACQUISITION OF THE )  
CORNELL ROAD SITE FOR THE PUR- ) Introduced by the  
POSE 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 resolution 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 information provided by staff, the July 24 Staff Report, and testimony at public hearings, the Council compared the Cornell Road site with the Fairway Western site at a public hearing; and

WHEREAS, Both sites comply with the existing standards for transfer stations identified in Exhibit A; now therefore,

BE IT RESOLVED,

1) That the Council selects the Cornell Road site in Washington County as the site for the West Transfer and Recycling Center.

2) That the Council authorizes the acquisition of the Cornell Road 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.

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Richard Waker, Presiding Officer

DL/epv

07011086

## EXHIBIT A

### APPLICABLE STANDARDS

The Metro Solid Waste Management plan, which was approved by DEQ, has the following criteria for evaluating sites for transfer stations:

1. Transfer stations should be located in industrial areas, and the surrounding area should be industrial or a conditional use permit must be obtained.
2. The transfer station should not conflict with existing land uses. The effects of noise, odors and traffic should be considered.
3. The transfer station should be near the major refuse producing areas (the center of waste).
4. Major access routes should be able to handle increased traffic, especially during peak hours of refuse transportation. The increase must be considered relative to the amount of truck traffic these roads presently receive.
5. Traffic control should be feasible at the site entrance and not impede the regular flow of traffic (p. 14-6 and 14-7.)

There are no standards for the relative weight to be given to each of these evaluating criteria.

The 1984 Draft Update to the Solid Waste Plan states it is not to be used as policy and may be refined through use. It contains these draft comments:

1. The transfer station should be located as close as possible to the center of waste (see Figure 4-4) [identified same center of waste as used]
2. The transfer stations should be located near major transportation corridors.

There are no standards for the relative weight to be given to each of these criteria.

Resolution 84-506 contains this criteria:

1. A transfer station be located in Washington County.

### Conclusion

These criteria are all addressed in the staff report with

the exception of the effects of odor and noise, which are addressed by the Washington County Zoning Code. The Code allows the transfer stations as a permitted use in industrial zones but requires potential noise and odor impacts be managed.



MEMO to the Metropolitan Service District Board:

Please consider our plea for reconsideration of a more suitable site for the Waste Transfer Station.

The two sites in question are sites # 52 and #57. The first one abuts the property to the North of several of the seven residences on Cherry Lane which feeds into 216th, and the other is only .4 of a mile away on Cornell Road.

Consider the character of the property on Cherry Lane. There are 7 well-kept homes with small acreages (27+ ac. in all) and nice barns with a scattering of horses and small animals. Most of the families maintain large vegetable gardens on what is some of the best farm land in the state. My husband and I hope to have the nursery we are developing on our property support us in our retirement. Most of the families on the lane would be happy to live here forever if the character of the neighborhood were to remain as it is now.

Our own home is nearly historic, having been built circa 1910. The property contains many fine species of trees and shrubs that have grown to be huge and lovely specimens. The two homes and landscaping on Site #57 to the North are also nearly historic having been built around the same time and have many large trees which make the property more suitable to an office campus.

Currently various small businesses are fine neighbors. Their employees slip in quietly in the morning and out for dinner. They are gone at night and on the weekends when our country life is serene. The other larger neighbors in the Sunset Corridor are also quiet and sit behind beautifully landscaped structures.

We have been to Oregon City to see the transfer station on a hot summer evening. The smell from the open door of the station was unbearable and suffocating.

We saw the open door with garbage and sludge spilling out onto the ground. At a landfill site meeting the other night we heard a printer who admitted to sending PCB's to the dump every day in the form of used ink. We are concerned with the chemicals from the sludge leaching into the ground at both sites #52 and #57 because both are close to Rock Creek and have a very high water table in rainy months with standing water in many places.

How much other garbage is toxic and will flow through our wells and into the creek, and what will this hold for the beavers and blue herons that call the creek home?

We saw dumpsters outside the building and know that the noise from glass and metal on metal must be unbearable. And all this 7 days a week till all hours of the night when they are through cleaning it out and trucking it off.

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We have heard from several people about how private cars and trucks taking trash to the dump don't tie down or cover their trash which spews freely down the roads. We don't want this for what is the main entry to the Port of Portland facilities at the airport and the City of Hillsboro.

You know what density of traffic this structure will attract. You know how saturated Cornelius Pass and 216th are today with cars and trucks on the roads. You also know how dangerous the intersection on 216th and Cornelius Pass is today. We hear sirens going to this intersection all day long. We understand that waiting garbage trucks are sometimes lined up for half a mile to enter the transfer station. Obviously, these roads and intersections will not handle this traffic and would have to be rebuilt at the horrendous expense of millions of dollars and would be even more costly to build than the rejected Rock Creek site. This cost could be eliminated if the station were to be located closer to the center of the source of the waste.

We talked to haulers who suggested that North Plains would be a suitable sight for them. They didn't seem to mind the hauling distance considering there were no stoplights on Sunset at which to idle their motors. They also felt that the North Plains community needed the jobs and that the buildings there were compatible with a transfer station.

We are wondering why DEQ and Metro are not talking and acting together on site selecting since both talking about the same garbage problem and the end result will effect the same haulers.

Many people from the Governor on down have put forth so much energy, planning and millions of dollars to create the Sunset Corridor as a national and international showcase of Oregon which would add tremendously to the economy of everyone in the state. The Corridor includes only residential and campus type light to medium industry, and we must protect it from the intrusion of the garbage transfer station.

The families on Cherry Lane feel that it would be impossible to reside next door to a garbage transfer station. Also, our property would not only be unusable for us, but if there was a possibility of selling we would have to take a great loss.

Your consideration on this would be appreciated.

Very truly yours,

*George Wm. Otten*      *Mary Ellen Otten*  
George & Mary Ellen Otten

21400 NW Cherry Lane  
Hillsboro 97124      141

To: Metropolitan Service District Council

From: Susan R. Chamberlin

SRC

Subject: Proposed siting of the Washington County Garbage  
Transfer Station on sites #52 or #57

My husband and myself are home owners and with our children live adjacent to site #52 and just south of site #57. We ask the Council to consider the following when siting of a garbage transfer station comes up on the agenda on July 24th.

First of all, contrary to staff member Doug Drennan's statement, "neither site has established residential areas nearby, there are indeed family homes not only nearby, but adjacent to the sites. From the corner of Quatama Rd and 216th St. to Cornell Rd there are over fifteen residences. The industrial zoning of the area came within the last few years, while most of the homes have been here for decades. In fact, trees and shrubbery used in the landscaping of at least two homes date from circa 1910 and are truly unique in Washington County.

The compatibility factor of a garbage transfer station with our neighborhood is non-existent. One element in the incompatibility is that the building itself is huge, 35,000 sq. feet, which is 35 times greater than our home and most of the homes in the area. The three businesses in the area are small and not at all of this magnitude.

In addition to the size of the structure the equipment that would be operating on a twelve to twenty-four hour a day basis

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is huge and noisy--bulldozers, commercial garbage trucks, landfill trucks the size of open road tractor-trailer rigs, and dumpsters two to three times the common size. Please look at the copy of the photo and imagine ten of these off your patio. I think you too would find it totally incompatible with an outdoor bar-b-que, a graduation picnic, a child's birthday party, or even a quiet glass of wine after work. A garbage transfer station would not bring about a change in the quality of our life and that of our neighbors on Cherry Lane, it would kill it.

Another argument that you have heard before, first from the Sunset Corridor Coalition and again from the Cornelius Pass and Rock Creek committees relates to the inappropriateness of the garbage transfer station in the area designated as the Sunset Corridor. Yesterday I spent an afternoon in the corridor as opposed to simply driving past it. For the first time I recognized it as a corridor, not simply the Fujitsu plant here, Cornell Oaks Office Park there, and Epson down in the hollow by the highway. What I found was continuity. The most obvious is in the esthetically pleasing architecture. Each building is different, but done with pride and done with respect to its surroundings and its neighbors, both real and potential.

The next physical element of continuity among the new business is the landscaping. It's marvelous. I saw a stream with a walkway at its edge, a wooden bridge connecting paths between buildings and lots of flowers, shrubs, and trees. All of this was inviting to the eye. There was no garbage.

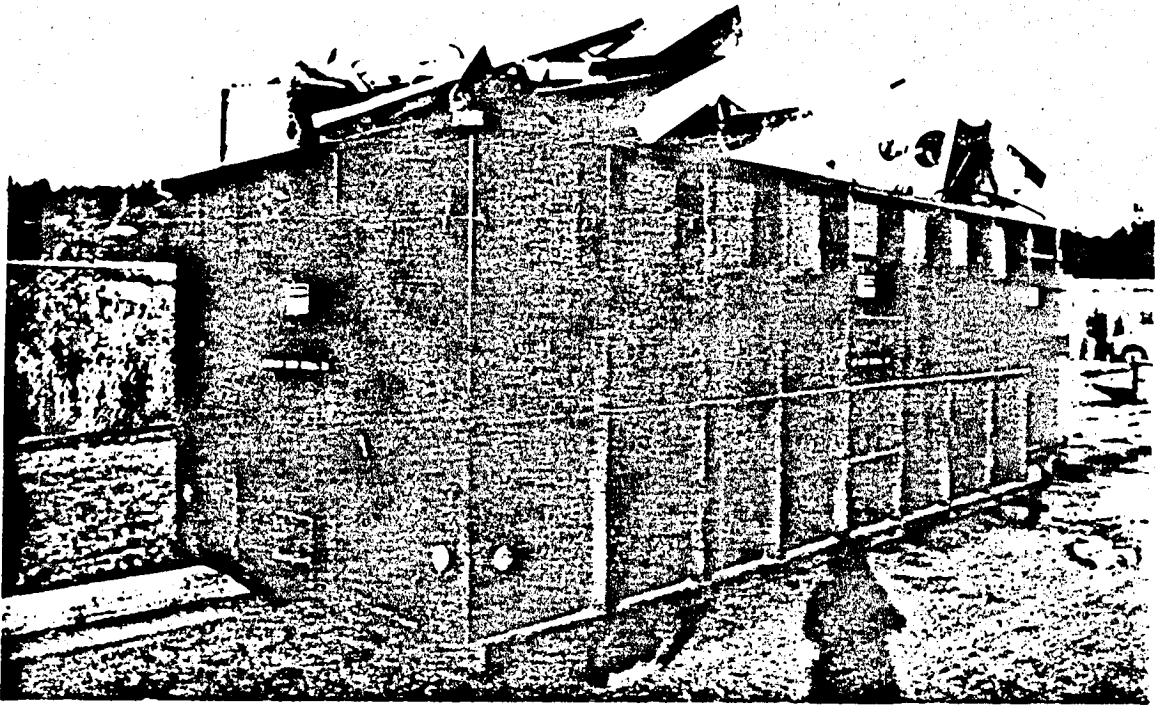
Page three

I also saw the fiscal element of the corridor. The people there were doing a world class piece of developing and it has all the bearings of a showcase. Oregon's economic community can certainly be proud to show this area to any national or international corporation. I am sure many people and businesses have taken great economic risk to make this happen, and I ask that you, the Metropolitan Service District Council, not hamper their development.

Again I have to reiterate that the siting of a garbage transfer station on sites #52 and #57 would be totally inappropriate. Since the beginning of civilization, a cardinal rule of households and businesses alike has been to keep custodial and maintenance activities out of sight. Garbage is custodial and when it is handled in a 35,000 sq. ft. facility it also is heavy industry and does not belong in the Hi-tech Sunset corridor.

Thank you for your time and consideration. I hope that you will continue to take whatever time is necessary to continue your examination of sites until the most suitable one is found. I also ask that you withdraw sites #52 and #57 from your list of proposed sites.

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# NEW TECH ELECTRIC INC.

2180 N.W. 216th Avenue  
Hillsboro, Oregon 97124  
(503) 645-5323

JULY 15, 1986

METROPOLITAN SERVICE DISTRICT  
2000 S.W. 1ST. AVE.  
PORTLAND, OREGON 97204

ATT: RICK GUSTAFSEN  
SUB: TRANSFER STATION LOCATION

WE THE OWNERS AND EMPLOYEES OF NEW TECH ELECTRIC, INC. ARE OPPOSED TO THE TWO SITES #52 AND #57 IN CORNELIUS PASS AREA FOR A SITE FOR GARBAGE TRANSFER.

SUCH A STATION IS NOT COMPATIBLE WITH THE HIGH TECH INDUSTRY WHICH IS BEING DEVELOPED IN THE AREA. WE FEEL A GARBAGE TRANSFER STATION WILL HAVE A VERY NEGATIVE IMPACT ON FUTURE COMPANIES LOCATING IN THE AREA.

THE TRANSFER STATION SHOULD BE BUILT AWAY FROM EXISTING NEIGHBORHOODS AND NON-COMPATIBLE INDUSTRIES. NORTH PLAINS HAS SHOWN AN INTEREST IN THE TRANSFER STATION AND WE FEEL IT IS AN IDEAL SITE.

SINCERELY,

*William A. Coleman*

WILLIAM A. COLEMAN, PRESIDENT  
NEW TECH ELECTRIC, INC.

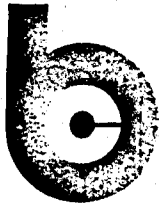
WAC/paf

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**Baruch  
College**

The City  
University of  
New York

17 Lexington  
Avenue  
New York  
N.Y. 10010



July 7, 1986

### EUROPEAN LECTURE TOUR ON PRIVATIZATION

At the request of the U.S. Department of State, Professor E. S. Savas recently toured a number of European cities to speak about privatization. He visited eight cities in five countries: Brussels, Antwerp, Hamburg, Berlin, Madrid, Seville, Athens, and Nicosia. The audiences for his talks included elected and appointed public officials, senior civil servants, business leaders, academics, and journalists. In private meetings, government officials and candidates for public office discussed privatization with Professor Savas in order to incorporate the concept into their programs.

"There is enormous interest in privatization throughout the world," said Professor Savas, "because it has proved beneficial to governments that are feeling a fiscal pinch."

Professor Savas is chairman of the Management Department of the School of Business and Public Administration of Baruch College, and an internationally known authority on privatization. His talks in Europe were based on his latest book, Privatization: The Key to Less but Better Government, which will be published this Winter by Chatham House. Work on the book was supported in part by the Manhattan Institute.



## VIEWPOINTS

# Private Firms Can Do Public Work Honestly

*Competitive bidding can help prevent corruption in contracting out government services — and save money.*

By E. S. Savas

**M**UNICIPAL AND COUNTY governments are caught in a fiscal bind between rising costs, dwindling grants from higher levels of government and growing resistance to taxes. But they are still faced with residents' expectations for continued high levels of services. Increasingly, therefore, they are turning to privatization to cut costs, raise productivity and thereby close the gap between revenue and expenditures.

Privatization has been tainted, however, by the seemingly endless revelations in New York City about bribery and extortion in the awarding of city contracts to private firms, and by the seamy history of private carting in parts of Long Island. How can a dedicated public official take advantage of the benefits of privatization for his community while avoiding corruption and scandal?

Fortunately, there are well-tested guidelines to follow and innumerable successful experiences to build upon. Let's start by identifying those services where contracting out is already proven. About 180 different local government functions are being performed by contract in the United States; they range from addiction treatment to zoo management. The services most commonly contracted out are vehicle towing (by 80 percent of cities surveyed), legal services (49 percent), street-light maintenance (39 percent), refuse collection (35 percent), day care (35 percent), vehicle maintenance (31 percent), tree care (31 percent) and hospital management (30 percent).

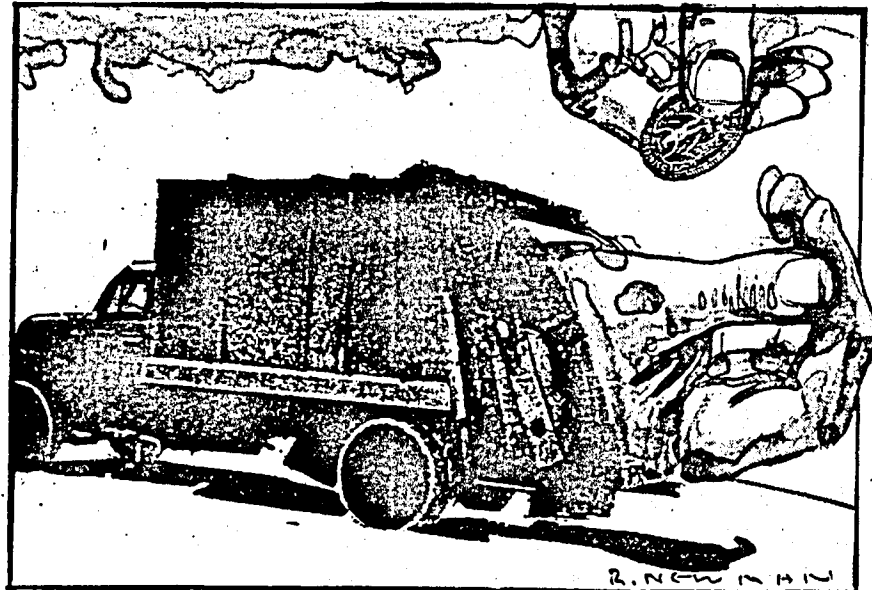
Systematic studies conducted by academic researchers and government agencies in the United States and abroad show unequivocally that in-house service costs substantially more than con-

*E. S. Savas, a former first deputy city administrator in New York, is chairman of the management department at Baruch College of the City University of New York.*

tracting out for the same level and quality of work, even when the costs of contract administration and monitoring are included.

For example, a recent review sponsored by the U.S. Department of Housing and Urban Development showed that that municipal costs were 43 percent greater for street cleaning, 40 percent for refuse collection and 56 percent for traffic-signal maintenance. Los Angeles County recently summarized the cumulative, six-year results of the privatization program it initiated in 1979. It concluded that while its 434 separate contracts cost \$108 million, if county agencies had done the work themselves the cost would have been \$167 million, or 55 percent more.

For contracting out to succeed, it is necessary to have competition. In fact, that is why contracting out works so well. It offers choice, and choice fosters competition, which leads to more cost-effective performance. Contracting out means dis-



Newday / Bob Newman

solving unnecessary government monopolies and introducing competition into the delivery of public services. The public benefits from this rivalry — provided that sound bidding, contracting and performance-monitoring procedures are used.

A competitive climate can sometimes be created. New York City, for example, was able to create a competitive streetlight maintenance industry between 1977 and 1983 where before there was only a single, unsatisfactory monopolist. The result was better service at a much lower price.

On the other hand, the corruption in the Parking Violations Bureau in New York City occurred because one of the basic tenets of contracting out — competitive bidding — was violated. The bureau's granting of contracts without competitive bidding allowed awards to be made in exchange for payoffs. There is no excuse for this. Computer processing of parking tickets lends itself to true competitive bidding because the work is easy to specify and measure. (For some functions, however, such as hospital management, it is very difficult to write specifications precise enough for competitive bidding. In such cases negotiated bidding is appropriate, with stringent safeguards to avoid favoritism.)

One way to ensure competition, particularly in larger jurisdictions, is to retain some of the work in house, so that the government agency and the contractor can each serve as a yardstick to gauge the performance of the other. Moreover, city agencies should submit bids in competition with the private sector, but the full cost of fringe benefits, equipment, space, foregone taxes, and other such hidden expenses must be included in the agency's price. This tactic is being practiced with great success in numerous localities.

After the contractor begins work, it is necessary to monitor and control the work, and to compare it with in-house work, to ensure adherence to the terms of the contract and continued satisfactory performance.

Those who feel that privatization inevitably in-

vites corruption, and therefore want to keep all government work in-house, need look no further than Nassau County to be disabused of the notion that government doing the job precludes fraud. For many years government employees there had to kick back a portion of their salaries to the ruling Republican Party in order to keep their jobs and get promoted. In New York, a school principal was recently charged with "borrowing" money from a teacher who was seeking a promotion.

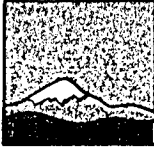
In other words, even purely governmental operations are subject to the very same form of corruption — awarding work in exchange for payoffs.

As for the carting industry, most of the people in that business are decent and honest. When executives of General Electric, Westinghouse and Allis-Chalmers were found guilty of systematic bid-rigging some years ago, no one argued that the entire electrical industry was corrupt. Today there are large, publicly owned firms that compete vigorously in the United States and abroad for waste-management contracts, and noncompetitive behavior in this field is rapidly receding.

Another accusation by opponents of privatization is "cream-skimming." Consider bus services. The argument is made that if private bus lines, commuter vans, and jitneys were allowed to compete with the Metropolitan Transportation Authority, for example, they would "skim the cream" of the profitable routes and leave the MTA with only the money-losing ones. This argument can be turned around. The biggest losses for the MTA occur because it has to have enough buses and drivers to handle peak demand during rush hours. The best approach is for the MTA to encourage competition, and even to contract with private firms to handle the peaks.

In conclusion, honest and successful contracting is neither rare nor difficult to arrange. It requires following proven procedures and the political will to make it work. Properly done, it saves a lot of money and improves public services.

OREGON  
GRADUATE  
CENTER  
SCIENCE PARK



July 22, 1986

Suite 130  
1400 N.W. Compton Dr.  
Beaverton, OR 97006  
(503) 690-1025

Metropolitan Service District  
2000 SW 1st Avenue  
Portland, Oregon 97201

RE: Metro Proposals for Location of Waste Transfer Facility

We are strongly opposed to having a Waste Transfer Facility located in the Sunset Corridor, especially at either the Turner site on NW Cornell or the proposed Fairway site on NW 216th.

The Sunset Corridor has achieved national, even international, recognition and prominence as a desired location for high-tech industries and activities. It is certainly one of the bright spots in Oregon's economic development picture. It is very important to preserve the integrity of the area to the high-tech community both to companies that have already made significant commitment to developments in the area and also to those who have plans to do so.

The volume of heavy truck traffic (estimated to be 600 trips per day initially) is not at all compatible with the development that has occurred and is planned for the area. Not only from the standpoint of congestion (big trucks are slow) and negative visual impact, but also from the standpoint of what heavy trucks in concentrated areas will do to the very inadequate roadways. The vibration caused by such traffic is also a high concern to many high-tech industries. Our tenants, Planar Systems in particular, have expressed concern and displeasure over the prospects of having such a facility in the vicinity.

The potential vibration from heavy truck traffic will significantly impair development for companies involved in state-of-the-art processes, as demonstrated recently by National Semiconductor in the evaluation of an Oregon site.

A waste transfer facility should be located closer to the center of the point of generation of the wastes that the facility is intended to serve. It should also be located in surroundings more similar in nature, such as heavy industry which already has large trucks frequenting the area.

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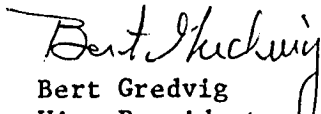
Metropolitan Service District  
July 22, 1986  
Page 2


It would also seem more logical to have concluded the process of locating the new landfill site prior to locating the waste transfer facility. Some of the proposed landfill sites are within a couple of miles of these proposed waste transfer locations.

We recognize that solid waste is indeed a problem that all of us contribute to and need to assist in finding disposal solutions. We would offer to become more pro-active and will work to support Metro in its quest for a suitable location such as the site recommended by the Governor's Task Force.

Very truly yours,

OGC SCIENCE PARK, INC.

  
Bert Gredvig  
Vice President

  
F. Paul Carlson  
President

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July 18, 1986

Metropolitan Service District  
C/O Mr. Bert Gredvig  
Vice President  
Oregon Graduate Center Science Park  
1400 NW Compton Drive  
Beaverton, Oregon 97006

Gentlemen:

I wish to express the concern of Planar Systems, Inc. concerning the Metropolitan Service District's proposed site for a solid waste transfer station near Northwest Cornell Road.

Planar Systems is in the business of fabricating highly sensitive electroluminescent flat panel displays. The specific site of our manufacturing area (and the expansion facility we will shortly construct nearby) were selected in large part because of distance from heavy traffic and railroad lines. Regardless, we have still experienced difficulties in the past with our delicate equipment caused by vehicles engaged in construction work in the area. We have done our best to work around this, knowing that construction would be a short-term problem. However, the low-frequency vibration caused by heavy garbage trucks constantly going up and down Cornell Road in front of our building, we know, will cause absolute havoc to sensitive equipment--and with no relief in sight.

We also have concern about the detrimental effect such a transfer station at this site would have on the development of the Sunset Corridor. The Corridor was originally contemplated to provide the ultimate business environment for high-tech development. The area under consideration for this transfer station is right in the heart of the very latest development activity with much space still available to prospective businesses. It is our concern that they will not want to set up operations immediately adjacent to traffic, noise, vibration and other factors associated with a waste transfer station. Certainly the economic benefits to be obtained from the business development of this area should be given precedence over simply selecting an "available" spot to deposit waste.

We strongly urge you to remove this site from consideration.

Sincerely,

Curtis M. Stevens  
Vice President  
Finance and Administration

CMS:mlr

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BALL, JANIK & NOVACK

ATTORNEYS AT LAW

ONE MAIN PLACE

101 S.W. MAIN STREET, SUITE 1100

PORTLAND, OREGON 97204-3274

TELEPHONE (503) 228-2525

TELECOPY (503) 295-1058

TELEX 910-380-5470

ROBERT S. BALL  
STEPHEN T. JANIK  
KENNETH M. NOVACK  
JACK L. ORCHARD  
JACOB TANZER  
SUSAN M. QUICK  
WILLIAM H. PERKINS  
CHRISTOPHER W. ANGIUS  
BARBARA W. RADLER  
MICHAEL C. WALCH  
SARAH J. RYAN  
DAVID A. URMAN  
SUSAN NELSON HOWARD  
BRENDA M. FITZGERALD  
LAURIE A. BENNETT

July 22, 1986

Chairman Richard Waker and  
Councilors  
Metropolitan Service District  
2000 S.W. First Avenue  
Portland, Oregon 97204

Re: Waste Transfer Site Selection

Dear Chairman Waker and Councilors:

This firm represents the Quadrant Corporation, a commercial and residential development corporation active in the Sunset Corridor since the 1970's. The Quadrant Corporation developed the first industrial park in the Corridor, Hawthorne Farms, and was a founding member of the Sunset Corridor Association. The Quadrant Corporation opposes the location of the waste transfer center at either 21450-2148 NW. Cornell Road ("the Cornell Road site") or 1770 N.W. 216th Avenue ("the 216th site"). Both sites are located adjacent to established industrial areas, in the state's premier high tech corridor and would be adversely affected by the location of the transfer station along the Cornelius Pass transportation corridor. We support the location of the facility at the alternative site located on the Tualatin Valley Highway and 209th ("T.V. Highway and 209th site") because T.V. Highway can accommodate the traffic associated with the facility and that site is more centrally located.

We submit that there are two primary reasons why the sites under consideration at this evening's hearing should be dismissed as viable alternatives: (1) traffic capacity will be significantly reduced on N.W. Cornelius Pass Road, and (2) state statute and LCDC goals support the location of the waste transfer facility away from established industrial areas such as the Sunset Corridor.

A. TRAFFIC IMPACT IN THE SUNSET CORRIDOR

Attached to this letter is a traffic analysis by Mr. Dick Woelk of Associated Transportation Engineers which

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demonstrates that the location of the waste transfer facility on N.W. Cornell Road could cause serious capacity problems on N.W. Cornelius Pass Road. Cornelius Pass Road provides a significant transportation link for the established and emerging high tech and other industrial users in the Sunset Corridor. These industrial users are key to Oregon's economic future and are beneficial to the region as a whole by providing jobs and economic stimulus in a time of economic stagnation in Oregon as a result of the decline of the wood products industry.

Between 1979-1982 Oregon lost 95,000 jobs -- 25,000 were lost wood products jobs and 43,000 manufacturing jobs. It was the hope of our state leaders to replace some of those lost manufacturing jobs with the location of high tech firms in Oregon. Economic experts have forecasted that Oregon is facing real economic hardship if basic industries continue to decline. One bright side of the gloomy picture has been the recent location of high tech companies in Oregon. These companies tend to cluster to take advantage of shared technologies, and they have clustered in the Sunset Corridor. For example, private venture capital placed in local start up firms went from near zero in 1982 to over \$100,000,000 in 1984. Last summer the New York Times ranked Portland among the top 10 American cities in the number of high tech jobs.

Degrading the quality of the state's most precious economic resource, even if it is only a perceived degradation, could have a disastrous impact on the state's economy as a whole. Heavy truck traffic along the fragile Cornelius Pass Corridor could deter those firms considering locating in the Portland area in the Sunset Corridor. Competition among states for the location of these firms is fierce. It is highly likely that a waste transfer facility will inhibit the cultivation of economic recovery begun in the Sunset Corridor.

B. PROTECTION OF ECONOMIC RESOURCES

In 1983, the Oregon State Legislature clearly expressed as state policy the desire to enhance economic development for the benefit of citizens of the state. As set forth in ORS 197.707, Oregon land use laws are intended:

"not to prohibit, deter, delay or increase the cost of appropriate development, but to

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Chairman Richard Waker and  
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enhance economic development and opportunity  
for the benefit of all citizens."

The Legislature emphasized the importance of the preservation of industrial land for economic growth by requiring that land use regulations throughout the state provide "for compatible uses on or near sites zoned for specific industrial and commercial uses." ORS 197.712(2)(d). Through the adoption of ORS 197.712, the Legislature recognized the importance of preservation of existing industrial sites and the protection of those existing industrial sites from encroachment of incompatible uses. As set forth in the traffic report attached to this letter, the location of the waste transfer facility in the heart of the state's established high tech growth area could lead to the capacity constraints for the transportation network. The use of either site as a location for a waste transfer facility is incompatible with specifically zoned industrial areas, contrary to the state statute.

Furthermore, LCDC is in the process of amending Goal 9 (Economy) in order to include the protection of established industrial areas from the encroachment of incompatible uses, consistent with state statute. Location of the waste transfer facility along a transportation corridor which is essential to the region's key industrial land inventory violates the concept of protecting the region's economic resources, thus contrary to the policies of LCDC Goal 9.

In summary, the Quadrant Corporation supports the location of the waste transfer facility at the site located on 209th and T.V. Highway. This site is more centrally located, has the best arterial access and received the highest rating of any of the sites under consideration from the Metro advisory committee. However, should Metro narrow the choice between a site at 216th Avenue and a site at Cornell Road, it is clear that the Cornell Road site must be eliminated because of the adverse traffic impact on N.W. Cornelius Pass Road, and thus the adverse impact on the emerging industrial use key to the state's economic viability and growth.

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BALL, JANIK & NOVACK

Chairman Richard Waker and  
Councilors  
July 22, 1986  
Page 4

Thank you for your consideration of these issues, and  
your patience in performing the difficult task of siting a  
regional waste transfer facility.

Very truly yours,



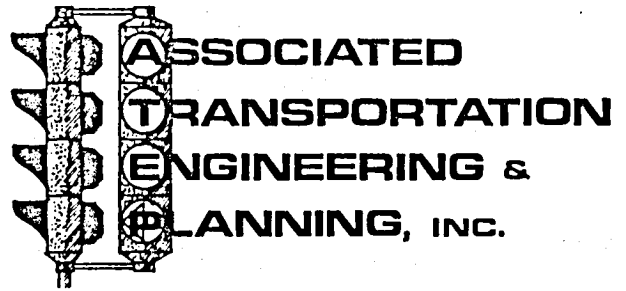
Susan M. Quick

SMQ/kh  
Enclosure

05/01/0024/02

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July 22, 1986

Ms. Susan Quick  
Ball, Janik & Novack  
101 S.W. Main Street, Suite 1100  
Portland, OR 97204

Subject: Review of the Washington County Waste Transfer Sites.

Dear Susan:

I have reviewed the material supplied by your office regarding the two sites being evaluated and have the following comments.

#### GENERAL TRAFFIC IMPACTS

The Trip Generation information provided indicates that the majority of traffic is expected to occur between the hours of 10 a.m. and 2 p.m.. These hours are during what is normally the off peak hours of the surrounding street system. It is expected that approximately 1016 vehicle equivalent trips per day will occur due to either of the proposed sites (508 in and 508 out).

The Cornelius Pass Corridor has long been at or over capacity for the volumes of traffic currently using the system. By the addition of heavy trucks and projected increases in traffic due to development in the area, the overall capacity of the system could at certain points be reduced and exceeded.

#### TRAFFIC IMPACT EVALUATION

##### TURNER SITE

This site is located on the south side of Cornell Road just to the east of Cornelius Pass Road.

The impact of this location in my opinion will be to reduce the capacity of the Cornelius Pass Road and Cornell Road intersection.

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The addition of approximately 280 heavy vehicles to the left turn movement at the intersection will decrease the operating capacity of the intersection during the periods of operation described above.

The traffic northbound along Cornelius Pass Road from Hillsboro will be travelling around the long sweeping curve from the west and must stop and wait for the slow moving vehicles entering and exiting this signal.

This delay will be compounded when the Cornell Road Realignment takes place. This construction is currently scheduled for 1987 and will add a traffic signal approximately 620 feet north of the Old Cornell Road and Cornelius Pass Road intersection. With the addition of this signal, the stacking distance required for left turning vehicles could become a problem. The distance between intersections is only 620 feet +/- and with the tapers required, could be too short to provide adequate storage of vehicles.

#### FAIRWAY SITE

The Metro staff report indicates that the overall transportation evaluation of this site as fair. This is based only on travel times from the Sunset Highway and distance from the centroid of the pickup area.

This evaluation does not take into consideration the decrease in site generated traffic that will occur when approximately 22% of the expected site generated traffic will be shifted to the south and away from Cornelius Pass Road. This is an advantage which the Fairway site has distinct from the Turner site.

#### CONCLUSIONS

Based on review of the material supplied and having provided traffic impact analysis to Washington County regarding this area the following conclusions are made:

1. The addition of slow moving heavy trucks to the traffic pattern at Cornell Road and Cornelius Pass Road will decrease the operational capacity of the Cornelius Pass Corridor in this area.
2. The addition of a signal at the Cornell Road Realignment will create additional delays for traffic along the Cornelius Pass Corridor.
3. The Fairway site would reduce the delay created by heavy truck volumes along Cornelius Pass Road.

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4. The Fairway site would increase traffic along 216th by approximately 30%.

5. A detailed traffic impact report should be conducted for each site to determine the actual impact on the surrounding street system.

Hopefully this will answer your questions. If not, please contact me.

SINCERELY,

ASSOCIATED TRANSPORTATION ENGINEERING & PLANNING, INC.

RICHARD L. WOELK P.E.  
President

Monday, July 21, 1986

times litho

POSITION STATEMENT

by  
Times Litho Inc.  
Paul H. McGilvra, President  
on citing of the  
TRANSFER and RECYCLING CENTER (MSD)  
on  
NW Cornell Road (adjoining our property)

TO: METRO COUNCIL  
Doug Drennen  
David K. Luneke

- FACTS: (1) The NW Cornell site is superior (on Metro's criteria) and will be selected.  
(2) A willing seller has been presented for the 6.18 acres on NW Cornell Rd.  
(3) The zoning is "Industrial" and fits.

POSITION: Given the certainty of the above facts, it is the position of Times Litho Inc. (adjoining property owner) to express "neutrality" on the issue and to work with Metro to establish a QUALITY LOCATION adjacent to our 29.06 acres of Industrial land.

We will provide a full 50% of the perimeter of the 6.18 acre METRO site.

CONDITIONS REQUESTED:

We feel these conditions will help produce a QUALITY LOCATION for the METRO Transfer and Recycling Center.

#1--CUL-DE-SAC on Old Cornell Road at Rock Creek.

Old Cornell Road should be stubbed off at Rock Creek to create a "service road" for industrial users like NW Natural Gas--- METRO Transfer center and Times Litho Inc. (printing firm.) This will force traffic going to Metro's center to enter from Cornelius Pass Road.

#2--4 lane road--- along the NW Cornell property line of all METRO property. We support a 4-lane road so that passing is possible at all times for vehicles entering or leaving the industrial sites on the "service road."

We would intend to extend the 4-lane road along our NW Cornell Road frontage.

#3--Entrance to and exit from the METRO transfer station must be from NW Cornell Road. 216th is unsuitable for industrial traffic and the question about the Burlington Northern track needs to be resolved before 216th is substantially improved.

(MORE)

CONDITIONS REQUESTED:

#4--For a QUALITY LOCATION the NW Cornell Road site must be expanded from the original 6.18 acres. The "footprint" for the Cornell Road site provides for only 20 ft. set-back (bare minimum) from the East property line for the edge of the roadway coming out of the dump center. There is no provision for a cost-effective "retention and sediment basin program which METRO should investigate.

A 20 ft. minimum setback is not sufficient space to "cushion" the impact of the center's operation on Neighbors to both the West and East.

The Fairway-Western set back (216th Avenue) is also only 20 ft. but that property is 490 ft. wide-- while the NR Cornell acreage is only between 428---340 ft. wide.

MORE LAND NEEDS TO BE INCLUDED...either the 3 lots West of the proposed 6.18 site---a total of almost 3 acres... or East of the 6.18 where we can provide between 3.8-4.0 additional acres for a "sufficiently sized-- QUALITY LOCATION" that is not  
a--compromised in design and function and  
b--"crammed in and forced upon Metro's neighbors"

The wider site would permit the segregation of private dumping and individuals would enter and leave from one side of the transfer station. The Recycling areas (both the commercial and public) have been compromised in design to "fit" into the 428-340 ft. width of the Cornell Road site.

3 lots to the West would expand the site 180 ft. (approx. 3 acres expansion to the East would expand the site 237-350 ft. (3.8-4 Ac)

Either way... the 20 ft. setback is acceptable on the South property line-- our bldg. will "butt-up" to that...but at least a mutual 30 ft. set-back (from the edge of roads to the property line) should be utilized on the Eastern boundary of the METRO property.

We want a good looking entry at (see map TL-9) and a mere 20 ft. set-back is not sufficient for a "corporate-industrial entry".

#5--We want to have METRO provide us (as adjoining property owner) with an explanation of the policies for "washing the dump pit" ..."washing down the trucks"..."washing the parking lot." etc.

We want to understand where the sediment goes...how it is settled out or filtered out... and where the water goes when it leaves the transfer station (either Sanitary or Storm sewer).

METRO (pg. #3)

POSITION STATEMENT pg. #3

times litho

CONDITIONS REQUESTED:

#5--Continued. The maintenance of a QUALITY LOCATION requires hygiene and drains must be functional, wash-down must be routine and regular and the sediment or residue left-over in the wash water must be dealt with routinely in a way that provides quality water (final product) to the storm sewer drainage system and only a reasonable impact to the sanitary sewer system.

#6--Right of First Refusal . Since with 29.06 acres we are a major and adjoining landowner to the Cornell Road site, we request a "Right of First Refusal" should METRO cease to use the site.

OUR CONCEPT --- Times Litho Inc. and Rotherwood Distribution Center

We purchased 29.06 acres of industrial land in 1985 to provide for a 1990 expansion of our printing firm (Times Litho Inc.) and to provide for warehouse-distribution space. Ultimately our site will support 273,000 sq. ft. of "high-cube" warehouse type space for the expansion of our printing firm and the provision of basic warehouse and distribution space for the "metro West-Side."

In 1990 when we move, we will employ approx. 200 people and our annual printing sales volume will be \$20,000,000 to \$22,000,000.

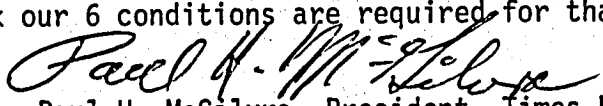
At present we are Oregon's third largest commercial printer with a 1986 sales volume of \$11,100,000 and employment of 62 full-time and 35 part-time (total 97 employees).

We have invested in the following reports and analysis to support our venture:

- 1-marketing study (printing as well as warehousing)
- 2-legal opinion (land title, etc.) and contract
- 3-comprehensive site evaluation by civil engineer for all systems-- sanitary sewer, storm sewer, roads, water, fire protection, electricity, etc.
- 4-soils testing --

We have secured the appropriate easements to serve our site and the entire 44 acre quadrant shown on our supplied map.

We want the Metro Transfer & Recycling Center to be a QUALITY LOCATION. We think our 6 conditions are required for that achievement.

  
Paul H. McGilvra, President, Times Litho Inc.

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CORNELL PASS RD

Shute Road

NEC

FUJITSU

EPSON

EVERGREEN

SUNSET HIGHWAY

185<sup>th</sup>

KAISER

PROPOSED CORNELL  
EXIST. CORNELL

CORNELL ROAD

INTEL  
METABAS

OREGON GRADUATE CTR  
PLANAR  
BIT  
NWIS  
C-COR

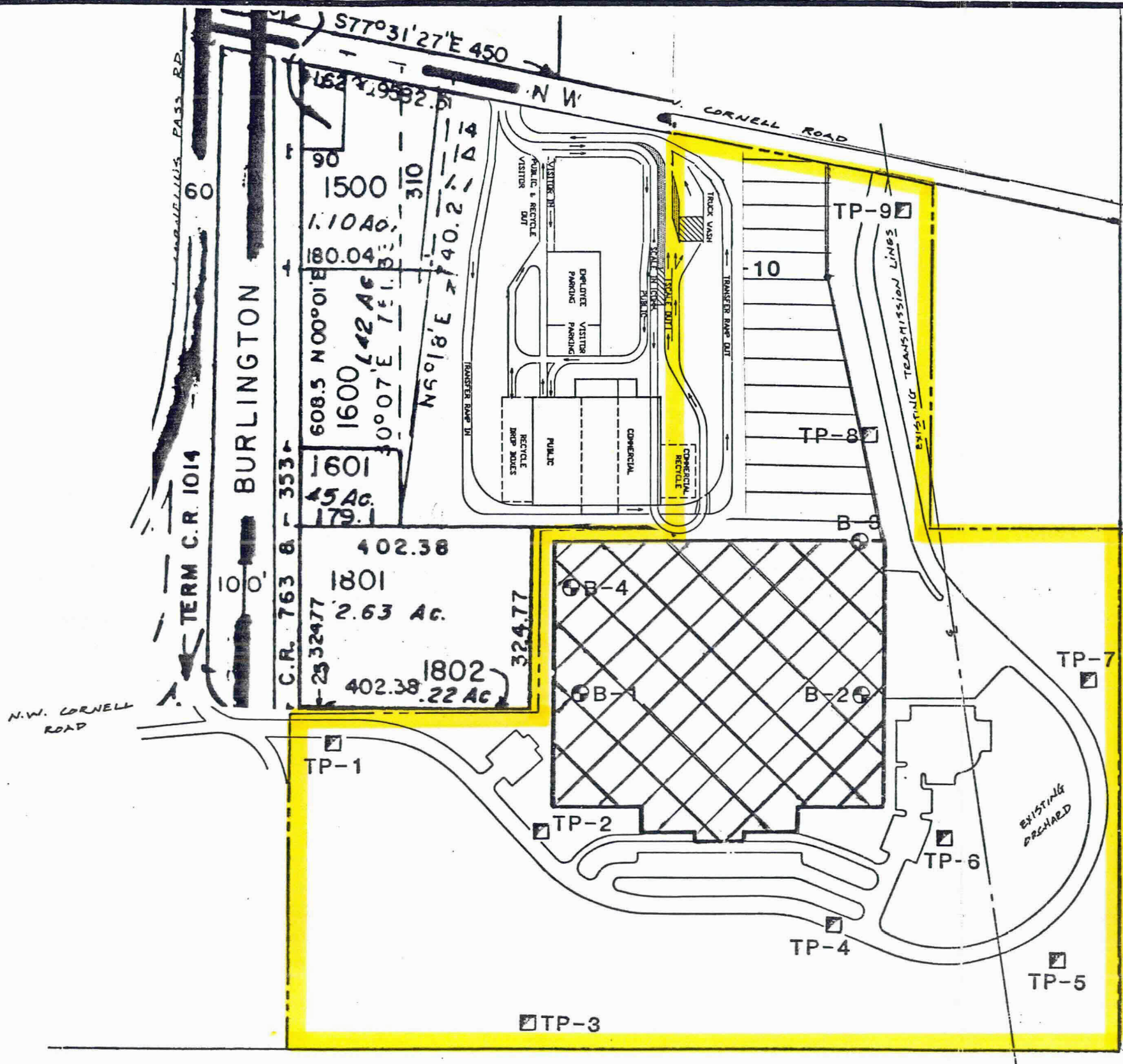
WALKER RD

TEK

185<sup>th</sup>

216<sup>th</sup>

BASELINE RD



# 44 Acre (#2 land) Industrial Development TIMES LITHO INC. and ROTHERWOOD DISTRIBUTION CENTER

## LEGEND

- ⊕ B-4 Boring number and approximate location
- ▣ TP-10 Test pit number and approximate location

Note: Site Plan after an undated, untitled drawing provided by the client

TIMES-LITHO PRINTING FACILITY  
ORENCO, OREGON

FIGURE 1  
SITE AND EXPLORATION PLAN

W.O. O-3063  
By MJA  
Date MARCH 1985  
Scale NOTED

RITTENHOUSE-ZEMAN &  
ASSOCIATES, INC.  
Geotechnical Consultants  
1400 140th N.E.  
Bellevue, Washington 98007  
(206) 746-8020



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# 44 Acre (#2 land) Industrial Development TIMES LITHO INC. and ROTHERWOOD DISTRIBUTION CENTER


## LEGEND

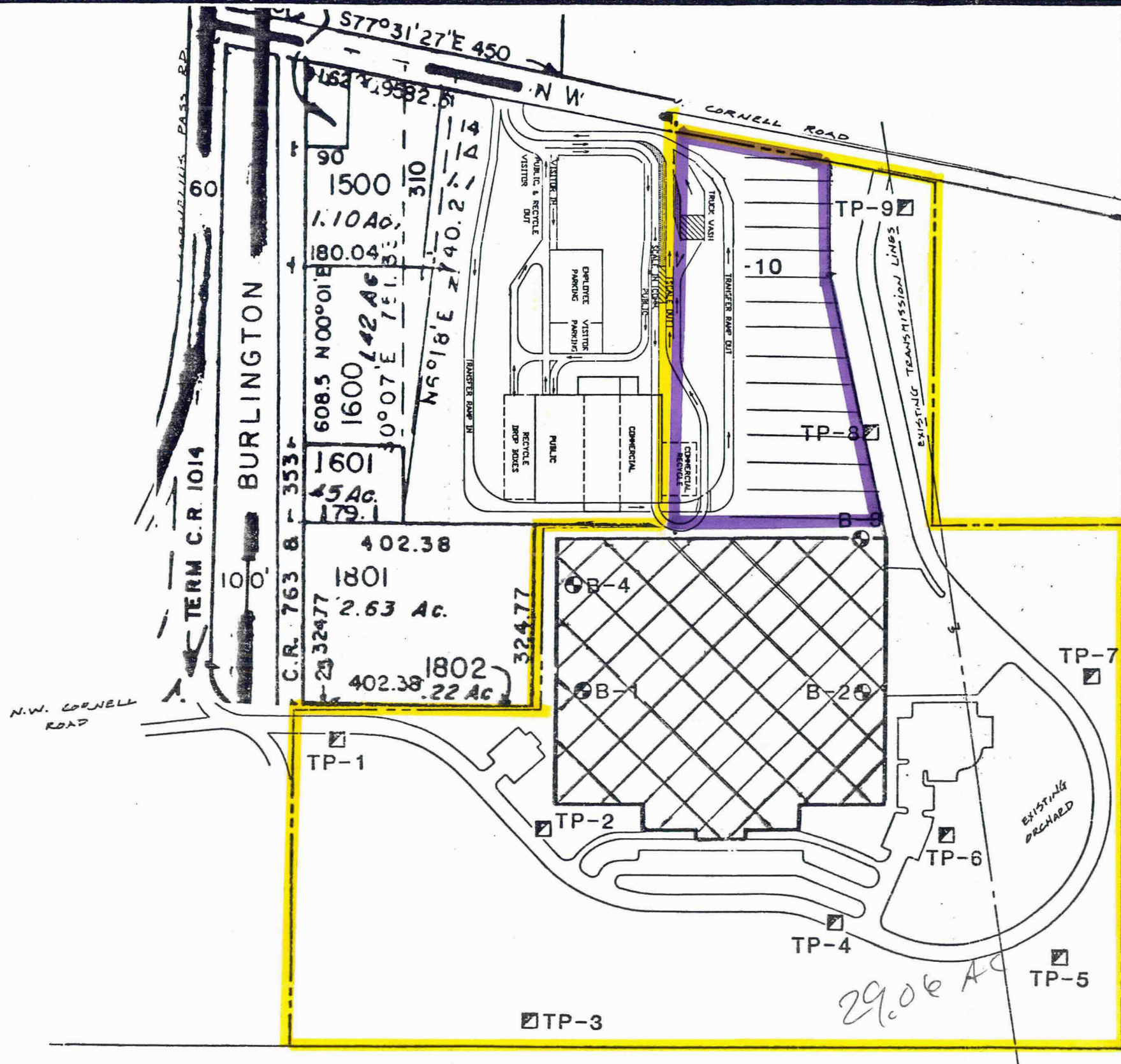
- ⊙ B-4 Boring number and approximate location
- ▣ TP-10 Test pit number and approximate location

Note: Site Plan after an undated, untitled drawing provided by the client

TIMES-LITHO PRINTING FACILITY  
ORENCO, OREGON

FIGURE 1  
SITE AND EXPLORATION PLAN

W.O.	<u>O-3063</u>	RITTENHOUSE-ZEMAN & ASSOCIATES, INC.	
By	<u>MJA</u>	Geotechnical Consultants	
Date	<u>MARCH 1985</u>	1400 140th N.E. Bellevue, Washington 98007 (206) 746-8020	
Scale	<u>NOTED</u>		



0 200 400 FEET

PRESENTATION TO METRO COUNCIL  
JULY 22, 1986

Mr. Chairman and Members of the Council:

My name is Kurt Krause, Vice President of Human Resources for Fujitsu America, Inc., with my office in Hillsboro, appearing on behalf of the Company in opposition to the two sites being considered by you this evening.

We have earlier expressed to you the real and potential negative economic development consequences of siting this facility in the area known as the Sunset Corridor. We have expressed to you that some of us who are here would not have come to the area had the existence of a Transfer Station in the area been known and that there are others, of whom we are aware, that may not select the area or expand within the area because of the potential of the Transfer Station siting.

↑  
Some of you have openly and publicly indicated that you simply do not believe this information. You have characterized it as "perception" not "reality." In your collective cynicism on the

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issue, you have disregarded the observation and doggedly committed Metro to placement of WTRC in the Cornelius Pass Road area of the Sunset Corridor.

Perhaps you will say that our characterization of your actions is merely our mistaken perception, not reality. As a final comment on this matter, you need to know that whether it is perception or reality, your actions are seen by other major companies looking at the Sunset Corridor as the conduct of a most insensitive, most unsupportive and most uncooperative unit of government. In the case of the Japanese and other Far East companies, who are historically and culturally bound to the proposition that government and business is and must be a cooperative partnership, this perception is indeed reality.

The siting process in which Metro has been engaged represents the committed and dedicated efforts of the Metro Staff and Council to a rational evaluation process which has applied a "fatal flaw analysis" and "cumulative analysis" to the potential

sites. Perhaps necessarily, the process has from time to time become more political than rational. This seems unavoidable given the consistent opposition which you have faced in siting the facility. In order for the process to remain rational and achieve a reasonable and suitable resolution, we urge that you adhere to the siting criteria established early in the process by your Citizens Advisory Committee and you. We respectfully submit that you should not demand less of yourselves than you demand of others. Specifically, we believe that you correctly required that the Governor's Task Force conduct its proceedings in compliance with the established criteria. Basically, the Task Force Committee was instructed that any recommendations inconsistent with the established criteria would not be considered by you. One of the criterion having greatest significance was the location of the potential site in relationship to the center of waste generation. We submit that neither of the sites being considered by you this evening substantially comply with the center of waste criteria. It seems clear to all of us involved

in the process that this criteria would be achieved only if the site was located west of the Sunset Corridor.

Fujitsu America strongly supports the recommendation of the Governor's Task Force. We have reviewed the written report and recommendation and urge you to reconsider the site at Tualatin Valley Highway and 209th as an acceptable alternative. The primary objection to the site was the potential traffic congestion on 209th and Tualatin Valley Highway. Our information from the State indicates that Metro can expect total and prompt cooperation and support from the Office of the Governor and the relevant State Agencies in securing dedicated access to the site from the Tualatin Valley Highway at the east end of the property together with upgrading improvements of 209th and its intersection with Tualatin Valley Highway.

We observe that in the Staff evaluation process, the 209th site received more points than either of the two sites on your Agenda tonight. Further, testimony on the 209th site indicated that

the current traffic volumes on Tualatin Valley Highway are sufficiently high so that the addition of the WTRC vehicles would not have a significant impact on the Highway capacity.

As indicated, the site substantially complies with the established Metro criteria, and we urge your reconsideration of the site by providing a further public hearing for its consideration.

Without repeating the detail of the letter, we urge you to give considerable weight to the Summary Traffic Impact Analysis provided to you by PacTrust under its letter to Mr. Gustafson dated July 16, 1986. Mr. Buono, for PacTrust, has carefully analyzed and documented the number of required left turn movements to the two sites from Cornelius Pass Road. We share PacTrust's conclusion that the impact of the stacking and queuing of trucks and private vehicles preparing for left-turn movements at or near the intersection of Cornell Road and Cornelius Pass Road is unacceptable. This impact was not considered in the preparation of the DEIS for the Cornell Road Project. While there is opinion of some that if the impact had

been considered it would not have required a different intersection design, we submit that the impact is measurable and negative.

We offer a further reason that the effective operation of the intersection should not be impaired or reduced by the stacking and queuing circumstance. Specifically, in 1984, a Master Plan for the development of Fujitsu's property was approved by the City of Hillsboro. I have provided you with an overlay map which imposes the Master Plan layout upon the property in relationship to the Cornell Road Project and the adjacent sites that you are considering tonight. One of the key elements of the coordination between the Cornell Road DEIS and the Master Plan is the provision for access to the Fujitsu property from Cornell Road. The south access point is an absolute requirement for development of the Master Plan. There must be access to this 130-acre tract other than from the northerly point on Evergreen Road. The City and County have both indicated that the southerly access point will be west of the intersection of Cornelius

Pass Road and Cornell Road and both entities indicate that the access will be restricted and limited.

Consequently, the impact of the garbage collection and private vehicles using WTRC stacking and queuing within the intersection to make left turns will be a major factor to be considered by the County and City when reviewing Fujitsu's request for a point of southerly access to its property. If the point of access is denied or severely restricted because of the intersection congestion from stacking and queuing, it will irreparably damage the use and development of the property and the implementation of the approved Master Plan for the site.

The approved Fujitsu Master Plan includes six manufacturing buildings of approximately 144,000 square feet each in addition to a 60,000 to 90,000 square foot office building and one 35,000 to 45,000 square foot cafeteria. Five of the buildings are projected to be general purpose electronics manufacturing buildings and one will



either be product research and development or wet production process facility.

Additionally, the Master Plan documented projected employees of 200 in 1987, 700 in 1989, 1,600 in 1992, 2,100 in 1996 and 2,800 to 3,000 in the year 2001. These projections are based upon build out of the six manufacturing facilities. Any restraints upon the Company's planned expansion will necessarily reduce the employment projections of the Company. We consider that the employment potential of Fujitsu America is a major and desirable contribution to the employment base of the Metropolitan area, and we sincerely hope that your action will not have any detrimental effect upon the planned expansion of the Company at the Hillsboro site.

In conclusion, we acknowledge that the task of siting WTRC is most difficult and that wherever you focus your attention, you are confronted with strong opposition. However, we submit that this circumstance is one which reinforces the need for you to keep the process rational and strictly apply the siting criteria which you and

your Citizens Advisory Committee established for the process. If substantial or strict compliance with the criteria is not required, then you are left to a political response to the opposition. We urge you to require compliance with the criteria and refocus your search to an area nearer to the center of waste generation. As indicated, we believe that the 209th and Tualatin Valley Highway site substantially complies with the criteria and should be the focus of your attention at this time.

If a commitment is made by this Council to seek a site which complies with the criteria, I have been asked to indicate and represent to you that Fujitsu America will utilize its resources and openly commit itself to supporting a site or sites outside the Sunset Corridor that meet the criteria. Thank you.

ADDENDUM

Heavy truck traffic associated with the waste transfer station could adversely affect planned research and development activities as well as future manufacturing processes to be used at the Fujitsu site.



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## SUNSET CORRIDOR ASSOCIATION

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July 22, 1986

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

Dear Councilors:

The Sunset Corridor Association has from the beginning opposed the siting of the Waste Transfer Station in the Sunset Corridor area. Our opposition to the two sites currently being considered, the N.W. Cornell Rd. and the Fairway Industrial site on 216th Avenue, both located in the Sunset Corridor, is based on the same criteria and arguments we presented before. High-tech specifically, but many other types of businesses select locations for their companies which they perceive as environmentally superior. Preceptions 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.

With the aggressive competition between the Technology Corridor in Seattle, the Silicon Valley in California, Boston's Route 128, North Carolina's triangle and others for attracting high-tech firms 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 the siting of a solid waste transfer facility in the Sunset Corridor would seriously damage the attractiveness of the area.

Additionally, there is serious concern with the traffic impact on Cornell Rd. and Cornelius Pass Road. The traffic impacts calculated by Metro with respect to the Cornell Road site and the 216th site are not reflected in the Cornell Road project final environmental impact statement presently being reviewed by the Oregon Department of Transportation and the Federal Highway administration. We are concerned that if additional traffic volume is added to the Cornell Road it could stall the approval process and put the completion of the project at risk. We strongly oppose any action that would jeopardize the Federal funding for the Cornell Road re-alignment.

The SCA is also concerned that if the Cornell Road site is selected an additional signalized intersection at Cornell Road and Cornelius Pass Road will be required to accomodate left turns by southbound traffic on Cornelius Pass to gain access to

Metropolitan Service District

July 22, 1986

Page 2

the transfer center. The new re-aligned Cornell Road will be less than 650 feet north of this intersection which would violate the Washington County road standard of maintaining the 800 to 1000 feet separation between signalized intersections on major arterials. Considering the projected traffic volume this could cause a stacking problem leading to a safety hazard.

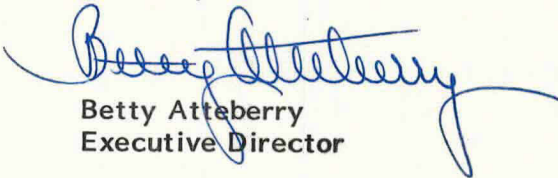
Considering Oregon's fragile economy and the extremely competitive contest for economic development we believe it is imperative that we maintain the Sunset Corridor as an attractive location for firms seeking to relocate or expand.

In the past the Sunset Corridor Association has not gone on record in favor of an alternative site for the waste transfer center, however, we do support the efforts of the Governor's task force and support their recommendation of 209th and T.V. highway for the solid wate transfer center.

Our decision to support this site is based on two factors. 1) The Metro staff scored the 209th and T.V. site higher than the Cornell Road or 216th sites and; 2) Metro staff's reports indicated that T.V. highway could accomodate the added traffic volume.

For the reasons outlined we think the 209th and T.V. highway site is more favorable.

Sincerely,



Betty Atteberry  
Executive Director

bv

COMMENTS BY RICHARD P. BUONO OF PACTRUST  
TO METRO COUNCIL  
REGARDING WEST TRANSFER & RECYCLING CENTER  
JULY 22, 1986

PacTrust has, on several occasions during your deliberations on this subject, provided testimony opposing the siting of the WTRC within the Sunset Corridor. We continue to oppose the location of this waste transfer facility within the Corridor and have recently written Mr. Gustafson regarding this position. *In this letter we have indicated our continuing support for the 209<sup>th</sup> and T.V. Highway site as the appropriate choice for WTRC.*

We are aware that the concerns we and others have voiced may not preclude selection of one of the two sites under discussion tonight. Therefore, we feel that very careful analysis of the traffic impact of each of these sites is imperative. We believe such an analysis will disqualify the Turner site at 21450 to 21480 N.W. Cornell Road.

The use of the Turner site for the WTRC will impose an intolerable burden on the intersection of existing Cornell Road and Cornelius Pass Road, as well as on the intersection of the realigned Cornell Road and Cornelius Pass Road 620 feet to the north. Total inbound left turns from Cornelius Pass Road onto existing Cornell Road will, during the period 8:00 a.m. to 4:30 p.m., average one per every 1.98 minutes. Sanitation and waste transfer trucks will, during this same period, attempt left turns once every 2.85 minutes on the average.

During the 10:00 a.m. to 2:00 p.m. transfer site peak period, left turns at this intersection will average one per 1.48 minutes.

Neither the draft nor the final environmental impact statement relating to the realignment of Cornell Road from 185th to 242nd has considered the traffic which will be generated by the WTRC. We feel it imperative that nothing is done to imperil the approval by the Oregon Department of Transportation and the Federal Highway Administration of this impact statement as a result of any decision to site the WTRC. The final approval and construction of this project is extremely important to this region. We believe that selection of the Turner site poses significant risk to this project and urge you to very carefully review this potential before selection.

The Turner site at just over 6 acres leaves little ground for landscape and screening as compared to the Fairway Western site. It will be far easier to reduce the negative impact of the WTRC on the area if a larger site allowing more room for landscape and topographic screening is selected.

Our review of these two sites leads us to conclude that if the choice is to place WTRC at one or the other, the best choice is the Fairway Western site at 1770 N.W. 216th Avenue.

Thank you for the opportunity to comment on this issue.

# TUALATIN VALLEY

Economic Development Corporation

July 22, 1986

Metropolitan Service District  
2000 SW 1st Avenue  
Portland, OR 97201

RE: Metro Proposals for Location of Waste Transfer  
Facility

The TVEDC Board of Directors requests that the Metropolitan Service District reconsider its position on the proposed location of the Waste Transfer Facility relating to the recommendations of the Governor's Task Force. It is our suggestion that the site offered by that Task Force (209th & TV highway) should be adopted.

The TVEDC feels strongly that locating the proposed facility within the boundaries of the Sunset Corridor would have a direct negative effect on the future development within that region. The specific economic realities may in essence be difficult to quantify, but, the perception of the negative aspects of this proposed "new neighbor" is significant. For that reason alone it would be justifiable to find a location outside the Sunset Corridor. We do believe the site selected should take into consideration surrounding environments. These considerations include high traffic concentrations, potential congestion, inadequate roadways and detrimental increased vibrations.

This resolution was adopted by the TVEDC Board of Directors at its regular meeting July 22, 1986. We recognize the decision you are making is a difficult one, however, one that has to be made.

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Koeth Mann 320 NW 216 Beaverton Or. 97006  
 Mark Hainey 22735 NW Birch Hillsboro, Ore 97124  
 Edward H. Crawford 1135 NW 228th Hillsboro Ore 97124  
 Kathleen A. Crawford 1135 NW 228th Hillsboro, Ore 97124  
 Carol Hedricks 22855 NW Chestnut Hillsboro, Ore 97124  
 Viola Fapps 22870 N Chestnut 97124  
 Maria Barclay 22945 NW Chestnut Hillsboro Oregon 97124  
 Janna Dushy 3827 E-Main Hillsboro Oregon 97123  
 Gary Barclay 22945 NW Chestnut Hillsboro, Ore.  
 Louis Bender 22975 NW Chestnut, Hillsboro 97124  
 Vermin S. Bender 22975 N.W. CHESTNUT HILLSBORO 97124  
 Marlene Dean 22970 NW Chestnut Hillsboro 97124  
 Donald S McKinley Jr 22970 N.W. Chestnut, Hillsboro 97124  
 Anna Skpirtch 22880 NW Dogwood Hillsboro 97124  
 Jerry J. Davis 22840 NW Dogwood Hillsboro 97124  
 Karen Davis 22840 NW Dogwood Hillsboro 97124  
 Thomas A Davis 22930 N.W. Birch Hillsboro 97124  
 Jess G. Davis 22930 N.W. Birch Hillsboro 97124  
 LeAnn A Dobbs Rt 5 Box 150 Hillsboro 97124  
 Cris J Dobbs RT 5 Box 150 Hillsboro 97124

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

Della A. Hankin 13280 SW Farmington Rd. Bvt. 97005  
Betty K Swayer 21280 NW Cherry Lane Hillsboro 97124  
Tom Helber 13590 S.W. Electric<sup>str.</sup> Beaverton 97005  
Mary Kiehl 12360 SW Center<sup>str.</sup> #23 Beaverton Ore 97005  
Kelly Turner 6367 SW Lombard #51 Beaverton OR. 97005  
Bobal 13441 SW Eleete Beaverton OR 97005  
PAUL ROBERG 1470 NW 131ST Portland, ORE, 97229  
Shannon Dandon 4420 SW 99th Portland or 97005  
Susan Summers 6460 S.W. Spruce Beaverton Oregon 97005  
Garrison L Seibels 2015 SW 79<sup>th</sup> Portland Oregon  
Nancy L. White 3545 SW 123rd Beaverton Ore 72  
Albert DeWitt 21670 S.W. York AVE, 126  
JERRY B BELLMER 2765 S.W. 219th REEDVILLE 97006  
MARGIE Bellmer " " " "  
Faye E. Sabo 770 N. W. 216<sup>th</sup> ave Hillsboro 97124  
Bill William D Sabo 770 N. W. 216<sup>th</sup> ave Hillsboro 97124  
Carol P. Elliot 21980 NW Quatama Rd Hillsboro 97124  
Robert L. Elliot 21980 N.W. Quatama Rd. Hillsboro 97124  
Elma Baughman 21840 N.W. Quatama Hillsboro, Oregon 97124  
Karin J. Johnson 21740 NW Quatama Rd, Hillsboro, OR 97124  
Jonas Marie Sanford 355 NW 216th Beaverton OR 97006  
Jan W. Sanf 355 NW 216<sup>th</sup> BEAVERTON OR 97006  
Andrea L. Krapp R1 Box 36 Banks OR 97106  
Susan Nicely 315 N.W. 216<sup>th</sup> Beaverton, OR 97006  
Pat Close Rt. 2, Box 1153 180 Beaverton, OR 97006  
Jeff Close RT2, BOX 1155 BEAVERTON OR 97006

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius PASS area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

George Nikorak 1340 NW. 216<sup>TH</sup> HILLSBORO. 97124  
Karen Annenberg-Nikorak 1340 N.W. 216<sup>TH</sup> Hillsboro 97124  
Phil Stodal 250 N.W. 216<sup>TH</sup> BEAVERTON 97006  
Doris Jacoby 235 N.W. 216<sup>TH</sup> BEAVERTON 97006  
Joe Kosmalak 123 S.W. 216<sup>TH</sup> Beaverton, Oregon 97006  
Dean E. Knight 405 S.W. 216<sup>TH</sup> Ave., Beaverton, OR 97006  
Sayoko Wright 405 S.W. 216<sup>TH</sup>, Beaverton Ore. 97006  
Tom Wells - 21880 SW Johnson Aloha 97006  
Paul Wells " " " " " "  
Mike Anderson 1675 S.W. 193<sup>RD</sup> CT Aloha, Or. 97006  
Kristi Kieffer 1675 SW 193<sup>RD</sup> CT Aloha OR 97006  
Timothy Kieffer 1675 S.W. 193<sup>RD</sup> CT. Aloha OR 97006  
Sylvia Woolaway Rt 2. Box 385-D Cornelius, Or 97113  
Susan R Chamberlin 21355 NW Chomley Hillsboro OR 97124

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

Claudia Kosmalaki 123 1st 216th Beaverton  
97006  
Laroly V Brown 21425 NW Cherry Ave  
Hillsboro, Ore 97124  
Clanne Foss 21425 NW. CHERRY AVE  
HILLSBORO, ORE 97124  
Mary Brandl 1555 SW 219th Ave  
Beaverton Or 97006

Rasake A Rawls 21870 SW Rock  
Aloha, Oregon  
Wayne Rawls @ 217 SW 217th; Rock Rd.  
Eric Juve 21750 SW ROCK RD ALOHA OR 97006  
1790 SW 217th ALOHA OR 97006

L. Latham 1810 SW 217th Ave 97006  
Bud Bowen 1705 S.W. 217th Ct Aloha 97006  
1705 SW 217th Ct. Aloha 97006  
Kilma A. Bowen 1685 SW 217th Ct Aloha 97006  
Claire Newkirk 1665 SW 217th Ct. Aloha 97006  
Dorothy S. Bording 1665 SW 217th Ct 183  
Col B Bording 1700 SW 217th Ct 97006  
Al Capella 1720 SW 218th Aloha 97006  
Kay Walter

WALTER C. HOLLIMAN	539 SE 12 Hillsboro	97123
Vernon Plass	22830 NW Birch Hillsboro Ore	
Elaine Plass	" " " "	97124
Ruby M. Karlin	1260A N.W. 259th Hillsboro, Ore	97124
Nancy H. Ken	22890 NW Alder Hillsboro Ore	97124
Dean G. Schul	1340 N.W. 228th Hillsboro, OR	97124
Barathy Sharp	1345 N.W. 228th Hillsboro	97124
Maurice Sharp	" " " " " "	" " " "
Wilbert Cronin	1180 NW 280th Hillsboro Oregon	97124
Delia Noreen	22965 NW Birch Hillsboro Ore	97124
Mrs Ray L Baker	23040 NW Birch Hillsboro Ore,	97124
Ray L Baker	23040 N-W Birch Hillsboro	Ore 77124
Timothy L Phin	23050 NW Chestnut Hillsboro	OR 97124
Coronnie Phipps	23050 NW Chestnut Hillsboro	OR 97124
Cecilia S. Carley	23030 NW Chestnut Hillsboro OR	97124
Howard E. Carley	" " " " " "	" " " "

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

DNB  
7:30

Verda F...  
Charlene Scotti  
Shirley Feltmeyer  
Vicki Lynn  
Colene M. Dawson  
Tami Mullen  
H. Delplanche  
Pat Durin  
Edwin Giesler  
Joyce Giesler  
Tim Giesler  
Maryann R Giesler  
Jerry W Rees  
Michelle Rees  
Milton B Davis  
Karin P. Davis  
Emelyn P Davis  
Daniel J Eddy  
Jennifer Eddy  
~~\_\_\_\_\_~~  
Maife Dreema  
Michael R Hughes  
Yvonne M Hughes

R2 Box - 19B Linton, OR. 97119  
1010 NE 17th #107 Hillsboro OR  
3375 Degwood Dr, Cornelius OR  
13455 S.W. 2nd Bldg, OR  
7019 S.W. Montauk Circle, Lake Oswego, OR.  
21280 NW. Cherry Dr.  
3305 S.W. 185 Aloha  
22000 NW. QUATAMA  
22065 N.W. QUATAMA  
22065 NW Quatama Rd.  
22065 N.W. Quatama Rd  
Hillsboro, OR. 97123  
22065 NW Quatama, Hillsboro, OR 97124  
22120 NW Quatama Rd Hillsboro 97124  
22120 N.W. Quatama Rd. Hillsboro 97124  
22315 N.W. QUATAMA HILLSBORO 97124  
22315 N.W. QUATAMA HILLSBORO 97124  
22315 NW Quatama Rd Hillsboro, OR 97124  
22390 NW Quatama, Hillsboro, ore 97124  
22390 NW Quatama Hillsboro OR 97124  
22375 NW Quatama Hillsboro OR 97124  
22375 NW Quatama Hillsboro OR 97124  
22330 NW QUATAMA HILLSBORO OR 97124  
22330 N.W. Quatama Hillsboro OR 97124  
184

Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

Krisie - Jensen	1690 SW 218 <sup>th</sup> Ct Aloha	649-5435
Sharon Conchin	1695 S.W. 218 <sup>th</sup> A. Aloha	649-7690
DAVID Conchin	1695 SW 218 <sup>th</sup> Ct. 97006	
Bryan Eufoss	21565 SW ROCK RD ALOHA	97006
John Far	21525 SW ROCK RD Aloha	97006
Nancy Huntley	21485 SW Rock Rd Aloha	97006
+ Jim Ross	21445 S.W. Rock Rd. Aloha	97006
+ Vera Rose	21445 S.W. Rock Rd. Aloha	97006
Cathi Baptist	21405 S.W. Rock Rd Aloha	97006
Steve Baptist	21405 S.W. Rock Rd Aloha	97006
Sue Ortiz	21410 SW. Rock Ct. Aloha	97006
Carolyn Lubich	1715 SW Rock Ct. Aloha	97006
Patti Bauke	21815 SW York St. Aloha, OR	97006

Rock Rd is a  
feed st to 216<sup>th</sup>

Meeting  
PCC July 15  
3-7:30  
Bldg.

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

at  
7:30

LORI WILLITS ~~Lori Willits~~ 1909 SW Alderwood St. Aloha  
Steve Westcott 22580 S.W. Johnson  
Andy T. Bilderman 3595 SW. 234th. Hillsboro

Dan Peterson 763 S.F. 39th Hillsboro OR

JOHN SCHENCKER 22260 SW JOHNSON ST Aloha OR 97006 642-1212

Mike Ogkes 1676 SE. MAPLE ST. Hillsboro OR. 97123

Timothy Smalley 20195 SW Kinnaman Rd Aloha Ore 97007

Bonnie Peake 4390 Stoddard Aloha, OR. 97007

LARRY A. EUSTED 29853 JARDING RD. EUGENE, OR. 97405

Ken C. Roam 792 IVA Lane Salem, Or. 97301

Debra L. Simbeck 11009 NW. Skyline Blvd 97231

} clients of a  
all the business  
who asked to sign



645-6079

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

Beaverton Parts Mfg Co. Inc.

Uta Hamann  
Patricia R. Nexsaa

David P. Gahl  
Jennifer Varela  
Wendy [unclear]

~~Barbara [unclear]~~  
Ken R. Chamberlain

Carlo [unclear] many!

Ken [unclear]

X [unclear] Stanley  
Richard [unclear]

Ed Walter  
Stephen & Beecher

Anger [unclear]  
[unclear]

Janis [unclear]  
Mrs. Mary [unclear]

Russell [unclear]

William T. Watson

Ignacio Vidales

Craig Harris

[unclear]  
[unclear]

Sony Bell

Mark [unclear]

Karen Harlow

[unclear]  
Phil [unclear]

187

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

Heather Grawlin 1025 NW 228 97123  
Eugene & Angela  
(21280) NW Cherry Lane Hillsboro 97124  
Mary Ellen Otter 21400 NW Cherry Lane Hillsboro 97124  
J & W Otter " " " " " "  
Dennis Chamberlin 21355 NW Cherry Ln. Hillsboro, 97124  
Michael Chamberlin " " " " " "

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

Charles Nofziger	2100 NW Cornell Rd	Hillsboro Ore
Jack Johnson	RT 5 Box 4111	" " "
Barbara Miller	1610 S.W. 193 <sup>rd</sup> St	ALOHA, ORE.
Ernie B. Kelley	3172 SE OAK	Hillsboro Ore
Alma D. Beeler	Rt 5 - Box 400	Hillsboro Ore
Emm Beeler	" "	" "
Clive L. Burt	Rt 2 Box 1196	Beaverton Ore
Marion E. Burt	Rt 2 Box 1196	BEAVERTON, OR 97006
Velma Anderson	Rt 2 Box 1191	" "
Paul D. Nofziger	21070 NW Cornell Rd	Hillsboro OR 97124
Fray Nofziger	16285 NW Bronson	Beaverton 97006
Lillian Nofziger	16285 NW Bronson	Beaverton 97006
Dale A. Nofziger	21000 NW Cornell Rd	Hillsboro, OR 97124
Gail M. Tstadt	Rt. 2, Box 1193	Beaverton, OR 97006
Ada Conrady	Rt 2, Box 1190	Beaverton, OR 97006
Frank Conrady	Rt 2, Box 1191	BEAVERTON, OR 97006
Glenda J. Henry	Rt 2, Box 1188	Beaverton OR 97006
Verlie E. Henry	RT 2 Box 1188	Beaverton ore 97006

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

Ronald D. Fulcher	- New Tech Electric	7/14/86
William A. Colman	- New Tech Electric	7-14-86
<del>George W. Cole</del>	New Tech Elec.	7/15/86
Patricia A. Fulcher	New Tech Electric	7-15-86
Sheri A. Stirewalt	New Tech Electric	7-15-86
Keith W. Smith	New Tech Electric	7-15-86
Collin Z. Cedergren	NEW TECH. ELEC.	7-15-86

We, the undersigned, would like to make the Metropolitan Service District aware that we are OPPOSED to the two sites in the Cornelius Pass area known as #52 and #57 as a location for the Washington Co. Garbage Transfer Station.

UNIVERSAL PRECISION PRODUCTS CO  
1775 N.W. 216th Hill, Beaverton Oregon  
Oswell R. Hart Owner 7/14/86

KRISTINE VAN RADEN	21145 NW QUATAMA	ALOHA, ORE 97006
Tommy S. Ray	20935 N.W. Quatama	Beaverton, OR 97006
ANN RAY	20935 N.W. QUATAMA	BEAVERTON, OR 97006
Laura J Duncan	11910 SW Boones Bend Dr.	Beaverton, OR 97005

191

12-10, We, the undersigned, would like to make the Metropolitan  
DCC Bld-3 Service District aware that we are OPPOSED to the two at  
ROCK CREAK sites in the Cornelius Pass area known as #52 and #57 as 7:30  
a location for the Washington Co. Garbage Transfer Station.

Name	Address	zip	phone
William B. Hammet	RR1, P.O. 1077	97124	645-8387
Margie Howard	21255 NW Chemu Ln	97124	645-2123