



# Agenda

COUNCIL MEETING

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: September 12, 1985

Day: Thursday

Time: 6:00 p.m., Agenda Items 1 through 6.1

7:00 p.m., Agenda Item 7.1

Place: HIGHLAND PARK INTERMEDIATE SCHOOL, AUDITORIUM  
7000 S.W. Wilson Avenue, Beaverton  
(Near the Intersection of S.W. Murray Road and Allen Boulevard)

Approx.  
Time

Presented By

6:00 CALL TO ORDER  
ROLL CALL

1. Introductions
2. Councilor Communications
3. Executive Officer Communications
4. Written Communications to Council on Non-Agenda Items
5. Citizen Communications to Council on Non-Agenda Items

6. ORDINANCES

6:20	6.1 <u>Consideration of Ordinance No. 85-191</u> , Relating to Solid Waste Disposal Charges and User Fees; Amending Metro Code Sections 5.02.015, 5.02.020, 5.02.025, 5.02.045 and 5.02.050; and Establishing Metro Code Section 5.02.065 for Collection of a Special Waste Surcharge and Permit Application Fee (First Reading and Public Hearing)	McConaghy
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6:45 BREAK

7. RESOLUTIONS

7:00	7.1 <u>Consideration of Resolution No. 85-591</u> , for the Purpose of Designating Sites for the Washington Transfer & Recycling Center (WTRC) and Authorizing the Executive Officer to Enter into Negotiations to Acquire the Sites	
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STAFF PRESENTATION

PUBLIC HEARING (Including Public Testimony)

Sites Under Consideration:

- \* Site N: Allen Boulevard and Western Avenue, Beaverton
- \* Site 56: TV Highway and 160th, Beaverton
- \* Site 59: Highway 26 and Cornelius Pass Road, Washington County

COUNCIL CONSIDERATION AND ACTION

Drennen/Wexler /  
WTRC Advisory  
Group

9:30 ADJOURN



# Executive Officer Report

RICK GUSTAFSON, Executive Officer  
METROPOLITAN SERVICE DISTRICT 527 SW Hall St., Portland, OR 97201-5287 503 221-1646

SEPTEMBER 12, 1985

## BUILDING UPDATE

Subleases - With the Council's approval of a second sublease (Eves/Smith, Attorneys) our total leased area is 2,600 sq. ft. Tenant improvements are in progress.

Building Improvements - The building exterior has been completed at the owner's expense. Metro's office space is now under construction.

Office furnishings and panel systems - All items have been bid, contracts signed and work progressing.

## CRIMINAL JUSTICE BLOCK GRANT FUNDS

Applications for FY 1985 Criminal Justice Block Grant Funds were reviewed by the Regional Adult Corrections Task Force on August 20. Twenty-one applications, totaling \$1.9 million in requests, were evaluated and ranked. Those rankings were then forwarded to the State Department of Justice along with the Task Force's recommendation that fund allocation be based on the incidence of violent crime, rather than population. The staff did an excellent job in a very short time frame.

## REGIONAL COMMITTEE ON CONVENTION, TRADE, AND SPECTATOR FACILITIES (CTS)

The Findings and Conclusions of the Study Committees of CTS were presented to the CTS full committee, study committee members and the press on August 6. The next full committee meeting was September 10 at which time CTS will formulate their final recommendations.

## URBAN GROWTH BOUNDARY

Major Amendments - Contract has been signed with Adrienne Brockman to act as Hearings Officer for all petitions. Ms. Brockman issued the final rules for consolidation of cases September 12.

UGB (continued)

Locational Adjustments - The Hearings Officer's Report on Contested Case No. 84-2 (PGE et al) was released August 19. The applicants requested and received additional time to complete their response. The matter will be presented to Council for action October 24.

Contested Case No. 85-4 (Foster) has been scheduled for hearing September 16. Four other petitions were completed by the September deadline: No. 84-3 (Burright, et al); No. 85-1 (Wilsonville); No. 85-2 (Tualatin Hills Church); and No. 85-5 (Griffin). These will be scheduled for hearings in October and November.

#### TRANSPORTATION STUDIES

The Southwest Corridor Policy Committee met and approved formation of a citizens' advisory committee and reviewed Metro's assessment of the transportation problems in the corridor. We are soliciting appointments to a similar policy committee for the I-205 LRT study now underway.

#### DATA SERVICES

A Regional Population and Employment Forecast to 1990 and 2005 report was published. Promotional material was sent to 530 businesses describing published reports, new products and the Market Profile Service. A contract research project was completed for Leland & Hobson, Economic Research Consultants. In addition, during the month of August, technical assistance was provided to the Port of Portland, Portland Development Commission, Tri-Met, city of West Linn and city of Tualatin.

Final runs to incorporate changes to 1983/2005 Travel Forecasts were made in August.

#### WASTE REDUCTION

On September 4, Program Coordinator Patrick Miner conducted the first in a series of meetings with local government officials and private haulers regarding a regional response to the Oregon Opportunity to Recycle Act, SB 405, and the provisions of SB 662, A Solid Waste Reduction Program. The meeting generated input on the types of programs Metro will offer to aid in the implementation of the new laws.

## ST. JOHNS LANDFILL

RFPs have been initiated for trommel rental and operation to process the yard debris at the St. Johns Landfill.

Two meetings were scheduled September 10 and 11 to plan the mobilization and demobilization of the operations of the St. Johns Landfill. In attendance at these meetings were the current contractor Genstar, the newly awarded firm Browning-Ferris Industries of Oregon, Inc., Metro staff, City of Portland, and DEQ.

## SOLID WASTE MANAGEMENT PLAN

The draft chapter of Source Reduction and Recycling is available and has been sent to interested groups and citizens for review. The time frame for public involvement activities has been presented to the Council Task Force on Waste Reduction.

## ZOO

The Zoo Concert Series ended with another successful season with attendance over 57,000.

Fun was had by all at the 1st Annual Grand Wazoo. The Friends of the Zoo will sponsor this event again next year.

With the approval of the contract with Tri-Lett Industries August 15, improvements for the elephant viewing room is now underway. These improvements include adding a new entryway, upgrading the viewing room and adding access from the back of the viewing room to the Elephant Overlook Hill.

July and August attendance was 10,000 over projected attendance.

Gift Shop remodeling RFPs were due September 6.

## CHINESE NEGOTIATIONS

On September 11 Gene Leo and Steve McCusker left for Beijing, Chongqing and Guangzhou. They will finalize the golden monkey discussions in Beijing and visit the Chongqing and the Guangzhou zoos. A permanent animal exchange has been planned to take place this year at both of these zoos. The purpose of the trip is threefold: 1) to finalize negotiations on the permanent animal exchanges; 2) to improve our knowledge and relationship with the Chinese for future cooperative programs; and 3) to obtain visuals of Chinese zoo exhibits, golden monkeys and pandas for use in fund-raising programs as our development effort progresses.

WORKSHOPS AND MEETINGS

On August 14, Metro's IRC and the Federal Office of Management and Budget held a briefing session for local governments on the administration's New Federalism proposals and Grants Management requirements.

The Street of Dreams and Solar Housing Tour, sponsored by Metro and the Home Builders Association of Metropolitan Portland, was conducted August 27 for local officials in the region. Twenty-seven persons attended the half-day guided bus tour of a solar housing development in Lake Oswego Shore Estates and the Street of Dreams in Waterhouse Subdivision in Washington County.

COUNCIL TAX

The first two Tax Advisory Group (TAG) meetings were held by Councilors Marge Kafoury and Corky Kirkpatrick. Both were well attended and resulted in informative and lively discussions on various alternatives for financing Metro. Eleven more Councilor TAG meetings are scheduled.

The Friends of the Zoo have created a special Task Force to investigate the various taxing alternatives. The task force is made up of seven Committee members and three Councilors: Tom DeJardin, Corky Kirkpatrick and Marge Kafoury.

EMPLOYEE ACTIVITIES:

PROMOTIONS AND NEW HIRES

August 1985

Zoo Mary Jo Anderson - promoted to Animal Keeper  
Jesus Gonzalez - promoted to Animal Keeper

F & A Jeff Booth - promoted to Data Processing Manager  
Susan Sturges - appointed temporary Facilities Manager for new building  
Sherrie Shervey - appointed part-time secretary in F&A.

Solid Waste Chuck Geyer - promoted to Analyst 2  
Randi Wexler - promoted to Analyst 2

KD/SR/gl  
4076C/D1-3

CONSIDERATION OF ORDINANCE NO. 85-191 FOR  
ESTABLISHING 1986 SOLID WASTE RATES

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Date: September 4, 1985

Presented by: Rich McConaghy

FACTUAL BACKGROUND AND ANALYSIS

The purpose of this Staff Report is to introduce Ordinance No. 85-191 for public hearing and Council consideration. The 1986 Rate Study provides a basic analysis of 1986 waste flows and revenue requirements and examines resultant rates under a number of policy alternatives. The staff recommendations on rate policies which are included in the Rate Study and the Rate Study Overview would result in increases of \$.90 per ton or \$.25 per public trip at the St. Johns Landfill and \$1.65 per ton or \$.50 per public trip at CTRC. Ordinance No. 85-191 would implement the staff recommended rates for 1986.

The policies which staff is recommending through Ordinance No. 85-191 include the following:

- Rates ought to be based on only those waste quantities which are generated within the Metro region.
- Regional transfer charges should not be collected on wastes disposed at limited use landfills by commercial disposers.
- The convenience charge collected at CTRC should be increased by \$.75 per ton and \$.25 per public trip.
- New fees should be established for the disposal of special wastes at the St. Johns Landfill.
- The \$1.50 per ton required by SB 662 should be collected on all wastes disposed at the St. Johns Landfill beginning in 1986. This cost should be figured into the base disposal rate and be identified as an add-on fee.
- A prudent amount of the fund balance should be applied to costs in order to minimize rate increases; 20 percent of the fund balance is suggested as an appropriate amount.

The outcomes of the Council work session to be held September 5 have not yet been reflected in this ordinance. As a result of Council deliberations on September 5, Rate Review Committee or SWPAC recommendations, or public comments, it is possible that the Council may prescribe alternative policies to those recommended by the staff in this ordinance. The ordinance could be amended at the September 12 or 26 Council meetings if necessary to accomodate this input.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance  
No. 85-191.

RM/gl  
4118C/236-5  
09/04/85

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE RELATING TO SOLID )           ORDINANCE NO. 85-191  
WASTE DISPOSAL CHARGES, REGIONAL )  
TRANSFER CHARGES AND USER FEES: )  
AMENDING METRO CODE SECTIONS )  
5.02.015, 5.02.020, 5.02.025, )  
5.02.045 AND 5.02.050; AND )  
ESTABLISHING METRO CODE SECTION )  
5.02.065 FOR COLLECTION OF A )  
SPECIAL WASTE SURCHARGE AND PERMIT )  
APPLICATION FEE )

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

Section 1. Metro Code Section 5.02.015, Definitions, is amended to read as follows:

"(a) "Person" means any individual, partnership, association, corporation, trust, firm, estate, joint venture or any other private entity or any public agency.

"(b) "Solid Waste" means all putrescible and nonputrescible wastes, including without limitation, garbage, rubbish, refuse, ashes, paper and cardboard; vehicles or parts thereof; sewage sludge, septic tank and cesspool pumpings or other sludge; commercial, industrial, demolition and construction waste; home and industrial appliances; and all other waste material permitted by ordinance to be disposed of at the St. Johns Landfill.

"(c) "Special Waste" means: 1) Solid waste which is any unusual component of municipal solid waste; 2) solid waste which could potentially contain substantial quantities of waste defined as hazardous waste by the Oregon Department of Environmental Quality or the U.S. Environmental Protection Agency; or 3) solid waste which requires extraordinary management. Examples of special wastes are: chemicals, liquids, sludges and dusts from commercial and industrial operations; municipal waste water treatment plant grits, screenings and sludges; tannery wastes, empty pesticide containers, dead animals or by-products; and wastes containing asbestos.

"[(c)] (d) "St. Johns Landfill" is that landfill owned by the City of Portland, Oregon, operated by Metro and located at 9363 N. Columbia Blvd., Portland, Oregon 97203.

"[(d)] (e) "Clackamas Transfer & Recycling Center" is that solid waste transfer station owned and operated by Metro and located at 16101 S. E. 82nd Drive, Oregon City, Oregon, 97045. (Ordinance No. 82-146, Sec. 2)"

and who: "(f) "commercial" means those persons who dispose of waste

- "(1) pay for disposal of wastes on the basis of weight at St. Johns Landfill or CTRC, or
- "(2) pay for disposal of wastes through a charge account at St. Johns or CTRC, or
- "(3) dispose of wastes as an activity of their business.

and who: "(g) "private" means those persons who dispose of waste

- "(1) do not pay for disposal of wastes on the basis of weight at St. Johns Landfill or CTRC, and
- "(2) do not pay for disposal of wastes through a charge account at St. Johns Landfill or CTRC, and
- "(3) do not dispose of wastes as an activity of their business."

Section 2. Metro Code Section 5.02.020, Disposal Charges at St. Johns Landfill, is amended to read as follows:

"(a) A commercial base disposal rate of [\$9.80] \$9.36 per ton of solid waste delivered is established for disposal at the St. Johns Landfill. A private base disposal rate of \$2.10 per cubic yard is established for disposal at the St. Johns Landfill. Said rate shall be in addition to other fees, charges and surcharges established pursuant to [Sections 8, 9 and 10 of] this [ordinance] chapter.

"(b) The minimum charge for commercial vehicles shall be for one ton of solid waste. The minimum charge for private trips shall be two and one-half cubic yards for pickup trucks, vans and trailers and two cubic yards for cars. The minimum charge for private trips shall be waived for any person delivering one-half cubic yard or more of acceptable recyclable materials. Such persons shall be charged for the actual amount of waste delivered at the extra yardage rate.

"(c) The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the St. Johns Landfill:"

Section 3. Metro Code Section 5.02.025, Disposal Charges

at Clackamas Transfer & Recycling Center, is amended to read as follows:

"(a) A commercial base disposal rate of [\$9.80] \$9.36 per ton of solid waste delivered is established for solid waste disposal at the Clackamas Transfer & Recycling Center. A private base disposal rate of \$2.10 per cubic yard is established at the Clackamas Transfer & Recycling Center.

"(b) A convenience charge of [\$2.25] \$3.00 per commercial ton and \$.40 per private cubic yard of solid waste delivered is established to be added to the base disposal rate at Clackamas Transfer & Recycling Center.

"(c) The base disposal rate and convenience charge established by this section shall be in addition to other fees, charges and surcharges established pursuant to [Sections 8, 9 and 10 of] this [ordinance] chapter.

"(d) The minimum charge for commercial vehicles shall be for one ton of solid waste. The minimum charge for private trips shall be two and one-half cubic yards for pickup trucks, vans and trailers and two cubic yards for cars. The minimum charge for private trips shall be waived for any person delivering one-half cubic yard or more of acceptable recyclable materials. Such persons shall be charged for the actual amount of waste delivered at the extra yardage rate.

"(e) The following disposal charges shall be collected by the Metropolitan Service District from all persons disposing of solid waste at the Clackamas Transfer & Recycling Center:"

Section 4. Metro Code Section 5.02.045, User Fees, is amended to read as follows:

"The following user fees are established and shall be collected and paid to Metro by the operators of solid waste disposal facilities, whether within or without the boundaries of Metro, for the disposal of solid waste generated, originating [or] , collected or disposed within Metro boundaries in accordance with Metro Code Section 5.01.150:

"(a) For noncompacted commercial solid waste, [25¢] \$.25 per cubic yard delivered, or [\$1.68] \$2.04 per ton delivered.

"(b) For compacted commercial solid waste, [43¢] \$.60 per cubic yard delivered; or [\$1.68] \$2.04 per ton delivered.

"(c) For all material delivered in private cars, station wagons, vans, single and two-wheel trailers, trucks with rated capacities of less than one (1) ton, [27¢] \$.22 per cubic yard with a minimum charge of [54¢] \$.44 per load when disposal rates are based on a two cubic yard minimum or \$.55 per load when rates are based on a two and one-half cubic yard minimum.

"(d) User fees for solid waste delivered in units of less than a whole cubic yard shall be determined and collected on a basis proportional to the fractional yardage delivered.

"(e) Inert material, including but not limited to earth, sand, stone, crushed stone, crushed concrete, broken asphaltic concrete and wood chips used at a landfill for cover, diking, road base or other internal use and for which disposal charges have been waived pursuant to Section 5.02.030 of this chapter shall be exempt from the above user fees. (Ordinance No. 82-146, Sec. 8)"

Section 5. Metro Code Section 5.02.050, Regional Transfer Charge, is amended to read as follows:

"(a) There is hereby established a regional transfer charge which shall be a charge to the operators of solid waste disposal facilities for services rendered by Metro in administering and operating solid waste transfer facilities owned, operated or franchised by Metro. Such charge shall be collected and paid in the form of an add-on to user fees established by Section 5.02.045 of this chapter.

"(b) The following regional transfer charges shall be collected and paid to Metro by the operators of solid waste disposal facilities, whether within or without the boundaries of Metro, for the disposal of solid waste generated, originating [or] , collected or disposed within Metro boundaries:

"(1) For noncompacted commercial solid waste, [\$0.30] \$.37 per cubic yard delivered; [\$2.00] \$2.98 per ton delivered.

"(2) For compacted commercial solid waste, [\$0.52] \$.88 per cubic yard delivered; [\$2.00] \$2.98 per ton delivered.

"(3) For all material delivered in private cars, station wagons, vans, single and two wheel trailers, trucks with rated capacities of less than one (1) ton, [\$0.68] \$.68 per cubic yard with a minimum charge of [\$1.34] \$1.36 per load when disposal rates are based on a two cubic yard minimum or \$1.70 per load when rates are based on a two and one-half cubic yard minimum."

"(c) Regional transfer charges shall not be collected on wastes disposed at limited use landfills by commercial disposers. The purpose of this exemption is to encourage the disposal of non-food wastes at limited use sites and thus prolong the capacity of general purpose landfills."

Section 6. Metro Code Section 5.02.065 is established to read as follows:

"5.02.065 Special Waste Surcharge and Special Waste Permit Application Fees:

"(a) There are hereby established a Special Waste Surcharge and a Special Waste Permit Application Fee which shall be collected on all special wastes disposed at the St. Johns Landfill and on all Special Waste Permit Applications. Said Surcharge and fee shall be in addition to any other charge or fee established by this chapter. The purpose of the surcharge and permit application fee is to require disposers of special waste to pay the cost of those services which are provided at the St. Johns Landfill and by the Metro Solid Waste Department to manage special wastes. The said surcharge and fee shall be applied to all special wastes as defined in Metro Code Section 5.02.015.

"(b) The amount of the Special Waste Surcharge collected at the St. Johns Landfill shall be \$3.65 per ton of special waste delivered.

"(c) The minimum charge collected through all fees for each special waste disposal trip shall be \$50.00.

"(d) The amount of the Special Waste Permit Application Fee shall be \$25.00. This fee shall be collected at the time Special Waste Permit Applications are received for processing."

"(e) Lab or testing costs which are incurred by Metro for evaluation of a particular waste may be charged to the disposer of that waste."

Section 7. The rates, fees and charges established by this Ordinance shall be effective on and after January 1, 1986.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

\_\_\_\_\_  
Ernie Bonner, Presiding Officer

Attest:

\_\_\_\_\_  
Clerk of the Council

RM/srs  
4118C/236-4  
09/03/85

Vehicle Category	Base Rate		Metro User Fee			Regional Transfer Charge		Convenience Charge		Total Rate	
	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy	\$/ton	\$/cy	

**COMMERCIAL**

Compacted	[\$9.80]	\$9.36	[\$2.90]	\$2.76	[\$1.68]	\$2.04	[0.43]	\$.60	[\$2.00]	\$2.98	[\$0.52]	\$0.88	[\$2.25]	\$3.00	[\$0.57]	\$0.88	[\$15.73]	\$17.38	[\$4.42]	\$5.12
Uncompacted	[9.80]	9.36	[1.23]	1.17	[1.68]	2.04	0.25		[2.00]	2.98	[0.30]	0.37	[2.25]	3.00	[0.33]	0.37	[15.73]	17.38	[2.11]	2.16

**PRIVATE**

	Base Rate	Metro User Fee	Regional Transfer Charge	Convenience Charge	Total Rate					
	Per Trip	Per Trip	Per Trip	Per Trip	Per Trip					
Cars <sup>1</sup>	[\$4.62]	\$4.20	[\$0.54]	\$0.44	[\$1.34]	\$1.36	[\$0.75]	\$0.80	[\$7.25]	\$6.80
Station Wagons <sup>1</sup>	[4.62]	4.20	[0.54]	0.44	[1.34]	1.36	[0.75]	0.80	[7.25]	6.80
Vans <sup>2</sup>	[5.37]	5.25	[0.54]	0.55	[1.34]	1.70	[0.75]	1.00	[8.00]	8.50
Pickups <sup>2</sup>	[5.37]	5.25	[0.54]	0.55	[1.34]	1.70	[0.75]	1.00	[8.00]	8.50
Trailers <sup>2</sup>	[5.37]	5.25	[0.54]	0.55	[1.34]	1.70	[0.75]	1.00	[8.00]	8.50
Extra Yards	[2.31]	2.10	[0.27]	0.22	0.68		[0.35]	0.40	[3.60]	3.40

**TIRES<sup>3</sup>**

	Base Rate	Metro Fee	Regional Transfer Charge	Total Rate
Passenger (up to 10 ply)	\$0.50			\$0.50
Passenger Tire (on rim)	1.25			1.25
Tire Tubes	0.25			0.25
Truck Tires	3.75			3.75
(20" diameter to 48" diameter on greater than 10 ply)				
Small Solids	3.75			3.75
Truck Tire (on rim)	8.75			8.75
Dual	8.75			8.75
Tractor	8.75			8.75
Grader	8.75			8.75
Duplex	8.75			8.75
Large Solids	8.75			8.75

<sup>1</sup>Based on a minimum load of two cubic yards.

<sup>2</sup>Based on a minimum load of two and one-half cubic yards.

<sup>3</sup>Cost per tire is listed.



CONSIDERATION OF RESOLUTION NO. 85-591 FOR THE PURPOSE OF DESIGNATING SITES FOR THE WASHINGTON TRANSFER & RECYCLING CENTER AND AUTHORIZING THE EXECUTIVE OFFICER TO ENTER INTO NEGOTIATIONS TO ACQUIRE THE SITES

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Date: August 30, 1985

Presented by: WTRC Advisory Group  
Randi Wexler

FACTUAL BACKGROUND AND ANALYSIS

A transfer and recycling center serving Washington County has been a recommended element of the Solid Waste Management Plan since its adoption in 1975. A 1984 update of the original Plan recommended that a total of three transfer stations serve the metropolitan region. The Clackamas Transfer & Recycling Center (CTRC) began operation in April of 1983. The station serving the western portion of the region was given next priority.

The closure of landfills serving Washington County prompted a renewed effort to begin implementation of the west station in the spring of 1982. Staff began holding discussions with local jurisdictions and members of the collection industry in Washington County regarding their need/desire for a transfer station. Resolutions of support for a facility were received from Washington County, and the cities of Hillsboro, Beaverton, Tigard, Forest Grove, Tualatin and Cornelius.

In July 1982, the Metro Council directed staff to initiate a process for implementing a transfer station in Washington County. A committee was established and directed to consider various implementation alternatives. The Committee urged Metro to proceed with building the transfer station as soon as possible. After receiving the Committee's suggestions, the Metro Council decided that the Washington Transfer & Recycling Center (WTRC) be publicly owned and privately operated by contract. Resolution No. 83-439, passed in December 1983, authorized staff to proceed with siting of WTRC. Prior to beginning the actual siting effort, several public meetings were held to inform the community about the solid waste problem and the need to proceed with a transfer station. (See "Meetings List," Attachment "A.")

Site Selection Process

In June of 1984 a site selection Advisory Group was formed to assist staff in choosing the location for WTRC. The Advisory Group

is composed of citizens, members of the recycling and collection industries, and local government officials. The Advisory Group has worked for over a year to locate a suitable site for WTRC.

The Advisory Group worked with staff to develop criteria by which to evaluate sites. The original criteria consisted of a three-stage evaluation and screening process which examined transportation issues, environmental impacts, development constraints and compatibility issues.

A list of 54 potential sites was compiled by using the Washington County and city of Beaverton industrial land inventories, and by advertising and soliciting for sites from local real estate firms and developers. The Advisory Group narrowed the 54 sites to three potential sites in the area of S. W. 158th and Jenkins Road in Washington County. On March 5, 1985, a county-wide public meeting was held to assist the Advisory Group in determining which of these three sites was most appropriate for a transfer station. Generally all three sites were considered inappropriate for a transfer station by the public attending the meeting. Their reasons included: close proximity to a residential neighborhood; the perceived impact on existing and future economic development in the region; and specifically, impact on Sunset Corridor developments and NIKE corporate headquarters; and potential impact on a food processing plant from any potential odors, birds or rodents at the transfer station. Transportation concerns centered on minimizing the impact of trucks driving by existing businesses or future hi-tech development.

Following the March public meeting the Advisory Group decided to reconsider the criteria in light of the public testimony and input from local governments. An Ad Hoc Committee of the Sunset Corridor Association, a regional economic development group, developed an Alternative Siting Report that reviewed and expanded the site evaluation process performed by the Advisory Group. Due to concern raised by the business community, several meetings were held by the Advisory Group to examine and revise the criteria for site selection. The Ad Hoc Committee as well as others played an active role in streamlining the evaluation process, adding additional criteria, and recommending additional sites for evaluation. The revised criteria focused on the same major factors as the original criteria, except that a Campus Environment Zone was segregated from other industrial uses, and vacant industrial land was treated differently than developed industrial land. Also the Advisory Group gave added weight to sites located near principal highways (Sunset, Highway 217, and TV Highway). These changes reflect a variety of opinions by the general public on the issue compatibility. (See "Criteria," Attachment "B.")

With criteria set, staff then evaluated a list of 79 potential sites (original 54 plus new sites identified by the Ad Hoc Committee and others). The Advisory Group narrowed the list of 79 sites to 10 potential sites located in five areas throughout Washington County. With a list of 10 sites, staff and Advisory Group members conducted

area meetings to talk with residents and businesses around the 10 potential sites. Landowners within 500 ft. of the sites were notified and encouraged to attend. Other people possibly impacted and those interest groups already involved in the process were also notified.

These area meetings were an education process to continue to inform the public about why a transfer station is needed, and to provide an opportunity for residents and businesses to discuss questions and concerns about specific sites. A question and answer period followed the staff presentation. At the conclusion of the five area meetings, a second county-wide public meeting was held on July 16, 1985. The Advisory Group presided over this public meeting to listen to concerns of the nearby businesses and residents. At the meeting staff reviewed and answered questions from the five area meetings which related to general concerns about transfer stations (noise, odor, litter, etc.) and site specific concerns such as impacts to certain roadways. Public comment was taken following the staff presentation. In general, the same comments voiced at the area meetings were repeated at the county-wide public meeting. No new technical information was presented that would have bearing on the use of individual sites for a transfer station. With comment from both the county-wide public meeting and the area meetings and additional technical work (availability of a parcel, special permits required, a schematic drawing and additional traffic information), the Advisory Group narrowed the list of 10 to 3 sites. These sites are depicted on a set of maps included in the Staff Report to the Advisory Group, Attachment "C."

#### Advisory Group Recommendation

The Advisory Group have ranked the remaining three sites and forwarded their recommendation to the Metro Council. These three sites are suitable for a transfer station based on the criteria evaluated by the Advisory Group. All three sites are:

1. located within one-half mile from a highway;
2. have minimal impact on residents;
3. are more compatible with adjacent land uses than other sites;
4. have full utilities, including rail;
5. are a minimum of four acres; have no major geotechnical concerns; and
6. are within seven miles from the center of waste.

Two of the sites are currently zoned "Industrial" (59 and N) while part of one site would require a zone change (56) from "Campus" to "Light Industrial."

Compatibility of a transfer station with other land uses has been a major concern throughout the process. Site 59 is abutted by Highway 26, Cornelius Pass Road, and vacant industrial land anticipated to develop in a campus industrial manner. A 100' wide power corridor provides a buffer from this anticipated development.

Site N is surrounded by warehouse distribution developments and newly constructed flex-space development. Site 56 is adjacent to T.V. Highway. Vacant industrial land anticipated to develop in a campus industrial manner lies across Millikan Way on the west and across Beaverton Creek to the north. This land also has a power right-of-way that runs through the site.

The Advisory Group also examined the support and opposition of various groups interested in the location of WTRC. The Advisory Group did not use the criteria of a willing seller in their final analysis. All sites were assumed to be vacant and/or available on the market. The three sites have been rated as follows:

1. Site N - Western Avenue and Allen Boulevard
2. Site 56 - T.V. Highway and 160th
3. Site 59 - Cornelius Pass and Sunset Highway

The Group's recommendation stated that if Site N were to continue as an operating business, Metro should not condemn the property. The second and third sites were ranked within one point of one another.

#### Site Descriptions

Site N at Western and Allen Boulevard, the Champion Wood Products Building, is an eight-acre parcel located in the city of Beaverton. It is two miles from the center of waste, and is more than 1,000 feet from a residential neighborhood. This site currently has an existing operating business on the site. The Champion Wood Products site was evaluated by the Advisory Group and staff in response to the Alternative Siting Report prepared by an Ad Hoc Committee of the Sunset Corridor. It is zoned "Industrial Park" with surrounding uses being predominantly warehouse, distribution, and processing of wood products. The existing 60,000 sq. ft. warehouse building could be used to support part of the transfer operation. Most vehicles would use Highway 217 to Allen Boulevard and travel to Western Avenue. Both Allen and Western are four-lane fully improved roads.

Site 56, on T.V. Highway and 160th in the city of Beaverton, provides access from T.V. Highway and is less than two miles from the center of waste generation. It is more than 500 feet from a residential neighborhood, and is at the edge of a developing campus industrial area (Beaverton Creek Tech Center). The site is comprised of two parcels that are separated by T.V. Highway. The south parcel is four acres owned by the city of Beaverton and zoned "Light Industrial." This parcel would possibly be used for gatehouse operation and ancillary operations such as a truck wash area. To provide for the transfer building, additional land would be used on the north side of T.V. Highway. This 3.5-acre parcel is owned by the Archdiocese of Portland and is zoned "Campus Industrial." A zone change from "Campus" to "Light" industrial would be necessary.

Access from one parcel to the other is provided by the T.V. Highway overpass of the B&N Railroad. Use of this underpass would either require two at-grade crossings of the B&N Railroad or relocation of one of the two tracks. Both properties are bisected by the B.P.A. and P.G.E. power corridors. This factor severely limits the buildable portion of the properties. In conclusion, based on preliminary layouts, the site is workable but will be difficult to develop.

Site 59, on Cornelius Pass Road in Washington County, was chosen as the number 3 site because of access along Sunset Highway, distance of more than 1,000 feet from a residential development, and minimal impact to a developing industrial area. It is 11 acres and is zoned "Industrial." The site is on the edge of the Sunset Corridor area and on the edge of a large vacant industrial land development. The parcel is buffered from adjacent industrial property by a 100' P.G.E. right-of-way for power lines. The site was originally offered to Metro for sale by the previous owner. The offer has since been recinded and the property was sold to another party. Although this site is farther from the center of waste than the other two sites (six and one-half miles from the center of waste), access from Sunset Highway provides a good transportation corridor for collection vehicles, transfer trucks, and public haulers. Under the current plan access would be from existing Croeni Road. The long-term access would probably be on a new road farther north after the Cornelius Pass Interchange is completed.

The Advisory Group also reviewed a fourth alternative that considered using only the four-acre parcel owned by the city of Beaverton. Preliminary layouts demonstrate that the site is extremely limited in the type of operation to be used and is very inflexible considering future processing and recycling. This site should be considered only as a last recourse.

All three of these sites would meet the needs of providing transfer station service to the west side of the tri-county area.

#### EXECUTIVE OFFICER'S RECOMMENDATION

Adopt Resolution No. 85-591 which designates three acceptable sites for the transfer station in order of preference and authorizes the Executive Officer to commence negotiations to acquire these sites adopted by Council.

RW/DD/gl  
4238C/405-7  
09/03/85

NOTE: Since the preparation of this staff report, the letter from the owner of Site N has requested the site be removed from further evaluation. See the attached memo dated September 3, 1985.



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: September 3, 1985  
To: Metro Councilors  
From: Randi Wexler *Randi*  
Regarding: Letter from U.S. Plywood

On Friday, August 30, 1985, the attached letter was received from U.S. Plywood in response to Metro's inquiries about purchase of the Champion Wood Products Building for location of a transfer and recycling center.

The Washington Transfer and Recycling Center Advisory Group rated the Champion site (Site N), at Western and Allen Blvd. in Beaverton, as their number one choice, contingent on Champion vacating their operations. Champion Wood Products currently operates a warehouse/distribution center from this location. The Advisory Group's recommendation states that if Site N were to continue as an operating business, Metro should not condemn the property. The response from U.S. Plywood asks that Site N be withdrawn from further consideration. Special attention is being given to the reply from U.S. Plywood because Site N is the only site recommended by the Advisory Group which is not a vacant parcel of land but an operating business.

b1



**U.S. Plywood**

U.S. Plywood Corporation  
One Champion Plaza  
Stamford, Connecticut 06921  
203 358 7000

August 27, 1985

Mr. Daniel F. Durig, Director  
Solid Waste Department  
Metropolitan Service District  
527 S.W. Hall Street  
Portland, Oregon 97201-5287

Re: Distribution Warehouse Located at  
5505 SW Western Avenue  
Beaverton, Washington County, Oregon

Dear Mr. Durig:

Your letters dated August 10, 1985 and August 16, 1985 were received on August 26, 1985. As the contract purchaser of the above referenced premises, U.S. Plywood Corporation respectfully requests that you formally withdraw the property from any further consideration as a potential site for location of a transfer and recycling station.

We would appreciate your favorable response to our request.

Very truly yours,

Kate Gordon  
Director Real Estate

cc: W. Doran - VP WRO  
T. Horstman - Beaverton, OR  
H. Milton - Champion Real Estate

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DESIGNATING	)	RESOLUTION NO. 85-591
SITES FOR THE WASHINGTON TRANSFER	)	
& RECYCLING CENTER, AND AUTHORIZ-	)	Introduced by the
ING THE EXECUTIVE OFFICER TO	)	Executive Officer
ENTER INTO NEGOTIATIONS TO	)	
ACQUIRE THE SITES	)	

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

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

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

WHEREAS, The WTRC Advisory Group has carefully evaluated potential sites for the transfer station and has selected three sites to recommend to the Council for the reasons described in the Staff Report attached hereto and hereby incorporated herein; now, therefore,

BE IT RESOLVED,

1. That the Council selects these sites as the top three sites for the Washington Transfer & Recycling Center, listed in order of preference, based on the Staff Report:

- Site N, the Champion property at Western Avenue and Allen, in Beaverton;

- Site 56, the Archdioces and Beaverton Urban Renewal properties at Tualatin Valley Highway and Millikan Way, in Beaverton; and
- Site 59, the Times-Litho site at Cornelius Pass Road and Sunset Highway, in Washington County.

2. That the Executive Officer is authorized to commence negotiations to acquire these sites adopted by the Council.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

---

Richard Waker,  
Deputy Presiding Officer

ESB/DD/gl  
4238C/405-4  
09/03/85

WASHINGTON TRANSFER & RECYCLING CENTER

PUBLIC MEETINGS 1983 - 1985

1985

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1/9/85 Beaverton Chamber of Commerce Transportation Committee  
1/14 Royal Woodlands Neighborhood Assn.  
1/21 Northwest District Neighborhood Assn.  
1/24 Metro Council Briefing  
2/6 WTRC Advisory Group  
2/7 CPO # 6  
2/13 CPO # 7  
3/5 WTRC PUBLIC MEETING  
3/12 Oak Hills Neighborhood Assn.  
4/8 CTRC tour  
4/11 Meeting with Sunset Ad Hoc Committee  
4/15 Beaverton City Council  
4/16 Washington County Commissioners  
4/24 Advisory Group  
5/1 Advisory Group  
5/8 Advisory Group  
5/29 Advisory Group  
6/17 Area A (Royal Woodlands neighborhood)  
6/18 Area A (Rollingwood neighborhood)  
7/1 Area E (TV Hwy/Hillsboro) Businesses/residents  
7/9 Beaverton Chamber of Commerce, Government Affairs Comm.  
7/10 Area D (Sunset Hwy/Cornelius Pass Rd.) Residents/businesses  
CPO #7  
7/11 Area B/C (TV Hwy./158th) Residents/ businesses  
CPO #6  
7/16 PUBLIC MEETING, Countywide

1984

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1/3/84 CPO # 1  
1/13 Hillsboro Chamber of Commerce  
2/2 CPO # 6  
5/9 CPO # 7  
5/17 CPO Leaders Group  
6/18 CTRC Tour for elected officials and community leaders  
6/26 SERTOMA, Beaverton  
6/27 WTRC Advisory Group  
6/27 Beaverton Chamber of Commerce  
7/10 Beaverton CCI  
7/25 CTRC Tour for elected officials, community leaders  
and the WTRC Advisory Group.  
8/2 Beaverton Optimist Group  
8/8 WTRC Advisory Group  
9/5 League of Women Voters  
10/10 WTRC Advisory Group  
11/6 Beaverton Lions Club  
11/14 WTRC Advisory Group  
11/26 Beaverton Planning Dept. Briefing  
11/27 Washington County Planning, Briefing  
12/19 WTRC Advisory Group

1983

MEETING SCHEDULE

WTRC

- 7/22/83 Elected Officials Group; Public meeting at the Regional Services Committee.
- 9/13 Regional Services Committee, public meeting.
- 12/7 Special meeting of the Regional Services Committee Rock Creek Campus. Public meeting for the purposes of implementing a transfer station in Washington County.
- 12/20/83 Metro resolution adopted declaring Metro's intent to proceed with a transfer station in Washington County.

EVALUATION PROCESS FOR SITING  
WASHINGTON TRANSFER & RECYCLING CENTER

REVISED CRITERIA

- Step 1 Fatal Flaw Analysis  
Step 2 Cumulative Analysis of Eight Criteria  
Step 3 Additional Information for Most Promising Sites

Step 1 Fatal Flaw Analysis

For sites to be considered in the cumulative phase of site evaluation, sites must meet the following minimum criteria. A site must be:

- a. No more than seven miles from the center of waste
- b. Four acres or greater
- c. No smaller than 300' for one dimension

Step 2 Cumulative Analysis of Eight Criteria

Criteria	Point System	Weight Factor
1. Size of Site	5 Greater than 5 acres	1
	3 4-5 acres	
2. Geotechnical Considerations	5 Moderate slope, moderate soil, no floodplain	1
	4 No slope, moderate soil, no floodplain	
	3 Slight slope, severe soil high groundwater table	
	1 No slope, severe soil, high groundwater table	
3. Availability of Utilities (within 1000' of property line)	5 All utilities	1
	4 All except rail	
	3 Power, water only	
	2 Sewer only	
	1 No utilities	

Criteria	Point System	Weight Factor
4. Zoning	5 Permit	2
	4 Type II process	
	3 Type III process	
	1 Plan amendment/zone change	
5. Distance from Center of Waste	5 Less than 2 miles	2
	4 2-4 miles	
	3 4-6 miles	
	2 6-7 miles	
6. Transportation Access (Transfer Trucks)	5 $\frac{1}{4}$ mile or less from highway serviced by arterial	2
	4 $\frac{1}{2}$ mile or less from highway serviced by arterial	
	3 1 mile or less from highway serviced by arterial	
	2 More than 1 mile from highway serviced by arterial	
	1 Greater than 2 miles from highway serviced by arterial	
7. Transportation Access (Collection Vehicles)	5 Predominantly direct access from highway	2
	4 Mixed highway/arterial use with four access points	
	3 Predominantly arterial use with three access points	
	2 Mixed arterial/collector with two access points	
	1 Predominantly local streets or central business district	

Criteria	Point System	Weight Factor
8. Compatibility to Adjacent Sites* (500' radius)		3

Developed Land

Vacant Land

5	Heavy industry exclusive farm use	5	No existing development plans
4	Warehouse/distribution		
3	Mixed use, auto commercial, food processing	3	Developer has development plan or master plan
2	Campus environment/ corporate office	2	User has develop- ment plan or or master plan
1	Residential/school		

Step 3 Additional Information From Public Meeting and Discussions with Landowners for Most Promising Sites

1. Availability of Site
2. Cost of Land
3. Compatibility

\*Sites adjacent to a variety of uses (either developed or vacant) will be determined by using an average figure of adjacent uses.

RW/srs  
3560C/412-3  
05/20/85

## BACKGROUND

At our last meeting, the Advisory Group narrowed a list of 79 sites to 10 potential sites for development of the Washington Transfer & Recycling Center (WTRC). Staff and members of the Advisory Group have met with residents and businesses surrounding the 10 sites. These five area meetings were generally well attended and discussion topics included the need for a transfer station, how a transfer station operates, an overview of the site selection process and a discussion of sites closest to their neighborhood. The staff presentation was followed by a question and answer period. Concerns expressed at the five area meeting are summarized below:

AREA AAdvantages

Close to Highway 217  
 Existing Industrial Area  
 Good Arterial System  
 Close to Center of Waste

Concerns

Proximity to Neighborhood  
 Rezone to Campus Industrial on Two Sites (41/45)  
 Turning Movement - Site 41  
 Impact to Fanno Creek - Site 41  
 Operating Industry Site N  
 Retrofit Existing Building Site N

AREA BAdvantages

Access from TV Highway  
 Close to Center of Waste  
 Industrial Zone

Concerns

Congestion on TV Highway  
 Potential Impacts to Beaverton Creek Sites 39/56  
 Compatibility with Other Industries  
 Zone Change Required Site 56  
 Power Lines Site 37

AREA CAdvantages

Industrial Zone

Concerns

Further from Principal Highways

AREA C  
(continued)

Advantages

Close to Center of Waste

Easy to Develop

Concerns

Compatibility with Other Industries

AREA D

Advantages

Access from Sunset Highway

Industrial Zone

Easy to Develop

Proximity to Interchange

Concerns

Distance from Center of Waste

Improve On-Site Drainage

Future Access Improvements

Use of Cornelius Pass Road

AREA E

Advantages

Access From TV Highway

Industrial Zone

Easy to Develop

Concerns

Congestion on TV Highway

High-Density Neighborhood  
North Side of TV Highway

Distance from Center of Waste

Weight Limitations of  
Arterial Road System

Zoning Interpretation  
Required

On July 16, a county-wide public meeting was held to listen to the public's concerns about the location of WTRC and to focus on which three or four sites were most suitable for location of WTRC. Approximately 30 people commented on various issues related to location of WTRC. In general, no new concerns, other than those raised at the area meetings, were expressed. Several people questioned why sites more than seven miles from the center of waste were eliminated and why site a transfer station before a new final disposal facility is located.

The seven-mile limit is a result of discussions between the Ad Hoc Committee of the Sunset Corridor and the Advisory Group. One criticism raised by the Ad Hoc Committee was that the center of waste generation criterion was too restrictive. During discussions, seven miles was agreed upon as the fatal flaw by both the Advisory

Group and the Ad Hoc Committee. In addition, WTRC is part of a regional system serving the populated area of the west side of the tri-county area. Hauling waste to a facility far from the center of waste prevents transfer stations from performing their function of providing convenient and economical service. Transfer stations are sited based on where the majority of waste is generated. The criteria of distance from center of waste is very important in preserving the economic efficiencies that are gained by providing transfer station service. The following table (Table 1) developed by the Ad Hoc Committee shows the relative changes in transportation costs the further a site is from the center of waste. The marginal cost of an additional mile traveled was calculated based on the data presented. Each additional mile traveled from the center of waste adds between \$60-100,000 per year in transportation costs. Each additional mile traveled from the center of waste adds between 30-50 cents to each ton of waste disposed. A site in North Plains doubles the cost of transportation.

Oftentimes transfer stations are sited without knowledge of the final disposal site. Transfer stations are the collection points in a solid waste system that provide flexibility. Waste collected at a transfer station can be trucked to a variety of alternative technology options or to a new regional landfill. Therefore, it is important to site transfer stations near the point of generation, not where waste will be ultimately disposed. In addition, any future landfill site will be far from the urban area. Transfer stations are warranted when waste is trucked more than 15 miles. Any new landfill that is sited on a parcel zoned Exclusive Farm Use is required by law to have waste transported in transfer trucks. A majority of land in Washington County outside the urbanized area is currently zoned Exclusive Farm Use.

#### ANALYSIS

Attached is additional information that has been requested before the advisory group makes a recommendation. Information relating to "major obstacles," availability of land, special development issues, and special permits required is presented in a matrix format. Also included are the area maps and a schematic drawing of each site depicting the approximate location of the building and access points. These schematics are conceptual drawings and NOT final design plans. Additional traffic information pertaining to WTRC traffic generation and general transportation system impacts is provided.

Specific dollar values and rating of cost of land has been discussed in necessarily broad terms. In the event that condemnation powers are exercised, any public information about cost of land can be used to artificially increase the cost of the selected parcel. Although cost of land is an important consideration, discussion of this issue falls upon the Metro Councilors.

Based on this information staff recommends that the Advisory Group narrow the 10 sites to the three most preferred sites and prioritize

those three sites. The Advisory Group recommendation will be forwarded to the Metro Council. Several briefings will be held with Metro Councilors to discuss the decision process which the Advisory Group has undertaken. A public hearing on site selection is scheduled for September 12 at Highland Park Intermediate School, 7000 S. W. Wilson Avenue, Beaverton, Oregon.

RW/gl  
4077C/D2-3  
08/08/85

TABLE 1  
TOTAL TRAVEL TIME COST ASSESSMENT

Description	Time to Site Veh-Hr/Yr	Cost to Site \$60/Veh-Hr	Transfer Time (St. Johns) Veh-Hr/Yr	Transfer Cost \$50/Veh-Hr	Total Cost (000)
Allen/Artic (Area A)	15,833	\$ 949,980	8,895	\$444,750	\$1,395
Denny/217	15,802	948,120	9,062	453,100	1,401
Murray/Milliken (Area B)	17,279	1,036,740	8,606	430,300	1,467
170th between Merlo/Baseline (Area C)	17,698	1,061,880	8,234	411,700	1,474
Jenkins/158th (Area C)	17,093	1,025,580	7,899	394,950	1,421
Murray/Walker	17,064	1,023,900	8,072	403,600	1,428
Walker/185th	18,282	1,096,920	7,590	379,500	1,476
158th/Cornell	17,838	1,070,280	7,521	376,050	1,446
216th/Highway 26 (Area D)	20,555	1,233,300	7,560	378,000	1,611
T.V. Highway/209th (Area E)	18,924	1,135,440	11,766	588,300	1,724
North Plains	30,228	1,813,680	11,666	583,300	2,397

Assumptions:

1. Collection areas based on 1983 population and employment - Westside Transportation Zones.
2. Average collection vehicle hauls five tons per trip and drop box 3.125 tons per trip.
3. Total cost = 2 x collection time (\$1.00/min.-trip) + 2 x transfer time (\$0.85/min.-trip).
4. Total trips = 38,857/year commercial vehicles.
5. Total transfer trips = 8,795/year.
6. Scores based on total cost.

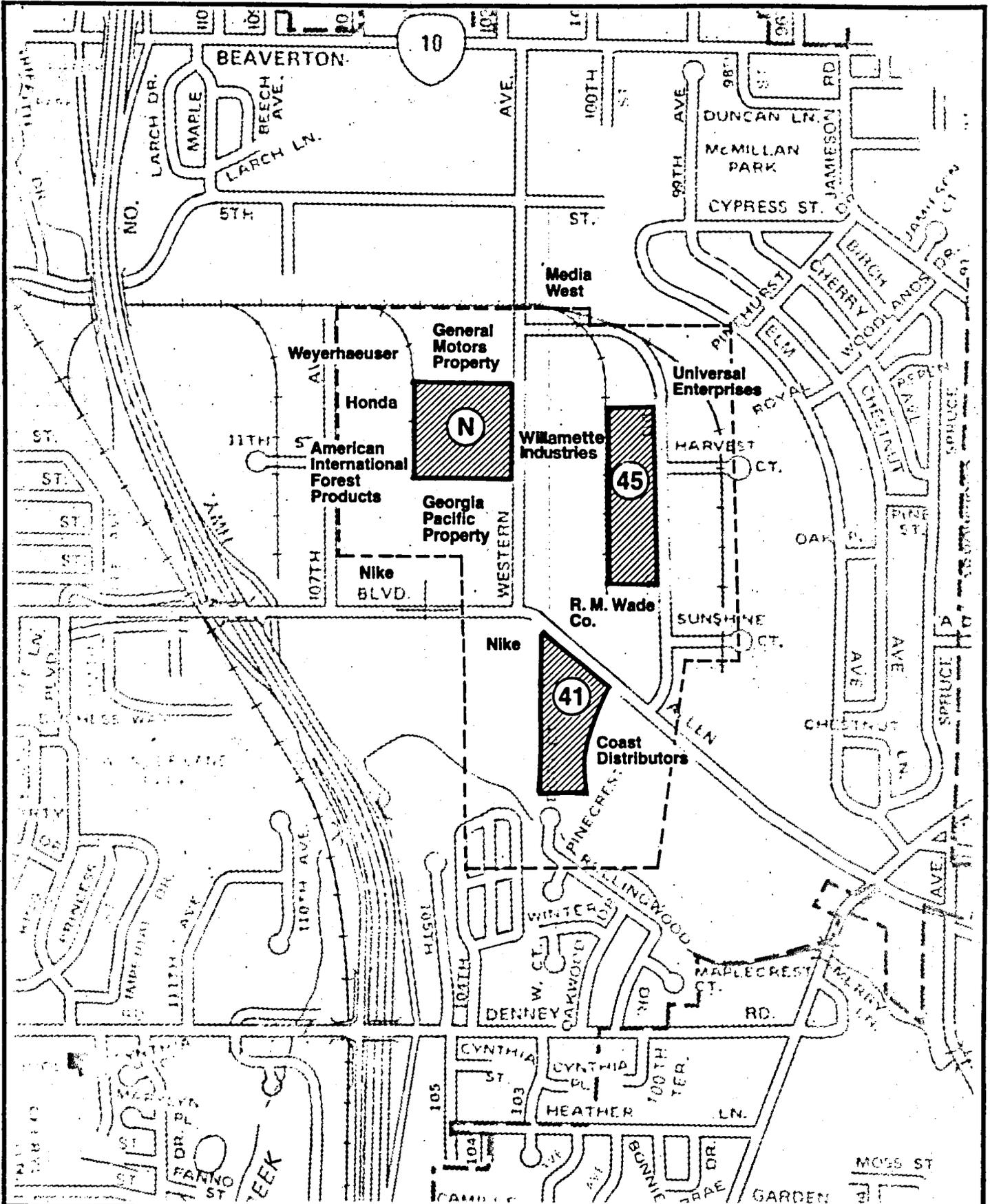
SOURCE: Alternative Siting Report by the Ad Hoc Committee of the Sunset Corridor.

RW/srs  
4077C/D2-1  
08/05/85

POTENTIAL SITES

Factor	Area A			Area B			Area C		Area D	Area E
	41	45	N	37	39	56	23	35	59	C
Major Obstacle	Recent Zone Change	Recent Zone Change	—	Power Lines Too Small	—	—	Lack of Jurisdiction Support	Lack of Jurisdiction Support	—	Lack of Jurisdiction Support
Availability	Lack Willing Seller	Lack Willing Seller	?? *	Lack Willing Seller	Lack Willing Seller	Lack Willing Seller	Lack Willing Seller	Lack Willing Seller	Lack Willing Seller	Willing Seller
Special Development Issues	—	—	Retrofit Building	—	—	Rail Crossing	—	Access on Rail From Merlo	Future Access	—
Special Permit Process	Zone Change Environ. Assessment	Zone Change	—	Zone Change To Acquire Additional Land	Environ. Assessment	Zone Change	—	—	—	Zoning Interpretation Needed

\* No response from Champion Wood Products on the issue of availability as of 8/8/85



**AREA A:** Allen Blvd. & Western Ave,  
Beaverton (3 sites)

TO HWY 217 &  
WESTERN AVE



ENTRANCE  
& EXIT

S.W. ALLEN

PROPERTY LINE

TO SCHOLLS  
FERRY RD

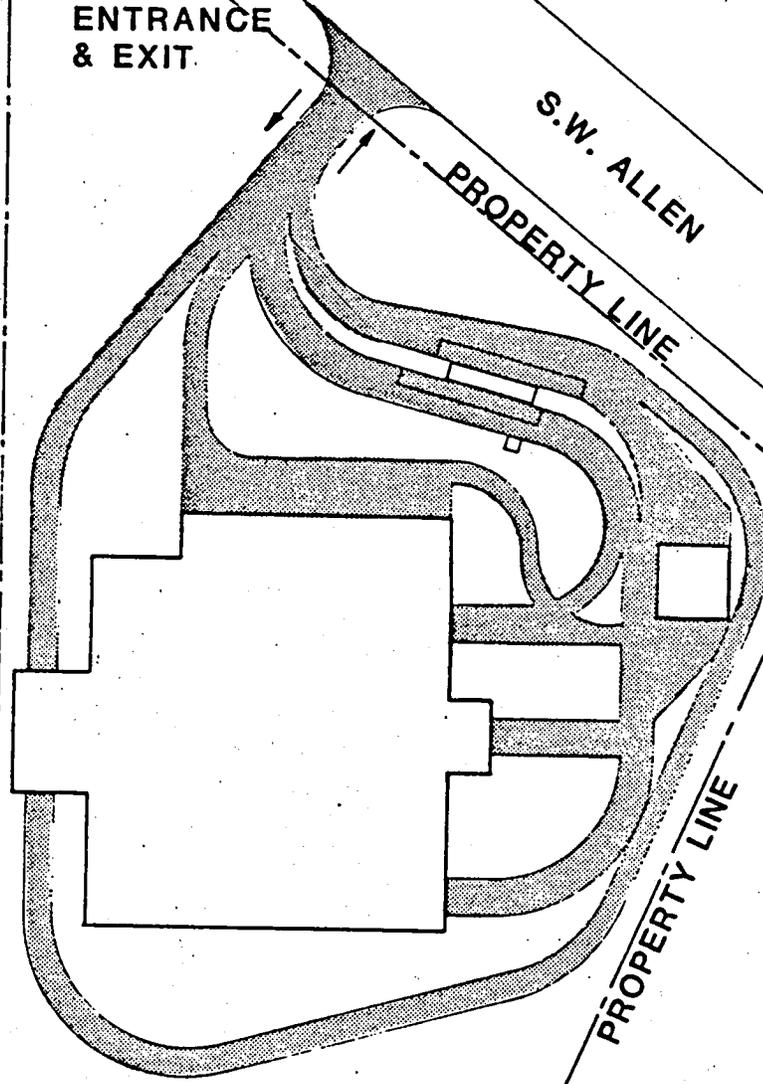
PROPERTY LINE

PROPERTY LINE

APPROXIMATE FLOOD  
PLAIN LINE

SITE 41

SCALE 1" = 100'





COMMERCIAL  
& TRANSFER  
ENTRANCE  
& EXIT

TO BEAVERTON  
HILLSDALE HWY

S.W. WESTERN AVE

TO ALLEN AVE

PUBLIC  
ENTRANCE  
& EXIT

PROPERTY LINE

RETENTION POND  
RELOCATION

PROPERTY LINE

NEW  
ADDITION

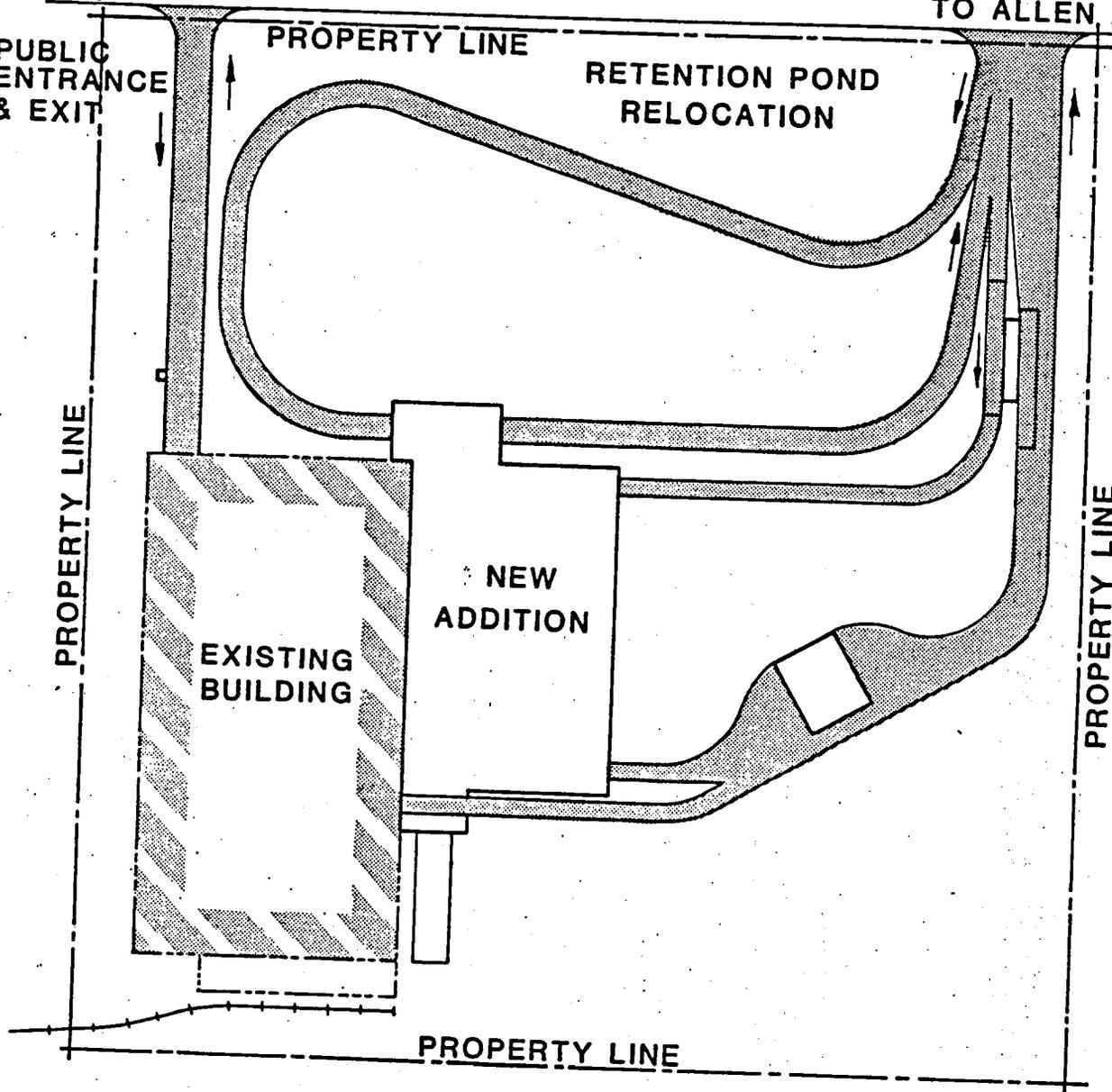
EXISTING  
BUILDING

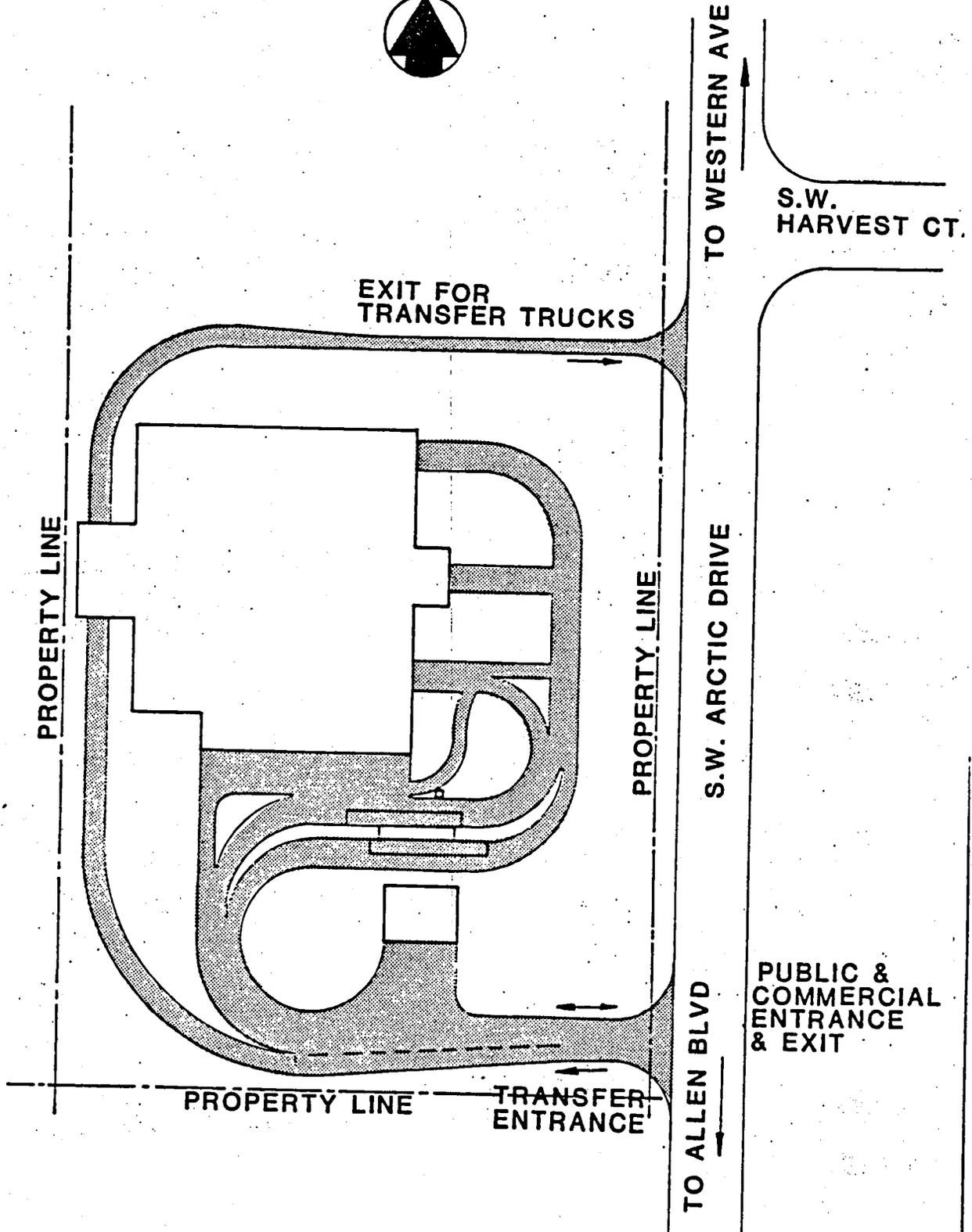
PROPERTY LINE

PROPERTY LINE

SITE N

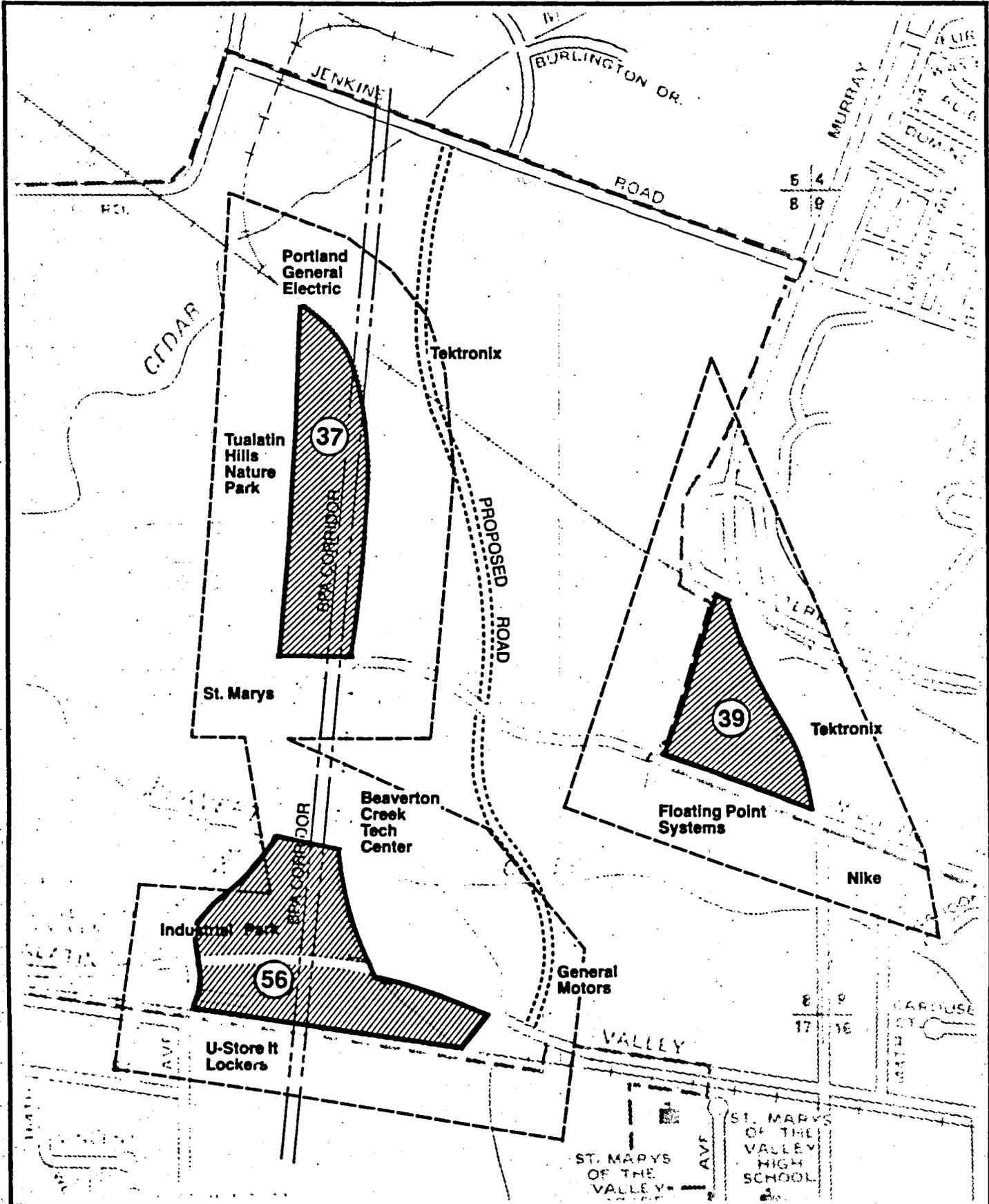
SCALE 1" = 100'



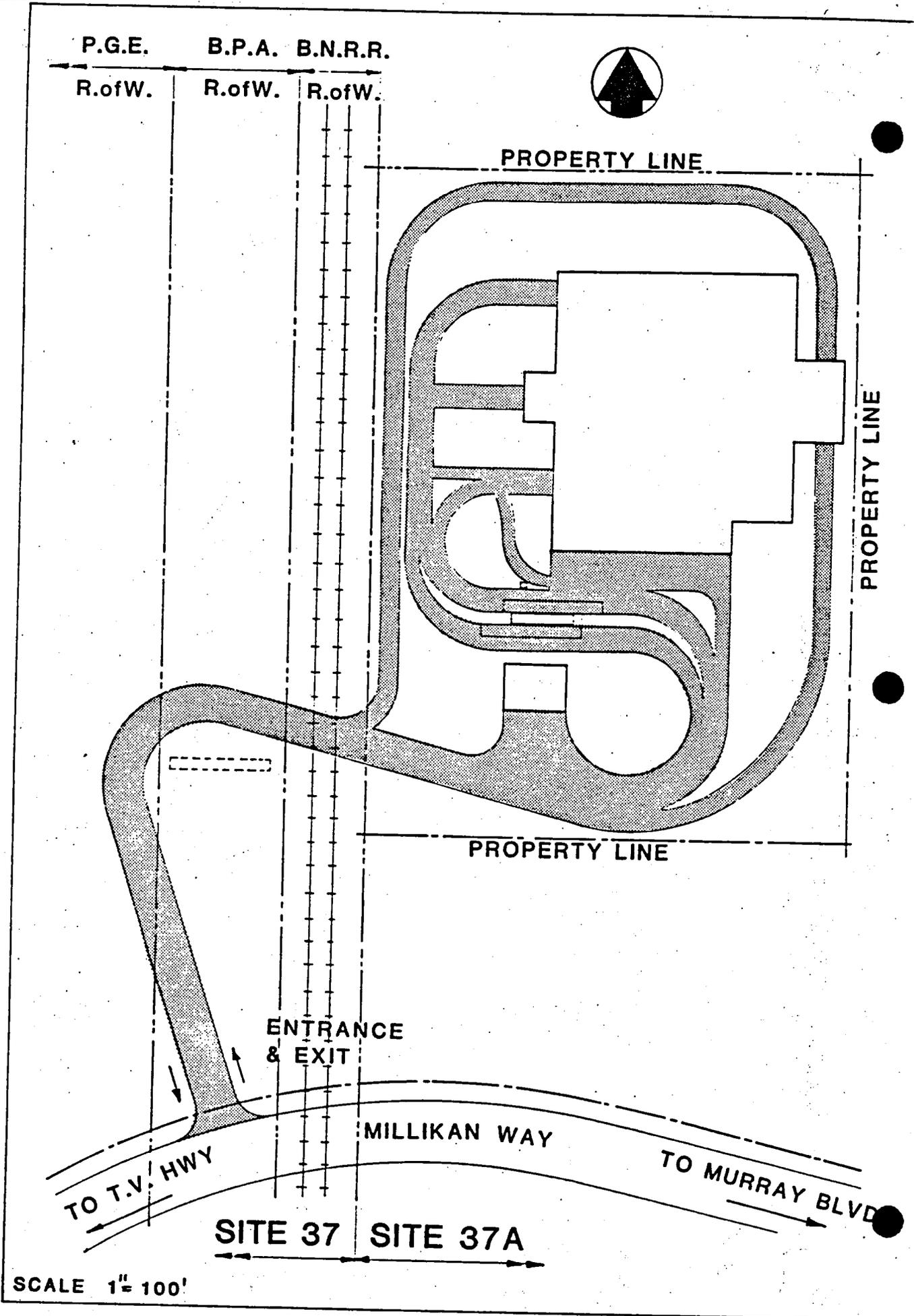


**SITE 45**

**SCALE 1" = 100'**



**AREA B:** Millikan Road & T.V. Highway,  
Beaverton/Washington County (3 sites)



P.G.E.

B.P.A. B.N.R.R.

R.ofW.

R.ofW.

R.ofW.



PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

ENTRANCE & EXIT

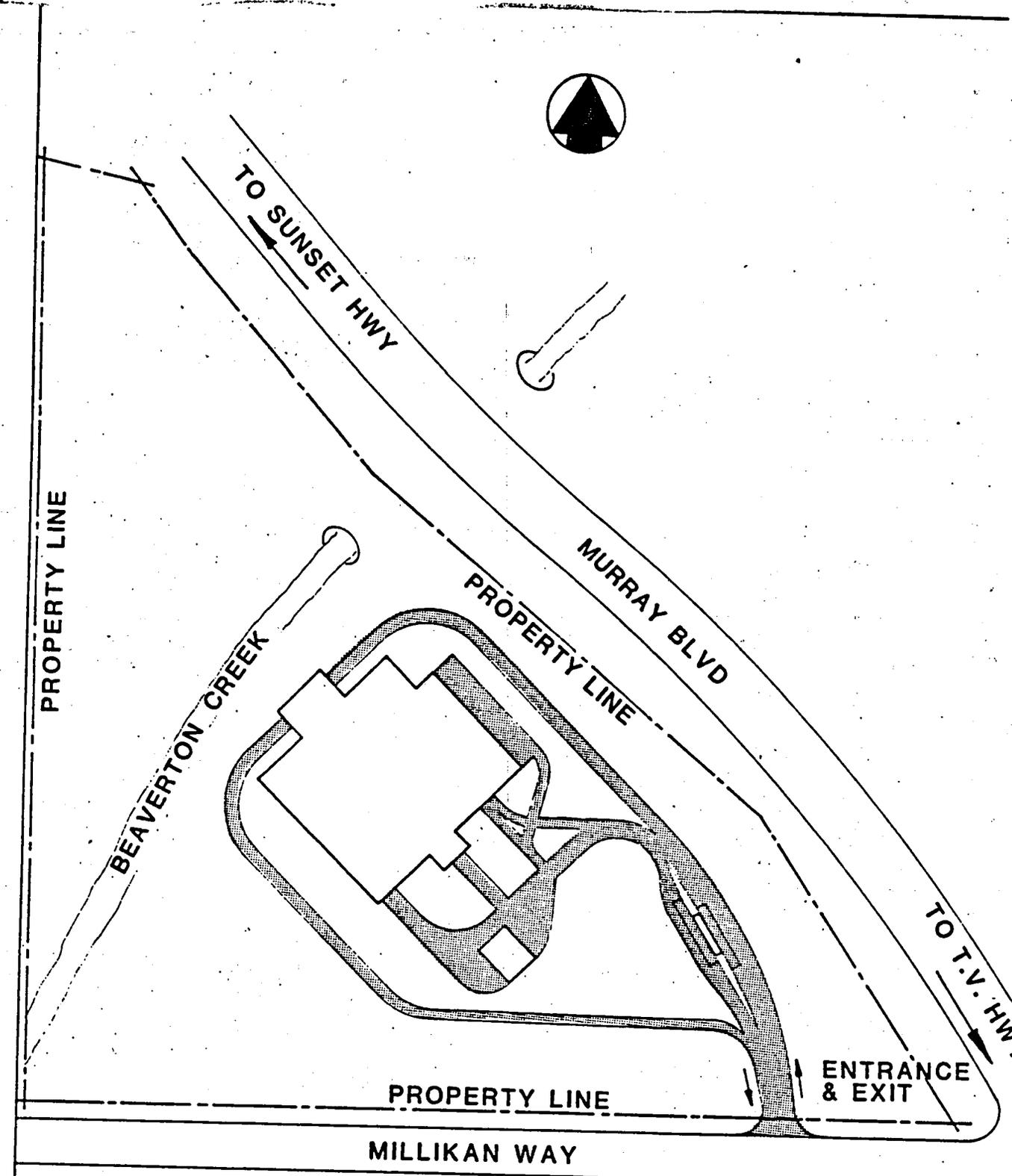
MILLIKAN WAY

TO T.V. HWY

TO MURRAY BLVD

SITE 37 SITE 37A

SCALE 1" = 100'



**SITE 39**

APPROX. SCALE 1" = 155'



B.N.R.R.

ALTERNATE SITE ACCESS ROAD

P.G.E.

R.ofW.

B.P.A. R.ofW.

ENTRANCE & EXIT

TUALATIN VALLEY HWY

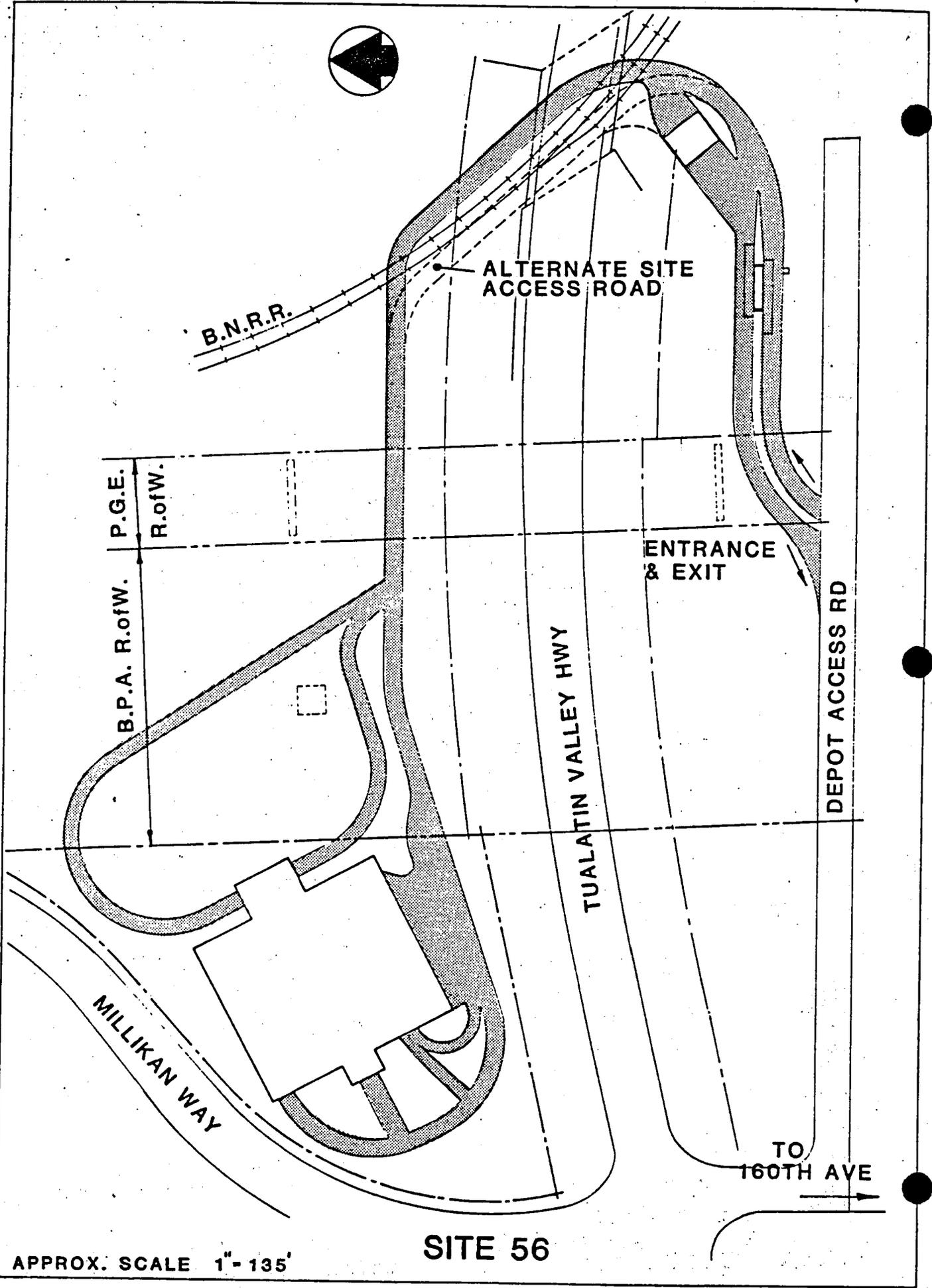
DEPOT ACCESS RD

MILLIKAN WAY

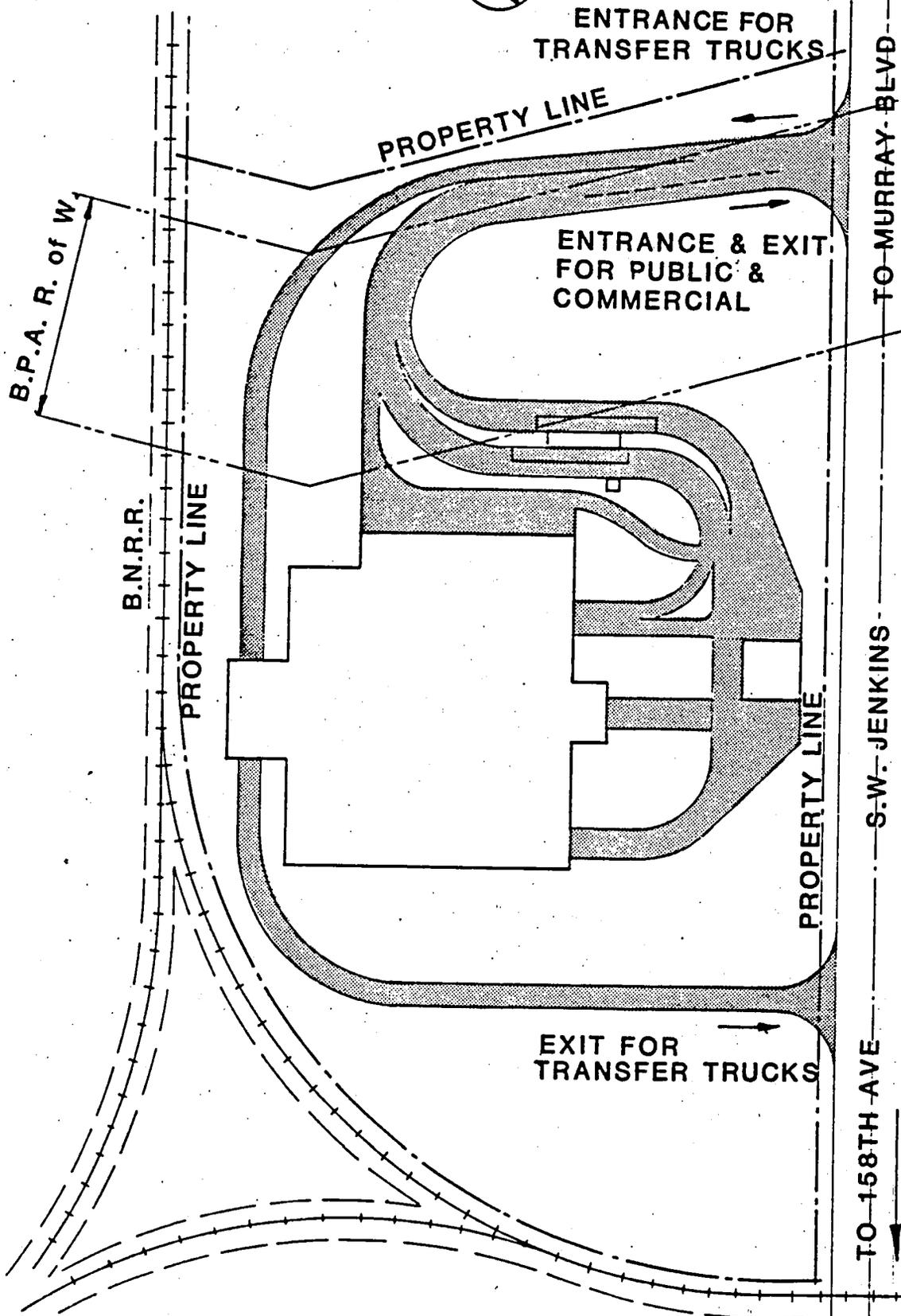
TO 160TH AVE

APPROX. SCALE 1" = 135'

SITE 56

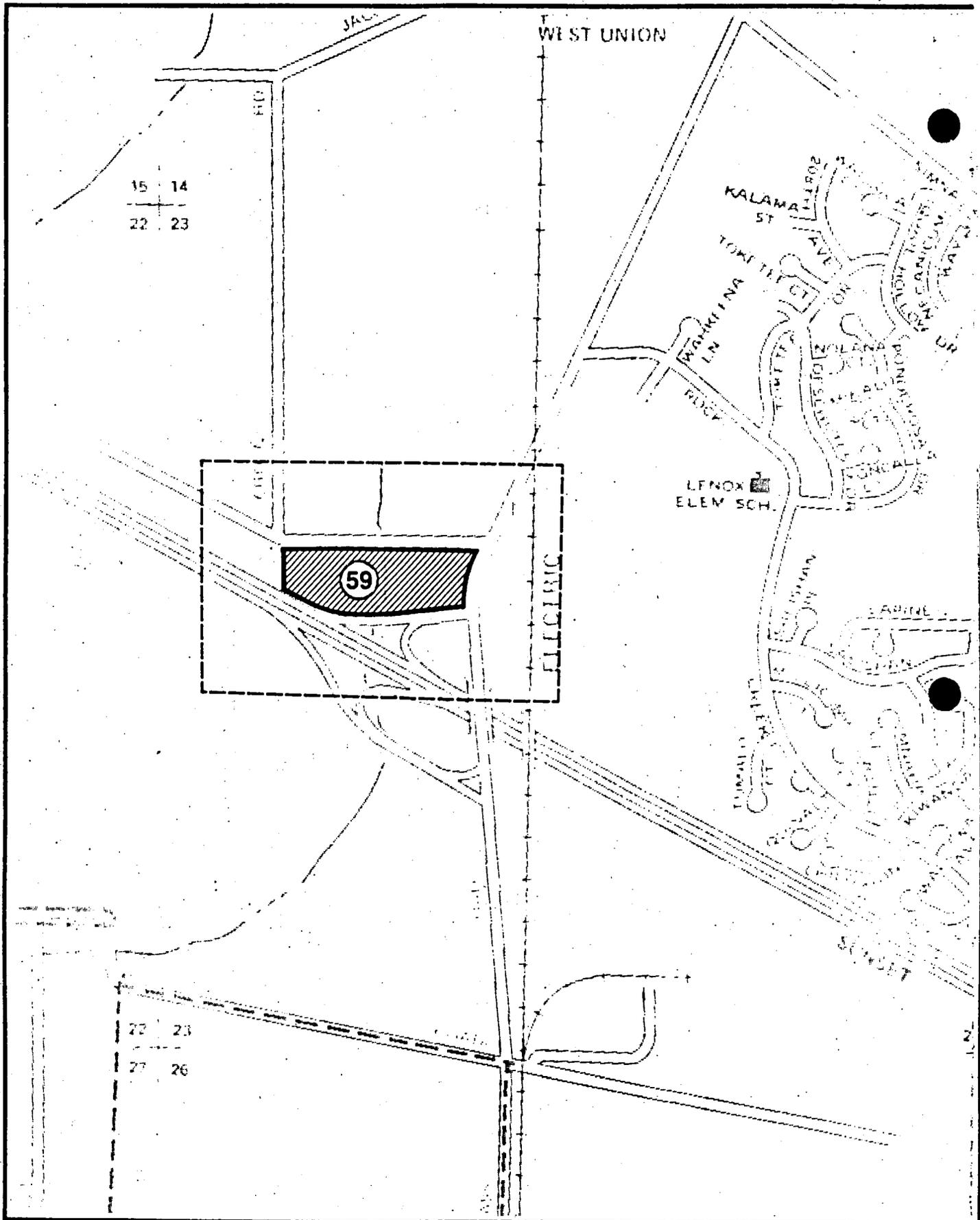






SITE 23

SCALE 1" = 100'



**AREA D:** Cornelius Pass Road & Sunset Hwy,  
Washington County (1 site)

ALTERNATE  
EXIT FOR  
TRANSFER  
TRUCKS

PROPERTY LINE



PROPERTY LINE

CEDAR MILL CREEK

PROPERTY LINE

B.N.R.R.

P.G.E.  
OVERHEAD  
LINES

ENTRANCE  
& EXIT

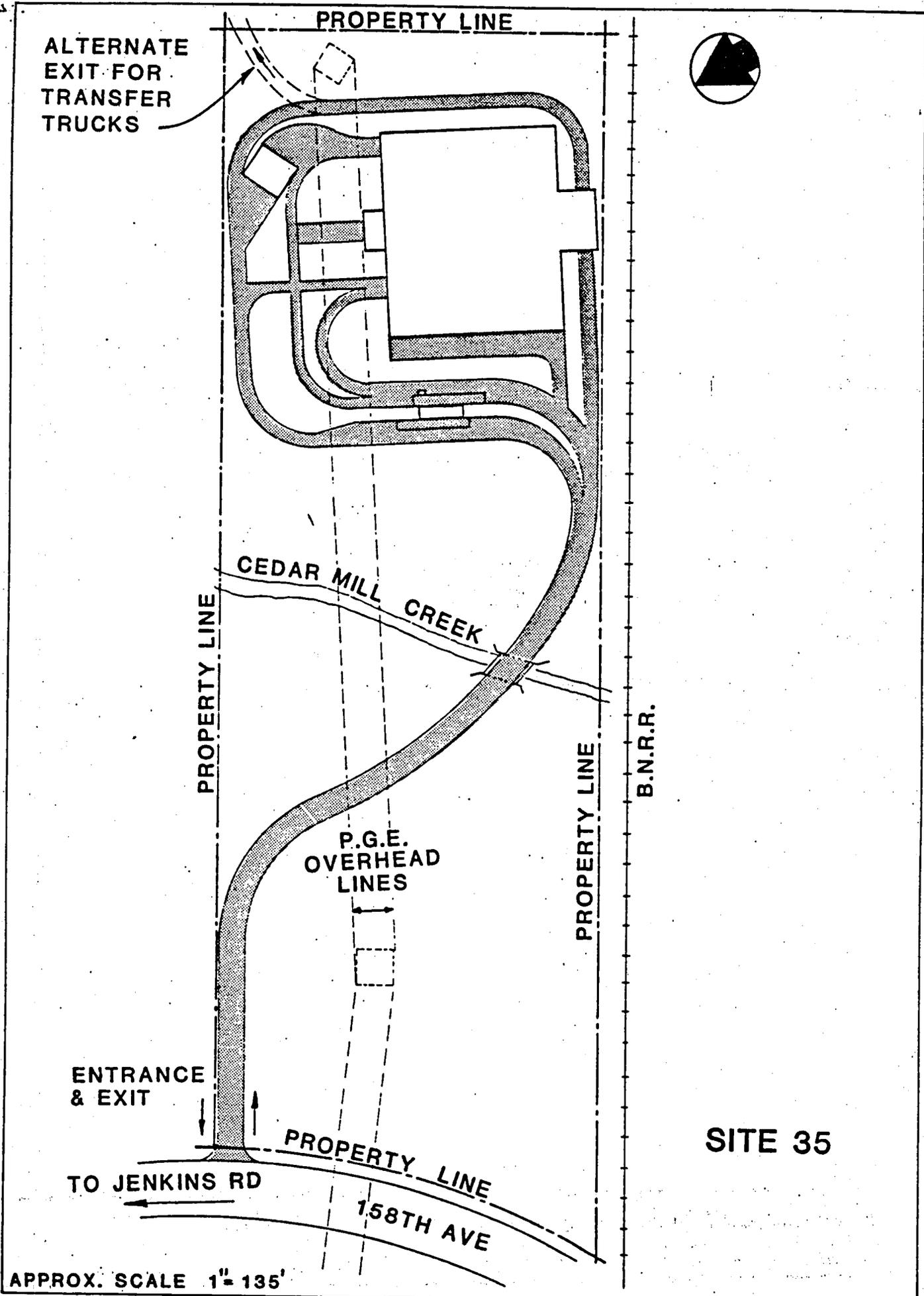
TO JENKINS RD

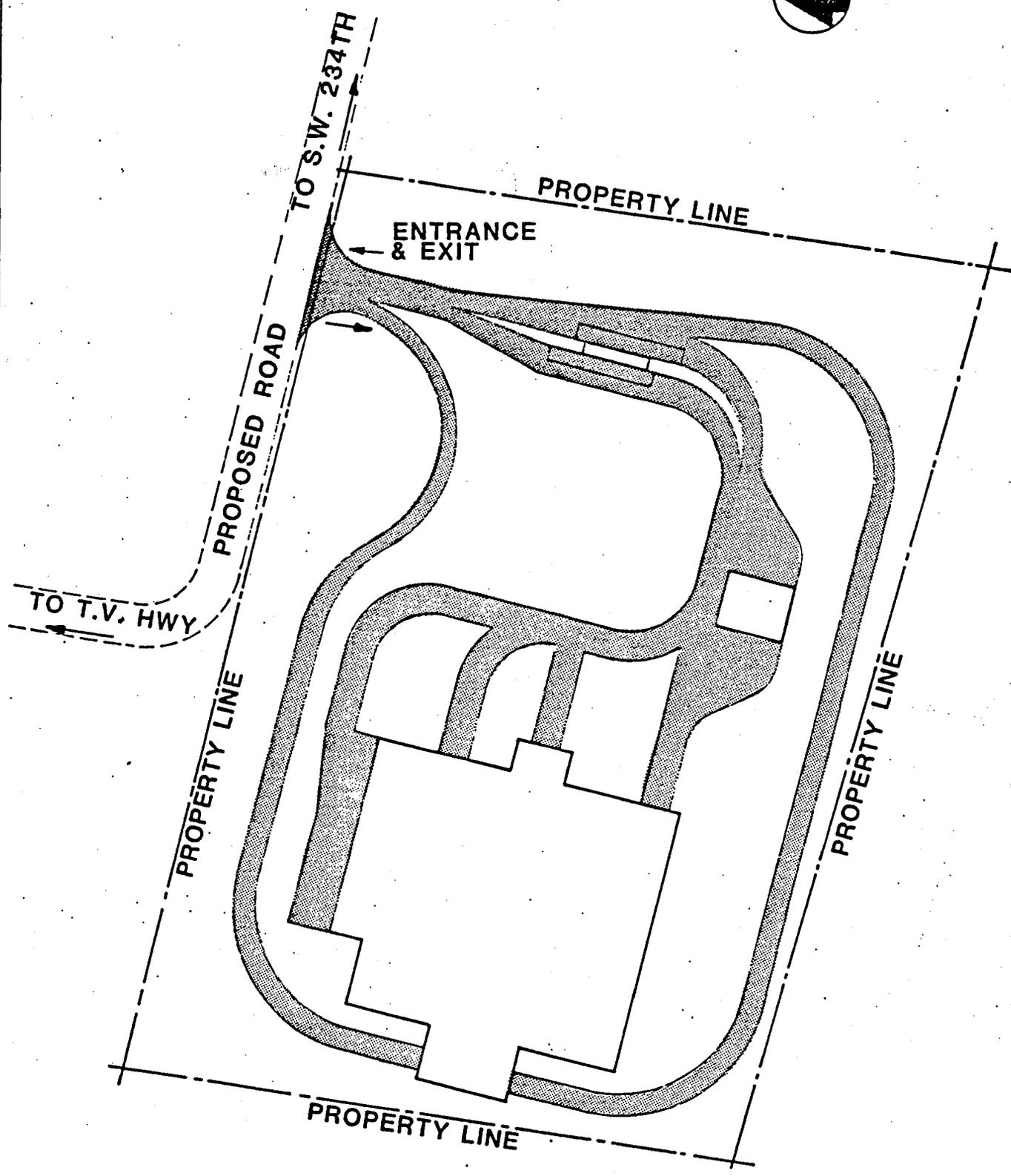
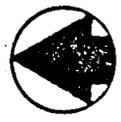
PROPERTY LINE

158TH AVE

SITE 35

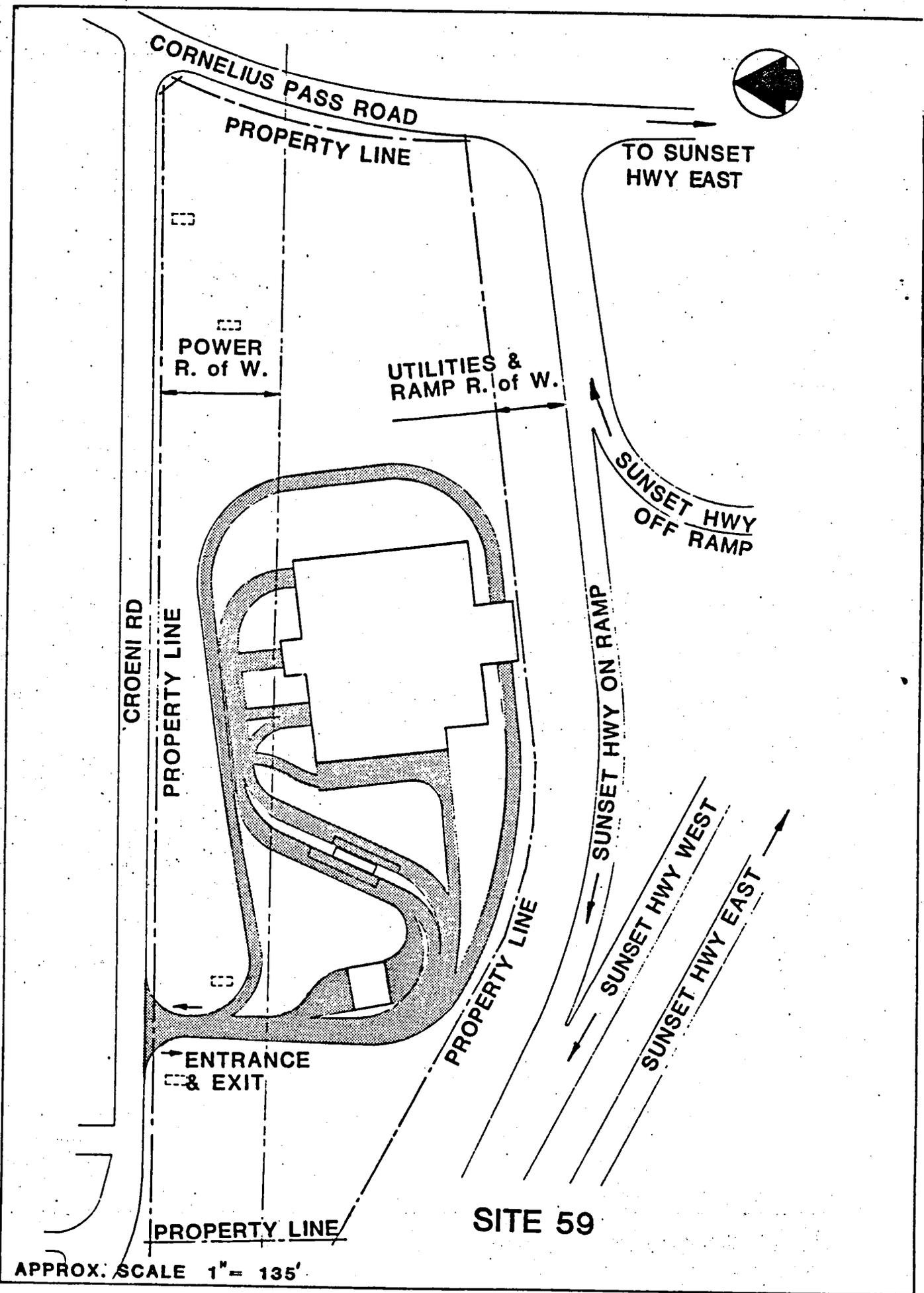
APPROX. SCALE 1" = 135'



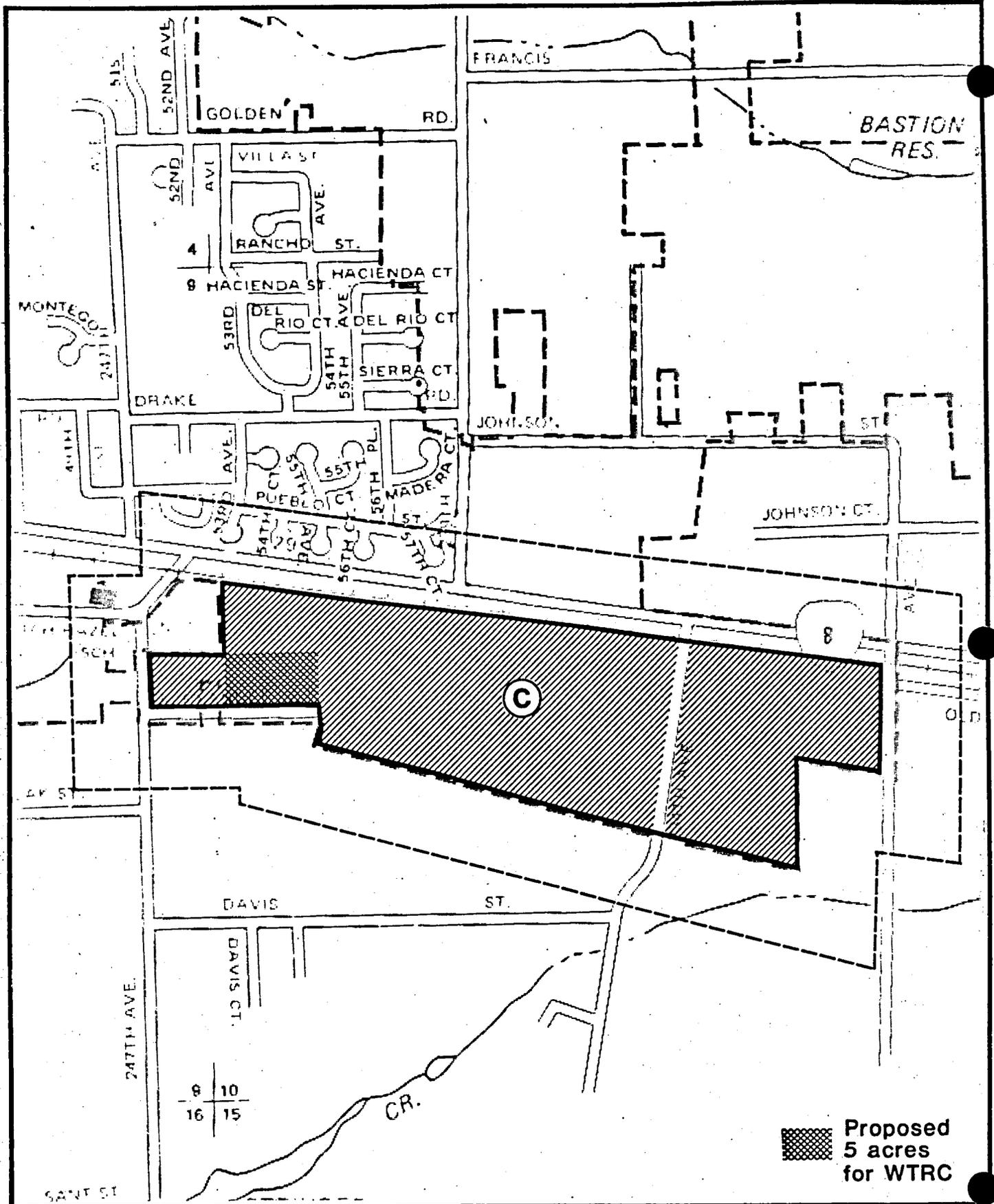


SITE C

SCALE 1" = 100'



APPROX. SCALE 1" = 135'



 Proposed 5 acres for WTRC



**AREA E:** T.V. Hwy. & 229th Ave., Hillsboro (1 site)



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: September 11, 1985

To: Metro Councilors

From: Eleanore S. Baxendale, General Counsel

Regarding: Attached Memo

Councilor Van Bergen suggested that a brief memo describing the condemnation process might be helpful to Councilors. The attached memo outlines the process generally. At this time the staff has not prepared a resolution authorizing condemnation; the resolution in the Council packet authorizes the Executive Officer to commence negotiations. If condemnation is proposed subsequently, another resolution will be brought to the Council.

ESB:amn



# Memo

METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

CONFIDENTIAL

Date: September 11, 1985  
To: Metro Council  
From: Eleanore S. Baxendale, General Counsel *ESB*  
Regarding: ACQUISITION BY CONDEMNATION

When property is needed for a public purpose and negotiations to acquire the property have failed, a public body may acquire the property through condemnation. The purpose of condemnation is to establish just compensation for the property and to effect the transfer. Just compensation is based on fair market value: the price a willing seller and a willing buyer would agree on in an open market, assuming both parties are reasonably well informed. These are the basic elements to condemnation:

- Council determination of need for the proposed use
- Council selection of the appropriate site
- Council and owner negotiation
- Metro files condemnation action
- Court transfer of possession immediately after a preliminary hearing (optional)
- Jury determination of just compensation based on evidence presented by competent witnesses

ORS chapter 35 prescribes the process for acquiring property by condemnation.

## Need

First, the Council must adopt a resolution declaring the necessity to acquire the property and the purpose for which it is required. ORS 35.235(1).

ORS 268.340 allows Metro to acquire property (including acquisition through condemnation) if the acquisition is "necessary to provide a metropolitan aspect of a public service." The need for transfer stations was recognized by the Council by its adoption of Resolution No. 84-506. The resolution authorizing condemnation would recite this fact.

### Site Selection

ORS 35.235(2) requires the Council to locate the planned improvement "in a manner which will be most compatible with the greatest public good and the least private injury."

This means the Council must explain why it is selecting or excluding a site. Reliance on the Advisory Group's recommendation is appropriate. Amendments to that recommendation should be accompanied by a straightforward statement of the reasons on the record. The resolution authorizing condemnation would refer to these reasons.

### Negotiation

Before filing a condemnation action Metro must "attempt to agree with the owner with respect to the compensation to be paid therefor and the damages, if any, for the taking thereof." ORS 35.235. At least 20 days before filing the action for condemnation in court, Metro must make a written offer to purchase the property and to pay a stated amount as compensation and damages. ORS 35.346.

### Immediate Possession

If no agreement is reached, then the condemnation action is filed, and Metro may also file a motion for immediate possession of the property before its value has been established by a jury. At a hearing on that motion the court must consider the public interest requiring "a speedy occupation" and must find that "the interests of the owners will be adequately protected." Usually this latter issue is resolved by Metro's paying into court the amount which Metro believes is just compensation.

### Just Compensation

Just compensation is determined by the jury after the immediate possession motion has been considered. Just compensation is the fair market value of the piece taken based on its highest and best use and the damage, if any, to the remainder when only part of a parcel is taken.

The value of the property includes the value of all interests in the parcel, such as easements. It is determined from the date the condemnation suit is commenced. Usually appraisers hired by both sides present evidence on this issue to the jury.

Damage to the remainder may occur when the property taken is part of a parcel or when the property taken is a separate parcel but is part of the same economic unit as a another parcel, is owned by the same party as the other parcel and is

used as a unit with the other parcel. Such damages are not owed simply to neighboring properties. Damages to the remainder may be caused by a change in the highest and best use of the parcel, by the proximity of noise, traffic and fumes (if they cause a reduction in value), or by severance (reduction in market value because of physical division). Certain effects are not compensable: business losses from interruption or restriction of business, change in access, temporary inconvenience and remote or speculative damages.

Process

All discussion of valuation and damage to a specific site should occur in executive session. Discussion of the suitability necessity of a specific site is appropriate in open session and should be based on consideration of "compatibility with greatest public good and the least private injury," as described in the statute quoted above.

ESB/gl  
4132C/

## SWPAC REVIEW OF THE 1986 METRO SOLID WASTE RATE STUDY

The Solid Waste Policy Advisory Committee met on September 9, 1985 to consider its recommendation on the 1986 Metro Solid Waste Rate Study. Though no formal recommendations on the rate study document or the staff-recommended rates were formulated, the committee members agreed they would like the Metro Council to consider delaying its adoption of 1986 rate adjustments until the following concerns or policy issues can be resolved (possibly through the assistance of a SWPAC sub-committee):

1. Before setting rates on the assumption that wastes from outside of the region won't be recieved, an analysis of the potential and commitment for taking action to exclude these wastes should be made.
2. A provision should be considered to allow individuals to be exempted from paying special waste permit application fees, surcharges and minimum charges when disposing of small quantities of special wastes generated in their own households.
3. A policy decision should be made on the appropriate amount and disposition of the fund balance.
4. The adequacy of the funds being set aside for St. Johns final improvements and post-closure (Reserve Fund) expenses should be reviewed in conjunction with the development of the landfill closure plan.
5. Possible provisions in the rate structure to provide incentives for reducing the amount of waste which is landfilled should be examined.
6. The assumption of 6.6 percent inflation used in the rate study to project personal service costs for 1986 seems higher than the current inflation rate of around 3 percent.
7. A Council decision on 1986 rates could be put off while these concerns are addressed and still be made effective on January 1, 1986 through the declaration of an emergency.

September 11, 1985

To: Rick Gustafson, Executive Officer

From: Rate Review Committee

Re: Recommendations on 1986 Metro Solid Waste Rate Study

The Solid Waste Rate Review Committee met on September 3, 1985 to review and consider the 1986 Metro Solid Waste Rate Study. Committee members present at the meeting were: George Hubel (chairman), Doug Plambeck, David Chen, and Ed Gronke. During the meeting, a consensus of the committee was reached on the following recommendations and comments:

Recommendation 1 - The rate study should be accepted as reasonably complete and accurate.

- The document fairly represents an appropriate methodology for deriving rates.
- The format and approach of the study are deemed to be reasonable.
- The numbers, calculations, and allocations appear accurate.
- The information contained in the study appears to be relevant.

Recommendation 2 - Rate calculations should be made on the basis of only those waste quantities which are expected to be produced from within the Metro region.

Recommendation 3 - It is appropriate to use rates as a waste diversion strategy.

\* Convenience charge - Increasing the CTCRC convenience charge 33% as recommended by staff is reasonable.

- Although there is no good methodology to calculate how much the convenience charge should be increased, it could be calculated to cover the increased cost of managing greater than anticipated waste quantities at CTCRC.

\* RTC - Removal of the commercial RTC at limited use landfills seems a reasonable approach for effecting diversion for the purpose of preserving St. Johns.

Recommendation 4 - The committee strongly supports special waste fees to be established so that disposers of these wastes pay the allocated costs.

Recommendation 5 - A prudent amount of the fund balance should be

allocated towards smoothing rate increases over time. The staff recommended utilization of \$500,000 to reduce rate increases in 1986 is reasonable.

- A consistent policy on treatment of the fund balance in the ratesetting process should be developed. It would be appropriate for the Council to await the results of the current financial consultants' report before committing to a particular policy.
- If the amount of the present fund balance is to be reduced to a lower level it should be undertaken gradually.
- Fund balance reserves should not be used for future development purposes.

Recommendation 6 - Prefinancing of significant future capital improvements through the accumulation of funds should not be planned for in the establishment of rates.

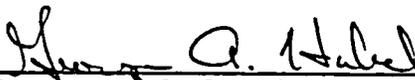
- As WTRC operation is just around the corner, it is acceptable to fund its design and construction costs through the RTC. The fact that an increase in the RTC in 1986 to accomplish this would allow for a "ramping up" to expected higher rates in 1987 makes the recommended RTC adjustment desirable.

Other Comments -

- Although the costs projected in the rate study appear to be based on reasonable cost information or budget estimates, it would be useful in the rate study process to provide a comparison of past projections with actual recent expenditures in each of the three cost centers (disposal operations, transfer operations, and user fee programs).
- Although the allocation of the indicated user fee program costs appear appropriate, the committee has not made a close review of the user fee program costs as these are generally reviewed in the budgeting process.

In view of the foregoing recommendations, the Rate Review Committee offers its endorsement and supports the analysis of the 1986 Metro Solid Waste Rate Study.

Respectfully submitted:

  
George Hubel, Chairman



CITY OF  
**PORTLAND, OREGON**  
OFFICE OF PUBLIC WORKS

Dick Bogle, Commissioner  
1220 S.W. Fifth Ave.  
Portland, Oregon 97204  
(503) 248-4682

September 11, 1985

Ernie Bonner  
Metro Council  
Metropolitan Service District  
527 SW Hall  
Portland, OR 97201

Dear Councillor Bonner and Metro Councillors:

I would like to commend Dan Durig and the Solid Waste staff for supporting the recommendation of the Solid Waste Policy Advisory Committee to extend the rate review process to consider several policy issues. I also support this recommendation and urge you to adopt it.

The additional time will give all interested persons the opportunity to address policy issues that affect the management of the St. Johns Landfill in the near future and coincide with several activities and products which are imminent.

I understand that SWPAC has recommended the formation of a subcommittee of their group to investigate issues that were raised. I would like to offer the assistance of Bureau of Environmental Services financial and solid waste staff to Metro's solid waste staff and SWPAC for the extended review process. I believe that a concerted effort by all will assure that a time extension is productive.

Sincerely,

Dick Bogle  
Commissioner of Public Works

DK:a1  
44:dk-bonner



# Memo

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METROPOLITAN SERVICE DISTRICT 527 S.W. HALL ST., PORTLAND, OREGON 97201-5287 503 221-1646  
Providing Zoo, Transportation, Solid Waste and other Regional Services

Date: September 13, 1985

To: Interested Persons

From: Marie Nelson, Clerk of the Council

Regarding: Attached Materials

Attached please find a copy of all written testimony and related materials submitted at the September 12 Council Meeting by parties interested in the Washington Transfer & Recycling Center project.

VICTOR ATIYEH  
GOVERNOR



OFFICE OF THE GOVERNOR  
STATE CAPITOL  
SALEM, OREGON 97310

September 11, 1985

Ernie Bonner, Chairman  
Metropolitan Service District  
527 SW Hall Street  
Portland, Oregon 97201

I have been contacted by representatives from several companies located in the Sunset Corridor expressing concern over the proposed site for the Washington County Transfer and Recycling Center (WCTRC). The Sunset Corridor is of special importance to Oregon and the Portland metropolitan area, and it has received nationwide attention in the last year as a rapidly growing center for high technology development.

The companies that locate in the Sunset Corridor are important to Oregon's continued corporate growth and provide immediate markets for many of Oregon's existing small businesses.

The importance of the Sunset Corridor is demonstrated by the state's commitment to develop and fund the Oregon Center for Advanced Technology Education. This new educational center was carefully designed to provide a public/private partnership to advance Oregon's technology development.

In your consideration of sites for the Washington County Transfer and Recycling Center, I ask that you remain sensitive to the needs and wishes of our industrial partners and to the fine reputation that has begun to develop around this area. I am sure you will want to take no action that might damage this reputation or reduce the value of the hard work and investment by those who have made this area what it is today.

Sincerely,

Victor Atiyeh  
Governor

VA:pl

cc: Metropolitan Service District Council

To: Metropolitan Service District Councilors  
From: Beaverton Area Chamber of Commerce  
Re: September 12, 1985 testimony on siting of the  
Washington County Transfer & Recycling Center

Chamber contacts: Peter Gray 796-3803  
Chairperson, Government Affairs committee

Jerri Doctor 644-0123  
Executive Vice President

The Beaverton Area Chamber of Commerce (BACC) believes that siting of the Washington County Transfer & Recycling Center (WTRC) is both necessary and good public policy in attempting to meet our needs for responsible solid waste management. Furthermore, the Chamber understands the need for Metro to proceed with this siting in a timely manner. And in particular, the BACC believes that the business community and local citizenry have a responsibility to actively support the efforts of Metro in making the best possible decision given the difficult political nature of this task.

Of the three sites recommended to the Metro Councilors on August 28 by the Citizens Advisory Committee, the BACC Board of Directors were able to cite negative features with each. In particular, severe transportation problems exist with Site #56 and Site N while establishment of the WTRC at Site #59 could pose significant negative economic development implications.

However, acting upon the information available and criteria understood at the time and based on a report from the the Government Affairs committee which called for a responsible stance on this sensitive issue, the Board of Directors established a rearranged ranking among those sites of:

- 1.) Site 59 ... Cornelius Pass Rd. and Sunset Hwy
- 2.) Site 56 ... Millikan Rd and T.V. Hwy
- 3.) Site N ... Allen Blvd and Western Avenue

In forming this position statement, the BACC acted under the guideline stipulated by Metro Councilors that they planned to only select from among site recommendations forwarded by the Citizens Advisory Committee. As a result, the BACC has not formally considered other sites in adopting this position.

If the Councilors were to alter this guideline and actively consider other prospective sites, the BACC would require further study of the issue and may as a result recommend locations other than those presently under review.

Finally, the BACC wishes to express its appreciation to Metro staff, Advisory Committee members and the Councilors for your willingness to reconsider the original site recommendations proposed earlier last Spring. As the Councilors now begin to conclude this siting process the Chamber urges you to focus particular attention on both the transportation impact to the surrounding area and the need for land use compatability to assure strong and consistent economic development. In doing so, Metro Councilors can assure both a sound siting decision and recognize this county's responsibility to participate in effective solid waste management.

# SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG

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DAVID N. WICKS, JR.  
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DAVID C. STREICHER  
STEPHEN A. DOHERTY  
MARK SCHREIBER  
BERT K. FUKUMOTO

1-39-9

OUR FILE NO.

PLEASE REPLY TO PORTLAND OFFICE

\*MEMBER OREGON AND WASHINGTON STATE BARS

September 12, 1985

Mr. Richard Waker  
Acting Chairman  
Metropolitan Service District  
527 S.W. Hall  
Portland, OR 97201

Re: Washington Transfer and Recycling Center

Dear Mr. Waker:

This office represents the Beaverton Industrial Park Association (BIPA) for the limited purpose of presenting its views on the siting of the Washington Transfer and Recycling Center. BIPA is an organization composed of 17 businesses operating or owning property in the vicinity of Western Avenue near Oregon Highway 217 and Southwest Allen Boulevard. A list of members is attached. BIPA is strongly opposed to siting the proposed facility on property within the general area of the industrial park and specifically is opposed to siting the center at what has been referred to in this matter as Site N. Accordingly, BIPA submits these comments.

## INTRODUCTION

At the outset, BIPA recognizes the need for a West side transfer and recycling center. Therefore, BIPA's position should not be seen as an attack on the concept or the desirability of constructing a transfer facility in Washington County. However, the Association strongly believes that the transfer center, no matter how badly needed, must be located at a site that is compatible with the special needs of a refuse center.

Further, Metro knows from its own previous experience and that of transfer centers in other cities that the best site for a transfer center is one that accommodates heavier industrial

Mr. Richard Waker  
September 12, 1985  
Page Two

use and has sufficient space to buffer the facility from surrounding and possibly incompatible land uses. In fact, Metro did just this in choosing the site for the Clackamas Transfer and Recycling Center, which is located adjacent to a lumber mill, near a major interstate freeway and near property that was formerly occupied by a landfill. Stated simply, Site N, which is located in a developed area that is in transition towards lighter uses, is not a proper site.

BIPA bases its opposition to the selection of Site N on four grounds: The transfer facility would not be compatible with current and planned land uses surrounding it; the center would pose major traffic problems for businesses and residences in the area; the plant would adversely affect property values; and the transfer center would unfairly inject a garbage facility into a business and residential neighborhood that is attempting to move away from such uses.

#### BASES OF BIPA'S OPPOSITION

##### 1. Site N is incompatible with planned land uses.

Site N is located in an area that recently has been the subject of a shift in planned land use. The trend in the area is strongly away from heavy industrial uses. This trend is demonstrated by two recent actions of the City of Beaverton. In July, the council approved a rezoning petition brought by one of the members of BIPA, Sante Fe Pacific Realty Corporation, to rezone two parcels near Site N as campus-industrial property. This rezoning resulted in two prospective sites for the transfer station, Site Nos. 41 and 45 being dropped from the list of locations under consideration.

Second, on September 9, the Beaverton City Council voted unanimously in opposition to placing the transfer facility on Site N.

The actions of the Beaverton City Council underscore the land use trend in the Western Avenue area. That trend is in favor of the lighter uses that are more compatible with a modern, high technology campus setting. Locating the transfer center on Site N contradicts the land use trend in the area and is inconsistent with the recent action of the City of Beaverton.

Additionally, if the transfer facility were placed on Site N, Metro would not only locate the site against the trend of land use in the area, but would also eliminate an ongoing business that is not currently a willing seller. BIPA cannot accede to such action.

Mr. Richard Waker  
September 12, 1985  
Page Three

Finally, although other testimony before Metro makes the argument more strongly, the placement of a transfer facility at Site N is incompatible with the nearby Royal Woodlands neighborhood. Site N is the only site that is located so close to a residential area.

2. Location of the Transfer Facility at Site N will cause traffic problems.

The evaluation process that led to the selection of Site N considered traffic only in terms of vehicular access to the area. However, despite the suggestion of Sante Fe Pacific Realty Corporation to the advisory group, no mention has ever been made of the effect on traffic volume of locating the transfer facility in an already congested area. This is a matter which bears scrutiny, because a recent study that Sante Fe Pacific made as part of its successful rezoning application projects that even without the transfer station, traffic in the area will double in the next 15 years. Without knowing the effect on Site N of increased traffic, the evaluation process for Site N is incomplete and inadequate. Obviously, the placement of this facility at Site N will only increase the volume of traffic in the area at an even faster rate.

Increased traffic in the area brings with it other problems. Despite the protests of staff to the contrary, the members of BIPA are justifiably concerned about odor, litter and dust that will be generated not by the transfer station itself, but by users of the facilities who use the multiple access routes to the site for deposit of refuse. Traffic and litter are problems that transfer stations in both Seattle and Beverly Hills, California, have encountered.

The omission of information on what increase in traffic will result from locating the center at Site N is of particular concern to BIPA. Metro should address these problems and solve them before imposing a facility upon businesses that have made investment in the area and residents who have purchased nearby property.

3. Location of a transfer facility on Site N would adversely impact property values.

BIPA members are also concerned about the effects on property values of siting the facility in the industrial park area. Despite the assurances of staff, a real estate appraiser has informed BIPA that there will be an adverse impact

Mr. Richard Waker  
September 12, 1985  
Page Four

on property values in the area if the transfer station is located at the site, because a further mix of uses will be injected into the area. The appraiser's comments are attached. Although admittedly there is no way to know the exact effect in dollar terms of locating the facility on Site N, it is safe to say that businesses that have invested in the area and homeowners who have settled nearby should not be impinged by the injection of an incompatible facility in the area.

BIPA is aware that some have stated that there was no decline in property values for land on which the Clackamas facility was built. This argument ignores that the Clackamas transfer center was built near a site that had already served the area as a landfill. Obviously, a light industrial site with an operating business on it and a residential area nearby is not comparable to a former garbage dumpsite located next to a major interstate freeway and a lumber mill.

4. The experiences of other West Coast transfer facilities demonstrate that Site N is an inappropriate location for the transfer site.

In an effort to support the concept of a West side transfer facility, staff provided both the Advisory Group and the Metro Council with information on transfer sites in the Seattle area and in Beverly Hills, California. Similarly, so that its members could better understand the proper criteria for siting of a transfer facility, representatives of BIPA visited four Northwest transfer center sites and interviewed plant managers at each. Additionally, BIPA interviewed the plant manager at the Beverly Hills facility. Although only one of the facilities which Metro staff and BIPA examined is as large as the proposed Washington Transfer and Recycling Center, the plants nevertheless serve as existing models not only for proper transfer sites, but also for the adverse effects of locating a transfer facility in the wrong place.

As an example, Seattle's North transfer station is the most similar to that proposed by Metro. It is a large facility, with well over 400 tons of refuse processed daily. The facility was constructed in 1968 by the City of Seattle in an industrial area at a site that was previously used for storage of road repair equipment. It is not isolated from its immediate neighbors, which include an older residential area and a bakery. The plant manager of the site admits that traffic in the area is congested by the plant and that considerably more traffic and litter problems are faced in the north Seattle station than at the south station, which was located in an undeveloped area.

Mr. Richard Waker  
September 12, 1985  
Page Five

Other facilities in Washington show the profit that can be made by experience. The facility in Renton is located in an area that is well isolated from surrounding land users, unlike the planned facility that is proposed to be located at Site N. Although litter is a concern on the access way to the site, the fact that there is a single access makes that problem an easier one with which to deal.

Traffic congestion at all sites has been a major concern, even though none of the Renton, Kirkland or Bellview sites were injected into an already developed area.

The site selection process in Seattle also provides valuable lessons as to the proper criteria for siting a transfer station. The criteria for site selection from King County Solid Waste Division placed as the top considerations that the facility be isolated from other developments, that it not interfere with other types of land use, and that it take into account traffic volumes in the area.

In short, the Seattle experience has demonstrated certain important features for a transfer facility. It should be isolated away from established residences and businesses such as the Renton site. Further, like the Renton, Kirkland and Bellview sites, it should have a single access road to reduce litter in the area. Finally, it should not be injected into an area that is already developed, but should rather be placed in an area that can grow up around the transfer site.

The placement of the transfer station on Site N does not benefit from the experience of other facilities in the region and does not comply with the criteria that experience has demonstrated will make for a proper and well-planned facility. In no instance of which BIPA is aware was a transfer facility added to an established property development without the sort of problems encountered by Seattle's north transfer station. Rather, the developments generally have grown up around the transfer centers, whose neighbors presumably knew of the transfer center's location when they developed their own facilities.

#### CONCLUSION

The Beaverton Industrial Park Association reiterates its support of the concept of establishing a transfer and recycling center in Washington County. However, the selection of a site for the center should be compatible with existing uses, and should not exacerbate congested traffic, or deflate property values of businesses and homeowners who have invested in their

Mr. Richard Waker  
September 12, 1985  
Page Six

neighborhood. Finally, the selection of a proper site should take its cues from the lesson learned in transfer sites in other cities. Because Site N does not comply with these criteria, it is inappropriate as a location of the new Washington Transfer and Recycling Center. It should be removed from consideration.

Respectfully submitted,

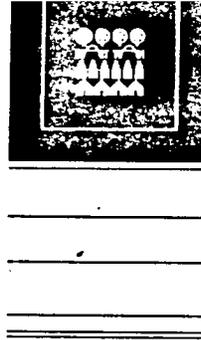
SPEARS, LUBERSKY, CAMPBELL,  
BLEDSOE, ANDERSON & YOUNG

By \_\_\_\_\_  
Marvin D. Fjordbeck

Enclosures

BEAVERTON INDUSTRIAL PARK ASSOCIATION

M & J Investment Co.  
Willamette Industries  
Media West  
R.M. Wade Co.  
General Motors Co.  
Leonetti Furniture Manufacturing Co.  
Georgia Pacific Co.  
Weyerhaeuser Company  
Quadrant Corporation  
Sante Fe Pacific Realty Corporation  
Coast Distributing Company  
Greenwood Inn  
Hoody Corporation  
Beaverton Honda  
Kaiser-Permanente Health Care Program  
Oroweat Foods Company  
Mercury Development Co.



August 30, 1985

Beaverton Industrial Park Association  
c/o Dave Zimmel  
PO Box 5308  
Portland, Oregon 97228

Dear Mr. Zimmel:

In accordance with your request, I am providing you with this letter which presents a brief statement regarding the impact on property values caused by inharmonious land uses. The analysis directly relates to the situation of a solid waste transfer station which could be located in the Western Avenue area of Beaverton.

The primary appraisal principle which must be addressed is the principle of conformity. This principal states that an area developed with homogeneous uses typically has higher values than a similar area with inharmonious or heterogeneous uses. Simply stated, properties in neighborhoods with like uses maintain their values and are more marketable than properties in mixed use areas. Our existing zoning codes support the theory of conformity.

All market evidence indicates that an impact on value will occur if the transfer station is located in the subject property neighborhood. The degree of the impact is speculative and subject to a review of the mitigating efforts conducted by the government agencies involved.

If you have questions regarding this analysis, please feel free to contact me.

Yours truly,

PALMER, GROTH, PIETKA & STEFFEN

*David E. Pietka*  
David E. Pietka, MAI

DEP/dem  
0014A/39

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

To Metropolitan Service District

September 11, 1985

From: Members of CPO 7

Subject: Solid Waste Transfer Station  
at Cornelius Pass and Sunset Highway

We, the undersigned, are members of CPO 7, and we request that you NOT choose the Cornelius Pass and Sunset Highway location for the Solid Waste Transfer Station. Our reasons for requesting this are:

1. It would have a detrimental effect on the houses across the road from the Solid Waste Transfer Station.
2. It would have a detrimental effect on the Industrial Sites which are a part of the Sunset Corridor.
3. It is not near the center of the service area and we feel that there are other sites under consideration that better fit that criteria.

NAME

ADDRESS

PHONE

<i>Tuzin Galotay</i>	Rt 5 Box 434 Hillsboro <sup>97124</sup> OR	645-2528
<i>James Galotay</i>	Rt 5 Box 434 Hillsboro, OR 97124	645-2528
<i>D. Stanley Richards</i>	4820 N.W. Kaiser Rd. Portland, Oregon 97229	645-1468
RICHARD LEONARD	7999 S.W. WILSHIRE PORTLAND	
<i>Gregory P Malinowski</i> Resp. #3	73450 N.W. Springville Ln Port 97229	646-8840
FRANK BUEHLER	- RT-1-Box 1074 Hillsboro 97214 (CORNELIUS PASS RD)	645-3334
<i>Regina A Buckley</i>	4330 NW Columbia Ave Portland 97229	645-2495
<i>James A White</i>	4530 N.W. SALISHAN DR Portland 97229	645-1426
<i>Maurice Wanneken</i>	12835 NW Lullaw Rd, Portland 97229	645-1942



# CITY OF OREGON CITY

Incorporated 1844

CITY COMMISSION  
320 Warner Milne Road  
Oregon City, OR 97045-4046  
503-657-0891

September 12, 1985

TO: Metropolitan Service District Council  
FROM: Don Andersen, Mayor; City of Oregon City

As Mayor of Oregon City, I regret I am unable to attend your meeting tonight due to a local City Commission meeting. However, I want you to be aware of Oregon City's position regarding your deliberations on locations for a transfer station.

As you know, the Metropolitan Service District received a Conditional use Permit for a Solid Waste Transfer Facility from the Oregon City City Commission in June 1981. In November 1981, the Oregon City Planning Commission approved the site plan and design of the Clackamas Transfer and Recycling Center (CTRC), with conditions, including the condition that the facility will be sized for a maximum of 400 tons per day. In 1983, the Planning Commission approved a revision to the above condition, as follows:

"To grant an increase in tonnage at the Clackamas Transfer and Recycling Center, not to exceed 800 tons per day, with six (6) conditions, including the following:

1. METRO agrees to monitor tonnage to assure a maximum 800 tons/day. Additional tonnage generated from Multnomah or Washington County is to be diverted to other disposal sites.
2. The Planning Commission specifically reiterates its intent that the Clackamas Transfer and Recycling Center not be the only long-term regional facility, but is an element in a regional solid waste disposal system of transfer stations and landfills. Operation of the facility in excess of 400 tons/day beyond March of 1985 is contingent upon a second transfer station being sited and construction started."

In January of 1984 and February of 1985, Oregon City conducted annual reviews of the CTRC. Continuation of operation has been approved only with the directive stated above: that the CTRC is one element in a regional solid waste disposal system.

END OF THE OREGON TRAIL-BEGINNING OF OREGON HISTORY

The CTRC is a very attractive, landscaped facility that is a credit to Oregon City, METRO and the solid waste disposal industry. Early concerns about the potential for noise, dust and rodents have been eliminated.

As Mayor of Oregon City, I point out to you that 18% of the solid waste being disposed of in the Clackamas Transfer Station is coming from Washington County. I urge you to determine a Washington County transfer station location and site the facility, so that the responsibilities for the disposal of regional solid waste are more equitably distributed.

Yours truly,



DONALD G. ANDERSEN  
Mayor

COMMENTS BY RICHARD P. BUONO OF PACTRUST  
TO METRO COUNCIL  
REGARDING WASHINGTON TRANSFER & RECYCLING CENTER  
SEPTEMBER 12, 1985

The Cornelius Pass Road location under consideration as the site for the Washington County Waste Transfer Facility is in our opinion a poor choice for such a facility. There are many reasons why the Cornelius Pass Road site is an improper location. Among these reasons are:

- The substantial increase in heavy truck traffic on Cornelius Pass Road which will compete with the traffic serving business parks and other commercial facilities in place now or to be developed in the area.
- The fact that the property will, in all probability have to be condemned in order for Metro to acquire it for the proposed use.
- The fact that what is now prime industrial land ready for development will, if selected by Metro, be put to a use far below any highest and best use definition and taken off the tax rolls, thereby denying Washington County what will in the future be substantial tax revenues.
- The impact siting a Garbage Transfer Facility will have on the perception of the area by business people from outside the area.

The reasons all boil down to one impact and that impact is on economic development.

PacTrust is convinced that the area accessed by Cornelius Pass Road is an area capable of attracting new businesses and businesses from outside Oregon now and in the future. Epson, Fujitsu, Intel, and NEC are examples of the areas' attraction. The State and numerous local and regional agencies have invested a great deal of effort and money in fostering the creation of such areas. The Cornelius Pass Road/Sunset Highway area has been targeted by these efforts and it is repeatedly shown by the public and private sector to prospective out-of-state and foreign-based companies interested in locating here.

The intersection of the Sunset Highway and Cornelius Pass Road is the gateway to the area which holds promise for a substantial portion of the most important development of business and employment during the next decade or more.

To place the Garbage Transfer Facility proposed at the Cornelius Pass Road site will seriously impair the viability of this most important economic resource. No matter what we ultimately find out about the degree to which the WTRC might be a good neighbor, the out-of-state or out-of-country executive

considering the location of a multi-million dollar research, development, and manufacturing facility will, if Cornelius Pass Road is selected by Metro, find it difficult to choose this area over the many other alternatives offered in highly competitive locations in other states such as California, North Carolina, Texas, and Washington.

The decision you make tonight may have a serious and long-standing effect on the economy of the Region and the State. For these reasons, PacTrust urges you to reject the Cornelius Pass Road/Sunset Highway site. Thank you for the opportunity to speak on this important issue.

September 11, 1985

HAND DELIVERED

Rick Gustafson, Executive Officer  
Metropolitan Service District  
527 S.W. Hall Street  
Portland, OR 97201-5287

Dear Mr. Gustafson:

Re: Washington County Waste Transfer Facility

Pacific Realty Associates, L.P. ("PacTrust") wishes to take this opportunity to express, in writing, its concerns relating to the siting of the Washington County Waste Transfer Facility on or near prime industrial land at a proposed N.W. Cornelius Pass Road location.

PacTrust is active in the Washington County area, both as a developer and manager of industrial facilities. Most recently, we are developing a 300-acre site located immediately adjacent to N.W. Cornelius Pass Road. Approximately 130 acres of this site have been sold to Fujitsu America, Inc. for its new Hillsboro facilities. We remain convinced that the Sunset Corridor and industrial properties accessing Cornelius Pass Road will continue to be high visibility, high quality industrial lands, capable of attracting a variety of industrial users of the caliber already represented in this area. We view the Cornelius Pass/Sunset Highway intersection as the gateway to the area which holds the most promise for economic development in the Portland area over the next decade.

It is extremely important for Metro to recognize that because of the layout of transportation facilities in Washington County (basically predicated upon a series of interchanges off Highway 26 accessing directly onto north-south arterials) that these separate transportation corridors will continue to attract the significant industrial users. We do not believe it is good policy for Metro to add garbage trucks and transfer trucks to the existing and anticipated traffic on Cornelius Pass Road. We strongly believe that it is neither healthy for Metro in its waste transfer facility operations nor for the existing and future industrial development along Cornelius Pass Road to have the "competition" between the waste transfer vehicles and the other traffic in using Cornelius Pass Road. The type of use developing in this location will continue to be light industrial/business park creating a real sensitivity to heavy truck traffic on Cornelius Pass Road.

We are aware that Metro feels that the waste transfer facility can be a "good neighbor" to surrounding uses. While we have no doubt that Metro will do everything possible to assure efficient and capable operation of the waste transfer facility we do not believe that a waste transfer facility in a prime light industrial area (like the Cornelius Pass locale)

Rick Gustafson, Executive Officer  
Page 2  
September 11, 1985

is good public policy or the best locational choice. The environment and the image of a light industrial area is all important to the attraction of high quality industrial users like Fujitsu America, NEC, Epson, Intel, and other companies which located or are in the process of locating in the immediate vicinity and utilizing access on Cornelius Pass Road. The State of Oregon and numerous local and regional agencies, including Metro itself, have invested considerable effort and public money in fostering the creation of new industrial areas, capable of attracting a diversity of light industrial uses so that the state and regional economies can orient themselves toward the major shift in employment opportunities during the next two decades. The Cornelius Pass area is one of those locations specifically targeted. It is marketed as a high-quality location, competitive with the major industrial and business parks located in states like California, North Carolina, and Texas. It is an area which is invariably shown to prospective out-of-state and foreign-based companies interested in locating or relocating to Oregon.

The siting of the waste transfer facility in the Cornelius Pass area conveys a very different message from that being presented about our collective aspirations for growth and development along Cornelius Pass Road. The industrial land in the vicinity of Cornelius Pass Road should continue to be utilized by the type of high quality industrial development which is taking place. A waste transfer facility is not an economically wise use of such land, especially when it appears that an industrially-zoned site will have to be taken under powers of eminent domain in order to establish the transfer facility. Even assuming the correctness of Metro's position that the waste transfer facility would be a "good neighbor," the educational effort to attempt to explain the existence of a waste transfer facility in the midst of light industrial and business park development would be extremely difficult in dealing with prospects for those industrial and business park projects. We greatly fear that the existence of a waste transfer facility would be used as a negative marketing factor in this highly competitive field.

We therefore urge that the Cornelius Pass site not be selected as a potential waste transfer site. Thank you for this opportunity to comment on this issue.

Yours very truly,

PACIFIC REALTY ASSOCIATES, L.P.



Peter F. Bechen  
President

cc: Members of Metro Council  
Mr. Wes Myllenbeck

# Sea-Port Industry Group

division of Sea-Port Investments, Inc.

Sylvan Westgate Bldg. • 5319 S.W. Westgate Drive  
Portland, Oregon 97221  
Phone (503) 297-8029      Telex 360283

September 12, 1985

Metro Service District Council  
C/O Mr. Rick Gustafson, Executive Director  
Metropolitan Service District  
527 S.W. Hall  
Portland, OR 97201

RE: Site Location for Washington County Transfer  
and Recycling Center Hearing, September 12,  
1985, Highland Park School Auditorium

Dear Mr. Chairman and Members of the Council:

Sea-Port Industry Group has been a major property owner for 15 years in the vicinity north of Area D, Highway 26 and Cornelius Pass Road; a proposed location for Washington County's WTRC.

Our property consists of 200 acres prime industrial land in an approved Special Industrial District, serviced by sewers to the site, as well as access arterial collector roads, and substantial available potable water within our Wolf Creek Water District.

We have spent large sums of our personal capital to help bring in these services for the approximately 500 acres prime industrial contiguous land under development here. All this development would be most adversely impacted by the Area D transfer and recycling center location. An example of our commitment is that in 1983, Sea-Port was assessed \$497,534 by the Unified Sewer Agency for just our portion of the initial sewer improvements.

My central focus is not to dwell on the individual damage this proposed location will cause, but to identify the much larger and more serious economic repercussions it will most surely create for Portland, the Metro Service District and the State of Oregon.

The liability for locating the WTRC on this site, or for that matter any site in the Sunset Corridor, to the current high tech growth in process is obvious to anyone who is knowledgeable of current events.

**Sea-Port Industry Group**

The proposed Area D site is in a prime western sector of the Sunset Corridor--a limited area which has been discovered and is under development for use by both prestigious, domestic and foreign high technology vendors. The WTRC here could stop this most needed development cold, or at least would substantially dilute future prospects presently under negotiation. Also, evidence has surfaced that this will antagonize our newly-committed Pacific Rim high-tech neighbors who have made immense capital outlays based on the environmental assurances and professed good will of our state agencies--from Governor Atiyeh on down. This also applies to a WTRC location anywhere in the Sunset Corridor.

Surely, as the transcripts will indicate, the more propitious sites are still there, and some will be welcomed by local ownership and residents without damaging the limited availability for quality high technology growth in the greater Portland area.

A few miles or a few minutes or a few cents per can, more or less from the Centroid, has to be insignificant when considering the future jobs, the tax-generated residential services, and a better standard of living that we all have at stake from quality growth. It is incumbent upon the Metro Council to be sensitive and responsible to the issue. Thank you.

Sincerely,

SEA-PORT INDUSTRY GROUP



Lloyd B. Rosenfeld  
President

LBR/tb

# STANDARD INSURANCE COMPANY



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

September 12, 1985

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

Re: Site Location for Washington County Transfer  
and Recycling Center (WTRC)

Dear Mr. Gustafson:

As a charter member of the Sunset Corridor Association, Standard Insurance Company has heretofore followed Metro's WTRC siting process through the Sunset Corridor Association.

Standard does not disagree that there is a county-wide need to establish a WTRC; however, it does not agree that the site ranked number 3 by the Advisory Committee, Site 59--Cornelius Pass and Sunset Highway--is an appropriate location. Standard strongly opposes siting the WTRC in such a prominent location within the Sunset Corridor.

In the last 15 years, Standard Insurance Company has maintained a substantial investment in property located in the Sunset Corridor. During the 1970's, Standard developed the Tanasbourne Town Center Mall and the 365 unit Tanasbourne Condominium east of 185th Street. Presently, Standard is completing initial development of more than 600 acres of real property generally located immediately south of Sunset Highway between 185th Avenue and Cornelius Pass Road. (See attached map.)

As a prerequisite to development of its properties, Washington County and the Oregon Department of Transportation have repeatedly required Standard to commit funds far in excess of the amount necessary to provide improvements and basic services to the property itself. These additional expenditures have improved the infrastructure of the entire region south of Sunset Highway.

For its present development of properties west of 185th Avenue, Standard has committed and spent more than 12 million dollars for infrastructure construction including more than

DEDICATED TO EXCELLENCE FOR POLICYOWNERS

Mr. Rick Gustafson  
September 12, 1985  
Page Two---

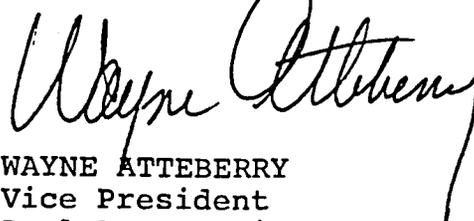
5.2 miles of public roads. Development of parts of Standard's property is further conditioned upon substantial upgrading of Cornelius Pass Road from Cornell to Sunset. Both Standard and Washington County recognize that this improvement to Cornelius Pass Road is necessary to permit the traffic demands expected to be generated by Standard's development.

Standard has projected the Sunset-Cornelius Pass interchange as one of the major gateways to its developments south of Sunset Highway. A WTRC and its related traffic impact at that interchange would adversely effect Standard's goal of easy and attractive access from Sunset Highway to its developments.

At a time when Oregon's economic future hangs in the balance, it is not appropriate to take governmental action which compromises the Sunset Corridor's appeal and defeats the joint efforts of the private developers and government to convince out-of-state and international businesses that Oregon and particularly the Sunset Corridor offer one of the highest quality sites for northwest operations.

We believe that the location of the WTRC at Site 59 by condemnation with its predicted negative impact on traffic patterns, environment and aesthetic considerations would have a chilling effect upon Standard's ability to represent to potential new purchasers that promises of governmental authorities for support and cooperation made to induce initial capital commitments will not be disregarded once construction has commenced.

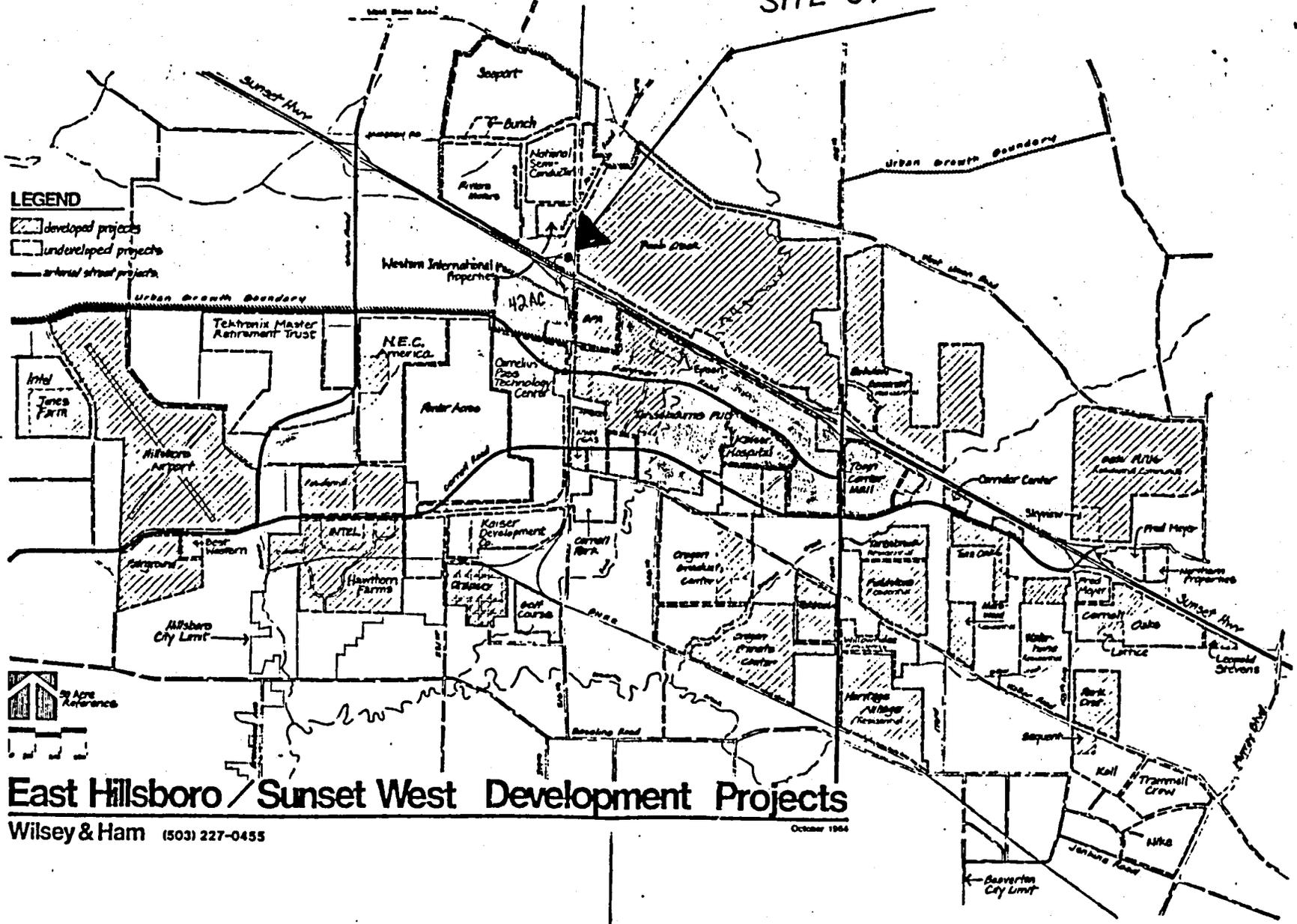
Very truly yours,



WAYNE ATTEBERRY  
Vice President  
Real Estate Finance

WA:snh

**LEGEND**  
 [Hatched Box] developed projects  
 [White Box] undeveloped projects  
 [Dashed Line] arterial street projects



# East Hillsboro / Sunset West Development Projects

Wilsey & Ham (503) 227-0455

October 1984

- Site 59
- Standard Insurance Property Presently owned and/or developed since 1982.

S U N S E T C O R R I D O R

September 12, 1985

Mr. Rick Gustafson  
Executive Director  
METROPOLITAN SERVICE DISTRICT  
527 S.W. Hall  
Portland, OR 97201

RE: Site Selection  
Transfer & Recycling  
Center  
Washington County

Dear Mr. Gustafson:

Our Association is deeply concerned that the Metro staff and the W.T.R.C. advisory group failed to fully investigate the immediate and long range economic impact that siting a transfer and recycling center in the Sunset Corridor will have. We are concerned that the original sites that were under consideration were chosen based on siting criteria which did not include sufficient consideration of surrounding uses and planned uses beyond the general "industrial" zoning classification requirement. In our opinion, the Metro staff and the advisory group did not recognize the negative impact that a transfer facility would have on corporate decisions regarding economic development in the Sunset Corridor nor the effect it would have on corporate long range planning or financing for industrial growth.

One of the economic bright spots in the metropolitan region and, in fact, in the State of Oregon is the development of the Sunset Corridor. The reputation of the Corridor is certainly national in scope and recent indications are that it is quickly becoming known internationally. We submit that locating a solid waste transfer facility within the Corridor area is most inappropriate and would send very disturbing signals to those national and international firms considering locating in Oregon's fastest growing area.

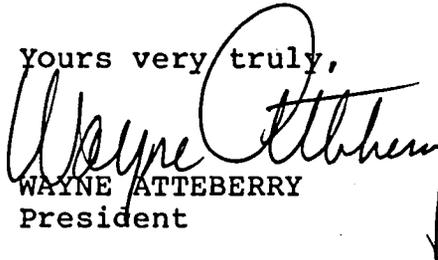


Mr. Rick Gustafson  
September 12, 1985  
Page Two ---

Our Association joined with a number of individuals, businesses and other organizations within the Sunset Corridor to participate directly in work sessions and meetings with the Metro staff and the advisory group to study alternate locations because we recognize the immediate necessity of siting a transfer facility somewhere in Washington County. However, we have reservations regarding the application of the criteria used to evaluate the number of sites that have been under consideration. The most significant of these is the adherence to the seven-mile radius from the central area of garbage collection. We feel that this is an arbitrary barrier that in fact eliminates some sites which should be further considered. We also question the desire to select a specific site at this date when the question for a replacement of the St. John's land fill has not been resolved nor has the question of land fill versus incineration been fully explored.

Because of these concerns and the demonstrated opposition to the two remaining sites under consideration and the possibility that alternative sites may be offered for consideration, we urge the Council to defer the decision on a specific site tonight, and that you direct your staff to review the original criteria it used in formulating its recommendations and explore the possibility of other locations that may be available.

Yours very truly,



WAYNE ATTEBERRY  
President

WA:mg

**SUNSET CORRIDOR BUSINESS COALITION  
FORMAL STATEMENT BEFORE THE  
METRO COUNCIL SEPTEMBER 12, 1985**

This statement is presented on behalf of the individuals, businesses, and organizations within the Sunset Corridor affected by the location of the Washington Transfer and Recycling Center. The Coalition has participated directly in workshops and meetings with the Task Force over the last five months in an attempt to find a mutually acceptable site(s).

We recognize the immediate necessity for siting a transfer facility in Washington County. A very real need exists to develop a system of refuse collection and recycling which will supplement the facility in Oregon City.

Our initial concern was brought about by the fact that the original sites under consideration were chosen based on siting criteria which did not include sufficient consideration of surrounding uses and planned uses beyond the general "industrial" zoning classification requirement. The staff and Task Force did not recognize the impact that the transfer facility would have on corporate decisions regarding economic development in the Sunset Corridor or on the impact on corporate long range planning or financing for industrial growth. One of the bright spots in Oregon's economy is the development of the Sunset Corridor. We believe that the location of a solid waste transfer facility in this general area would substantially degrade the Sunset Corridor and thereby affect the companies that are currently located in the area and those companies who may be considering locating in the area.

Our second major point of concern is the need to locate such a facility on a major highway or thoroughfare. The type of vehicles and the qualitative impacts of the traffic generated by this facility require that it be located near major traffic routes.

The Coalition has participated in work sessions conducted by the Task Force to develop revised siting criteria. Our position from the beginning has been to work with the Task Force and Metro Staff to develop a positive alternative based on objective criteria for the siting of the transfer facility. For the most part, we feel this has been a productive effort that has led to increased awareness of our major concerns and the introduction of additional sites for consideration. However, we still have serious reservations regarding the application of these criteria. The most significant of these concerns is the Task Force's adherence to the 7-mile radius from the centroid of garbage collection. We continue to feel this is an arbitrary barrier that, in fact, eliminates some sites which should be considered.

From our examination of the available sites, it appears that very few meet the tests of a willing seller and limited opposition. In the final analysis, these unstated criteria will most likely carry more weight than all of the other criteria put together. Based on these conclusions, the Coalition would like to go on record as supporting two sites which appear to meet these tests. They are:

1. North Plains.

2. Roseway Industrial Park.

3. In addition, we are aware that <sup>another on</sup> site [REDACTED] I.V. Highway [REDACTED] may also be available. This site also meets the criteria and should be included in any further consideration of candidate sites.

While each of these sites may pose certain problems, they appear to be workable. The Coalition will work the Task Force and Metro Staff in any way necessary to locate the transfer station on one of these sites.

THOMPSON, ADAMS, DeBAST & RAY

ATTORNEYS AT LAW

HALL STREET STATION

4500 S.W. HALL BLVD.

BEAVERTON, OREGON 97005

TELEPHONE: 644-2146

ROBERT E. THOMPSON

RODNEY C. ADAMS

PAUL J. DeBAST

JOHN C. RAY

ROBERT F. BLACKMORE

KETURAH A. BROWN

JAMES B. CASTLES  
OF COUNSEL

September 12, 1985

To: Citizens Advisory Committee  
Metro Council

We have attended the Citizens' Advisory Committee meetings and argued from the beginning that Metro should site a landfill before any transfer station is sited and built. Our reasoning is: once the landfill site is established, the transfer station can be located in a logical relationship to the ultimate destination of the garbage, preferably out of the heavily developed and populated portions of Washington County. At present, where the landfill site is unknown, the transfer station must be located close to the center of waste. Metro has chosen seven miles from the centroid of waste as the criterion. All the resulting sites are therefore highly unsatisfactory. There is even the possibility that if a landfill site is located in Washington County, there would be no need for a transfer station.

The passage of Senate Bill 662 further strengthens our position that Metro should delay siting of the transfer station. Under that bill, DEQ is charged with locating a disposal site that will service the three county area when the St. John's Landfill is closed. A second charge is given to Metro in the bill, which is to prepare a solid waste reduction program. This solid waste reduction program is to substantially reduce the volume of solid waste ultimately deposited in land disposal sites (present figures being talked about are a reduction of 85 to 90%). This plan is to be submitted to EQC by January 1, 1986. If Metro does not successfully meet this charge, it will basically be out of business as of July 1, 1986.

In some informal discussions with DEQ staff, they have confirmed that DEQ's two priorities are: (1) siting the disposal site and, (2) developing and implementing the solid waste reduction program. A solid waste reduction of the magnitude DEQ has in mind will undoubtedly involve use of burners, since they provide the only technology presently available to effect such a reduction. DEQ also has the power under Senate Bill 662 to site burners, transfer stations, and other related facilities. In our conversations with

Citizens Advisory Committee  
Metro Council  
September 12, 1985  
Page Two

DEQ, they state that transfer stations probably will be a part of the overall plan, and they will incorporate any transfer stations sited by Metro into their plan, but the present siting of a transfer station in Washington County is not a high priority item for them. It is obvious why this is so: until the landfill is sited and the decision is made about burners or other reduction facilities, the size and location of a transfer station remains open to question.

One of the major factors in Metro's urgency to site the transfer station in Washington County is political pressure from Oregon City. We believe that is a poor reason for prematurely building a transfer station in Washington County when it is clear that the overall program for solid waste disposal is undergoing radical change and much of the responsibility is being shifted to DEQ. Washington County residents and businesses have nothing to lose by postponing the siting and building of a transfer station until at least January, 1986, when a solid waste reduction program is to be completed. An even better timetable would be to wait until July, 1986, when DEQ completes its study of possible sites for the landfill or other disposal site. It is in the best interest of this county to postpone the decision, and Metro should find another way to satisfy Oregon City.

Very truly yours,

THOMPSON, ADAMS, DeBAST & RAY

*Keturah A. Brown*

Keturah A. Brown

STATEMENT BY RICHARD PETERS, TRI-COUNTY CONCERNED CITIZENS

Hello. My name is Richard Peters. I'm with Tri-County Concerned Citizens. I'm a Hillsboro resident and have a business in Cornelius.

I'm opposed to the two sites for three reasons.

First, don't put the cart before the horse. This is what Metro would do by siting the Transfer Station before DEQ sites the next landfill.

Metro should allow DEQ to choose the next landfill site before picking a Washington County Transfer Station site. I'm sure you are aware DEQ has to choose a new landfill by July 1, 1987.

Why should Metro pick a site in Washington County that may not be compatible with the new landfill site. That doesn't make sense. We would waste money.

Second, the seven-mile limit from the so-called center of waste generation is arbitrary. Metro didn't require that for Multnomah County's future Transfer Station at the St. Johns Landfill. Metro didn't mention that when it built the Clackamas County Transfer Station.

Clackamas County's Transfer Station is ideally located next to a closed landfill and next to a heavy industrial area. The Washington County sites aren't like that.

A transfer station at either Washington County site will needlessly hurt local property values, local taxes and future development of the county's best land. It should be put in a rural area, if any place, where it would have the smallest impact.

Third, if a government-built transfer station would save ratepayers money, why won't a transfer station built by private enterprise also save us money? Metro then wouldn't have to spend the estimated \$4.7 million in capital costs.

I say that because a private firm in Forest Grove built its own transfer station for its four subsidiary garbage companies serving Forest Grove, Portland and Beaverton. And it cost only \$1 million to build it.

If one private firm can build a transfer station for much less, not ruin our best land, not raise a public outcry, and still make a profit, why not let other firms do it? Let private enterprise worry about operating the transfer station, let Metro regulate it, and let

local municipalities tax it. Let private firms pay for the costs of maintenance and upgrading of equipment, operating costs and other associated costs out of their profits - they have an incentive to keep those costs low.

So I ask Metro to not choose either of the staff's proposed transfer station sites, to wait for the next landfill site, and to consider this alternative to spending \$4.7 million on one big government-owned transfer station in Washington County. Thank you.

Richard Peters  
Tri-County Concerned Citizens

**EPSON****EPSON PORTLAND INC.**7100 S.W. HAMPTON, SUITE 121, TIGARD, OREGON 97223  
PHONE (503) 684-1931 FAX: (503) 684-2495

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

September 11, 1985

Dear Mr. Gustafson:

We feel obligated to express our serious concern about the impact on Epson operations of a neighboring solid waste transfer and recycling center which is proposed at the intersection of Cornelius Pass Road and Highway 26. This intersection is a major entry to one of the most expanding high-tech and investment areas. Such siting would be totally inconsistent with the outstanding high-tech character of the area. We believe the proposed location would produce negative economic and social results as well as transportation related problems.

Epson Portland Inc. presently has under construction a 100,000 square foot printer assembly plant on a 17-acre site in the Tanasbourne Commerce Center. This is the first manufacturing facility to be built in the U.S. by Epson Corporation of Hirooka, Japan. When the plant is in full production, it will produce 25,000 printers each month and employ approximately 200 people.

Epson's site selection criteria for its first U.S. plant necessarily involved many geographical, physical and economic considerations. Transportation, environmental quality and the compatibility of neighboring facilities were among them. These factors are important both to our employees and to the high-tech instruments we produce. Epson has an option on an adjoining 23 acres for possible future expansion. The new development in the Sunset Corridor, whatever it may be, will certainly affect our own decision for our future project.

However, we also appreciate the opportunity to participate in the public discussion of the location and we are impressed by your fair treatment of every opinion concerned. Epson's original decision to locate in Oregon was heavily influenced by many good examples of the cooperative relationship between business and government. We submit our serious concern for consideration in your decision making process.

Sincerely,



Mas Tomita  
Vice President

cc: Metro Council Members - *Ernie Bonner*  
Tom Kennedy  
Wes Myllenbeck

# TUALATIN VALLEY

Economic Development Corporation

September 12, 1985

Douglas J. McCaslin  
President

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Weigel Development  
Company

Mr. Rick Gustafson  
METRO  
527 S.W. Hall Street  
Portland, OR 97201

Dear Rick:

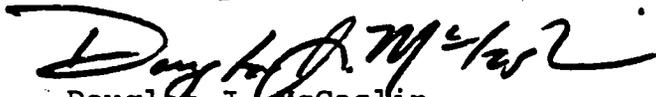
On behalf of the Board of Directors of the Tualatin Valley Economic Development Corporation, I wish to express our position regarding the process and proposed sites for the Washington County Washington Waste Transfer and Recycling Center.

It is evident by the strong public and corporate opposition from all of the major businesses, developers and citizen's groups adjoining the three sites favored by the Advisory Committee, that the concerns about impact on corporate image, economic development, liveability and traffic flow are concerns to be seriously considered. We understand the difficulty in finding a suitable location for a solid waste transfer facility, and we know that you have implemented a lengthy process of citizen involvement in coming to the current recommendations.

Our concern, however, regards the suitability of siting the WTRC before METRO selects the next landfill site. The economic arguments for siting the WTRC in close proximity to the next landfill site are compelling. We favor a companion site selection process whereby the WTRC is selected after the next landfill site has been identified. For this reason, we urge METRO to continue the site selection process and to site the landfill first. We view this as a critical determinant in making the decision on where to locate the WTRC facility. Regardless of the site selected, the WTRC should not have a direct negative impact on the economic development of the area in which it is located.

Thank you for your consideration of our concerns on behalf of the economic growth of the Tualatin Valley.

Sincerely,



Douglas J. McCaslin  
President

4755 S.W. Griffith Dr. • Suite 310 • Beaverton, Oregon 97005 • (503) 626-4050

NOTE: 21 ADDITIONAL  
 PAGES OF  
 SIGNATURES  
 PCD. ON 9-12-85

We, the undersigned, are residents of Royal Woodlands and Pinehurst neighborhoods located between Allen Blvd., Scholls Ferry Rd. and Jamieson Rd., abutting the east side of Southern Pacific Industrial Park. We are opposed to the use of sites designated 41, 45, and "N" located off Western and Allen Blvd. for the Washington County Solid Waste Transfer Station. We believe that a garbage transfer station with accompanying noise, heavy truck traffic, and scattered debris is incompatible with an established residential, hotel, and retail community.

July 8

ADDRESS	SIGNATURE	Mailing List
5555 S.W. Chestnut Ave.	Lillian Schmitt	✓
5595 SW Chestnut Ave	Shirley R. Anderson	✓
5620 SW Chestnut Ave	Dorcas Rothman	✓
5620 SW Chestnut Ave	Robert S. Kollman	✓
5590 S.W. Chestnut Ave.	Fred A. Lempert	✓
5590 S.W. Chestnut Ave	Patricia B Lempert	✓
5525 S.W. Chestnut Ave	Antonina C. Conly	✓
9470 SW Royal Child Dr.	Ann M. [unclear]	✓
5520 SW Chestnut Ave	Francis [unclear]	✓
5520 SW Chestnut Ave.	Glen E. Brounion	✓
5580 SW Chestnut	Jack M. Albright	✓
5570 SW Chestnut	Lester J Young	✓
5680 SW Chestnut	Melvin E. Matalf	✓
5650 SW Chestnut	Maryle U. Metcalf	✓
5720 S.W. Chestnut	Pearl Nelson	✓
5720 S.W. CHESTNUT	M.A. Nelson	✓
5770 SW CHESTNUT	John Jensen	✓
5770 SW Chestnut	Oliver J Jensen	✓
5820 SW Chestnut	Lorraine E. Allred	✓
5850 SW Chestnut	Roger Fleck	✓
5850 SW Chestnut	Margaret Fleck	✓
5850 SW Chestnut	Cheryl Fleck	✓
5850 SW Chestnut	Bonnie L. Fleck	✓
5795 SW Chestnut	Lanier Mangb	✓
5775 SW Chestnut Ave	Ed W. Jensen	✓
5755 SW Chestnut	Rebecca T. Eisenair	✓
5755 SW Chestnut	Rudolf Eum	✓

NOTE: 21 ADDITIONAL  
 PAGES OF  
 SIGNATURES  
 RCD. ON 9-12-85

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July 8

ADDRESS	SIGNATURE	Mailing List
5555 S.W. Chestnut Ave.	Lillian Schmidt	✓
5595 SW Chestnut Ave	Shirley R. Anderson	✓
5620 SW Chestnut Ave	Dorcas Rothman	✓
5620 SW Chestnut Ave	Robert S. Kollman	✓
5590 S.W. Chestnut Ave.	Fred A. Limpert	✓
5590 S.W. Chestnut Ave	Patricia B. Limpert	✓
5525 S.W. Chestnut Ave	Antonina C. Comby	✓
9470 SW Royal World Dr.	Ann M. [unclear]	✓
5520 SW Chestnut Ave	Frank [unclear]	✓
5520 SW Chestnut Ave.	Glen E. Boulton	✓
5580 SW Chestnut	Jack McAllister	✓
5570 SW Chestnut	Leta J. Young	✓
5650 SW Chestnut	Melvin E. Metalf	✓
5650 SW Chestnut	Maryle N. Metcalf	✓
5720 S.W. Chestnut	Paul Nelson	✓
5720 S.W. CHESTNUT	R.A. Nelson	✓
5770 SW CHESTNUT	John Jensen	✓
5770 SW Chestnut	Oliver J. Jensen	✓
5820 SW Chestnut	Lorraine E. Allred	✓
5850 SW Chestnut	Roger Fleck	✓
5850 SW Chestnut	Margaret Fleck	✓
5850 SW Chestnut	Cheryl Fleck	✓
5850 SW Chestnut	Bonnie L. Fleck	✓
5795 SW Chestnut	Henrietta Mangel	✓
5775 SW Chestnut Ave	Ted W. Jensen	✓
5755 SW Chestnut	Rebecca T. Eisenman	✓
5755 SW Chestnut	Rudolf Egan	✓

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5620 SW Chestnut Ave	Donna Rothman	✓
5620 SW Chestnut Ave	Robert S. Koltman	✓
5590 S.W. Chestnut Ave.	Fred W. Limpert	✓
5590 S.W. Chestnut Ave	Patricia B Limpert	✓
5525 S.W. Chestnut Ave	Antonina C. Comby	✓
9470 SW Royal World Dr.	Kenneth M. [unclear]	✓
5520 SW Chestnut Ave	Margaret [unclear]	✓
5520 SW Chestnut Ave.	Glen E. Boulemind	✓
5580 SW Chestnut	Jack M. Albright	✓
5570 SW Chestnut	Louise J Young	✓
5650 SW Chestnut	Melvin E. McTall	✓
5450 SW Chestnut	Maryle U. Metcalf	✓
5720 S.W. Chestnut	Pearl Nelson	✓
5720 S.W. CHESTNUT	M.A. Nelson	✓
5770 SW CHESTNUT	J.A. Jensen	✓
5770 SW Chestnut	Glenn J Jensen	✓
5820 SW Chestnut	Lorraine E. Allred	✓
5850 SW Chestnut	Roger Fleck	✓
5850 SW Chestnut	Maryellen Fleck	✓
5850 SW Chestnut	Cheryl Fleck	✓
5850 SW Chestnut	Bonnie L. Fleck	✓
5795 SW Chestnut	Bonnie M. Mangel	✓
5775 SW Chestnut Ave	Ted W. Jensen	✓
5755 SW Chestnut	Rebecca T. Eisenman	✓
5755 SW Chestnut	Rudolf E. [unclear]	✓

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ADDRESS SIGNATURE Mailing List

ADDRESS	SIGNATURE	Mailing List
5175 S.W. Cherry Avenue	Rachel A. Motteler	X
5175 SW CHERRY AVE.	Rodger Motteler	✓
5170 SW Cherry Ave.	Z. H. Muzawa	✓
5170 S.W. Cherry Ave.	Arlyan Sugawa	✓
9525 S.W. Cypress Ave.	Marta E. Mandt	✓
9525 SW Cypress Ave	Robert J. Mandt	X
9555 SW Cypress St	James F. Barber	✓
9575 SW Cypress St	Robert F. Hoef	✓
9625 SW Cypress	Glenn M. Safford	-
9655 S.W. Cypress	Nancy Thomas	-
9675 S.W. Cypress	By Crombie	-
9675 S.W. Cypress	Michelle Felice Crombie	✓
9725 S.W. Cypress	Phyllis B. Patterson	X
9725 SW Cypress	Colin J. Patten	✓
9670 SW Cypress	Wayne Wood	✓
9670 SW Cypress	James Jay Wood	✓
5195 SW Cherry	David A. Squire	✓
5195 SW Cherry	Carola Squire	✓
9525 S.W. Pinehurst	Barbara Ward	✓
5105 SW Cherry Av	Janet M. Varga	✓
9750 S.W. Cypress St.	Kathleen Byak	X
9800 S.W. Cypress St.	Merna McClyde	X
9875 SW Cypress	Patricia Patten	✓

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ADDRESS

SIGNATURE

Mailing List

ADDRESS	SIGNATURE	Mailing List
5820 SW Elm	Yvonne A. Burnett	✓
5825 SW Elm	Marguerite Duncan	X
5825 SW Elm	Hermit B. Duncan	✓
5795 SW Elm	Hester A. Culp	—
5795 SW Elm	Betty R. Culp	✓
5775 SW Elm	Douglas Hussicker	✓
5775 SW Elm	Mary Ellen Hussicker	✓
5720 SW Elm	Carole Pilata	—
5755 S.W. Elm	John C. Peterson Jr.	—
5725 SW Elm	James T. Kach	✓
5655 SW Elm	Ernest E. Hargreaves	✓
5655 SW Elm	Monty B. Hargreaves	—
5635 S.W. ELM	Charles E. Massingill	X
5625 SW Elm	Estelle M. Massingill	✓
5595 S.W. ELM	Karen McKenna	—
5595 S.W. ELM	Paul McKenna	—
5575 S.W. ELM	J.H. Schriener	✓
5575 SW Elm	Roberta A. Schriener	X
5750 S.W. Elm	Patricia A. Forsberg	X
5750 S.W. ELM	Vincent E. Forsberg	X
5720 S.W. Elm	Amy Pilata	X
5820 SW Elm	Rufus A. Burnett	X
9525 SW Oak Place	Donald G. Floren	✓
9525 SW Oak Place	Alvan J. Floren	LI
5690 SW Elm	Gail A. Knight	✓
5690 SW Elm	Edna M. Knight	✓
5690 SW Elm	Holly A. Knight	✓



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ADDRESS	SIGNATURE	Mailing List
5375 SW Cherry	Peggy Jones	✓
5355 SW	Kay Hande North	✓
5325 S.W. Cherry	John Essberg John Esheng	✓
5325 S.W. Cherry	Dorothy J. Kinsberg	✓
5255 S.W. CHERRY AVE	Carl M. Sparks	✓
5270 SW CHERRY AVE	Maggie James	X
5320 SW Cherry Ave	Sharon Smith	✓
9550 SW Pinehurst	Blumen Komaner	X
9550 SW Pinehurst	Dolly Korman	X
5225 S.W. Cherry Ave	Kathleen A. Brown	X
5225 S.W. Cherry Ave	Mary N. Brown	X
5220 SW Cherry Ave	Wanda Caldwell	X
5220 SW Cherry Ave	Candee Mayas	✓
6370 SW Spruce	Janet Kulle	✓
6370 SW Spruce	Robert V. Kahl	✓
5355 SW Birch Avenue	Mr. Mrs. Gary Huska	✓
5900 S.W. Elm Ave.	Mrs. Jane Henderson	X
5225 S.W. Birch Ave	Elizabeth W. Shepherd	✓
5255 SW Chestnut Ave	Marilyn R. Spruce	✓
9470 S.W. Pinehurst Dr.	Mary A. Johnson	✓
9470 SW Pinehurst Dr	Harold Johnson	✓
1555 S.W. Scholls Ferry Rd	W. Hayes	✓
9220 S.W. Jamieson Ct.	Dolylee Jundquist	✓
5520 SW Spruce Ave.	Clara D. Jundquist	X
5290 SW Chestnut	John Jundquist	✓
6150 SW Spruce	Colleen D. Miller	✓
5875 SW Arrowwood Lane	Susan Kristof	X

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ADDRESS	SIGNATURE	Mailing List
5475 SW Chestnut Ave.	Arnette Atranel	✓
9475 SW Royal Woodlands	Elizabeth A. Quinn	✓
5425 SW Chestnut Ave.	Bob Pappas	X
5425 S.W. Chestnut Ave	Spis Pryor	X
5400 SW Chestnut Ave.	Beverly J. Gibson	X
5390 SW Chestnut Ave.	Carole Keenan	X
5375 SW CHESTNUT AVE.	Anthony P. Polyan	X
5370 S.W. Chestnut Ave	William H. Ficker	X
5320 S.W. Chestnut Ave.	Marilyn Ficker	✓
5350 SW Chestnut Ave	Lynne Hammett	✓
5350 S.W. Chestnut Ave	W.T. Lawrence Brown	✓
5320 SW Chestnut Ave	Cindy Wash	✓
9690 S.W. Pinehurst Dr.	Mark Brown	✓
9690 SW Pinehurst Dr.	Renee Brown	✓
5325 SW Chestnut	Marie L. Brown	✓
5325 SW Chestnut	Patti Divilly	✓
5390 SW Chestnut Ave	Jon K. Kley	✓
5390 SW Chestnut Ave	Kristine J. Lukens	✓
5395 SW CHESTNUT AVE	Thomas J. Schmitt	✓
5355 SW CHESTNUT AVE	H. Peterson	✓
5355 S.W. Chestnut	Anna K. Peterson	✓
5400 SW Chestnut	Henry J. Nelson	✓
5395 SW Chestnut Ave.	Isabelle S. Beckman	✓
5475 SW Chestnut Ave	Glen E. Ford	+
5305 SW Chestnut Ave	Pam Arnold	✓
5320 S.W. Chestnut Ave.	Connie M. Howard	X









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ADDRESS

SIGNATURE

Mailing List

ADDRESS	SIGNATURE	Mailing List
6210 SW Chestnut Avenue Beaverton, OR 97005	James W. Ford	✓
6210 SW Chestnut Ave Beaverton, OR 97005	Summae J. Pond	✓
6170 SW Chestnut Ave Beaverton, OR 97005	Jacqueline K. Ellis	✓
6150 SW Chestnut Ave Beaverton, OR 97005	Sally Maricks	X
6230 SW Chestnut Beaverton, OR 97005	Carol D. Hart	✓
6230 SW Chestnut Beaverton, OR 97005	Robert L. Hart	✓
6070 SW Chestnut Beaverton, OR 97005	Virginia Daily	X
6070 SW Chestnut Beaverton, OR 97005	C. C. Darby Jr.	X
6020 SW Chestnut Ave Beaverton, OR 97007	Wayne E. Dief	X
6020 S.W. Chestnut Ave Beaverton, OR 97007	John T. Dief	✓
5970 S.W. Chestnut Ave. Beaverton, OR 97005	H. Leon Stanfill	✓
5970 SW Chestnut Ave Beaverton, OR 97005	Rosemary Stanfill	✓
975 SW Chestnut Beaverton, OR 97005	Charles J. Collins	✓
5975 S.W. Chestnut Beaverton, OR 97005	Alice L. Collins	✓
6025 S.W. Chestnut Ave. Beaverton, Oregon 97005	Glenn M. Judgel	⊖
6055 S.W. Chestnut Ave. Beaverton, OR 97005	Clara S. McAllister	✓
6055 S.W. CHESTNUT AVE BEAVERTON, OR 97005	Carl McAllister	✓
6225 SW Chestnut Ave Beaverton, OR 97005	Kancy Stone	✓
6220 SW Chestnut Ave Beaverton, OR 97005	Shelma Newton	✓
5925 SW Chestnut Ave Beav. 97005	Paul Swan	✓
5955 SW Chestnut Ave Beav. 97005	Barbara J. Vandenberg	✓
6050 S.W. Chestnut Ave	Ralph R. Nelson	X
6120 SW Chestnut Ave	Carolyn B. Zerlin	X
6220 SW Chestnut Ave	Harold Newton	✓



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ADDRESS	SIGNATURE	Mailing List
850 SW Chestnut Pl.	Margaret J. Jolley	X
4850 SW Chestnut Pl.	J. Smith	X
4800 SW Chestnut Pl.	Dore Holland Crum	✓
4725 " "	Mary Cooper	—
4725 SW Chestnut Pl.	Herbert P. R.	✓
4775 SW Chestnut Pl.	Hunt, Donald D.	✓
4805 SW Chestnut Pl.	Barbara Fealy	✓
4815 SW Chestnut Pl.	Don Tillman	✓
" " " "	Kathy Tillman	✓
4835 S.W. Chestnut Pl.	Helen C. Bushman	✓
4835 SW Chestnut Pl.	William C. Bushman	✓
4845 S.W. Chestnut Pl.	John W. Cain	✓
4845 SW. Chestnut Pl.	Dona C. Cain	✓
4875 S.W. Chestnut Pl.	Marilyn J. Jolley	✓
4885 S.W. Chestnut Pl.	Stephen G. Mau	X
4885 SW Chestnut Pl.	Janet K. Mara	X
4895 SW Chestnut Pl.	Jewell Haerischer	X
4933 SW Chestnut	Pat Custod	X
5380 S.W. Elm	Christina Sackett	✓
5380 SW Elm	Robert N. Sackett	g
5380 S.W. Elm	Ed Sackett	✓
5380 SW. Elm	Helen Sackett	✓
5525 SW. Chestnut	L. Leonard Anderson	X
		i



















To: Metropolitan Service District Councilors  
From: Beaverton Area Chamber of Commerce  
Re: September 12, 1985 testimony on siting of the  
Washington County Transfer & Recycling Center

Chamber contacts: Peter Gray 796-3803  
Chairperson, Government Affairs committee

Jerri Doctor 644-0123  
Executive Vice President

The Beaverton Area Chamber of Commerce (BACC) believes that siting of the Washington County Transfer & Recycling Center (WTRC) is both necessary and good public policy in attempting to meet our needs for responsible solid waste management. Furthermore, the Chamber understands the need for Metro to proceed with this siting in a timely manner. And in particular, the BACC believes that the business community and local citizenry have a responsibility to actively support the efforts of Metro in making the best possible decision given the difficult political nature of this task.

Of the three sites recommended to the Metro Councilors on August 28 by the Citizens Advisory Committee, the BACC Board of Directors were able to cite negative features with each. In particular, severe transportation problems exist with Site #56 and Site N while establishment of the WTRC at Site #59 could pose significant negative economic development implications.

However, acting upon the information available and criteria understood at the time and based on a report from the the Government Affairs committee which called for a responsible stance on this sensitive issue, the Board of Directors established a rearranged ranking among those sites of:

- 1.) Site 59 ... Cornelius Pass Rd. and Sunset Hwy
- 2.) Site 56 ... Millikan Rd and T.V. Hwy
- 3.) Site N ... Allen Blvd and Western Avenue

In forming this position statement, the BACC acted under the guideline stipulated by Metro Councilors that they planned to only select from among site recommendations forwarded by the Citizens Advisory Committee. As a result, the BACC has not formally considered other sites in adopting this position.

If the Councilors were to alter this guideline and actively consider other prospective sites, the BACC would require further study of the issue and may as a result recommend locations other than those presently under review.

Finally, the BACC wishes to express its appreciation to Metro staff, Advisory Committee members and the Councilors for your willingness to reconsider the original site recommendations proposed earlier last Spring. As the Councilors now begin to conclude this siting process the Chamber urges you to focus particular attention on both the transportation impact to the surrounding area and the need for land use compatability to assure strong and consistent economic development. In doing so, Metro Councilors can assure both a sound siting decision and recognize this county's responsibility to participate in effective solid waste management.

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# SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG

ATTORNEYS AT LAW

FRANK H. SPEARS  
WILLIAM F. LUBERSKY\*  
GEORGE B. CAMPBELL  
JOHN P. BLEDSOE  
HERBERT H. ANDERSON  
OGLESBY H. YOUNG  
WAYNE HILLIARD  
JAMES H. CLARKE  
LEWIS K. SCOTT  
RICHARD S. BORST  
GEORGE L. WAGNER  
STANLEY R. LOEB\*  
MICHAEL G. HOLMES  
GEORGE L. KIRKLIN  
LEIGH D. STEPHENSON  
JOHN H. DORAN  
O. MEREDITH WILSON, JR.  
LAURENCE F. JANSSEN  
ROBERT E. MALONEY, JR.\*

RICHARD C. HUNT\*  
JOHN W. GOULD  
RICHARD H. WILLIAMS  
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RICHARD F. LIEBMAN  
CHARLES J. FRUIT\*  
NELSON D. ATKIN II  
JAMES E. BARTELS  
MICHAEL J. LILLY  
JEFFREY M. BATCHELOR  
JOHN C. STEVASON  
DONALD H. PYLE  
JEFFREY C. WOLFSTONE  
JAMES L. HILLER  
CRAIG D. BACHMAN  
MILO PETRANOVICH  
FRANK M. PARISI  
TIMOTHY R. HARMON  
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520 S.W. YAMHILL STREET, SUITE 800  
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RICHARD N. VAN CLEAVE  
MARY-ANNE S. RAYBURN  
SCOTT P. MONFILS  
PAULA B. WEISS\*  
HELEN RIVES-HENDRICKS\*  
C. AKIN BLITZ  
MARIANNE SCHIMELFENIG  
TRISH M. BROWN  
SUSAN E. PIPER  
VIVIAN I. RAITS\*  
RANDALL W. ROSA  
JOHN KENT PEARSON, JR.  
CHARLES F. HUDSON\*  
FRANCIS T. BARNWELL  
LINDSEY HARRIS HUGHES  
DAVID N. HICKS, JR.  
DAVID G. HOSENPUOD  
PAUL F. MAUTNER

HOWARD RUBIN  
MARVIN D. FJORDBECK  
DANNY L. HITT, JR.  
ANN L. FISHER  
BRADLEY F. TELLAM\*  
VIRGINIA A. MILLER  
GREGG L. SCHOEN  
RICHARD G. SAMUELS  
CHERYL B. HARRIS  
CLARK T. WHITMORE  
MARK LEE PETTINARI  
THOMAS W. SONDAG  
FREDERICK C. RUBY  
CINDA M. CONROYD\*  
DAVID C. STREICHER  
STEPHEN A. DOHERTY  
BERT K. FUKUMOTO

1-39-9

OUR FILE NO.

PLEASE REPLY TO PORTLAND OFFICE

\*MEMBER OREGON AND WASHINGTON STATE BARS

September 12, 1985

Mr. Richard Waker  
Acting Chairman  
Metropolitan Service District  
527 S.W. Hall  
Portland, OR 97201

Re: Washington Transfer and Recycling Center

Dear Mr. Waker:

This office represents the Beaverton Industrial Park Association (BIPA) for the limited purpose of presenting its views on the siting of the Washington Transfer and Recycling Center. BIPA is an organization composed of 17 businesses operating or owing property in the vicinity of Western Avenue near Oregon Highway 217 and Southwest Allen Boulevard. A list of members is attached. BIPA is strongly opposed to siting the proposed facility on property within the general area of the industrial park and specifically is opposed to siting the center at what has been referred to in this matter as Site N. Accordingly, BIPA submits these comments.

## INTRODUCTION

At the outset, BIPA recognizes the need for a West side transfer and recycling center. Therefore, BIPA's position should not be seen as an attack on the concept or the desirability of constructing a transfer facility in Washington County. However, the Association strongly believes that the transfer center, no matter how badly needed, must be located at a site that is compatible with the special needs of a refuse center.

Further, Metro knows from its own previous experience and that of transfer centers in other cities that the best site for a transfer center is one that accommodates heavier industrial

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Mr. Richard Waker  
September 12, 1985  
Page Two

use and has sufficient space to buffer the facility from surrounding and possibly incompatible land uses. In fact, Metro did just this in choosing the site for the Clackamas Transfer and Recycling Center, which is located adjacent to a lumber mill, near a major interstate freeway and near property that was formerly occupied by a landfill. Stated simply, Site N, which is located in a developed area that is in transition towards lighter uses, is not a proper site.

BIPA bases its opposition to the selection of Site N on four grounds: The transfer facility would not be compatible with current and planned land uses surrounding it; the center would pose major traffic problems for businesses and residences in the area; the plant would adversely affect property values; and the transfer center would unfairly inject a garbage facility into a business and residential neighborhood that is attempting to move away from such uses.

#### BASES OF BIPA'S OPPOSITION

##### 1. Site N is incompatible with planned land uses.

Site N is located in an area that recently has been the subject of a shift in planned land use. The trend in the area is strongly away from heavy industrial uses. This trend is demonstrated by two recent actions of the City of Beaverton. In July, the council approved a rezoning petition brought by one of the members of BIPA, Sante Fe Pacific Realty Corporation, to rezone two parcels near Site N as campus-industrial property. This rezoning resulted in two prospective sites for the transfer station, Site Nos. 41 and 45 being dropped from the list of locations under consideration.

Second, on September 9, the Beaverton City Council voted unanimously in opposition to placing the transfer facility on Site N.

The actions of the Beaverton City Council underscore the land use trend in the Western Avenue area. That trend is in favor of the lighter uses that are more compatible with a modern, high technology campus setting. Locating the transfer center on Site N contradicts the land use trend in the area and is inconsistent with the recent action of the City of Beaverton.

Additionally, if the transfer facility were placed on Site N, Metro would not only locate the site against the trend of land use in the area, but would also eliminate an ongoing business that is not currently a willing seller. BIPA cannot accede to such action.

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Page Three

Finally, although other testimony before Metro makes the argument more strongly, the placement of a transfer facility at Site N is incompatible with the nearby Royal Woodlands neighborhood. Site N is the only site that is located so close to a residential area.

2. Location of the Transfer Facility at Site N will cause traffic problems.

The evaluation process that led to the selection of Site N considered traffic only in terms of vehicular access to the area. However, despite the suggestion of Sante Fe Pacific Realty Corporation to the advisory group, no mention has ever been made of the effect on traffic volume of locating the transfer facility in an already congested area. This is a matter which bears scrutiny, because a recent study that Sante Fe Pacific made as part of its successful rezoning application projects that even without the transfer station, traffic in the area will double in the next 15 years. Without knowing the effect on Site N of increased traffic, the evaluation process for Site N is incomplete and inadequate. Obviously, the placement of this facility at Site N will only increase the volume of traffic in the area at an even faster rate.

Increased traffic in the area brings with it other problems. Despite the protests of staff to the contrary, the members of BIPA are justifiably concerned about odor, litter and dust that will be generated not by the transfer station itself, but by users of the facilities who use the multiple access routes to the site for deposit of refuse. Traffic and litter are problems that transfer stations in both Seattle and Beverly Hills, California, have encountered.

The omission of information on what increase in traffic will result from locating the center at Site N is of particular concern to BIPA. Metro should address these problems and solve them before imposing a facility upon businesses that have made investment in the area and residents who have purchased nearby property.

3. Location of a transfer facility on Site N would adversely impact property values.

BIPA members are also concerned about the effects on property values of siting the facility in the industrial park area. Despite the assurances of staff, a real estate appraiser has informed BIPA that there will be an adverse impact

Mr. Richard Waker  
September 12, 1985  
Page Four

on property values in the area if the transfer station is located at the site, because a further mix of uses will be injected into the area. The appraiser's comments are attached. Although admittedly there is no way to know the exact effect in dollar terms of locating the facility on Site N, it is safe to say that businesses that have invested in the area and homeowners who have settled nearby should not be impinged by the injection of an incompatible facility in the area.

BIPA is aware that some have stated that there was no decline in property values for land on which the Clackamas facility was built. This argument ignores that the Clackamas transfer center was built near a site that had already served the area as a landfill. Obviously, a light industrial site with an operating business on it and a residential area nearby is not comparable to a former garbage dumpsite located next to a major interstate freeway and a lumber mill.

4. The experiences of other West Coast transfer facilities demonstrate that Site N is an inappropriate location for the transfer site.

In an effort to support the concept of a West side transfer facility, staff provided both the Advisory Group and the Metro Council with information on transfer sites in the Seattle area and in Beverly Hills, California. Similarly, so that its members could better understand the proper criteria for siting of a transfer facility, representatives of BIPA visited four Northwest transfer center sites and interviewed plant managers at each. Additionally, BIPA interviewed the plant manager at the Beverly Hills facility. Although only one of the facilities which Metro staff and BIPA examined is as large as the proposed Washington Transfer and Recycling Center, the plants nevertheless serve as existing models not only for proper transfer sites, but also for the adverse effects of locating a transfer facility in the wrong place.

As an example, Seattle's North transfer station is the most similar to that proposed by Metro. It is a large facility, with well over 400 tons of refuse processed daily. The facility was constructed in 1968 by the City of Seattle in an industrial area at a site that was previously used for storage of road repair equipment. It is not isolated from its immediate neighbors, which include an older residential area and a bakery. The plant manager of the site admits that traffic in the area is congested by the plant and that considerably more traffic and litter problems are faced in the north Seattle station than at the south station, which was located in an undeveloped area.

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Mr. Richard Waker  
September 12, 1985  
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Other facilities in Washington show the profit that can be made by experience. The facility in Renton is located in an area that is well isolated from surrounding land users, unlike the planned facility that is proposed to be located at Site N. Although litter is a concern on the access way to the site, the fact that there is a single access makes that problem an easier one with which to deal.

Traffic congestion at all sites has been a major concern, even though none of the Renton, Kirkland or Bellview sites were injected into an already developed area.

The site selection process in Seattle also provides valuable lessons as to the proper criteria for siting a transfer station. The criteria for site selection from King County Solid Waste Division placed as the top considerations that the facility be isolated from other developments, that it not interfere with other types of land use, and that it take into account traffic volumes in the area.

In short, the Seattle experience has demonstrated certain important features for a transfer facility. It should be isolated away from established residences and businesses such as the Renton site. Further, like the Renton, Kirkland and Bellview sites, it should have a single access road to reduce litter in the area. Finally, it should not be injected into an area that is already developed, but should rather be placed in an area that can grow up around the transfer site.

The placement of the transfer station on Site N does not benefit from the experience of other facilities in the region and does not comply with the criteria that experience has demonstrated will make for a proper and well-planned facility. In no instance of which BIPA is aware was a transfer facility added to an established property development without the sort of problems encountered by Seattle's north transfer station. Rather, the developments generally have grown up around the transfer centers, whose neighbors presumably knew of the transfer center's location when they developed their own facilities.

#### CONCLUSION

The Beaverton Industrial Park Association reiterates its support of the concept of establishing a transfer and recycling center in Washington County. However, the selection of a site for the center should be compatible with existing uses, and should not exacerbate congested traffic, or deflate property values of businesses and homeowners who have invested in their

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Mr. Richard Waker  
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neighborhood. Finally, the selection of a proper site should take its cues from the lesson learned in transfer sites in other cities. Because Site N does not comply with these criteria, it is inappropriate as a location of the new Washington Transfer and Recycling Center. It should be removed from consideration.

Respectfully submitted,

SPEARS, LUBERSKY, CAMPBELL,  
BLEDSOE, ANDERSON & YOUNG

By \_\_\_\_\_  
Marvin D. Fjordbeck

Enclosures

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BEAVERTON INDUSTRIAL PARK ASSOCIATION

M & J Investment Co.  
Willamette Industries  
Media West  
R.M. Wade Co.  
General Motors Co.  
Leonetti Furniture Manufacturing Co.  
Georgia Pacific Co.  
Weyerhaeuser Company  
Quadrant Corporation  
Sante Fe Pacific Realty Corporation  
Coast Distributing Company  
Greenwood Inn  
Hoody Corporation  
Beaverton Honda  
Kaiser-Permanente Health Care Program  
Oroweat Foods Company  
Mercury Development Co.



To Metropolitan Service District

September 11, 1985

From: Members of CPO 7

Subject: Solid Waste Transfer Station  
at Cornelius Pass and Sunset Highway

We, the undersigned, are members of CPO 7, and we request that you NOT choose the Cornelius Pass and Sunset Highway location for the Solid Waste Transfer Station. Our reasons for requesting this are:

1. It would have a detrimental effect on the houses across the road from the Solid Waste Transfer Station.
2. It would have a detrimental effect on the Industrial Sites which are a part of the Sunset Corridor.
3. It is not near the center of the service area and we feel that there are other sites under consideration that better fit that criteria.

NAME	ADDRESS	PHONE
<i>Virginia Bealotay</i>	Rt 5 Box 434 Hillsboro <sup>97124</sup> OR	645-2528
<i>James Halotay</i>	Rt 5 Box 434 - Hillsboro, OR 97124	645-2528
<i>D. Stanley Richards</i>	4820 N.W. Kaiser Rd. Portland, Oregon 97229	645-1468
RICHARD LEONARD	9999 S.W. WILSHIRE PORTLAND	
<i>Gregory P Malinowski</i> esp. #3	73450 N.W. Springville Ln Port 97229	646-8840
F.RANK BUEHLER	RT-1-BOX 1074 Hillsboro 97214 (CORNELIUS PASS RD)	645-3334
<i>Deegee A Buschney</i>	4330 NW Columbia Ave Portland 97229	645-2495
<i>James a White</i>	4530 N.W. SALISHAN DR Portland 97229	645 1426
<i>Maurice Wanneken</i>	12835 NW Lullaw Rd, Portland 97229	645-1942



# CITY OF OREGON CITY

Incorporated 1844

CITY COMMISSION  
320 Warner Milne Road  
Oregon City, OR 97045-4046  
503-657-0891

September 12, 1985

TO: Metropolitan Service District Council  
FROM: Don Andersen, Mayor; City of Oregon City

As Mayor of Oregon City, I regret I am unable to attend your meeting tonight due to a local City Commission meeting. However, I want you to be aware of Oregon City's position regarding your deliberations on locations for a transfer station.

As you know, the Metropolitan Service District received a Conditional use Permit for a Solid Waste Transfer Facility from the Oregon City City Commission in June 1981. In November 1981, the Oregon City Planning Commission approved the site plan and design of the Clackamas Transfer and Recycling Center (CTRC), with conditions, including the condition that the facility will be sized for a maximum of 400 tons per day. In 1983, the Planning Commission approved a revision to the above condition, as follows:

"To grant an increase in tonnage at the Clackamas Transfer and Recycling Center, not to exceed 800 tons per day, with six (6) conditions, including the following:

1. METRO agrees to monitor tonnage to assure a maximum 800 tons/day. Additional tonnage generated from Multnomah or Washington County is to be diverted to other disposal sites.
2. The Planning Commission specifically reiterates its intent that the Clackamas Transfer and Recycling Center not be the only long-term regional facility, but is an element in a regional solid waste disposal system of transfer stations and landfills. Operation of the facility in excess of 400 tons/day beyond March of 1985 is contingent upon a second transfer station being sited and construction started."

In January of 1984 and February of 1985, Oregon City conducted annual reviews of the CTRC. Continuation of operation has been approved only with the directive stated above: that the CTRC is one element in a regional solid waste disposal system.

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The CTRC is a very attractive, landscaped facility that is a credit to Oregon City, METRO and the solid waste disposal industry. Early concerns about the potential for noise, dust and rodents have been eliminated.

As Mayor of Oregon City, I point out to you that 18% of the solid waste being disposed of in the Clackamas Transfer Station is coming from Washington County. I urge you to determine a Washington County transfer station location and site the facility, so that the responsibilities for the disposal of regional solid waste are more equitably distributed.

Yours truly,



DONALD G. ANDERSEN  
Mayor

COMMENTS BY RICHARD P. BUONO OF PACTRUST  
TO METRO COUNCIL  
REGARDING WASHINGTON TRANSFER & RECYCLING CENTER  
SEPTEMBER 12, 1985

The Cornelius Pass Road location under consideration as the site for the Washington County Waste Transfer Facility is in our opinion a poor choice for such a facility. There are many reasons why the Cornelius Pass Road site is an improper location. Among these reasons are:

- The substantial increase in heavy truck traffic on Cornelius Pass Road which will compete with the traffic serving business parks and other commercial facilities in place now or to be developed in the area.
- The fact that the property will, in all probability have to be condemned in order for Metro to acquire it for the proposed use.
- The fact that what is now prime industrial land ready for development will, if selected by Metro, be put to a use far below any highest and best use definition and taken off the tax rolls, thereby denying Washington County what will in the future be substantial tax revenues.
- The impact siting a Garbage Transfer Facility will have on the perception of the area by business people from outside the area.

The reasons all boil down to one impact and that impact is on economic development.

PacTrust is convinced that the area accessed by Cornelius Pass Road is an area capable of attracting new businesses and businesses from outside Oregon now and in the future. Epson, Fujitsu, Intel, and NEC are examples of the areas' attraction. The State and numerous local and regional agencies have invested a great deal of effort and money in fostering the creation of such areas. The Cornelius Pass Road/Sunset Highway area has been targeted by these efforts and it is repeatedly shown by the public and private sector to prospective out-of-state and foreign-based companies interested in locating here.

The intersection of the Sunset Highway and Cornelius Pass Road is the gateway to the area which holds promise for a substantial portion of the most important development of business and employment during the next decade or more.

To place the Garbage Transfer Facility proposed at the Cornelius Pass Road site will seriously impair the viability of this most important economic resource. No matter what we ultimately find out about the degree to which the WTRC might be a good neighbor, the out-of-state or out-of-country executive

considering the location of a multi-million dollar research, development, and manufacturing facility will, if Cornelius Pass Road is selected by Metro, find it difficult to choose this area over the many other alternatives offered in highly competitive locations in other states such as California, North Carolina, Texas, and Washington.

The decision you make tonight may have a serious and long-standing effect on the economy of the Region and the State. For these reasons, PacTrust urges you to reject the Cornelius Pass Road/Sunset Highway site. Thank you for the opportunity to speak on this important issue.

September 11, 1985

HAND DELIVERED

Rick Gustafson, Executive Officer  
Metropolitan Service District  
527 S.W. Hall Street  
Portland, OR 97201-5287

Dear Mr. Gustafson:

Re: Washington County Waste Transfer Facility

Pacific Realty Associates, L.P. ("PacTrust") wishes to take this opportunity to express, in writing, its concerns relating to the siting of the Washington County Waste Transfer Facility on or near prime industrial land at a proposed N.W. Cornelius Pass Road location.

PacTrust is active in the Washington County area, both as a developer and manager of industrial facilities. Most recently, we are developing a 300-acre site located immediately adjacent to N.W. Cornelius Pass Road. Approximately 130 acres of this site have been sold to Fujitsu America, Inc. for its new Hillsboro facilities. We remain convinced that the Sunset Corridor and industrial properties accessing Cornelius Pass Road will continue to be high visibility, high quality industrial lands, capable of attracting a variety of industrial users of the caliber already represented in this area. We view the Cornelius Pass/Sunset Highway intersection as the gateway to the area which holds the most promise for economic development in the Portland area over the next decade.

It is extremely important for Metro to recognize that because of the layout of transportation facilities in Washington County (basically predicated upon a series of interchanges off Highway 26 accessing directly onto north-south arterials) that these separate transportation corridors will continue to attract the significant industrial users. We do not believe it is good policy for Metro to add garbage trucks and transfer trucks to the existing and anticipated traffic on Cornelius Pass Road. We strongly believe that it is neither healthy for Metro in its waste transfer facility operations nor for the existing and future industrial development along Cornelius Pass Road to have the "competition" between the waste transfer vehicles and the other traffic in using Cornelius Pass Road. The type of use developing in this location will continue to be light industrial/business park creating a real sensitivity to heavy truck traffic on Cornelius Pass Road.

We are aware that Metro feels that the waste transfer facility can be a "good neighbor" to surrounding uses. While we have no doubt that Metro will do everything possible to assure efficient and capable operation of the waste transfer facility we do not believe that a waste transfer facility in a prime light industrial area (like the Cornelius Pass locale)

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Rick Gustafson, Executive Officer  
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is good public policy or the best locational choice. The environment and the image of a light industrial area is all important to the attraction of high quality industrial users like Fujitsu America, NEC, Epson, Intel, and other companies which located or are in the process of locating in the immediate vicinity and utilizing access on Cornelius Pass Road. The State of Oregon and numerous local and regional agencies, including Metro itself, have invested considerable effort and public money in fostering the creation of new industrial areas, capable of attracting a diversity of light industrial uses so that the state and regional economies can orient themselves toward the major shift in employment opportunities during the next two decades. The Cornelius Pass area is one of those locations specifically targeted. It is marketed as a high-quality location, competitive with the major industrial and business parks located in states like California, North Carolina, and Texas. It is an area which is invariably shown to prospective out-of-state and foreign-based companies interested in locating or relocating to Oregon.

The siting of the waste transfer facility in the Cornelius Pass area conveys a very different message from that being presented about our collective aspirations for growth and development along Cornelius Pass Road. The industrial land in the vicinity of Cornelius Pass Road should continue to be utilized by the type of high quality industrial development which is taking place. A waste transfer facility is not an economically wise use of such land, especially when it appears that an industrially-zoned site will have to be taken under powers of eminent domain in order to establish the transfer facility. Even assuming the correctness of Metro's position that the waste transfer facility would be a "good neighbor," the educational effort to attempt to explain the existence of a waste transfer facility in the midst of light industrial and business park development would be extremely difficult in dealing with prospects for those industrial and business park projects. We greatly fear that the existence of a waste transfer facility would be used as a negative marketing factor in this highly competitive field.

We therefore urge that the Cornelius Pass site not be selected as a potential waste transfer site. Thank you for this opportunity to comment on this issue.

Yours very truly,

PACIFIC REALTY ASSOCIATES, L.P.



Peter F. Bechen  
President

cc: Members of Metro Council  
Mr. Wes Myllenbeck

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# Sea-Port Industry Group

division of Sea-Port Investments, Inc.

Sylvan Westgate Bldg. • 5319 S.W. Westgate Drive  
Portland, Oregon 97221  
Phone (503) 297-8029 Telex 360283

September 12, 1985

Metro Service District Council  
C/O Mr. Rick Gustafson, Executive Director  
Metropolitan Service District  
527 S.W. Hall  
Portland, OR 97201

RE: Site Location for Washington County Transfer  
and Recycling Center Hearing, September 12,  
1985, Highland Park School Auditorium

Dear Mr. Chairman and Members of the Council:

Sea-Port Industry Group has been a major property owner for 15 years in the vicinity north of Area D, Highway 26 and Cornelius Pass Road; a proposed location for Washington County's WTRC.

Our property consists of 200 acres prime industrial land in an approved Special Industrial District, serviced by sewers to the site, as well as access arterial collector roads, and substantial available potable water within our Wolf Creek Water District.

We have spent large sums of our personal capital to help bring in these services for the approximately 500 acres prime industrial contiguous land under development here. All this development would be most adversely impacted by the Area D transfer and recycling center location. An example of our commitment is that in 1983, Sea-Port was assessed \$497,534 by the Unified Sewer Agency for just our portion of the initial sewer improvements.

My central focus is not to dwell on the individual damage this proposed location will cause, but to identify the much larger and more serious economic repercussions it will most surely create for Portland, the Metro Service District and the State of Oregon.

The liability for locating the WTRC on this site, or for that matter any site in the Sunset Corridor, to the current high tech growth in process is obvious to anyone who is knowledgeable of current events.

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**Sea-Port Industry Group**

The proposed Area D site is in a prime western sector of the Sunset Corridor--a limited area which has been discovered and is under development for use by both prestigious, domestic and foreign high technology vendors. The WTRC here could stop this most needed development cold, or at least would substantially dilute future prospects presently under negotiation. Also, evidence has surfaced that this will antagonize our newly-committed Pacific Rim high-tech neighbors who have made immense capital outlays based on the environmental assurances and professed good will of our state agencies--from Governor Atiyeh on down. This also applies to a WTRC location anywhere in the Sunset Corridor.

Surely, as the transcripts will indicate, the more propitious sites are still there, and some will be welcomed by local ownership and residents without damaging the limited availability for quality high technology growth in the greater Portland area.

A few miles or a few minutes or a few cents per can, more or less from the Centroid, has to be insignificant when considering the future jobs, the tax-generated residential services, and a better standard of living that we all have at stake from quality growth. It is incumbent upon the Metro Council to be sensitive and responsible to the issue. Thank you.

Sincerely,

SEA-PORT INDUSTRY GROUP



Lloyd B. Rosenfeld  
President

LBR/tb

STANDARD INSURANCE COMPANY



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

September 12, 1985

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

Re: Site Location for Washington County Transfer  
and Recycling Center (WTRC)

Dear Mr. Gustafson:

As a charter member of the Sunset Corridor Association, Standard Insurance Company has heretofore followed Metro's WTRC siting process through the Sunset Corridor Association.

Standard does not disagree that there is a county-wide need to establish a WTRC; however, it does not agree that the site ranked number 3 by the Advisory Committee, Site 59--Cornelius Pass and Sunset Highway--is an appropriate location. Standard strongly opposes siting the WTRC in such a prominent location within the Sunset Corridor.

In the last 15 years, Standard Insurance Company has maintained a substantial investment in property located in the Sunset Corridor. During the 1970's, Standard developed the Tanasbourne Town Center Mall and the 365 unit Tanasbourne Condominium east of 185th Street. Presently, Standard is completing initial development of more than 600 acres of real property generally located immediately south of Sunset Highway between 185th Avenue and Cornelius Pass Road. (See attached map.)

As a prerequisite to development of its properties, Washington County and the Oregon Department of Transportation have repeatedly required Standard to commit funds far in excess of the amount necessary to provide improvements and basic services to the property itself. These additional expenditures have improved the infrastructure of the entire region south of Sunset Highway.

For its present development of properties west of 185th Avenue, Standard has committed and spent more than 12 million dollars for infrastructure construction including more than

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Mr. Rick Gustafson  
September 12, 1985  
Page Two---

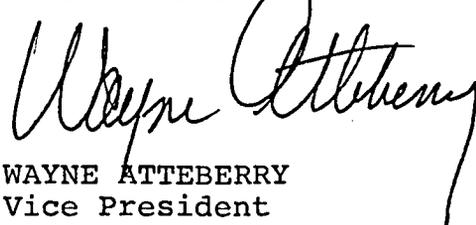
5.2 miles of public roads. Development of parts of Standard's property is further conditioned upon substantial upgrading of Cornelius Pass Road from Cornell to Sunset. Both Standard and Washington County recognize that this improvement to Cornelius Pass Road is necessary to permit the traffic demands expected to be generated by Standard's development.

Standard has projected the Sunset-Cornelius Pass interchange as one of the major gateways to its developments south of Sunset Highway. A WTRC and its related traffic impact at that interchange would adversely effect Standard's goal of easy and attractive access from Sunset Highway to its developments.

At a time when Oregon's economic future hangs in the balance, it is not appropriate to take governmental action which compromises the Sunset Corridor's appeal and defeats the joint efforts of the private developers and government to convince out-of-state and international businesses that Oregon and particularly the Sunset Corridor offer one of the highest quality sites for northwest operations.

We believe that the location of the WTRC at Site 59 by condemnation with its predicted negative impact on traffic patterns, environment and aesthetic considerations would have a chilling effect upon Standard's ability to represent to potential new purchasers that promises of governmental authorities for support and cooperation made to induce initial capital commitments will not be disregarded once construction has commenced.

Very truly yours,



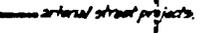
WAYNE ATTEBERRY  
Vice President  
Real Estate Finance

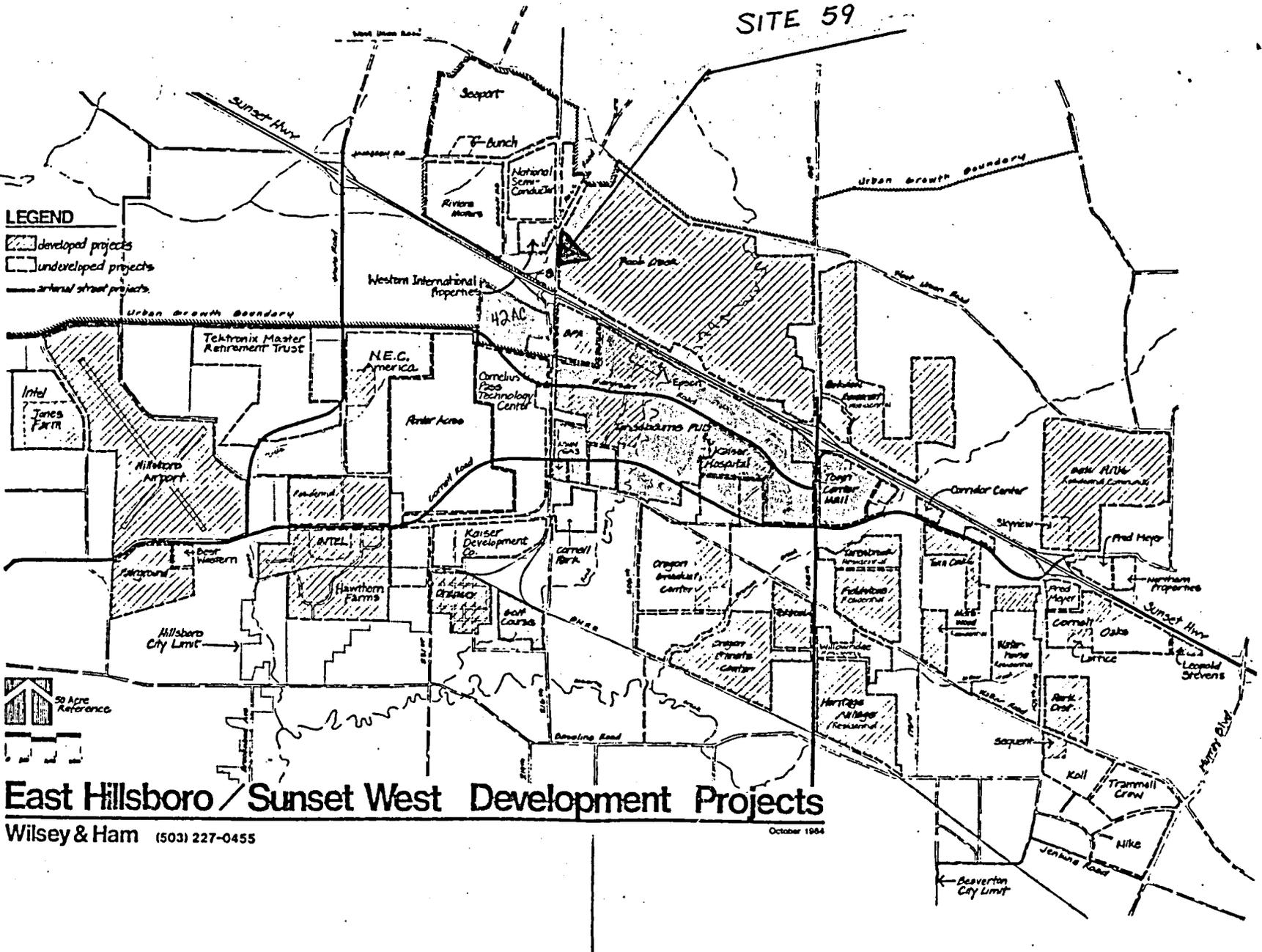
WA:snh

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SITE 59

**LEGEND**

-  developed projects
-  undeveloped projects
-  arterial street projects



**East Hillsboro / Sunset West Development Projects**

Wilsey & Ham (503) 227-0455

October 1984

158

-  Site 59
-  Standard Insurance Property Presently owned and/or developed since 1982.

S U N S E T C O R R I D O R

September 12, 1985

Mr. Rick Gustafson  
Executive Director  
METROPOLITAN SERVICE DISTRICT  
527 S.W. Hall  
Portland, OR 97201

RE: Site Selection  
Transfer & Recycling  
Center  
Washington County

Dear Mr. Gustafson:

Our Association is deeply concerned that the Metro staff and the W.T.R.C. advisory group failed to fully investigate the immediate and long range economic impact that siting a transfer and recycling center in the Sunset Corridor will have. We are concerned that the original sites that were under consideration were chosen based on siting criteria which did not include sufficient consideration of surrounding uses and planned uses beyond the general "industrial" zoning classification requirement. In our opinion, the Metro staff and the advisory group did not recognize the negative impact that a transfer facility would have on corporate decisions regarding economic development in the Sunset Corridor nor the effect it would have on corporate long range planning or financing for industrial growth.

One of the economic bright spots in the metropolitan region and, in fact, in the State of Oregon is the development of the Sunset Corridor. The reputation of the Corridor is certainly national in scope and recent indications are that it is quickly becoming known internationally. We submit that locating a solid waste transfer facility within the Corridor area is most inappropriate and would send very disturbing signals to those national and international firms considering locating in Oregon's fastest growing area.



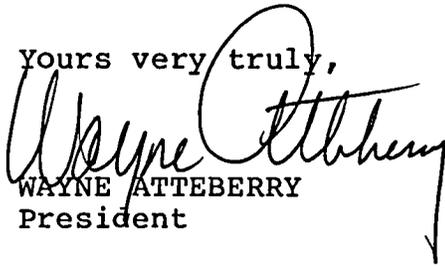
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Mr. Rick Gustafson  
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Page Two ---

Our Association joined with a number of individuals, businesses and other organizations within the Sunset Corridor to participate directly in work sessions and meetings with the Metro staff and the advisory group to study alternate locations because we recognize the immediate necessity of siting a transfer facility somewhere in Washington County. However, we have reservations regarding the application of the criteria used to evaluate the number of sites that have been under consideration. The most significant of these is the adherence to the seven-mile radius from the central area of garbage collection. We feel that this is an arbitrary barrier that in fact eliminates some sites which should be further considered. We also question the desire to select a specific site at this date when the question for a replacement of the St. John's land fill has not been resolved nor has the question of land fill versus incineration been fully explored.

Because of these concerns and the demonstrated opposition to the two remaining sites under consideration and the possibility that alternative sites may be offered for consideration, we urge the Council to defer the decision on a specific site tonight, and that you direct your staff to review the original criteria it used in formulating its recommendations and explore the possibility of other locations that may be available.

Yours very truly,

  
WAYNE ATTEBERRY  
President

WA:mg

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**SUNSET CORRIDOR BUSINESS COALITION  
FORMAL STATEMENT BEFORE THE  
METRO COUNCIL SEPTEMBER 12, 1985**

This statement is presented on behalf of the individuals, businesses, and organizations within the Sunset Corridor affected by the location of the Washington Transfer and Recycling Center. The Coalition has participated directly in workshops and meetings with the Task Force over the last five months in an attempt to find a mutually acceptable site(s).

We recognize the immediate necessity for siting a transfer facility in Washington County. A very real need exists to develop a system of refuse collection and recycling which will supplement the facility in Oregon City.

Our initial concern was brought about by the fact that the original sites under consideration were chosen based on siting criteria which did not include sufficient consideration of surrounding uses and planned uses beyond the general "industrial" zoning classification requirement. The staff and Task Force did not recognize the impact that the transfer facility would have on corporate decisions regarding economic development in the Sunset Corridor or on the impact on corporate long range planning or financing for industrial growth. One of the bright spots in Oregon's economy is the development of the Sunset Corridor. We believe that the location of a solid waste transfer facility in this general area would substantially degrade the Sunset Corridor and thereby affect the companies that are currently located in the area and those companies who may be considering locating in the area.

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Our second major point of concern is the need to locate such a facility on a major highway or thoroughfare. The type of vehicles and the qualitative impacts of the traffic generated by this facility require that it be located near major traffic routes.

The Coalition has participated in work sessions conducted by the Task Force to develop revised siting criteria. Our position from the beginning has been to work with the Task Force and Metro Staff to develop a positive alternative based on objective criteria for the siting of the transfer facility. For the most part, we feel this has been a productive effort that has led to increased awareness of our major concerns and the introduction of additional sites for consideration. However, we still have serious reservations regarding the application of these criteria. The most significant of these concerns is the Task Force's adherence to the 7-mile radius from the centroid of garbage collection. We continue to feel this is an arbitrary barrier that, in fact, eliminates some sites which should be considered.

From our examination of the available sites, it appears that very few meet the tests of a willing seller and limited opposition. In the final analysis, these unstated criteria will most likely carry more weight than all of the other criteria put together. Based on these conclusions, the Coalition would like to go on record as supporting two sites which appear to meet these tests. They are:

1. North Plains.

2. Roseway Industrial Park.

3. In addition, we are aware that <sup>another</sup> site <sup>on</sup> [redacted] I.V. Highway [redacted] may also be available. This site also meets the criteria and should be included in any further consideration of candidate sites.

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While each of these sites may pose certain problems, they appear to be workable. The Coalition will work the Task Force and Metro Staff in any way necessary to locate the transfer station on one of these sites.

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THOMPSON, ADAMS, DeBAST & RAY

ATTORNEYS AT LAW

HALL STREET STATION

4500 S.W. HALL BLVD.

BEAVERTON, OREGON 97005

TELEPHONE: 644-2146

ROBERT E. THOMPSON  
RODNEY C. ADAMS  
PAUL J. DeBAST  
JOHN C. RAY  
ROBERT F. BLACKMORE  
KETURAH A. BROWN

JAMES B. CASTLES  
OF COUNSEL

September 12, 1985

To: Citizens Advisory Committee  
Metro Council

We have attended the Citizens' Advisory Committee meetings and argued from the beginning that Metro should site a landfill before any transfer station is sited and built. Our reasoning is: once the landfill site is established, the transfer station can be located in a logical relationship to the ultimate destination of the garbage, preferably out of the heavily developed and populated portions of Washington County. At present, where the landfill site is unknown, the transfer station must be located close to the center of waste. Metro has chosen seven miles from the centroid of waste as the criterion. All the resulting sites are therefore highly unsatisfactory. There is even the possibility that if a landfill site is located in Washington County, there would be no need for a transfer station.

The passage of Senate Bill 662 further strengthens our position that Metro should delay siting of the transfer station. Under that bill, DEQ is charged with locating a disposal site that will service the three county area when the St. John's Landfill is closed. A second charge is given to Metro in the bill, which is to prepare a solid waste reduction program. This solid waste reduction program is to substantially reduce the volume of solid waste ultimately deposited in land disposal sites (present figures being talked about are a reduction of 85 to 90%). This plan is to be submitted to EQC by January 1, 1986. If Metro does not successfully meet this charge, it will basically be out of business as of July 1, 1986.

In some informal discussions with DEQ staff, they have confirmed that DEQ's two priorities are: (1) siting the disposal site and, (2) developing and implementing the solid waste reduction program. A solid waste reduction of the magnitude DEQ has in mind will undoubtedly involve use of burners, since they provide the only technology presently available to effect such a reduction. DEQ also has the power under Senate Bill 662 to site burners, transfer stations, and other related facilities. In our conversations with

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Citizens Advisory Committee  
Metro Council  
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DEQ, they state that transfer stations probably will be a part of the overall plan, and they will incorporate any transfer stations sited by Metro into their plan, but the present siting of a transfer station in Washington County is not a high priority item for them. It is obvious why this is so: until the landfill is sited and the decision is made about burners or other reduction facilities, the size and location of a transfer station remains open to question.

One of the major factors in Metro's urgency to site the transfer station in Washington County is political pressure from Oregon City. We believe that is a poor reason for prematurely building a transfer station in Washington County when it is clear that the overall program for solid waste disposal is undergoing radical change and much of the responsibility is being shifted to DEQ. Washington County residents and businesses have nothing to lose by postponing the siting and building of a transfer station until at least January, 1986, when a solid waste reduction program is to be completed. An even better timetable would be to wait until July, 1986, when DEQ completes its study of possible sites for the landfill or other disposal site. It is in the best interest of this county to postpone the decision, and Metro should find another way to satisfy Oregon City.

Very truly yours,

THOMPSON, ADAMS, DeBAST & RAY

*Keturah A. Brown*

Keturah A. Brown

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STATEMENT BY RICHARD PETERS, TRI-COUNTY CONCERNED CITIZENS

Hello. My name is Richard Peters. I'm with Tri-County Concerned Citizens. I'm a Hillsboro resident and have a business in Cornelius.

I'm opposed to the two sites for three reasons.

First, don't put the cart before the horse. This is what Metro would do by siting the Transfer Station before DEQ sites the next landfill.

Metro should allow DEQ to choose the next landfill site before picking a Washington County Transfer Station site. I'm sure you are aware DEQ has to choose a new landfill by July 1, 1987.

Why should Metro pick a site in Washington County that may not be compatible with the new landfill site. That doesn't make sense. We would waste money.

Second, the seven-mile limit from the so-called center of waste generation is arbitrary. Metro didn't require that for Multnomah County's future Transfer Station at the St. Johns Landfill. Metro didn't mention that when it built the Clackamas County Transfer Station.

Clackamas County's Transfer Station is ideally located next to a closed landfill and next to a heavy industrial area. The Washington County sites aren't like that.

A transfer station at either Washington County site will needlessly hurt local property values, local taxes and future development of the county's best land. It should be put in a rural area, if any place, where it would have the smallest impact.

Third, if a government-built transfer station would save ratepayers money, why won't a transfer station built by private enterprise also save us money? Metro then wouldn't have to spend the estimated \$4.7 million in capital costs.

I say that because a private firm in Forest Grove built its own transfer station for its four subsidiary garbage companies serving Forest Grove, Portland and Beaverton. And it cost only \$1 million to build it.

If one private firm can build a transfer station for much less, not ruin our best land, not raise a public outcry, and still make a profit, why not let other firms do it? Let private enterprise worry about operating the transfer station, let Metro regulate it, and let

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local municipalities tax it. Let private firms pay for the costs of maintenance and upgrading of equipment, operating costs and other associated costs out of their profits - they have an incentive to keep those costs low.

So I ask Metro to not choose either of the staff's proposed transfer station sites, to wait for the next landfill site, and to consider this alternative to spending \$4.7 million on one big government-owned transfer station in Washington County. Thank you.

Richard Peters  
Tri-County Concerned Citizens

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# EPSON PORTLAND INC.

7100 SW. HAMPTON, SUITE 121, TIGARD, OREGON 97223  
PHONE (503) 684-1931 FAX: (503) 684-2495

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

September 11, 1985

Dear Mr. Gustafson:

We feel obligated to express our serious concern about the impact on Epson operations of a neighboring solid waste transfer and recycling center which is proposed at the intersection of Cornelius Pass Road and Highway 26. This intersection is a major entry to one of the most expanding high-tech and investment areas. Such siting would be totally inconsistent with the outstanding high-tech character of the area. We believe the proposed location would produce negative economic and social results as well as transportation related problems.

Epson Portland Inc. presently has under construction a 100,000 square foot printer assembly plant on a 17-acre site in the Tanasbourne Commerce Center. This is the first manufacturing facility to be built in the U.S. by Epson Corporation of Hirooka, Japan. When the plant is in full production, it will produce 25,000 printers each month and employ approximately 200 people.

Epson's site selection criteria for its first U.S. plant necessarily involved many geographical, physical and economic considerations. Transportation, environmental quality and the compatibility of neighboring facilities were among them. These factors are important both to our employees and to the high-tech instruments we produce. Epson has an option on an adjoining 23 acres for possible future expansion. The new development in the Sunset Corridor, whatever it may be, will certainly affect our own decision for our future project.

However, we also appreciate the opportunity to participate in the public discussion of the location and we are impressed by your fair treatment of every opinion concerned. Epson's original decision to locate in Oregon was heavily influenced by many good examples of the cooperative relationship between business and government. We submit our serious concern for consideration in your decision making process.

Sincerely,

Mas Tomita  
Vice President

cc: Metro Council Members— *Ernie Bonner*  
Tom Kennedy  
Wes Myllenbeck

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# TUALATIN VALLEY

Economic Development Corporation

September 12, 1985

Douglas J. McCaslin  
President

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Frank F. Weigel, Jr.  
Weigel Development  
Company

Mr. Rick Gustafson  
METRO  
527 S.W. Hall Street  
Portland, OR 97201

Dear Rick:

On behalf of the Board of Directors of the Tualatin Valley Economic Development Corporation, I wish to express our position regarding the process and proposed sites for the Washington County Washington Waste Transfer and Recycling Center.

It is evident by the strong public and corporate opposition from all of the major businesses, developers and citizen's groups adjoining the three sites favored by the Advisory Committee, that the concerns about impact on corporate image, economic development, liveability and traffic flow are concerns to be seriously considered. We understand the difficulty in finding a suitable location for a solid waste transfer facility, and we know that you have implemented a lengthy process of citizen involvement in coming to the current recommendations.

Our concern, however, regards the suitability of siting the WTRC before METRO selects the next landfill site. The economic arguments for siting the WTRC in close proximity to the next landfill site are compelling. We favor a companion site selection process whereby the WTRC is selected after the next landfill site has been identified. For this reason, we urge METRO to continue the site selection process and to site the landfill first. We view this as a critical determinant in making the decision on where to locate the WTRC facility. Regardless of the site selected, the WTRC should not have a direct negative impact on the economic development of the area in which it is located.

Thank you for your consideration of our concerns on behalf of the economic growth of the Tualatin Valley.

Sincerely,



Douglas J. McCaslin  
President

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INDEX OF WTRC RELATED RESOLUTIONS (continued)

<u>Number/ Date Adopted</u>	<u>Resolution Title</u>
86-637 not adopted	Selecting and authorizing acquisition of the 209th/ TV Highway Site for the purpose of constructing the WTRC (Considered 4/10/86)
86-668 not adopted	Selecting and authorizing acquisition of the Fairway Western Site for the purpose of constructing the WTRC (Considered 8/14/86)
86-669 not adopted	Selecting and authorizing acquisition of the Cornell Road Site for the purpose of constructing the WTRC (Considered 8/14/86)
86-671 8/14/86	Selecting and authorizing acquisition of the 209th and TV Highway Site for the purpose of constructing the WTRC
86-678 8/14/86	Authorizing the negotiated acquisition or commencement of condemnation of the 209th and TV Highway Site for the purpose of constructing the WTRC

INDEX OF WTRC RELATED RESOLUTIONS

<u>Number/ Date Adopted</u>	<u>Resolution Title</u>
83-439 12/20/83	Declaring Metro's intent to proceed to implement a transfer station in Washington County
84-458 not adopted	Declaring Metro's intent to use a conventional approach for implementing the Washington County transfer station (Res. 84-467 adopted in lieu of this resolution)
84-467 4/26/84	Declaring Metro's intent to implement a transfer station in Washington County through the use of separate design, construction and operations contracts
84-506 10/25/84	Establishing policies and strategies for solid waste transfer stations
85-591 9/12/85	Designating sites for the Washington Transfer & Recycling Center and authorizing the Executive Officer to enter into negotiations to acquire the sites (1) Site 56, the Archdioces and Beaverton Urban Renewal Properties at TV Highway and Millikan Way in Beaverton and (2) Site 59, the Times-Litho site at Cornelius Pass Road and Sunset Highway in Washington County)
85-614 not adopted	Designating an additional site for the WTRC (Hunziker Street and 72nd Avenue in Tigard) (considered 12/19/85)
86-615 1/9/86	Designating an additional site for the WTRC (Champion Wood Products Site at Allen Boulevard and Western Avenue in Beaverton) (Resolution erroneously numbered 86-614 in staff report)
86-619 not adopted	Selecting a site for the WTRC and authorizing the Executive Officer to enter into negotiations to acquire the site (Champion Wood Products Site) (Considered 1/16/86)
86-621 not adopted	Selecting a site for the WTRC and authorizing the Executive Officer to Enter into negotiations to acquire the site (Cornelius Pass/Sunset Highway site named as the preferred site) (Never considered; never placed on a meeting agenda)
86-626 4/10/86	Authorizing the negotiated acquisition or the commencement of condemnation of the Cornelius Pass Road Site in accordance with the approved Solid Waste Master Plan for the purpose of constructing the WTRC

(continued)