

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DESIGNATING)	RESOLUTION NO. 85-614
AN ADDITIONAL SITE FOR THE)	
WASHINGTON TRANSFER & RECYCLING)	Introduced by the
CENTER)	Executive Officer

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 Council identified three potential sites in Resolution No. 85-591, namely Site 56, the Archdioses and Beaverton Urban Renewal properties at Tualatin Valley Highway and Millikan Way, in Beaverton, Site 56 (south) the Beaverton Urban Renewal property at Tualatin Valley Highway and Millikan Way, Beaverton, and Site 59, the Times-Litho site (now called Cornelius Pass site) at Cornelius Pass Road and Sunset Highway in Washington County; and

WHEREAS, The WTRC Advisory Group has carefully evaluated three additional potential sites for the transfer station and has recommended that the Council decide whether to add one of these sites to the Council approved list for the reasons described in the

Staff Report attached hereto and hereby incorporated herein; now,
therefore,

BE IT RESOLVED,

That the Council adds the Hunziker/Snyder site at Hunziker
Road between 72nd Street and Hall Boulevard, in Tigard, to the list
of sites to be considered for the Washington Transfer & Recycling
Center.

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

NOT ADOPTED

Ernie Bonner
Presiding Officer

RW/gl
4833C/445-2
12/11/85

STAFF REPORT

Agenda Item No. 13

Meeting Date Dec. 19, 1985

CONSIDERATION OF RESOLUTION NO.85-614 FOR THE
PURPOSE OF DESIGNATING AN ADDITIONAL SITE FOR THE
WASHINGTON TRANSFER & RECYCLING CENTER

Date: December 10, 1985

Presented by: WTRC Advisory Group
Randi Wexler

FACTUAL BACKGROUND AND ANALYSIS

At a September 12 public hearing, the Metro Council authorized staff to negotiate for the purchase of two potential sites for the Washington Transfer & Recycling Center (WTRC). (See attached Staff Report dated August 30, 1985.) The Metro Council also asked staff to examine any new sites suggested for location of the transfer station. Three additional sites have been reviewed by the WTRC Advisory Group against their adopted criteria. The Advisory Group requests that the Council review one of these three additional sites. New information regarding the Champion site in Beaverton has been obtained and reviewed by the Advisory Group. This additional information should be forwarded to the Metro Council.

New Site Selection Process

Owners of new potential sites were asked to supply Metro with a letter indicating they understood the type of development proposed for the property and were willing to enter into an option agreement for sale of the property. Owners were also asked to consult with their neighbors and to consider their neighbors' responses before considering an option agreement.

Once a letter of commitment was received from a landowner, staff evaluated the parcel using the technical selection criteria (Attachment B of August 30, 1985, Staff Report). If the technical evaluation appeared favorable, staff initiated option agreement negotiations with the landowners. An option was obtained on one site (Hunziker/Snyder) and had not been completed on the other two sites: Knez and the GE building. The Advisory Group reviewed the parcels against the technical criteria and determined that the Hunziker/Snyder site, and the Knez site, warranted discussion by nearby residents and businesses. Both of these sites are located on Hunziker Street between 72nd and Hall in Tigard (see attached map). The Advisory Group asked that option negotiations continue on the Knez site.

The public process began with a briefing of the Tigard City Council on October 14. The briefing outlined the need for a

transfer station, the site selection criteria, the role of the Advisory Group, and the anticipated public process in Tigard.

A meeting of neighborhood planning organizations in Tigard followed on November 20. This meeting was similar to the five area meetings held in other parts of Washington County.

On December 3 a public meeting was held to elicit comments on the proposed sites in Tigard. Two members of the Advisory Group and staff attended this public meeting to listen to concerns and answer questions from nearby business representatives and residents. Public comment at these meetings centered primarily on traffic considerations (turning movements at the intersection of Hunziker and 72nd, road capacity, impact of added traffic volume and future traffic volume from other developments), potential impacts to school children walking to Phil Lewis School (due to budget constraints children living within 1/2 mile of the school are not bused and walk to school), and potential impacts to the Tigard Civic Center currently under construction on Hall Street near Fanno Creek.

With comments from the meetings in Tigard and additional technical work (traffic study and schematic drawing), the full Advisory Group voted on whether to include these parcels in the group of sites to be reviewed by the Metro Council. The Knez parcel, on the north side of Hunziker street, was less desirable than the Hunziker/Snyder parcel due to a floodplain consideration, so the Advisory Group did not consider this site further. The Advisory Group on a 4-4 vote failed to recommend the Hunziker/Snyder site to the Council for placement on the list of approved sites. However, the Advisory Group did recommend that the Council decide whether to add this site to its current list.

Members voting against including the Tigard site were primarily concerned with the location of the site in relation to the Clackamas Transfer & Recycling Center (CTRC) in Oregon City. These members felt the amount of overlap in service area between the two locations would not provide the high level of service desired for the western portion of the District. One member cited a negative perception on behalf of Tigard residents about the site selection process as the reason for not including additional sites for presentation to Metro Council.

Members voting for inclusion of the Hunziker/Snyder site concluded that the site is workable from a technical analysis, overlap of service areas does exist but a high level of service is still provided, and the process of site selection was similar to the process in other parts of Washington County.

Advisory Group Recommendation

The Advisory Group recommends that the Metro Council review the Hunziker/Snyder site and decide whether to include this site with the other sites previously recommended to Council. The Advisory Group did not rate the Tigard site nor did they wish to re-rate the sites previously recommended to Council.

The Advisory Group discussed the Champion Wood Products building on Western Avenue in Beaverton and decided it was no longer an operating business. The Advisory Group recommends that the Council decide whether to consider a public hearing on the Champion site. The Advisory Group also recommends that the site selection process be closed and no additional sites be evaluated.

Site Description

The Hunziker/Snyder site on Hunziker Street in Tigard is composed of two adjacent tax lots. The two tax lots used together comprise a 6.24 acre site. The parcel is 4 to 4-1/2 miles from the center of waste generation. The surrounding land uses include a foundry, a roofing company, a wood products distribution company, two office buildings, a parts distribution center, and a small residential area (Knoll Street). One tax lot is zoned Industrial Park and the other tax lot is zoned Light Industrial. Option agreements have been completed for both the Snyder parcel and the Hunziker parcel. The Hunziker/Snyder site would serve 79 percent of the population within a 20 minute service area. Thirteen percent of this population is already served by the CTRC, leaving 66 percent of the population in the study area served by the Tigard location. For comparison, the Cornelius Pass Road site would serve 70 percent of the population within the study area. On a regional basis, a Tigard location and the CTRC would provide service for 52 percent of the region's population, while the Cornelius Pass Road site and the CTRC would provide service for 53 percent of the region's population. Both locations provide a high level of service. Sites closer to the center of waste generation would provide service for even a greater share of the regional population. The Hunziker/Snyder site duplicates service to a heavily populated area while the Cornelius Pass Road site provides service to an area anticipated to grow as a population and employment center. Both sites provide service to the bulk of the population to the year 2000.

Status of Acquisition Negotiations

Council asked staff to negotiate the purchase of the properties previously recommended by the Advisory Group on September 12. The status of those negotiations are as follows: the owner (Sunset Highway Association) of the site at Cornelius Pass Road is unwilling to sell to Metro; the owner (Archdiocese of Portland) of the northern parcel of the site at 160th and T.V. Highway is unwilling to sell to Metro; and the future owner (Beaverton Urban Renewal Agency) of the southern parcel of the site at 160th and T.V. Highway has scheduled a public information meeting to discuss sale of the property to Metro.

Since the public hearing of September 12, the Champion Wood Products building located on Western Avenue in Beaverton has been vacated. The current owner of the building, U.S. Plywood Inc., is unwilling to enter into an option agreement with Metro for sale of the property. U.S. Plywood is still considering what alternative to pursue with regard to the Champion building. The Advisory Group's concern about an operating business is no longer operative.

EXECUTIVE OFFICER'S RECOMMENDATION

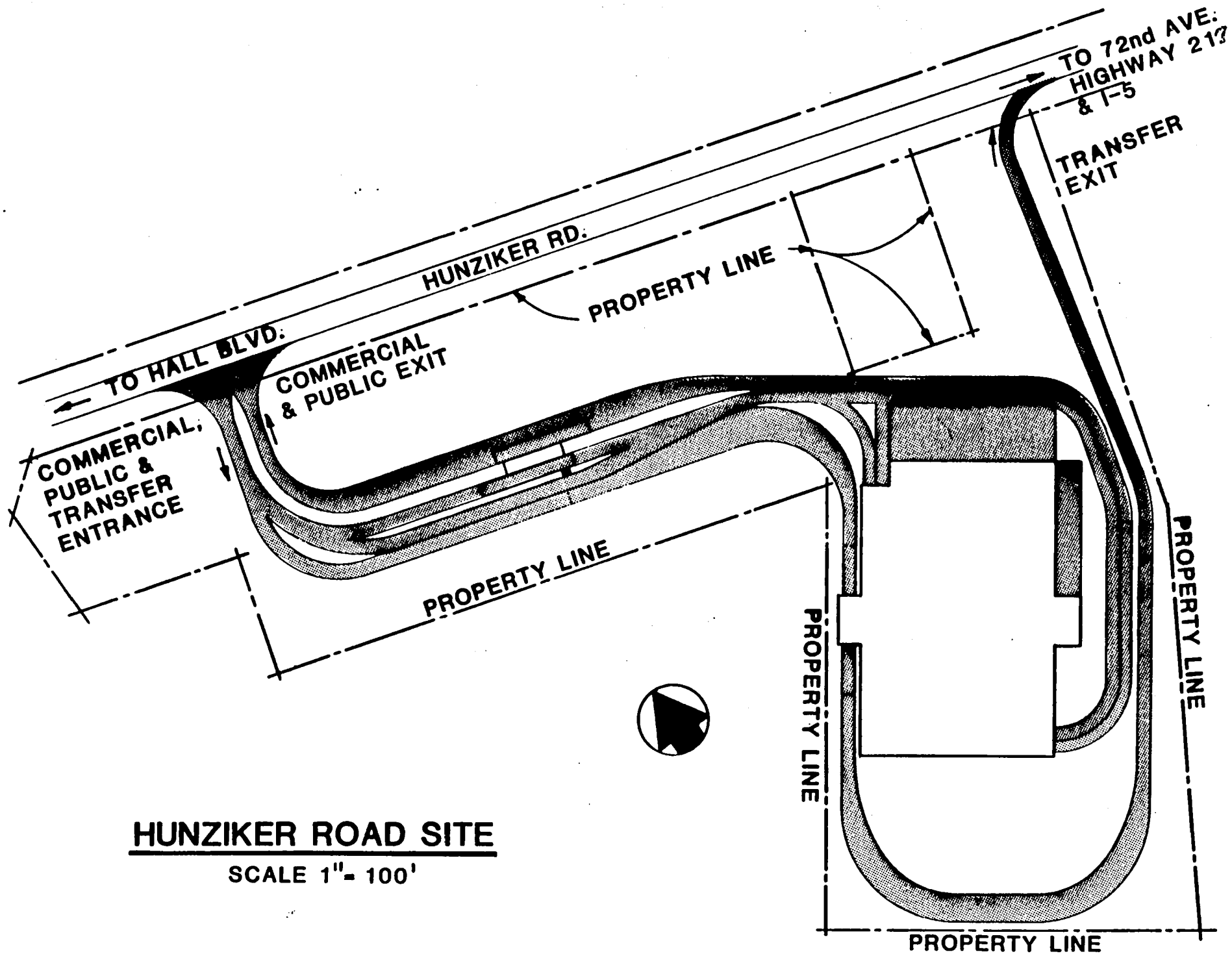
The Executive Officer recommends adoption of Resolution No. 85-614 which adds the Hunziker/Snyder site to the list of sites to be considered for the WTRC.

The Executive Officer further recommends that the Council hold a public hearing on the Champion site to determine whether or not to include this site on the approved list of sites, and that on December 19 the Council adopt a motion to close the site selection process with the exception of the Champion site. The following time table is suggested for completion of this process:

Public Hearing on the Champion site -- January 9

Decision on Selection of a Site -- January 16
(Special Council Meeting)

RW/gl
4833C/445-4
12/12/85



HUNZIKER ROAD SITE

SCALE 1" = 100'

STAFF REPORT

Agenda Item No. 7.1

Meeting Date Sept. 12, 1985

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

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.

Motion: Councilor Hansen moved to adopt Resolution No. 86-618 and Councilor Kafoury seconded the motion.

Motion to Amend: Councilor Hansen moved to amend the main motion to include provisions for a Metro Councilor on the task force. Councilor Kafoury seconded the motion.

Vote on the Motion to Amend: A vote resulted in:

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

Absent: Councilor Bonner

The motion carried.

Vote on the Main Motion: A vote resulted in:

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

Abstain: Councilor Kelley

Absent: Councilor Bonner

The motion carried and Resolution No. 86-618 was adopted as amended.

Presiding Officer Waker called a recess at 6:50 p.m. The Council reconvened at 7:05 p.m.

9.5 Consideration of Resolution No. 86-614, for the Purpose of Designating an Additional Site for the Washington Transfer & Recycling Center (Champion Wood Products Property)

Presiding Officer Waker announced this Resolution, if adopted, would add the Champion site to the list of sites the Council would take into consideration for selection of a transfer station in Washington County. He explained that at the Council meeting of September 12, 1985, the Council determined the Champion site should be deleted from consideration because at that time it was an operating business. It was also determined if a business should cease to operate at the site it could be considered again by the Council and that a public hearing would be part of the consideration process. This hearing, he said, was taking place because the Champion site was again vacant. Presiding Officer Waker said he would limit public testimony to five minutes per person.

After introducing members of the WTRC Advisory Group (Carl Miller, Steve Baker, Merle Irvine, Gary LaHaie, Shirley Coffin, Tim Davison, and Ross VanLoo), Randi Wexler presented staff's report as outlined in the meeting agenda materials. She also announced the Council would meet on January 16 to consider a final site for the WTRC. Ms. Wexler described the Champion site, its proximity to the projected center of waste generation, and its zoning compatibility with the WTRC project. She reviewed access routes to the site, explaining access was excellent and traffic impacts would not be significant. Finally, she explained that of all the property considered for the transfer station, this site was furthest away from residential areas. She referred Councilors to an arial photograph which illustrated the site's characteristics.

Gary LaHaie of the WTRC Advisory Group reported the Group had rated the Champion site most suitable for the transfer station. Although no site was perfect, this site was most suitable because of its compatibility with existing surroundings and its distance from residential areas, he explained.

Councilor Kelley asked staff to review projected traffic impacts if WTRC were sited in the area. Ms. Wexler reported 300 vehicles a day were projected to use the facility and all the vehicles would eventually travel to the Champion site via Western Avenue. She said in 1983 the average daily traffic traveling on Allen Boulevard was 10,830 vehicles.

In response to Presiding Officer Waker's question, Ms. Wexler said staff was investigating whether some traffic could be diverted from Western Avenue to a now vacant site that could provide a second access off of 107th Avenue.

In response to Councilor Oleson's question about the impact of traffic on Scholls Ferry Road, Ms. Wexler replied that about nine vehicles a day were projected to use Scholls Ferry Road.

Presiding Officer Waker opened the public hearing on Resolution No. 86-614.

Vickie Gerome, Chairperson, Royal Woodland's Neighborhood Association, asked all residents of the neighborhood to stand so the Council could see the numbers of people she was representing. She said many residents not able to attend the meeting had sent letters of concern to the Council. She testified residents had raised concerns about siting the WTRC at the Champion site mainly due to negative impacts of increased traffic on arterial roads. She was also concerned about the potential for litter being generated from uncovered garbage trucks. Finally, Ms. Gerome criticized the public

meeting process, noting the preparation time for this hearing was shorter than for those of the other sites. She did not see how staff could, in one day, review the public comments received at this meeting and make a recommendation for the January 16 Council meeting. She questioned whether staff already knew which site they would recommend for the WTRC.

Marvin Fjordbeck, 800 Pacific Building, Portland, an attorney representing the Beaverton Industrial Park Association, a group of 17 area businesses, testified building the transfer station at the Champion site would be a mistake Metro should avoid. In a written report distributed to the Council, the Association pointed out the site was not suitable because the operation would not be sufficiently buffered from its surroundings, the transfer station would not be compatible with surrounding land uses, traffic access and congestion problems would occur, and the facility would have an adverse effect on property values in the area. He said the Beverly Hills, California, transfer station was a good example of a facility built in an unsuitable area. Beverly Hills officials had advised him it would have been preferable to build the transfer station in an undeveloped area and let industry develop around the facility. Mr. Fjordbeck also questioned whether the "center of waste study" actually existed since he had requested a copy and had not received one.

In response to Councilor Myers question about the "center of waste study," Ms. Wexler explained a former solid waste staff person had prepared computer data just prior to leaving the agency. Because of staff shortages, the data had never been compiled into report form although the data was available for examination. She also explained the proximity of a site to the center of waste was only one of eight criteria reviewed by the WTRC Advisory Group.

At Councilor Kelley's request, Mr. Fjordbeck identified on the aerial map other businesses adjacent to the Champion site including NIKE, Georgia Pacific, American Forest Products, Weyerhaeuser, Greenwood Inn, Chrysler Corporation, Waremart, Kaiser, a schoolbus facility, a beer distributor, city of Beaverton operations facility, and retail stores. Councilor DeJardin pointed out some of those businesses were similar to the proposed transfer station because they involved transport by truck. Duane Moore, a colleague of Mr. Fjordbeck, explained that although some businesses were of the distribution nature, the new businesses developing in the area were of a high technology nature.

Councilor Cooper noted a letter distributed to Councilors from a citizen concerned that property values would decrease if WTRC were sited in the area. He asked Mr. Moore if he knew of any study that

would back up this claim. Mr. Moore said no appraisals had been done. Councilor Cooper said he thought too much had been made of the property value issue especially because the transfer facility was not the same as a garbage dump.

Chuck Cota, Cushman & Wakefield of Oregon, 111 S.W. Fifth Avenue, Portland. Mr. Cota testified Kate Gordon, real estate director, for U.S. Plywood which owned the Champion site, was ill and could not attend the hearing. Ms. Gordon had asked Mr. Cota to inform the Council that U.S. Plywood was opposed to condemnation of its property for use as a transfer station. Ms. Gordon had indicated her objections to Metro staff verbally and in a letter to Daniel Durig dated August 27, 1985, he said.

Councilor Oleson asked if U.S. Plywood was trying to sell the Champion property. Mr. Cota said he was authorized to state that Ms. Gordon thought the condemnation threat was interfering with the sale of the property to a user for which the site was designed.

David Judkins, Real Estate Manager, Weyerhaeuser Company, Tacoma, Washington. Mr. Judkins stated Weyerhaeuser owned property adjacent to the Champion site where it conducted a wood products distribution business. His company, he said, was a prospective purchaser of the Champion property and was looking to expand its operations. Mr. Judkins then distributed and read a letter from Kate Gordon, U.S. Plywood, dated January 7, 1986. The letter explained the relationship between Weyerhaeuser and U.S. Plywood. He urged the Council to retain their previous position of considering the Champion site an operating business and not selecting it for use as a transfer facility site.

In response to Councilor DeJardin's questions, Mr. Judkins said if Weyerhaeuser acquired the site they would store some lumber outside the main building. Distribution trucks would make about 20 trips a day, he said.

David Zimel, Mercury Development, 338 N.W. 5th Avenue, Portland, testified Mercury Development had just completed the Western Avenue Business Park project on property adjacent to the north boundary of the Champion site. Because the Western Avenue building was less than 50 yards from the Champion building and because the two facilities were not what Mr. Zimel considered to be compatible uses, he urged the Council not to approve the site for further consideration. He then read portions of the Mercury Development report which discussed the Beverly Hills Transfer Station. Those operating the Beverly Hills station had stated the transfer station was experiencing problems because it was no longer compatible with the upgraded surrounding area. The report stated the facility would

probably be relocated in the near future. Mr. Zimel urged the Council not to make the same kind of mistake by siting the WTRC at the Champion site.

Brian Ratty, President, Media West, Western Avenue, Portland. Mr. Ratty testified his company relocated to the Western Avenue site in 1984 because of a desire to improve conditions. Mr. Ratty said if WTRC were sited at the Champion site, less than one block from Media West headquarters, his company could experience problems in presenting a desirable image to clients. He did not think the transfer station was compatible with other businesses in the area.

Forrest Soth, Councilor, city of Beaverton, reported the Beaverton City Council had recently adopted a motion which reiterated its previous unanimous opposition to the use of the Champion site for the proposed WTRC. The Council also reaffirmed its opposition to the 160th Avenue site, he said. Councilor Soth said he was authorized by the Beaverton City Council to speak to the Metro Council on these matters. The Council's opposition, he said, was not based on emotional aspects, but were based on the following factual considerations of traffic and incompatibility of the transfer station with the surrounding area. In conclusion, Councilor Soth urged the Council to eliminate the Champion site from further consideration.

Regarding traffic impacts of the proposed facility, Presiding Officer Waker asked if it were true the changing nature of businesses, authorized by the City, had resulted in increased traffic in the area and that the City was making plans to provide for Allen Boulevard to be increased to five lanes. The Presiding Officer questioned whether traffic problems would exist whether or not WTRC were sited on the Champion property. Councilor Soth acknowledged Allen Boulevard needed improvements.

Presiding Officer Waker recalled that in 1982 the Beaverton City Council adopted a resolution which encouraged Metro to establish a conveniently located disposal site with public access. He asked Councilor Soth to recommend a site in Beaverton that would be better than the Champion property. Councilor Soth answered it was not the city of Beaverton's responsibility to provide Metro with a site. The City had, however, suggested some sites based on surface observations, he said, including two sites on the T.V. Highway. Transportation access would be superior at that location, he said.

Larry Bauer, representing the Mayor of Beaverton, testified the city of Beaverton's opposition to the Champion site in no way reflected any favor for the 160th and T.V. Highway site. He said the Council should reexamine the weighting of criteria for evaluating the

sites, particularly the center of waste issue and the importance of neighborhood use compatibility. He stated the City Council had voted unanimously in opposition to the Champion and T.V. Highway sites.

Mary Alice Ford, State Representative, opposed the Champion site because rather than being in the "centroid of waste," the site was in the centroid of Beaverton neighborhoods. She also questioned whether the site was suitable for the transfer station design because of the high water table. Representative Ford also discussed probable traffic problems that would result if the facility were sited on the Champion property. In conclusion, she said she preferred the T.V. Highway site.

Dick Pilatos, 5720 S.W. Elm, Beaverton, a Royal Woodlands resident of 21 years, testified he had talked to a Genstar employee at the Clackamas Transfer & Recycling Center (CTRC) about problems with the CTRC facility. The employee discussed problems with dust in the building because fans only operated once per hour and the automatic sprinklers had been disconnected. The employee also talked about problems with unidentified hazardous materials entering the facility and with rats scattering when loads were dumped at the facility. According to the information from Beaverton area meetings with Metro staff, no vector control program was planned for the WTRC, he said. Mr. Pilatos said area residents had heard rumors the Metro Council had already made up its mind about selecting the Champion facility for the transfer station. He also questioned whether Presiding Officer Waker should be voting on this issue due to his affiliation with Waker & Associates engineering firm and the Sunset Corridor Association.

Presiding Officer Waker said he was a founding member of the Sunset Corridor Association and that he had clients located near all sites being considered for the WTRC. The Presiding Officer stated he could render his best judgment regarding which site could best meet the needs of the Metropolitan Service District because of his extensive knowledge of the area.

Mr. Pilatos said staff had reported earlier the facility would be about 1,000 ft. from the Royal Woodlands neighborhood. He estimated it would take a rat about 15 minutes to travel the distance from the site to the neighborhood.

Finally, Mr. Pilatos said some citizens feared staff were not allowing the Council enough time to make a proper decision. He asked that more time be given if possible.

Councilor DeJardin said, based on his experience as a city councilor in Oregon City during the CTRC siting process, that Presiding Officer

Waker showed courage in taking an active role on an issue that was important to the region.

Regarding the issue of rats, Councilor DeJardin explained that any location near bodies of water would have problems with rats. He pointed out that other businesses in the area, such as store and restaurant dumpsters, posed an equal threat to vector control. Finally, the Councilor said the Beaverton area would not be well served by the Metro Council if it did not make a responsible decision about solid waste disposal.

Brian Turrell, 6255 S.W. Elm Avenue, Beaverton, said he was concerned about the traffic, noise, pollution and rats the proposed facility would bring to the Royal Woodlands neighborhood. He said the neighborhood did not need the facility.

Richard Burnett, 5820 S.W. Elm Avenue, Beaverton, said many of his concerns had already been addressed by other testifiers. Although it could be difficult to prove that property values would decrease if WTRC were sited on the Champion site, he was sure potential buyers would be reluctant to purchase a home on any adjacent neighborhood. He said that although it had been explained the transfer station was not a garbage dump, it was still perceived as a dump by the general public.

Councilor Hansen, Councilor from North Portland, stated there was a substantial difference between a dump and a transfer station, as people in his Council district well knew. He explained that garbage from the Beaverton area was contributing to traffic in North Portland and it was time for Beaverton to take responsibility for its own garbage.

Cindy Schmid, 5855 S.W. Elm Avenue, Beaverton, distributed a written report to the Council which summarized the advantages and disadvantages of siting the WTRC facility at the various sites under consideration by the Metro Council. Ms. Schmid reviewed the written information and, in summary, stated the Champion site was least suitable for the facility. In response to her statement that the Cornelius Pass Road site was the one most preferred by haulers, Carl Miller, representing the solid waste collection industry on the WTRC Advisory Group, explained most of the industry preferred the Cornelius Pass Road site due to its good traffic access. He also addressed Ms. Schmid's concern about truck traffic on local roads by saying trucks would only drive on permitted roads. Trucks were currently denied access to many local roads, he explained.

W. H. Moore, 4100 S.W. 109th Avenue, Beaverton, Chairman of the Raleigh Hills/Garden Home Community Planning Organization, said the

COP strongly opposed the Champion site. Many of the group's concerns had been expressed previously, he said, but he especially opposed the site due to concerns about traffic congestion. He also questioned the validity of the five-year old center of waste generation study. Other concerns included rodent problems and incompatibility of the facility with surrounding uses.

In response to Councilor Gardner's question, Ms. Wexler explained the center of waste study was a projection of the waste generation center as of the year 2000. If projections were extended out another five years, the center would move about two to three blocks north, she said. The center was projected to be near the intersection of Farmington and 160th Avenue.

E. J. Ernster, 6700 S.W. Pinecrest Court, Beaverton, testified he opposed use of the Champion site for the WTRC and was in favor of the Cornelius Pass site. He was particularly concerned about traffic problems with the Champion site. He said city of Beaverton records showed two children had been killed in the past 15 years on Denny Road which was near the Champion site. He said there were no shoulders on many roads in the surrounding area. Mr. Ernster said a large Portland area realtor had done an analysis of his property and had concluded his property values would decrease 20 to 30 percent if a transfer facility to built at the Champion site. He questioned whether his property taxes would also be reduced if land values decreased.

In response to Councilor DeJardin's request, Mr. Ernster said he would contact the realtor and see if they would make a written statement about decreased property values. Councilor DeJardin : requested they also provide the basis of their conclusion.

Ed Mottler, representing the Royal Woodlands Neighborhood Association, testified the Council had received many letters from concerned citizens and would likely receive more letters. He said that the Council should, by nature of the volume of mail received, recognize the concern expressed by citizens in that area.

James Langton, 5625 S.W. Cherry, Beaverton, testified his concerns had been addressed by previous testimony.

Greg Niedermeyer, 6470 S.W. Old Scholls Ferry Road, Portland, said he appreciated the Council's problem of siting a facility no one wanted in their neighborhood. He said his initial concerns about litter and rodent problems had been addressed, but he remained concerned about traffic problems because they had not been adressed to his satisfaction. The facility would be used by many local residents because of its convenience, and this would greatly

increase traffic in the area, he explained. He questioned whether Scholls Ferry Road would be able to handle increased traffic demands. Although staff had projected only 3 percent of traffic would use Scholls Ferry Road, Mr. Neidermeyer stated this estimate was too low because Scholls Ferry Road was a more convenient route. Finally, he said the traffic study done by Wilsey & Ham failed to consider traffic congestion on Allen Boulevard. In conclusion, Mr. Neidermeyer said the transfer facility could be expected to attract 208 percent traffic saturation beyond what would be expected for an industrial park.

Councilor Cooper asked what the neighborhood position would be when other planned development occurred which would also result in increased traffic. Mr. Neidermeyer said the problem was already serious but the transfer facility would double the traffic beyond what was anticipated. He was concerned that Allen Boulevard and Scholls Ferry Road would become a freeway if the facility were sited on the Champion property. Presiding Officer Waker took exception to Mr. Neidermeyer's final statement. Mr. Neidermeyer pointed out he had made that statement based on information contained in the Wilsey & Ham study prepared for Metro.

Adele Finch, 5190 S.W. Chestnut, Beaverton, testified she was particularly concerned about air quality problems created by exhaust fumes of increased traffic that would occur if the facility were built at the Champion site. She explained her mother and neighbors were already suffering negative effects of air pollution and she urged the Council to build the transfer station on a site with better air flow.

Gary Rhoades, 6390 S.W. Richey Lane, Portland, questioned staff's conclusion that most vehicles traveling to the Champion site would use Highway 217 and Allen Boulevard. He said most residential users of the facility would use other roads such as Old and new Scholls Ferry Roads. Although he supported the concept of a transfer station, Mr. Rhoades said he could not support siting the facility on the Champion property because of traffic congestion concerns.

There was no additional testimony from the public and Presiding Officer Waker closed the public hearing.

Ross Van Loo, a member of the WTRC Advisory Group representing the Washington County Planning Department, explained the Group had heard a number of similar comments about the potential for traffic problems over the last year and one-half. Mr. Van Loo explained traffic would continue to be a problem when all planned developments for the area were in place. Regarding neighborhood compatibility problems, he stated the facility was compatible per the city of Beaverton's

zoning plan. In addressing other concerns raised by those testifying, Mr. Van Loo said it had been proven odor would not be a problem with the transfer facility. Regarding the center of waste generation issue, he said it would be inefficient to site the station away from the projected center of waste. He also pointed out the waste generation center was only one of eight factors in determining a site's suitability. Finally, Mr. Van Loo said he resented comments made by some of the public that the Champion site was being recommended because it was the most politically expedient.

Councilor Van Bergen, representing the Milwaukie area, reported CTRC was a well managed facility. He said the region could not afford to wait for its road system to catch up with its garbage problem and as a body that represented the entire metropolitan area, the Metro Council had a responsibility to solve solid waste problems.

Councilor Kelley said she would support the Champion site because it had features the other sites did not. It was the furthest away from residential property and it provided a natural buffer area to residences. She requested staff prepare traffic circulation and vector control plans if this site were selected by the Council.

Motion: Councilor Kirkpatrick moved adoption of Resolution No. 86-614 and Councilor Kafoury seconded the motion.

An unidentified woman who lived in the Royal Woodlands neighborhood said she had attended many meetings on the WTRC. She said she got the feeling most Councilors had already agreed the facility would be built at the Champion site. She asked why the Cornelius Pass Road site was not being considered.

Presiding Officer Waker explained the Council had acted to place the Cornelius Pass Road site on the list of sites to be further considered for the WTRC facility. The Council was now deciding whether the Champion site should be placed on that same list. No final decision would be made at this meeting regarding which site to select for the WTRC, he said. The woman urged the Council not to recommend the Champion site due to traffic and noise problems.

Councilor Hansen said it was certainly not true the Council had made up its mind on the issue because he was still deciding which site would be most suitable for the project. He said the Champion site was not his first choice, but he would support the Resolution in order to provide another option in finding the best possible site for the facility.

Councilor Kafoury said she would support the Resolution. She said the site was not her first choice, but agreed with Councilor Hansen that there must be another option in Washington County.

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Vote: A vote on the motion resulted in:

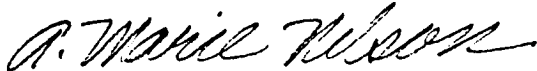
Ayes: Councilors Cooper, DeJardin, Gardner, Hansen,
Kirkpatrick, Kafoury, Kelley, Myers, Van Bergen and
Waker

Absent: Councilor Oleson

The motion carried and Resolution No. 86-614 was adopted.

Presiding Officer Waker reported the Council would meet on
January 16 to recommend a site or sites for final consideration. No
public testimony would be accepted at that meeting, he explained.
There being no further business, the meeting was adjourned at
10:15 p.m.

Respectfully submitted,



A. Marie Nelson
Clerk of the Council

amn
5047C/313-2
02/04/86

11. RESOLUTIONS

11.1 Consideration of Resolution No. 85-613, for the Purpose of Appointing Solid Waste Industry Members to the Solid Waste Policy Advisory Committee (SWPAC)

The Presiding Officer suggested consideration of this matter be postponed to the next regular Council meeting in order to give Councilors time to review staff's recommendations.

Motion: Councilor Gardner moved to postpone consideration of the Resolution until the meeting of January 9, 1986. Councilor Van Bergen seconded the motion.

Vote: A vote on the motion resulted in:

Ayes: Councilors Cooper, DeJardin, Gardner, Hansen, Kirkpatrick, Kafoury, Kelley, Van Bergen and Bonner

Absent: Councilors Myers, Oleson and Waker

The motion carried and consideration of the item was postponed.

12. DISCUSSION OF ELECTION OF 1986 COUNCIL OFFICERS

In response to Presiding Officer Bonner's question, no one indicated the intent to nominate Councilors other than Waker and Gardner for the offices of Presiding Officer and Deputy Presiding Officer respectively.

Presiding Officer Bonner declared a recess at 6:20 p.m. and announced the Council would reconvene at 7:00 p.m. for the purpose of conducting a public hearing on the proposed Tigard site for the Washington County Transfer & Recycling Center. Deputy Presiding Officer Waker chaired the remainder of the meeting in Presiding Officer Bonner's absence.

13. CONSIDERATION OF RESOLUTION NO. 85-614, for the Purpose of Designating an Additional Site for the Washington Transfer & Recycling Center (Hunziker Street between 72nd & Hall, Tigard)

Deputy Presiding Officer Waker reported that at the public hearing on two Beaverton area sites previously considered by the Council on September 12, 1985, it was announced that Metro would conduct additional public hearings if other sites were considered for the Washington Transfer & Recycling Center (WTRC). He reported that since that September 12 meeting, the Tigard site and the Champion Wood Products site had been brought forward for consideration. The hearing for the Champion site would occur on January 9, he said, and

the Council would then decide which site should be selected for the transfer facility on January 16. The Deputy Presiding Officer then reviewed rules for the public hearing on the Tigard site.

Doug Drennen reviewed information about the proposed site as contained in the meeting agenda materials. He first reviewed the site's basic characteristics as illustrated in an aerial photograph. He explained four members of the WTRC Advisory Group voted to rank the site with those meriting further consideration by the Council. Four other members, however, did not think the site merited further consideration mainly because of the site's close location to the Clackamas Transfer & Recycling Center (CTRC).

Mr. Drennen then reported staff had employed Wilsey & Ham to conduct a traffic impact study on the Tigard site. The consultant's study determined the current level of traffic in the area would not be impacted if the transfer facility were built at this site. He further stated the nearby interchange met the minimum traffic safety guidelines established by the State Department of Transportation.

Gary LaHaie then presented the Advisory Group's recommendation. He said the Group did not agree on whether the Tigard site deserved further consideration and as such, decided the Council should hear public testimony and make that decision. The Advisory Group also concluded no new sites should be considered after the public hearing on the Champion site occurred. In conclusion, Mr. LaHaie said staff had notified the affected public far more than the law required and the selection process had been extremely open. He noted that as a result of the public notification process, additional sites were brought to staff's attention for consideration.

Deputy Presiding Officer Waker then opened the public hearing and limited testimony to three minutes per person. He also announced that Councilor Oleson left the meeting early due to illness.

Geraldine Ball, 11515 S.W. 91st, Tigard, NPO #4 Chairperson, testified NPO #4 was opposed to the site because of concerns about traffic. She said residents were very concerned about the safety of Phil Lewis school students who had to walk across Hunziker Street before and after school, during lunch and during vacation time. She asked the Council to consider the children's safety when making their decision.

Robert Pierce, 14010 S.W. High Tor Drive, Tigard, President of the Tigard Chamber of Commerce, explained the Chamber was supportive of a transfer station but did not support the Tigard location on Hunziker Street because the site was incompatible with nearby residences, small business, the planned revitalization of the downtown area and the Phil Lewis School. The Chamber also had major concerns

about potential traffic problems if WTRC were sited at that location. Further, he said the site was a long distance from the projected center of waste which was in conflict with Metro's stated siting objectives. In conclusion, Mr. Pierce said the Tigard site seemed the least desirable of all those considered and urged the Council not to recommend it for the transfer facility.

Matt Takahashi, 7610 S.W. Cherry, Tigard, a student at Phil Lewis School, testified he and his brother walked to school. He said that the road near his school was already busy with traffic. If the transfer station were built in Tigard, the additional 600 trucks per day would cause much noise when windows were open in the school building. The trucks would also create safety hazards on Hunziker Street because some of those blocks had no sidewalks for the children. Mr. Takahashi said the site was not a good place to add more traffic.

Craig Hopkins, 7430 S.W. Varns, Tigard, Chairperson, CPO #5 and member of the Tigard Civic Center Advisory Committee. Mr. Hopkins testified the membership of CPO #5 unanimously opposed the Tigard site because it did not meet Metro's criteria of compatibility, closeness to the center of waste and traffic impacts. He did not agree with Gary LaHaie's earlier statement about good public notification. Rather, Mr. Hopkins said staff's notification did not encompass a large enough area. Several neighborhoods adjacent to the site, he said, had not been served with notice of Metro's proposal. In conclusion, he requested the Council consider a more reasonable site for the WTRC.

David Sudtell, 7219 S.W. Cedar Lane, Portland, explained that as previously announced, his property at the west edge of Hillsboro was still available for use as a transfer facility site. He then read a letter from the city of Hillsboro Planning Department stating that the zoning for the site was compatible with that of a transfer facility such as Metro proposed. Mr. Sudtell furnished the Clerk with a copy of the letter to be entered into the meeting record.

Betty Nitsos, 8465 S.W. Hinziker, Tigard. At the request of Ms. Nitsos, the Deputy Presiding Officer read her statement. She testified she was opposed to siting a transfer station on the Tigard site due to severe traffic problems the additional trucks would create. She also testified neighboring property values would decrease and odor problems would result, as had occurred with the CTRC in Oregon City.

Councilor Van Bergen reported it had been documented CTRC did not create bad odors. Rossman's Landfill was the cause of the odor, he said.

Sharon Takahashi, 7610 S.W. Cherry, Tigard, complained about the bad timing of the public hearing. She testified two WTRC Advisory Group members living in her neighborhood had testified against the Tigard site. She reported the "B" intersection rating was not accurate considering the probable use of that intersection by WTRC transfer trucks. She challenged a transfer truck to maneuver the intersection at noon when traffic was heaviest. She also reported a neighborhood resident, Larry Schmidt, owner of Schmidt's Sanitary Service, told her if Metro sited a station in Tigard, it would not be providing a true regional service. A Tigard site, he had said, would duplicate about one-third of the service currently provided by CTRC.

Deputy Presiding Officer Waker said he also regretted the hearing was scheduled a week from Christmas, but adherence to a tight hearing schedule was necessary because siting of WTRC was several months behind schedule.

Greg Edwards, 7545 S.W. Cherry Street, Tigard, said he violently opposed the Tigard site for WTRC. He did not agree with Metro's traffic study and challenged anyone to drive through the area during rush hours.

Ray Pirk1, 7745 S.W. Varns, Tigard, said he did not object to a site in Tigard, but he did object to the one now proposed. Mr. Pirk1 objected to the Hunziker site because it was too close to CTRC, it would be too near residences and incompatible businesses, it was incompatible with the nearby civic center, traffic problems were severe and the WTRC Advisory Committee was divided about the site's suitability.

Larry Hibbard, 13137 S.W. Pacific Highway, Tigard, Assistant Superintendent, Tigard School District, submitted a letter to the Council expressing the District's opinions and concerns regarding the proposed site. He testified the site would create additional traffic and pose a hazard to students who walked to the Phil Lewis School. The school's buses would also be forced to compete with transfer trucks, compounding existing traffic problems. He also said the increased traffic would create more noise for the school students.

In response to Deputy Presiding Officer Waker's question, Mr. Hibbard said although the Phil Lewis School was not in an ideal location, there were no plans to move the facility.

Garry Ott, 9055 S.W. Edgewood, Tigard, Acting Chairperson of CPO #1, reported the membership of COP #1 unanimously opposed a transfer station at the Hunziker site. Reasons for this opposition, he said, included difficult access to the site, traffic impacts, incompatibility to surrounding residences and business and the Advisory

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Group's low ranking of the site. He requested the Council delete the site from further consideration.

Paul Phillips, 15075 S.W. Dawn Court, Tigard, State Representative, questioned why the Council would consider the Tigard site after the divided vote of the WTRC Advisory Group. Representative Phillips said he had outlined his specific concerns in a letter to Metro's Executive Officer. He said most of his concerns centered around the effects the facility would have on an already bad traffic situation combined with the hazards posed to pedestrian school children. Finally, Mr. Phillips testified the site was too near the CTTC to be efficient. He urged the Council to do what was right and consider another location for the WTRC.

Ted Mast, Vice President, Applegate Natural Foods, 7805 S.W. Hunziker, said he was worried about the potential for vermin problems if the transfer station were located at the Hunziker site. He said about 90,000 square feet of grocery wholesale business was located in the area. He also thought the increased traffic created by the transfer station would cause serious problems for the area.

Councilor DeJardin pointed out the grocery wholesale business could be analogous to the transfer station. Both industries involved trucks coming into and going out of the area and both could be said to attract rodents. However, he said rodents would not pose a problem at the transfer station because no garbage would remain in the transfer station overnight.

In response to Councilor Kelley's question, Mr. Mast said the public did not object to Applegate Natural Foods and Albertson's locating in their current location. He said he doubted the public knew of the potential traffic that would be generated as a result of those food distribution businesses.

Donald Moen, 11395 S.W. Ironwood Loop, Tigard, stated that although he was the president of the Tigard Planning Commission, he was not testifying in that capacity. He worked for Cohen Manufacturing in Tigard and, as such, was concerned about the possible traffic impacts of the transfer station. He encouraged the Council to listed to NPO representatives because their comments were objective and informative. Mr. Moen said the proposed Tigard site was incompatible with adjacent residences and businesses, and the probable impact on traffic would be severe.

Councilor Kelley asked Mr. Moen what he thought the planning goals were for the Tigard site. Mr. Moen said the area in question was a difficult one. Zones had been established by evolution, he said, rather than by careful planning. He saw the site being developed

for compatible industrial use. The transfer station, he said, would be subject to a conditional use permit process. In response to Councilor Van Bergen's question, Mr. Moen responded a transfer station would be permitted under the current conditional use process.

Thomas Sullivan, 12105 S.W. 72nd, Tigard, Chairman, Tigard Transportation and Advisory Committee, submitted a letter to the Council outlining his testimony. In addition to the letter, Mr. Sullivan said he was concerned about much traffic converging from diverse locations into one area. He also pointed out when the Dartmouth extension was completed, Dartmouth and 72nd and Hunziker would be the easiest way for traffic from I-5 North to get to Portland.

Tom Brian, 7630 S.W. Fir, Tigard, said he was concerned about the process by which the WTRC Advisory Group evaluated the Tigard site and the proposed site's proximity to the Oregon City area. He questioned why the site, which had received an overall rating of 54.5 points, had been forwarded to the Council for further consideration. The original cutoff point for forwarding sites to the Council had been 55 points, he said. He also questioned why Metro would want to site any transfer station in a city's downtown area.

Presiding Officer Waker read a letter into the record from Start Right Inc. Day Care & Pre School, 8485 S.W. Hunziker Street, Tigard, signed by Geoff Levear, Secretary. Mr. Levear objected to the proposed Tigard site because the process being used to select WTRC sites was not the "best possible process," the criteria established for site selection was not the most practical and the Hunziker site possessed severe limitations.

Councilor Kirkpatrick read a letter into the record from the Palmer G. Lewis Company, Inc., 525 "C" Street N.W., Auburn, Washington, to Peg Henwood. The letter noted that although there were some similarities between CTRC and the proposed WTRC, the major dissimilarity was the site proposed for WTRC was not compatible with existing surroundings. The potential for creating severe traffic problems in the Tigard area was also a problem as well as the proposed site's proximity to CTRC.

There was no additional public testimony.

Deputy Presiding Officer announced the Executive Officer had recommended the Council adopt Resolution No. 85-614 which would designate an additional site for the WTRC. He explained that even if the Council did not adopt Resolution No. 85-614 and the Tigard site were not added to the list of site to be considered, a public hearing was scheduled for January 9 regarding whether the Champion site in Beaverton should be designated for additional consideration. Subject to Council confirmation, a special meeting would be held

January 16 to determine which of the proposed sites should be considered for acquisition. He said the Council was not deciding at this meeting whether the site should be further considered.

An unidentified woman asked whether Councilors would visit all sites under consideration before any final determination was made. Deputy Presiding Officer responded the Council would visit the sites. She also asked when staff's traffic studies of the Hunziker area had been conducted. Doug Drennen replied a hand count was performed December 4 between the hours of 6:30 a.m. through 9:00 a.m., 10:30 a.m. through 2:00 p.m., and 3:00 p.m. through 6:00 p.m. The count occurred at the intersection of 72nd and Highway 217 and Hunziker, he said. Finally, the woman asked why Dave Sudtell's property wasn't considered. Mr. LaHaie of the WTRC Advisory Group responded the Sudtell property was about 12 to 15 miles from the center of garbage distribution. The Group had determined that any site more than seven miles away from the center of waste generation would not be considered.

Councilor Van Bergen said he was familiar with the Tigard site. He did not expect a perfect site would be located which would not raise concerns from neighbors or surrounding businesses. He also thought that because of zoning problems with the Tigard site, the City would have problems with continued industrial development in the area. However, Councilor Van Bergen explained the problem he had with the site was that it was not the most appropriate because it didn't meet with centralized collection location criteria. He said he would reject the site because if condemnation of a site were necessary, it would serve Metro's interests to select the best possible site. Councilor Van Bergen further stated he had objected to staff's placing earnest money on the Tigard property and had voted against that contract at the Council Management Committee level.

Motion: Councilor DeJardin moved the Council adopt Resolution No. 84-614. The motion died for a lack of a second.

Councilor DeJardin challenged Tigard to solve their traffic problems, saying Metro should not be penalized or accused of creating and adding to problems that already existed. He appreciated the factual public testimony and said he was swayed by it. He took offense, however, to the argument that the site was too close to Oregon City.

Motion: Councilor Kirkpatrick moved the site located on Hunziker Street between 72nd and Hall in Tigard be removed from any further consideration. Councilor Van Bergen seconded the motion.

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Councilor Kirkpatrick said the Tigard site did not meet the test of the center of garbage. She also hoped that those at the hearing who spoke so well against the Tigard site would help Metro find a suitable site.

Vote: A vote on the motion resulted in:

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

Absent: Councilors Myers, Oleson and Bonner

The motion carried.

Motion: Councilor Kafoury moved that consideration of all additional sites, after the public hearing on the Champion site, be closed. Councilor Gardner seconded the motion.

In response to Council discussion about the motion, the Executive Officer said the action, if adopted, would remain in effect until the Council changed its mind.

Vote: A vote on the motion resulted in:

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

Nay: Councilor Hansen

Absent: Councilors Myers, Oleson and Bonner

The motion carried.

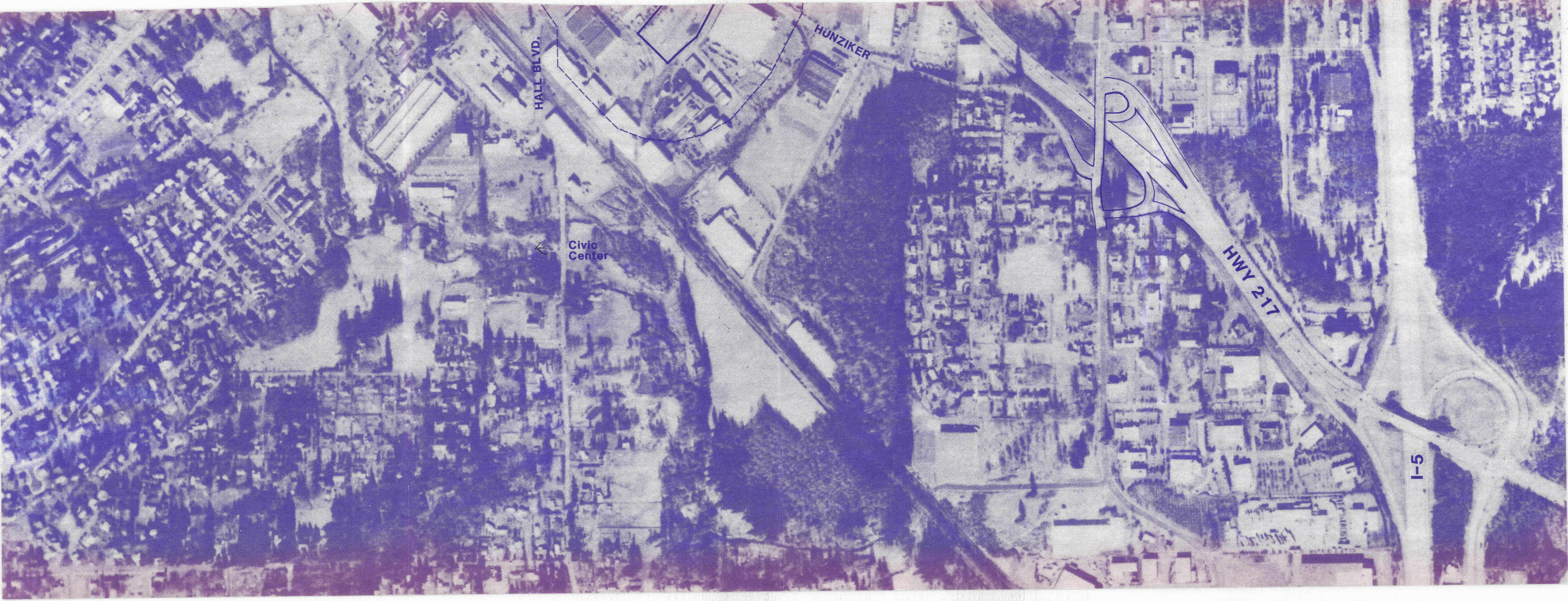
There being no further business, Deputy Presiding Officer Waker adjourned the meeting at 8:35 p.m.

Respectfully submitted,



A. Marie Nelson
Clerk of the Council

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HALL BLVD.

HUNZIKER



Civic Center

HWY 217

I-5



HWY 217

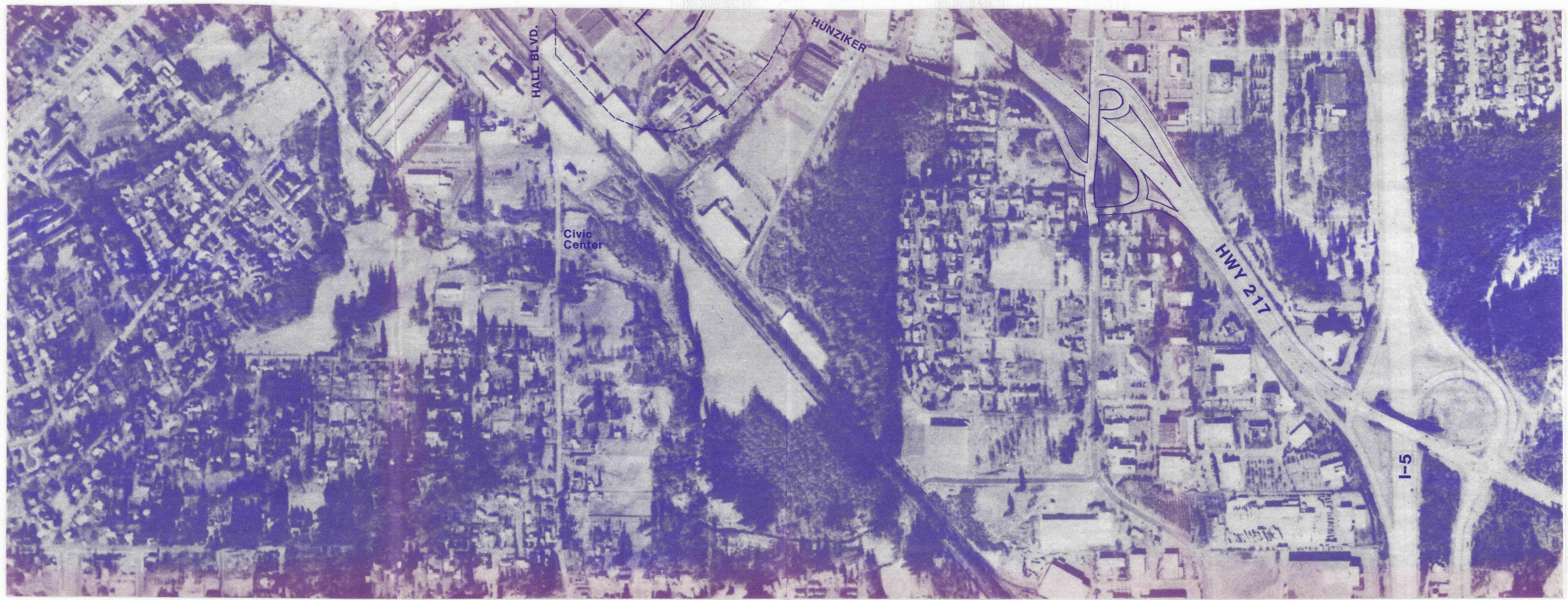
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SITE

Phil Lewis
School



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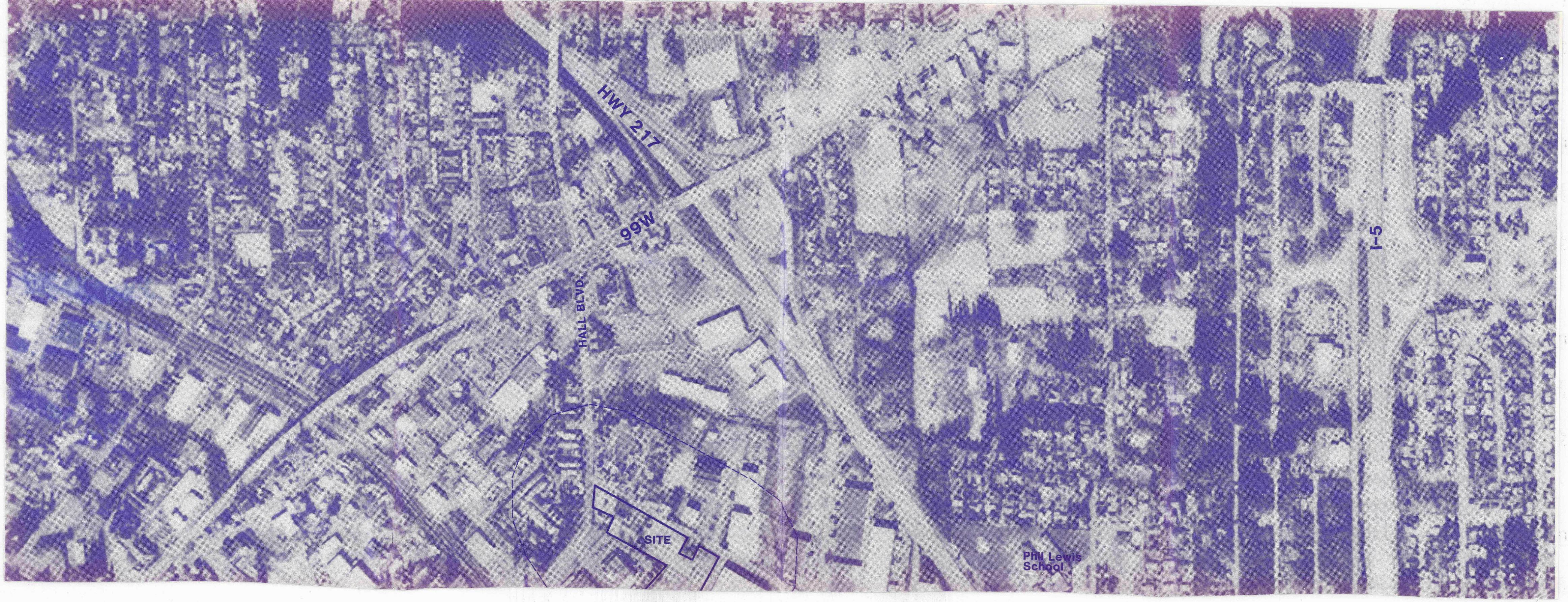
HUNZIKER

Civic
Center

HWY 217

I-5

Tigard Site
WTRC



HWY 217

99W

HALL BLVD.

SITE

Phil Lewis
School

I-5