

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF DESIGNATING ) RESOLUTION NO. 86-615  
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 Archdiocese 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, in 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 the Champion site and determined that it no longer contains an operating business and recommends that the Council add this site 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 Champion site at on Western Avenue, in Beaverton, to the list of sites to be considered for the Washington Transfer & Recycling Center.

ADOPTED by the Council of the Metropolitan Service District  
this 9th day of January, 1986.

  
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Richard C. Waker  
Presiding Officer

RW/srs  
4908C/445-3  
12/30/85

STAFF REPORT

Agenda Item No. 9.5

Meeting Date January 9, 1986

CONSIDERATION OF RESOLUTION NO. 85-614<sup>\*</sup> FOR THE  
PURPOSE OF DESIGNATING AN ADDITIONAL SITE FOR THE  
WASHINGTON TRANSFER & RECYCLING CENTER

Date: December 26, 1985

Presented by: WTRC Advisory Group  
Randi Wexler

FACTUAL BACKGROUND AND ANALYSIS

On December 19 the WTRC Advisory Group advised the Council that the Champion Wood Products building on Western Avenue, in Beaverton (Site N) no longer contained an operating business (see Figure 1). The Council moved that a hearing on the Champion building be held on January 9.

The Champion building was originally recommended to the Metro Council at a public hearing on September 12 (see attached staff report dated August 30). The Advisory Group recommendation stated that if Site N (Champion building) were to continue as an operating business, Metro should not condemn the property. A letter from U.S. Plywood, dated August 27, 1985, stated that as the contract purchaser of the site, they requested that the site be "formally withdrawn from consideration for location of a transfer and recycling station." Public testimony was not heard at that time because the building continued to function as an operating business.

Since the September 12 meeting, the Champion building has been vacated. The contract owner, U.S. Plywood has been contacted and asked to discuss sale of the property. The Director of Real Estate has responded that no corporate decision has been made regarding future use of the building and that an option agreement would not be considered at this time.

Site Description

Site N at Western and Allen Boulevard, the Champion Wood Products Building, is an eight-acre parcel located in the city of Beaverton and is two miles from the center of waste. The site currently has an existing warehouse on the site (see Figure 2 schematic). This site was evaluated by the Advisory Group and staff in response to the Alternative Siting Report prepared by an industrial park with surrounding uses being predominately warehouse, distribution, and processing of wood products. (A high tech building has recently been constructed next to the Champion building.) The existing 60,000 square foot warehouse building could be used to support part of the transfer operation. Most vehicles would use

*\* NOTE: THE RES. WAS ERRONEOUSLY  
NUMBERED "86-614" IN THE STAFF  
REPORT.*

Highway 217 to Allen Boulevard and travel to Western Avenue. Both Allen and Western are four-lane improved roads.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 8~~6~~-614 which designates the Champion site (Site N) as an additional site for consideration for the location of the WTRC.

RW/srs  
4908C/445-3  
12/30/85



**AREA A: Allen Blvd. & Western Ave,**  
Beaverton

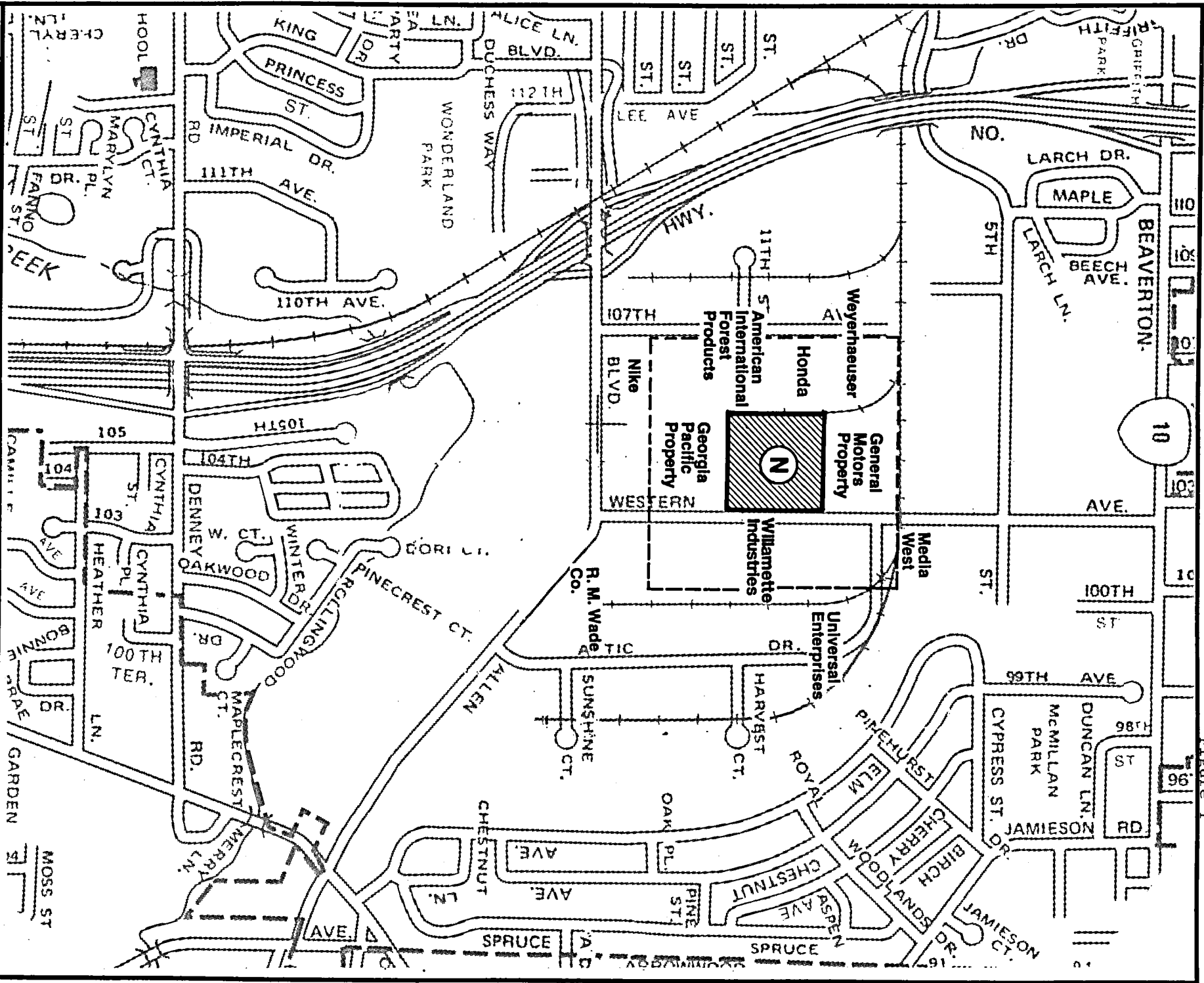
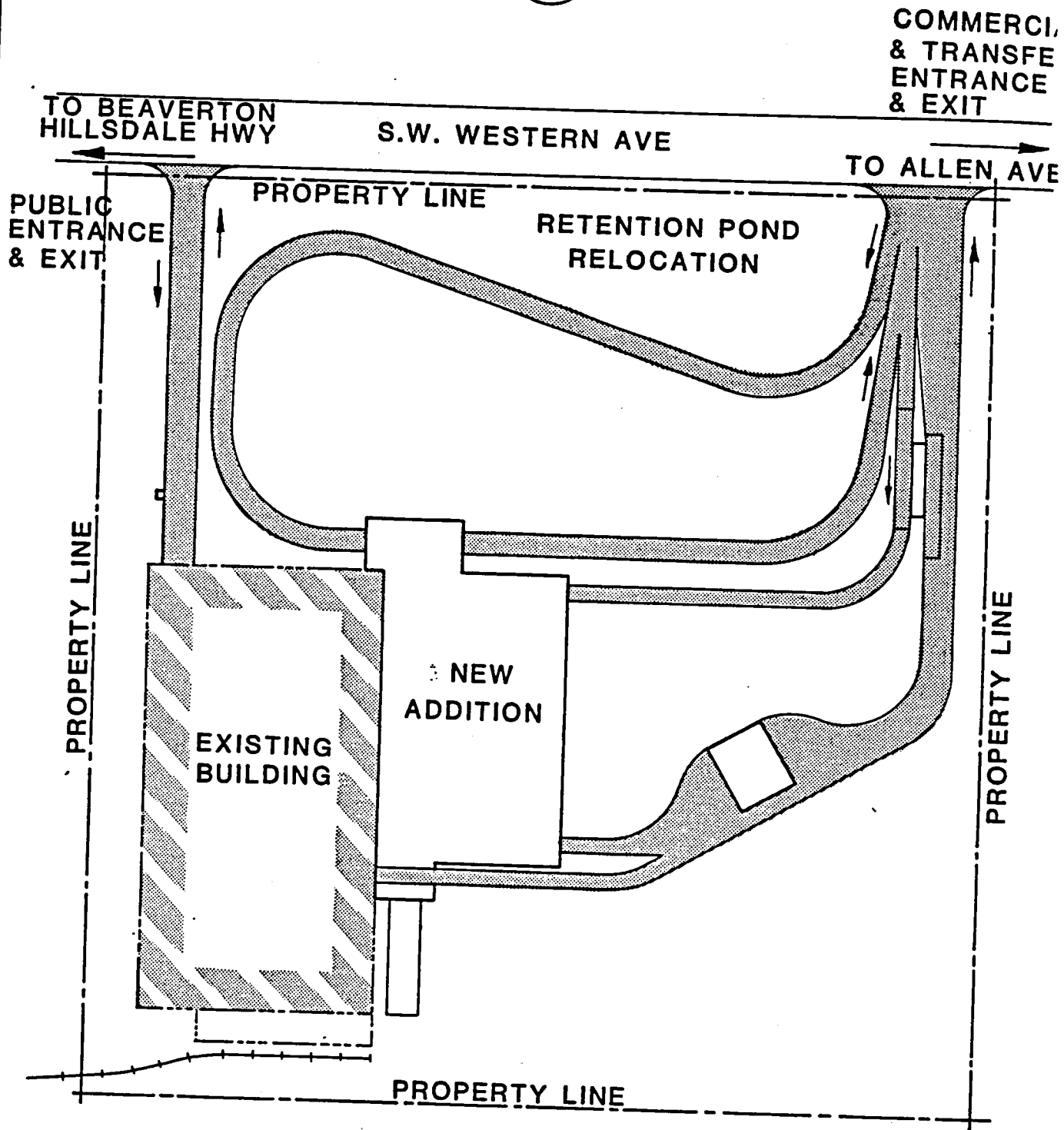
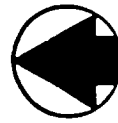


Figure 1

Figure 2



SITE N

SCALE 1" = 100'



# 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 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 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,

A handwritten signature in cursive script that reads "Kate Gordon".

Kate Gordon  
Director Real Estate

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



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.