

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING)	RESOLUTION NO. 86-671
AND AUTHORIZING ACQUISITION OF THE)	
209th/T.V. HIGHWAY SITE FOR THE)	Introduced by the
PURPOSE OF CONSTRUCTING THE WEST)	Executive Officer
TRANSFER AND RECYCLING CENTER)	

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

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

WHEREAS, Based on the information provided by staff the August 14 Staff Report, and testimony at public hearings, the Council compared the Cornell Road site, the Fairway Western site, and 209th/T.V. Highway site; and

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

BE IT RESOLVED,

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

2. That the Council authorizes the acquisition of the 209th/TV Highway site in Washington County as the site for the west transfer and recycling center.

3. The Presiding Officer of the Metropolitan Service District shall appoint a three-member task force of Councilors to meet with affected parties to develop methods of mitigating negative impacts of the west transfer and recycling center. Discussions and mitigations shall focus on, but not be limited to, the following:

- a. Plant design including sound barriers, landscaping and appearance;
- b. Operations including hours, traffic flow and traffic controls;
- c. Neighborhood enhancement;
- d. Feasibility of private sector satellite facilities to ease traffic and solid waste volume;
- e. Use of functional planning and certification to encourage location of public drop-off centers for yard debris and mixed waste;
- f. Relationship issues concerning DEQ landfill siting; and
- g. Any other mitigation suggested by affected parties.

ADOPTED by the Council of the Metropolitan Service District this 14th day of August, 1986.


Richard Waker, Presiding Officer

RW/sm
5387C/471-5
08/18/86

STAFF REPORT

Agenda Item No. 1

Meeting Date August 14, 1986

CONSIDERATION OF RESOLUTION NOS. 86-668, 86-669
and 86-671 FOR THE PURPOSE OF SELECTING A SITE
FOR THE WASHINGTON TRANSFER AND RECYCLING CENTER,
AND AUTHORIZING THE EXECUTIVE OFFICER TO ENTER
INTO NEGOTIATIONS TO ACQUIRE THE SITE

Date: July 31, 1986

Presented by: Doug Drennen
Randi Wexler

FACTUAL BACKGROUND AND ANALYSIS

The 1974 Solid Waste Management Plan identified the need for a west transfer and recycling center. In October 1984, Council adopted Resolution No. 84-506 which states that a transfer station should be sited in eastern Washington County. In August of 1984, Metro staff formed an Advisory Group comprised of representatives from local governments, industry, Metro staff and the public. The Group used local land use plans, development codes and the 1984 updated report on transfer stations to evaluate 80 sites. After considering the Group's recommendations from September 1985 to January 1986, the Metro Council on January 16, 1986, decided to review the sites in the Sunset Highway/Cornelius Pass Road vicinity. On April 10 of 1986, the Council reiterated its interest in the Sunset Highway/Cornelius Pass Road area.

At the June 25, 1986, Metro Council meeting the Council decided not to proceed with the Sunset Highway Associates site located at the Sunset Highway/Cornelius Pass Road interchange and directed staff to evaluate other sites in the vicinity. Two sites were identified: Fairway Western property and 21450-21480 N. W. Cornell Road. On July 22, 1986, the Council heard testimony from nearby residents, businesses and regional developers. At the July 24, 1986, Council meeting the Metro Council decided to re-examine a site at 209/T.V. Highway, along with the two other sites in the Sunset Highway/Cornelius Pass Road interchange vicinity, before making a final site selection on August 14. The Metro Council has already received testimony from nearby residents businesses, and regional developers regarding the 209th/T.V. Highway site. The transcript of testimony from the April 8, 1986, hearing on the 209th/T.V. Highway site is attached (Appendix A). Council has also allowed for an additional hour of new testimony on the 209th/T.V. Highway site at the August 14 meeting.

This staff report evaluates the three sites. The first site is the Fairway Western property at 1770 N. W. 216th Avenue. The second site is located at 21450-21480 N. W. Cornell Road. The third site

is located at 209th and T.V. Highway. The advantages and disadvantages of each site are outlined in this staff report. Resolutions for acquisition of each site are attached, but do not contain reasons for preferring one site over the other. The Council should state its reasons when adopting one of the resolutions for proceeding with site acquisition.

Site Descriptions (see Maps 1 and 2)

The Fairway Western property at 1770 N. W. 216th Avenue in Washington County is 14.66 acres. This is larger than the minimum four acres required for development of the transfer station (see Map 3). The site is located approximately 1.8 miles south of the Sunset Highway/Cornelius Pass Road interchange. The site and surrounding land are zoned Industrial. The existing developments to the northeast and west are primarily small, light industries and farms. The development adjacent to the south is residential although the property is zoned Industrial. The residential property consists of 10 homes located along Cherry Lane. The back property lines of the parcels along the north side of Cherry Lane abut the south property line of the site. Land on the east side of the power corridor is zoned Residential.

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

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

The site located at 21450 and 21480 NW Cornell Road is 6.18 acres. This is larger than the minimum four acres required for development of the transfer station (see Map 3). The site is located approximately 1.2 miles from the Sunset Highway/Cornelius Pass Road interchange. This site, and the surrounding properties, are zoned Industrial. There are no residential properties adjacent to this site.

The site is located approximately five miles from the center of waste; therefore it is within the seven-mile limit established by the Advisory Group. It is estimated that 93 percent of the traffic using a facility at this site would not pass through residential areas or through school zones. Map 6 describes the expected

increases in traffic on the approaches to the Cornell Road site. The increases vary from 3.2 percent on the Cornell Road approach from the east to 0.9 percent on the Cornell Road from the west. Transfer trucks would travel north on Cornelius Pass Road to Sunset Highway. This access is consistent with the 1984 draft Solid Waste Management Plan criteria that the transfer station be located near major transportation corridors.

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

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

The 209th/T.V. Highway site in Washington County, is a 8.5 acre parcel with access from T.V. Highway off S.W. 209th Avenue. This is larger than the minimum four acres required for development of the transfer station (see Map 4). Currently, one acre of the parcel (southwest corner) is an operating business. The owner of that one acre has recently signed an option agreement for sale of the one acre to the owner of the other eight and one-half acres. The site is zoned Industrial. The site is approximately 1,000 feet from a residential development beginning on Blanton Street and a residential development beginning on Alexander Street, north of T.V. Highway. The site is on the edge of the West Way Industrial Park and is approximately three-fourths of a mile from the unincorporated downtown of Aloha. The West Way Industrial Park is comprised of a variety of light industrial uses. The site is located 3-1/2 miles from the center of waste; therefore it is within the seven-mile limit established by the Advisory Group. Without direct access off T.V. Highway, most vehicles travelling to the proposed use would use T.V. Highway and turn southbound to 209th to access the parcel.

Approximately 20 percent of vehicles would travel northbound on 209th to access the parcel. Map 7 describes the expected increase in traffic on the approaches to the 209th/T.V. Highway site. The increases vary from .4 percent eastbound on T.V. Highway to 2 percent northbound on 209th Avenue. Transfer trucks seeking access to a major highway would travel on major arterials (185th or 158th) or use T.V. Highway to reach Highway 217. This access is consistent with the 1984 draft Solid Waste Management Plan criteria that the transfer station be located near major transportation corridors.

Staff Site Evaluation

To compare the Fairway Industrial site, the Cornell Road site, and the 209th/T.V. Highway site, staff performed a comparative technical analysis on the three sites. Five categories were evaluated: solid waste technical aspects including center of waste and transportation, flexibility for development, land use and acquisition of land. Center of waste is a measure of convenience for the public and collection industry and a measure of the cost to the region in operating a transfer station. Transportation issues

are an important technical criteria, as well as a major concern expressed by the public. They consist of travel times, travel patterns and any alignment or safety improvements that might be necessary. Flexibility for development is a measure of usable acreage for both transfer operations and additional recycling operations. Site specific drainage issues and geotechnical concerns that might impact development were also assessed in this criteria. Land use is a measure of the difficulty in acquiring the necessary permits. Acquisition of the land is a measure of whether or not the owner is willing to sell the property. A qualitative rating was given for each category of the decision matrix. Qualitative rating included: poor, fair, good or best. An explanation of each rating for the three sites is provided.

DECISION MATRIX

Site	Center of Waste	Trans.	Flex. for Devel.	Land Use	Acquisition
Fairway Indus.	Fair	Fair	Best	Best	Willing seller
Cornell Road	Fair	Good	Good	Best	Willing seller
209th/T.V. Highway	Good	Fair	Best	Best	Willing Seller *

Fairway Western Site

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

A rating of "Fair" was given for the transportation criterion because the distance to Highway 26 is 1.8 miles from the freeway interchange. The intersection of 216th and Cornelius Pass Road may need to be realigned to provide safe crossing of the railroad tracks. Although the railroad overpass is more than 1,000 feet from the site, it may be necessary to replace the railroad overpass over 216th to meet permit requirements stipulated by Washington County.

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

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

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

Cornell Road Site

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

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

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

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

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

209th/T.V. Highway Site

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

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

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

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

The owner is willing to discuss an option agreement.

In summary, the 209th/T.V. Highway site is closest to the center of waste. The Cornell Road site is 1.2 miles from a limited access highway and received the highest rating for transportation among the three sites. The Fairway Western site received a "Fair" transportation rating because the site is 1.8 miles from Sunset Highway and would require safety improvements to two intersections. The 209th/T.V. Highway site received a "Fair" transportation rating because the major approach route is on a highway with numerous traffic signals. None of the three sites present major development constraints. Both the Fairway site and 209th/T.V. Highway site have more than adequate acreage for additional screening and buffering. All three sites are zoned Industrial and transfer stations are an allowed use in this zone. All three sites are available for sale to Metro.

All three sites are workable locations for the west transfer and recycling center.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer has no recommendation.

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6023C/471-4
07/31/86

* At the time this staff report was published, an option agreement had not been signed.

MEETING OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

Public Hearing
April 8, 1986

Councilors Present: Councilors DeJardin, Frewing, Kirkpatrick,
Kafoury, Kelley, Oleson, Van Bergen and
Waker

Councilors Absent: Councilors Cooper, Gardner, Hansen and Myers

Staff Present: Eleanore Baxendale, Vickie Rocker, Peg
Henwood, Marilyn Matteson, Cathy Thomas,
Randi Wexler, Doug Drennen, Dan Durig,
Patrick Minor, Phillip Fell and Ray Barker

Presiding Officer Waker called the public hearing to order at 6:00 p.m. He explained Councilors Cooper, Gardner and Myers would be absent from the meeting due to other responsibilities. He also noted Councilor Myers had been excusing himself from deliberations on this matter due to a conflict of interest. The Presiding Officer then reviewed procedures for the hearing, urging those testifying not to duplicate prior testimony and to adhere to time limits.

Presiding Officer Waker reviewed the series of events leading up to the public hearing on the two sites proposed for the west transfer station. After an extensive public process, the Metro Council had selected the Cornelius Pass/Sunset Road site as the preferred site for the transfer station. Subsequent to that recommendation, Governor Atiyeh requested time to locate an equal or better site as an alternative to the Cornelius Pass site. The Metro Council granted the Governor 45 days to locate an equal or better site. At the Council meeting of March 27, 1986, the Governor's Office reported they had found such a site and the Council then scheduled this public hearing. Presiding Officer Waker explained the purpose of this hearing was to receive a report on the TV Highway/209th Site from the Governor's Task Force's, to receive a report from Metro staff on the TV Highway/209th and Cornelius Pass sites, and to receive public comment on both sites. He noted the Council would determine a site for the transfer facility on April 10 and no public comment would be received at that meeting. Finally, the Presiding Officer reported this public hearing was being held at Brown Junior High School because it was the only facility available within the region that could accommodate a large group.

Governor's Report.

Gerri Thompson, Chief of Staff for Governor Victor Atiyeh, said she

was appearing before the Council on behalf of Governor Atiyeh. She explained at the Council meeting of February 13, 1986, she requested the Governor be given the opportunity to find an alternative to the Cornelius Pass Site due to concerns raised by the Governor and others. Because the transfer station was proposed to be built in the Sunset Corridor, the Governor and other citizens were gravely concerned that development opportunities for the area would be ruined, thus damaging economic development for the state of Oregon, she said. She thanked the Council for accepting the Governor's proposal on March 13 to allow the Governor's appointed task force to find an alternative site.

Ms. Thompson then reviewed the list of leading citizens appointed to the Governor's task force and outlined their criteria and selection process for recommending an alternative site. The task force recommended the TV Highway/209th Site for the following reasons: 1) the site was 8.26 acres, with an additional 1.17 acre to be added at the southwest corner; 2) the site was about four miles from the center of waste; 3) the site had a willing seller; 4) the site was designated as "industrial" in the Aloha Reedville Cooper Mountain Community Plan; 5) the property north of the site and across the highway was designated "office/commercial"; and 6) property directly west of the site and across 209th was outside the urban growth boundary. She explained the Governor accepted the task force's recommendation and was, in turn, recommending the TV Highway/209th site as an alternative site for the solid waste transfer station to the Metro Council.

Finally, Ms. Thompson said the Governor recommended the TV Highway/209th site as one that could be made acceptable to the community as a whole. The process of solving possible traffic problems had already begun, she said. She urged the Council to accept the Governor's recommendation and not jeopardize the economic future of the Sunset Corridor.

Bill Young, 6275 S.W. Wilson Avenue, Beaverton, Chairman of the Governor's task force, reported the task force performed its commission with fidelity to the criteria established by Metro. Referring to the Governor's report on the task force's activity (distributed to Councilors at the March 27 Council meeting), Mr. Young noted one attachment to the report discussed testimony received regarding traffic concerns with the TV Highway/209th Site. Subsequently, the task force made specific recommendations to the Governor and further investigations had been made, he reported. Possible solutions to traffic concerns could include separate access into the site which would not rely on 209th Avenue and the potential of an upgrade of the site to provide adequate turn distances. Mr. Young then said he would like to use his time to answer questions of Councilors.

Councilor Oleson said in reading the task force's recommendation to the Governor, it seemed the recommendation was not a strong one. He questioned whether support of the TV Highway/209th Site was divided. Mr. Young reported the site had been recommended on an eight to two vote. One member was not present to vote.

Councilor Oleson asked why other sites within the Sunset Corridor had not been considered by the task force, noting the majority of undeveloped industrial land in Washington County was in that area. Mr. Young explained there were no sites within the Corridor that met the Council's criteria.

Councilor Oleson commented he originally supported a transfer station site in downtown Beaverton near Mr. Young's residence and Mr. Young now supported a site near Councilor Oleson's residence. He asked if it concerned Mr. Young that the center of waste generated in Washington County was in Beaverton and that the Beaverton City Council had not supported a site in Beaverton. Mr. Young said he could not adequately respond to discussions on sites previously considered by the Metro Council. Mr. Young noted, however, he was initially attracted to a site much closer to his residence but that site could not be considered because it was the subject of a hearing by the Metro Council.

Finally, Councilor Oleson said he was troubled there seemed to be conflicting recommendations with the Governor's task force report. For example, it was noted the site should be closer to a freeway and that the project be delayed. Mr. Young reported the task force was constrained by the criteria and comments reported by the task force reflected some of the frustration of those constraints.

Councilor Olson said he appreciated the task force's efforts although he did not agree with their recommendations.

Councilor Kelley asked Mr. Young to explain in more detail his earlier suggestion that an alternate access route could be provided to the TV Highway 209th Site. Mr. Young said Attachment 26 to the document containing the task force's recommendations listed traffic solutions worthy of further attention: 1) a dedicated access from the TV Highway at the east end of the property, providing access into the property without having to rely on the existing intersection; 2) an upgrade of 209th Avenue to full arterial status to keep pace with new development; 3) an upgrade of the 209th/TV Highway intersection to accommodate turning radius and provide adequate stacking lanes; and 4) the Council consider any other controls to reduce impacts on neighborhoods such as control of transfer truck routes leaving the facility.

Councilor Kafoury noted Ms. Thompson had represented the Governor as standing by to assist with solving traffic problems. She asked what specific actions the Governor would take to solve problems. Mr. Young reported the task force, because of time constraints, did not perform a full analysis of the site and related development costs. The task force, however, did recommend specific traffic matters be reviewed. Mr. Young said it was his view and that of the task force if improvements were needed, they be done for the benefit of all people using the site rather by means of a local improvement district.

At Councilor Kafoury's request, Ms. Thompson responded to the question. She said it was difficult at this point to discuss the state's actual involvement in solving traffic problems. The state could offer ideas about how traffic safety problems could be resolved. Costs for solutions could then identified, she explained, and then it would be determined how the solutions would be financed.

Tom Page, of Stoel, Rives, Boley, Frazer & Wyse, representing Jim Neuman, the property owner of both sites, said he wished to respond to traffic concerns. He said his client had retained the services of Wayne Kittelson, traffic engineer, who had proposed a number of solutions including upgrading 209th Avenue and the separate east end access. Mr. Page reported the Governor's office was conferring with representatives of the Public Utilities Commission (PUC) and the Oregon Department of Transportation (ODOT) to discuss specific issues including timing and costs. The Public Utilities Commissioner had determined it would take four to six months to obtain an approval for either upgrading the 209th crossing or constructing a new crossing at the east end of the property. The Southern Pacific Railroad did not oppose either proposal if they did not have to bear improvement costs, he said. Mr. Page reported ODOT thought the problem could be solved within 30 days. Mr. Page thought the PUC's estimates consistent with typical land use planning process timelines.

Regarding traffic improvement costs, Mr. Page noted the PUC estimated the cost of an upgrade to the 209th railroad signal was \$50,000 to \$150,000, depending on whether both sides of the signal needed improvements and the overall width of the improvement project. Improvements to the east end would cost about \$200,000, he said. In addition, if the improvements would serve only the Metro site, Metro would pay for maintenance costs of the signal and crossing - about \$15,000 per year. Mr. Page added some surrounding property owners had expressed interest in upgrading the crossing which would allow costs to be shared. Street improvements to 209th Avenue and the east end were estimated at about \$250,000 and \$135,000 respectively, he said.

Finally, Mr. Page noted his client, Mr. Neuman, owned both properties under consideration. Mr. Neuman thought the presence of a transfer station at the Cornelius Pass Site would be very disruptive to further development plans for surrounding property, he said. Mr. Page reported his client optioned the property known as the 209th site, recognizing Metro's need to find a suitable location for a Washington County transfer station. Mr. Page thought the advantage of the TV Highway/209th Site over the Cornelius Pass Site was its proximity to the center of waste. He questioned staff "fair" rating of traffic access of the 209th Site, stating travel time would be less with this site and therefore, access would be superior. He also thought zoning problems and development constraints would exist with the Cornelius Pass Site. Ed Sullivan and the Rock Creek Neighborhood Group would address those concerns in detail, he said. Finally, he emphasized the Council had a willing seller for the 209th Avenue property. In summary, he noted traffic was the real issue in recommending a site for the transfer station. As noted earlier, he said those problems could be resolved.

Mr. Page then responded to concerns raised by citizens at previous meetings of the Governor's task force. The small number of emergency vehicles using 209th Avenue would not cause problems, he said. Regarding concern about the facility's proximity to residential development and schools along 209th Avenue, Mr. Page said Metro's criteria of siting the transfer station near the center of waste would necessitate the facility being located in such an area. He also reported the net impact of the facility on Reedville School District's tax base would be 1 cent per \$1,000 assessed valuation versus 1.2 cent per \$1,000 assessed valuation for the West Union School District.

Metro Staff Report.

Randi Wexler, Solid Waste Analyst, reported on staff's comparative evaluation of the Cornelius Pass/Sunset Highway and TV Highway/209th sites. Referring to the "Decision Matrix" of the staff report, she reviewed the comparative merits of both sites according to the criteria of proximity to the center of waste, transportation, flexibility for development, land use and acquisition. She noted the relevant distinctions between the two sites: the TV Highway/209th Site was closer to the center of waste but had less desirable access from the highway; the Cornelius Pass Site was farther from the center of waste but had limited access from a highway; and the TV Highway/209th Site was for sale to Metro while the Cornelius Pass Site would require condemnation. In conclusion, she reported both sites were suitable for development of a transfer station.

Councilor DeJardin asked if the criteria used in the "decision matrix" would change over the long run. Ms. Wexler explained access from the Sunset Highway would probably be superior over the long run.

In response to Councilor Frewing's question, Ms. Wexler said Mr. Page had not shared information with staff about possible zoning problems with the Cornelius Pass site. It was staff's opinion that zoning for the Cornelius Pass site was compatible for transfer station use.

Councilor Oleson asked why, in determining proximity to the center of waste, the criteria of distance was used rather than drive time. Ms. Wexler responded that in the original criteria, "center of waste" was a measure of distance and a specific additional criteria of "travel time" was also included. In responding to the public process, Metro's advisory group suggested "center of waste" and "travel time" was repetitive and they chose to eliminate "travel time" from the criteria. She noted "center of waste" was an indirect measure of "travel time."

Presiding Officer Waker opened the meeting to public testimony. Initial testimony would be given by organized groups representing the two sites, he said.

Testimony from Organized Groups Regarding the TV Highway/209th Site

Steve Larrance, 20660 S.W. Kinneman Road, Aloha, Vice Chairman of Community Planning Organization 6, representing Reedville, Aloha and Cooper Mountain, said he hoped the public hearing was not an attempt to pit two neighborhoods against each other. Both neighborhoods, he said, shared common ground: both were against accepting Beaverton's garbage; both were against certain siting criteria; both felt due process of law had not been granted the communities; and both felt smaller, local transfer stations were acceptable. Mr. Larrance said his neighborhood would not accept the garbage of another community which had passed laws protecting them from dealing with their own garbage. He then examined the effects of the transfer station on the proposed TV Highway/209th Site. He said the station would occupy about one-tenth of the area's vacant, industrially zoned land near commercial and heavily residential development. He also questioned Metro's traffic analysis and stressed most vehicles using the site would be accessing it from poorly paved farm roads and pedestrian loaded residential streets. This, he said, would change the overall traffic impact statement to include a very high potential for pedestrian accidents. Mr. Larrance urged the Council not to site the transfer station at the TV Highway/209th Site.

David Gillespie, Superintendent of the Reedville School District No. 29, 2425 S.W. 219th Avenue, Aloha, objected to the TV Highway/209th Site because it was located in the center of the School District, two schools would be within a three-block radius of the facility, many other schools and education facilities would be

within a one and two-mile radius and approximately 15,000 people lived within a two-mile radius of the site. Mr. Gillespie then addressed the adverse effects the transfer station would have on area roads and traffic. He was especially concerned about the safety of students traveling in buses and walking along roads in the area near the proposed facility. Finally, Mr. Gillespie challenged the site selection process because the TV Highway/209th Site had been considered because of the Governor's last minute request and was not considered during Metro's regular process. He was also concerned about the potential for lost revenue to the School District if the facility were sited in the area. In conclusion, Mr. Gillespie testified Reedville was an established community and citizens did not want a garbage transfer station near their homes, schools, churches and businesses. The impact of such a facility on the fragile community, he said, would be most damaging.

Bob Severe, 20844 S.W. Rosa Drive, Aloha, President, Cross Creek Homeowners Association, and also representing Deline, Stoddard and Shadowwood Homeowners Associations, testified area homeowners were concerned about diminishing property values. Such values, he explained, were determined by the perception of quality and no prospective home buyer would consider buying near a place where a garbage transfer station would be located.

Pat Hammond, 16235 S.W. Vincent, Beaverton, objected to the TV Highway/209th Site. She said traffic on roads was over capacity and could not handle the additional 600 trips per day the transfer station would generate. Also, as population in the area increased, traffic would also increase. Ms. Hammond discussed additional problems with diminishing property values the transfer station would likely create. She also asked the Council to reconsider its center of waste criteria to include travel time.

Don Hamburg, Don's Garbage Service, 20050 S.W. Jaylee, Aloha, stated Metro's Solid Waste Management Plan had been wrong from the start. The Presiding Officer asked Mr. Hamburg to address the Council regarding one of the two sites. Mr. Hamburg then said he would forfeit his time to Ezra Cook.

Tom Miller, Miller Sanitary Service, testified the function of a transfer station was purely transportation. Therefore, he said, accessibility was a primary consideration and would include the factors of distance, time and motion. Mr. Miller explained that from that standpoint, neither the TV Highway or the Cornelius Pass site was adequate. The Cornelius Pass site was unreasonable due to the distance haulers would have to travel from the area of waste generation. The TV Highway site was unreasonable due to bad traffic conditions. He also pointed out two other sites had been ranked higher by Metro. Finally, he said the dilemma of the decision was Metro's but citizens would bear the consequences of the decision.

Larry Derr, attorney, representing the Reedville community, addressed the Council regarding possible legal issues the Council could encounter in their decision making process. He said Metro's siting procedure was flawed and the Council was bound by a reasonable and fair interpretation of its selection criteria which would not allow acceptance of the Governor's recommended site. Mr. Derr then examined the specific selection criteria, noting the Governor's choice was clearly the second best choice of the two sites being considered. He challenged the Council to make a responsible decision and to select a site consistent with established criteria.

Delna Jones, State Representative, testified it was unfair for the Council to pit communities against each other. She also criticized the selection process for the Reedville site because not enough time had been allowed to make a decision that would involve expending \$6 million in public funds and that would effect thousands of citizens. She urged the Council to consider its responsibilities when expending the public's money including who would bear the financial burden for road improvements to the Reedville site area. She also discussed issues of safety and traffic. Representative Jones noted three Washington County Commissioners had submitted letters to the Council criticising the proposed site as incompatible with surrounding uses. She said landfills and transfer stations should be sited near each other and requested the Council delay its decision so a third, superior option could be considered.

Jeannette Hanby, State Senator, relinquished her time to Ezra Cook and referred Councilors to her written testimony. She said a Metro decision to site the transfer station in Washington County would put government in direct competition with private enterprise and explained Mr. Cook would address that issue in detail.

Ezra Cook, manager of a disposal operation in McMinnville and past President of the National Solid Waste Association, noted he had over fifty year's experience in the solid waste business and Washington County did not need a transfer station. For the past twelve years, he said the waste from the western part of the County was disposed in Yamhill County. A privately-owned Forest Grove transfer station was large enough to handle waste from western County. He stated the full implementation of that operation awaited Metro's approval. He questioned why Metro would spend over \$5 million of public funds when it could save much of that money by allowing private enterprise to handle the waste. Private enterprise, he said, had the track record of solving problems fairly, economically and in an environmentally safe manner and he urged the Council to take advantage of their expertise.

Ted Hughs, representing the Forest Grove private disposal facility, urged the Council to exercise the option of not making a decision

on a transfer station. Private enterprise, he said, could solve the problem. He then referred to a survey commissioned by his organization which polled the public about whether Metro should build a transfer station. He reported about 80 percent of the public surveyed thought the private sector should make decisions about the transfer station. He distributed copies of the survey to Councilors.

Testimony from Organized Groups regarding the Cornelius Pass/Sunset Highway Site

Edward Ritter, 20795 N.W. Wallula Court, Portland, President, Sunset Neighborhood Association, addressed the Council regarding his concerns with the Cornelius Pass site. He said when he first learned of the proposed transfer station, he was immediately concerned about the safety of school children traveling on Cornelius Pass Road in transit to various schools. He also testified the transfer station would not be compatible with other development planned for the Sunset Corridor area. The Corridor, he said, had something special to offer - a growing area for hi tech businesses mixed in with homes and recreational areas. He challenged the Council to make the right decision because the future of Oregon was at stake.

Denise Amos, Treasurer, Sunset Neighborhood Association, presented a series of photos to the Council taken with a 50 mm lens so density would not be distorted. She pointed out problems with the Cornelius Pass Site including incompatibility of the site with surrounding residences, schools, parks, competition with school buses, and land use problems. She testified that residents deserved to work and play in a safe environment and urged the Council not to select the Cornelius Pass Site for the transfer station.

Ted Kubaska, 4300 N.W. Malheur Avenue, Portland, first stated he felt uncomfortable because the Council had put residents of the two neighborhoods in a confrontational atmosphere. Presiding Officer Waker noted the Council did not seek to create a confrontational atmosphere. Rather, the hearing was scheduled at the request of the Governor's task force. Mr. Kubaska testified he had moved from the Boston area to be part of Oregon's growing hi tech industry. He said the Sunset Corridor was an exciting place to be because growth was just starting and a unique opportunity for economic development existed for the state. He urged the Council not to ruin this one-time growth opportunity by siting an old style industrial activity in a growth, hi tech area.

John Breiling, 4690 N.W. Columbia, Portland, Vice President, submitted written testimony to the Council. He said he agreed with much of the testimony presented by CPO No. 6. Mr. Breiling was concerned this was the first public hearing on either site of which he was aware. He was also concerned about problems with the

Cornelius Pass site staff had not addressed. Also, he agreed with Governor Atiyeh that building a transfer station at the Cornelius Pass Site was a state-wide issue. He urged the Council not to make a decision that would damage the work possibilities for Oregon's young people. He also discussed Asian cultural biases against garbage and questioned whether Asian firms would locate in the Sunset Corridor knowing a transfer station would be built there.

Don Jones, 2700 N.W. 185th, Portland, testified that lowered property values would be the natural consequence of the solid waste transfer station no matter where it was sited. He asked the Council to consider the big picture which would include the real possibility of negative economic impact on the state if the station were sited in the Sunset Corridor area. He said the Council had stated they were building the facility for reasons of economy and efficiency and that purpose would certainly be defeated if the station were built in the Corridor.

Ed Sullivan, 53 S.W. Yamhill, Portland, representing the Sunset Neighborhood Association, distributed a handout to the Council from which he would refer. Mr. Sullivan said he was distressed at being in an awkward position with his Aloha neighbors over a problem created by the city of Beaverton. He then addressed the criteria of staff's "decision matrix" for evaluating the two sites. Regarding the "center of waste" criteria, he said Beaverton was the actual center of waste. One must also take into consideration transportation time when evaluating the center of waste, he said, and the Cornelius Pass Site posed obvious transportation problems to haulers.

Staff indicated the Cornelius Pass Site was superior when evaluating the "transportation" criteria. Mr. Sullivan said the new design of the Cornelius Pass Road interchange permitted a right turn only in and out of the Croeni Road intersection. Therefore, one could only use Rock Creek Boulevard or Helvatia Road for access. He showed the Council a chart of the site plan and discussed Washington County's requirement for an access road to be within 600 feet of the facility. Existing and planned roads, he said, did not meet the County's criteria and solutions to this problem must be found. Further, a problem existed with the railroad crossing for school buses traveling near the site. Current regulations required buses to stop and open doors, causing traffic backups and hazards, he said.

Mr. Sullivan stated the West Union Plan containing a policy requiring individual access to West Union and Cornelius Pass Roads by new development would be strongly discouraged. Access would be achieved via well spaced connections to the major transportation systems shown on the map. Access would be consolidated unless shown to be unfeasible. Metro had not met this criteria, he said. Further, the Plan stated that new developments must address traffic impacts of the proposed internal road system, the Croeni Road entrance off

Cornelius Pass/West Union Road intersection and, among other things, the Cornelius Pass Road interchange at the Sunset Highway. Metro had not addressed this criteria either, he said.

Mr. Sullivan then discussed the "development flexibility" criteria of staff's report. Contrary to staff's recommendation, he asserted the two sites were not equal. The Cornelius Pass site posed access problems due to conditions imposed by the SID and the median strip, he said. Also, the site plan did not show the specific land to be dedicated to the project or the need to reallign Croeni Road.

Addressing Metro's criteria of "land use," Mr. Sullivan said a transfer station was an incompatible use for the SID and that it was a secondary use to the main purposes for which the property was zoned. Quoting from Section 377-1.3 of the Washington County Code, he stated development in the SID was limited to the following categories of mutually compatible uses which would require a park-like setting: a) high technology, light manufacturing, research and development, processing, storage and distribution; b) free standing offices; c) planned industrial parks containing light manufacturing uses and related service and trade activities. Under that definition, the transfer station did not fit into an SID zone, he said. Not only was the proposed facility in conflict the purpose and intent of the SID zone, he said, the facility was also in conflict with existing, surrounding uses. He said Section 430-115.2 of the Washington County Code indicated a recycling station (which was part of a transfer station) must be at least 100 feet away from certain uses on adjoining lots. The transfer station did not appear to meet that criteria, he explained. Mr. Sullivan also referred to Sunset West Plan requirements relating to wetland, fish and wildlife requirements. The Cornelius Pass site could be in conflict with Land Use Goal No. 5, he said, depending on where the station was located. Because Washington County was not yet acknowledged on Goal No. 5, Metro would have to address all the goals in siting the facility.

Mr. Sullivan then examined the criteria of "acquisition" of land. He acknowledged the TV Highway/209th Site would be easier to acquire but he asked the Council to consider costs of property acquisition and improvements. He said staff should examine SID requirements and the costs of compliance with those conditions. Metro could also be expected to share the \$3 million assessment of the LID and Mr. Sullivan said he had not seen any figures factoring those costs into the project. Metro would also be expected to pay the cost of Washington County's growth management exactions, costs of changing the SID master plan and costs of lost revenue to the adjacent school district.

Mr. Ritter challenged staff's statement that the Cornelius Pass Site was more than 1,000 feet from a residential development and would not involve travel through a residential neighborhood. He said his photographs indicated the facility would be within 1,000 feet of existing and planned residential uses zoned R-5 and R-15. Further, he said, the Lenox School was within 1,000 feet of the proposed site. He reported staff had also stated the land was correctly zoned for the transfer station and could go through the community planning process in a timely manner without changing community expectations. Mr. Sullivan said this assumption was wrong. The use was a subordinate use and problems with Goal No. 5 were evident along with the existing conditions imposed by Washington County Case File No. 84-545 SID. Finally, he explained staff had stated there were little or no development constraints. Goal No. 5 would present a problem here, he said, along with all the other land use issues reported earlier.

Mr. Sullivan said he agreed with the conclusions of the Reedville community that the unincorporated area of Washington County was being forced to take Beaverton's waste while Beaverton walked away saying it was not their problem. Although he said he could not argue Reedville's case, he maintained his community intended to deal with the matter on every front, on every occasion and in every forum until those areas generating the waste bore their fair share of the regional problem.

Open Public Testimony on Both Sites

Betty Atteberry, 5555 N.W. Five Oaks Drive, Hillsboro, Executive Director of the Sunset Corridor Association, read a letter from Jim Thornburg, President of the Sunset Corridor Association. She testified the Association did not support the Cornelius Pass Site. Hi tech companies selected locations for their businesses which they perceived as environmentally superior, she said, and perceptions by those new businesses, their customers and employees were pivotal in the important process of deciding a corporate location. Locating a garbage transfer station at the Cornelius Pass Site would therefore seriously damage future development opportunities. Ms. Atteberry also noted she had serious concerns about negative traffic impacts if the facility were cited in the Sunset Corridor. She submitted for the record a letter from Sonna Durdel, Senior Vice President of The Knoll Company, and Casey Powell, President and Chief Executive Officer of Sequent Computer Systems.

Glen Gordon, 930 S.W. 197th, Aloha, spoke against selection of both the Cornelius Pass and TV Highway/209th sites. He noted the Governor had not appointed a representative from Aloha to his task force. He also showed arial slides of both sites and the Clackamas

Transfer & Recycling Center (CTRC) in Oregon City to illustrate that locating a transfer station at either site would create a situation of incompatibility with nearby development. CTRC was located near a saw mill, a school motor pool workshop, a ball park, a rock crushing plant, a sewage treatment plant and a methane gas collection system, he said. In contrast, the proposed TV Highway/209th Site was in the middle of an existing residential area and light industrial uses. The Cornelius Pass location was also surrounded by residential, office, hi tech and light industrial activity.

William Bernard, 1100 S.W. 6th Avenue, Suite 1105, Standard Plaza, Portland, representing Five Oaks and Riviera Motors, questioned Metro's calculation of the center of waste generation. He said a public meeting notice issued by Metro in June 1985 had stated: "One of the major considerations in siting the transfer center is that it be located closest to the generation of waste to provide convenient service now and into the year 2000." Mr. Bernard said he had followed the siting process for some time and noted in 1985 Metro identified the centroid for waste generation at the intersection of Allen Boulevard and Murray Road. However, in 1986 the center was identified as being at Allen Boulevard and 217th Avenue. He also questioned whether the Cornelius Pass site was within seven miles of the center of waste as required by staff's siting criteria. He urged the Council to site the facility near the true center of waste generation which was certainly not located at the western edge of the County in the Sunset Corridor.

Tom Bunker, Route 2, Box 466, Beaverton, opposed to the TV Highway/209th Site and questioned whether staff had given due consideration to actual facility development costs including necessary road improvements. He was concerned that when road improvements were made, area residents would be asked to pay those costs. He was also critical of the Governor's late involvement in the siting process which he said made a mockery of Metro's process and cost the taxpayers money. Regarding previous testimony that the transfer station was not compatible with hi tech industry, Mr. Bunker explained he had lived in the silicon valley area of California where transfer stations were located near hi tech businesses. He said it was logical to site such a facility near industry and away from homes. Finally, Mr. Burke said he agreed with staff's conclusion that the station should be built in an undeveloped area where industry could move in around it.

Mark Knudson, 2150 S.W. 208th Avenue, Aloha, said he opposed the TV Highway/209th Site for all the reasons stated earlier. He thought staff's report accurate and fair and asked the Council to consider the long-term needs of the region.

Sharon Page, 4475 N.W. Malheur, testified the transfer station should not be located at the TV Highway/209th Site because it was too close to residential areas. She urged the Council to take more time and find a site suitable to all Washington County citizens.

Rodney Adams, 4500 S.W. Hall Boulevard, Beaverton, representing Forest Grove Disposal, referred Councilors to the public opinion poll discussed earlier by Mr. Cook. He noted only 13 percent of area citizens thought Metro should be in the business of building transfer stations and 84 percent thought private industry should be involved. He urged the Council defer action on both sites in order to allow private enterprise a chance to submit a proposal.

Constance Hawes, 19920 S.W. Oak Court, Aloha, testified she lived close to the proposed TV Highway/209th Site, Aloha's premier area. If the transfer station were built at that location, the same damage would be done to Reedville residents that would be done to the Sunset Corridor, she said. She encouraged the Council to consider the better solution of private enterprise. She said if a private operator had exerted as much effort on the project as Metro had so far, the facility would now be open and operating. Ms. Hawes also said that because of urban growth boundary changes, the Reedville area was currently unincorporated and therefore unable to pass an ordinance prohibiting the transfer station as had been done in Beaverton. Finally, she said because the center of waste generation was shifting west, the Forest Grove offer was an even more attractive option. She strongly urged the Council to consider the private enterprise option.

Anthony Mendoza, 5811 Toketee, Portland, said he had listened to Councilor DeJardin's comments about Washington County not accepting the transfer station. Mr. Mendoza said if Metro would propose an acceptable site, the public of Washington County would accept it.

Claire Green, 960 S.W. 192nd Court, Aloha, testified both sites were unacceptable and that Metro had not pursued sites where they were welcome. She questioned why Metro had not pursued the Forest Grove and McMinnville offer.

Lauree Vedder, 6625 S.W. 206th Court, Aloha, representing the Carlin Homeowner's Association, submitted a written statement against the TV Highway/209th Site.

Lloyd Hales, 20088 S.W. Southview, Aloha, testified the Reedville site was too narrow to buffer the noise and visual pollution it would generate. He also objected to the additional traffic problems the transfer facility would cause. He said the facility would cause the area to be an urban blight center and would put viable, respectable establishments - particularly motels and restaurants - out of business.

Don Anderson, 4125 S.W. 202, Aloha, did not think the transfer station should be located in the highly residential Reedville area. He said only 2.2 percent of the area was zoned for industrial use. He also noted the proposed location was on a 25 year floor plan and that vast quantities of disposable diapers posed a public health danger.

Jean Palmer, 5710 S.E. Drake Road, Hillsboro, said she had followed Metro's siting process since the TV Highway and 160th location had been proposed. She said the TV Highway/209th Site was highly inappropriate because of traffic problems and she requested the Council should consider the McMinnville/Forest Grove offer.

Kristine Bryan, 5800 S.W. 213th, Aloha, explained she was concerned about the danger imposed to school children walking along roads near the TV Highway/209th Site to catch school buses. She urged the Council to consider a private enterprise solution.

Steve Webber, 22040 S.W. Augusta Lane, Aloha, said a truck route was not needed on TV Highway. He thought the Council should select the Cornelius Pass Site because of superior traffic access to the facility.

Judy Skinner, 20435 S.W. Alexander, Aloha, supported a private enterprise solution and requested the Council negotiate with the representatives from the Forest Grove transfer station.

Mark Reed, testified the TV Highway/209th Site was unsuitable because of negative traffic impacts on the area. He said many area roads were two lanes and had no shoulders which would result in unsafe traffic conditions. Mr. Reed also thought the opinions of area citizens should have as much weight as the Governor's task force. Finally, he said that because Beaverton, the major producer of Washington County's waste, had prohibited the facility by ordinance, they should be barred from using it. If that were the case, a transfer station would not be needed, he said.

Clark Green, 960 S.W. 192nd Court, Aloha, explained the two communities were united in the view that the facility was degrading to their neighborhoods. He also questioned why the Council was considering two sites owned by the same person. Elected officials, he said, could be recalled for not being responsive to citizens.

Lance Abny, Route 1, Box 1021, Hillsboro, did not see a need for the transfer station in Washington County. He challenged the Council to be leaders and to let private enterprise handle the the waste disposal problem.

Mike Duyn, of Coldwell Banker, representing Jim Neuman, the property owner of both sites, testified it would be a shame for the Council to designate the Cornelius Pass Site for the transfer station. She said prospective developers would be attracted to the pristine nature of the Sunset Corridor and the facility would certainly damage that image. He also testified that freeway interchanges were a valuable commodity and it would make more sense to build a motel complex and shopping center near the Cornelius Pass/Sunset Highway location than a transfer station. Finally, he said Oregon was in competition with the nation to attract new development to the area and Metro should not damage any potential.

Wayne Kittelson, a traffic engineer, discussed the question of distance from the center of waste generation. It was his opinion that the TV Highway/209th Site was four minutes closer to the center of waste than the Cornelius Pass Site.

Presiding Officer Waker noted Mr. Kittelson had been hired by Jim Neuman to perform a traffic analysis of both sites.

Don Lacy, 104 N.E. 14th Avenue, Hillsboro, questioned the appropriateness of siting a transfer station before it was known where the next regional landfill would be located.

Joan Arthur, 5555 S.W. 207th, Aloha, discussed the fact there were facilities for the mentally retarded and elderly near the proposed TV Highway/209th Site. She said the presence of garbage trucks on the area's roads would impede the travel of emergency vehicles servicing the community. Ms. Arthur also stated the need for the transfer station had not been proven and as such, neither site was appropriate.

Council Discussion

At the conclusion of public testimony, Presiding Officer Waker summarized some of the issues involved with siting a solid waste transfer station. He first discussed the importance of siting the facility in a location near where waste was generated, especially because about 50 percent of those using the facility would be residents hauling their own garbage. He stressed the problem of solid waste disposal could not be put off and it would not go away. The Council had a responsibility to solve it and was committed to building a transfer station as soon as possible. Also, he did not think siting a landfill was material to siting the west transfer station since most probably the next landfill would be serviced solely by transfer vehicles. The Presiding Officer noted Councilors had visited the sites. The Council was committed to bid out construction and operation of the facility and to use the free enterprise system to the greatest extent possible but that it would be in the public's best interest for Metro to site and own the facility.

Metro Council
April 8, 1986
Page 17

Councilor Kelley requested additional information from Mr. Sullivan's report regarding SID and LID impacts on the Cornelius Pass site. Presiding Officer Waker noted Metro's legal counsel, Eleanore Baxendale, had also provided Councilors a memo regarding Mr. Sullivan's position on problems with the site. He asked Councilors to call Ms. Baxendale before the April 10 Council meeting if they had additional legal questions.

Councilor Kafoury requested a cost analysis of required transportation improvements for both sites as well as costs of land purchase and condemnation proceedings.

Councilor Frewing requested clarification on the potential transportation problems with the Cornelius Pass Site, in particular the no left turn rule mentioned earlier in the evening.

Councilor Van Bergen asked staff to provide a comparison of potential topographical and foundation problems of both sites. He noted there had been some problems at the Clackamas Transfer & Recycling Center in this area.

Senator Hanby asked the Council to consider a request by the Forest Grove Transfer Station to extend their boundaries. She said this could be a factor that might make the Council's decision easier. She also requested the Council look more favorably at the Champion and Western Avenue sites.

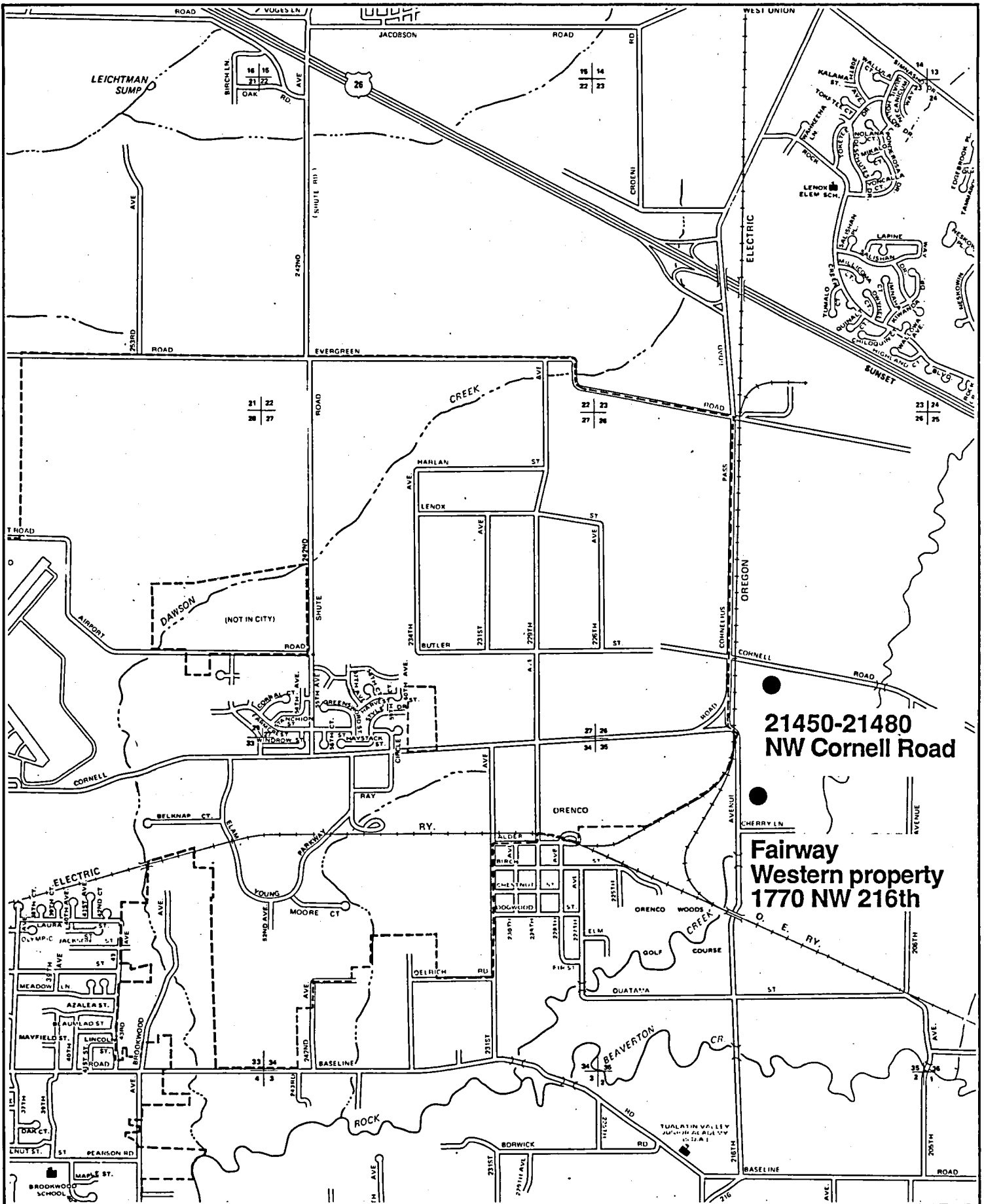
There being no further business, the meeting was adjourned at 11:00 p.m.

Respectfully submitted,



A. Marie Nelson
Clerk of the Council

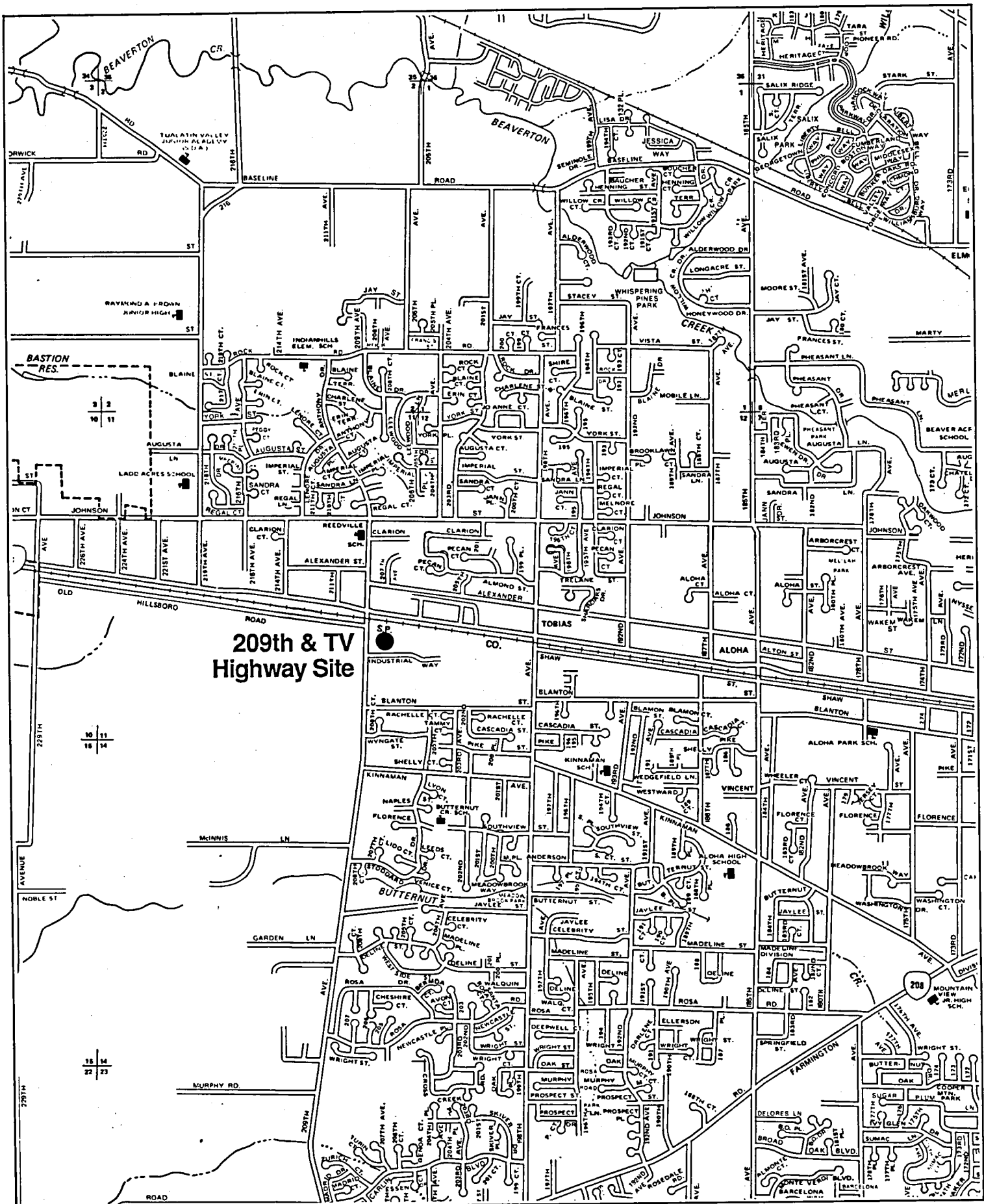
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METRO

Proposed Locations Map

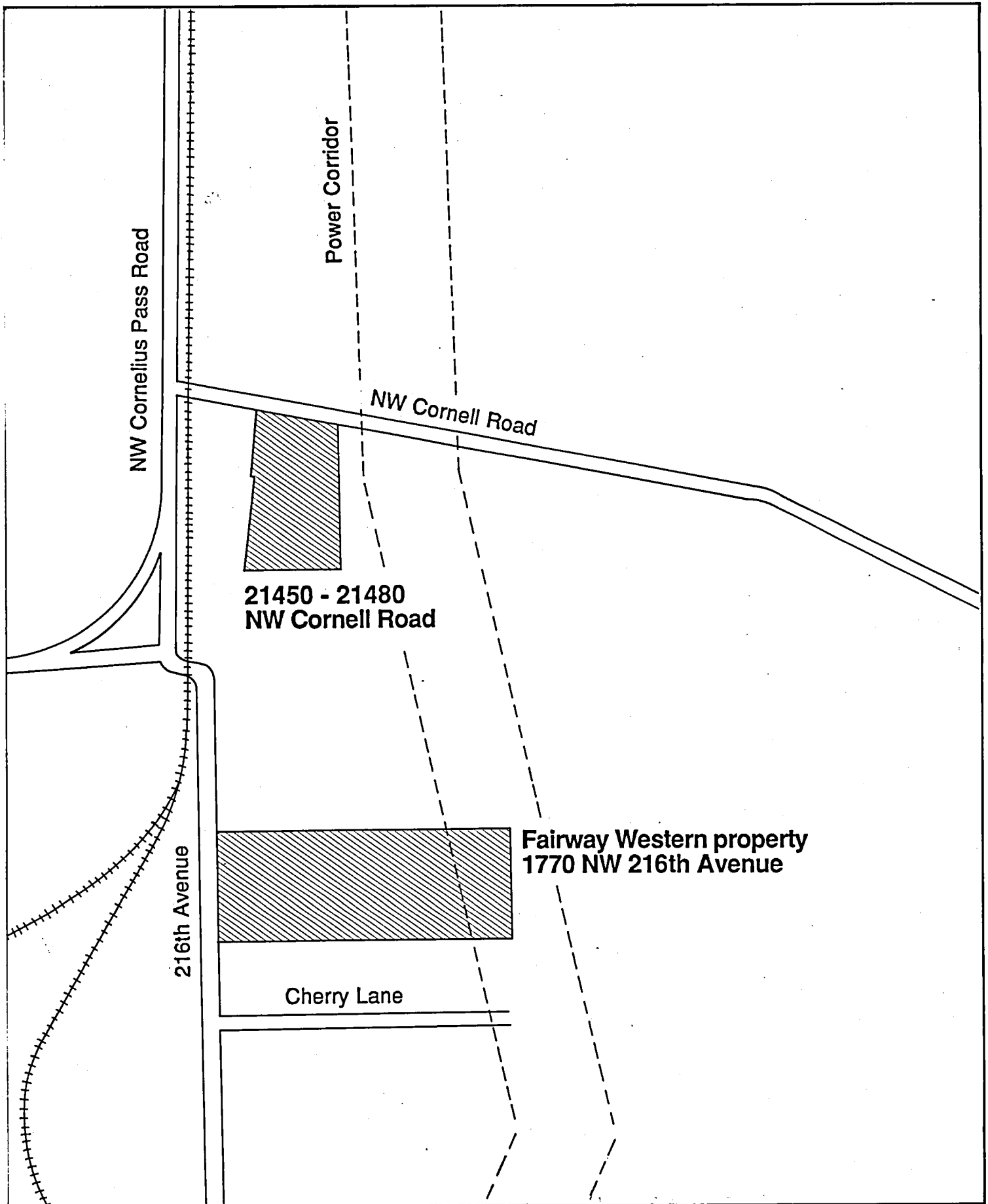
West transfer & recycling center
Cornelius Pass area



METRO

Proposed Location Map

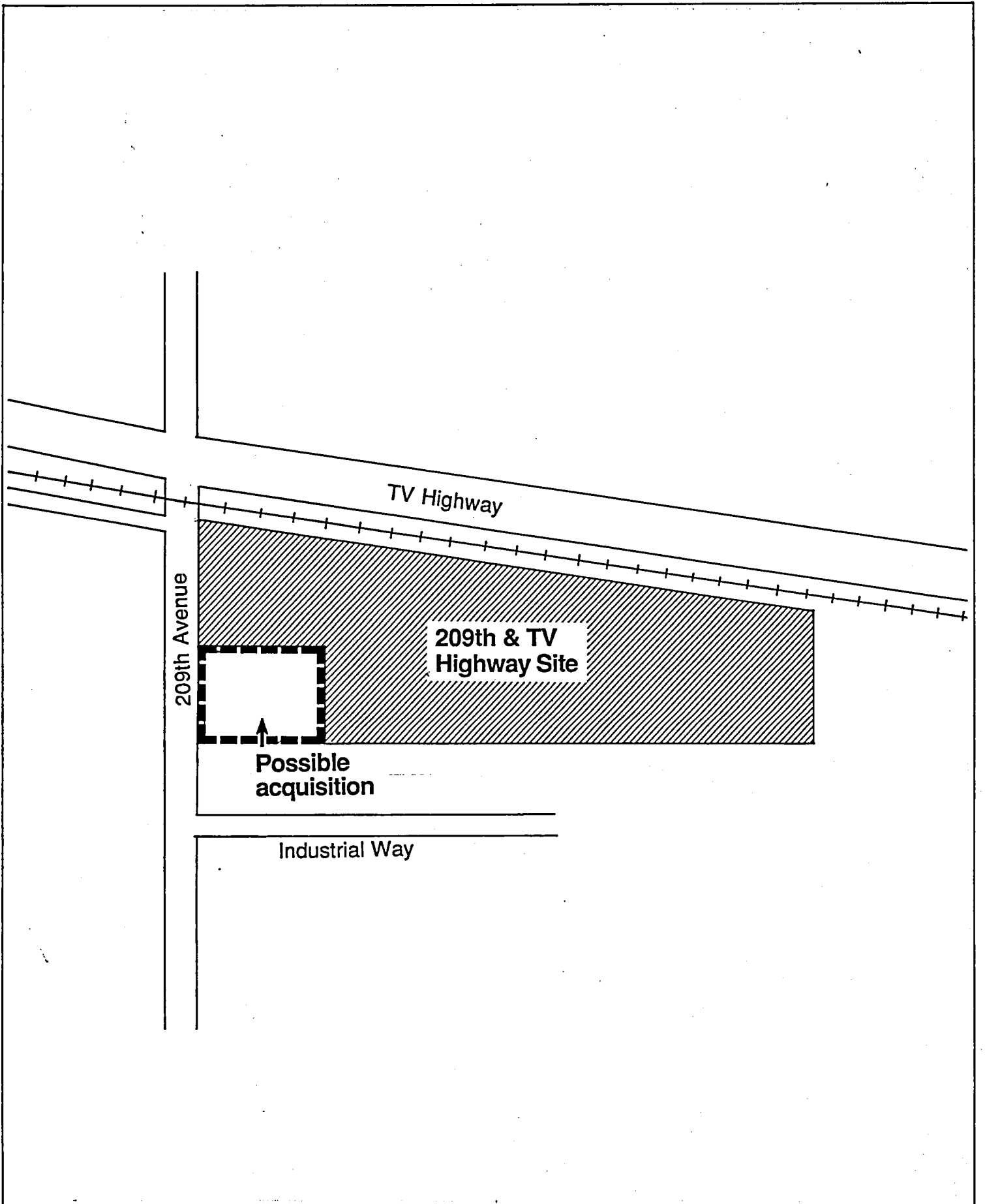
West transfer & recycling center
209th & TV Highway site



METRO

Proposed Sites Map

West transfer & recycling center
Cornelius Pass area

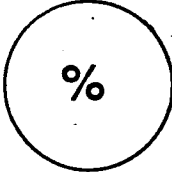


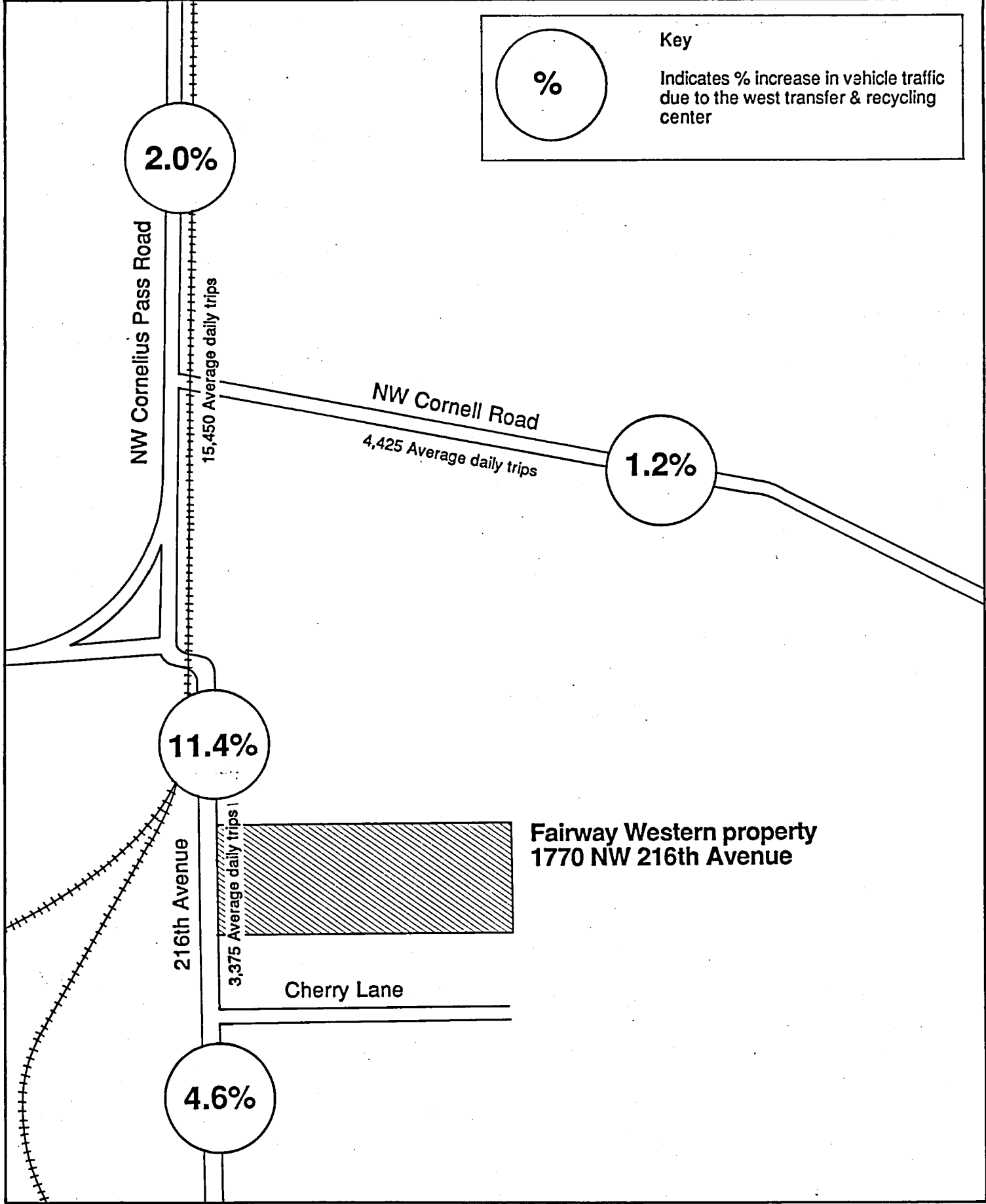
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Proposed Site Map

West transfer & recycling center
209th & TV Highway site

Key

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



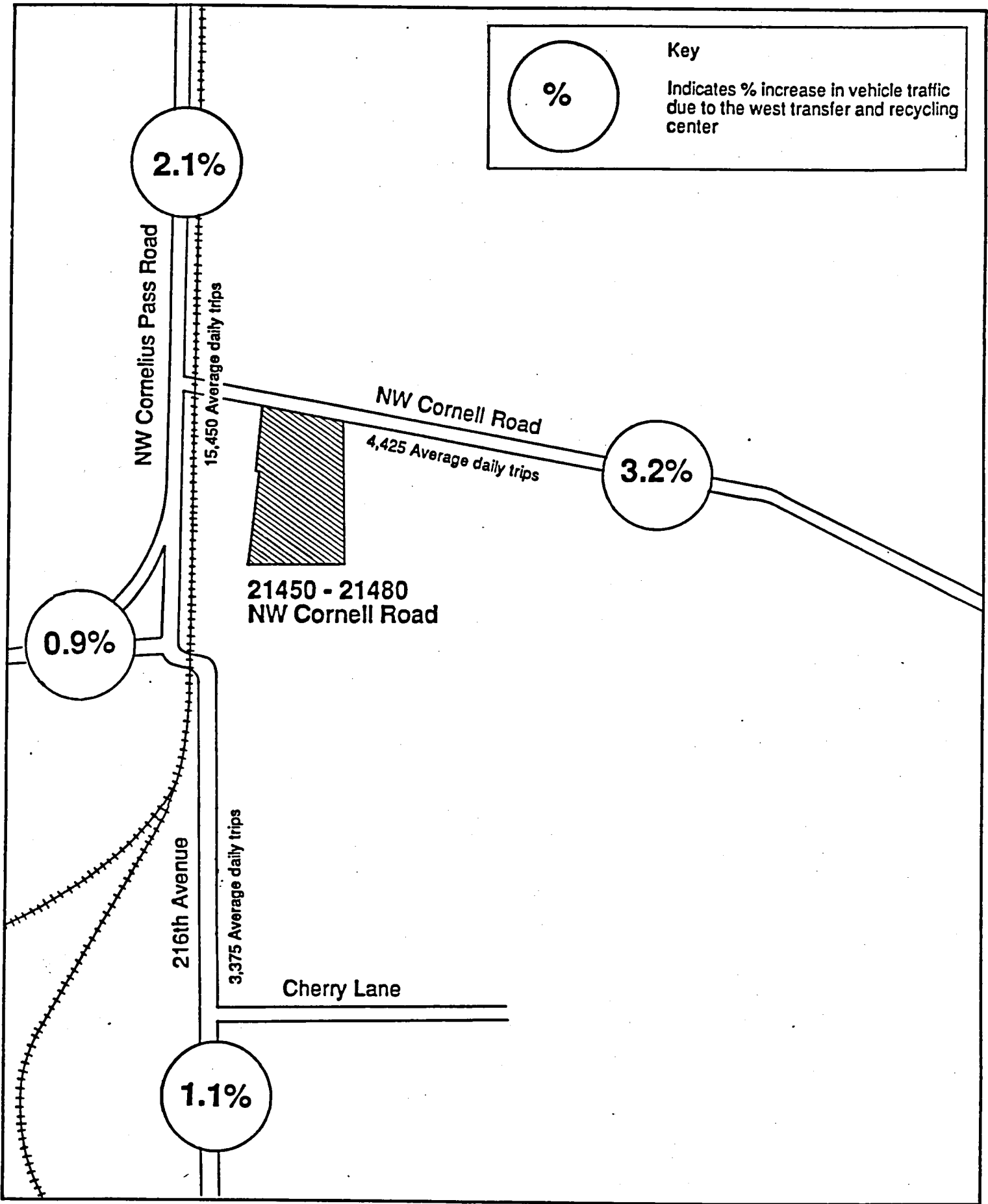
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Fairway Western Site

West transfer & recycling center
Traffic impact map

Key

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



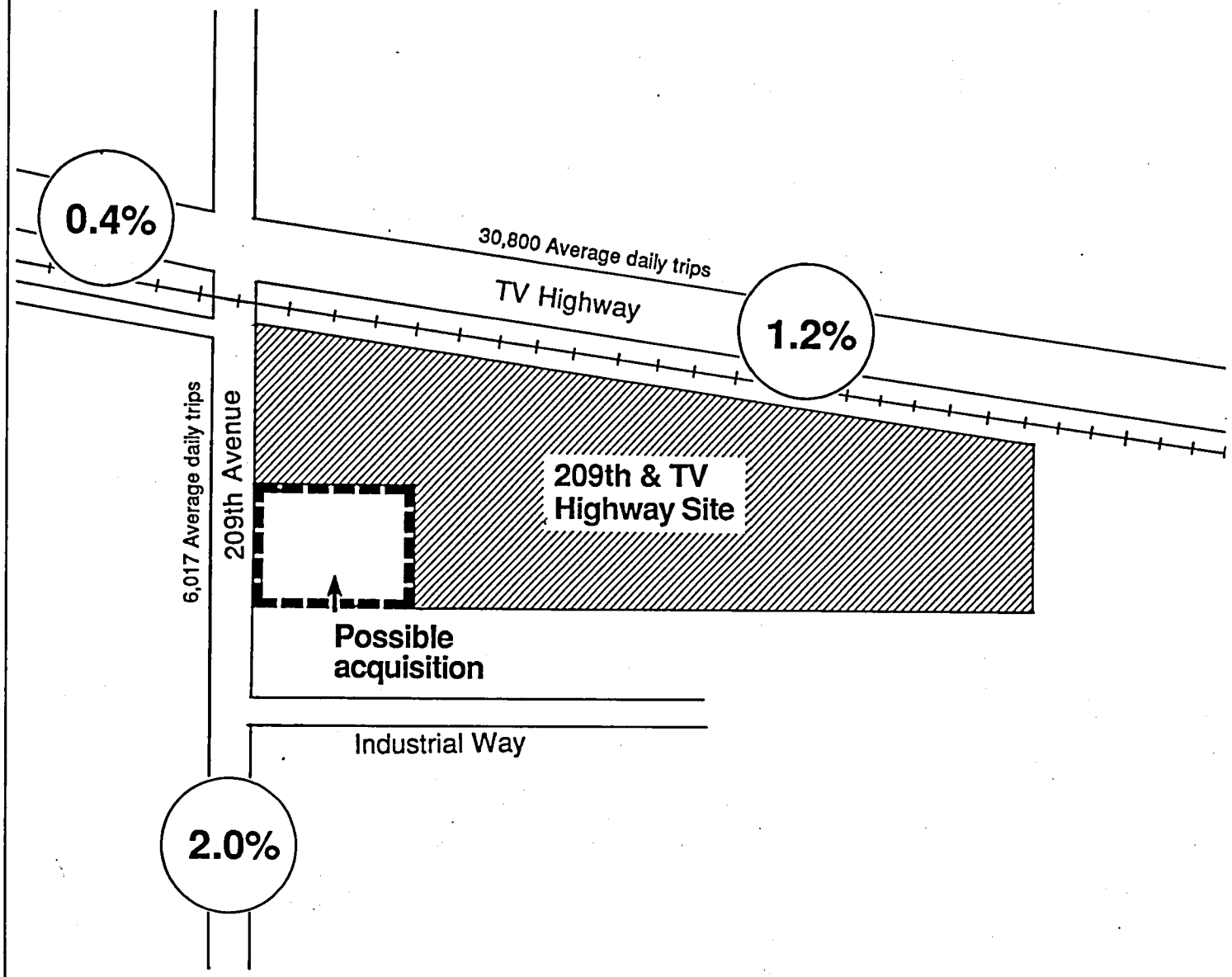
METRO

Cornell Road Site

West transfer & recycling center
Traffic impact map

Key

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



BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING)	RESOLUTION NO. 86-668
AND AUTHORIZING AQUISITION OF THE)	
FAIRWAY WESTERN SITE FOR THE)	Introduced by the
PURPOSE OF CONSTRUCTING THE WEST)	Executive Officer
TRANSFER AND RECYCLING CENTER)	

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

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

WHEREAS, Based on the information provided by staff the August 14 Staff Report, and testimony at public hearings, the Council compared the Fairway Western site, the Cornell Road site, and 209th/T.V. Highway site; and

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

BE IT RESOLVED,

1. That the Council selects the Fairway Western site in Washington County as the site for the west transfer and recycling center.

2. That the Council authorizes the acquisition of the

Fairway Western site in Washington County as the site for the west transfer and recycling center.

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

Richard Waker, Presiding Officer

RW/gl
5387C/471-5
07/31/86

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING)	RESOLUTION NO. 86-669
AND AUTHORIZING AQUISITION OF THE)	
CORNELL ROAD SITE FOR THE)	Introduced by the
PURPOSE OF CONSTRUCTING THE WEST)	Executive Officer
TRANSFER AND RECYCLING CENTER)	

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

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

WHEREAS, Based on the information provided by staff the August 14 Staff Report, and testimony at public hearings, the Council compared the Cornell Road site, the Fairway Western site, and 209th/T.V. Highway site; and

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

BE IT RESOLVED,

1. That the Council selects the Cornell Road site in Washington County as the site for the west transfer and recycling center.

2. That the Council authorizes the acquisition of the Cornell Road site in Washington County as the site for the west transfer and recycling center.

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

Richard Waker, Presiding Officer

RW/gl
5387C/471-5
07/31/86

EXHIBIT A

APPLICABLE STANDARDS

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

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

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

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

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

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

Resolution 84-506 contains this criteria:

1. A transfer station be located in Washington County.

Conclusion

These criteria are all addressed in the staff report with

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

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

August 14, 1986

Councilors Present: Councilors Collier, DeJardin, Frewing,
Gardner, Hansen, Kafoury, Kirkpatrick,
Van Bergen and Waker

Councilors Absent: Councilors Cooper, Kelley and Oleson

Also Present: Rick Gustafson, Executive Officer

Staff Present: Donald Carlson, Eleanore Baxendale, Vickie
Rocker, Phillip Fell, Peg Henwood, Debbie
Allmeyer, Cathy Thompson, Wayne Rifer, Jim
Shoemake, Dennis Mulvihill, Steve Rapp,
Doug Drennen, Randi Wexler, Rich McConaghy,
Randy Boose, Ray Barker, Sonnie Russill,
Neil McFarlane

Presiding Officer Waker called the meeting to order at 5:35 p.m. and explained Councilors Cooper, Kelley and Oleson were out of town and would not be in attendance.

1. WEST TRANSFER & RECYCLING CENTER

Consideration of Resolution No. 86-668, Selecting and Authorizing Acquisition of the FAIRWAY WESTERN SITE for the Purpose of Constructing the West Transfer and Recycling Center

Consideration of Resolution No. 86-669, Selecting and Authorizing Acquisition of the CORNELL ROAD SITE for the Purpose of Constructing the West Transfer and Recycling Center

Consideration of Resolution No. 86-⁶71, Selecting and Authorizing Acquisition of the S.W. 209TH AND T.V. HIGHWAY SITE for the Purpose of Constructing the West Transfer and Recycling Center

Presiding Officer Waker reviewed the history of finding a site for Metro's west transfer and recycling center in Washington County as defined in staff's report. At the June 26, 1986, Council meeting, the Council decided not to proceed with the site located at the Sunset Highway/Cornelius Pass Road interchange and directed staff to evaluate other sites in the vicinity due to the Washington County Commission's decision which rendered the site's zoning in conflict with Metro's intended use. The Council was now considering two additional sites (Cornel Road Site and Fairway Western Site) in the same area plus the site the Governor's Task Force previously selected (the 209th/TV Highway site). At its July 24, 1986, the Council decided to reconsider the 209th/TV Highway site along with the Cornel Road and Fairview sites. The Council also determin-

Metro Council
August 14, 1986
Page 2

ed it would hear a limited amount of additional public testimony on the 209th/TV Highway site only. Presiding Officer Waker said staff had contacted community leaders to help identify individuals who could represent community interests and provide additional information. Forty minutes had been allocated to the hearing, he said, and the Council would hear comments from the area's elected officials and community leaders.

Councilor Frewing said it was his understanding the three sites to be considered at this meeting had no special status over any other site the Council had previously studied. He asked an opportunity be granted for limited testimony on sites other than the three previously mentioned.

Presiding Officer Waker explained extensive testimony had been received on all three sites and it was now time for the Council to deliberate in order to reach a conclusion on the three sites before it.

The Presiding Officer said he had received a letter from Martin Butler indicating the Presiding Officer should disqualify himself from voting on the basis of having a potential conflict of interest. As previously stated at the public hearings, Presiding Officer Waker explained he was a consultant in Washington County, had performed work for many property owners and clients in many different areas around the County including in the Sunset Corridor, adjacent to the 209th/TV Highway site and adjacent to other sites previously considered for the transfer station. He said he had no direct financial interest in any site and was qualified to cast his vote at this meeting and represent his District.

Randi Wexler, Solid Waste Analyst, presented staff's report. She said at the July 24, 1986, meeting, the Council decided to re-examine the 209th/TV Highway site and compare them with the Cornell Road and Fairway Western sites. Public testimony was taken on the 209th/TV Highway site on April 8, 1986. Public testimony was taken on the Cornell Road and Fairway Western sites on July 22, 1986. Only new testimony on the 209th/TV Highway site would be taken at this meeting. The published staff report, she explained, compared the three sites being considered. The general characteristics of those sites had been reviewed by the Council at earlier meetings and Councilors had also visited the three sites. All sites were depicted on maps in the published staff report. Ms. Wexler then described the physical characteristics of each of the three sites.

Ms. Wexler explained all three sites were evaluated by the following criteria: center of waste, transportation, flexibility for develop-

ment, land use and acquisition. Ms. Wexler then reviewed the "Decision Matrix" and discussed staff's analysis of the sites based on the above criteria as published in staff's report. Staff concluded all sites were workable locations for the transfer station. Three resolutions were now before the Council for acquisition of one of the three sites.

Gary Katson, a traffic engineer hired by Metro, discussed cost estimates for road improvements estimated to be required for each site. He first explained a detailed traffic analysis had not been performed on any of the sites and without such analysis, Washington County would not define any conditions for road improvements. Mr. Katson said he would report on his best estimate of possible needed roadway improvements. In addition to the costs he reported on potential costs for participation in local improvement districts.

Regarding the 209th/TV Highway site, cost estimates included widening 209th Street; improvements at the 209th/TV Highway intersection including signalization modifications and improvements to the Southern Pacific Railroad crossing. Estimated costs for those improvements would be about \$295,000, he said. If an additional access point were required on TV Highway, additional costs would be incurred totaling about \$265,000. Those improvements would probably include creating an access drive intersection, widening the road, signalization, and a railroad safety crossing installation.

For the Cornell Road site, improvements could include a traffic impact fee of about \$57,000, an overlay to Cornell Road, and intersection improvements on Cornell Road and Cornelius Pass Road. Road improvements could cost about \$96,000, Mr. Katson reported.

Improvements for the Fairway Western site would include about \$58,000 for a traffic impact fee, an overlay on 216th Avenue at a cost of about \$137,000, and safety improvements to the 216th/Cornell Road intersection and the Burlington Northern railroad crossing. Mr. Katson said total improvements to the site would amount to approximately \$325,000.

Before the limited public hearing commenced on the 209th/TV Highway site, Presiding Officer Waker reviewed time limits for the parties addressing the Council.

Steven M. Larrance, Vice-Chairman of CPO #6, submitted a written statement of his testimony to the Council. Before he presented his testimony, he said he had been asked by area residents -- present and future employees of the Sunset Corridor -- to present to the employees and the Sunset Corridor Association the first annual Washington County Good Neighbor Award (aka The Governor's Trophy)

for repeatedly pointing the way to the 209th/TV Highway site. Mr. Larrance then introduced himself to the Council. He explained CPO's were the official state-sanctioned conduit for citizen communications with County staff and officials. CPO #6 represented about 36,000 people, he said, and the organization unanimously passed a motion opposing the 209th/TV Highway Site. Mr. Larrance then delivered petitions to the Metro Council signed by 1,080 adult members of the community expressing opposition to siting a transfer station at the 209th/TV Highway site. Further, Mr. Larrance called the Council's attention to many letters they had received from citizens opposed to the site.

Mr. Larrance testified regarding a report prepared by Mercury Development Inc. evaluating the success of transfer stations in King County and the city of Seattle. The report examined access, traffic impact, adjacent uses, and proximity to residential uses of those facilities. Mr. Larrance noted transfer stations had been a part of Seattle's waste management system for the past 18 years. The report concluded: 1) significant traffic congestion problems had resulted when access to stations was not provided by one major route; 2) all facilities were well isolated from surrounding land uses in order to mitigate problems with surrounding users; 3) one public official noted that increased traffic congestion was the largest impact a transfer station had on its immediate community; 4) King County officials had taken steps to locate facilities away from residential areas; and 5) successful transfer stations had been built in undeveloped areas so that compatible development would follow.

Mr. Larrance reported the Metro siting criteria were initially based on five DEQ-approved standards known as the Metro Solid Waste Management Plan. He reviewed those standards and pointed out why the 209th/TV Highway site did not fit the standards.

Standard 1: transfer stations should be located in industrial areas and the surrounding area should be industrial or a conditional use permit must be obtained. Comment: 209th site is adjacent to retail and residential uses. Beaverton "sent Metro running" by initiating conditional use procedures.

Standard 2: The transfer station should not conflict with existing land uses. The effects of noise, odors and traffic should be considered. Comment: Compatibility with all surrounding area uses and users is stressed.

Standard 3: The transfer station should be near the center of waste. Comment: Seattle criteria does not mention this standard. All three sites being considered today would be within the Forest Grove station's service area.

Standard 4: Major access routes should be able to handle increased traffic, especially during peak hours of refuse transportation. Comment: No regional or local trucking firms are located on TV Highway between Beaverton and Hillsboro. Only rocks trucks, who must access Cooper Mountain quarries, use these routes presently between Farmington and TV Highway and Baseline.

Standard 5: Traffic control should be feasible at the site entrance and not impede the regular flow of traffic. Comment: Road improvements to the 209th site would not only be expensive but would result in a lower level of service for the already substandard highway. Access on 209th would not be legal according to Washington County standards.

Mr. Larrance pointed out, based on the above information, staff's "Decision Matrix" needed to be re-examined.

Center of Waste: The criteria purported to measure a site's convenience for the public and collection industry and operating costs. The 209th site, as testified by garbage haulers, would not be convenient, safe or profitable for haulers.

Transportation: Metro rated the site "fair," looking only at the actual act of entering the site and traveling on TV Highway. Other testimony indicated haulers would most likely access the site by backroads in order to avoid numerous traffic lights and congestion. If the facility were built with only the minimum of access and egress potential, severe accidents would be routine. The Mercury Report indicated traffic congestion as the largest single impact of a transfer station on the community. Yet Metro listed only improvements to the proposed access road network.

Flexibility for Development: The site was not suitable due to drainage and flooding problems that could result if a facility were built there. The long, narrow configuration of the site would also limit future growth. The "best" rating assigned by staff was impossible to justify.

Land Use: Just because a transfer station was an allowed use in an industrial zone did not mean that compatibility of surrounding uses would not be an issue. Seattle officials identified isolation as a key point in locating a facility in order to mitigate problems with surrounding uses. Letters from nearby property owners should indicate staff's "best" rating was unjustified.

Acquisition: Mr. Larrance questioned whether the owner of the 209th site was a willing seller as indicated by staff.

Finally, Mr. Larrance showed an arial photograph which he said illustrated all the points noted above. A solid waste transfer station would have too many adverse impacts for one primarily residential community to accept. He said residents could recycle and maybe even transfer the Aloha/Reedville garbage somewhere in their community but the 209th site simply could not function as the facility was envisioned by Metro.

Robert G. Fritz, Jr., Vice-President, Cross Creek Homeowners Association, 20410 S.W. Avon Court, Aloha. Mr. Fritz submitted written testimony to the Council which he read. He explained he was involved in a coalition of six neighborhood associations representing 4,200 residents and an estimated property value of \$70 million. Other homes within the one-mile radius of the transfer station would add to that total, he said. He said it was a well known fact that property values were based on visual perception of an area and homeowners were very concerned a transfer station would greatly effect the perception of residential areas. Mr. Fritz noted the homeowners he represented opposed the 209th site for the same reasons Sunset Corridor backers opposed sites in the Corridor: the facility would have an adverse effect on the economy of the area immediately adjacent to a transfer station. Along with lower property values, the facility would not contribute any support to the local tax picture in an already limited tax district, he said. Mr. Fritz further testified staff had not adequately addressed the problem of traffic on secondary streets: five serious accidents had occurred on those street within the last six months. In summary, Mr. Fritz urged the Council to vote against the site for the reasons noted above and because the next regional landfill could be sited in that same area. Aloha residents did not want to be known as the "garbage capital" of Oregon, he said.

David E. Gillespie, Superintendent of Reedville School District No. 29, submitted written testimony to the Council which he summarized. Mr. Gillespie stated he was primarily concerned with the safety of 5,000 school children who lived within a two-mile radius of the 209th site. He then read a letter to the Council from Caryl Knudsen, Executive Director of the Edwards Center, Inc., regarding student safety.

Ms. Knudsen explained existing conditions along the TV Highway made pedestrian travel dangerous, especially for over 100 handicapped workers in the sheltered workshops. Those people did not drive and could only access work and community resources through the use of Tri-Met. The safety training already given the program's partici-

pants could never prepare them for the type of traffic the transfer station would create. Ms. Knudsen thought it non-productive to create new public service problems in order to solve an existing one when better options were available.

David L. Arthur, 535 N.W. 86th Court, having moved just yesterday from the Reedville area, testified he was a former Chairman of the Reedville School District and a concerned citizen of Washington County. Dr. Arthur distributed written testimony to the Council which he read. Dr. Arthur explained his Ph.D. dissertation was entitled: "An analysis of the Changing Decision-Making Roles of Business and Government in Regional Development: Related Policy Issues." He had also taught graduate level regional development classes. Dr. Arthur discussed the present siting process and an alternative process with the Council.

The present process, Dr. Arthur testified, was flawed because each "finalist" site was eliminated through a public hearing process. In most instances the reason for elimination was political intimidation, he said. He noted the 209th/TV Highway site was never one of the "finalist" sites initially identified. When other sites were eliminated, Governor Atiyeh had a moment of leadership and "offered" to create a "citizens' task force" to "help out": in less than two months the task force found a site in the one area not represented on the task force. He pointed out one of the task force members indicated to Reedville residents prior to the task force's public hearing the 209th site would be recommended regardless of the testimony offered. He also explained the 209th site was not one of the previously identified Reedville area sites. It was, however, owned by the same individual who owned the Cornelius Pass site. In summary, the new "front runner" site had not been chosen according to the initial criteria but was chosen because it lacked the political protection of other sites considered.

Dr. Arthur reviewed the series of events which led the Council to again consider the 209th site. He said the Council had not noticed the fact the site was inferior to other sites on most any criteria available. He then reviewed the five siting criteria and discussed how the site did not satisfactorily meet those criteria. In reality, he said, there was only one criterion that distinguished the 209th site - it lacked political leverage. That criterion was not listed in any public record.

Dr. Arthur discussed Metro's mistake of assuming a site would be selected according to pure technical criteria. In reality, he said, the selection and weighting of the criteria were probably the most political parts of the selection process and should not have been delegated to staff. That process should have been the subject of intense public review, he emphasized.

Dr. Arthur proposed a means of fixing the siting process which would include the following steps:

1. Implement an open process which identified and adopted weighted criteria for site selection and all vested interests be given an active opportunity to participate.
2. Metro staff would screen sites and recommend no more than five top site which best met the stated criteria. A public meeting would be held in which staff would indicate why the five sites met the criteria better than other options and a public record of site selection would be established.
3. A public hearing would be held on all five sites before a decision was made. All five sites would be evaluated simultaneously, not sequentially, to ensure sites considered first would not be dismissed prematurely.
4. Upon completion of the hearings, the Council would have an open discussion of the relative merits of each site. The Council would select a first, second and third choice and instruct staff to proceed with the first option.

Dr. Arthur recognized the difficulty of the siting process but thought it better to make a good, fair and systematic decision than a hurried and seriously tainted one. He noted the process was similar to the DEQ landfill siting process and challenged Metro to make a decision that would earn community respect.

Larry Derr, testified he wished to propose a means of equalizing the problems from zoning jurisdictions which would make site selection work as described by Mr. Arthur. He suggested Metro use its power to dictate the content of local planning and zoning ordinances to conform to regional goals. Once Metro found a site using criteria rather than politics, each jurisdiction would have to accommodate that site and could only review it for technical -- not pass or fail -- type criteria. Mr. Derr said previously testimony demonstrated Metro's criteria was flawed and did not conform to the reality of other jurisdictions. He said if those criteria were applied, the 209th site would not be at the top of Metro's list. For example, he said four of the five most dangerous intersections in Washington County were photographed in the slide shown by Mr. Larrance.

Mr. Derr said he was aware Metro's counsel had advised the Council that although they had criteria, they were not bound by law to apply them. He did not agree with that stance and did not think the courts would agree either. The Council had now run into danger of

the most basic criteria that applied to almost any governmental action: the Council could not be arbitrary and capricious. Mr. Derr read a definition of that term: "Without fair, solid and substantial cause; not governed by any fixed rules or standard." He concluded a decision to select the 209th site at the end of the kind of process that had occurred would not withstand any legal challenge.

Presiding Officer Waker asked Ms. Wexler to respond to points raised by those testifying including the role of the Forest Grove Transfer Station in solid waste management, criteria development and the public hearing process.

Regarding the Forest Grove matter, Ms. Wexler reported a satellite facility had always been part of Metro's transfer station plan to serve western Washington County. The Forest Grove area was never a part of the population based used in calculating the center of waste and that station was not designed to serve the public hauler. Because Oregon did not have mandatory collection laws, a regional transfer station needed to be built that would serve the public.

Ms. Wexler addressed the concern about County requirements for 600 feet for a driveway cut. She said that standard applied to roads classed as arterials and 209th was currently classified as a collector road. Washington County could not deny access to the developer of that parcel of land, she explained. Therefore, the driveway cut had to go along 209th.

Ms. Wexler said she had talked to both the Divisions of State Lands and Wildlife regarding drainage issues. She said the Division of State Lands could not find the particular drainage area on their maps. The Fish and Wildlife Division said the fish resources in that area were of no significance. They did request, however, someone from their Division visit the area to see if a wetland habitat existed and, if so, proper mitigation efforts be taken. Ms. Wexler said the existance of any drainage alteration would not preclude development of that land.

Finally, Ms. Wexler reviewed how Metro's siting criteria were developed. She explained in August 1984 staff developed the criteria with the Solid Waste Advisory Group in a series of open, public meetings. The Group was comprised of Washington County citizens, local government staff, and representatives of the Washington County hauling and recycling industry. In March 1985 the the Sunset Corridor Association submitted amendments and the criteria were reworked in a series of public meetings. She said the land use compatibility criterion was weighted highest.

Bonnie Hays, Washington County Board of Commissioners. Commissioner Hays explained she was a former school teacher and drew on that background in addressing the Council. She said it appeared there was no right answer to the multiple choice question of picking a west transfer and recycling center. If the Council acknowledged there was no one correct answer, the Council could be forced to select the lesser of three wrong answers. If that were the case, the Council should not take the test at this meeting. The people grading the test -- the ultimate recipients of the Council's action -- would all give the Council failing grades, she warned.

Commissioner Hays said she had intended to speak to the Council about its siting process but David Arthur had expressed her views on that subject. She reported the Washington County Board of Commissioners requested by consensus the Council consider the approach outlined by Dr. Arthur. The Commissioner understood Metro could ask each city and County to identify a minimum of one site meeting preidentified and agreed upon criteria for a potential transfer and recycling station. The County Board would support that approach, she said which could require a minimum of nine months. By that time, it would be known where the new regional landfill would be sited. Also, the discussion about a regional transfer station versus community or area stations could be reopened. She said if some jurisdictions did not receive a transfer station, they could have recycling centers available in their communities.

In conclusion, Commissioner Hays reported Washington County was ready to assume it proportionate degree of responsibility for siting a very much needed transfer station. She said the County, Metro and the public knew a transfer station could be sited in an industrial zone with an outright permitted use and that the station could be operated and managed in a manner compatible with the majority of industrial uses. Because the current siting process had taken so much time, she requested the Council "come up for air," take a fresh look around, gather all players around the table, get a commitment, and then go forward.

Jeannette Hamby, State Senator, District 5. Senator Hamby emphasized the sole purpose of a garbage transfer station was economics. It was appropriate to site the station near the center of waste because a centralized site would result in savings for the collection industry and the general public. One did not site a station away from the solid waste source and within close proximity of a possible landfill, she explained. The Senator pointed out Metro's own figures indicated a hauling cost of \$15 per ton. She added that for every one moment of hauling further out from the radius of waste generation, costs would increase \$.60 per ton per minute. That morning she had driven the shortest, quickest route possible from

Metro Council
August 14, 1986
Page 11

the 209th site to the Metro-identified center of waste generation at Murray and Allen. The trip took her 16 minutes.

Senator Hamby also pointed out her concern about Metro's loss of credibility and that the siting process had become politicized. After a thorough review of 79 sites based on criteria, the top choice of all those sites was not under consideration at this meeting, she said. Metro had decided to back down against the threats of the Beaverton City Council and she questioned whether it would have been more responsible for the Metro Council to meet with the City Council in a public forum and decide together where the transfer station should be located. She thought Beaverton would have been more responsive if they had known their constituents' hauling costs could have doubled if the garbage was trucked further out into western Washington County. The Senator said she was prepared to introduce legislation to bring about that type of process during the 1987 State legislative session.

Finally, Senator Hamby explained because of her dissatisfaction with Metro's process and because the Forest Grove Transfer station -- a private enterprise currently fighting for its economic life -- was willing to serve western Washington County, she would not be able to support the continuation of funding of a metropolitan form of government during the 1987 legislative session. She urged the Council to re-evaluate its process and support Councilor Frewing's effort to bring the discussion back to a location at the center of waste generation.

Presiding officer said he wished to clarify some statements made by the Senator. First, he noted when making its original site selection, the Council did not experience any obstacles from the city of Beaverton. It was only after the Metro Council selected the Cornelius Pass site that the Beaverton Council decided to change their regulations. Second, he pointed out the Council was siting a transfer and recycling station, not just a transfer station and the facility would require public access for self-hauling. Presiding Officer Waker said he intended to address that subject later in the meeting and he hoped the Senator would be present during those deliberations.

Responding to Councilor Hansen's question, Senator Hamby said when she had taken the 16-minute trip from Murray and Allen to the 209th site, she had deducted the four minutes it had taken her to get through the road construction on 185th Avenue.

Delna Jones, State Representative, District 6, testified she had been reading Councilors' facial expressions and realized democracy was a laborious task. Representative Jones said she had the distinct

Metro Council
August 14, 1986
Page 12

privilege of attending two landfill hearings and one transfer station hearing within one week, all within her district. She acknowledged Metro could ask state elected officials to change the transfer station siting process but did not think the region should handle the process in that manner. She said the station should be located where people would use it but the public benefit would not exist if access were difficult and time consuming. Councilors, she said, had received a letter from the Fire District near the 209th site. District officials were concerned about their ability to respond to emergencies if the transfer station were located in their area.

Representative Jones pointed out Metro's Advisory Group did not recommend the 209th site. She also discussed the importance of reserving the Sunset Corridor for the growing hi-tech industry. She said just because one large, long-time Oregon hi-tech company had not openly opposed the site did not mean they did shared concerns expressed by other, newer Sunset Corridor firms.

Finally, Representative Jones testified the cost of improving the 209th site for the facility would be high and neighborhoods would bear those costs. In addition, no consideration had been given to access beyond the 209th location. She explained because the immediate area was growing, the traffic problems would not improve.

The Representative asked the Council to consider all the testimony given and to make their decision with good thought recognizing it was not a simple matter of being for or opposed to a particular site.

There was no further testimony.

Councilor Frewing asked Commissioner Hays whether she wanted Council to postpone a decision a maximum of nine months rather than a minimum of nine months, as she stated earlier. He also asked her to explain the nature of the consensus by which the Washington County Commission made its recommendation. Commissioner Hays explained the representative majority of the Washington County Commission concurred Metro should use its abilities to require local jurisdictions to submit a minimum of one site to be used as a transfer and recycling center. If Metro made that decision, she said the Commission would support the Metro Council. Regarding the time schedule, she said she hoped a three-month period would exist for reviewing the criteria. She thought a minimum of nine months would be required but the work could be achieved in less time.

In response to Councilor Frewing's question about the maximum time she thought would be required for her proposed siting process, the Commissioner answered the process could be relatively short if the

process was well planned. Councilor Frewing suggested the County be given a nine month time limit and if no site were recommended, Metro proceed with the 209th site. The Commissioner agreed this would be an incentive for the County to find a suitable site. She also suggested a series of community transfer stations and recycling centers could be sited in place of one regional facility. Metro, she explained, could have the final veto power over the County's suggestions which would keep plans cost-effective. She emphasized her concern with the present siting process was that it placed the County in a reactive role. She preferred the County work in partnership with Metro and other cities within Washington County. In response to Councilor Frewing's question, Commissioner Hays said she would not choose to have Metro's responsibility of siting a facility transferred to Washington County. She would rather work cooperatively with Metro and other cities to accomplish that goal.

Presiding Officer Waker pointed out the Washington County Board of Commissioners had adopted a resolution in 1982 which requested Metro site a solid waste transfer station within Washington County as soon as possible and to work diligently with the County toward speedy completion of the project. The Presiding Officer noted four years had passed since the resolution was adopted and a site had yet to be found.

Presiding Officer Waker, responding to previous testimony that a landfill site should be known before the transfer station were located, explained that landfill sites identified in Washington County were all in exclusive farm use zones. Therefore, state regulations required restricted access to allow only transfer trailers to enter the new landfill. Private haulers and the public would probably not have access to the landfill. Given this information, it would be no benefit to know the location of the next regional landfill, he explained.

Councilor Kafoury said Senator Hamby had accurately identified the economic problem of siting a facility away from the center of waste. The Councilor recalled when Metro conducted public hearings on the Champion site in Beaverton, leaders and residents were just as vehement about protecting their area as the Senator was about protecting the Reedville-Aloha area. She asked the Senator if she or her colleagues had discussed the siting problem and its economic impacts with Beaverton leaders. Senator Hamby said she had had such discussions including a meeting with the State Representative who

currently chaired the Tualatin Valley Economic Development Commission.

There were no additional questions from the Council.

The Presiding Officer reviewed a memo from Eleanore Baxendale, General Counsel, indicating if the Council selected a site at this meeting, Councilors should state reasons for preferring one site over another. He suggested each Councilor state his or her preference at this time. He would then know which site had sufficient support by which to pass a resolution.

Councilor Hansen said he shared the anguish and frustration of those testifying because his district was the home of the current regional landfill and had been identified as the possible home of the future landfill. He then reviewed the sites brought before the Council for consideration. The two Beaverton sites, regardless of the location to the center of waste, were flawed sites, he explained. The Champion site was an operating business and the Council should take no action to jeopardize jobs. The St. Mary's site had a peculiar layout. He did not support the Cornelius Pass or the 216th sites because they were in the Sunset Corridor and because testimony received on July 22 had swayed him to believe the economy of the state and region would suffer. Also, the 216th site directly abutted residences. Councilor Hansen said he could not support the Cornell Road site because of the jobs issue. The Oregon economy was extremely fragile, he explained, and job opportunities should be preserved by making sacrifices in other areas. Finally, the Councilor said he would be able to support the 209th site if he could amend Resolution No. 86-671 to provide language to mitigate citizen concerns. He proposed the following language be added to page 2, under "Be it resolved:"

"3. The Presiding Officer of the Metropolitan Service District shall appoint a three-member task force of Councilors to meet with effected parties to develop methods of mitigating negative impacts of the west transfer and recycling center. Discussions and mitigations shall focus on, but not be limited to, the following:

- 1) Plant design including sound barriers, landscaping and appearance;
- 2) Operations including hours, traffic flow and traffic controls;
- 3) Neighborhood enhancement;

- 4) Feasibility of private sector satellite facilities to ease traffic and solid waste volume;
- 5) Use of functional planning and certification to encourage location of public drop-off centers for yard debris and mixed waste;
- 6) Relationship issues concerning DEQ landfill siting; and
- 7) Any other mitigation suggested by effected parties."

Presiding Officer Waker read a letter from Councilor Oleson, who was unable to attend the meeting, expressing the Councilor's views. The letter read:

"Dear Dick: The board for which I work is meeting in John Day Thursday night and Friday and my presence is required there. As you know, I am in a minority group of Councilors who support the 216th transfer site as being our best option. Besides having a negative impact on very few County residents, this site is surrounded by yet to be developed industrial land and is relatively close to the freeway. Unlike the situation with the neighboring site on Cornell, there is ample evidence to show that the dominant interest groups in the Sunset Corridor could live with the 216th site. All three of the sites now before the Council are technically adequate and workable. If the 209th site is selected, I hope the Council makes an immediate commitment to work with the local residents to fully resolve traffic and drainage problems. I believe it is in the best interests of all parties concerned to finalize the siting decision as soon as possible. Cordially, Bob Oleson, Councilor, District 1."

Presiding Officer Waker then read a letter from Councilor Cooper.

"Dear Dick: Since business pressures preclude me from attending the August 14 meeting, I would like to express my views on the following items. (NOTE: The Presiding Officer read only the Councilor's view on the solid waste transfer station matter.) In the interest of resolving this issue, it would appear the TV Highway and 209th site would be the first choice. My second choice would be the Fairway Western Property on 216th. If a consensus of the Council precludes a decision, we should put the whole matter on hold until the interested jurisdictions can offer a positive response to the needs of a transfer station."

Presiding Officer Waker then offered his comments on site preference. He explained when Metro first entered the siting process, he was in favor of the 160th and TV Highway site because the site would have been convenient for the public use. He said the community could not afford to delay a decision for nine months or longer because the Hillsboro Landfill would soon close and the public needed a place to take their garbage. The difficult choice, he noted, was whether the Council should site a facility which the greatest number of Washington County citizens could use -- in which case visibility and good traffic access would be important; or whether to take the converse view to hide the facility and take the risk that citizens could find the facility. Presiding Officer Waker did not think the Council should take the latter risk. He explained a substantial number of citizens did not dispose of garbage in a conventional or responsible manner and it was therefore important to make the disposal process easy and simple. The Presiding Officer recalled the questions he asked himself when the project commenced: would he vote in favor of local concerns for the greater good of the greatest number of people in Washington County. He said the answer was making a decision to maximize the benefit to the greatest number of residents and to deal with the resulting problems as well as possible. Therefore, he would support Resolution No. 86-671 with the amendments proposed by Councilor Hansen.

Councilor Frewing explained if a decision were made for the greater good, the Council should select one of the top three sites scoring highest in the criteria process instead of one of the three sites currently under consideration. He was impressed with the comment heard earlier that the DEQ landfill siting process was more structured and acceptable even if a site were selected in one's front yard. The Councilor understood that kind of change would take time, but he thought that decision rationally confronted the problem.

Councilor DeJardin explained his first site choice, as indicated by Councilor Frewing, had been eliminated from consideration. His second choice had been compromised by a similar action and to continue to pursue those sites would be an exercise in futility. He also thought it unfair to start the process over because a false impression would be given that the impact of the facility on neighborhoods would be as bad as envisioned by residents and business leaders. The Councilor explained he was tired of being "in a long bed of responsibility but being short-sheeted on authority." He said he had been assured the local officials most obstructive to Metro's process for their own political advantage would be addressed by the leadership within their constituency. The Councilor described what he said was a similar scenerio several years ago regarding

Metro Council
August 14, 1986
Page 17

Metro's garbage burner project. Although most people may have enjoyed the initial victory of defeating the project, many of those people later regretted their actions because a more intelligent way of dealing with the garbage problem was lost. In conclusion, the Councilor said he support the 209th/TV Highway site because it was the only location that had a reasonable assurance of becoming a reality. He then moved to support that site, explaining the next site in Multnomah County would require a location near even more businesses and residences. Finally, he said his town of West Linn continued to attract residents and businesses and that Oregon City had a successful shopping center in spite of the proximity of the Clackamas Transfer & Recycling Center.

Councilor Gardner shared concerns about the length of the process and the political factors which brought about consideration of the 209th/TV Highway site. He agreed the Metro Advisory Committee's number one ranked site was the best site for the transfer station and he supported that choice even after the public hearing. However, he recalled, the majority of the Council did not support that site. Other sites were then considered, some having never been on the Advisory Committee's original list of sites. Councilor Gardner said he did not clearly favor any of the three sites now under consideration and was beginning to be drawn to the suggestion of starting over with an abbreviated, clean and rational process. Of the sites now before the Council, he said it would be impossible to support the 209th site. The problems with the site were far worse than those of some sites previously rejected, he said. He was especially concerned with traffic and access problems with the site and thought those problems would get worse. He was also bothered the site was surrounded by a large residential area and was adjacent to commercial and retail uses. Of the three sites, Councilor Gardner said he could support the Cornell Road site primarily because it was the closest of the three sites to a limited access highway. It was about 1.2 miles from the Sunset Highway and studies indicated most haulers would use that access. He expected most public users to access likewise. The site also had no nearby residences, was in an open area, and would have no impact on nearby businesses. He thought the proported negative economic impacts of the transfer station on the Sunset Corridor's ability to attract new businesses had been blown far out of proportion.

Councilor Collier explained that being a Councilor for one month, she was the newest member of the Council. She had visited the sites, reviewed reports and attended the July 22 public hearing. Her choice of sites, ranked in preferred order, were the 209th/TV Highway site, the Cornell Road site and the Fairway Western site.

Councilor Kafoury said she had made it very clear she would not support the 209th/TV Highway site because it was the worst of many

sites the Council had considered. Reflecting on the process, she said the Council's worst mistake had been acquiescing to Governor Attiyeh's invitation to become involved and she regretted voting to support that action. Councilor Kafoury shared Councilor Gardner's views regarding the Cornell Road site and found it marginally acceptable. Regarding what she called the hi tech hysteria to which the Council had been subjected and various pleadings for the Council to buy into the notion the perception of incompatible land use would damage opportunity for economic growth, the Councilor explained her perception of the hi tech industry. She said that perception was the industry could be characterized by carcinogenic byproducts, by a propensity to move quickly and chase the highest bid from the most active state, and were extremely susceptible to economic downturns as witnessed already in Washington County. She thought the Council would, in five years, wonder why it had so actively courted the hi tech industry in Washington County rather than a transfer station.

Councilor Kirkpatrick said she was not at all tempted to start the process over. She appreciated suggestions that be done but after examining Dr. Arthur's proposal, she thought the Council had essentially followed that process. Commissioner Hays, she explained, had requested Metro work with cities and counties but she was sorry the cities and county had not become involved earlier when Metro needed their help. She said her choices, ranked in priority order, reflected her opinion the Council should select the best site technically possible and not bow to political pressure: Cornell Road, 209th/TV Highway, and Fairway Western. Regardless of the decision, she hoped the Council would be committed to proceed with that decision.

Main Motion: Councilor DeJardin moved to adopt Resolution No. 86-671, selecting and authorizing acquisition of the S.W. 209th/TV Highway site for the purpose of constructing the west transfer and recycling center, for the reasons articulated in his earlier statement. Councilor Van Bergen seconded the motion.

Motion to Amend: Councilor Hansen moved the Resolution be amended to add an item 3 under the last "be it resolved" as explained in detail earlier in the meeting. (See pages 14 and 15 of these minutes for the wording of the amendment.) Councilor Collier seconded the motion. The amendment would set out a process for the Council to meet with effected parties to develop methods of mitigating negative impacts of the transfer center.

Councilor Hansen explained the 209th site was not a perfect site. His concern was to complete the siting process and to resolve as

many problems with the site as possible. He requested the mitigation process, as described in his amendment, be done at the Council level because the Council would select the site. Councilors were good neighborhood organizers and were well qualified to take the lead. This process, he explained, would be the clearest way to show Reedville residents the Council was serious about mitigating problems.

Councilor DeJardin explained because Councilors were elected officials and subject to political concerns, the mitigation work should be performed by staff.

The Presiding Officer said the intent of the amendment was for the Council to stay actively involved in the mitigation process. Staff could still perform much of the work.

Councilor Frewing asked how spending limits would be imposed on proposed improvements to the site. Councilor Hansen explained the Council approved all expenditures.

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

Ayes: Councilors Collier, DeJardin, Hansen, Van Bergen and Waker

Nays: Councilors Frewing, Gardner, Kafoury and Kirkpatrick

Absent: Councilors Cooper, Kelley and Oleson

The motion to amend carried.

Vote on Main Motion as Amended: A vote resulted in:

Ayes: Councilors Collier, DeJardin, Frewing, Hansen, Van Bergen and Waker

Nays: Councilors Gardner, Kafoury and Kirkpatrick

Absent: Councilors Cooper, Kelley and Oleson

The motion to carried and Resolution 86-671 was adopted as amended.

The Presiding Officer called a 15-minute recess. The Council reconvened at 7:05 p.m.

2. INTRODUCTIONS

None.

many problems with the site as possible. He requested the mitigation process, as described in his amendment, be done at the Council level because the Council would select the site. Councilors were good neighborhood organizers and were well qualified to take the lead. This process, he explained, would be the clearest way to show Reedville residents the Council was serious about mitigating problems.

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

Ayes: Councilors Collier, Frewing, Hansen, Van Bergen and Waker

Nays: Councilors DeJardin, Gardner, Kafoury and Kirkpatrick

Absent: Councilors Cooper, Kelley and Oleson

The motion to amend carried.

Vote on Main Motion as Amended: A vote resulted in:

Ayes: Councilors Collier, Frewing, Hansen, Van Bergen and Waker

Nays: Councilors DeJardin, Gardner, Kafoury and Kirkpatrick

Absent: Councilors Cooper, Kelley and Oleson

The motion to carried and Resolution 86-671 was adopted as amended.

The Presiding Officer called a 15-minute recess. The Council reconvened at 7:05 p.m.

2. INTRODUCTIONS

None.

3. COUNCILOR COMMUNICATIONS

None.

3. EXECUTIVE OFFICER COMMUNICATIONS

Year-End Report. Executive Officer Gustafson summarized information contained in the document entitled "1985-86 Program Progress Report." Zoo attendance, he reported, was 40,000 more than projected. Solid waste volumes exceeded projections all twelve months. He explained actions taken to reverse that trend. Disadvantaged Business Program goals were met for both minority and female business enterprises. The agency exceeded meeting affirmative action goals for hiring minorities and nearly met the goal for hiring females. Both areas had improved over the previous year, he explained. Finally, the Executive Officer discussed major project accomplishments over the last year as reported in detail in the Program Progress Document.

Washington Park Zoo. The Golden Monkey Exhibit closed with a successful ceremony. The Executive Officer was hopeful that negotiations with the Chinese for giant pandas would also be successful. The Council had received an award from the Chinese delegation for allocating funds to back the Golden Monkey Exhibit, he reported, and a framed photograph of the monkeys would be placed in the Councilors' assembly room.

Convention, Trade and Spectator (CTS) Facility. The ballot title for the November 4 general obligation bond measure election was submitted to the Secretary of State for inclusion in the Voter's Pamphlet. The title was not challenged. Portland architect Dennis McClure was contracted to develop concept renderings of the facility and that project would be completed September 1. Nine proposals were received in response to the RFP for construction management services and interviews were scheduled for August 27. Finally, Harriett Sherburne, Vice President of Development for Cornerstone Columbia Development Company, was appointed to the Design and Construction Advisory Committee.

5. WRITTEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

6. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.