

METROPOLITAN SERVICE DISTRICT
BOARD OF DIRECTORS

MSD Office
6400 SW Canyon Ct.

May 10, 1974
2:00 P.M.

A G E N D A

- I. MINUTES
- II. ORDINANCE NO. 9 - SOLID WASTE MANAGEMENT PLAN ADOPTION
- III. FIRST PUBLIC HEARING .
 - . Ordinance No. 10 - Amending Tire Ordinance No. 3
 - . Ordinance No. 11 - Scrap Tire Processing Center Franchise
- IV. REVIEW STANDARDS OF SERVICE - TIRE PROGRAM
- V. REPORT ON SITE SELECTION FOR TRANSFER/PROCESSING CENTERS - COR-MET
- VI. AUTHORIZATION TO SEEK RIGHT-OF-ENTRY FOR TRANSFER/PROCESSING SITE SOILS EXPLORATION
- VII. OTHER BUSINESS

May 8, 1974

TO: MSD Board of Directors
FROM: MSD Staff
SUBJECT: STAFF REPORT FOR MAY 10, 1974

Presented to the Board for transmittal and recommended action are the following items:

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- 1 I. MINUTES
Action - Approval
- 20 II. ORDINANCE NO. 9 - SOLID WASTE MANAGEMENT PLAN ADOPTION
Action - Adopt Ordinance
- 23 III. FIRST PUBLIC HEARING
. Ordinance No. 10 - Amending Tire Ordinance No. 3
. Ordinance No. 11 - Scrap Tire Processing Center Franchise
No action required at this meeting
- 32 IV. REVIEW STANDARDS OF SERVICE FOR TIRE PROGRAM
Action - None at this time

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49 V. REPORT ON SITE SELECTION FOR TRANSFER/PROCESSING
CENTERS - COR-MET

Action - Accept report and direct COR-MET to continue
site feasibility with appropriate local
jurisdictions.

84 VI. AUTHORIZATION TO SEEK RIGHT-OF-ENTRY FOR TRANSFER/
PROCESSING SITE SOILS EXPLORATION

Action - No action

85 VII. OTHER BUSINESS

. Solid Waste Commission Personnel Selection

Action - Review proposed names and select
11 to 15 for appointment.

I. MINUTES

The following pages contain the minutes of Board meeting and public hearing for May 10, 1974. The staff recommends approval of the minutes.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-126

DATE 5-24-74

BY Jean McWooden
CLERK OF THE BOARD

TESTIMONY RECEIVED ON ORDINANCE NO. 10 MAY 10, 1974.

Dennis Hall
Aim Corporation
Tire Gone

We are the marketing group and affiliated with the manufacturers of Tire Gone. I have here two boxes of material processed by tire haug, and material processed by our unit. The basic difference being that we really are processing the tire for reuse through a number of different things. The current one is as a fuel. Asking for clarification on one item. In the area of salvage. Most of the deletions are on Section II. I am curious about is in talking about disposal, it is entirely possible that there are a number of these machines going to be used simply for the processing of a tire to put it into a form where it can be used for other purposes. A person buys and operates one of these machines and uses the resulting chips either to sell to someone else as a fuel or some other purpose. My question is that by the terms of your definitions, where they are in a sense salvaging tires, which is another form like retreading, and this has been deleted, does that mean now that somebody that is in business will still come under the entire scope of this ordinance.

TESTIMONY RECEIVED ON ORDINANCE NO. 11 MAY 10, 1974.

Carl Miller
Miller Sanitary Service

I am talking about administrative fees. I see by your schedule that you 2½¢ on a 25¢ charge to be paid by the processor and 16¢ on a \$1.00 fee which to my way of looking at it is: 2½¢ franchise fee is 10% and the 16¢ is a 16% franchise fee. If they are broken down, and I have heard comments saying that what is being processed at the present time is somewhere between a ratio of 16 to one truck tires to passenger tires. This would put the franchise fee somewhere around 11½%. I feel that is quite high for franchise fee for just administrative costs.

Secondly, I feel that the permit holder, you are specifying the price for the disposal, which the permit holder is going to pay. But you are not specifying any prices that he charges when he takes the tires away. True, when you process them they're gone, but your intent is to try to get those tires to the processing center. I am just at odds thinking about what you consider the permit holder should be charging in order to get that tire there. Now it is a different story in the case of the tire companies. I know we operate 10, 11 hundred tires. When I drive my truck to have the tires changed and I leave the tires there, what am I going to be charged. I know he's going to have to pay a dollar to get rid of them. What am I going to be charged. However, if I'm out in the route and I'm saying about my pickup route and I'm picking up tires, what do I charge the customer. Because I know I'm going to pay 25¢, what am I going to be permitted to charge my customers.

I have heard that there will be several permit holders within a designated area. I can envision a bunch of pickup trucks running around picking up tires at all different types of prices and when they find they can't make any money at it they won't be there any-

more and the person providing the necessary equipment we feel that people in the franchised areas should be able to take care of this. Should have rights. It is within our franchise now and we pay franchise fees on everything we haul. So in order to eliminate all of the energy we are talking about eliminating, we were talking about using it for some good, these people can take care of this in there normal operation.

TESTIMONY RECEIVED ON ORDINANCE NO. 11 MAY 10, 1974

Mr. Woody Froom

Woody Froom Tire Company

Coordinator for the Tire Dealers for the States of Oregon and Washington

We don't want to be locked in with one franchise hauler, if this is at all possible. If we have a choice of one or two we could probably get by. We would rather not be locked in with one disposal site or with one tire machine, because if you do we will have problems disposing of them. We are running up to \$1,000 per month in getting rid of the tires. Also, as I understand it you have two processing centers: the general processing center, the man who takes all merchandise and all tires; and the individual tire processing center. Is the individual processing center to be charged a sur-charge by MSD? I can't see that. If a man buys the machine for \$30,000 and he grinds it up and he gets rid of the scrap, really there is no work on the part of MSD.

Why does it cost more to process a truck tire than it does a passenger tire for administrative purposes.

TESTIMONY RECEIVED ON ORDINANCE NO. 11 MAY 10, 1974.

Mr. Dick Glanz
Metropolitan Disposal Corporation

The one thing that I find a problem with is the division point between the passenger tire and the truck tire. We at this time and for the last two years now have had a division point at the 7:50 x 16. We do not get into the ply rating, but it definitely has an affect on "through-put" rate that we operate in the machine. We were looking more at a three-tier price level which begins to get rather complicated, and we were of the thinking to make the division at the 16½ inch wheel diameter and through the 8 ply rating which takes the normal pickup tires and classifys them with the car tires. Then to go to the 17 inch wheel up to 48 inch diameter and through 10 ply rating up to 14 ply to be the truck tire. A tire with the 16 ply rating which is a real hard one to handle is a 16 ply rating steel belted Michlin which has about 4 actual plys of steel belting. It is extremely difficult to slit. We can grind them but you have to let each tire completely clear the machine before putting another one in. The wear factor on the machine is extremely high and we are wondering if that wouldn't be a better tire possibly to place with the earhtmovers. We would like to see the division between the passenger car tire and the truck tire at the basic differences between a basic pickup tire and the rest which are really commercial tires. Between the 8 and the 10 ply rating because at that point we get quite a change in the through-put rate or the amount of time that it takes, the number of tires per minute that you can put through the machine. It goes up considerably at that point.

The division should be at 16½ diameter and 8 ply rating.

TESTIMONY RECEIVED ON ORDINANCE NO. 11 MAY 10, 1974

Mr. Dan Grimshaw
Grimshaw Tire Company

I have been involved in the tire industry for a good number of years. I would like to speak to the division point of 7:50 to 16 from the industry view point. I am not familiar with the processing viewpoint. We are talking about only one machine and I was back in Louisville about a month ago and I saw a machine other than the ones available here that are coming strong on the market for less money and with equal efficiency, but as an industry we have to relate the cost of disposal to the cost of the product. When you are talking the difference between the 7:50 x 16 and the 7:50 x 17 you are talking the minimum amount of dollars. When you go from the 17 inch to the 20 inch there is where we feel the real break is. We in industry feel that the 7:50 x 17 and the 8:00 x 19.5 is a commercial type of tire by weight, by use, and in order to keep the economics in perspective, we feel that it should be classified along with the passenger and light commercial type of tire. A truck tire is normally 20 inch diameter or larger, as we in industry utilize it in our business and we feel the more important figure in this is not in paragraph 2 by size but in paragraph 3 by making the break at a 20 inch minimum bead diameter and up to describe the truck tire. Anything smaller should be declared a passenger tire. The ply rating again is a nebulous sort of thing speaking to a 16 ply rating 4 ply meshing, I agree there are probably only 200 in the Northwest, but they also have not been available to me for over a year and we are supplying other types of merchandise than that. That particular problem that he referred to is well on its way out. They are not being made, they haven't been manufactured for several years that I know of and there

are only two users that I know in the whole Northwest. Both of them are outside the MSD area, so how he gets them I'm not sure. So far as the 16 ply rating 4 ply tire I don't know where you want to set up a break. You already have an outside diameter break at 48 inch which as we in industry accept. We would like to recommend that in one way you can establish just one criteria which I think would be best outlined in paragraph 3, 20 inch bead diameter and an outside diameter of 48 inches and 12 ply rating or greater be truck tire rating and anything smaller be passenger and light commercial tire and anything larger is earthmover. From there I think you have a pretty good delineation of categories. Just by taking one in the middle and everything above is one and everything below is the other.

I would also like to hitchhike on Mr. Froom's remarks. It is my understanding that the original intent of the ordinances was to solve a problem of indiscriminate dumping of scrap tires and also the incorporation of whole tires into the landfill. We have been directing ourselves on these fees to the processing cost of those tires and I think we have overlooked the fact that the incorporation of it into the landfill is probably as much of a cost as the actual processing of the tire. If an individual does process his tires for remanufacturing and there are other processes coming up, of tires being remolded into a product. We have started talking about fence posts and railroad ties and even remolding tires into tire blocks which will be a requirement under ICC for any truck that is stopped will have to have the tires blocked. These types of things are coming up daily and I would like to avoid another fee on top of a productive process for virtually no service. If a man is grinding up tires and disposing of them with in the MSD area they are not going to the landfill, they are not under franchise control in any way, then I think he should be priviledged to reprocess that tire just like retreading, and dispose of it outside of the normal channels without creating a problem.

II. ORDINANCE NO. 9 - SOLID WASTE MANAGEMENT PLAN ADOPTION

As you remember, the Board has held two public hearings for the MSD Solid Waste Management Plan adoption on April 12 and 24, 1974. The findings of those hearings have uncovered no apparent reasons not to proceed with implementation.

For this reason, the Technical Advisory Committee and staff recommends the Board adopt Ordinance No. 9.

APPROVED METROPOLITAN
SERVICE DISTRICT
BOARD OF DIRECTORS

ACTION NO. 74-120

DATE 5-10-74

BY Jean Wood
CLERK OF THE BOARD

ORDINANCE NO. 9

An Ordinance approving and adopting the Solid Waste Management Plan.

O R D I N A N C E

No. 9

An Ordinance approving and adopting the Solid Waste Management Plan.

THE METROPOLITAN SERVICE DISTRICT HEREIN ORDAINS THE FOLLOWING:

SECTION 1 - Engineering Plan

The Board approves and adopts the Solid Waste Management Plan, Volume I and Volume III, dated March 8, 1974, prepared by COR-MET pursuant to the agreement between the Metropolitan Service District and COR-MET, approved by Ordinance #1 on February 2, 1973.

SECTION 2 - Financial Plan

The Board approves and adopts the Solid Waste Management Plan, Volume II, dated March 22, 1974, prepared by Bartle-Wells and Associates pursuant to the agreement between the Metropolitan Service District and Bartle-Wells and Associates approved by Ordinance #1 on February 2, 1973.

SECTION 3 - Filing of Plan

The Solid Waste Management Plan composed of Volumes I, II and III, are made a part of this Ordinance as if fully set out herein and shall be attached hereto and filed in the official records of the district and in any other records where ordinances of the district are by law required to be filed.

Robert Schumacher, Chairman
Metropolitan Service District

James Robnett, Vice Chairman
Metropolitan Service District

III. FIRST PUBLIC HEARING

- . Ordinance No. 10 - Amending Tire Ordinance No. 3.
- . Ordinance No. 11 - Scrap Tire Processing Center Franchise.

The following pages contain Ordinances No. 10 and 11. These ordinances modify slightly Ordinance No. 3, the MSD Tire Ordinance and establish processing center franchise procedures, surcharge fees and maximum processing fees.

This hearing will provide the Board with a review of these ordinances and a forum for public hearing. No action is necessary at this meeting.

METROPOLITAN SERVICE DISTRICT

ORDINANCE NO. 10

An Ordinance amending the MSD Tire Ordinance (Ordinance No. 3)

NOTE: The language in brackets will be deleted and the language underlined will be added.

ORDINANCE NO. 10

Ordinance Amending MSD Tire Ordinance(Ordinance No. 3)

The Metropolitan Service District herein ordains the following.

SECTION 1. Ordinance No. 3, Section 1 is amended to read:

SECTION I. Definitions

1. "Board" means the governing body of the Metropolitan Service District.
2. "Disposal" means the discarding or processing of a motor vehicle tire as waste. It does not include the (salvaging of tires for) resale(,) or retreading (or re-manufacture into other products,) of tires.
3. "Disposal site" means a disposal site for solid waste operating under a permit granted by the Department of Environmental Quality pursuant to ORS 459.205 to 459.265.
4. "Motor vehicle tire" or "tire" means any tire made wholly or in part of rubber used on any vehicle propelled by a motor, including vehicles pulled or pushed by a vehicle propelled by a motor, regardless of whether such vehicle is used on a public highway; it includes scrap tires, tire bodies, carcasses, casings or parts of tires in whatever form. (except those intended for a use other than on vehicle wheels.)
5. "Person" means any individual, firm, corporation, partnership or other entity as the context may require.
6. "Retail sale" means a sale for any purpose other than re-sale in the regular course of business; it includes sale of tires as incidental to the sale of a motor vehicle or other item. The sale of more than one motor vehicle tire to any one person at any one time shall constitute one retail sale.
7. "Salvage means the use of a scrap tire in a new form or in its original form for purposes other than as a motor vehicle tire."

- (7.) "Scrap tire" means any tire, new or used, whether or
8. not it is in such condition as to be re-used, retreaded
or otherwise salvaged and is being discarded for any
reason.
- (8.) "Scrap tire generator" means any person who as
9. incident to the normal course of business, generates
more than 100 scrap tires annually. It includes
vehicle fleet owners, trucking companies, taxi
companies, bus companies, public agencies and other
persons not engaged in a business directly dealing
with tires.
- (9.) "Tire carrier" means any person engaged in picking
10. up or transporting scrap tires for the purpose of
disposal or salvage and disposal, whether or not
incidentally to some other business.
- (10.) "Tire processing center" means a place or piece of
11. equipment where or by which scrap tires are processed
to such a form as prescribed by the Metropolitan
Service District.
- (11.) "Tire retailer" means any person engaged in the
12. business of selling motor vehicle tires at retail
sale whether or not such sale is incidental to some
other business or whether such tires are incidental
to the sale of a motor vehicle; it includes every
person who makes more than two retail sales of motor
vehicle tires in any calendar year.

SECTION 2. Ordinance No. 3, Section V is amended to read:

SECTION V. Duties of Tire Carrier

Tire carriers subject to the permit requirements of this Ordinance must deliver all those scrap tires picked up or transported by them for the purpose of disposal only to a disposal site authorized by this ordinance to accept tires in the form the tires are delivered, or to a processing center authorized by this Ordinance. Tire carriers shall obtain authorization from MSD for the removal of scrap tires for salvage outside of MSD boundaries.

SECTION 3. Ordinance No. 3, Section VIII is amended to read:

SECTION VIII. Disposal of Tires

Tires may be accepted for the purpose of on-site disposal only at such disposal sites authorized by the Metropolitan Service District for disposal of tires. The operator of such a disposal site may dispose of tires only in a manner meeting Metropolitan Service District's specifications as set forth by regulations. Tires may be transported outside the MSD boundaries for salvage only upon authorization by the MSD.

SECTION 4. Ordinance No. 3, Section XVIII is amended to read:

SECTION XVIII. Violations

Violation of any provision of this ordinance or of any rule promulgated pursuant thereto is (a class C misdemeanor, as defined by 1971 ORS 161.505 to 161.685 for the first offense, and a class B misdemeanor, as defined by 1971 ORS 161.505 to 161.685, for the second offense.) punishable by a fine of not more than \$500 or by imprisonment in a county jail for not more than 30 days or by both.

Dated _____

Robert Schumacher, Chairman

James Robinett, Vice-Chairman

ORDINANCE NO. 11

An Ordinance authorizing and establishing two general tire processing centers and administrative fees for the Metropolitan Service District Tire Processing and Disposal Program and maximum fees to be charged by the operators of general tire processing centers.

O R D I N A N C E N.O. 11

THE METROPOLITAN SERVICE DISTRICT HEREIN ORDAINS THE FOLLOWING:

SECTION I. Definitions

1. "General Tire Processing Center" means a place or piece of equipment open to the public where or by which scrap tires are processed to such a form as prescribed by the Metropolitan Service District.
2. "Individual Tire Processing Center" means a place or piece of equipment operated by a tire retailer or a scrap tire generator where or by which only those scrap tires generated by the tire retailer or scrap tire generator as a part of his normal course of business may be processed to such a form as prescribed by the Metropolitan Service District.
3. "Motor vehicle tire" or "tire" means any tire made wholly or in part of rubber used on any vehicle propelled by a motor, including vehicles pulled or pushed by a vehicle propelled by a motor, regardless of whether such vehicle is used on a public highway; it includes scrap tires, tire bodies, carcasses, casings or parts of tires in whatever form.
4. "Scrap tire" means any tire, new or used, whether or not it is in such condition as to be reused, retreaded or otherwise salvaged and is being discarded for any reason.

SECTION II. Tire Processing Centers

The Board of the Metropolitan Service District authorizes and approves the establishment of two general tire processing centers open to the public, one in the northern part of the District and the other in the southern part of the District.

SECTION III. Administrative Fees

1. The fees approved and authorized in this section shall be used for the establishment and administration of the MSD Tire Processing and Disposal Program.
2. The Board of the Metropolitan Service District authorizes and approves a fee of 2-1/2 cents to be paid by the individual and general tire processing centers to the Metropolitan Service District for each motor vehicle tire up to and including a tire having a size of 7:50 x 16.
3. The Board of the Metropolitan Service District authorizes and approves a fee of 16 cents to be paid by the individual and general tire processing centers to the Metropolitan Service District for each motor vehicle tire of a size larger than 7:50 x 16 and up to and including a tire having a size of 11:00 x 22.5 or an outside diameter of 48 inches, whichever is larger.

SECTION IV. Maximum Fees for General Tire Processing Centers

1. The Board of the Metropolitan Service District authorizes and approves a maximum fee that may be charged by an operator of a tire processing center.
2. The maximum fee that may be charged for processing motor vehicle tires of a size up to and including 7:50 x 16 shall be 25 cents

for each tire, which shall include the administrative fee approved in Section III 2.

3. The maximum fee that may be charged for processing motor vehicle tires of a size larger than 7:50 x 16 and up to and including a tire having a size of 11:00 x 22.5 or an outside diameter of 48 inches, whichever is larger, shall be \$1.00 for each tire, which shall include the administrative fee approved in Section III 3.
4. The attached Tire Processing Fee Schedule (Exhibit A) indicates the maximum fee that may be charged for processing motor vehicle tires by the general processing centers. This Tire Processing Fee Schedule, Exhibit A, is made a part of this ordinance as if fully set out herein and shall be attached hereto and filed in the official records of the District and in other records where ordinances of the District are by law required to be filed.

Adopted on this _____ day of _____, 1974.

METROPOLITAN SERVICE DISTRICT BOARD

Chairman

Vice Chairman

IV. REVIEW OF STANDARDS OF SERVICE FOR THE TIRE PROGRAM

The attached pages contain the proposed Standards of Service for the MSD Tire Program. These standards will be reviewed in detail for the Board. MSD legal counsel indicate that these standards must be adopted by ordinance. Therefore, the staff will return to the Board on May 24, 1974 for the first hearing on Ordinance No. 12.

No action is required at this time.

STAFF REPORT AMENDMENT

Decision to consider Standards of Service in Emergency Ordinance form at the May 24, 1974 meeting.

METROPOLITAN SERVICE DISTRICT

STANDARD OF SERVICE

SCRAP TIRE PROGRAM

1.0.0 SCRAP TIRE CARRIER PERMITS

1.1 General Scrap Tire Carrier Permits

1.1.1 Applications

Persons wishing to be permitted as a general scrap tire carrier shall complete an application furnished by MSD and provide a Penal Bond in the sum of \$1,000 in favor of the Metropolitan Service District in accordance with Section XVII, Penal Bond, of MSD Ordinance Number 3.

1.1.2 Permits

MSD shall evaluate all applications for general scrap tire carriers and grant permits to qualified persons. Permits shall be granted for a period of one year. The fee for a permit shall be \$10 for the first vehicle and \$5 for each additional vehicle.

1.1.3 Service Areas

The MSD has been divided into service areas. These areas will be reviewed and modified if conditions warrant. Each service area will be served by at least two scrap tire carriers. It will be the responsibility of the general scrap tire carriers to serve all scrap tire generators, tire retailers,

and authorized public tire storage centers within the specified service area. In the event that a customer cannot obtain service from the general scrap tire carriers assigned to his area, MSD will designate one of the general scrap tire carriers to provide service at the minimum service charge as specified by the carrier permits. This designation will be based on a rotating basis between all general scrap tire carriers assigned to the area.

1.1.4 Frequency of Service

General scrap tire carriers can make arrangements to service customers on a regular basis or provide service at the customers request. If tires are to be collected on a request basis, the general scrap tire carrier shall make arrangements to service the customer within two weeks of the request. If, at the request of MSD, a general scrap tire carrier is designated to service a customer as outlined in Section 1.1.3 the response time for pickup shall be two weeks.

1.1.5 Records

The general scrap tire carrier will be issued a receipt book which will contain tickets bound in triplicate and sequentially numbered. When the general scrap tire carrier collects tires from a scrap tire generator, tire retailer or authorized public tire storage centers, a receipt ticket will

be completed (reproduced in triplicate). One copy will be retained by the customer, one copy retained by the general scrap tire carrier for two years and one copy submitted to MSD at the end of each month. All receipts must be accounted for. At the processing center, the general scrap tire carrier will be given a receipt by the processor for the tires disposed. This receipt must be retained by the general scrap tire carrier for two years. All records pertaining to carrying scrap tires shall be made available for inspection by MSD at reasonable hours in accordance with Section XIV, Records Required, of MSD Ordinance Number 3.

1.1.6 Retreading

Scrap tire carriers may remove only those tires from MSD which are capable of being retreaded and are being transported to a retreading facility.

1.1.7 Salvage

Scrap tire carriers shall obtain authorization from MSD for removal of scrap tires for salvage outside of MSD boundaries.

1.1.8 Violations

Any violations of these procedure will result in permit revocation and prosecution under Section 4, Violation, of MSD Ordinance Number 10.

1.2 Individual Scrap Tire Carrier Permits

1.2.1 Applications

Persons wishing to be permitted as individual scrap tire carriers shall complete an application furnished by MSD and provide a Penal Bond in the sum of \$1,000 in favor of the Metropolitan Service District in accordance with Section XVII, Penal Bond, of MSD Ordinance Number 3.

1.2.2 Permits

MSD shall evaluate all applications for individual scrap tire carriers and grant permits to qualified persons. Permits shall be granted for a period of one year. The fee for a permit shall be \$10 for the first vehicle and \$5 for each additional vehicle.

1.2.3 Service Area

Permitted individual scrap tire carriers shall not accept scrap tires from any other person for the purpose of transporting the tires to processing centers. Only scrap tires generated as a normal part of his business can be transported by the individual scrap tire carrier.

1.2.4 Records

An accounting of all scrap tires transported to the processing center shall be submitted to MSD at the end of each month. At the processing center, the individual scrap tire carrier will be given a receipt for the tires disposed. All records must be retained for two years and be made available for inspection

by MSD at reasonable hours in accordance with Section XIV, Records Required, of MSD Ordinance Number 3.

1.2.5 Retreading

Scrap tire carriers may remove only those scrap tires from the MSD which are capable of being retreaded and are being transported to a retreading facility.

1.2.6 Salvage

Scrap tire carriers shall obtain authorization from MSD for removal of scrap tires for salvage outside of MSD boundaries.

1.2.7 Violations

Any violation of these procedures will result in permit revocation and prosecution under Section 4, Violations, of MSD Ordinance Number 10.

2.0.0 SCRAP TIRE PROCESSING CENTERS

2.1 General Processing Centers

2.1.1 Application

Persons wishing to be permitted as an Authorized General Scrap Tire Processing Center shall complete an application furnished by MSD.

2.1.2 Franchise

MSD shall evaluate all applications for General Scrap Tire Processing Centers and grant franchises in accordance with Section XIII, Franchise, of MSD Ordinance Number 3. Franchises shall be established for a period of five years with the provision that the franchise shall be revoked for failure to comply with MSD ordinances Number 3 and 4 and the appropriate standards of service.

2.1.3 Processing Fee

The MSD Board shall, by ordinance, establish a maximum tire processing fee which will include a surcharge for MSD program administration. Tire Processing Centers shall make an accounting to the MSD each month and transmit the appropriate funds with the accounting.

2.1.4 Acceptance of Tires

Authorized General Processing Centers shall accept all tires up to 48 inches in outside diameter. The General Processing Center shall, as part of permit, provide the MSD with the name and address of individuals

delivering more than the maximum number of tires specified by ordinance for disposal without a permit.

2.1.5 Records

MSD shall provide to all authorized General Processing Centers receipt books of tickets bound in triplicate and sequentially numbered. The General Processing Center shall complete a receipt in triplicate for each delivery and provide one copy to the customer, retain one copy and submit one copy to MSD at the end of each month. All receipts must be accounted for and retained by the General Processing Center for two years. The General Processing Center shall provide, on a monthly basis, an accounting by yards or tons of all tire chips disposed.

All records pertaining to the processing and disposal of scrap tires shall be made available for inspection at reasonable hours in accordance with Section XIV, Records Required, of MSD Ordinance Number 3.

2.1.6 Site Operation

All General Processing Centers shall be opened to the public. The Processing Centers minimum hours open shall be 8:00 a.m. to 5:00 p.m. Monday through Friday and 8:00 a.m. to 12:00 noon, Saturday. A sign shall be posted at the entrance of the site stating the operating hours, cost of disposal and site rules. The site shall be fenced by a sight-obscuring fence approved by MSD and all gates shall be locked when

the processing center is closed to the public. All off-site and on-site access roads shall have an all-weather surface so that traffic will not be interrupted during periods of bad weather. Proper drainage control shall be provided.

The General Processing Center shall not unnecessarily stock pile tires. Stock piles shall not exceed a five day processing capability unless special permission is granted. The site shall also be free of all litter and debris.

An attendant shall be on duty during all hours the Processing Center is in operation.

2.1.7 Disposal of Chips

The General Processing Center shall dispose of chips only at authorized disposal sites. In the event the tire chips are re-used for purposes other than disposal, authorization shall be obtained from MSD.

2.1.8 Machine Specifications

The General Processing Center shall have equipment approved by MSD. This equipment shall have a minimum capacity rating of 2000 tires per eight (8) hour shift. The maximum average chip size shall be six (6) inches square. The applicant shall provide to the district a history of past performance guaranting the minimum capacity rating of the equipment.

This historical data shall include continuous operation for a period of not less than two (2) weeks.

2.1.9 Certified Tire Count

The General Processing Center shall provide monthly to MSD a certified count of all tires processed. This count can be accomplished by an electronic or mechanical device approved by MSD.

2.1.10 Variance

The Metropolitan Service District may grant a variance of these standards of service on a temporary basis if unplanned events occur and upon written request from the General Processing Center.

2.2 Individual Processing Centers

2.2.1 Applications

Application for an Individual Processing Center shall be completed on forms furnished by the MSD.

2.2.2 Permits

MSD shall evaluate all applications for Individual Processing Centers and grant authorization in accordance with Section IX, Processing Center, of MSD Ordinance Number 3. Permits shall be granted for five (5) years but shall be revoked for failure to comply with MSD Ordinances Number 3 and 4 and these standards of service.

2.2.3 Processing Fee

The MSD Board, shall by ordinance, establish a tire processing sur-charge to be levied for program administration. The Individual Processing Center shall make a monthly accounting to MSD and transmit the appropriate funds with each accounting.

2.2.4 Acceptance of Tires

An Individual Processing Center shall process only those tires generated in the normal course of business as a tire retailer or a scrap tire generator. Scrap tires shall not be accepted from any other person or business in accordance with Section IX, Processing Centers, of MSD Ordinance Number 3.

2.2.5 Records

All Individual Processing Centers shall submit

on a monthly basis a certified count of all tires processed. This certified count shall be determined by an approved electronic or mechanical device. The Individual Processing Center shall also provide, on a monthly basis, an accounting of all tire chips disposed.

All records pertaining to the processing and disposal of tires shall be made available for inspection by MSD at reasonable hours in accordance with Section, XIV, Records Required, of MSD Ordinance Number 3.

2.2.6 Site Operation

The processing site shall be fenced by a sight-obscuring fence approved by MSD. Processing of tires shall occur during normal working hours. In addition, the Individual Processing Center shall not stock pile tires in amounts in excess of the capability of the center to process in five (5) normal working days.

2.2.7 Disposal of Chips

The Individual Processing Center shall dispose of tire chips only at authorized disposal sites. In the event that tire chips are used for purposes other than disposal, authorization shall be obtained from the MSD.

2.2.8 Machine Specifications

The Individual Processing Center shall have equipment approved by MSD. The average maximum chip

size shall be six (6) inches square or less.

2.2.9 Variance

The Metropolitan Service District may grant a variance of these standards of service on a temporary basis if unplanned events occur and upon written request from the Individual Processing Center.

April 5, 1974

METROPOLITAN SERVICE DISTRICT

APPLICATION FOR
INDIVIDUAL SCRAP TIRE CARRIER PERMIT

- 1. Name of firm _____
- 2. Address _____
- 3. City/State/Zip _____
- 4. Phone _____
- 5. Owner _____
- 6. Address _____
- 7. City/State/Zip _____
- 8. Phone _____
- 9. Principal Business _____
- 10. Is the business engaged in any type of salvage of tires such as retreading or sorting? _____
- 11. How many vehicles will be used for carrying tires? _____
- 12. List all vehicles to be used for carrying tires:

<u>Description/Model</u>	<u>License No.</u>	<u>Capacity(Tires)</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- 13. Does your firm presently have a business license from your local government? _____
- 14. If the answer to Question 13 is yes, please complete the following:
 - a. License issued by _____
 - b. License issued for (nature of business) _____

15. Approximately how many tires will you dispose of per year? _____

(statement to be drafted by attorney)

NAME OF APPLICANT

DATE

April 5, 1974

METROPOLITAN SERVICE DISTRICT

APPLICATION FOR

GENERAL SCRAP TIRE CARRIER PERMIT

- 1. Name of Firm _____
- 2. Address _____
- 3. City/State/Zip _____
- 4. Phone _____
- 5. Owner _____
- 6. Address _____
- 7. City/State/Zip _____
- 8. Phone _____
- 9. Principal Business _____

- 10. Is the business engaged in any type of salvage of tires such as retreading or sorting? _____
- 11. How many vehicles will be used for carrying tires? _____

12. List all vehicles to be used for carrying tires:

<u>Description/Model</u>	<u>License No.</u>	<u>Capacity (Tires)</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- 13. In the event that you are required to serve a customer within your service area what would be your service charge and charge per tire? _____
- 14. Indicate on a map the area you wish to serve.
- 15. Do you presently have a business license from the local government which has jurisdiction over your proposed service area? _____

16. If the answer to 15 is yes, then please complete the following:

1. License issued by _____

2. License issued for (nature of business) _____

3. License expires _____

(statement to be drafted by attorney)

NAME OF APPLICANT

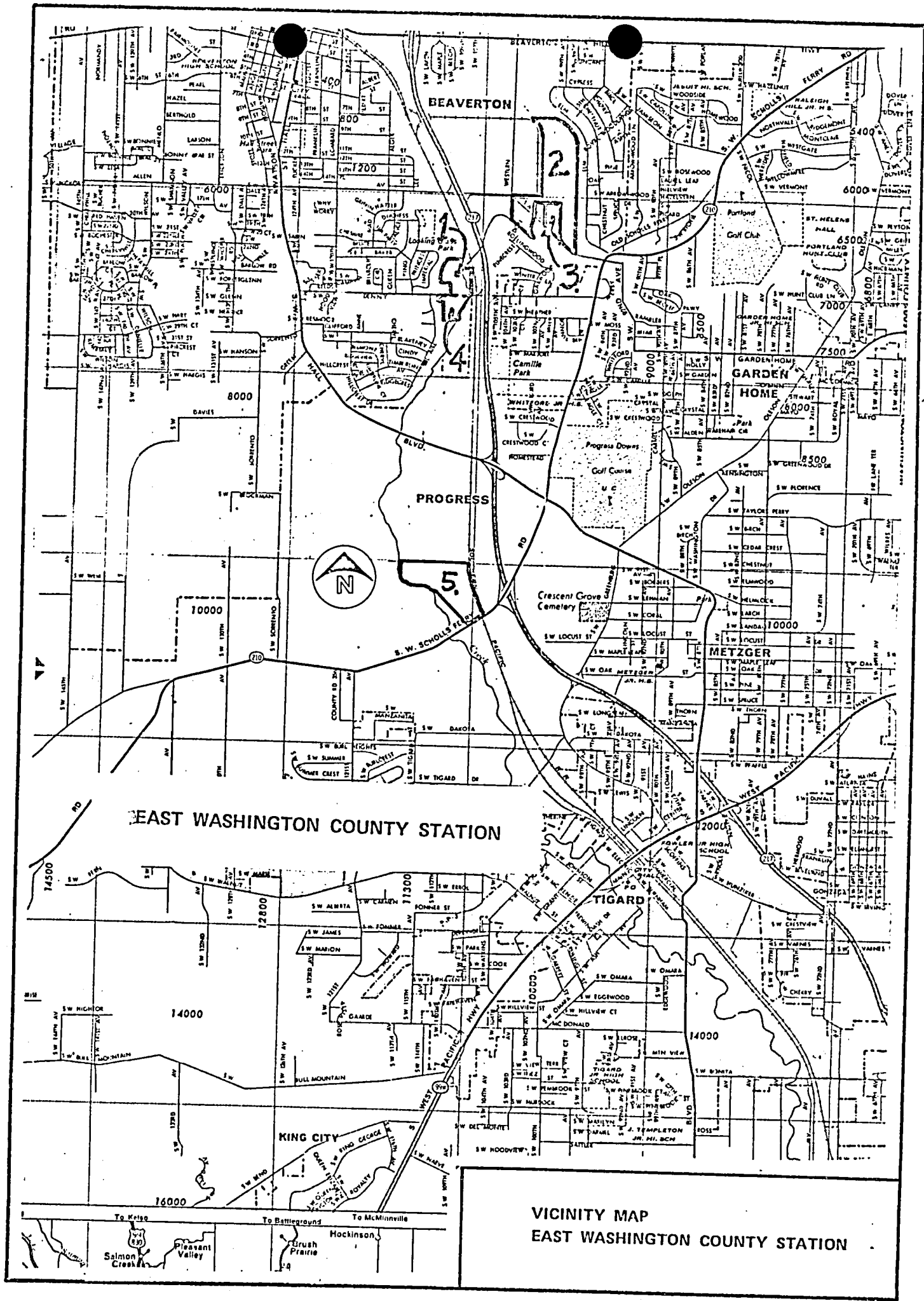
DATE

V. REPORT ON SITE SELECTION FOR TRANSFER/PROCESSING CENTERS -
COR-MET

The MSD engineering consultants COR-MET will discuss with the Board potential transfer/processing sites that have been evaluated. The MSD-TAC reviewed the potential sites and recommended that the report be transmitted to appropriate local jurisdictions and that COR-MET continue with feasibility evaluations of the sites.

The staff recommends that MSD transmit this material to appropriate local jurisdictions for their review. Further, it is recommended that COR-MET continue with feasibility evaluations of these sites.

APPROVED METROPOLITAN
SERVICE BOARD
BOARD OF DIRECTORS
ACTION NO. 74-123
DATE 5-10-74
BY *Jean U. Wood*
CLERK OF THE BOARD



VICINITY MAP
EAST WASHINGTON COUNTY STATION

PRIORITY 1

East Washington County

STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
1S-1-22 Tax Lot 20000	Bevest, Inc. 5000 S.E. 25th Portland, Or. 97202	19.21	8	\$176,300 (ca. \$9,180/ acre)	Good (but import- ed fill may modify this)	Sewer, water, and 440-V power available	City of Beaverton: Industrial Manufacturing Park.	Industrial

DESIGN CONSIDERATIONS: 1. Excellent arterial access. Immediately off Highway 217. Grade separation planned for Denney Rd. and Highway 217 following same at Allen Blvd.
 2. Entrance to site would need careful consideration; any traffic backup could interfere with traffic on Hwy. 217. Denney Road would require widening to site entrance, with addition of turning lane.
 3. Limited screening at site now; more would be required.
 4. Some special design anticipated due to parcel configuration.
 5. West portion of site slopes upward from Fann Creek; east portion is creek swale. Grass covered. Entire site is in 100-year flood plain; extensive fill would be required.
 6. No easements needed.

ADVANTAGES:

1. Good access from Hwy. 217.
2. Already zoned industrial.
3. Slope would allow ready construction of two-level facility.
4. Extra land available for service area or storage.
5. Railroad adjacent to parcel.

DISADVANTAGES:

1. Flooding problem with Fanno Creek; extensive fill would be needed.
2. Parcel configuration would require careful design and layout of facilities.
3. Interchange improvements would have to be coordinated with site development so that access to site would not be lost.

PRIORITY 1

East Washington County

STATION (Continued)

ALTERNATIVE SITES

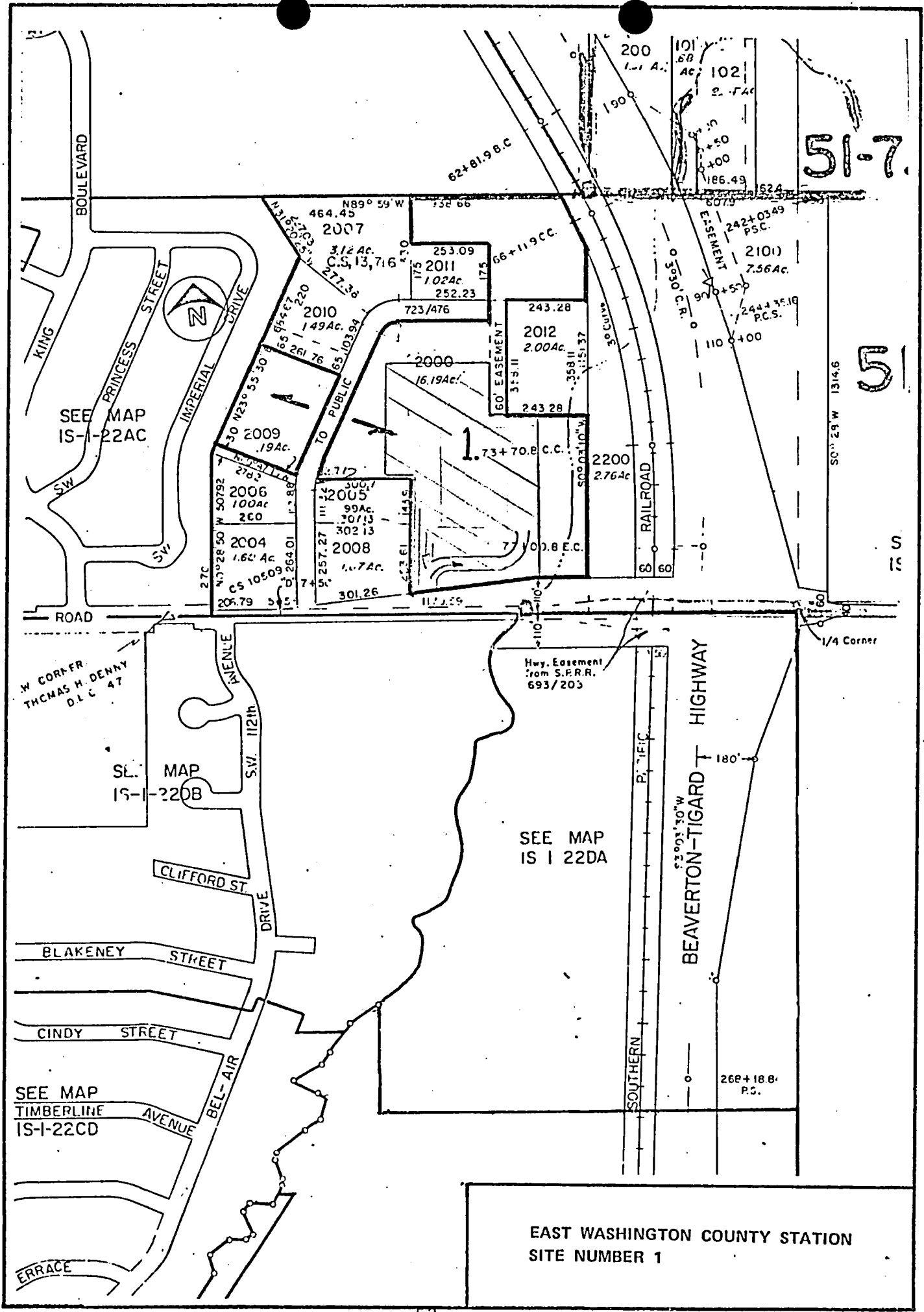
SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					

DESIGN CONSIDERATIONS:

ADVANTAGES:

DISADVANTAGES:

4. Denney Road would need widening from Hwy. 217 site.
5. Railroad grade crossing on Denney Road leading to site



51-7

5

5

EAST WASHINGTON COUNTY STATION
SITE NUMBER 1

PRIORITY 2

East Washington County STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
1S-1-14 and 1S-1-23B Tax lot 1700	Southern Pacific Transportation Co. 304 Union Street Portland, Oregon 97209	59.64	6	\$662,200 (ca. \$11,100/ acre)	Good	Sewer, water, and 440-V power avail- able	City of Beaverton: Industrial Manufac- turing Park	Industrial to west and south; resi- dential to east.

DESIGN CONSIDERATIONS:

1. Excellent arterial access, via Allen Blvd. from Hwy. 217. Grade separation planned for Allen Blvd. and Hwy. 217 soon. Access three industrial area from 217.
2. Entrance to site would be adequate from Allen Blvd.; need turning one with light.
3. Natural tree screening.
4. No special design would be needed for parcel configuration.
5. Site is generally flat with tree cover; clearing would be required.
6. Need site access road through existing easement.

ADVANTAGES:

1. Near centers of refuse generation.
2. Good access from Hwy. 217.
3. Already zoned industrial.
4. Minimal site preparation needed.
5. Extra land available for service area or storage.
6. Railroad adjacent to parcel.

DISADVANTAGES:

1. Residential area nearby.

SEE MAP
IS 1 15AD

SEE MAP
IS 1 14BD

3LIC 498/285 51h
 1021.96 85A14 391.70
 1507 1522
 2.11 Ac. 4.97 Ac.
 1522 M-1
 744.62
 1704-M1 572.74
 755.66 82.96
 258.77 122.07

STREET TO PUBLIC
525/613 6

1500
8.10 Ac.

Leoneff, Fred & R. Co
S.F. 1,000 Imps

512.53

SEE MAP
IS 1 14CA

460 Imps
Imps only
Gilt Corp
1711
8.61 Ac.
1711 M-1
1800-2000
2700
5th Post
2400
Hastings

1711
8.61 Ac.

1710
12.42 Ac.
1710-M1

634.96

118.25 509.74

DEL 058/332 AVENUE

S.W. WESTERN
2454c 1709

1709 M-1

1700
59.64 Ac.

PORTION OF T.L. 1700
ASSESSED BY S.T.C.

1900
9.65 Ac

1900-A1

1900-A1

1703 1.04 Ac

17C7
2.30 Ac

1707-A1

1701

1701 M-1
1701-A1



2.

X

EAST WASHINGTON COUNTY STATION
SITE NUMBER 2

PRIORITY 3

East Washington County

STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
1S-1-23B Tax lot 2204	Goulds Pumps Western 10025 S.W. Allen Beaverton, Oregon 972005	5.67	5.67	\$85,600 (ca. \$15,100/acre)	Good	Sewer, water, and 44-V power available	City of Beaverton: Industrial Manufac- turing Park	Industrial to west and south; res- idential to east

DESIGN CONSIDERATIONS:

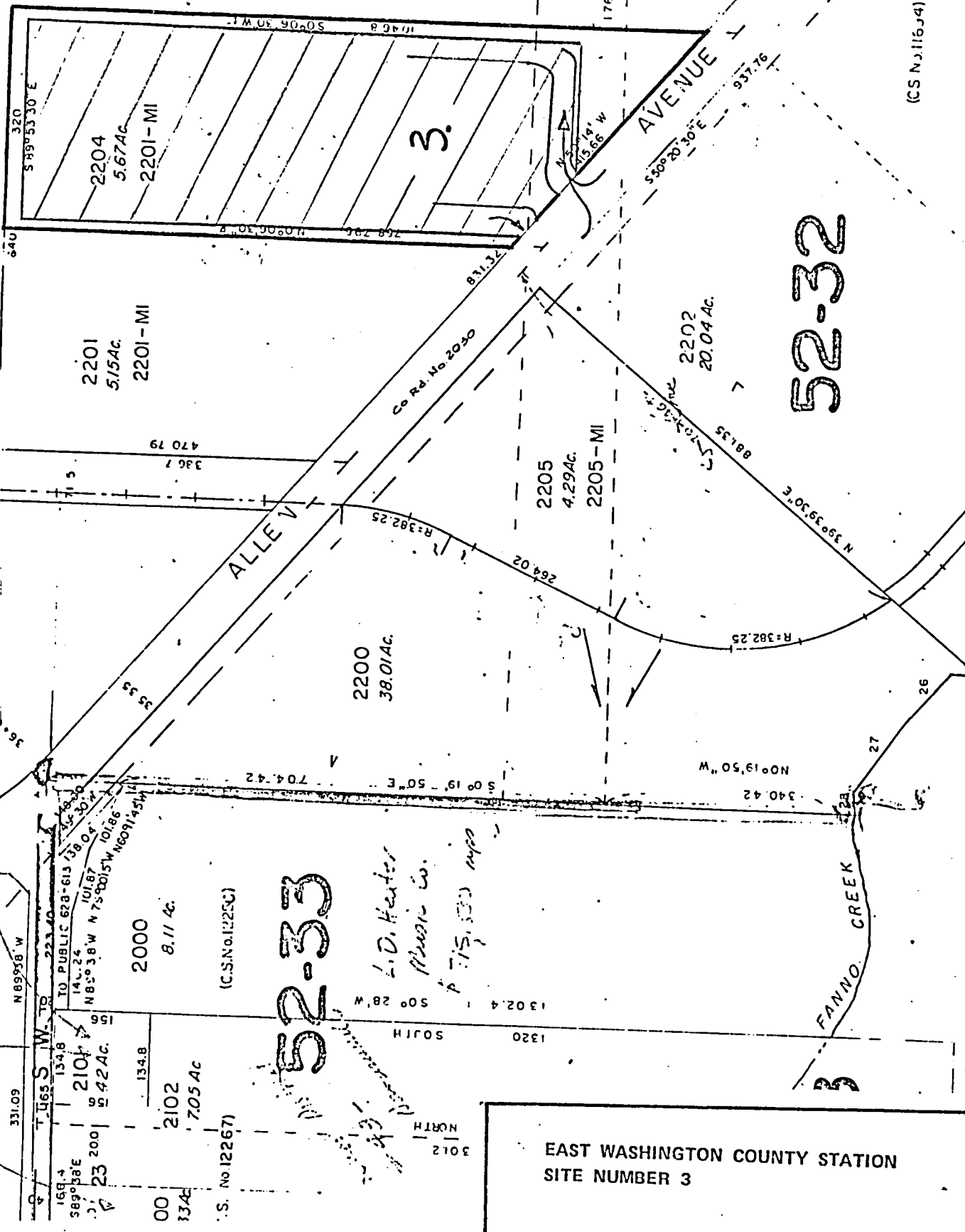
1. Excellent arterial access, via Allen Blvd. from Hwy. 217. Grade separation planned for Allen Blvd. and Hwy. 217 soon. Access through industrial area from Hwy. 217.
2. Entrance to site would be adequate from Allen Blvd.; need turning lane with light.
3. No screening at site now; would need extensive screening to east between plant and residences.
4. Some special design needed due to elongated shape of parcel.
5. Site is flat and grass covered.
6. No easements needed.

ADVANTAGES:

1. Near centers of refuse generation
2. Good access from Hwy. 217.
3. Already zoned industrial.
4. Minimal site preparation needed.

DISADVANTAGES:

1. Residential area nearby.
2. Site acquisition may be difficult; appears to be industrial expansion property for owner.



(CS No. 11634)

52-32

52-33

L.D. Hunter
Photic Co.
P. 715, 533 map

(C.S. No. 12267)

(C.S. No. 12267)

EAST WASHINGTON COUNTY STATION
SITE NUMBER 3

ALTERNATIVE SITES

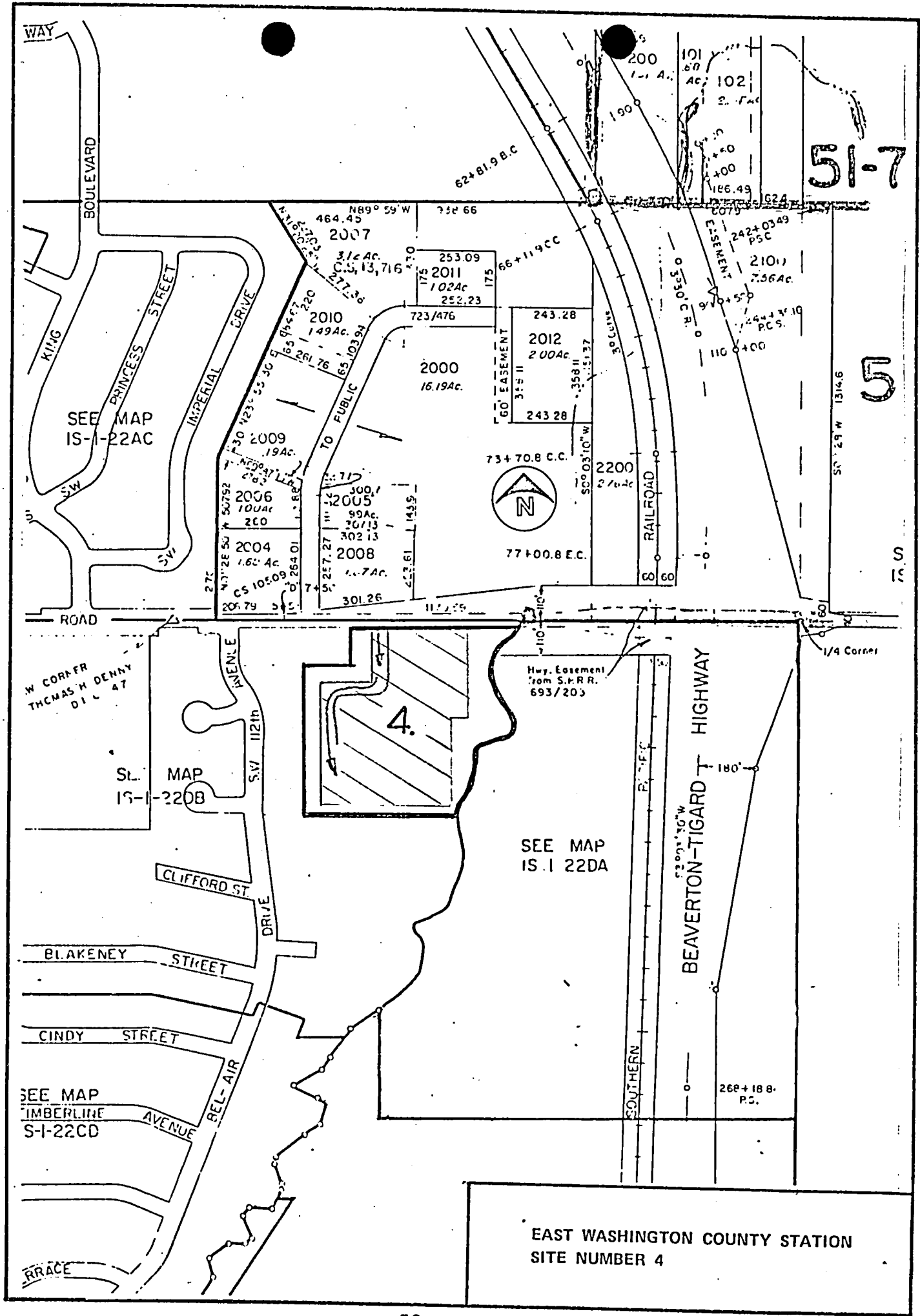
SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
1S-1-22DB Tax Lot 200	Unified Sewerage Agency	6.70	6.70	None (public property)	Good (but imported fill may modify this)	Sewer, water, and 440-V power	City of Beaverton: single-family residential (STP is pre-existing use)	Residential to west; industrial to east.

DESIGN CONSIDERATIONS:

1. Excellent arterial access immediately off Hwy. 217. Grade separation planned for Denney Rd. and Hwy. 217 following same at Allen Blvd.
2. Entrance to site would need careful consideration; any traffic backup could interfere with traffic on Hwy. 217. Denney Road would require widening to site entrance, with addition of turning lane.
3. Some screening at site now; additional would be needed to west.
4. No special design would be needed for parcel configuration.
5. Site is relatively flat. Site is in 100-year flood plain; extensive fill would be required.
6. No easements needed; STP to be abandoned in February 1976.

ADVANTAGES: 1. Good access from Hwy. 217.
2. Publicly owned property.

DISADVANTAGES: 1. Zoned residential; would require conditional use permit.
2. Flooding problem with Fanno Creek; extensive fill would be needed.
3. Interchange improvements would have to be coordinated with site development so that access to site would not be lost.
4. Railroad grade crossing on Denney Road leading to site.



EAST WASHINGTON COUNTY STATION
SITE NUMBER 4

PRIORITY 5

East Washington County STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
1S-1-27D Tax Lot 400	Lloyd Corp. Ltd. 9441 Olympia Blvd. Beverly Hills, Ca.	38.94	6	\$7,800 (ca. \$200/ acre)	Good	440-V available; no sewer or water	Washington County; M-2 or MA-1 (new designation), presently being changed to residential	Open farm land and pasture.

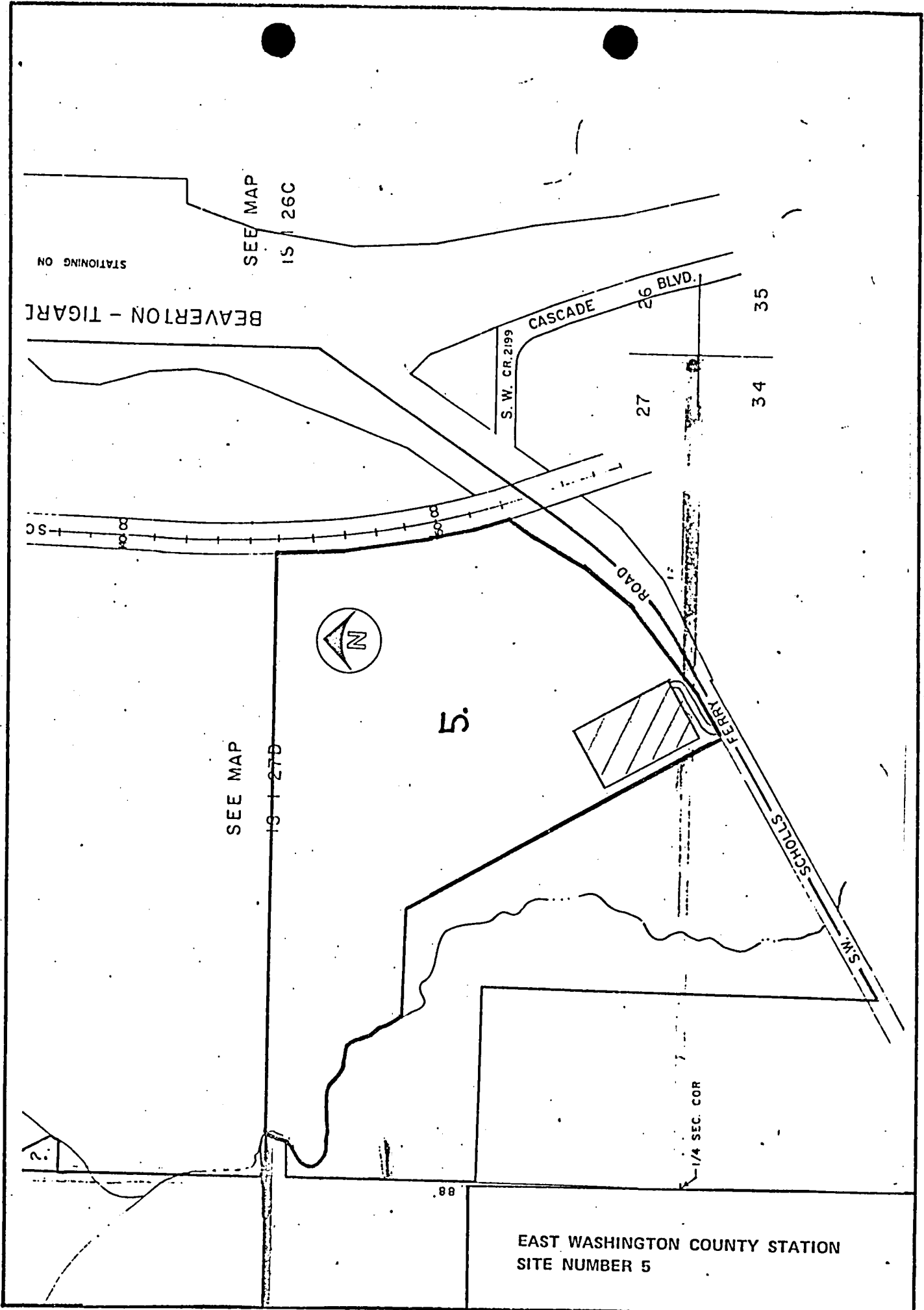
DESIGN CONSIDERATIONS: 1. Poor arterial access with no exit to Schools Ferry Rd. from southbound Hwy. 217 and entrance to northbound Hwy. 217 without detouring through Washington Square shopping area to Hall Blvd.
 2. Entrance to site would be adequate from Schools Ferry Road.
 3. No screening at site now; some would be needed to screen residences to west.
 4. No special design would be needed for parcel configuration.
 5. Site is relatively flat; grass covered.
 6. No easements needed.
 7. Railroad adjacent to parcel.

ADVANTAGES:

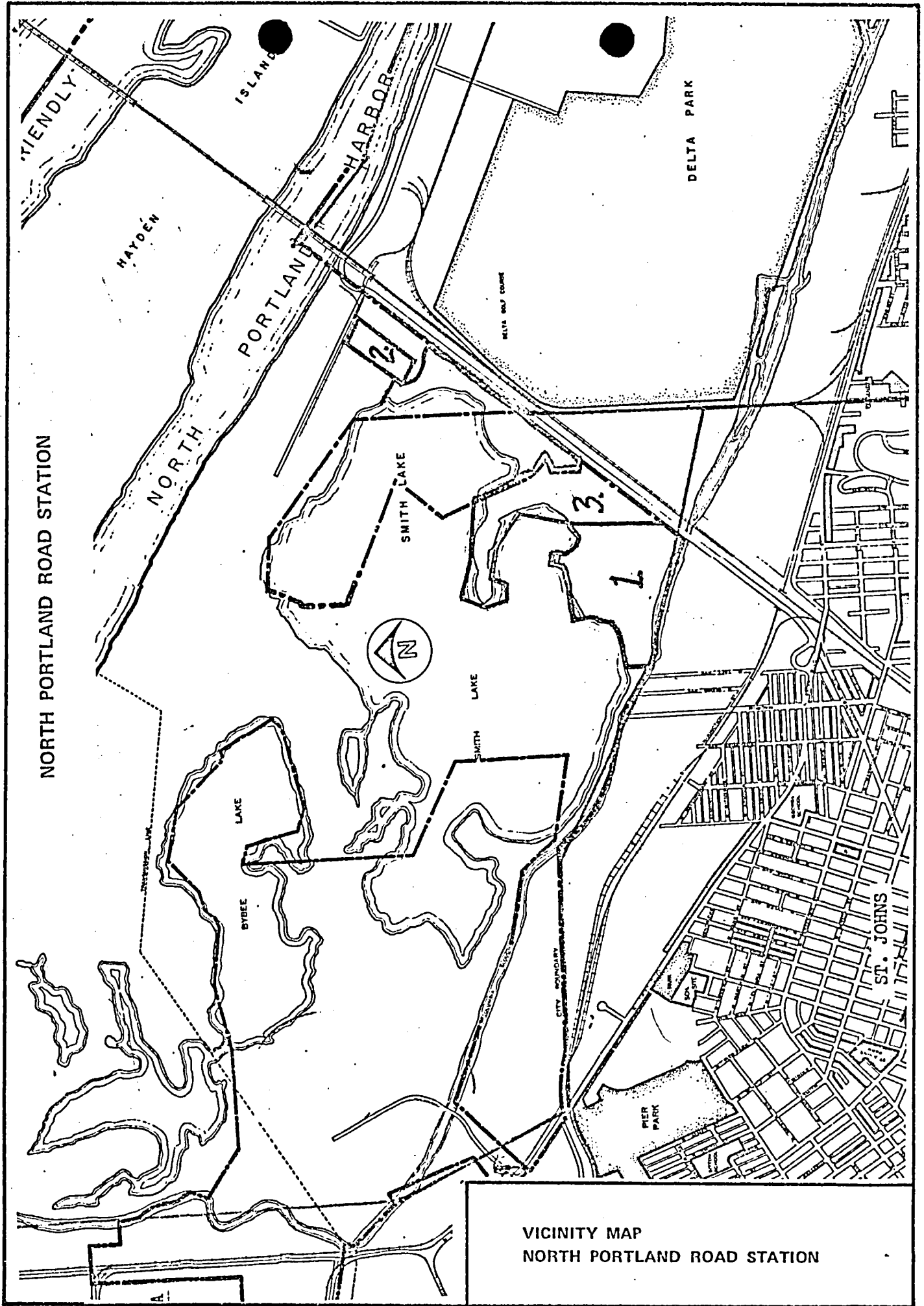
1. Near Hwy. 217.
2. Extra land available for service area or storage.
3. Railroad adjacent to parcel.

DISADVANTAGES: 1. Area planned for high density residential development; zoning in process of being changed.

2. Poor access onto 217; use of Hall Blvd. Interchange conflicts with Washington Square shopping traffic.
3. Presence of Fanno Creek flood plain would restrict placement of buildings.
4. Sewerage and water not available at site,
5. Railroad grade crossing on Schoils Ferry Rd. leading to site.



EAST WASHINGTON COUNTY STATION
SITE NUMBER 5



VICINITY MAP
NORTH PORTLAND ROAD STATION

PRIORITY 1

North Portland Road

STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
IN-1E-5 Tax Lot 10	Esther Reinecke- 1/2 Rance Niles-1/4 Richard Niles- 1/4	13.32	6.5	\$44,870 land plus \$12,110 improvements ca. \$4,280/acre	Fair (marshy area)	440-V power and water available no sewer	Multnomah County: F2-CS (farming-community service)	Radio station and dog kennel on site; surrounding low lands border lake.

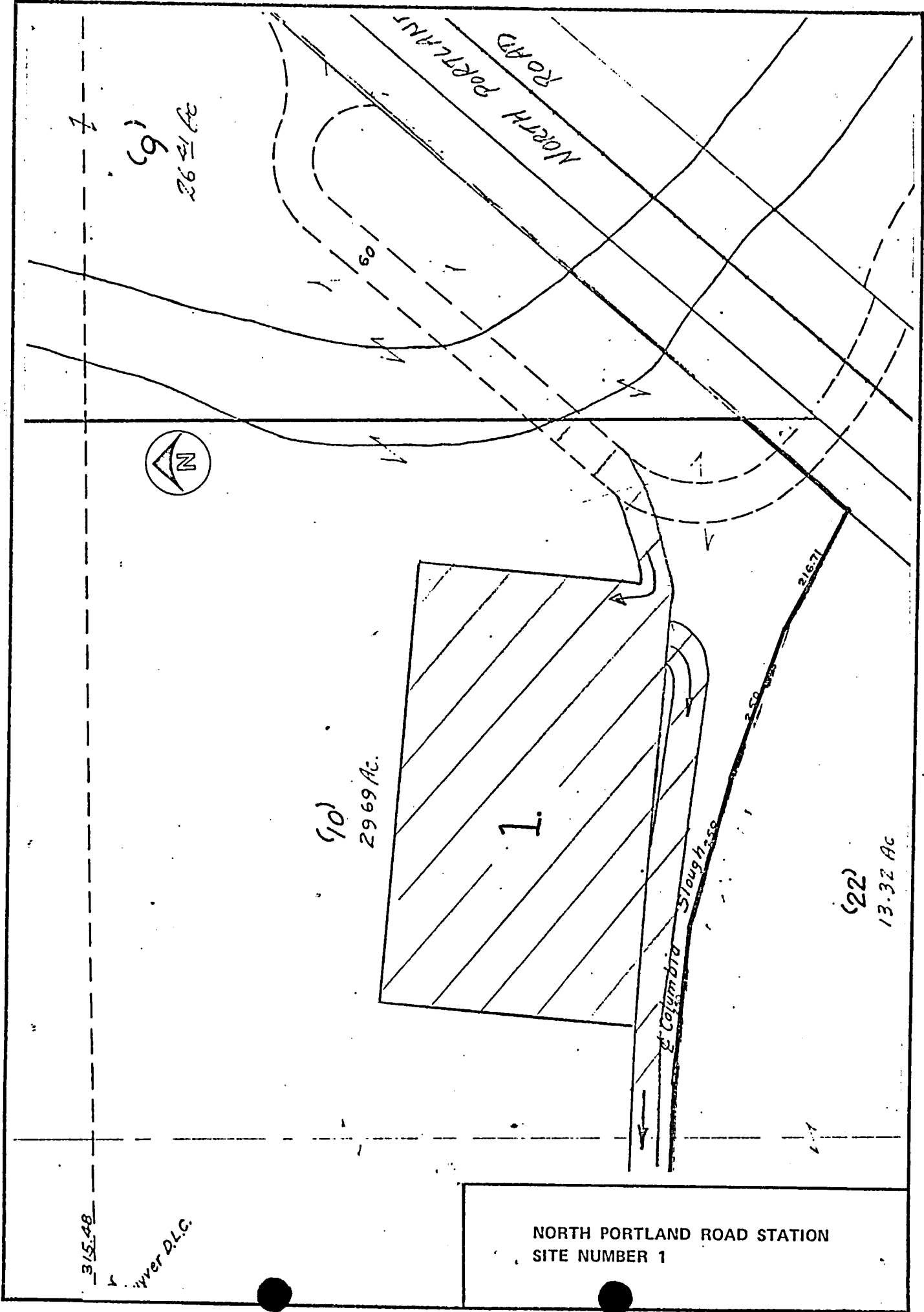
DESIGN CONSIDERATIONS: 1. Adequate arterial access from I-5 via either Marine Dr. or Columbia Blvd.
 2. Entrance to site is from North Portland Road's Turn lane for northbound traffic needed with caution light.
 3. Marshy area; site lightly vegetated with trees; added screening probably not required.
 4. Site filling will define shoreline of Smith Lake.
 5. Site is flat; diking exists along Columbia slough; extensive fill would be required.
 6. Easement needed for off-highway access to St. Johns Landfill along north dike of Columbia Slough; also for entrance to transfer site across West edge of tax lot 9.

ADVANTAGES:

1. Already zoned community service.
2. Reasonable access from I-5.
3. Off-highway access to St. Johns Landfill.

DISADVANTAGES:

1. Extensive filling would be required
2. Procurement of easements essential for site usability.
3. Possible public reactions concerning fill along Smith Lake.
4. Existing facilities would have to be relocated.
5. No sewerage available.



315.48
 Lower D.L.C.

NORTH PORTLAND ROAD STATION
 SITE NUMBER 1

PRIORITY 2

North Portland Road STATION

ALTERNATIVE SITES

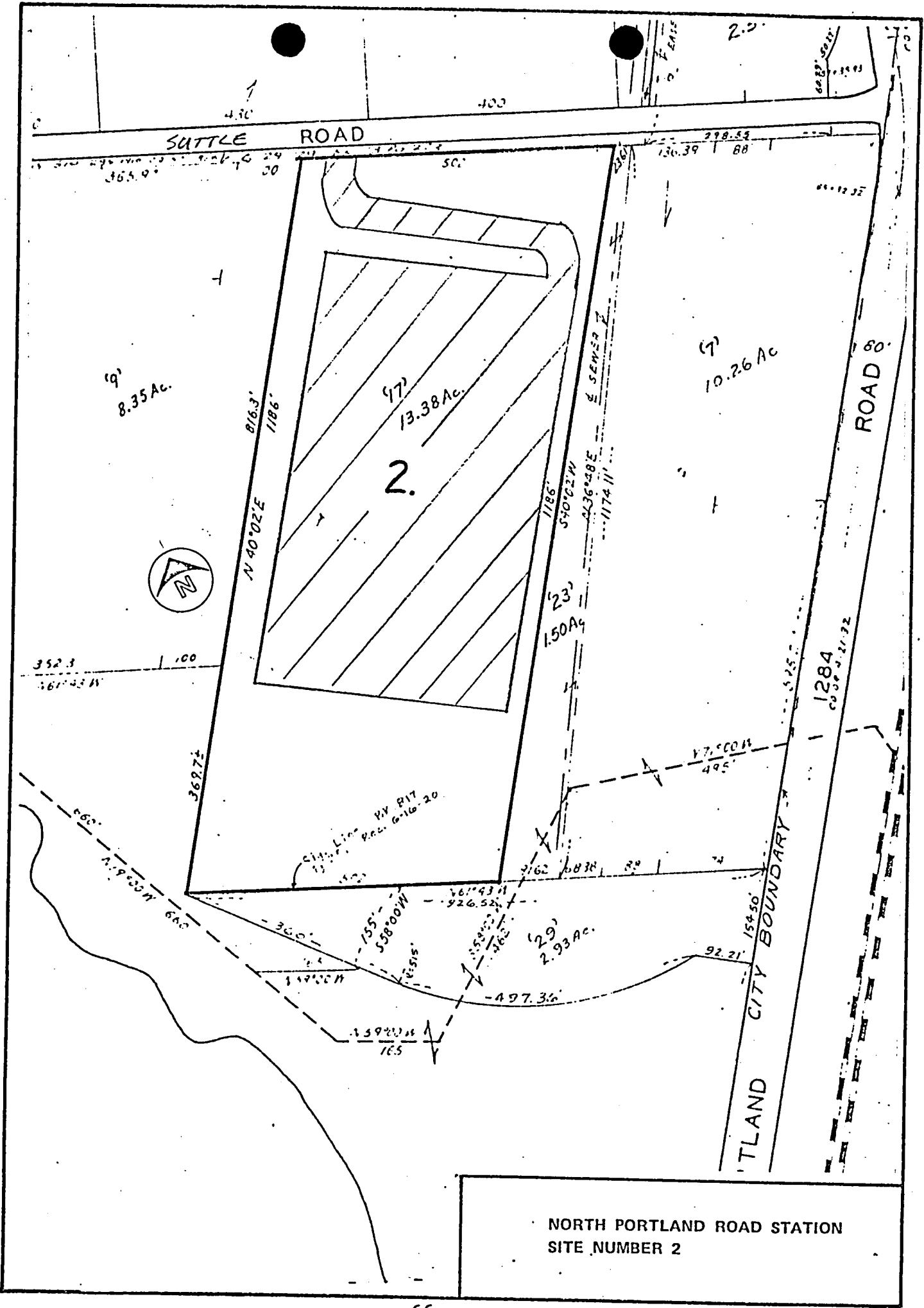
SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
2N-1E-32 Tax Lot 17	Moore Dry Kiln Co.	13.38	6.0	\$160,500 (ca. \$12,000/acre)	Good	440-V power and water available no sewer	Multnomah County: M-1 (Heavy Mfg.)	Industrial

DESIGN CONSIDERATIONS: 1. Adequate arterial access from I-5 via either Marine Drive or north Portland road.
 2. Caution light needed on N. Suttle Road at site entrance.
 3. Existing trees adequately screen site on west edge; additional screening probably not required.
 4. No special design would be needed for parcel configuration.
 5. Site is flat and grass covered.
 6. No easements needed.

ADVANTAGES: 1. Good access from I-5.
 2. Already zoned industrial.
 3. Suttle Rd. carries primarily industrial traffic.
 4. Railroad adjacent to parcel

DISADVANTAGES: 1. Site acquisition may be difficult; appears to be expansion property for owner.
 2. No possibility of off-highway access to St. Johns Landfill, although alternate landfill access could be developed from Suttle Rd.
 3. No sewerage available.

- 65 -



NORTH PORTLAND ROAD STATION
 SITE NUMBER 2

PRIORITY 3

North Portland Road

STATION

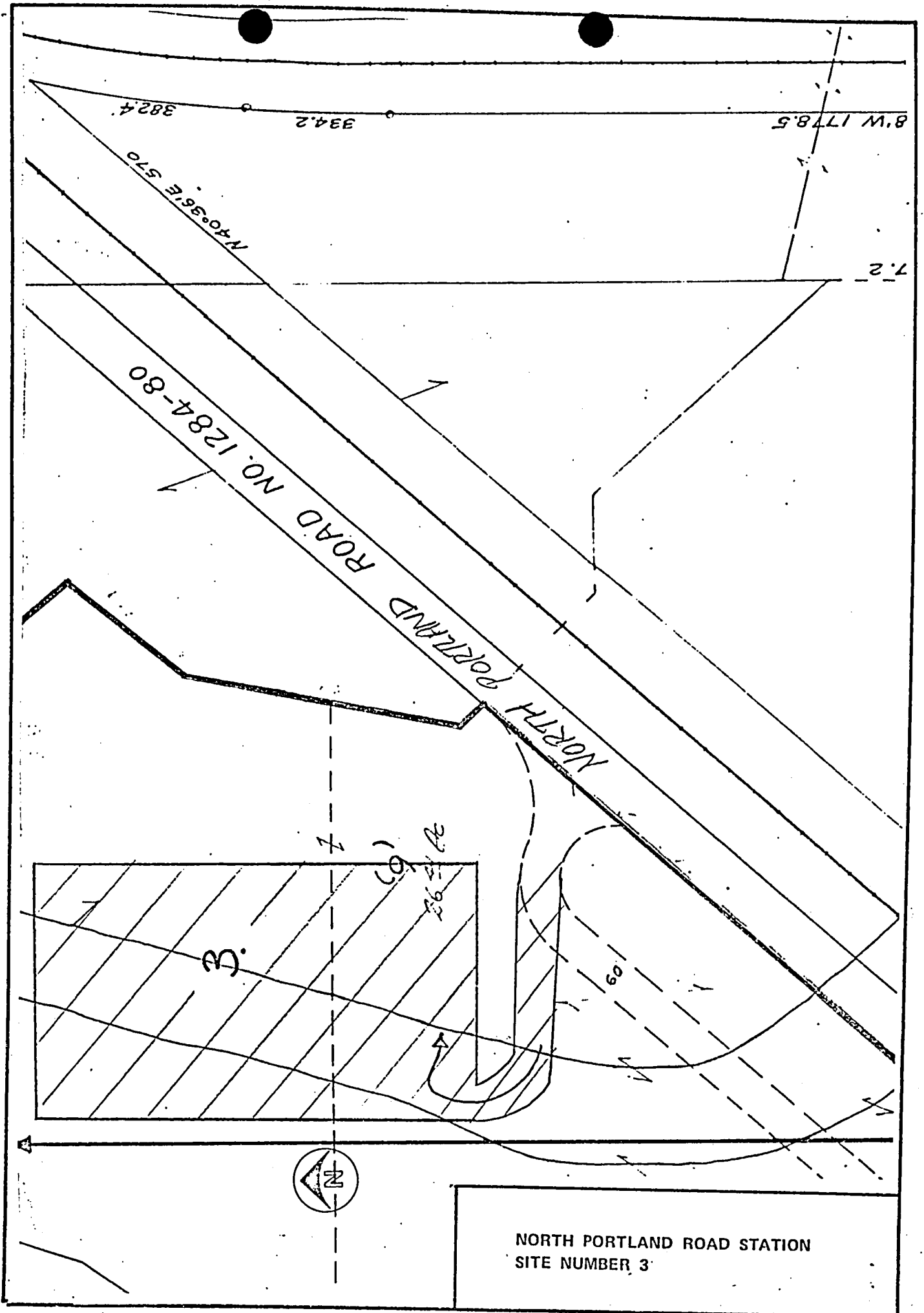
ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
IN-IE-5 Tax Lot 9	Gladys R. Smith	26.41	6.5	\$84,800 land and \$15,000 im- provements (ca. \$3,780/ acre)	Fair (marshy area)	440-V power and water available; no sewer	Multnomah County: F-2 (farming)	Existing trucking good on site; sur- rounding open bottom land borders Smith Lake.

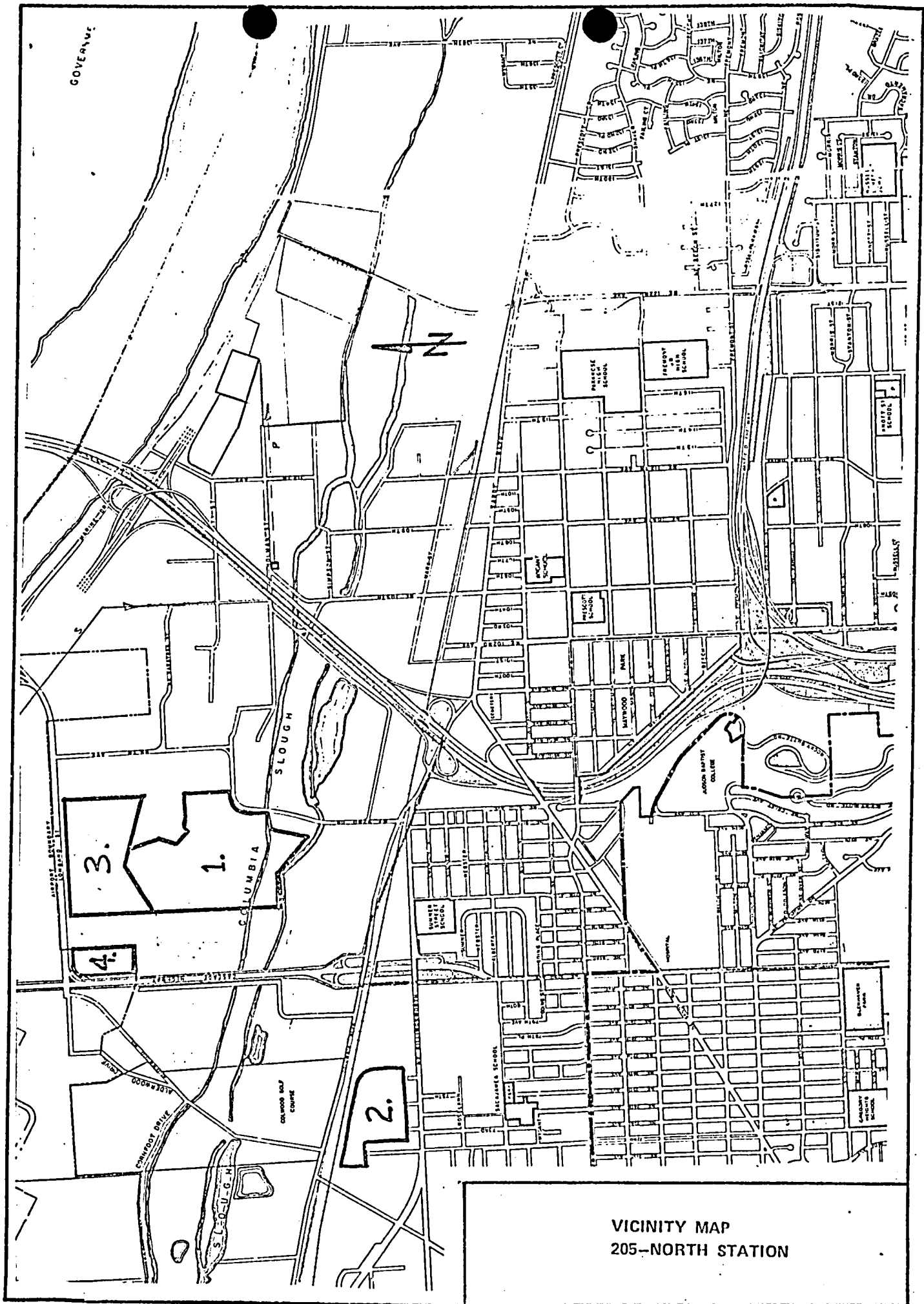
- DESIGN CONSIDERATIONS:
1. Adequate arterial access from I-5 via Marine Dr. or Columbia Blvd.
 2. Entrance to site from North Portland Road would require a caution light and separate turn lane for north bound traffic.
 3. Marshy area, site lightly vegetated with trees; added screening probably not required.
 4. Site filling would define shoreline of Smith Lake.
 5. Small portion of site is filled to road grade; remainder of site flat at lake level; extensive fill would be required.
 6. Easements would be needed to obtain off-highway access route to St. Johns Landfill.

- ADVANTAGES:
1. Reasonable access from I-5.
 2. Possibility of off-highway access to St. Johns Landfill.

- DISADVANTAGES:
1. Extensive filling would be required.
 2. Possible public reactions concerning fill along Smith Lake.
 3. Existing facilities would have to be relocated.
 4. No sewerage available.



NORTH PORTLAND ROAD STATION
 SITE NUMBER 3



VICINITY MAP
205-NORTH STATION

PRIORITY

1205-North

STATION

ALTERNATIVE SITES

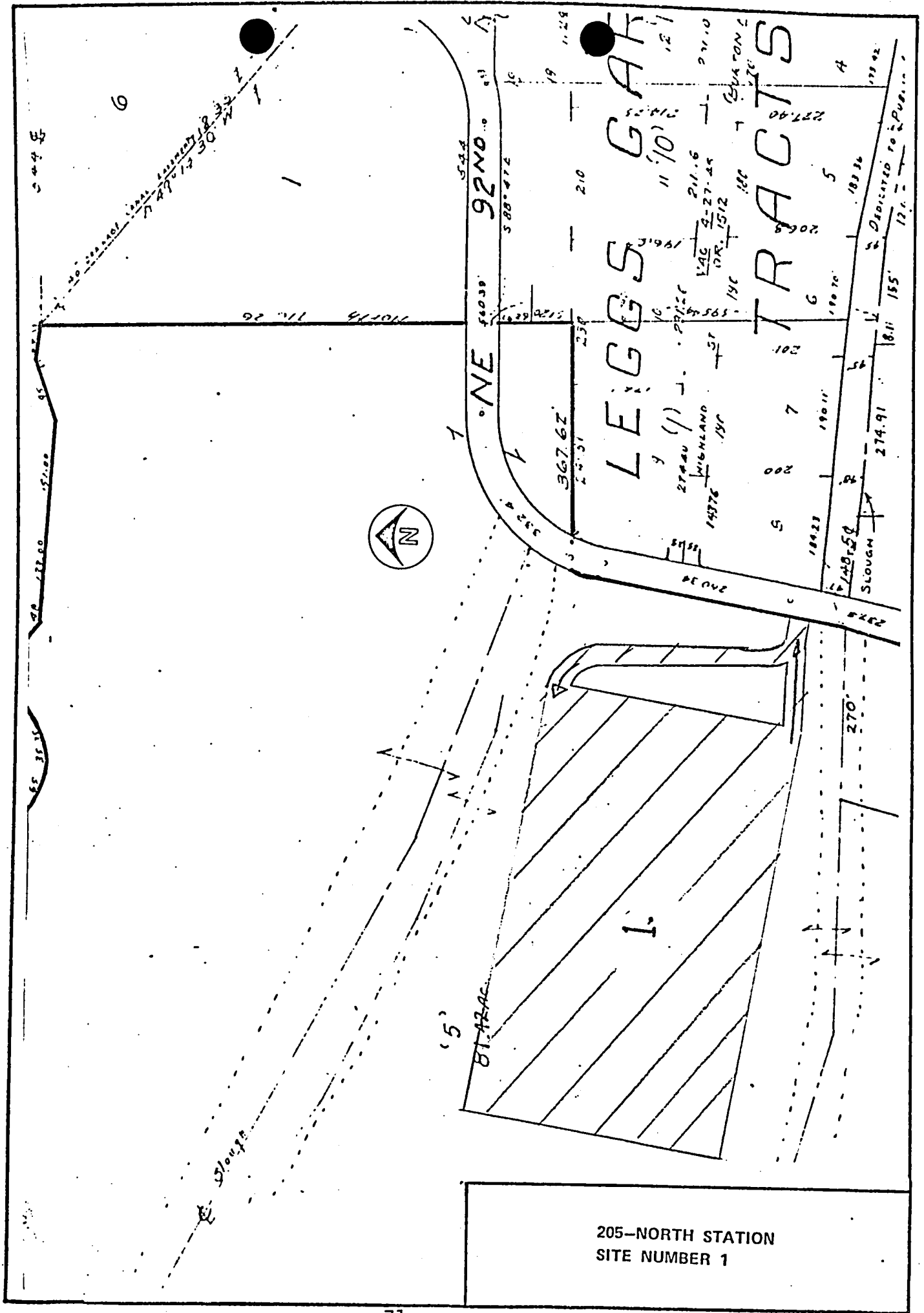
SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
IN-2E-16 Tax Lot 5	John Zoller, et. al.	81.42	6.5	\$67,800 (ca. \$830/ day)	Good	Water from Parkrose Water District and 440-V power available; no sewer	Multnomah County: F-2 (farming). Zone change to M-2 (general mfg.) requested and tabled.*	Farm land and open bottom land; industrial to south.

- DESIGN CONSIDERATIONS:
1. Good arterial access over major streets from N.E. 92nd and Columbia Blvd.
 2. Need traffic light at Columbia Blvd. and 92nd. Immediate entrance to site somewhat restricted, with narrow two-lane road north of Columbia Slough.
 3. Limited natural screening (trees and brush) along slough; some additional screening would be needed.
 4. No special design would be needed for parcel configuration.
 5. Site is flat and covered with stubble.
 6. No easements needed.

- ADVANTAGES:
1. No nearby residences.
 2. Relatively good access from Columbia Blvd. over N.E. 92nd Drive through industrial area.
 3. Good future access from I-205 via interchange at Columbia Blvd.

- DISADVANTAGES:
1. Zone change would be necessary.
 2. Site use may conflict with future airport expansion.
 3. No sewerage available, although connection to Portland airport trunkline may be possible.

* Comprehensive plan shows area as M-2.



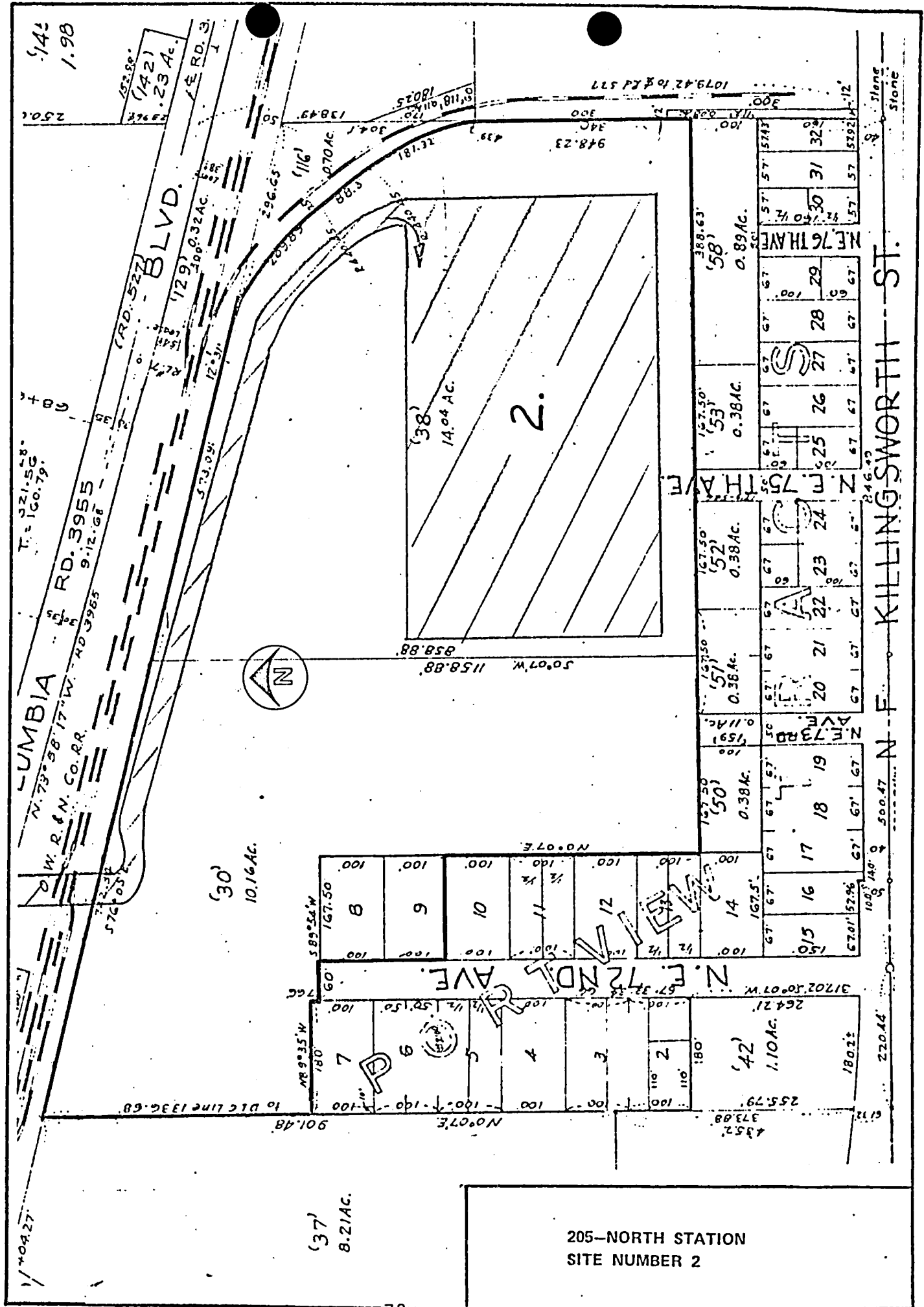
ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
SW 1/4 IN-2E-17 Tax Lot 30 Tax Lot 38	Kibbe, G.E. and Nash, Franke	10.16 14.04	0.5 6.5	\$98,500 land plus \$2,000 improvements \$134,100 land plus \$700 improvements (ca. \$9,690/ acre)	Good	Water from Parkrose Water Dis- trict and 440-V power available; no sewer.	Multnomah County; M-Z (light mfg.), but R-7 to west and A-2 to south.	Commercial- industrial on north, east, and west; residential on south.

- DESIGN CONSIDERATIONS:
1. Adequate arterial access either via Killingsworth or Columbia Blvd.
 2. Entrance to site could be either from Columbia Blvd. over railroad or from N.E. 76th off Killingsworth.
 3. Natural screening by walls of gravel pit; extensive security fencing needed.
 4. Placing station at bottom of pit requires special considerations for interior access road.
 5. Floor of pit is relatively flat, except for one depressed area.
 6. No easements needed for crossing over railroad is established.

- ADVANTAGES:
1. Already zoned industrial.
 2. Owner willing to sell; will cooperate with MSD.
 3. Naturally screened.
 4. Mined out area next to station could possibly be filled with milled wastes.
 5. Rail spur adjacent to parcel.

- DISADVANTAGES:
1. Residential area nearby.
 2. Extensive security fencing required.
 3. Major interior road construction to floor of pit.
 4. No sewerage available.
 5. Railroad grade crossing off Columbia Blvd..



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COLUMBIA RD. 3955
RD. 3955
RD. 3955

RD. 3955

RD. 3955

BLVD.

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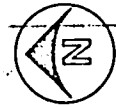
RD. 3955

RD. 3955

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RD. 3955



(37)
8.21 AC.

(30)
10.16 AC.

(38)
14.04 AC.

2.

205-NORTH STATION
SITE NUMBER 2

7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180
180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180

Stone

KILLINGSWORTH ST.

N. F.

500.47

220.48

Stone

PRIORITY

3

205-North

STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
1N-2E-16 Tax Lot 1	Port of Portland	50.22	6.5	\$652,800 (ca. \$13,000/acre)	Good	Water from Parkrose Water District and 440-V power available; no sewer	Multnomah County: M-3 CS (light mfg.-community service)	Open farm land or vacant

DESIGN CONSIDERATIONS:

1. Good arterial access via Cascade Highway (82nd) or Lombard. Future interchange at Marine Drive and I-205.
2. No entrance problems to site anticipated, but warning light would probably be required.
3. Some natural screening at present; additional screening would be needed.
4. No special design would be needed for parcel configuration.
5. Site is flat and grass covered.
6. No easements needed.
7. Closest railroad at 82nd and Columbia Blvd.

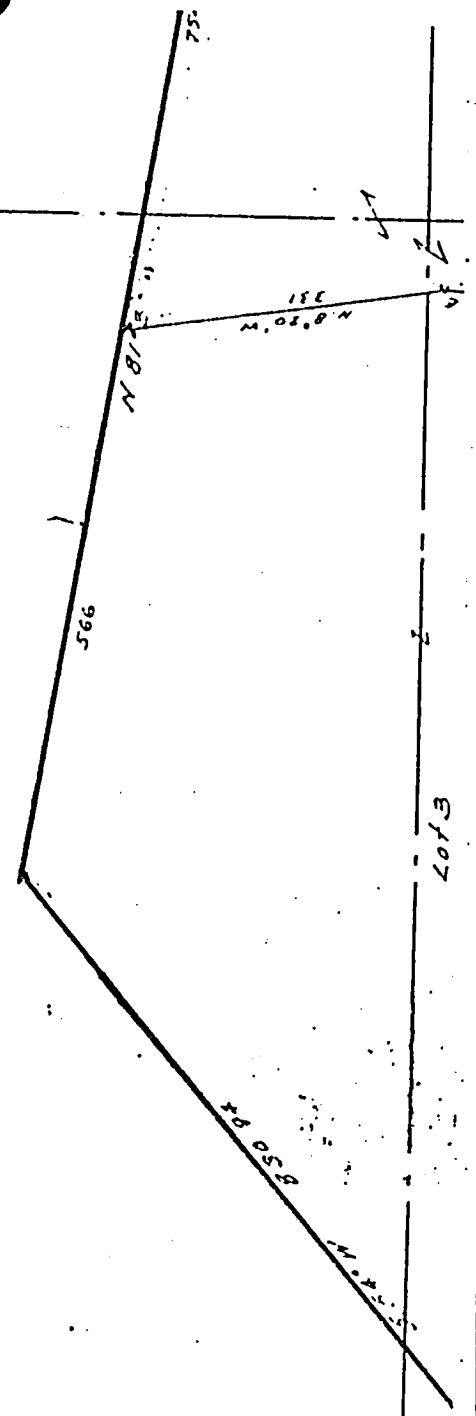
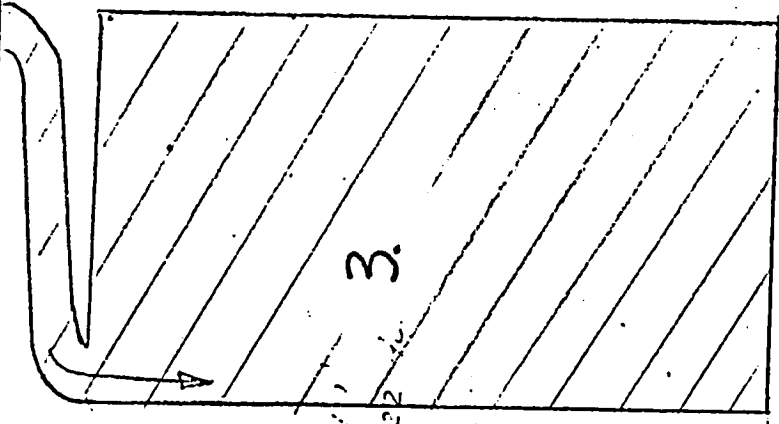
ADVANTAGES:

1. Already zoned community service.
2. Good existing access and excellent future access from I-205.
3. Area is well removed from residences.
4. Publicly owned property.

DISADVANTAGES:

1. Port of Portland wishes to leave this land undeveloped because it is in the clear zone of the south runway.
2. No sewerage available, although connection to Portland airport trunk line may be possible.

N.E. LOMBARD Co. RD. # 3239-80 CO. OR. 4-21-64 S.



Lot 1 Lot 2 Lot 3

(2)

7 Mc

S.E. Cor. of Holton

205-NORTH STATION
SITE NUMBER 3

PRIORITY 4

205-North

STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
IN-2E-16 Tax Lot 35	Port of Portland	12.74	6.5	\$255,000 (ca. \$20,020/ acre)	Good	Water from Parkrose Water District and 440-V power available; no sewer	Multnomah County; M-3 CS (light mfg.-Community Service)	Open farm-land or vacant.

DESIGN CONSIDERATIONS: 1. Good arterial access via Cascade Highway (82nd) or Lombard. Future interchange at Marine Drive and I-205.
 2. No entrance problems to site anticipated; existing light at Cascade Hwy. (82nd) and Lombard.
 3. No screening at site now; landscaping and screening would be needed.
 4. No special design would be needed for parcel configuration.
 5. Site is flat and grass covered.
 6. No easements needed.

ADVANTAGES:

1. Already zoned community services
2. Good existing access and excellent future access from I-205.
3. Area is well removed from residences
4. Publicly owned property.

DISADVANTAGES:

1. Port of Portland wishes to leave this land undeveloped because it is in the clear zone of the south runway.
2. No sewerage available, although connection to Portland airport trunk line may be possible.

- 76 -

N.E. LOMBARD

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1107

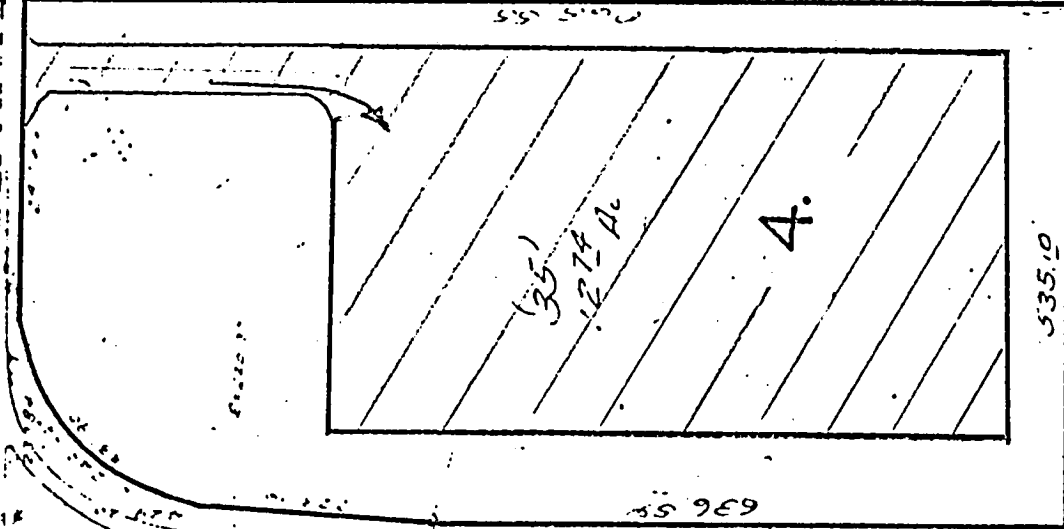
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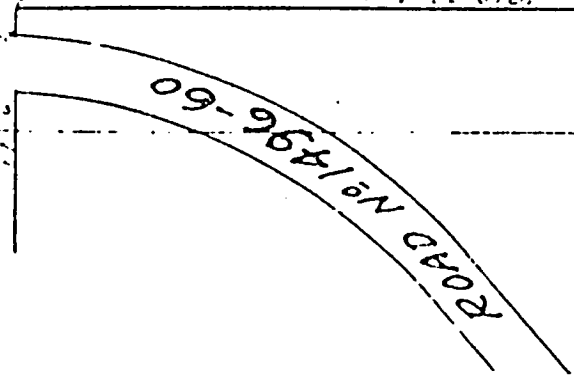
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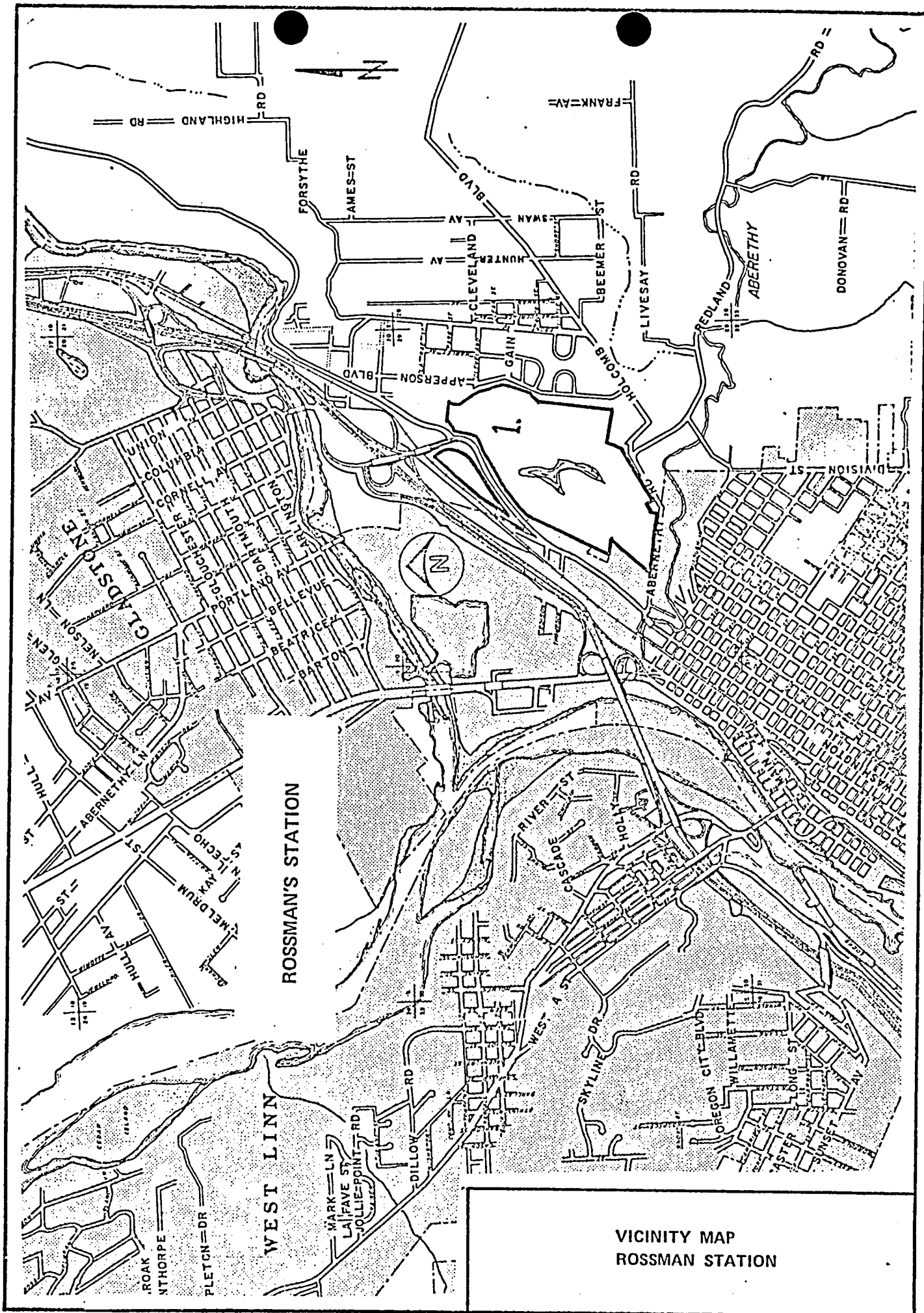
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60'

128

205-NORTH STATION
SITE NUMBER 4



VICINITY MAP
ROSSMAN STATION

PRIORITY 1

Rossman

STATION

ALTERNATIVE SITES

SITE LEGAL DESCRIPTION	OWNER	ACREAGE		ASSESSED VALUATION	FOUNDATION CONDITIONS	UTILITIES	ZONING	PRESENT SURROUNDING LAND USE
		Total	Needed					
2N-2E29 Tax Lots 900 and 990	Jack W. Parker	124.3	6.5	\$471,460 land, \$14,350 improvements (ca. \$3,910/ acre)	Good	Water from Park Place Water Dis- trict, 440- V power available; no sewer	Clackamas County: I-2 (light industrial)	Residential to east, commercial to south.

DESIGN CONSIDERATIONS: 1. Excellent arterial access, immediately off of I-205 at Park Place interchange.
 2. Site entrance would require caution light on Park Place; sharp turn from Park Place into site.
 3. Limited screening at site property line now; added screening would be required.
 4. No special design would be needed for parcel configuration.
 5. Site is flat and grass covered
 6. No easements needed

ADVANTAGES: 1. Excellent access from I-205
 2. Existing Rossman's landfill located on same parcel.
 3. Already zoned industrial
 4. Elimination of refuse trucks on Abernethy Road.
 5. Extra land available for service area or storage.
 6. Railroad adjacent to parcel.

DISADVANTAGES:
 1. One existing residence near proposed site entrance.

SEE MAP 2 2E 20

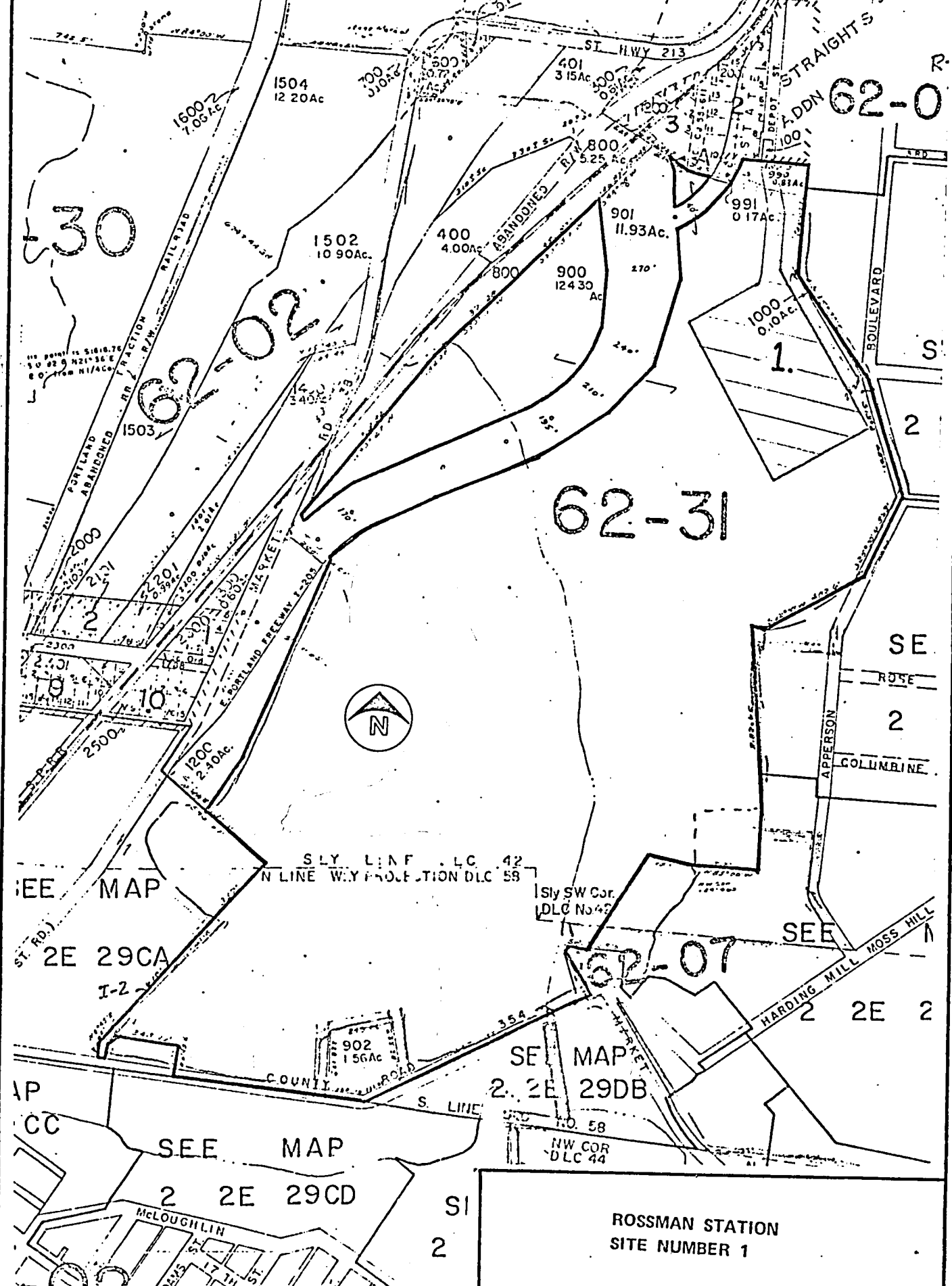
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ROSSMAN STATION
SITE NUMBER 1

1 May 1974
P 7857.6

OUTLINE OF ENVIRONMENTAL ASSESSMENT
FOR PROPOSED TRANSFER STATIONS

I. DESCRIPTION OF PROPOSED FACILITY AND ITS SURROUNDINGS

A. Type of Facility

1. General description
2. Proposed method of operation
3. Flow diagram of process (input/output analysis)
4. Cleaning and containment
5. Materials handled
6. Economic factors
7. Landscaping and screening
8. Demands on utilities
9. Pollution abatement facilities
 - a. Odors
 - b. Dust
 - c. Wastewater
 - d. Air
 - e. Noise

B. Location of Transfer Stations

1. Location of project sites
2. Land use considerations
 - a. Proximity to residential areas
 - b. Existing and predicted land use
 - c. Zoning
 - d. Compatibility with existing land use
3. Distance from landfill sites
4. Existing traffic volumes and access
5. Ambient noise data
6. Ambient air quality data
7. Natural features of sites
8. Aesthetic qualities of sites
9. Utility availability
10. Natural habitat
 - a. Wildlife
 - b. Vegetation

II. ENVIRONMENTAL IMPACT OF THE PROPOSED PROJECT

A. Traffic

1. Effect on existing volumes and capacities
2. Consistency with mass transit objectives
3. Consistency with local and regional transportation plans

4. PUBLIC TRAFFIC

B. Noise

1. Estimated effect on ambient noise levels due to mobile sources
2. Estimated effects from operational sources

C. Air Quality

1. Effects of station-generated traffic
2. Operations
3. Dust

D. Aesthetic Considerations

1. Litter
2. Odors
3. Screening and appearance

E. Utilities

1. Electricity
2. Water

3. AMOUNT OF FILL OR EXCAVATION REQUIRED.

F. Economic and Resource Use

1. Value of product produced
2. Recycling of materials

G. Natural Habitats

1. Wildlife
2. Vegetation

III. ALTERNATIVES TO THE PROPOSED PROJECT

A. Alternative Locations

B. Design Alternatives

IV. MITIGATING MEASURES FOR ADVERSE ENVIRONMENTAL IMPACTS

V. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT
AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

VI. AUTHORIZATION TO SEEK RIGHT-OF-ENTRY FOR TRANSFER/
PROCESSING SITE SOILS EXPLORATION

No Action

Tabled

VII. OTHER BUSINESS

. Solid Waste Commission Personnel Selection

The attached page contains a list of proposed names for the Solid Waste Commission. Please review and select 11 to 15 names for appointment.

PROPOSED NAMES FOR
SOLID WASTE COMMISSION

1. Bill Culham - City of Portland
2. Ken Meng - Washington County
3. Mike Sandberg - Washington County
4. Dick Howard - Multnomah County
5. Dave Phillips - Clackamas County
6. Art Schlack - Washington County
7. Dick Glanz - Industry
8. Jack Parker - Industry
9. Scott Parker - Industry
10. Harold Lavelle - Industry
11. Dave Yett - Industry
12. Nick Brajavich - Industry
13. Bill Demming - Industry
14. Carl Miller - Industry
15. Palmer Torvend - Citizen
16. Molly Kohnstamm - Citizen
17. Gus Mohr - Citizen
18. Marlin Nelson - Citizen
19. Nancy Hoover - Citizen
20. Jane Cease - Citizen
21. Russ Dawson - Citizen