

**MEETING OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT**

**Public Hearing
April 8, 1986**

Councilors Present: Councilors DeJardin, Prewing, Kirkpatrick, Rafoury, 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

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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.

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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. Nueman, owned both properties under consideration. Mr. Nueman 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

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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 realign 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 with 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 STD. 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 Durdell, 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

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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. Bunker 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 waste 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.

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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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