



Future South Community Lens

A vision for site selection and project decisions

Introduction

This Community Lens represents the feedback received from the Future Metro South Community Advisory Group. This group met August 2020 through April 2021 to inform Metro's future decisions about the proposal to move some or all of the garbage and recycling services currently provided at the Metro South Transfer Station in Oregon City to a new location in Clackamas County.

The advisory group is composed of fifteen people of diverse backgrounds representing local communities of Clackamas County including Oregon City, Milwaukie, Happy Valley, West Linn, and Canby as well as the currently unincorporated areas of Oak Grove and Clackamas. The group includes people between the ages of 16 and 74, of different genders, race, ethnicities and professional backgrounds.

The Community Lens incorporates the advisory group's values, aspirations, concerns and priorities for the future Metro South recycling and transfer center and for their community.

Purpose

The **primary purpose** of this Community Lens is for the Metro Project Management Team to use as one piece of information in assessing any site that might be considered for purchase (secured in a purchase and sale agreement) for locating a new garbage and recycling transfer facility. A **secondary purpose** of this Community Lens is to help inform future planning of the project, including design, construction, selection of services and programming (Section IV).

Section I. Guiding principles

The advisory group is passionate about protecting people and the environment. The following represents the values expressed by the group in relation to this project:

- **Equitable, fair, accountable decision-making process** and appropriate project timeline to ensure inclusive public participation.
- **Mutual respect** of all people and culturally significant areas.
- **Demonstrate respect for the natural environment promoting environmental justice** and protecting wildlife, plants, air, and water.
- **Honor the history** of the original inhabitants of the land and Tribal lands
- **Accessibility to place, language, services, and opportunities.** Prioritization of vulnerable populations like youth, the elderly, people with limited English proficiency, and people living with low incomes.
- **Encourage community asset-building:** Create a beautiful focal point for the host community.
- **Self-determination of communities:** the project provides services that the community needs and wants.
- **Transparency throughout the process** about politics and business interests.
- **Collaborate** with city, state, Tribal and federal governments and K12 schools, and colleges to provide the most equitable strategies for inclusion in planning for employees and customers.
- **Provide ongoing education opportunities:** Create opportunities for students of all levels (K-12, college, trades) to learn about garbage and recycling, sustainability, and other related topics.

Section II. Community criteria for property evaluation

Property under consideration: _____

Today's date: _____ Date submitted to Metro Council: _____

The primary purpose of this section is to help Metro's Project Management Team evaluate any site that might be considered for purchase. This information will be considered by Metro Council along with Metro's Base/Functional Criteria and property investigation work (due-diligence) to determine the feasibility of building a modern recycling and transfer center there. *Note: services to be moved from or remain at the existing Metro South Transfer Station will be decided after a site is purchased.*

Instructions for use: Project Team shall assess the likelihood that the property under consideration for purchase can meet each community criteria for site evaluation. If needed, project team will provide relevant explanations or further details in Section III. The advisory group voted to identify their priority for each criteria as a *must-have*, *prefer-to-have*, or *nice-to-have* item.

	Community criteria for site evaluation	Does the site meet the criteria?
Must-have	An environmental assessment shows minimal negative impacts to human health and natural resources. Potential impacts can be mitigated through design, technology or operations practices.	<input type="checkbox"/> No/very minimal impact expected <input type="checkbox"/> Little mitigation needed <input type="checkbox"/> Significant mitigation needed <input type="checkbox"/> Unlikely / or No assessment done
	The new site avoids close proximity to residential areas, sensitive populations, and culturally significant areas that might experience negative impact from noise, smells, pests, pollution from increased traffic, etc. (<i>Close proximity = 500-1,000 ft. from site</i>)	<input type="checkbox"/> None within 500-1,000 ft. <input type="checkbox"/> 1+ found w/in 500-1,000 ft. <input type="checkbox"/> 1+ found w/in 0-500 ft. <input type="checkbox"/> Multiple areas found nearby
Prefer-to-have	The new site is accessible to urban and rural customers by multiple modes of transportation like cars (C) and public transit (PT). (<i>by Cars = near major roadways, easy to find. By public transit = bus stop exists within 1/4 mile</i>)	<input type="checkbox"/> Yes by C, PT within 1/4 miles <input type="checkbox"/> Yes by C, PT within 1/2 to 1 miles <input type="checkbox"/> Only cars, no PT available <input type="checkbox"/> Not accessible by either
	Accessibility by walking (W) and biking (B) should be available - especially for sites where community facing amenities are to be built. (<i>Walking= sidewalks, traffic signals, lighting, trails. Biking= paved roadways, bike lanes, narrow roads, signals, protective elements like trees, trails</i>)	<input type="checkbox"/> Yes by W, and B <input type="checkbox"/> Yes by W, B within 1/2 to 1 miles <input type="checkbox"/> Some by W, Not by bikes <input type="checkbox"/> Not accessible by either W or B
	The new site is large enough to accommodate community facing amenities beyond basic garbage and recycling services. <i>For example: education space, viewing room, reuse/repair space, or others.</i>	<input type="checkbox"/> Yes, flexible/large site <input type="checkbox"/> Likely, some space available <input type="checkbox"/> Unlikely, little space available <input type="checkbox"/> Not likely at all
	The new site allows for flexible use of space to accommodate for growth and changing service needs for several generations to come.	<input type="checkbox"/> Yes, flexible site <input type="checkbox"/> Likely, some space available <input type="checkbox"/> Unlikely, little space available <input type="checkbox"/> Not likely at all
	A traffic assessment reveals minimal negative traffic impacts to neighboring businesses and residences, or a	<input type="checkbox"/> No, or minimal impact expected <input type="checkbox"/> Little mitigation needed

	way to mitigate traffic impacts (<i>Consider Transportation Demand Management strategies</i>).	<input type="checkbox"/> Significant mitigation needed Mitigation unlikely, or Not assessed
Nice-to-have	Sites under consideration for purchase that have the potential of connecting to parks, trails and natural areas should be prioritized. (<i>Could help encourage the use as a community resource beyond basic services.</i>)	<input type="checkbox"/> Yes, site is adjacent <input type="checkbox"/> Yes, proximity within 1/2 mile <input type="checkbox"/> Yes, proximity within 1.5 miles <input type="checkbox"/> Not near natural area, trail, park

Section III. Questions for property evaluation

When a site is considered for purchase, the Project Management Team should answer these questions to the best of their ability in writing and include answers – along with Section II – in their final staff report to Metro Council. The answers to these questions should inform the purchase and development decisions of the site and address any relevant community criteria.

- 1) How has community input informed the decision about the feasibility of this location for the future project? If the site is purchased, how will communities inform future decisions about the project?
- 2) What services currently provided at the Metro South Transfer Station appear to be best suited to move to this potential site? Why? (*i.e. - all, commercial, self-haul, etc.*)
- 3) Are there potential negative impacts to people or the natural environment (*to water, air, soil or plants*) on this site? If yes, what are the ways Metro will mitigate and prevent negative impacts?
- 4) What could be the economic impacts to residents (*changes in taxes, rates, fees, job opportunities, future development*) of building a new facility on this site?
- 5) If this site is selected for purchase, how is Metro going to promote sustainability through this project?
- 6) What is the sites' history as it relates to the surrounding land, water and its natural features? (*inventory the resources as defined in Oregon Statewide Land Use Planning [Goal 5](#)*)
- 7) How will the development of this site impact traffic?
- 8) (*Optional*) Please include relevant information or further responses about Section II Community Criteria that are not yet addressed in questions 1-7.

Section IV. Beyond site selection criteria

This section will be used by the Future Metro South recycling and transfer center Project Management Team and Project Steering Team for consideration if and after a site has been approved for purchase and plans for design, construction, and programming begin. The advisory group voted to identify their priority for each criteria as a *must-have*, *prefer-to-have*, or *nice-to-have*.

Instructions: Please write a summary to describe how the project’s design and construction can or cannot address the priorities expressed by the Community Advisory Group. Results from the beyond site selection criteria should be shared with the project Steering Team and Metro Council after a property is purchased and before the project is submitted for land-use approval.

Property address: _____ Date of purchase: _____

Today’s date: _____

Priority	Community criteria for future planning of construction, services and programming
Must-have	Construction and operations minimize harmful impacts to the environment.
	Development on the site includes road safety improvements as well as accessibility features and designs to assist with safety/access for those with mobility, hearing or vision needs to avoid potential dangers to pedestrians, small vehicles and employees during construction and future operations (<i>provides pathways, sidewalks, vehicle speed control, etc.</i>)
	The site development plans should incorporate space to acknowledge the history of First Nations and the original inhabitants of the land the facility will be located on.
	Site should be well marked with signs in multiple languages so that all of the community knows of its services and benefits.
	Project promotes the reduction of toxic waste and avoids increasing environmental toxicity. (<i>Consider incorporating Greenguard certification guidelines for products used or ways to measure toxicity</i>)
Prefer-to-have	Site development maximizes resiliency in case of natural disasters or emergencies (i.e. floods, earthquakes, community emergency, etc.)
	Project identifies options for ongoing air quality monitoring or other tools that help gather data to protect local communities from negative environmental impacts during regular facility operations.
	Staff has investigated how Community Enhancement Grant funds can be shared among impacted communities surrounding the site.
	Collaborate with K-12 schools, colleges, work force development programs and universities to implement programs, educational certificates, or other activities that encourage education about waste reduction, environmental protection, or reuse/recycling.
	Explore ways to provide discounted fees for disposal for people in vulnerable communities like seniors and people living with disabilities.

Metro appreciates the Metro South community advisory group members and our partner Unite Oregon for their support in the creation of this Community Lens.