



# Future Metro South Recycling and Transfer Center

## Siting Criteria Overview

Metro is planning to build a new, state-of-the-art facility to complement and expand the garbage and recycling services currently offered at the Metro South Transfer Station in Oregon City. The new facility will become the Metro South Recycling and Transfer Center. To find a suitable location for the new facility, Metro is following a process to look at potential sites in the main industrial and commercial areas in and around north Clackamas County and small portions of southeast Multnomah County.

As part of this process, Metro developed siting criteria (called “base” and “functional” criteria) that capture a variety of factors to take into account when searching for the ideal site, including the potential benefits and impacts the new facility may have on nearby communities and the environment. Metro expects that a list of community criteria – or considerations – will be developed by a community advisory group to be incorporated into the property selection process.

The siting criteria are one of the tools Metro is using to incorporate the agency’s racial equity, environmental and operational goals – including goals in the 2030 Regional Waste Plan – into the site selection process. One important constraint, however, is the limited availability of properties for sale in the siting area. In practice, this means that many of the top-ranking properties identified through the use of the siting criteria will not be available for purchase. Metro is approaching property owners of top-ranking sites to gauge their interest in potentially selling their property. Additionally, Metro staff are continuously monitoring the commercial real estate market for opportunities to secure potentially suitable properties that fit with the criteria described below.

### BASE CRITERIA

The base criteria represent the minimum requirements for a site to be able to meet the needs of the project. Based on Metro staff assessment, a site that is within the established siting area, with the appropriate zoning designation and of a sufficient size are the factors critical to accommodate the proposed facility.

<b>Siting Area</b>	The siting area encompasses approximately 50 square miles within the Metro Boundary along the major transportation corridors, industrial areas and population centers near the existing Metro South transfer station in Oregon City. The siting area also reflects the high demand for self-haul services in the south Metro region (District 2) and where the majority of Metro South customer trips originate.
--------------------	--

<b>Zoning</b>	Cities and counties prohibit the building of garbage and recycling facilities on land that has been designated for residential uses. These facilities are typically allowed on land that has been zoned as General Industrial or Heavy Industrial. In some cases, cities and counties may grant permission to build these facilities on properties that have been designated for light industrial or commercial uses. Due to these zoning restrictions, the zoning criterion limits the search to <u>only</u> land within the siting area that has been zoned as Industrial, Commercial or Commercial Mixed Use.
<b>Size</b>	Metro is searching for a property of 7 acres or more. Through studies and assessments it was determined that 7 acres is the minimum needed to accommodate a self-haul services facility (for residential and small businesses customers only) and 12 acres is the minimum needed to build a full-service, modern transfer station (for both commercial and self-haul customers). A larger site is preferred since it would provide more opportunities for flexibility and future expansion.

Metro staff used a geographic information system (GIS) mapping tool to apply the three base criteria to all tax lots within the siting area. This process narrowed down the list of potential sites to 166. Some of these sites include combinations of two or more adjacent tax lots owned by the same person or company, or sites in which a building sits on multiple adjacent tax lots. Most of these sites are not currently for sale and Metro staff is actively monitoring the real estate market in case any of the sites becomes available for purchase.

## FUNCTIONAL CRITERIA

After applying the base criteria, Metro staff developed a set of 18 functional criteria (summarized in table below) to score and rank the 166 sites identified in the search. Every site was reviewed against each of the 18 functional criteria and assigned scores. This generated a list of sites for consideration, in order of highest to lowest scores. Using this list, staff identified the top ten sites for initial consideration.

The functional criteria described below capture the main objectives of the project (from a staff perspective) when it comes to minimizing community and environmental impacts, finding a convenient location for the new facility, ensuring the project is feasible, and finding a site that meets Metro’s operational needs.

<b>Minimize Community Impact</b>	<ol style="list-style-type: none"> <li>1. Site is located away from residential areas</li> <li>2. Site is located away from sensitive uses (schools, churches, hospitals)</li> <li>3. Site is not a protected site of historical, archaeological or cultural significance</li> </ol>
<b>Minimize Environmental Impact</b>	<ol style="list-style-type: none"> <li>4. Site is outside of 100-year floodplain</li> <li>5. Site contains a manageable amount of critical habitat areas (wetlands, wildlife)</li> <li>6. Water table beneath the site is low</li> </ol>
<b>Ensure Accessible/ Convenient Location</b>	<ol style="list-style-type: none"> <li>7. Site is accessible from I-205, main transportation corridors</li> <li>8. Site is proximate to existing Metro South Transfer Station</li> <li>9. Site is appropriate distance from other private self-haul facilities</li> <li>10. Site is near mass transit for retail and employee accessibility</li> </ol>
<b>Ensure Project is Feasible</b>	<ol style="list-style-type: none"> <li>11. Land-use approval for project at site is obtainable</li> <li>12. Site is for sale</li> <li>13. Site value (cost per square foot) is reasonable</li> </ol>
<b>Ensure Project Meets Operational Needs</b>	<ol style="list-style-type: none"> <li>14. Site has sufficient space for onsite roadways, queuing, parking</li> <li>15. Site is easily accessible, with limited cross-traffic, roads can handle traffic</li> <li>16. Site shape is +/- square with no obstacles cutting across (creeks, easements, freeways)</li> <li>17. Site provides ability for expansion</li> <li>18. Site is relatively flat or gently sloping</li> </ol>

## COMMUNITY LENS/CRITERIA

The community lens/criteria were developed by the Metro South Community Advisory Group (CAG), led by Metro staff and Unite Oregon, between August 2020 and April 2021. The CAG met over 10 times to discuss ideas and concerns related to the project and gather information on community priorities. These discussions were summarized and reviewed by the group, and a document (see “Future South Community Lens”) was created to use for any property that Metro is seriously considering for purchase. Project staff will complete this community lens for any property that has been secured for assessment (through a purchase agreement) and present the lens, along with other investigation reports, to Metro Council for consideration in making a decision about a site to purchase for a new facility.