



**King County**

Department of  
Natural Resources and Parks  
Solid Waste Division

Waste  
Prevention

Resource  
Recovery

Waste  
Disposal

# Transfer Plan Review 2: Briefing

# No Northeast Transfer Station Is Needed At This Time, Viable Alternatives Are Available

- Multiple options for managing the forecasted growth in transactional demand in the County's northeast service area without building a new transfer station.
- Combinations of policy decisions, capital investments, and operational changes

# Multiple Configurations Were Compared To Our Adopted Transfer Plan

- Adopted transfer plan which calls for building a Northeast station was compared with 3 concepts;
  - Do not build Northeast
  - Redirect commercial customers to balance demand at stations, do not build Northeast
  - Restrict self-haul use at Factoria during peak commercial hours and extend operating hours, do not build Northeast

# Mitigation Strategies Were Applied To Concepts In Multiple Combinations To Address Constraints

- Influence Use
  - Extended hours
  - Peak Pricing
  - Mandatory Collection
  - Material Bans
- Improve Capacity
  - Scales
  - Queuing Lanes
  - Staffing

# Renton, South County, & Bow Lake Stations Not Impacted By Alternatives

- Renton and South County
  - Virtually no overlap in the customer base between the northeast and south county service area,
  - Less than 4% of Renton self-haulers would use south county station if the Renton station were to close.
- Bow Lake
  - Designed to accommodate additional scales and onsite queuing space which would be required regardless of the chosen approach.

# Factoria & Shoreline Would Require Action To Prevent Substantial Queuing & Wait Times

	Factoria	Shoreline
Constraint	<ul style="list-style-type: none"><li>• Self-Haul Tipping Floor</li></ul>	<ul style="list-style-type: none"><li>• Commercial Tipping Floor</li><li>• Outbound Scale</li></ul>
Impacts	<ul style="list-style-type: none"><li>• Substantial off site queueing</li><li>• Higher customer service times</li></ul>	<ul style="list-style-type: none"><li>• Double customer service times</li><li>• Moderate off site queuing</li></ul>
Mitigation	<ul style="list-style-type: none"><li>• Extended operating hours</li><li>• Peak pricing</li></ul>	<ul style="list-style-type: none"><li>• Additional staffing</li><li>• Outbound scale</li></ul>
Notes:	<ul style="list-style-type: none"><li>• Factoria customers may raise equity concerns about peak pricing</li><li>• Approach may increase Factoria traffic during peak afternoon hours</li><li>• Bellevue has indicated possible Conditional Use Permit modification</li></ul>	

# Other Concept and Strategy Combinations May Raise Different Concerns

- Redirected Commercial haulers face increased costs, longer service times.
- Restricted Self-haulers face less convenient access, longer service times.
- All customers, depending on local alternatives, face reduced disposal/recycling locations due to yard waste bans

# Next Steps

- Review draft report with stakeholders, update and transmit final report to Council by June 30, 2015.
- Continue the Comprehensive Solid Waste Management Plan development process to incorporate final report recommendations and address larger policy issues including:
  - Maximizing capacity at Cedar Hills
  - Ensuring a sustainable rate model
  - Creating a roadmap to achieve recycling goals
  - Achieving environmental & service excellence
- A draft Comp Plan is expected to be ready for review in early 2017. It may be necessary to revisit transfer plan once key policy decisions have been made.