



King County

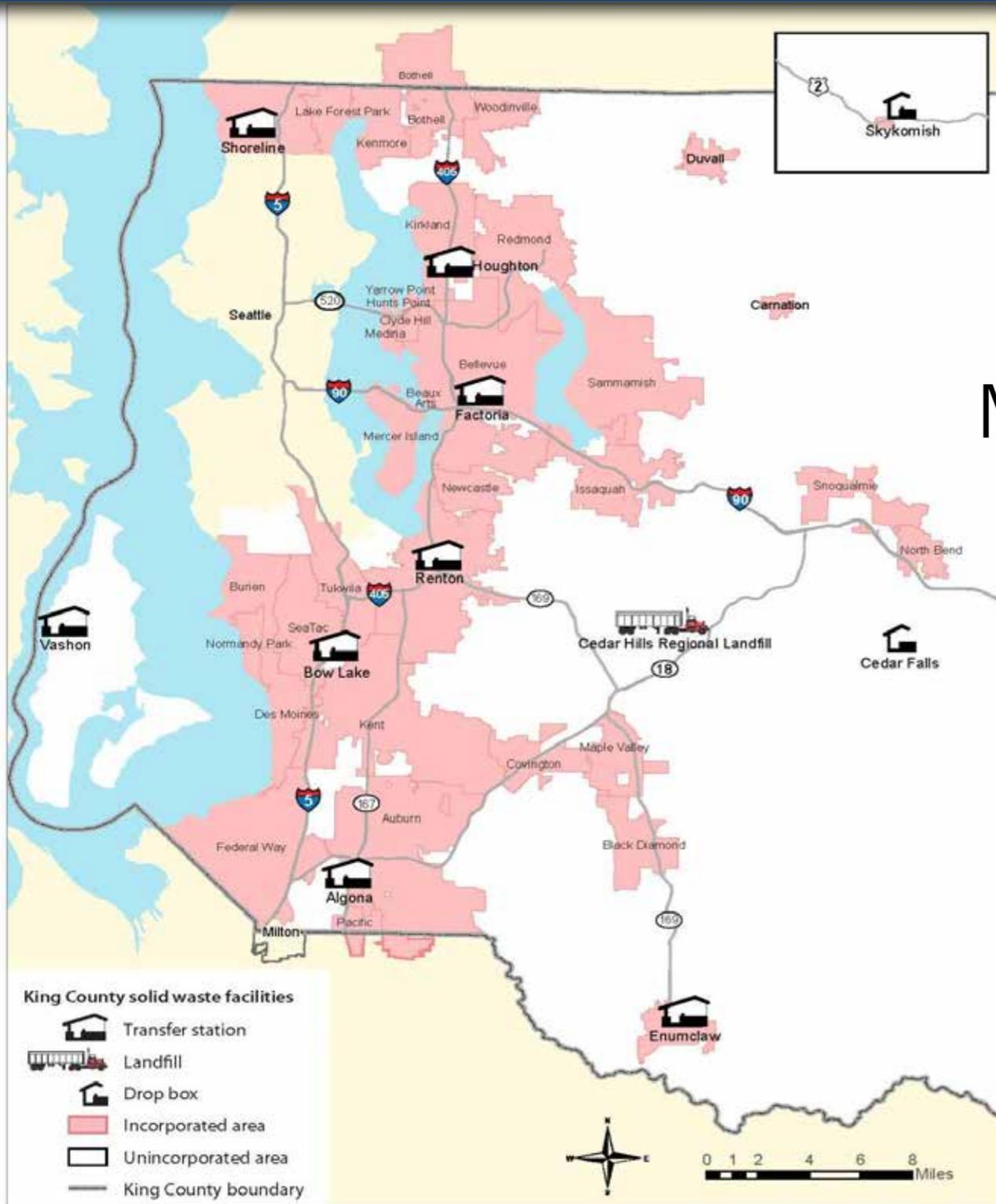
Department of
Natural Resources and Parks
Solid Waste Division

Siting Advisory Committee

**South County Recycling & Transfer Station
(SCRTS)**

August 15, 2012

Current Recycling & Transfer System

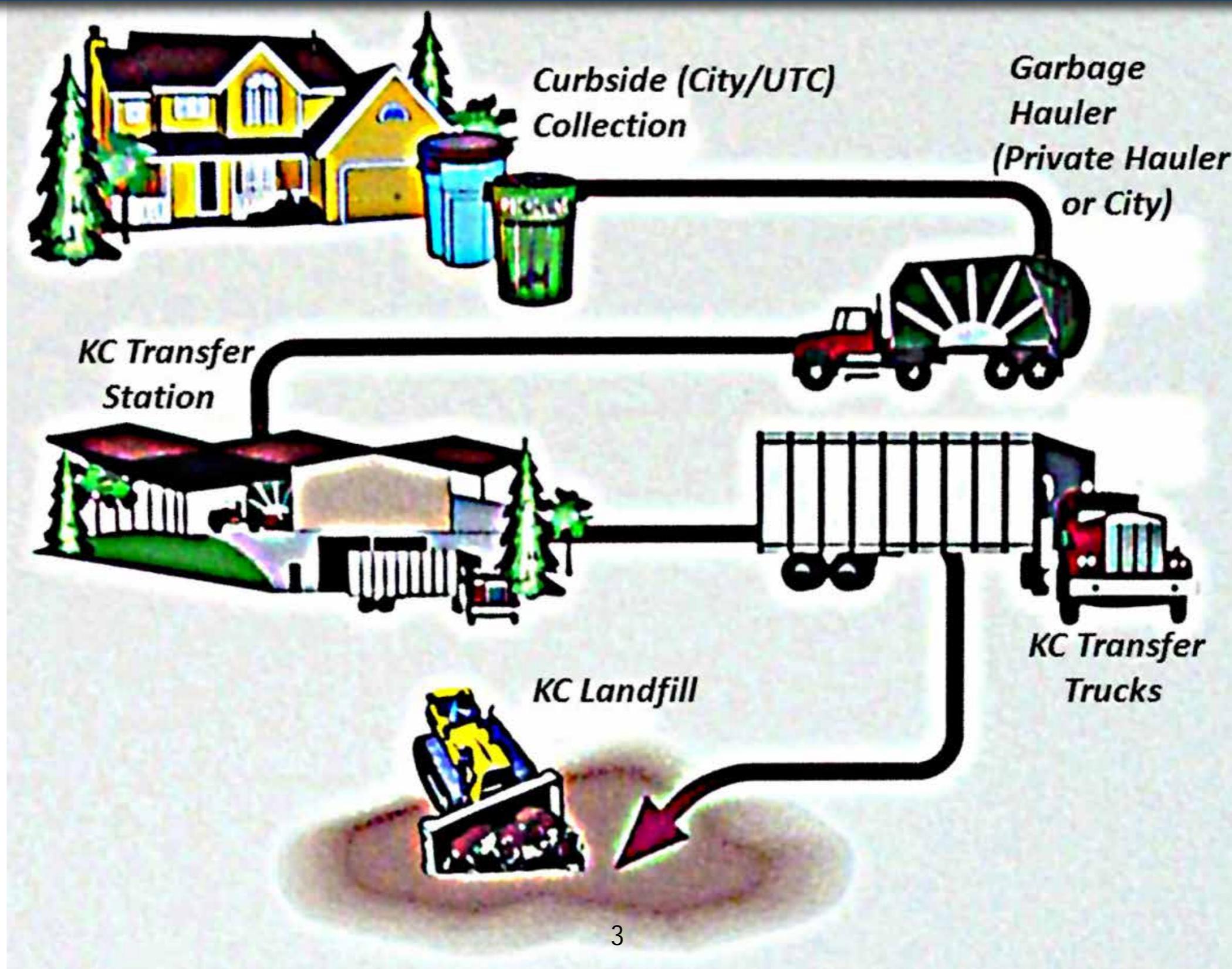


Solid Waste Division (SWD)

More Information can be found on the website

kingcounty.gov/solidwaste

Current Recycling & Transfer System



Program Overview



Program Overview (cont.)

Why is King County siting a new transfer station?

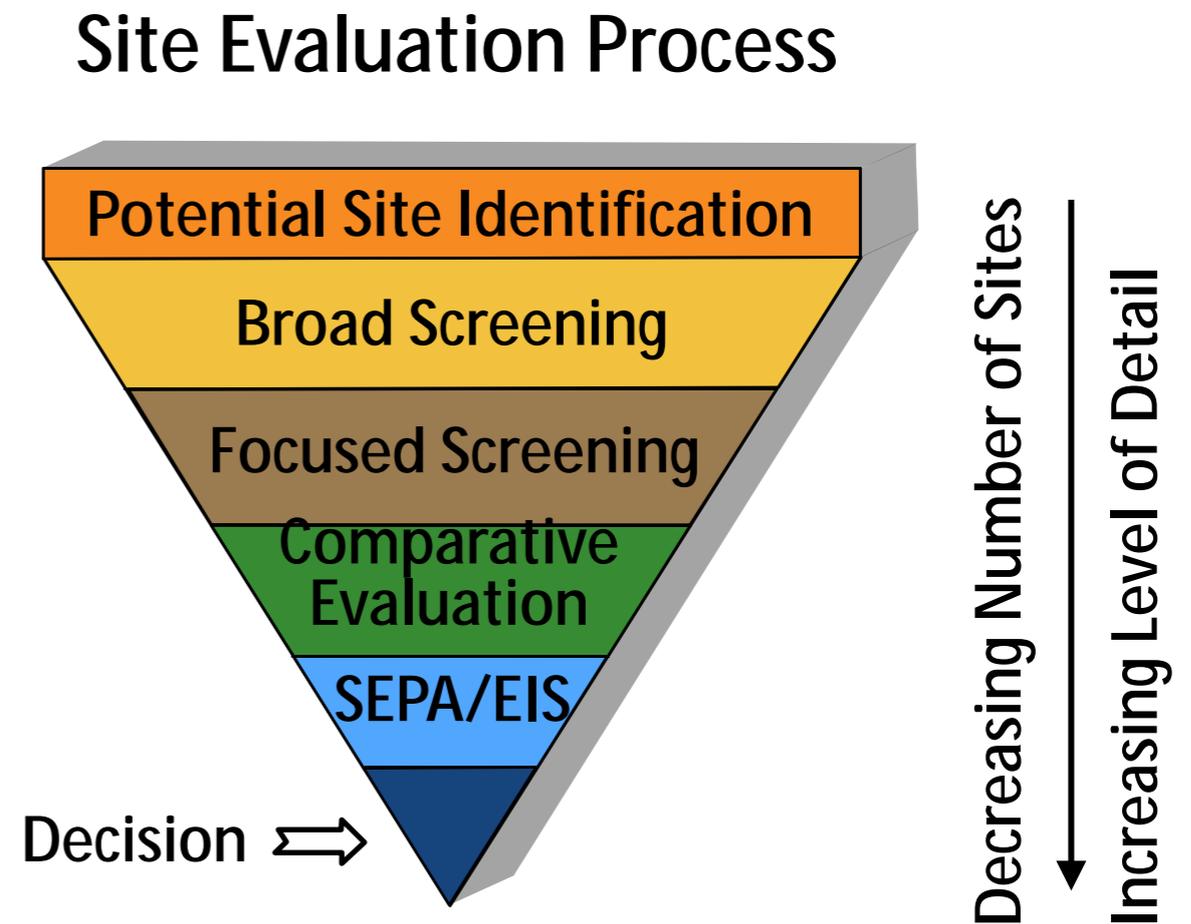
Existing Algona Station is outdated

- ✓ Lacks adequate queuing space
- ✓ Lacks space for recycling services
- ✓ Lacks ability to compact waste
- ✓ Lacks space for waste storage in the event of a major regional disaster

Program Overview (cont.)

Where are we in the site selection process?

- ✓ At the start of the process—began in May 2012
- ✓ Utilizing a six-step process to identify a range of sites and narrow it down to a preferred site.



Old Transfer Stations



Open-sided structure
less control over noise,
dust, odors & pests
aesthetic issues



Garbage in → Garbage out
direct dump into trailer
side-by-side with
large vehicles

New Station at Bow Lake



New Station at Bow Lake



New Station at Shoreline



New Station at Shoreline



New Transfer Stations

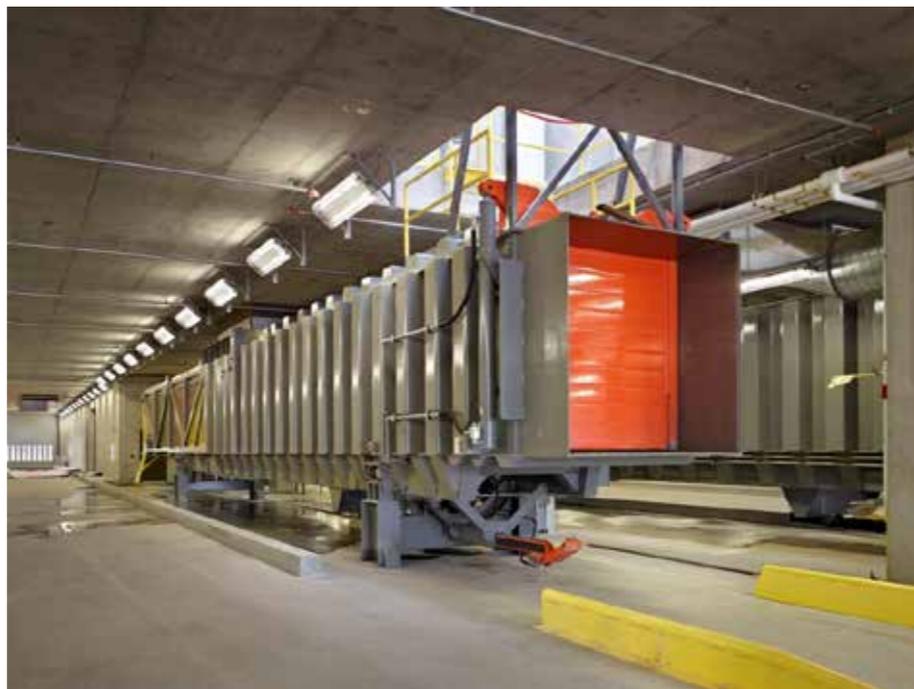


Compaction

materials consolidated into large, high-density payloads

Safety

large & small vehicles separated



Enclosed facility

more attractive with dust, odor, noise & pests controlled

South County Recycling & Transfer Station

Components

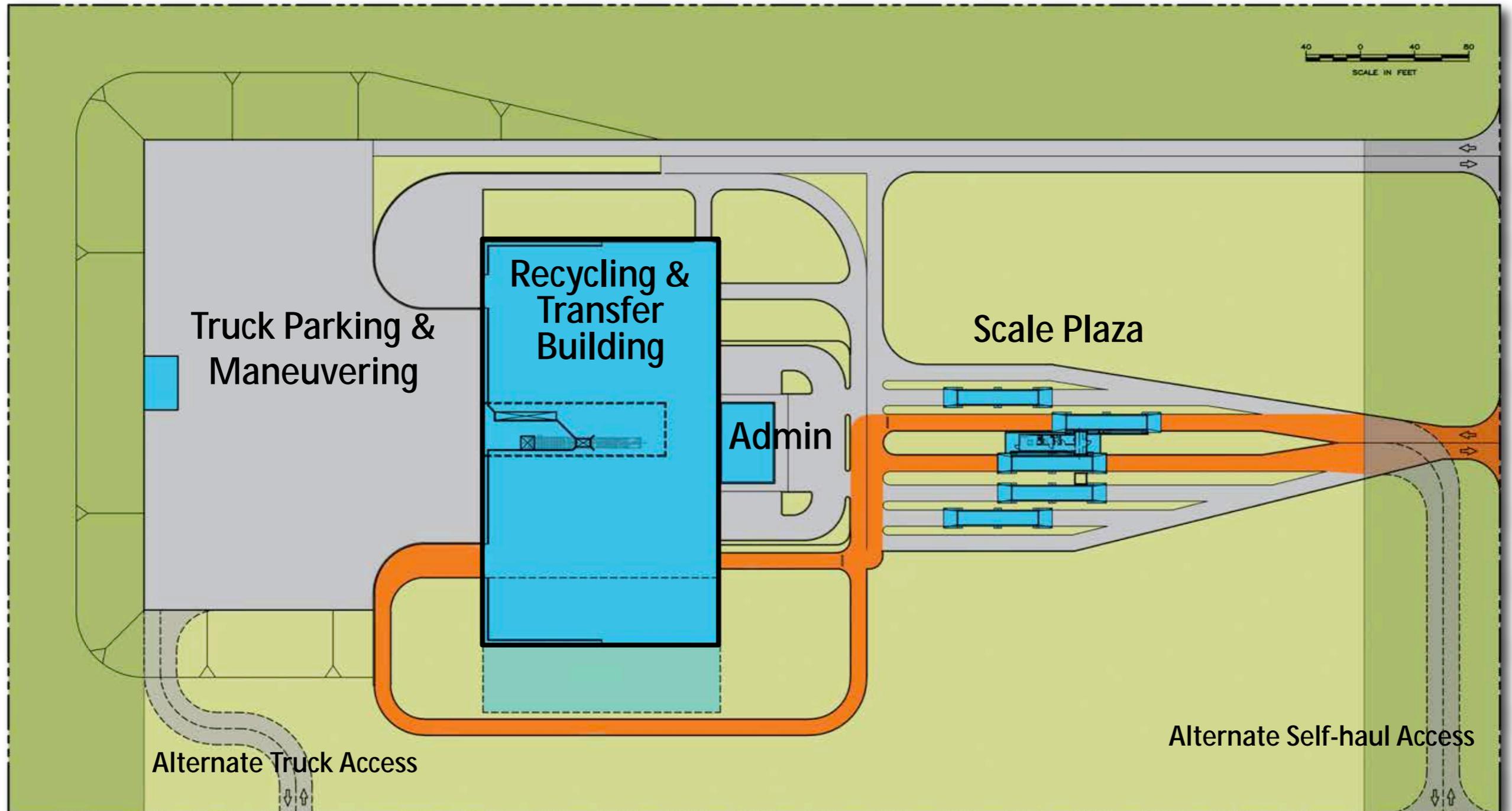
- ❖ Waste recycling and transfer building
- ❖ Staff building
- ❖ Scales and scale houses
- ❖ Trailer parking
- ❖ Buffers
- ❖ Future expansion capabilities on-site

Non-Site Specific Station Layout

- ✓ Arranges key station elements
- ✓ Provides general “test-to-fit” for prospective sites
- ✓ Elements can be rearranged to suit a particular site

Non-Site Specific Station Layout

Generic Site



Operational Objectives

- ✓ Receive & prepare materials for transport
- ✓ Safe, effective, economical, & environmentally sound operation
- ✓ Comply with federal, state & local regulations
- ✓ Provide appropriate level of service

Selection Criteria

- ❖ Establish criteria to find and evaluate potential sites
- ❖ Three categories of criteria
 - Pass/Fail
 - Functional
 - Community

Pass/Fail Criteria

Based on the mission, vision, and values of King County, these Pass/Fail criteria establish **minimum standards that must be met** to qualify for further consideration.

- 1.1 Site is within the service area
- 1.2 Site is within the contiguous Urban Growth Area
- 1.3 Site is located outside of a FEMA-defined 100-year flood plain
- 1.4 Site is free of historical, archaeological, or cultural designations
- 1.5 Site is not designated as farmland preservation, park, or open space

Functional Criteria

- ❖ These criteria provide guidance on optimal engineering, operating, and transportation conditions.
- ❖ It is unlikely that any one site meet all functional criteria.
- ❖ Rather, each criterion's relative importance must be considered in order to identify the best site.

Functional Criteria (cont.)

- 2.1 Site is appropriately zoned and consistent with local area land use plans
- 2.2 Surrounding land uses and zoning designations are compatible
- 2.3 Active area would be approximately 100 feet or more from the nearest residence
- 2.4 Site is located approximately 1,000 feet or more from a parks and schools

Functional Criteria (cont.)

- 2.5 Site maintains an equitable distribution of county solid waste facilities (i.e. less than 30 minutes travel time for 90% of all users)
- 2.6 Site provides equitable distribution of environmental impacts so that no racial, cultural, or socio-economic group is unduly impacted
- 2.7 Site can be developed without impact to identified critical wildlife habitat

Functional Criteria (cont.)

- 2.8 Site contains a manageable amount of critical areas
- 2.9 Potential traffic impacts of facility operation can be minimized and/or mitigated
- 2.10 Roadways near the site have the capacity to handle increased truck traffic; quality and nature of the access route is compatible
- 2.11 Site is within approximately ½-mile of a major arterial or freeway/state highway (I-5, State Routes: 18, 161, 164, 167)

Functional Criteria (cont.)

- 2.12 Site has potential access to a rail line
- 2.13 Shape of site is conducive to the typical layout of a transfer station
- 2.14 Site is approximately 15 – 20 acres (not necessarily a single parcel)
- 2.15 Topography on the developable area of the site is flat or gently sloping

Functional Criteria (cont.)

- 2.16 Utilities are readily accessible
- 2.17 Water table beneath the site is conducive to the use (i.e. deeper as opposed to shallow)
- 2.18 Site would not require extensive/expensive effort related to current tenant and/or business relocation
- 2.19 Site is not a key component of a city's or communities' economic development plan(s)

Community Criteria

Considering local, social, and cultural factors that could impact the surrounding community.

What are YOUR ideas?

Examples include:

- ❖ Site is not located on a priority bicycle or pedestrian route
- ❖ Neighborhood character (“look of community”) is not affected by proposed transfer station

Next Steps

July/Aug 2012	Potential Site Identification
Aug/Sept 2012	Broad Area Site Screening
Sept/Oct 2012	Focused Site Screening
October 2012	Comparative Evaluation
November 2012	Begin Environmental Review
2013	Complete Environmental Review and Decision



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Closing Thoughts?

Contact

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