

**ADDENDUM TO MILESTONE REPORT #2  
APPLICATION OF CRITERION 17 TO FIVE URBAN TRANSFER STATIONS  
September 14, 2005**

**Background**

King County Ordinance 14971 requires development of a waste export system plan for the transfer and disposal of waste after the Cedar Hills Regional Landfill closes. The plan will be submitted to the council April 30, 2006. Four milestone reports are required in preparation for submitting the final plan. Milestone Report #1 developed 19 level of service evaluation criteria to assess transfer system needs and capacity. Report #1 was submitted to the King County Council October 15, 2004 and adopted December 6, 2004.

Milestone Report #2 applied Criteria 1 through 16 to five of the six urban King County transfer stations: Algona, Bow Lake, Factoria, Houghton, and Renton.<sup>1</sup> See map on page 3. These 16 criteria contain objective standards for measuring transfer station needs and capacity. Criteria 18 and 19 address cost and rate considerations and will be part of the development of system alternatives in Milestone Report #4.

Criterion 17 – called Local and Regional Considerations – was intended to address two issues that are more subjective than those addressed by the other criteria: (a) the compatibility of transfer stations with surrounding land uses; and (2) whether each is getting its “fair share” of tonnage and customers, which addressed concerns about “regional equity.”

The Metropolitan Solid Waste Management Advisory Committee (MSWMAC) recognized that more time would be needed to adequately evaluate these issues. Rather than delay Milestone Report #2, MSWMAC decided to issue it without Criterion 17, and follow up with an addendum that focuses on Criterion 17 only. Report #2 was submitted to the King County Council on April 15, 2005 and adopted on May 31, 2005.

**Development and Application of Criterion 17**

***Compatibility with Surrounding Land Use***

To determine whether the five urban transfer stations are compatible with surrounding land use, MSWMAC developed a set of objective subcriteria that address consistency with land use plans and zoning regulations, aesthetics, noise, odor, traffic, distance of active area from nearest residence, and compliance with state and local regulations. These are all factors that contribute to land use compatibility.

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<sup>1</sup> The first NE Transfer Station is not included because it is scheduled to be rebuilt in 2006. Vashon and Enumclaw are also not included, because they are relatively new stations.

After applying the subcriteria to the five transfer stations under study, MSWMAC analyzed whether each transfer station, in its current condition, is compatible with surrounding land use. Table 1 shows the results of that analysis.

The Houghton Transfer Station was determined to be incompatible with surrounding residential and recreational land use due to aesthetic considerations, one verifiable odor complaint within the last two years, and the location of transfer trailer parking within 100 feet of a residence. Factoria was determined to be incompatible with surrounding land use due to aesthetic and traffic considerations, although this is a close call because of the commercial/industrial nature of the surrounding uses. The other transfer stations were determined to be compatible with surrounding land use.

### **Distribution of Tonnage and Customers**

To determine whether the five transfer stations are getting a "fair share" of tonnage and customers, MSWMAC asked Solid Waste Division (SWD) staff to develop tables showing the distribution of tonnage and transactions among King County transfer stations in the first quarter of 2005. Initially, SWD staff included only the five urban transfer stations under study in the table because Vashon and, to a lesser extent, Enumclaw and First NE, serve geographically discrete areas. Upon further discussion, the Interjurisdictional Technical Staff Group (ITSG), which includes staff from the division, central King County Council staff and suburban cities staff, recommended, and MSWMAC agreed, that it would be more useful if the tables showed population and the distribution of tonnage and transactions at all transfer stations but Vashon. This distribution is shown in Tables 2a and 2b.

MSWMAC considered applying a criterion to the data in Tables 2a and 2b so that conclusions could be reached about whether a particular transfer station is getting a "fair share" of total tonnage and transactions. As noted previously, this was intended to be a measure of "regional equity." However, MSWMAC recognized that the terms "fair share" and "regional equity" constitute value judgments that are difficult to objectively define and quantify. The committee therefore decided that only the raw distribution data in Tables 2a and 2b would be presented in this addendum.

Further discussion of distribution of tonnage and transactions by geographic area as well as the potential need to redefine those areas or add new service will occur as part of Milestone Report #4. In addition, as part of Report #4, MSWMAC will develop terminology and definitions to allow a better understanding of what "regional equity" is and how it can be measured.

# King County Transfer Stations

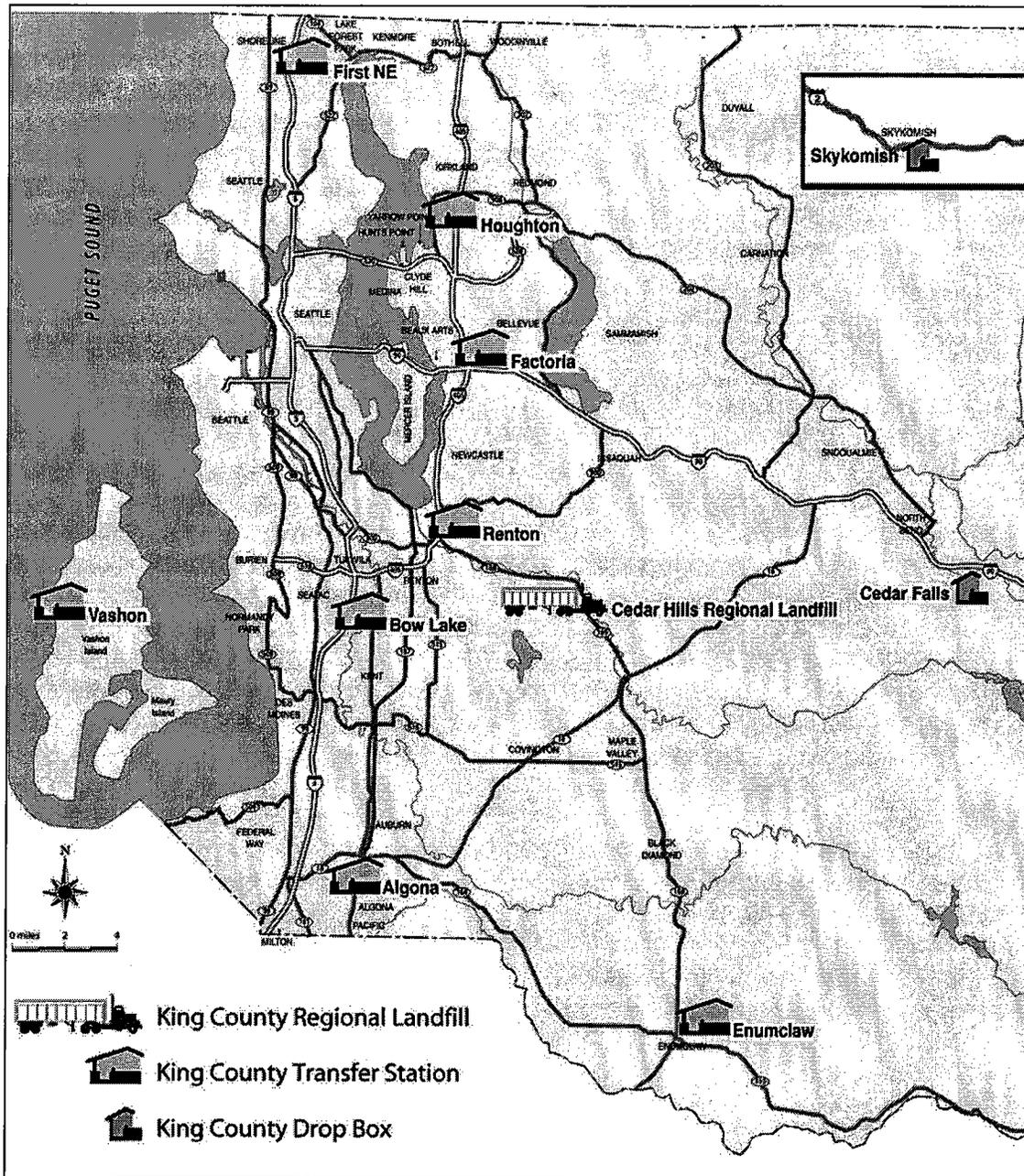


Table 1

Criteria Related to Compatibility with Surrounding Land Use

Criteria 17	Algona	Bow Lake	Factoria	Houghton	Renton
<b>Consistency w/ Land Use Plans &amp; Zoning Regulations</b>					
Transfer station use is consistent with the land use comprehensive plan zoning regulations, and building code of the host jurisdiction(s), including any variances or waivers.	Yes	Yes	Yes	Yes	Yes
<b>Aesthetics</b>					
1. Station is consistent in character and appearance with other developments in site vicinity or is largely obscured by topography, design feature or landscaping	Yes	Yes	No <sup>1</sup>	No <sup>2</sup>	Yes
2. Effective dust and litter control measures are implemented to minimize offsite transfer station-related dust and litter	Yes	Yes	Yes	Yes	Yes
<b>Noise</b>					
1. Onsite noise from station operations meets applicable local noise ordinance standards.	Yes	Yes	Yes	Yes	Yes
<b>Odor</b>					
1. Operational best management practices are implemented to minimize the potential for offsite odor.	Yes	Yes	Yes	Yes	Yes
2. Meets PSCAA standards for odors; no complaints verified by regulatory agencies within last two years.	Yes	Yes	Yes	No <sup>3</sup>	Yes
<b>Traffic</b>					
1. Meet criteria for acceptable traffic on local streets					
a. Meets local jurisdiction's level of service standard	Yes	No <sup>4</sup>	Yes	Yes	Yes
b. Traffic does not spill out onto local streets 95% of the time	No <sup>5</sup>	No <sup>5</sup>	No <sup>5</sup>	Yes <sup>6</sup>	Yes
2. Transfer station-related traffic does not result in a safety hazard for other vehicles, bicycles, pedestrians or equestrian traffic; based on incidents reported to local law enforcement agency over last 2 years.	No Data	No Data	No Data	No Data	No Data

<sup>1</sup> FTS is a 30+ year old facility suffering from deferred maintenance. It is visible on the approach to adjacent businesses. This is a close call as the neighborhood is primarily commercial/industrial.

<sup>2</sup> HTS is a 30+ year old facility suffering from deferred maintenance. It is in a residential/recreational area and clearly visible from the road.

<sup>3</sup> One verifiable complaint in last two years.

<sup>4</sup> Spills out onto Orillia Road on weekends.

<sup>5</sup> Meets criterion weekdays, but not weekend days. Yes or no rating based on evaluating all days within study periods.

<sup>6</sup> For all weekend and weekdays combined, Houghton is at 95%.

**Table 1**

<b>Criteria 17</b>	<b>Algona</b>	<b>Bow Lake</b>	<b>Factoria</b>	<b>Houghton</b>	<b>Renton</b>
3. Transfer-station generated traffic does not significantly degrade LOS at any intersection	Yes	No <sup>4</sup>	Yes	Yes	Yes
<b>General</b>					
1. 100 foot buffer between active area of station and nearest residence	Yes	Yes	Yes <sup>7</sup>	No <sup>8</sup>	Yes
2. Transfer station meets all state and local regulations governing design and operation of transfer stations.	Yes	Yes	Yes	Yes	Yes
<b>Conclusion regarding Land Use Compatibility: Transfer station is compatible with surrounding Land Use.</b>	Yes	Yes	No <sup>1,5</sup>	No <sup>2,3,8</sup>	Yes

<sup>7</sup> Meets 100 foot residential criterion, but businesses located within 100 ft.

<sup>8</sup> Transfer station parking is located within 100 feet of nearest residence.

**Criterion 17 Table 2a  
Tonnage\***

Site	Customer	Tons	Total % of System**	CH %	SH %	Population
Factoria	CH	11,055	13.5%	17.8%		14.0%
Factoria	SH	2,946	3.6%		14.7%	
Houghton	CH	11,948	14.6%	19.3%		19.6%
Houghton	SH	3,308	4.0%		16.5%	
Renton	CH	4,911	6.0%	7.9%		17.3%
Renton	SH	1,559	1.9%		7.8%	
Algona	CH	9,946	12.1%	16.0%		15.3%
Algona	SH	3,455	4.2%		17.2%	
Bow Lake	CH	20,806	25.3%	33.5%		19.1%
Bow Lake	SH	4,415	5.4%		22.0%	
First NE	CH	2,534	3.1%	4.1%		10.9%
First NE	SH	3,021	3.7%		15.1%	
Enumclaw	CH	842	1.0%	1.4%		3.8%
Enumclaw	SH	1,366	1.7%		6.8%	
<b>Total</b>		<b>82,113</b>	<b>100.0%</b>			<b>1,208,500</b>

\*based on May 2005 tonnage data

\*\*% of Urban Stations and Enumclaw

CH=commercial haulers

SH=self haulers

**Criterion 17 Table 2b  
Transactions \***

Site	Customer	Transactions	Total % of System	CH %	SH %	Population
Factoria	CH	1,742	2.1%	15.4%		14.0%
Factoria	SH	11,868	14.0%		16.1%	
Houghton	CH	1,978	2.3%	17.5%		19.6%
Houghton	SH	11,291	13.3%		15.4%	
Renton	CH	904	1.1%	8.0%		17.3%
Renton	SH	6,555	7.7%		8.9%	
Algona	CH	1,868	2.2%	16.5%		15.3%
Algona	SH	12,773	15.1%		17.4%	
Bow Lake	CH	4,245	5.0%	37.5%		19.1%
Bow Lake	SH	14,606	17.2%		19.9%	
First NE	CH	436	0.5%	3.9%		10.9%
First NE	SH	11,292	13.3%		15.4%	
Enumclaw	CH	137	0.2%	1.2%		3.8%
Enumclaw	SH	5,162	6.1%		7.0%	
<b>Total</b>		<b>84,857</b>	<b>100.0%</b>			<b>1,208,500</b>

\*based on May 2005 transaction data  
 \*\*% of Urban Stations and Enumclaw  
 CH=commercial haulers  
 SH=self haulers