

Approved 8/21/15

**KING COUNTY SOLID WASTE ADVISORY COMMITTEE (SWAC)
TRANSFER PLAN REVIEW REVISED PART 2 MOTION**

I move that SWAC recommend Executive and Council approval of the Transfer Plan Review Part 2 Final Report, provided that:

1. Building a NE recycling and transfer station has the same priority as demand management strategies in the Comprehensive Solid Waste Management Plan update.
2. The County immediately begins the process of identifying alternative sites for a NE station, and secures a site if feasible.
3. Alternative sites for a NE station are analyzed in the same EIS, and at the same level of detail, as demand management strategies.

**BACKGROUND FOR
MOTION ON TRANSFER PLAN REVIEW PART 2 FINAL REPORT**

1. Even with demand management strategies, not building a NE station would have the significant impacts listed on the following page. These impacts have real monetary costs that cannot be easily quantified.
2. Most cities submitting comment letters on the Draft Report expressed concern about these impacts, and support for building a NE station (see Appendix K of the draft report).
3. Because of the significant impacts on the Factoria area that were not anticipated when the Factoria recycling and transfer station was approved, Bellevue has said that a new conditional use permit would be required based on analysis provided in an EIS.
4. This EIS would be costly and time-consuming, and would only support decisions on demand management strategies and revising or revoking the Factoria conditional use permit. A second costly and time-consuming EIS would be required to site a NE station. This inefficient process would greatly delay and increase the capital cost of a NE transfer station if one is determined to be needed.
5. It would be more cost-effective if the county identified alternative sites for a NE station, and analyzed those alternatives sites and demand management strategies in the same EIS. The demand management strategies could be analyzed as mitigation for the significant adverse impacts of the No Build alternative.
6. This all-inclusive EIS would: (1) allow the county to choose either to build a NE station or to implement demand strategies, or a combination of both (for example, a lower-cost NE station along with lower-impact demand management strategies); (2) allow affected cities to make permit decisions; (3) allow the county to secure a site for a NE station before growth in that area removes potential sites^{*}, and (5) avoid delay and reduce the capital cost of a NE station if it ends up being the preferred alternative.

^{*}If a site looks promising after alternative sites are identified, the county could secure it through purchase, or an option to purchase, before the EIS is issued. Purchase of property is exempt from SEPA review. It is the proposed change in use of the property that triggers SEPA review.

ATTACHMENT

SIGNIFICANT IMPACTS OF NO-BUILD ALTERNATIVE WITH DEMAND MANAGEMENT STRATEGIES*

- Non-compliance with county codes and policies related to equitable distribution of facilities; equity and social justice; keeping rates low and stable for all users; and reducing greenhouse gas emissions.
- Reduced ability to meet the county's 70% recycling goal. Due to heavy use of the new Factoria recycling and transfer station's tipping floor by commercial and self-haul users, the floor will not be available for resource recovery, one of the primary purposes for which it is being built. Furthermore, there will be no NE station tipping floor available for resource recovery, doubling the impact on the overall recycling rate.
- Increased collection rates for some residents of the northeast service area, because collection vehicles would have to travel longer distances to the nearest transfer station.
- Longer travel distances for some self-haulers, and the need to restrict self-haul at Factoria to late afternoon and evening hours. This impacts not only individuals, but small-businesses and large institutions that self-haul.
- Addition of traffic on I-405 and roads in the Factoria vicinity during the already highly congested pm peak hour.
- Increased accident potential and vehicle exhaust emissions, including greenhouse gas emissions, due to the above traffic impacts.
- Potential for violating noise limits in the Factoria vicinity in the evening.
- Potential for increased illegal dumping.

*This list is not intended to be all-inclusive