

Virtual Community Event: Q & A King County Solid Waste Division

August 25, 2021

5 p.m. – 7 p.m.

- 1. Will the new station accept plastics #3,4,5,6, and 7 for recycling?**
 - a. Yes, these plastics will all be recyclable at the new transfer station.*
- 2. How many cars can the access road to the scales accommodate?**
 - a. 30 to 35 vehicles will be able to queue on the access road between West Valley Highway S. and the scales at the new facility.*
- 3. Will traffic from West Valley Highway be allowed to enter from both the north and south?**
 - a. Yes, a left-hand turn lane for northbound drivers on West Valley Highway is being provided.*
- 4. Is traffic expected to increase with the additional services offered at the new station?**
 - a. With more space and new services, the new station expects heavier use than the current Algona Transfer Station. We considered future peak traffic flows and processing times for customers to estimate queuing lengths throughout the facility. The new station will be sized to meet peak projected transactions through 2043. Traffic studies indicate customers during peak are not anticipated to queue onto West Valley Highway South during the 2044 design year.*
- 5. Is the creek salmon-bearing?**
 - a. Not currently. The realigned stream and culverts are being designed to accommodate fish. Downstream barriers off site and not related to this project would need to be improved.*
- 6. Why is the largest part of the facility dedicated to waste to landfill considering the King County stated goal is 70 percent diversion from landfill? Why is the recycling component so small? Will you go into more detail on the recycling component? Size, features etc. How will you guarantee quality recycling?**
 - a. The largest part of the facility is dedicated to landfill because commercial haulers providing curbside pick-up services in the SCRTS service area process and compact materials at the new transfer station prior to transporting to the Cedar Hills Regional Landfill. The recycling service area is designed to meet expected recycling needs based on evaluation of similar recycling services at Factoria Transfer Station and Bow Lake Transfer Station. More information about the recycling area will be provided as design progresses. Recycle quality is supported with signage and print materials, and with*

guidance from transfer station staff who will provide spot-check inspection services at the transfer station.

- 7. How will you ensure the correct materials get dropped off in the appropriate recycling bin?**
 - a. Recycling containers will be well-marked with signage. In addition to well-marked recycling containers, SWD also offers customers printed materials in several languages that describes what is accepted at our facilities to help customers make the right choices. More information about the recycling area will be provided as design progresses. Recycle quality is also supported with guidance from transfer station staff who will provide spot-check inspection services at the transfer station.*
- 8. Are educational opportunities also offered at the other King County transfer stations, or will this be unique to SCRTS?**
 - a. Yes, King County transfer stations hosted elementary and middle school tours prior to Covid-19 restrictions.*
- 9. Is there a traffic light at the south entrance so those northbound on West Valley Highway can safely enter or so those leaving the south entrance can safely turn left to go northbound on West Valley?**
 - a. There are not currently plans to include a traffic light; our traffic studies found a traffic light is not warranted to accommodate anticipated traffic volumes. There will be infrastructure for a potential traffic light in the future, should mandated traffic studies find that volumes and wait times require signals.*
- 10. How much will this new facility cost and how will it be paid for?**
 - a. The construction cost is approximately \$100M. This facility will be funded using bond financing, which is typical for a large capital project with a long useful life.*
- 11. Will there be employment opportunities?**
 - a. There will be employment opportunities through construction jobs and apprenticeships and for jobs in the transfer station.*
- 12. Did you commit a certain percentage of project cost to go towards the four equity and sustainability projects? Sort of like the percentage for art? Or how does this get decided?**
 - a. The four equity and sustainability projects discussed during the presentation were approved by the SWD Division Director Pat McLaughlin, who allocated additional funding. The SCRTS Communication, Sustainability, and Equity and Social Justice team designed the scope of work for the projects and subsequently researched costs and needed resources around making these efforts successful. However, the SWD team is working to develop a policy for assigning a percentage of funding for ESJ efforts for*

capital improvement projects.

13. Will you have a good neighbor agreement in place during construction?

- a. As with previous construction projects with nearby residential and commercial neighbors, the Solid Waste Division will take measures to ensure minimal disruption while also keeping neighbors informed of construction activities in advance. These measures include scheduling construction work hours that conform to Algona City Code, permit requirements, and noise regulations, and communicating with neighbors via project bulletins about upcoming work and what to expect.*

14. Will the new transfer station have a 30-foot length restriction like the current facility? If yes, what is the reasoning behind it?

- a. One of the major reasons the Algona Transfer Station is being replaced is to offer the same services other modern King County transfer stations offer. The new facility will be larger and the maximum combined length for vehicles and trailers bumper to bumper will be 40 feet, standard at all our modern transfer stations.*

15. How will the station facilitate truck-to-rail transfer when local space runs out?

- a. King County has not yet determined how materials will be handled once the Cedar Hills Regional Landfill reaches capacity. The decision about what the long-term disposal option will be after the landfill closes will be part of the update to the 2019 Comprehensive Solid Waste Management Plan, currently expected to be updated by 2026. The current projections are that the landfill will continue to accept waste until approximately 2037, 2038, or 2046, depending on the final design chosen in the landfill [Site Development Plan](#). Increased recycling efficiencies will help extend the life of Cedar Hills. If transferring material by rail is part of our future, this new station will offer compaction into containers that would then be transferred by rail.*