

Staff Report

TO: County Council
THRU: Pete Rose, County Administrator
FROM: Jon Shannon, Public Works Director
SUBJECT: San Juan Island Transfer Station Siting
FOR MEETING OF: March 2, 2009

ISSUE:

Which of the five alternative sites does the Public Works Department recommend as the best for the new San Juan Island Transfer Station.?

STAFF RECOMMENDATION:

The recommended sites, in priority order are:

1. Beaverton Valley
2. Daniel Lane
3. Sutton Road
4. Egg Lake
5. Golf Course

POLICY DECISIONS:

The County Council is responsible for determining the siting of all solid waste management facilities in the County. While this decision will not be made today, this report may form a basis for that decision.

EXECUTIVE SUMMARY

The current transfer station on San Juan Island has exceeded its capacity, is unsafe, inefficient, does not provide necessary services and can not be expanded on the existing lease. The Public Works Department (PWD) has identified at least three sites that, with

appropriate mitigation, can provide services described in the Solid Waste Management Plan and set out as policy by the County Council in November 2006. The PWD recommends that the Council hold a public hearing, enter into deliberations and choose one of these sites. After evaluation of the 27 criteria presented in this report PWD recommends the Beaverton Valley site.

BACKGROUND

San Juan County fulfills its responsibility to manage solid waste through the construction, maintenance and operation of solid waste transfer stations that support the goals and objectives of the San Juan County Comprehensive Solid Waste Management Plan and directives of the San Juan County Council.

The goals of the San Juan County Comprehensive Solid Waste Management Plan when planning solid waste management facilities are as follows:

1. Ensure that solid waste is managed to the benefit of the environment and the people of the islands;
2. Manage the solid waste stream cost effectively, consistent with an aggressive waste reduction and recycling program;
3. Reduce the volume of the waste stream through effective and sustained waste reduction and recycling efforts;
4. Minimize the transport of unprocessed materials to the mainland by encouraging local sorting, processing and reuse whenever possible, and densification of all exporting materials;
5. Fully comply with or exceed the State of Washington Minimum Functional Standards for solid waste management and disposal, and meet or exceed operating permit requirements.

In November 2006 the San Juan County Council directed the Solid Waste Advisory Committee (SWAC), in coordination with the Public Works Department, to utilize the State Environmental Policy Act (SEPA) in siting a new transfer station on San Juan Island. The County Council directed that the siting should allow for a range of services that includes in rank order:

1. Municipal solid waste (garbage) transfer.
2. Collection, transfer and temporary storage of recyclable materials.
3. Self-hauling of both solid waste (garbage) and recyclable materials.
4. Household hazardous waste collection and temporary storage.
5. Materials exchange or other reuse opportunity.
6. Construction, demolition (C&D) and land clearing debris recycling.

7. Green waste recycling.

County staff work hard to maintain an acceptable level of service and over the years most of the customers have said they are satisfied with the service provided to them when they utilize the San Juan Island transfer station.

Unfortunately, this has been achieved, in part, through:

- Reducing worker and customer safety,
- Lowering the protection of human and environmental health,
- Not providing customers the full range of solid waste services specified by the County Council and described in the County's Comprehensive Solid Waste Management Plan, and
- Increasing costs by operating the transfer station seven days a week.

These trade-offs are in response to the inadequate size, infrastructure and configuration of the current facility. These problems are becoming more acute as the County Solid Waste Program attempts to accommodate increases in the amount of solid waste brought to the facility and increases in customer visits.

At the current transfer station the usable leased land area and existing infrastructure are undersized for managing the amount of solid waste generated on the island and brought to the facility. Evaluation of the site based on the size of the tipping floor and the average size of loads delivered indicate the facility is currently operating well beyond capacity. Operations and services will continue to be substandard utilizing existing infrastructure and within the confines of the leased property.

Facility operations were significantly impacted in 2005 when the structure that covered the tipping floor was evaluated and found to be unsafe by the Town of Friday Harbor and could not be occupied. In order to continue to provide services the structure was removed. Because all transfer stations are required to adequately cover the tipping floor and transfer trailer bay, continued operation of the transfer station required a variance from the San Juan County Health Department and Washington State Department of Ecology. The first variance was issued November 15, 2006 with several extensions issued since then.

The current transfer station on San Juan Island is inadequate and has been for years. With the 2005 island population of 7,435 projected to reach an estimated 10,817 in 2025 significant steps for managing future increases in solid waste must be taken.

State Environmental Policy Act (SEPA)

There is a significant gap between the capabilities of the current transfer station and one needed to adequately serve the community on San Juan Island today and in the future. Action to close the gap came on November 14, 2006 when the County Council passed a

motion directing the SWAC and Public Works Department (PWD) to carry out the siting process for a replacement solid waste transfer station on San Juan Island.

This County action, i.e. choosing a site for a transfer station, triggered the State Environmental Policy Act (SEPA) process. In this County the Community Development & Planning Department (CD&P) is the SEPA regulatory authority. The SEPA process began with pre-application meetings, between the CD&P and the PWD, in February 2007. In April 2007 the PWD and CD&P agreed that an Environmental Impact Statement (EIS) would be required. In June of 2007 the EIS scoping meeting was held to determine the issues of significance for evaluating the alternative sites. The EIS work scope was finalized in November 2007, work began and the Draft EIS was completed and issued for a 45-day public comment in July 2008. Based upon public comments additional traffic analysis was performed in late 2008 for inclusion in the Final EIS. The Final EIS is expected to be issued by the Community Planning & Development Department in March 2009.

Environmental Impact Statement (EIS)

The EIS consists of two main parts, the Draft EIS (DEIS) and the Final EIS (FEIS). The FEIS will be comprised of the public comments provided during the public comment period; responses to the public comments and any additional work performed after the DEIS. The DEIS contains the environmental data, analysis, conclusions and associated attachments.

The primary purpose of an EIS is to provide decision-makers with a reasonably thorough evaluation of the probable significant environmental impacts and reasonable mitigation measures to avoid or minimize those impacts. The EIS is not required to include all the information conceivably relevant to the action or perform a cost-benefit analysis. Additionally, in selecting a site for the solid waste transfer facility, SEPA requires the County to look at reasonable sites or at representatives of sites that share common features. SEPA also requires the County to examine what would happen if no action were taken. This is why the EIS evaluated five alternative sites that share common features as well as the current facility (the no action alternative).

Collecting the necessary data, performing the analysis and providing the results are achieved through professional evaluations by specialists in the fields of Noise, Wetlands, Planning, Engineering, Solid Waste, Air pollution, Traffic and Law. The County contracted with consultants and legal counsel to ensure an adequate and defensible DEIS and FEIS were produced.

One key component of every EIS is public involvement. For every EIS a public comment period of at least 30-days is required. Due to the high community interest in this project a 45-day public comment period was conducted. Additionally, two public workshops and one public hearing were held. During those 45-days written comments were collected and a transcript of the public hearing was produced. Also, written responses to those comments and the hearing transcript have been developed and will be included, along with the associated comments, in the FEIS. Although not required, monthly public progress presentations were made to both the SWAC and County Council as the EIS process was carried out. All of this information and other relevant project information are posted on the project website developed specifically to inform the community.

Issues Raised During The Public Comment Period

These issues are common to the development of a facility of this type. While each issue is serious and needs to be considered, none rise to the level of preventing action by the County Council. They raise a great deal of concern because for many of them the final outcome cannot be known during this phase of the project. Most of these issues are unlikely to affect which site is chosen but each one will continue to need management attention as the project moves through siting, design, permitting and construction.

Town of Friday Harbor (Town)

The Town of Friday Harbor is one of the County's partners in solid waste management. The Town is a landlord, customer and signatory to the County's Comprehensive Solid Waste Management Plan required by the state. Regardless of which site is chosen the Town/County partnership will continue. What may change is the nature of the relationship.

Currently the County leases a small area of Town property for the existing transfer station. The Town owns the underlying land and the County owns the structures. The annual lease amount is \$3,000. If the lease is terminated, the remaining structures will transfer to Town ownership. The Town delivers 20% of the garbage that comes to the transfer station which generates approximately \$360,000 of annual revenue for the County. Town residents bring recyclables without paying any fee. The Town chose to be included in the County Comprehensive Solid Waste Management Plan as opposed to developing their own.

Choosing the Sutton Road alternative will necessarily initiate a process to revise the current land agreement. This may be a lease or a transfer of ownership based on discussions between the two governing bodies. Issues to discuss are likely to include the range of services provided for the Town, the cost of the services, purchase or lease price, purchase/lease area, responsibility for existing landfill post-closure and respective roles described in the joint Comprehensive Solid Waste Management Plan.

Choosing one of the other sites will initiate a very similar process. Again the governing bodies will need to determine: the range of services available to the Town, the cost of the services, termination conditions of the lease, and revised roles in the Comprehensive Solid Waste Management Plan.

There has been some speculation that the Town would choose to operate the existing site rather than utilize a new location. While this is the Town's option the Town would need to develop their own Comprehensive Solid Waste Management Plan for Department of Ecology approval and address the shortcomings of the existing facility as they relate to a relatively small amount of Town waste.

Safety

The public conversation regarding safety has generally focused on proximity to the airport and increased road traffic near the facility.

Aircraft Safety

The Federal Aviation Administration (FAA) has published an advisory circular that states an enclosed transfer station is not a wildlife hazard. The alternatives that were developed for evaluation in the SEPA process are for an enclosed facility. There are no FAA regulations regarding proximity to the airport. Our only regulatory obligation is to coordinate with FAA if our site is within 10,000 feet of the Friday Harbor Airport. All of the sites except the Egg Lake Road alternative are within 10,000 feet. If a site is chosen within this area the County will of course coordinate with FAA regarding the design. It is not unprecedented in Washington to operate a facility near an airport. Snohomish County operates an enclosed facility at Paine Field that is located approximately 1,000 feet from a runway, well within the 10,000 foot range.

Traffic Safety

Traffic safety has been discussed primarily in terms of increased truck traffic, proximity to schools and the library, and impact on bike and pedestrian safety. This issue was studied in the SEPA process. The evaluation rests on a few key factors. First, none of the alternative sites under consideration would increase the overall amount of traffic, they only redistribute existing traffic from one area to another. Second, the amount of the redistribution is small compared to current use on the existing roads. Finally, the roads currently serve less traffic than their design allows leaving ample residual capacity on all the roads that directly serve the sites to manage the anticipated redistribution of traffic.

Facility Safety

As the facility operator the County is responsible for the safety of both the employees working at the transfer station and the public that uses the transfer station. As described previously the existing site does not fulfill this requirement. This is the only safety issue related to the site that is regulated, is subject to inspection and can result in fines for a failure to meet proper standards.

Legality

The principal task at hand for the Council is choosing a site for a transfer station. This is a legislative power of the Council and is not normally challenged through legal proceedings. During the DEIS public comment period several individuals commented that the "County" is not in compliance with applicable ordinances, laws and policies. Those allegations made in writing or submitted during the public hearing have all been responded to, in writing. The comments and associated responses will be included in the FEIS, which CD&P will issue in March. Should anyone feel the need to formally challenge the adequacy of the FEIS they have twenty-one days from the date of issuance to file an administrative appeal to the Hearing Examiner. Following completion of the appeal process and depending upon its outcome, should anyone feel the need to continue a formal challenge they can appeal the Hearing Examiner's decision to Superior Court.

Additionally, there will be several other opportunities throughout the process leading up to opening the new transfer station when individuals can initiate legal challenges to the project. The next opportunity, after issuance of the FEIS will be when the Conditional Use Permit application is completed.

To ensure all phases of project development and implementation are legally adequate and defensible the County has retained the legal services of Zender-Thurston PS, Bellingham, a private attorney firm, working under special appointment by the County's Prosecuting Attorney's Office. They are providing legal counsel to the PWD. The Prosecuting Attorney's Office is providing legal counsel to the CD&P.

Furthermore, to ensure CD&P has adequate technical support in reviewing the adequacy of the Draft EIS and Final EIS, produced by the consultants for PWD, they have contracted with an environmental consulting firm. The question of adequacy is the primary legal test that the Final EIS must pass.

Cost Range Estimates

At this stage of conceptual design and limited site investigation no cost estimates can be made that are accurate enough to differentiate between the various sites with a high degree of uncertainty. Planning level cost range estimates were made based on general site characteristics such as topography, known rock outcropping and a long list of assumptions. The result is cost ranges that are large and significantly overlap. As the process of developing a specific site progresses the construction cost will gradually become more precise. As the Council is aware even after design specifications are complete construction bids will still cover a rather broad range.

The current cost range estimates are useful in developing a capital funding plan. The current capital revenue plan for solid waste is not adequate to fund this facility and no capital funding has been allocated to the facility. Given the cost range estimates it is likely that bonds will be sold to acquire the capital. The most likely sources for bond repayment are increased tipping fees, increase disposal excise tax, or an additional fee for developed parcels.

Capital facilities and equipment within the solid waste program have never been adequately funded. Every County budget cycle the capital fund meets its annual obligations through regular transfers from the operations fund.

Landfill Contamination

Environmental contamination associated with the Town of Friday Harbor's closed landfill has raised some concerns. Most specifically, in relation to the Sutton Road alternative. Future site preparation and construction activity at the Sutton Road site could encounter undetected contamination or buried waste. Additionally, it's possible that contamination from the closed landfill may, in the future, move through the soil or groundwater and impact the new facility. In both cases any required contamination remediation or additional environmental monitoring would increase the cost of operating at this site.

Solid waste transfer stations are specifically intended to eliminate risk to human health. Since a properly designed and operated transfer station poses little risk to environmental health there is no expectation that a new transfer station would result in a contaminated

site. In the case of the Sutton Road alternative the greater concern is that the closed landfill will contaminate the new transfer station.

Other Notable Issues

- The noise potential for each alternative site was evaluated in the EIS based on a non-mitigated situation. For some alternative sites operational noise without mitigation would exceed allowable noise limits. However, mitigation will reduce the predicted noise level to within existing standards. Examples of effective mitigation include limited backhoe operation or orientation of the future facility on the site.
- Property values of neighboring parcels are a concern to nearby residents. The Draft EIS cites studies in more urban areas where neighboring property values were unaffected by a new transfer station. Town and County development regulations allow for transfer stations at each alternative site. It is not inappropriate to develop a property in the manner that the community, through its development regulations, has deemed appropriate. Further protection and consideration for the impact on the neighbors is provided through the conditional use permit process which is required for construction of this facility.
- Property acquisition has been discussed as an impediment to the project. Certainly there is a more direct path to construction if we do not need to purchase property but in the life of the project it is a short term problem. Acquisition of Town property may pose the most difficulty as there is no option for condemnation and during construction of the new facility our ability to manage solid waste on San Juan Island will be impacted.
- Responsibility for contamination from the Town's closed landfill, adjacent to the current transfer station, lies with both the Town and County. Since the Town and the County have placed waste/ash in the landfill they are ultimately responsible for contamination from the landfill. The decision as to where the new transfer station will be located does not alter the County's responsibility for the closed landfill.
- Curbside collection has been discussed as a method of reducing cost. Curbside collection throughout San Juan Island, with some minimal self haul service for homes that are not accessible, is a viable method of waste management. It is not the method that was suggested by SWAC in 2006 when services were considered. It would be wise to include consideration of a future curbside-based system in the preliminary design phase of the new transfer station. This should be considered in order to not preclude transition to a curbside-based system sometime in the future.

Why a new transfer station?

The new transfer station on San Juan Island would, at a minimum, provide for adequately-sized and covered/protected tipping floors, substantial queuing room for traffic, two customer weigh scales, a pull-through transfer trailer truck bay, recycling

facilities, household hazardous waste storage, and safety improvements for access to and from the facility. In addition, room would be made for the future possibility of composting, demolition waste recycling, and a material reuse area. The proposed solution will allow for continued promotion of more sustainable objectives, environmentally sound procedures, safer operation, and cost-effective methods of managing solid waste.

Specific design features developed by the Solid Waste Advisory Committee and County staff include:

- Queuing space for recycling and disposal customers,
- Separate customer inbound and outboard weigh scales to reduce queuing,
- Fully enclosed (four walls and a roof) garbage and recycling transfer areas, including doors to secure the building after hours,
- A flat tipping floor with room for customers to back into place, unload their waste under cover onto the floor, which would be pushed into the transfer trailer located at the back of the building,
- Transfer trailer bay floors approximately 15 feet below the tipping floor so that waste could be pushed into the trailer using a small loader,
- Drive-through disposal and recycling transfer trailer bays for drivers to safely enter and exit,
- Where practical, separate transfer trailer traffic and customer traffic,
- Scales in the transfer trailer bays to help maximize the trailer payloads and reduce traffic at the customer scales,
- Stormwater controls consistent with Department of Ecology's Western Washington Surface Water Management Guidelines, as adopted by the County, and
- Process wastewater collection, storage, and disposal, or treatment for processing areas that may be uncovered, such as composting pad or construction and demolition debris processing.

Current Transfer Station Inadequacies

The following operational issues at the current transfer station prevent the Public Works Department from safely and efficiently achieving the goals of the San Juan County Comprehensive Solid Waste Management Plan and 2006 directive of the San Juan County Council.

Customer Traffic

The current transfer station has a single narrow access drive which extends through the entire waste management area used by our customers. The area used by customers, which includes the access drive and various solid waste services, is a narrow, irregular shaped area of less than one acre. Additionally, traffic cannot safely and efficiently move within this area but has to criss-cross it to access the various services provided. Nearly every vehicle has to back up more times than should be necessary during a visit. During busy summer months hundreds of vehicles a day may arrive at the transfer station. Often, customers will even leave their vehicles and walk across the site. Add to that a wide-range of vehicle types, driver skills and customer frustration and at times the transfer station traffic becomes impossible to manage safely and efficiently and poses a confusing challenge for customers to negotiate.

Transport Trailer Management & County Employee Safety

The current transfer station was not adequately sized or built for tarping or staging trailers used to transport garbage and recyclables to the mainland. As a result, County employees perform these tasks at an increased risk of personal injury and damage to equipment and infrastructure. As an example, both the recycle trailer bay and garbage trailer bay are too short for long-haul transfer trailers.

Due to the gradual increase in solid waste generated on the island several trailers a day, on average, are now filled and switched with empty ones. Both the need for an adequate trailer staging area and tarping equipment have come about due to the increases in customer visits and amount of solid waste generated on the island.

In this situation the task of tarping should be performed in a tarping "station" built specifically to allow the safe and efficient covering and uncovering of trailers. Without the tarping station staff must climb and hang on to the often wet, grimey and sometime icy trailers.

Empty and full trailers are now parked at various locations within and outside the leased area of the transfer station. These are nothing more than wide spots on the site access road and a dirt-fill parking area below the tipping floor.

Another example of the current transfer station's inefficient design requires recycle and garbage trailers to be backed in and pulled off the trailer pad located below the tipping floor, instead of pulled through. This increases the trailer switch-out time and increases the chance of damage to the equipment and infrastructure when backing in. Over time the repeated repairs were not enough to keep the structure covering the garbage tipping floor safe. This led to the building being condemned.

Tipping Floor Inadequacies

Another example of the inadequate size of the current transfer station concerns the garbage tipping floor. In order to load and compact the volume of garbage received at the tipping floor into the waiting long-haul trailers staff must clear the tipping floor with backhoes. During this process the backhoe operator travels back and forth repeatedly across the tipping floor. In recent years customers have been allowed onto the tipping

floor to drop off their garbage while the backhoe is clearing the tipping floor. This was done throughout the day to prevent long waiting lines and still load and compact the long-haul transfer trailers.

As a result, customer vehicles have been entering and exiting the tipping floor in very close proximity to the backhoe and one another. Additionally, as customers get out of their vehicles to unload garbage they do so dangerously close to the operating backhoe and other customers driving off and on the tipping floor.

This practice of compromising on customer safety for the sake of keeping up with ever increasing volumes of solid waste was stopped this winter. A safer exclusion zone has been established around the working backhoe to ensure customers and staff are not injured or killed and to prevent damage to visiting vehicles.

This operational change will address one tipping floor safety issue while at the same time reducing the efficiency and effectiveness of transferring the solid waste received at the transfer station. This will increase the time customers spend waiting for service and create longer waiting lines during the busy summer months. When forced to wait in long lines many customers make the unsafe choice of exiting their waiting vehicles and walking back and forth on the site to access services.

Town of Friday Harbor and Commercial Loads

Another operational compromise, necessary due to the inadequate facility, is the scheduling of commercial and Town of Friday Harbor loads outside regular operating hours. While this allows a significant amount of solid waste to be transferred into the garbage trailers it also increases staffing and other costs and does not work for all commercial loads. Scheduling does not eliminate the need to accommodate commercial service during normal operating hours. This short notice means the waiting customers are further inconvenienced when the commercial load is brought to the front of the line.

Household Hazardous Waste Collection and Temporary Storage

The inadequate infrastructure limits the types of hazardous waste that can be properly stored temporarily to only used oil, anti-freeze and batteries. Island-wide collection occurs through annual "roundups" where contractors specializing in this activity visit San Juan Island for a day and properly containerize, inventory and ship off-island all the hazardous waste collected that day. The actual dates are set outside the busy summer months due to conflicts caused by the increased traffic in the current transfer station's small working area.

Material Exchange or Reuse

No material exchange or other reuse service can be provided. This is managed as garbage and disposed of in a landfill.

Construction, Demolition and Land Clearing Debris Management

No construction, demolition and land clearing debris collection or processing services can be provided. This solid waste is managed as garbage and transferred by long-haul trailer and disposed of in a landfill.

Green Waste Management

No green waste collection or processing services can be provided. This solid waste is managed as garbage and transferred by long-haul trailer and disposed of in a landfill.

Environmental Quality Protection

Environmental quality protection at transfer stations relies on containment and separation of waste from contact with the environment through structural and operational controls. Because the current transfer station is not properly sized and has deteriorated due to wear and tear, much of the waste, recyclables and other materials are not adequately contained. It is also questionable as to whether the transfer station was in compliance with all applicable regulations and Best Management Practices at the time of construction.

On January 14, 2009 the Department of Ecology's Solid Waste & Financial Assistance Program performed a site inspection at the San Juan Island Transfer Station. Based upon Ecology's observations during the site visit they concluded: "Presently the site does not meet the minimal functional standards of the Washington State Administrative Code 173-350". Some of their specific areas of concern are:

- Stormwater runoff from the transfer station could contaminate groundwater. Precipitation comes into contact with garbage, recyclables, fuel containers, white goods, long-haul trailers and on-site waste containers. This "contact water" runoff is draining directly to native soils and is not properly managed. Additionally, inadequate containment of waste oil, used anti-freeze, old batteries and equipment fuel may lead to additional contaminate contributions to stormwater runoff.
- The effort to temporarily manage precipitation on the tipping floor that comes into contact with garbage (contact water) is insufficient. This is due to the lack of a tipping floor and trailer pad cover, severely deteriorated tipping floor surface and inadequate runoff conveyance system.
- Leaks, holes and other signs of compromised integrity in all the waste hauling containers. Liquids within the containers will leak out and animals can gain access to the trailer contents.
- Rubbermaid-type garbage cans used as biohazard waste storage. The cans are stored in the open without protection from wind or rain, without resting on a sealed surface or other secondary containment where spills could be contained, and without precautions against scavenging animals.

Operational Costs

Response to the inadequate structural controls has required costly and inefficient operational changes. Such as:

- Constant clearing of the garbage tipping floor into the trailer to limit how long garbage is available for birds.
- Limiting the number of customers unloading garbage at any given time.
- Collecting stormwater runoff from the garbage tipping floor and to having it transported to Anacortes for treatment.
- Hiring additional staff to perform traffic control.

FACTS & FINDINGS

1. Alternative Site Descriptions

The following descriptions are taken primarily from the Transfer Station Draft EIS for this project.

No Action Alternative

To meet the legal and regulatory requirements of the State Environmental Policy Act (SEPA) the Environmental Impact Statement (EIS) must evaluate the No Action Alternative along with the other five alternative sites. For purposes of evaluating the No Action Alternative and comparing it to the other alternative sites the current transfer station, described above, is considered the No Action Alternative.

- 212 Sutton Road, portion of Tax Parcel Number 350234001
- Approximately 2 acres
- Existing transfer station is located on this site.
- Surrounded by parcels with land use designations of Agricultural Resource to the north, west, and south, and Rural Residential to the east.
- Parcel is currently owned by the Town of Friday Harbor and leased to the County.

Under the No Action Alternative, no new transfer station would be constructed. No improvements to the current infrastructure or expansion of the transfer station would occur. Continued operation of the existing facility would require some action in cooperation with the Health Department and the Department of Ecology.

Sutton Road Alternative

- 212 Sutton Road, Tax Parcel Number 350234001 (26.12 acres)
- 1258 Roche Harbor Road, Tax Parcel Number 350232004 (6.07 acres)
- 32.19 acres total
- Current transfer station is located on this site.
- Approximately 8 acres of the site is a capped landfill.
- Surrounded by parcels with the land use designation of Agricultural Resource to the north, west, and south, and Rural Residential to the east.
- Primary parcel is currently owned by the Town of Friday Harbor (County owns smaller 6.07 acre parcel).

The approximately 6.07 acre parcel owned by the County adjacent to the southwest boundary of the Town's parcel is designated Agricultural Resource. This designated land use does not allow for a solid waste transfer facility. The County's Department of Community Development & Planning (CD & P) has determined some types of transfer station support facilities could be located on the County's parcel.

Sensitive receptors in the vicinity of the Sutton Road Site include a large Class I wetland across Roche Harbor Road, southwest of the site. Several residences are located on a hillside above the existing transfer station to the north-northeast. Utilities at the site include power, telephone, septic and water. Limited stormwater controls in the form of catch basins, pipes, and ditches are available on site; however, there are no stormwater detention or water quality treatment features.

Beaverton Valley Road Alternative

- 1609 Beaverton Valley Road, Tax Parcel Number 351044001
- 27.1 acres
- Surrounded by parcels with the land use designation of Rural General Use to the west and south and Rural Farm Forest land to the north and east.
- The parcel is currently owned by the Public Works Department, a County Maintenance Building is located on the parcel.
- Disturbed site that has been previously used for a private air landing strip and other uses by the Public Works Department.

Sensitive receptors within close proximity to the Beaverton Valley Road Site include a private office park to the west and several private residences located to the east. The Friday Harbor Airport is approximately 6,000 feet southeast of the site.

Utilities available to the site include power and telephone, which are accessible via Beaverton Valley Road. Sanitary sewer services are not available. Possible stormwater detention on site is from a large man-made pond. The sizing calculations of the pond are unknown; however, it has the potential to have a volume great enough to provide fire flow requirements for development of the property and may be able to meet stormwater detention needs.

Daniel Lane Alternative

- 257 A & B Daniel Lane, Tax Parcel Number 352324006 (10.12 acres)
- No address, Tax Parcel Number 352331007 (6.67 acres)
- No address, Tax Parcel Number 352331009 (5.15 acres)
- 21.94 acres total
- Three parcels of disturbed, privately owned land designated as Rural General Use.
- Portions of the site were cleared and past site activities that impacted wetlands have led to an area of mitigation planting.
- Parcel 257 A & B of Daniel Lane forms a "U" around another parcel.

- The site is surrounded by land designated Rural General Use to the north, east, and south and Rural Farm Forest to the west.

Sensitive receptors near the Daniel Lane Site include private residences to the east and west. In between the north and south parcels of Daniel Lane is a parcel currently in development as a light manufacturing facility. The Friday Harbor Airport is approximately 2,000 feet northeast of the site and the proposed site would lie within the flight path.

Utilities available on site include power and telephone, accessible via Cattle Point Road. Sanitary sewer services and stormwater controls are not available on site.

Egg Lake Road Alternative

- 1953 Egg Lake Road, Tax Parcel Number 363214002 (33.26 acres)
- Lot 1 of Fishhook Lake Estates, Tax Parcel Number 363323001 (6.76 acres)
- 40.02 acres total
- Two undeveloped, previously logged, privately owned parcels with a land use designation of Rural General Use.
- The site is surrounded by parcels designated Rural Farm Forest.

Sensitive receptors within the immediate vicinity of the Egg Lake Road Site include a resort located on the eastern shore of Neva Lake. In addition, there may be a few private residences located to the southwest of the site.

Utilities available to the site include power and telephone accessible via Egg Lake Road. The site does not have sanitary sewer services or stormwater controls.

Golf Course Road Alternative

- 106 Golf Course Road, Tax Parcel Number 352343006 (4.1 acres)
- No address, Tax Parcel Number 352343008 (4.28 acres)
- No address, Tax Parcel Number 352343009 (0.75 acres)
- 9.13 acres total
- Three parcels of disturbed, privately owned with a land use designation of Rural General Use.
- The parcels were cleared and graded several years ago.
- The site is surrounded by Rural General Use to the north and west, Rural Residential to the east, and Rural Farm Forest to the south.

Sensitive receptors in the vicinity of the Golf Course Road Site include the Friday Harbor Airport, a private landscaping business, and residential developments. The Friday Harbor Airport is approximately 2,500 feet north of the site and the proposed site would lie within the flight path. A private landscaping business is located west of the site. Several residences are located south off of Dewberry Lane, north across Cattle Point Road, and east across Golf Course Road along Griffin Bay.

Utilities available on-site include power and telephone accessible via Golf Course Road. Sanitary sewer services are not available on site.

2. Evaluation Criteria (See Power Point Slides)

ALTERNATIVES:

The recommended sites, in priority order are:

1. Beaverton Valley
2. Daniel Lane
3. Sutton Road
4. Egg Lake
5. Golf Course