



Kittitas County Transfer Station Public Feedback Summary September 13, 2017 – April 27, 2018

Introduction and Background

Kittitas County is performing a study to relocate the Ellensburg Transfer Station to a site already owned by the County or to another suitable location within the greater Ellensburg area. The new facility will replace the existing Ellensburg transfer station and will be designed to address some existing site challenges (including location and size constraints, customer access issues during significant rainfall or spring runoff events, long queuing times and small unloading and processing areas) and prepare the County for future growth.

In June 2017, an initial phase of outreach, including an Online Open House, survey, and community meeting, was conducted to better understand the interests of people in the communities served by the current transfer station and how best to involve community members during siting, permitting, design, and construction of the new station.

In Fall 2017, an additional feedback period was held to gather feedback on the three potential sites (the Tjossem Road site, Cement plant site, and Airport site) and on how the secondary siting criteria should be weighted. After removing the Airport site from consideration and adding the US97/Old Highway 10 site, an additional online-only feedback period was held in Winter 2018 to gather feedback on the US97/Old Highway 10 site. In order to hear from more members of the community and provide a chance for community members to leave feedback on all three current potential sites (the Tjossem Road site, Cement plant site, and US97/Old Highway 10 site, an additional feedback period was held in Spring 2018. During this feedback period, additional input was also gathered on how the secondary screening criteria should be weighted.

The community meetings included a brief presentation, Q&A session, informational display boards, and feedback forms (see our September 13, 2017 and April 9, 2018 meeting summaries [online](#) for more information). The project also engaged community members using the Online Open House engagement platform, which contained the same information and feedback opportunities as the community meeting. Details regarding the Fall 2017, Winter 2018, and Spring 2018 feedback periods are listed in the following table:

Feedback period	Public meeting date	Online Open House feedback period date range*	Total number of comments survey responses received
Fall 2017	September 13, 2017	September 13 – October 3, 2017	59 (Appendix A)
Winter 2018	None	January 12 – February 23, 2018	33 (Appendix B)
Spring 2018	April 9, 2018	April 9 – 27, 2018	52 (Appendix C)
Total number of comments/survey responses received			144

*The Online Open House remained online and accessible between feedback periods for those seeking more information on the project.



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Survey Questions & Feedback

The public involvement process provided insight into the community's values regarding selecting a new site, and community preferences regarding the three potential sites. Survey questions and key feedback received through the online open house and in-person meetings (via comment forms and sticky notes on display boards) are summarized below. A full list of comments received during each feedback period can be found in the Appendix.

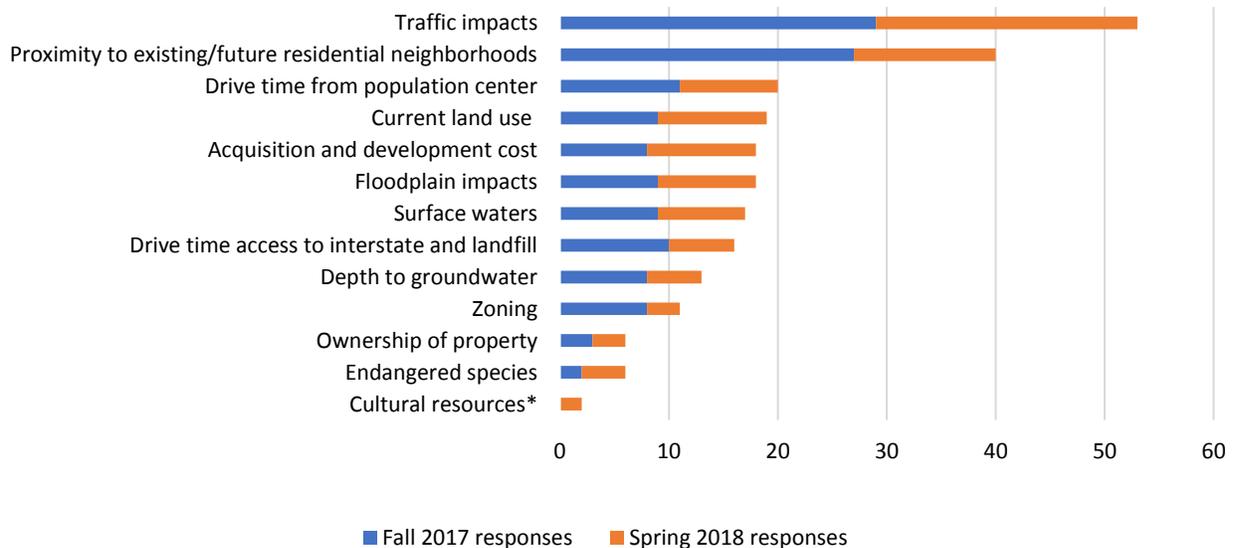
Secondary Criteria

- Question:** Please review the secondary criteria (shown on the right) and check the three criteria most important to you when selecting a new site (*asked during Fall 2017 and Spring 2018 feedback periods*).

FINAL SECONDARY SITING CRITERIA

- Zoning
- Distance from population center (ease of access by customers)
- Floodplain
- Current land use
- Drive time to interstate and landfill
- Surface Waters
- Depth to groundwater
- Endangered Species (Permitability/SEPA)
- Proximity to existing and future residential neighborhoods
- Traffic Impacts
- Ownership of property
- Acquisition and development cost

- Responses:**



*This criterion was added following the Fall 2017 feedback period, and prior to the Spring 2018 feedback period.



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Potential Sites

Question: What are your thoughts on the three potential sites? (shown below)

(Note: in the summaries below, each response is only counted in one category (positive, negative, or mixed), but may be counted in multiple sub-categories (Low impact to residential areas, close to interstate, etc.) depending on the response content)

- **Key Feedback on Cement plant site** *(received during Fall 2017 and Spring 2018 feedback periods):*
 - Positive (40):
 - “Best choice of the three” (18)
 - Low impact to residential areas (17)
 - Close to interstate (14)
 - Already in an industrial area (12)
 - Multiple access routes (8)
 - Negative (13):
 - Subject to flooding and potential groundwater infiltration (8)
 - Concern about future development in area (4)
 - Will cause debris/unpleasant smells for area downwind (2)
 - May increase traffic due to added roundabout (2)

- **Key Feedback on Tjossem Road site** *(received during Fall 2017 and Spring 2018 feedback periods):*
 - Positive (7)
 - Mixed (16)
 - “This is my second choice” (11)
 - Easily accessible/convenient (4)
 - Negative (54)
 - Impacts on agricultural land (18)
 - Impacts to local lakes and ponds/water supply/fish populations (14)
 - Proximity to existing/future developments (8)
 - Access (8)
 - Traffic (6)
 - Impacts to wildlife/birds (6)
 - “Worst choice of the three” (5)

- **Key Feedback on US 97/Highway 10 site** *(received during Winter 2018 and Spring 2018):*
 - Positive (23):
 - “Second choice of the three” (12)
 - Easily accessible/convenient (8)
 - Mixed (16)
 - Keep the current site in addition to building a new site (3)
 - Negative (24):
 - Sight/smell impacts (10)
 - Concerns about floodplain/wetlands (8)



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- Proximity to current/future residential neighborhoods and businesses (7)
- Impacts to wildlife/birds (2)
- Increased traffic (2)
- Impacts on agricultural land (2)

Additional Questions

- **Question:** Any other thoughts for the team to consider as they select the preferred site?
- **Key Feedback** (*received during Fall 2017 and Spring 2018 feedback periods*):
 - Suggestion to modify the existing site (8)
 - Select a site that is not in a residential area (5)
 - Make it easier to recycle (4)
 - Consider floodplains when designing a site (2)
 - Thank you (2)

Next Steps

The project team will use the feedback gathered during these feedback periods to inform the selection of the preferred site.



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Appendices

- A. Fall 2017 feedback
- B. Winter 2018 feedback
- C. Spring 2018 feedback



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A. Fall 2017 feedback

Report for KCTS September Feedback

Response Counts



Totals: 59

1. Please review the secondary criteria below and check the three criteria most important to you when selecting a new site.

Value		Percent	Responses
Zoning (current zoning designation)		17.4%	8
Distance from population center (maximizes ease of customer access)		23.9%	11
Floodplain (minimizes potential for impact to floodplain)		19.6%	9
Current land use (current land use is most supportive of developing a transfer station)		19.6%	9
Drive time access to interstate and landfill (minimize long-haul costs by locating site close to I-90 intersection)		21.7%	10
Surface waters (minimizes potential for impact to wetlands and related wildlife)		19.6%	9
Depth to groundwater (shallow groundwater will impact development cost)		17.4%	8
Endangered species (minimizes potential for impact to endangered species)		4.3%	2
Proximity to existing/future residential neighborhoods (site not likely to result in impacts to persons living or working near the transfer station)		58.7%	27
Traffic impacts (e.g. changes needed, traffic impact; truck routes to the transfer station appropriate for heavy trucks and not likely to affect existing persons or businesses)		63.0%	29
Ownership of property (maximize ease of property acquisition)		6.5%	3
Acquisition and development cost (minimize costs required to acquire and prepare site for use)		17.4%	8

2. What are your thoughts on the Cement plant site?

ResponseID	Response
1	This site appears to have the best compatibility with heavy truck traffic and minimizing impacts to residential areas. It is close enough to most customers to not be an inconvenience to visit. This would be my first choice given the criteria limiting where the site can be.
2	Great idea here but I believe road to recycling and to and from scale should be a site road to limit ways people entering and exiting. Like how there is multiple ways of getting to site. Could be expensive but at least you gain an asset.
3	Seems to me to be the best location. Close to interstate, non-residential area, and an area built for and use to truck traffic already.
4	Close to freeway &  already in an industrial area. The area already has heavy traffic by both heavy equipment and smaller vehicles. It looks to be close enough to residential areas to make short travel time, but far enough away to minimize impact on local residents. The only concern I have is acquisition cost. As far as installing utilities it's in the middle of the road. In all, this one seems best to me.
5	This seems like the best location of the three presented. 1) It has the easiest access to I-90 and major through-ways in and around the City of Ellensburg. 2) There is very little residential development in the area. 3) The surrounding land is zoned light industrial. 4) There are no creeks or streams in the area although Mill Ditch does run near the back of the property.
6	The only concern I have with this location is the view from the freeway, and the future development, e.g. Triple L or some other regional retail
7	This site seems like it would have the easiest access
8	To me this makes the most sense. Traffic patterns already set up for large trucks. Little residential in area and probably not a lot with cement plant there. Still easy town and I-90 access.
9	I like this site for its location near town, and its separation from neighborhoods and conflicts. The site has been mined and is already an industrial area. Ground water may be shallow. Acquisition may be difficult-but having available material may be handy.

ResponseID Response

10	This is the best location since its already in an area that is not being used for a real purpose. Plus theres a freeway entrance right next to it and also its the cheapest in the long run.
12	This site seems to have the least residences nearby/close. It is already right next to an industrial area (cement plant).
13	I think this is the best site from both an economic impact and minimizes the impact to adjacent areas. The airport is no easily accessed and is upwind from a lot of residential properties and the Tjossem Road site is productive agricultural land, visible from freeway and adjacent to residential housing.
14	Elevation and proximity to areas prone to flooding are an issue for this site, and depth of groundwater is a likely problem. Consideration should be given to an area outside the irrigation district for this reason.
15	Best option: Roads are already undergoing significant upgrades (that's paid for) Access to the site does not tempt customers to cut through residential areas It's the shortest distance to the freeway for heavy trucks. This is an industrial area - perfect for this kind of use.
19	an ok site - not close to residential development
20	Best potential site with least impact to residential areas as well as agriculture, including traffic. Site is adjoined by ECP with low risk of becoming residential, so low risk of future odor and traffic complaints. Addition of the roundabout will also assist with access to this site without other road improvements.
21	Not a good choice. All land on both sides of 97 west of the new Round-a-bout is zoned by the city to be Commercial in various forms. The south-west side is almost filled with commercial businesses. The north-east side is zoned Commercial and the adjoining 56 acres to the north will undoubtedly be zoned commercial at some point. At the very least, if commercial development does not take place, you can bet that it will end up with a residential zoning. The transfer station will cause debris and unpleasant smells to be present in this whole Hwy. 97 area. They are all down-wind from the proposed site. With the large amount of traffic at the new round-a-bout which will grow with development, do we need to add daily trips of garbage trucks through the round-a-bout and on out 97. The I-90 Interchange there is already very busy and will likely become the busiest of the two Ellensburg Interchanges. The garbage trucks I see around down daily are huge machines and often drive too fast for their size. They always seem to be in a great hurry. I think the Transfer Station needs to be further away from any possible future development in the City of Ellensburg.

ResponseID Response

24 This is the site that I feel would be the most viable of the 3. I realize that infrastructure cost is a question but I like the location because the impact of traffic, noise and trucks would be less and it has easy access to I-90.

25 To close to the river across I-90. This location can also possibly be seen by visitors on the freeway and turn away potential tourism, etc.

26 My preferred location for ease of access and least impact to neighborhoods.

3. What are your thoughts on the Airport site?

ResponseID	Response
1	I initially thought the airport would be a good location but using the criteria the location proposed would not be the best one. Locating that close to the FBO would not be desirable. Heavy truck traffic both transit and local pickup would expose a lot of residential housing areas to high volumes they presently don't have.
2	Great site close to main population center. Potential layout looks like need works couldn't storm water be used at compost facility if so pond is far away? This could also bring in business to the area. Do not like the cost of the lease and ending up with nothing at the end would county consider selling?
3	Potentially too expensive with flood issues. The smell and truck traffic may deter all the westsiders from buying these homes though, which would increase affordable houses for this community.
4	This site is closest to residential areas but furthest from the freeway access. It is also farthest from areas used to heavy trucks. I think this site could have a negative impact on local residents and future residential development. The acquisition cost seems the most reasonable. But I fear it would cost more in the long run.
5	Without seeing your proposed sites I considered the airport area as the best location. I do believe there are better areas of the airport property more suited for the project. \$82,000/yr rent is idiotic. If the price is set by the BOCC by resolution then a new resolution should be considered to change the rental rate for this project, or sell/transfer the property from Public Works to Solid Waste Department The site is already zoned light industrial so the site fits here even if the surrounding residents don't want it. The County has been pushing for new industrial activity in the area for years if they are successful in the future the surrounding landowners may not be happy with that development either. Mercer Creek is adjacent to the project area. This creek experienced flooding this spring and has flooded several times over the last few years. I understand you will building up the project site but do you really want to deal with the potential for flooding or its effects at the new site?
6	Doesn't seem like the best location from a variety of perspectives - too close to neighborhoods, aircraft and birds, etc.

ResponseID Response

7	This site is too close to residential areas
8	Would be nice for county to get income stream but lousy location. To much residential traffic. Roads not set up for heavy trucks. Kids all over the place. Lousy I-90 access. Would be my 3rd choice.
9	Not crazy about this site. Proximity to neighborhoods and increasing traffic would push me away from this site. Over time the lease costs will inflate and the cost over time may be more than a purchase. My least favorite site by far.
11	This is too close to housing developments and will have a negative impact on residents.
12	I would be pissed if I lived on Airport Rd. and you built a transfer station here. The increase in traffic alone would be terrible and the smell being blown by the Ellensburg wind unimaginable.
14	While within the irrigated portion of the valley, this location poses the least issues relative to surface water control/flooding of the currently proposed sites. The vicinity of the airport industrial park is also less likely to be built up into residential areas.
15	Far and away, the WORST option: - Roads will need a lot of improvement to handle the traffic - A LOT of customer traffic will go through residential areas. - Residential development is trending in that direction - negative impact on property values Side note: I believe the shotgun range relocation was struck down largely by extremely vocal resident objections - the County will face similar assaults with a transfer station. The County ownership factor is a financial convenience, nothing more.
17	We like this site the best because it appears the cost of land acquisition or rental may be lower, and water concerns (surface water, groundwater and floodplain) seem much less than the other two sites. Our one concern with this site would be future population growth, as it seems that Ellensburg is growing to the north faster than in other directions. Traffic routing may also be more of an issue. thanks for your great web site to help keep us informed.
18	This site is not compatible with airport operations. It would present a serious hazard to flight operations as well as other airport activities. The attraction of birds alone is a disqualifying factor.
19	a lousy site - driving through town and residential area to access

ResponseID Response

20 Would rate this site second out of the three sites, as it's already in an area that is semi-industrial. Traffic access would need to be improved from 18th St. north to accommodate increased traffic. While access has been added from Reecer Creek, the most direct routes of Water or Airport Rd. would probably see the brunt of increased traffic - not desirable for residential areas.

21 I see some of the same problems I noted in the Cement Plant site. It is too close to existing and future residential sites and the increase in garbage truck traffic is a detriment to the two lane roads and Central University. It needs to move farther out. How about the county owned land on the other side of the airport.

24 In my opinion this site is the least viable. I think it would be too congested. Having all that traffic filter through the University would be a terrible idea. I realize that the cost may be less initially but with the high cost of a yearly lease the costs will level out over time.

25 Prefer this site over the other two choices. It is closer to population, close to airport which already has knowledge of location, it is not viewable from the highway, close to CWU campus, and residential housing. Only concern is how this new site might affect the airport in future years.

4. What are your thoughts on the Tjossem Road site?

ResponseID	Response
1	This would be my last choice. You will experience resistance in taking good agricultural ground out of production similar to a utility scale solar proposed just East of that site. It would not expose existing residential housing to truck traffic and it is reasonably close to the interstate but utilities are not close and road improvements would be necessary.
2	Worst site furthest away from population center and from population center only one way in Canyon Road under I90 which is already a traffic jam. This would focus 90% or users to go down this path creating a nightmare. Also Barry road is a narrow road and there is not much you can do on the south end of Barry road to make it better. I believe missed the mark on this one and only loads going out was considered not what is coming in.
3	High ground water levels and probably expensive farm ground, but this would be my second choice.
4	This site seems to have the best of both worlds. It is close to the freeway yet far enough away from residential areas do not cause a problem. I think the acquisition and utility costs would outbalance that however. And personally this site would cause me to have to drive farther than I do now and farther than the other two sites.
5	There is a fish barring stream within the overlay as part of the project. Even if you have a set back buffer area along the stream there will still be material blowing into the stream that can affect the stream and be washing downstream to Wilson Creek. There is also a stream that has been illegally redirected off the property to enter Wilson Creek at a different location so potentially you could be dealing with two fish barring streams. Of the three proposed sites this is the only one that isn't zoned for light industrial. This site is zoned Commercial Ag. The County is losing agricultural production land at a fast rate as it is we shouldn't be taking land out of production for a T ransfer Station that can be sited in an area already zoned for industry.
6	The only concern I have with this location is there is already a problem with yakima bringing their waste to Eburg.

ResponseID Response

8 While it has good I-90 access the streets are residential in nature and not set up for large trucks. Also a residential area with kids around. Lots of groundwater/flooding in area with spring melts and then irrigation. As traffic exits off I-90 first thing they will see is dump which is eyesore. That whole Tjossem region is either farmland or residential. Tjossem Road drains traffic out of the whole Badger Pocket area and traffic mix really would need to be mitigated. Curious what zoning is at that site compared to cement plant.

9 My first choice. It is clearly near the population center and access from all parts of the area, mostly without increasing town traffic and dragging big trucks through town or a long detour around town. This site may be met with less resistance than the airport and if people understood it does not have to be an eyesore and can be a neutral impact on the view it would help.

10 Dont use this site. My family farms near by and this will only give us more problems trying to move crops and so forth. Plus theres no freeway entrance really near it. And its more expensive.

12 Really...take a huge beautiful agricultural piece of land and turn it into a dump. That STINKS!!! Okay, I live on Tjossem Rd and I don't really want it in my backyard or front yard which would be the case. Who wants to look at an industrial site 24/7 from their home that was purchased 40 years ago because of its beautiful location surrounded by farmland but still close to town. I haven't even finished my first paragraph and I'm crying. Not sure if it's because of what we'll lose or what we'll be saddled with for the rest of our lives. The traffic alone would be insane with trucks coming and going all day long and probably exceeding the speed limit to meet their work quotas. Not to mention wear and tear on the road. When I said it stinks I meant that literally because my property is down wind of this proposed dump. Have you been to the Transfer Station on a hot day? I have and I just about gag from the stench. I can't image having to be subjected to this daily not to mention what it will do to property values of the homes surrounding this choice. Next, have you consider how this will greet visitors coming from the east as the first impression of Ellensburg...a dump!!! Pretty unsightly!!! How close to town does the dump need to be? I can't believe people wouldn't drive 5 extra minutes so that it doesn't have to be in someone else's backyard. I would! PLEASE do not select this site!

14 This site also has potential surface and ground water issues, with proximity to existing ponds/lakes, the Yakima River and irrigation return flow channel(s).

ResponseID Response

15	<p>Second option: Easy access to freeway - Community perception will be "it's too far away" (because it is) from the majority of the population - Could be too close to residential neighborhood (let's not relive a Millpond Manor situation). Personally, I think it's a waste of good, in-use agricultural land and it doesn't present a nice aesthetic - a transfer station nestled amidst the ag fields.</p>
16	<p>This site is harder to get to for the majority of users. A larger amount of users would need to come through Ellensburg to get to this site.</p>
19	<p>an ok site - no close proximity to residential area</p>
20	<p>Would rate this last of the three sites. With the increasing population of Kittitas County, agriculture lands south of I-90 should be preserved as best as possible. In addition - Berry Rd, Tjossem Rd and possibly Bull Rd (overpass addition or underpass expansion) would need improvements for the increased traffic.</p>
21	<p>This site also seems too close to the Mobil Home Park just west of the proposed site. These people just spent the last 45-50 years putting up with the Schaake feed lot smell and now you want to put the T Transfer Station next to them. Granted, the Station would be down wind most of the time from the T trailer Park, but there will be days when the wind blows from the east and south. The traffic problem will be the same as the other two sites. Find a site further from town where it cannot affect existing and future residential development.</p>

ResponseID Response

22

As owners of the home to the south of the proposed "Tjossem Road" site, we are very opposed to the transfer station being at that location for the following reasons. There is a deed restriction on much of that land that doesn't allow buildings or roads to be built on it. This deed restriction was put on when we sold this land to Brunson's because we didn't want our view blocked and didn't want roads on the property. 2. Even though the facility would be housed indoors, litter would be a problem. It would be impossible for all of the litter to be maintained. Litter would be a problem at the site, as well as on the access to the site. The field that would surround the proposed transfer station would be export quality hay. This hay is high quality hay that goes to foreign countries that have very high standards. The possibility of plastic or other garbage getting into the bales of hay would be cause for the hay to be rejected by foreign buyers 3. Brunson's recently bought this land, to farm, they shouldn't be forced to sell it. The field that is being considered is prime farm land, with senior water rights. This is expensive land that has had a lot of money put into it for irrigation improvements (leveling and Linears) If the T ransfer Station was to get located anywhere in the field, much of the irrigation system would have to be redesigned. If Waste Management were to pay Brunsons, the land owners, what it is worth it would be very expensive. 4.It has Bull Ditch on the north side of the proposed land site. It has water drain from a pond on the north side of the freeway that drains through the site. The drain is piped under I-90 and under Bull Ditch and along the eastern side of the site. 5. The roads in this area are county roads that weren't built for high traffic. They don't have have shoulders. There have been several accidents on Berry Road in the recent years. More traffic would probably lead to more accidents. 6. We have personal reasons for not wanting to live next door to the T ransfer Station. We have owned the area surrounding our house for over 40 years. It was with much hesitation that we sold some of the land. We did, however, put restrictions on the seller that there is to be no buildings or roads because we value the view that we have. It doesn't seem reasonable that we could have to look at the T ransfer Station right next door. When the one Waste Management truck, picks up our garbage, several pieces of garbage fly out of the truck as he drives down the road. I don't know why this happens because our garbage is all bagged, but if that is any indication of how much garbage would be flying around with multiple Waste Management trucks, as well as people bringing their own garbage to the transfer station, littler would be a huge problem. Because there isn't much traffic on Berry Road, it has become a popular place for walkers and bicycles. It would become dangerous if there was a lot of traffic. 7. We feel that we should have been personally been told that this site, right next to our house, was one the the three final choices for the T ransfer Station. We only knew about it because on September 20th there was a "Letter to the Editor" in the newspaper that caught your attention. Sincerely, Morrie and Pat Sorensen 1360 Berry Road 509-306-7300 623-266-3219

ResponseID Response

23	We don't feel that "Tjossen Road Site" is an appropriate title for the project that is much more closely connected to Berry Road. Even though the proposed site is right next door to our house, we wouldn't have realized that it pertained to us because we are a long ways from Tjossem Road. Morrie and Pat Sorensen 1360 Berry Road 509-306-7300
24	This would be my 2nd choice though I don't like the idea of filtering traffic down Main St. to access it. Also I read a letter to the editor from a neighbor who gave a more detailed description of the land and the possible impact to neighbors. I realize that if we want garbage service we need to compromise but the Concrete Plant site seems to be the least invasive in terms of residences and traffic.
25	Located on past farm land, concerned about chemicals, trash, bacteria leaking into the underground water supply.

5. Any other thoughts for the team to consider as they select the preferred site?

ResponseID	Response
1	You may want to elaborate on the enclosed tipping floor design so people who do not use the site can understand this is not just a pile of garbage waiting to be blown around. Compatability with heavy truck traffic is important to avoid resistance from residential housing areas. Thanks for reaching out to the public in this important project
2	Instead of all loads going I90 for Criteria as anyone talked to the hauler to see if at airport and cement site they would utilize hyw 97? Why is there no where to process recycling on new sites? Couldn't this be a source of income for the county?
3	Please think this project through carefully, this is an expensive investment with long term impacts and consequences if not done right.
4	The acquisition costs for each of the sites is important. But if the site is to be permanent (which I assume it is because I heard we don't want to have to do this again) the Airport site is potentially the more expensive because of possible lease rate increases. Also, it's surrounded by currently developed areas. This makes future expansion impossible. The cement plant site or the Tjossem site are preferable in this area.
5	Everybody wants ever available amenity but nobody wants it in their backyard. The current location doesn't seem to be affecting the growth or economic development in the surrounding area. There have been several new businesses built near the current location since the current T ransfer Station was built.
8	Keep it out of the residential areas. Big trucks and kids do not mix.
9	I don't think you are acquiring too much land. The Tjossen site would make a handy place for a lot of public entities to use i.e. County and State public works shops, State Patrol etc. Rent it to them until you need the whole thing. Good luck!
10	Use land that is not farm land.
12	Put it somewhere out of site of neighbors!

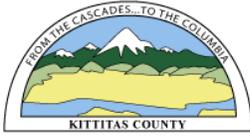
ResponseID Response

13	I think this is the best site from both an economic impact and minimizes the impact to adjacent areas. The airport is no easily accessed and is upwind from a lot of residential properties and the Tjossem Road site is productive agricultural land, visible from freeway and adjacent to residential housing.
14	Although not as close to the city, an area outside the irrigation district would mitigate potential groundwater impacts from solid waste and composting/recycling activities. Areas to the east of Kittitas also receive less annual precipitation, reducing precipitation management issues. Long-term issues associated with solid waste facilities are generally water-related (except landfills, where gas management is also an issue).
15	None at this time. Thank you for including the Community in this important process.
16	Consider a 3 sided high roof enclosure for recycle containers. This would allow for more items to be recycled (like paper) as the wind would no longer be a factor.
21	I assume because of the location of the three preferred sites, you want to hook up to City Services. This may be important, but at what cost to the surrounding area. Just because you get there first does not mean you don't have an obligation to strongly consider the effect on the surrounding areas. Find a different site, like the north side of the Airport that hopefully does not effect anyone.
24	I was impressed with how the 2nd meeting was conducted. It was informative and the audience had some insightful questions and comments. I especially like the idea of moving toward a value of less garbage. We need a universal packaging program whereby all packaging is recyclable.
25	Needs to be accessible to locals, as well as CWU students, teachers, staff, etc. Most students recycle whenever they can, if its not easy then people will not recycle. The site needs to be accessible for people who live in Ellensburg, but also hidden from new visitors/guests, etc.
27	Have you considered moving the composting process only to another site and add on to the existing solid waste structure. I believe there would be plenty of room, and the flooding issues could be easily resolve with a slightly elevated approach road to climb the hill. This could save millions to the county.
28	It appears, from the data presented, that the airport site does the best job of balancing zoning, environmental, and cost considerations.

ResponseID **Response**

29 Please take into consideration closeness to current and future growth residential areas. I feel that is most important when talking about waste management facilities.

31 Why does this need to be so close to town ? I understand that people want it convenient but does it matter if it is 2 miles or 6 miles from town ? I doubt people would say forget it I am not going.



**Kittitas County Transfer Station
Public Feedback Summary
September 13, 2017 – April 27, 2018**

B. Winter 2018 feedback

Report for Kittitas Feedback 2018

Response Counts



Totals: 33

1. If you have any comments or concerns regarding the US 97/Old Highway 10 site, please enter them in the text box below, then click submit. Feedback will be collected until February 23. For more information on the US 97/Old Highway 10 site, please visit the Siting Status tab.

ResponseID	Response
1	I think it is a very good site.
2	Commissioners; Please take in to account the wind blows very hard at that location, drivers will be driving 40-50 mph plus the 40 mile per hour head winds; it is difficult to secure a load of garbage with an 80 mph head wind. Please consider enlarging the current site, and farming the yard waste at another location.
3	This is not much different than the cement plant site as far as location. What may figure in is the cost of dealing with the flood water and price of the ground itself. This new site is a little closer to a potential big box site but not enough to be a factor in the decision between the two sites. I like both these sites near the west interchange over the Tjossem Road site. Good job! Shan Rowbotham
4	This site looks promising. One big plus is less traffic will have to negotiate that dreadful roundabout.
5	This looks like an adequate site. I like to access routes available. It is far better than the airport site. I would put the Tjossem site above it simply because it is more accessible to Kittitas and other points east of Ellensburg since Cle Elum, etc. have access to the one near Cle Elum.
6	The US 97/Old Highway 10 site needs to be presented with a similar information as provided for the Tjossem Road and Cement Plant sites in order to solicit constructive feedback. Based on the single aerial provided, it is difficult or impossible for much of the public to even know where exactly the site is, how it would be accessed, or what the adjacent land uses and natural features are. Please ask again when sufficient information is available to provide meaningful feedback.
7	I think the US 97 site is too close to Reecer Creek road and potential housing development on that end of the valley. Think the Cement Plant site, which is already a commercial site would be more appropriate site for a waste management/transfer station. I would rather see the site remain in the same location and hold the costs to customers at a low rate.

ResponseID Response

8	<p>I think US97/Old Highway 10 or the cement site are both good choices. The area is already industrial in nature and there are no homes which are that close. Given that the current transfer station is right in town and one hardly knows it's there, maybe look at which one would best facilitate traffic flow. If it turns out that the floodplain issues cannot be worked out in a feasible fashion, I would prefer the cement plant over this one. Otherwise, it's a good site.</p>
9	<p>I think that this is a poor location, affecting all who reside in the area and wish to maintain a rural/agricultural lifestyle. The traffic increase would be significant, the distance from the city is exceptional and this is a poor site to choose. I am strongly against it!</p>
10	<p>I disagree with this site. I think it's too close to farm and community that at minimum would be impacted by smell. In addition trash typically attracts birds that could be a problem for farmers.</p>
11	<p>The site location in a rural scenic area at the start of two scenic drives on 97 and 10 seems inappropriate. It will destroy the character of the area. The concrete plant is a better site. It's already impacted and less visible.</p>
12	<p>If 97/Old Highway 10 site can be mitigated for flooding, I would suggest that the existing transfer station site be mitigated for flooding. Expand the the existing drop-off area by making it double sided with two entry ramps. Increase, to two sets of entry stations. I think the property could be reorganized in order to accommodate a more efficient site. Thanks</p>
13	<p>I like it!</p>
14	<p>Please keep the current transfer station for use and develop a new station out on 97. We cannot afford to build a total new facility.</p>
15	<p>Hello, It seems the potential retail development of the land which lies downwind of the 97/10 site may be impacted by sight, smell, and litter. I feel the cement plant site is better as it already services heavy commercial truck traffic which includes dust and noise. There would be minimal down wind impact by added activity of this kind at the cement plant site. Thank you for your service and the opportunity for my opinion.</p>
16	<p>I believe the 97/10 site and the cement plant site are equally excellent locations. They are far preferable to the Tjossem site due to traffic flow by avoiding the congested south interchange, the comparable productive farm land loss and the exposed view from I90.</p>

ResponseID Response

17 If there were any smell emanating from the Hwy 97 site (sites), wouldn't we get the prevailing winds straight into Ellensburg? Mot that the wind ever blows in Ellensburg.

18 Again, As a business owner near the hwy 97/10 site, I don't like it for many reasons; I don't think it fits in with potential retail shopping that may go in someday, also it will add to the truck congestion on the round about. I am concerned about odor from the site impacting current and potential retail businesses. I am also concerned about garbage blowing from vehicles who's loads are not properly secured for the 40-50 mph speed limits plus the spring time 40-50 mph head winds.(I'm not sure people secure their loads for 100 mph winds). Update the current facility and move the farming to Tjosem Road.
Sincerely, Jeff Faltus

19 The site provides significant advantages over the cement site owing to access and site circulation proximate to Highway 10 and recirculation (traffic) back through the west interchange. The Flood Control Zone District is able to adjust existing floodplain issue through it floodplain development permit process. Proximity to I90 and the ease of mounting I90 via the newly constructed roundabout make the site attractive. The impact of displacing valuable crop land is also minimized with this site - providing an advantage over the T Jossem site.

20 Of the three currently proposed sites this would be my second choose after the Cement Plant facility. This location is after the cement plant because it is closer to residential housing. The 100 year floodplain is clearly misplaced as it marks old irrigation ditches and is not even close to Reecer Creek. This floodplain issue should be resolvable. Compared to the Tjosseum location where the tentative layout has part of the facility over the top of a creek.

21 I would put the plant on either one of the US97 sites. They are right across the highway from each other. I would decide based on acquisition cost and development cost - or total cost of construction on either site.

22 Either this site or the "cement plant" site seem like better options than Tjossem. Much easier accessibility and they are located west of the city, which is where people are going to continue to expand (and have garbage to get rid of)

23 Concerned this will bring/funnel even more traffic to an already congested area, despite the new roundabout.

24 This seems the least desirable of the sites. We haven't exactly had great success in managing water and runoff in other projects in the same area.

ResponseID Response

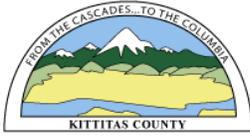
25	This appears to be the most desirable site and meets all the criteria.
26	When I think of wind and smells, I think if those are our only choices, it would be Tjossem Rd, downwind from Ellensburg with easy and quick access to the freeway.
27	Please keep the existing transfer station and build a similar one elsewhere. We do not have the funds to build a brand new whole transfer station!
28	Our vote is NO, NO, NO! Horrible site choice. For one thing it would be a huge eye sore to the community. Our vote would be for Bowers Field. Thank you for considering our opinion. Bruce & Judy Montgomery
29	The water table is shallow in this area. Just look at the cattails adjacent to this sight. Why build in areas prone to flooding or high water tables? The wind will blow garbage and the smell towards town. Why not consider a site east of Ellensburg where the land is more arid, less impact on landowners, and leave the areas close in (and on the way North on 97) with a clean and pleasant view. Consider the population density of this area v. the density further east. Regarding people having to drive a little further, "If you build it they will come."
30	Hello. I do have some concerns on the US 97/Old Highway 10 site. My name is Cristy "Cris" Ellingson-Jett and I own property a ways down and along US 97 myself. For seven years I also served as a planning commissioner in the City of Black Diamond, WA. Having reviewed the plans I have a few concerns I would like to see addressed. This location, besides the potential flooding impact which has been reviewed by your staff, has it appears, four separate routes of ingress and egress along US 97. Reducing that number to only one or two seems prudent if this site is seriously considered as it would be safer.. It is also close to the intersection of the two highways a well as close to the Iron Wayne/John Wayne trail. The "grinder" location should be sited elsewhere, further from US 97, both for noise asthetics as well as potential impact to motorists if the grinder is suddenly started up. Also what kind of lighting abatement is planned and what mitigation steps are considered to minimize light and glare offsite as well as minimize chances for debris to travel offsite due to strong winds often found in the area. The relocation to this site would significantly increase industrial noise levels in the area, which is currently relatively quiet and residential in nature. I would also like to suggested another site, that being along the roadway east of the truck repair and University Auto (the dealership address being 1817 North Sr 97.) The zoning and roadway at that point is industrial and four lanes, much better for placement of the transfer station. It is also easier to travel to with the interstate nearby, for the removal of the full containers to offsite destinations. Thank you for your consideration. Sincerely, Cris Ellingson, 120 Cross Creek Drive, Ellensburg, WA 98926 Ph: 509-925-9499

ResponseID Response

31 By looking at the map and the residential neighborhoods involved, I feel the Tjossem Rd site is a much better choice for a transfer station. I feel the US 97/Old Highway sites sits much closer to residential housing than needs to. I feel the Cement Plant site is a 2nd best choice before the Old 97 site for the same reasons. I would chose Old 97 site last.

32 I think the west interchange is the wrong place for the project. Our future in that location is more housing and retail businesses. Not compatible to have transfer station located there !! Makes no sense unless we want to kill growth out there. We can do better. Let's explore locations that make sense and have less impact on the surrounding neighbors. Dale Jurgens Ellensburg

33 Whatever site ultimately is approved, I strongly encourage adoption of procedures that will allow an expansion—not restriction—of materials accepted for recycling, including sufficient dumpsters for such items. This should include expanded acceptance of varieties of plastic, and of acceptance of flatboard (e.g., cereal boxes, not just corrugated cardboard).



Kittitas County Transfer Station
Public Feedback Summary
September 13, 2017 – April 27, 2018

C. Spring 2018 feedback

Report for Kittitas Feedback - April 2018

Response Counts



Totals: 52

1. Please review the secondary criteria below and check the three criteria most important to you when selecting a new site.

Value		Percent	Responses
Zoning (current zoning designation)		8.1%	3
Drive time from population center (maximizes ease of customer access)		24.3%	9
Floodplain (minimizes potential for impact to floodplain)		24.3%	9
Current land use (current land use is most supportive of developing a transfer station)		27.0%	10
Drive time access to interstate and landfill (minimize long-haul costs by locating site close to I-90 intersection)		16.2%	6
Surface waters (Minimizes potential for impact to wetlands and related wildlife)		21.6%	8
Depth to groundwater (shallow groundwater will impact development cost)		13.5%	5
Endangered species (minimizes potential for impact to endangered species)		10.8%	4
Cultural resources (historic properties/archeological resources; minimizes potential for impact to historic properties or archeological resources)		5.4%	2
Proximity to existing/future residential neighborhoods (site not likely to result in impacts to persons living or working near the transfer station)		35.1%	13
Traffic impacts (e.g. changes needed, traffic impact; truck route(s) to the transfer station appropriate for heavy trucks and not likely to affect existing persons or businesses)		64.9%	24
Ownership of property (maximize ease of property acquisition)		8.1%	3
Acquisition and development cost (minimize costs required to acquire and prepare site for use)		27.0%	10

2. What comments or concerns do you have regarding the Tjossem Road site?

ResponseID	Response
4	To close to residential housing
5	i believe this is the perfect site for the new transfer station!
6	I believe this is a perfect site as it will give the farmers in badger pocket closer access to a disposal site and maybe they will stop burying household waste and unwanted items instead of recycling and donating to charity.
9	I live on Tjossem Rd.(24 yrs.,) so it would be very nice and convenient for me, however traffic has greatly increased in the last several years and we have a LOT of farm equipment on the road mixed in with hay trucks, people speeding, sometimes bicycles, or even animals and it has just become a very busy hazardous road in my opinion. The transfer station would just make it worse. I think it's too close to town as well. Not sure but wouldn't it eventually get surrounded by new houses? So although it's convenient I am totally against this site.
10	Expense of land prep.
11	Probably the best site - however, too close to current developments if future growth is considered.
12	Prime fertile farm land - large supplier of T imothy Hay. Protected wildlife - Audubon society, field stream Roads not designed to accommodate traffic and large trucks
13	Existing road system very inadequate. Also too far from I-90.
14	This site should absolutely not be used. The surrounding land use is mostly farm ground and the large pond is used extensively by waterfowl. The transfer site activity would eliminate most bird activity and the farms would unfortunately be the recipient of noise and blowing trash.
15	Access seems like a major limitation. Best if it can come past the truck stop and in from the north. Berry Rd. from south is densely populated off Canyon Rd.
17	3

ResponseID Response

18	Best site -> out of the floodplain, not too far from town
20	This site has several negative impacts: - Visibility from the freeway - Access/infrastructure - Impact of property value of proximate landowner - Removal of ag land - Wildlife habitat impact
22	I sure don't think the site should be visible from the freeway traffic
23	No, it's Mill Pond displacement on someone else. It's [illegible].
24	Road access (according to KCTS) is from Berry Road. Tjossem Road would be 0.5 mile south from the site and would not be an access road. This site should be called Berry Road Site, as that is the area that will be negatively impacted. Tjossem Road site is inaccurate and misleading.
25	The eastern and south eastern boundaries of the site are formed by an Unnamed Stream that is a tributary to Lyle Creek. This stream flows year round and is fish bearing. Lyle Creek and Unnamed Stream come together south of the proposed facilities. • Although not shown, the new access road on the northern portion of the property would have to cross Lyle Creek, another fish bearing stream and a tributary to Wilson Creek. Years ago, a fish passage barrier was removed near the confluence of Lyle and Wilson to improve access to Lyle Creek. • Tjossem Pond, south of the site, is an important waterfowl stopover site. This location is well known for a diverse assemblage of birds throughout the year. Several species on the PHS list have been documented here. • There is probably a relatively low risk of surface water flooding this site, but the proximity to Wilson Creek, Bull Canal, Lyle Creek, and Unnamed Stream pose some risks of flooding to the facility. • The water table is likely high throughout the irrigation season, decreasing the efficiency of typical stormwater ponds and potentially increasing interactions with groundwater. The proximity to the canyon (natural constriction) may influence groundwater elevations.

ResponseID Response

26	<p>We live near the proposed "Tjossem Road" site. We don't want the transfer station to be at that site for lots of reasons. (We have sent very detailed letters previously.) One big problem with this site is that we put a deed restriction on that land when we sold it to Brunsons. The deed restriction says that there are to be no roads or buildings in that field West and South of Lyle Creek. This deed restriction means that you can't put in a road from Berry Road to the "Tjossem Road" site. I can provide you with maps and the legal documentation if you would like to look at it. In summary this is what the Deed Restriction says "Declarants hereby agree and covenant that Declarants and Declarants' heirs, successors and assignees shall not construct any new buildings or roads on that portion of the Property legally described above in Recital C, which is west and south of the centerline of Lyle Creek. Sincerely Pat Sorensen 1360 Berry Road sorensen@elltel.net 509-306-7300</p>
28	<p>Its to close to residential .</p>
32	<p>Harder to access because most traffic would have to go through Canyon Rd interchange with is a pain already.</p>
34	<p>Since it is the most expensive and also the closest to flood plain, I would think this is the last choice.</p>
35	<p>I think it's too far away</p>
36	<p>This site is currently in farm ground and very near homes. The other sites would have less impact to people living in the valley. This is a beautiful area that should not be used in this manner. Definitely against this site!</p>
37	<p>This is an important BIRD AREA here in Kittitas co. Sorensens Ponds are located here. Use as a transfer station would be bound To hAve anegatime impact on wildlife here.there are ponds here which attract a lot of birds. Esp Waterfowl. It is important birding area for locals, Audubon Society field trips and people from out of town who see the ponds listed on Audubon pamphlet about birding in Kittitas County. This is an inappropriate location for a transfer station. It would probably require a n environmental SEPA review by the state. Please choose another site.</p>
38	<p>Seems to involve the longest drive for just about everybody. That general area is all very low-lying. Seems that there's lots of potential for wastes to get into surface and ground waters.</p>

ResponseID Response

39	<p>My main concern with this site is its aesthetic appearance from I-90. I believe it would be a eye sore in the middle of one of our counties agricultural areas. This area gives a good visual representation of the agricultural importance of Kittitas County to so many as they travel this section of the I-90 corridor. I also believe either of the other two sites would be better served by the existing higher capacity roads in close proximity to I-90.</p>
40	<p>Too far from most of town. There is only one route from town to the site and that is along Canyon Road which is at times very busy. This would be my lowest choice. It may also cost the most. I do not care for this site.</p>
41	<p>This site looks to me like it would much more suited to agricultural rather than a transfer station. It also appears to cost the most so I would list it as number 3 on list of solutions.</p>
42	<p>Last choice of the three. Should not be destroying more of our productive farmland. Next to a scenic byway. Nothing scenic about a transfer station. Streams and ponds close by. Impact on I-90 exit / entrance - would need improvements.</p>
43	<p>Tjossem Road site should not be used at all. The nearby Sorenson Pond would be adversely affected. Sorenson Pond is used by lots of birds and deserves to not be impacted by the noise and traffic.</p>
44	<p>Poor existing roads for traffic and there is a nearby community neighborhood. Looks like good farmland. Owner does not sound willing to sell. Worst of the 3 choices.</p>
45	<p>- Makes the least sense - not traffic friendly, too far away - We need to protect and keep our Timothy Hay crops! Owner is not willing to sell!</p>
47	<p>Trailer park next door. Area has a history of high water table during spring and irrigation season.</p>
48	<p>This is near a prime migratory birding pond. I do not believe this site should be considered as the noise and traffic will have a negative impact on the wildlife.</p>

ResponseID Response

49 As owners of the land adjoining this proposed dumpsite and access road, we understandably are very opposed to this location. We just built a new house in 2017. This dumpsite would be 450 feet east of our new home. A dump next door would DESTROY the value of our home and property. We also agree with the many valid objections given in the other responses and feel they bear repeating: 1. good agricultural ground would be taken out of production 2. Berry Road is residential in nature and not set up for large trucks, heavy traffic, and resulting wear and tear 3. Berry Road is narrow without shoulders and has limited turning access at Tjossem Road due to a small bridge 4. no close existing access to utilities 5. added "nightmare" congestion along the main access from Canyon Road/Main Street 6. furthest distance (of the 3 proposed sites) from population center 7. two fish-bearing streams (Lyle and Wilson Creeks), Bull Canal and pond drainage from the north would be adversely effected 8. high ground water which increases dramatically during irrigation season 9. this site is zoned Commercial Ag, not Light Industrial 10. disgusting, unsightly view for I-90 travelers as a "Welcome to Ellensburg" 11. destruction of existing beautiful views for the MANY of us that have been here 40 years or more 12. uncontrolled stench 13. blowing trash and litter 14. too close to Millpond Manor Mobile Home Park 15. deed restriction in existence on adjoining land that doesn't allow buildings or roads 16. Berry Road would no longer be safe for those now using it for walking and bicycling 17. contamination to area wells, creeks and underground water supply What about the Growth Management Act? This proposed dumpsite would be built on prime irrigated farmland. Is the GMA not intended to protect prime agricultural land? The current GMA brochure states "growth management protects valuable farmland from the pressure to develop." You know, no one makes new farmland...

50 Like this site.

51 This is the only site that would remove the rural character of the county. It is actively in crop production and surrounded by other crops. This would also be one of the first things people see coming into Ellensburg from I-82. Please keep this farmland, our countys fertile ground is already trying to be developed with solar and wind projects.

52 This site is in an area that I would like to see strictly farming, not "industrial."

53 This site seems to be better suited to agricultural/residential use and there aren't currently any industrial sites in the area.

3. What comments or concerns do you have regarding the Cement plant site?

ResponseID	Response
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3	<p>Dear County Commissioners, November 9, 201 We are owners of the home to the south, adjacent to the proposed "Tjossem Road" site for relocation the garbage transfer station. We are very opposed to the transfer station being at that location for the following reasons. 1. There is a deed restriction on much of that land that doesn't allow buildings or roads to be built on it. This deed restriction was put on when we sold this land to the Brunson's because we didn't want our view blocked and didn't want roads on the property. 2. Brunson's recently bought this land, to farm, they shouldn't be forced to sell it. The field that is being considered, is prime farm land, with senior water rights. This is expensive land that has had a lot of money put into it for irrigation improvements (leveling and Linears) If the T transfer Station was to get located anywhere in the field, much of the irrigation system would have to be redesigned. If the County were to pay Brunsons, the land owners, what it is worth it would be very expensive. 3. Even though the facility would be housed indoors, litter would be a problem. It would be impossible for all of the litter to be maintained. Litter would be a problem at the site, as well as on the access to the site. The field that would surround the proposed transfer station would be export quality hay. This hay is high quality hay that goes to foreign countries that have very high standards. The possibility of plastic or other garbage getting into the bales of hay would be cause for the hay to be rejected by foreign buyers 4. It has Bull Ditch on the north side of the proposed land site. It has water drain from a pond on the north side of the freeway that drains through the site. The drain is piped under I-90 and under Bull Ditch and along the eastern side of the site. 5. The roads in this area are county roads that weren't built for high traffic. They don't have have shoulders. There have been several accidents on Berry Road in the recent years. More traffic would probably lead to more accidents. 6. Until recently our family owned most of the farm fields along Berry Road. About 30 years ago members of the Field and Stream Club furnished and installed signs that read "Game Preserve- No Hunting or Trespassing" on all of our farm land. They did this because they noticed an abundance of wildlife in our fields and they wanted a place where the birds could rest when they are migrating. A transfer station in this area would undoubtedly interfere with bird migration and wild life. 7. Within a half mile of the proposed site is our pond, which is labeled on many maps as "Tjossem Pond". This pond is a hotspot for observing birds. Over 30% of all the species of birds that have ever been observed in Kittitas County, have been observed on our pond. www.ebird.com is a website that lists and shows pictures of many of the birds that are observed at this pond. Go to "Explore data" then go to "Explore Hotspots". 8. There is an osprey nest on Berry Road near the proposed "Tjossem Road" Land fill site. Osprey are protected under both federal and state wildlife laws. The osprey is a migratory bird protected by the Migratory</p>
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Bird Treaty Act 9. We have personal reasons for not wanting to live next door to the Transfer Station. We have owned the area surrounding our house for over 40 years. It was with much hesitation that we sold some of the land. We did, however, put restrictions on the buyer that there is to be no buildings or roads because we value the view that we have. It doesn't seem reasonable that we could have to look at the Transfer Station right next door. When the Waste Management truck, picks up our garbage, several pieces of garbage often fly out of the truck as he drives down the road. If that is any indication of how much garbage would be flying around with multiple Waste Management trucks, as well as people bringing their own garbage to the transfer station, litter would be a huge problem. Because there isn't much traffic on Berry Road, it has become a popular place for walkers and bicycles. It would become dangerous if there was a lot of traffic. 10. We feel that we should have been personally been told that this site, right next to our house, was one the the three final choices for the Transfer Station. We only knew about it because on September 20th there was a "Letter to the Editor" in the newspaper that caught our attention. Sincerely, Morris and Patricia Sorensen 1360 Berry Road 509-925-9436 CC Kittitas County Field and Stream essman@fairpoint.net CC Kittitas Audubon Society P.O. Box 1443 Ellensburg, WA 9892 kittitasaudubon@hotmail.com

5	this is located too far from the population center.
9	No opinion
10	Seems most appropriate to build transfer station. Not sure how traffic would be effected with other businesses and truckers on 97.
11	Probably the best site - has adequate roads.
13	Probably the next best site - However, too close to current developments if future growth is considered.
14	Our preferred site. This site seems most suitable for the activity. It affects the least amount of residential homes, is next to a noisy major highway, and is somewhat shielded from view.
15	Looks good. Same comments as US 97/Old HWY 10 site.
17	1
18	Out of floodplain is best
20	Of the three sites, this seems to be the best. It doesn't seem to impact nearby property owners adversely and is proximate to infrastructure.
21	Most logical spot that would be my 1st choice

ResponseID Response

22 Good choice

23 Has my vote. This if I understand it is between I-90 97. It has right turn access from Rt 10 Faust intersection. Good for [illegible] Less new environmental impact Already industrial

25 Mapped wetlands appear on the site. Many are likely artificially constructed, but may be providing habitat and water quality functions that should be mitigated for.

- Mill Ditch runs along the western and southern portions of this property. It is an irrigation ditch that is screened.
- This property was historically part of the Yakima River floodplain/channel migration zone; now separated by I-90. It is highly likely this property is in hyporheic exchange with the Yakima River. This likely results in a relatively high water table throughout most of the year (as evidenced by the water surface elevation in the surrounding ponds). Protecting water quality will be of the utmost importance.
- Overland flooding may be limited due to I-90 and the Dry Creek levee, but ground water flooding seems likely to occur during high flow events.

28 I feel this would be a good place for it . It is away from homes and businesses.

34 This would be my first choice since it has been utilized by a cement company-- which has probably made the land less desirable for other things and its a good location.

35 Think this is a viable option, not around homes but fairly accessible to others and a short drive

36 This seems a good site and in an area with less homes near it.

37 Not familiar with it.

38 Looks like a good site, with easy access for most people. I see little difference between Cement plant and US97/Old Highway 10 sites.

39 I prefer either the Highway 10 or Cement plant over the Tjossem site primarily for access.

40 This is perhaps the best site to avoid water problems. It's location provides for multiple routes for access from most of the lower county over roads that at this time are not particularly crowded with traffic. A good site. Number 1 on my list.. Possibly the lowest cost.

ResponseID Response

41	My concern here would be staying out of the floodplain so as not to have problems we have with the current site. But, I would tend to vote this as the preferred site.
42	Best location of the three. Close to I-90. Hwy 97 and Hwy 10. Would improve on an already eyesore. Not destroying productive farmland.
44	2nd best choice but closet to I-90 and poor aesthetics for travelers
45	2nd choice - please keep Ellensburg beautiful for our travelers along I-90!
47	Too near the river. Anyone remember the old dump? It was located at the KOA campground and immediately up-river from the current bridge.
50	Traffic impacts, location near future development.
51	Seems to be the best option. Already been developed. No floodplans, Close to I-90 and won't impact traffic as much as the US97/Old 10 would.
52	My only concern re: this site and the US 97/Old Highway 10 site is that you either have to go through town to get there or go through the Roundabout at the West Interchange. The potential for increased "litter" along either of these routes is great.
53	This seems to fit the area well. Already industrial development in the area, close to freeway, and not likely to ever become a residential area.

4. What comments or concerns do you have regarding the US97/Old Highway 10 site?

ResponseID	Response
5	too far away.
7	I think this is the best site.
9	No opinion
10	Extra expenses for water flow. If it weren't for the water situation, would pick this sight as #1.
11	Existing road system very inadequate. Also, too far from I-90/
13	Probably the best site - has adequate roads.
14	There are more residential homes affected by this site and is further from the noisy I-90. Second choice.
15	Good location. This surrounding area is already used for industrial purposes.
17	2
18	No go! Stay out of flood plain
22	Good choice
23	Eh. One less field....poor birds... Unless your thinking of adding a rail spur, good luck with BNSF and hauling stuff to Yakima.

ResponseID Response

25	<p>Mapped wetlands appear at the southern extent of the property. These may (or may not) be associated with the irrigation ditch that delivers water through the property. Although they are likely low habitat value currently, any wetland losses should be fully mitigated. (There may be opportunities for mitigation at the northern extent of the property.) • The floodplain areas identified by FEMA on this site represent current irrigation ditch alignment. These ditches can and do convey floodwaters associated with Reecer Creek (and sometimes Dry Creek). • Reecer Creek flows east of the property. It is a fish bearing stream that has benefited from multiple publicly funded projects to restore fish habitat. ESA listed steelhead are present in Reecer Creek as well as coho and chinook salmon. • During the irrigation season, there is probably a relatively high water table at this location as well due to its proximity to Reecer Creek and the delivery ditches supplying water to this property and nearby parcels.</p>
28	<p>Not familiar with this site.</p>
29	<p>Additional traffic / road damage/noise/. Can be seen from freeway " Take the first freeway exist after the transfer station...". Close to sensitive environmental areas e.g. ground water, river, water runoff. Or how about this " my house in the development just east of the dump. And when the wind blows just right, you can really smell the mountain air! "</p>
32	<p>Negative visual impact and smell when coming into town.</p>
34	<p>This would be my second choice.</p>
35	<p>think this is the second most viable choice</p>
36	<p>It would be my second choice.</p>
37	<p>Not familiar with it.n</p>
38	<p>Looks like a good site, with easy access for most people. I see little difference between Cement plant and US97/Old Highway 10 sites.</p>
39	<p>I prefer either the Highway 10 or Cement plant over the Tjossem site primarily for access.</p>
40	<p>This site also provides for multiple routes for access from most of the lower county over roads that at this time are not particularly crowded with traffic. A good site. Because of a steam proximity, flood control may cost a bit more than the Cement Plant Site. A good site Number 2 on my list.</p>

ResponseID Response

41	I have the same concern as the Cement plant site, but it seems the Cement plant site would be better. I could rate this a toss up to the Cement plant site. I would get down to costs between these last two sites and pick the cheapest, everything else being equal.
42	Second choice, but would not be something you want visitors to see when coming into Ellensburg on US97.
44	Seems the best of these 3 - has 2 highway access for traffic
45	Best choice in terms of traffic patterns
47	Best site from ground water stand point.
50	Traffic impacts, location near future development.
51	Decent option but the flood plans are a concern with how expensive it will be to build and I think it will cause traffic issues, Hwy 10 is well used at all times.
52	I prefer this site, mainly because I could understand the "map" better. It seems more logical.

5. Do you have any other thoughts you would like to share?

ResponseID	Response
2	I understand one owner has indicated they are not interested in selling. I would eliminate that one.
5	none, thankyou.
8	Thanks for the website/presentation. I have not been attending any of the meetings, so this was especially informative. The Cement plant site is my favorite.
9	FYI someone who works on Umtanum Rd. near the sheriff's office says the smell from the current transfer station can pretty bad on hot summer days.
10	Property taxes may not rise, but I'm sure fees for garbage, etc will rise. They always get you one way or another. We the people will be paying for it.
13	Kittitas County has been woefully inept at planning for future growth, especially considering infrastructure. Need adequate traffic system considering the project. Slow down overall growth until infrastructure plans are developed and presented to the public.
14	The present site is best if it can be updated for service.
15	Double the liner thickness and double seal the seams.
17	Thank you for the presentation. Your staff answered all my questions.
18	Don't be too close to the river (Yakima) or floodplain. Add recycling!! More bins. Make it easy to recycle. Protect wildlife! Preserve water quality
19	Stay at current site and improve layout and flooding plan.
20	they need to consider sites that have the fewest negative impacts on existing proximate landowners. You can call it a transfer station, but it's the "dump." As a landowner of two properties "down-flow" from the Tjossem site, I have concerns for the contamination of my well water and other homes "down-flow" from the Tjossem site.

ResponseID Response

23 If I understand: the cement plant has potential for a bike bridge across I-90 to S. Thorp HWY and Hanson Road. Actually, the woman who suggested redesigning what we have works. the long haul trucks and public can be coordinated. there's city buildings nearby. That's your property potential. Let us have full access - a few days to look around. You never know...

24 Why can't we recycle paper? It is a very common recyclable especially among university staff and students.

25 We were not able to attend the public meeting last night, but wanted to provide a few comments on each of the sites for your consideration as you move toward final site selection. We strongly encourage you to work with Public Works as new floodplain maps are currently being developed that may influence site plans and/or site selection for each area. Please contact me if you have any further questions or comments about what we've provided below. Thanks for your consideration and we look forward to working with you on this important project.

27 I live in Briarwood next to BiMart. The current location badly pollutes this area in the early morning hours when they burn. The affected people include those in the hospital, 3 assisted living facilities, the Rehab Center, and all residents east of the Transfer Station's facility. Living downwind of this facility is a nightmare. Ellensburg also tolerates burning outdoors and wood fireplaces in the winter that add to the polluted air the elderly must breathe in the winter. This area is a lowest elevation in Ellensburg and suffers from poor air quality year around because of refuse and wood burning. Please move transfer station Northeast of the town. Thank you. Barbara Gordon (Soil Scientist, USDA, retired)

29 Could the existing transfer station be retrofitted to mitigate the flood risk? That would give the county time to implement reduce / recycle solid waste transfer programs without the delta cost of a completely new facility. The cheapest option is always reduce the volume vs. build more.

30 The potential sites: The Cement Plant The Tjossem Road The US 97 Old HWY 10 All bad locations, the potential sites are too far from town. Keep the transfer station where it is at.

31 -Very opposed to moving -Current location is very convenient, ideal -Your flooding isn't that much of a problem, cheaper to build a dike -Moving further away will mean heavy equipment driving on country roads

ResponseID Response

32	Why isn't the postcard sent out about this on recycled paper? When will this County catch up in terms of more types of recycling? When we will be able to get chips made from construction project ends, milled lumber.
33	Make a new upper county transfer station instead
34	Looks like you have considered all my concerns in your evaluations. It would be nice if you could increase the items you accept in the recycle bins to include more plastics or mixed paper. I do appreciate your recycle programs--including the shredding and battery recycle.
35	Thanks for getting community input
40	I believe that a major consideration for the site location and layout should be to facilitate the publics use of the site for recycling, yard waste disposal (which is not collected by Waste Management) and the disposal of other waste by those of us (such as myself) who use the transfer station instead paying a premium for a waste pickup service. For us the ease of access is the principle thing desired un the site. And we do pay the tab. Please keep the public posted via the newspaper. Thank you.
41	I would really let the engineers decide between the Cement Plant site and the US97/Old Highway 10 site. By that, I mean choose the site that is the most cost effective, both in building and long term maintenance. I do not think protecting endangered species is really relevant for such a small site.
42	Ellensburg is known for it's farming (hay), cattle and now orchards. We need to stop destroying productive land. T here is nothing wrong with the transfer station now and must better uses for the large amount of money that would be spent.
44	Property owner is willing to sell rather than forced SE downwind residential areas not affected by odors
45	Respect landowners livelihood! Respect the property owners and don't force them to sell. Protect family farms, neighbors, and water quality. Downwind property owners need to be considered as well.
50	East of Kittitas

ResponseID Response

52

We use the transfer station A LOT. The personnel are absolutely A and so helpful. We are amazed, though at the things that end up in solid waste that could have been recycled. I don't have an answer to that problem. Education, I guess.

53

Could reopening the old landfill site at Ryegrass be reconsidered to reduce transport costs?