

Kittitas County Transfer Station Public Feedback Summary (May 23 – November 1)

Introduction and Background

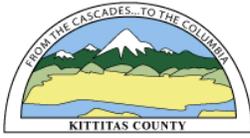
Kittitas County is performing a study to relocate the Ellensburg Transfer Station to a site already owned by the County or to another suitable location within the greater-Ellensburg area. The new facility will replace the existing Ellensburg transfer station and will be designed to address some existing site challenges (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 held 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 September 2017, a second round of outreach, including an updated Online Open House, survey, and community meeting, was held in order to gather feedback on three potential sites: the Airport site, Tjossem Road site, and Cement plant site. The community meeting included a brief presentation, Q&A session, informational display boards, and feedback forms (Appendix). 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. A summary of feedback forms and comments received during the second phase of outreach is provided in the following table.

Feedback opportunity	Date	Location	Feedback forms/comments submitted
Community Meeting	September 13 6:00 – 8:00 p.m.	Armory Main Hall, 901 E 7th Avenue	20
Online Engagement Site	May 23 – November 1*	https://kittitascountytransferstation.participate.online/	34
Other (in person, email, etc.)	N/A	N/A	5

**public feedback period ran from September 13 – October 3*



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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 meeting (via comment forms and sticky notes on display boards) are summarized below. A full list of comments received can be found in the Appendix.

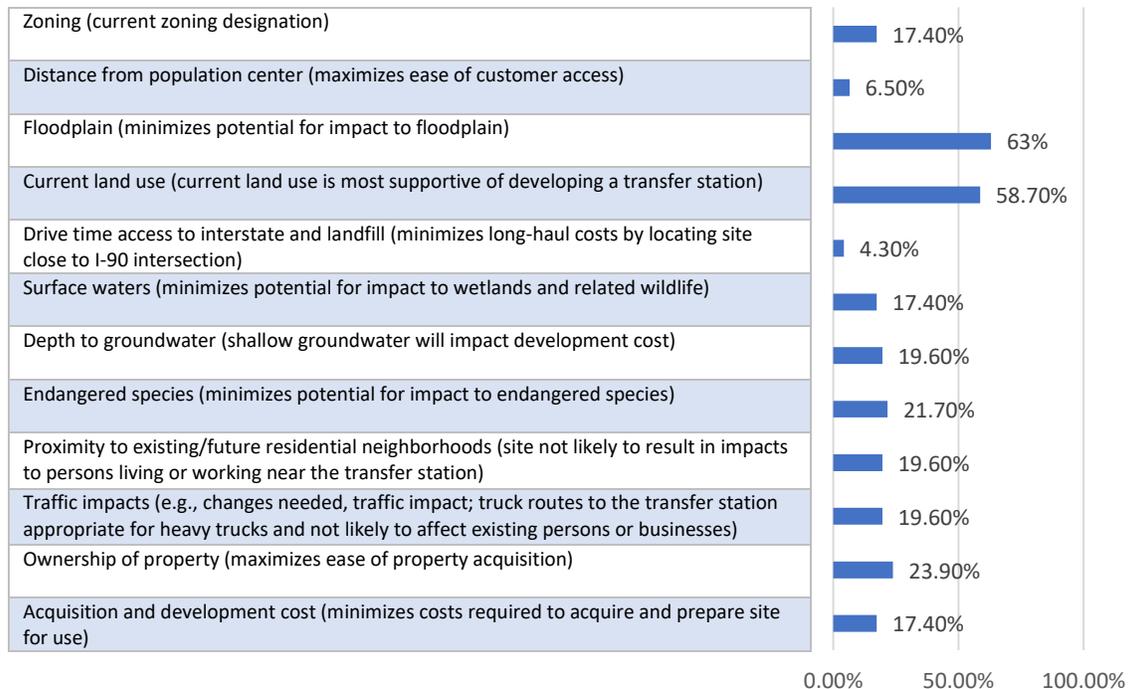
Secondary Criteria

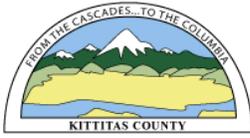
- **Question:** Please review the secondary criteria (shown on the right) and check the three criteria most important to you when selecting a new site.

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:**





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Potential Sites

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

- **Key Feedback on Cement plant site:**

- Positive (26):
 - “Best choice of the three” (18)
 - Low impact to residential areas (12)
 - Already in an industrial area (10)
 - Close to interstate (14)
- Negative (8):
 - May increase traffic due to added roundabout (2)
 - Subject to flooding and potential groundwater infiltration (6)
 - Will cause debris/unpleasant smells for area downwind (2)
 - Concern about future development in area (2)



- **Key Feedback on Tjossem Road site:**

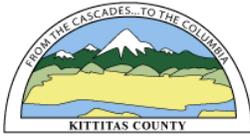
- Positive (2)
- Mixed (15)
 - Easily accessible/convenient (4)
 - “This is my second choice” (11)
- Negative (20)
 - “Worst choice of the three” (5)
 - Located on farmland/past farmland (8)
 - Impacts to local lakes and ponds/water supply/fish populations (6)



- **Key Feedback on Airport site:**

- Positive (10):
 - Cost effective (low acquisition cost) (5)
 - Easily accessible/convenient (2)
 - “Best choice of the three” (5)
- Mixed (5)
- Negative (33):
 - Proximity to current residential neighborhoods/traffic congestion (22)
 - “Worst choice of the three” (10)
 - Proximity to CWU (6)





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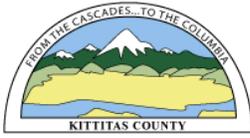
- Impacts to bird populations (5)

Additional Questions

- **Question:** Any other thoughts for the team to consider as they select the preferred site?
- **Key Feedback:**
 - Select a site that is not in a residential area (4)
 - Suggestion to modify the existing site (3)
 - Thank you (2)

Next Steps

The project team will use the feedback gathered during the second phase of outreach to inform the selection of the preferred site.



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Appendix

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&ilia 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 it's location near town, and it's 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 Tjossen 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	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.
16	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.
19	an ok site - no close proximity to residential area
20	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.
21	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 Transfer Station next to them. Granted, the Station would be down wind most of the time from the 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.

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.