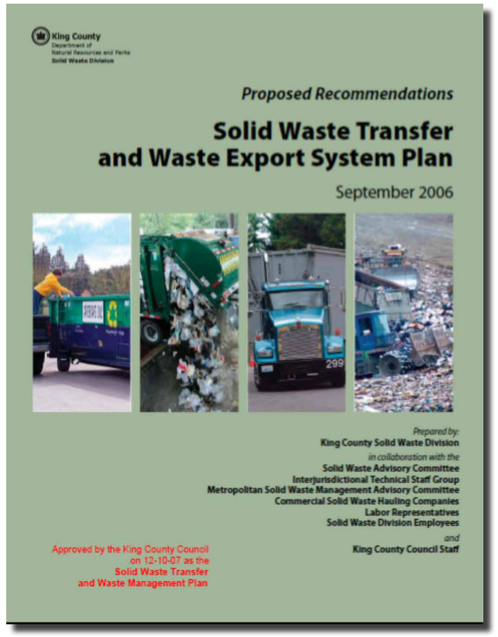
Why is King County Building a New Recycling & Transfer Station?

Regional support for a new facility

A regional, multi-year planning effort led to the decision to replace the Algona Transfer Station with a new recycling and transfer station in the south King County area



Service area

The new recycling and transfer station will serve the communities in and around the cities of Algona, Auburn, Federal Way and Pacific

The existing Algona Station needs to be replaced

- Open-sided structure with less control over noise, dust & odors
- Lacks space for recycling services
- Lacks adequate queuing space
- Lacks ability to compact waste
- Lacks space for emergency waste storage in event of major regional disaster

King County
Department of
Natural Resources and Parks
Solid Waste Division

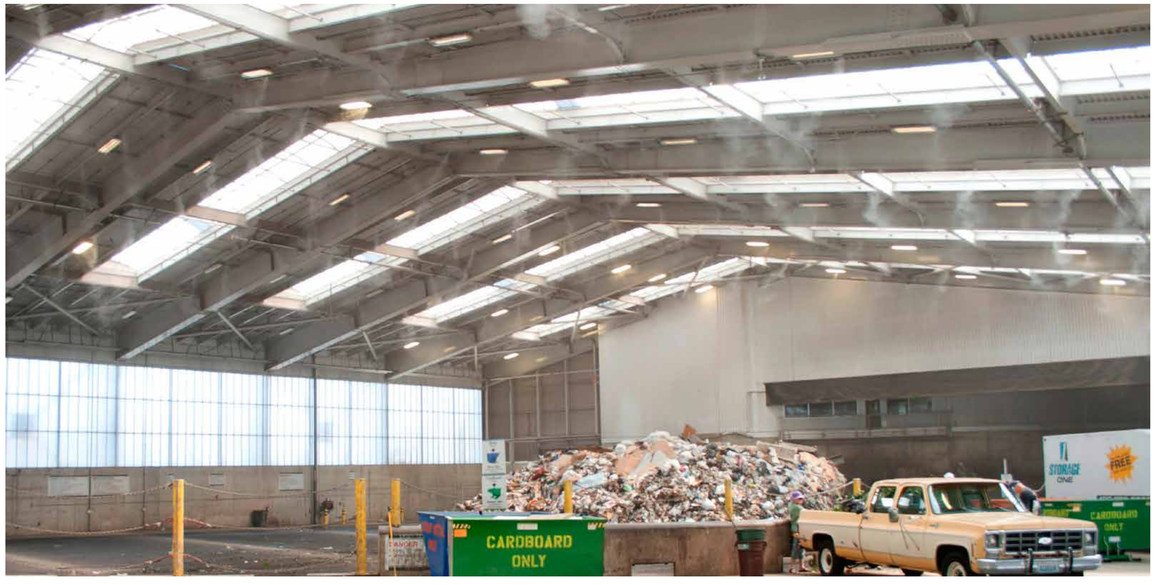
Features of King County's Newest Recycling and Transfer Stations

Factoria Recycling and Transfer Station

currently under construction in Bellevue

Enclosed facility will better contain noise, odor and dust

Bow Lake Recycling and Transfer Station



Misting system with odor neutralizing agent

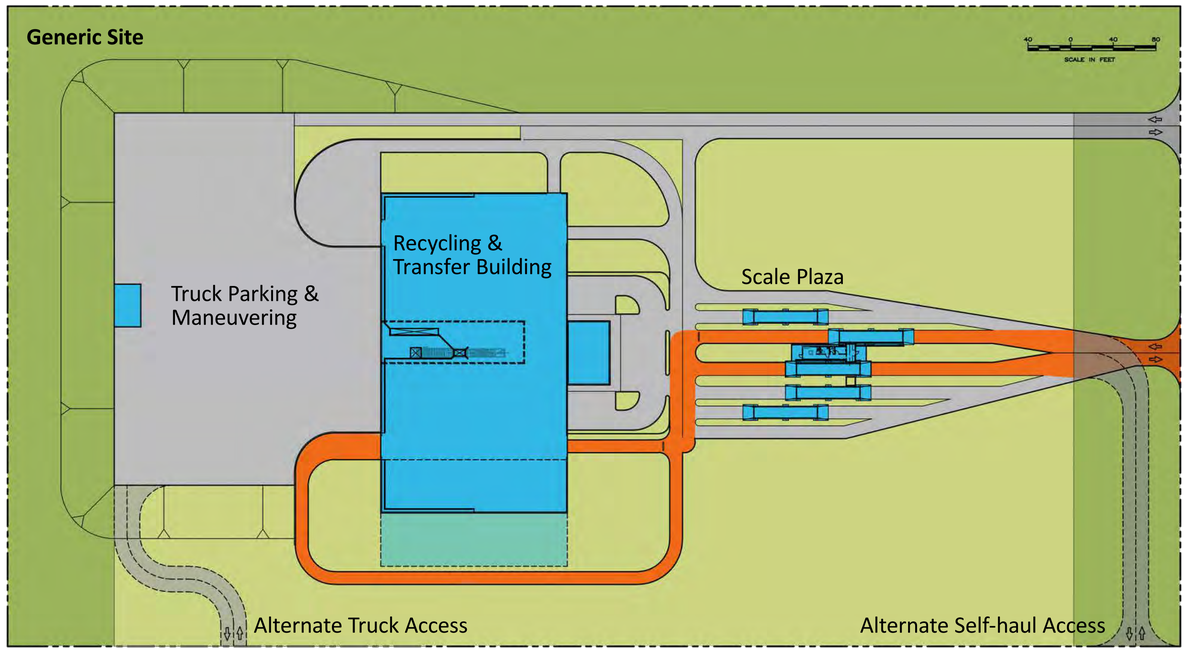
Shoreline Recycling and Transfer Station

Set in a neighborhood close to houses, I-5, a Metro bus base and park

The Thornton Creek corridor that runs through the property was restored

As part of mitigation for the project, King County constructed a nearby pedestrian walkway

Typical Modern Transfer Station



Waste compactors reduce truck traffic

Compacted solid waste is transported in sealed trailers which help control odor and litter

Some elements common to both action alternatives

- Operating hours: 9.5 hours per day, opening not earlier than 6:00 AM on weekdays, not earlier than 8:00 AM on weekends, and closing no later than 6:00 PM on any day
- 60,000-square-foot fully enclosed building (plus 10,000 square feet reserved for future expansion) with a 50 year life span, built to modern industry and green building standards
- Sufficient queuing space for customers and storage space for waste, including dedicated areas for recycling services
- Scale house and scales
- Waste compactors
- Energy-efficient and water-efficient planning, design, and management
- Above-ground fuel tank and fueling station
- Outdoor parking for full and empty waste transfer trailers
- Optional area for future household hazardous waste (HHW) collection
- Stormwater management
- Landscaping
- Preservation and maintenance of natural on-site features, where possible
- Construction practices that minimize disturbance to on-site vegetation
- Planting trees and other native plants to compensate for development impacts to vegetation
- The overall height of the new transfer building could be up to 70 feet above the lowest level, which could be below grade

What is an Environmental Impact Statement?

A Requirement of the State Environmental Policy Act

What is SEPA?

The State Environmental Policy Act (SEPA) requires agencies to consider the potential environmental consequences of governmental decisions with rules providing detail for the environmental review process.

What is an EIS?

An environmental impact statement, or EIS, provides an impartial discussion of:

- environmental impacts
- reasonable alternatives
- mitigation measures that would avoid or minimize adverse impacts

How will the Final EIS assist decision makers?

The Final EIS will include:

- potential environmental impacts of the proposal and alternatives
- mitigation measures to reduce impacts
- all comments received on the Draft EIS
- responses to comments received on the Draft EIS
- additional analysis based on comments received and new information learned

Permitting agencies will consider information in the Final EIS as they decide whether or not to approve the proposal. They can also condition the approval with requirements to address specific adverse environmental impacts, if any, identified in the EIS.

The Final EIS is not a permit

The EIS is only one source of information permitting agencies will consider as they decide whether to approve the project and issue necessary permits.

Guidelines for Commenting on the EIS

How to Most Effectively Provide Comments

Does the Draft EIS adequately analyze potential impacts?

Comments you provide on the accuracy and content of the Draft EIS will be included—with responses—in the Final EIS. Permitting agencies will consider information in the EIS as they decide whether or not to approve the proposal. They can also condition the approval with requirements to address specific adverse environmental impacts identified, if any, in the EIS.

Comments in the following areas are particularly valuable:

- Any inaccuracies or omissions in the Draft EIS
- Areas of potential environmental impact that have not been identified
- Adverse environmental impacts that have not been adequately analyzed
- Reasonable alternatives to the proposal
- Possible mitigation measures that could or should be added to the proposal
- The merits of the alternatives and mitigation measures considered in the document

How you can comment most effectively:

Check out the Department of Ecology Citizen's Guide to SEPA Review and Commenting at **www.ecy.wa.gov/programs/sea/sepa/citizenGuidance.html**

Be clear, concise, and organized. Decide what you need to say before you begin. If you have a number of points, group your comments in a logical order.

Be specific. Give support to your comments by including factual information. For instance, compare how things were, to how they are, to how you believe they will be in the future—and why. Refer to Comprehensive Plans, development regulations, information on similar projects or situations, and other environmental laws or documents. Be as accurate as possible.

Identify possible solutions. Suggestions on reasonable mitigation—conditions to avoid, minimize, or reduce adverse impacts—can help influence how a project is ultimately built. After identifying your concern, suggest possible solutions.

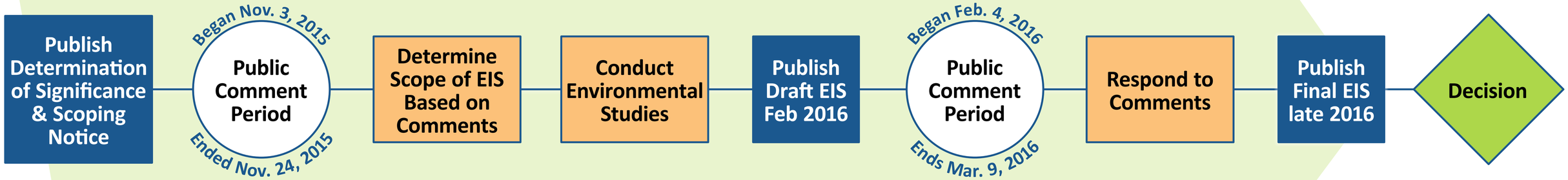
Environmental Review Process/Schedule

New South County Recycling & Transfer Station Site Selection

Purpose of Tonight's Meeting

To learn more about the project and to provide King County with your comments on the Draft Environmental Impact Statement.

DEIS Open Houses
February 22, 2016
March 3, 2016



No Action Alternative: Characteristics

35315 West Valley Hwy South • Algona

Acres: 4.4

Current Use: Existing Algona Transfer Station

Zoning: City of Algona – C-3 Heavy Commercial

Transfer Station Allowed? Yes – as Conditional Use

Critical Areas: Geologically hazardous areas

Surrounding Uses

- Vacant/undeveloped land to the north
- Residential to the west and south
- Transportation (West Valley Highway South and SR-167) to the east

Surrounding Zoning

- C-3 Heavy Commercial to the north and south (Algona)
- R-1 Residential to the west (Uninc. King County)
- R-L Low Density Residential to the east of SR-167 (Algona)

Transportation

- Close proximity to SR-167
- Limited sensitive receptors along haul route
- Does not contain adequate queuing space for vehicles*

** Source: King County Solid Waste Transfer and Waste Management Plan, 2007*

No Action Alternative: Key Findings

from Draft Environmental Impact Statement

Geology and Soils

- Adjacent steep slopes may be prone to landslide during an earthquake.

Air, Odor and Greenhouse Gas Emissions

- Minor uncontrolled odor and dust from open station design.
- Periodic minor vehicle emissions from queuing traffic.

Energy and Natural Resources

- The existing transfer station does not accommodate waste compaction with approximately 30 percent more truck trips required to haul waste to landfills than with a modern transfer station. This results in greater amounts of diesel fuel consumed annually and associated emissions compared to Alternatives 1 and 2.
- No recycling or other services would be provided at the station.

Transportation

- Vehicle capacity would continue to be inadequately met at the existing transfer station resulting in periodic traffic backup on local roads.

Open-sided facility at the Algona Transfer Station

Looking south along West Valley Hwy at the Algona Transfer Station

Looking north along West Valley Hwy from the transfer station entrance

Alternative 1: Characteristics

901 C Street SW • Auburn

Acres: 18.7

Current Use: Vacant/Undeveloped

Zoning: City of Auburn – M-2 Heavy Industrial

Transfer Station Allowed? Yes – as Conditional Use (requires approval through city's essential public facility review process)

Critical Areas: Seismic hazardous areas, groundwater protection areas and wetland

Surrounding Uses

- Best Western Plus Peppertree Auburn Inn and commercial to the east and northeast
- Auburn School District Transportation Center to the south
- City of Auburn Maintenance & Operations to the south
- GSA Park and ball fields to the southeast (City of Auburn)
- Light industrial to the north
- Retail (Walmart, The Outlet Collection Seattle) to the west beyond the railroad right-of-way

Surrounding Zoning

- M-1 Light Industrial to the north
- C-3 Heavy Commercial to the west and east
- M-2 Heavy Industrial to the south
- P-1 Public Use to the southeast

Transportation

- Close proximity to SR-18
- Access via C Street SW with two potential access points

Alternative 1: Key Findings

from Draft Environmental Impact Statement

No significant unavoidable environmental impacts are anticipated with Alternative 1.

Geology and Soils

- Erosion during construction would be minimized by implementing Best Management Practices (BMP). Potential seismic hazards on-site would require mitigation during site design and construction.

Air, Odor and Greenhouse Gas Emissions

- Minor short-term impacts from emissions and odors from construction traffic and equipment and negligible impacts during operation would be minimized by implementing BMP.

Water Resources

- Stormwater would be controlled during construction through BMP and a new stormwater system would be designed for use during operations.
- Potential impacts from being located in high groundwater contamination area.

Vegetation and Wetlands

- Potential minor to no impacts to on-site wetland buffer and associated vegetation would be minimized to the extent practicable through mitigation.

Land Use

- Consistent with M-2 Heavy Industrial zone which allows for essential public facilities through a Special Use Permit.
- May require a building height variance due to the height of the new station.

Transportation

- Potential minor and temporary impacts to traffic volumes during construction.

Noise

- Minor and temporary impacts from noise during construction and minor to no impacts during operation are anticipated with project mitigation.

Hazardous Materials

- Potential low to moderate impacts depending on whether soil and groundwater contamination from the Auburn Boeing Plant is encountered on-site. Additional groundwater investigations and monitoring may be required before property purchase and construction at the site. Mitigation measures would minimize impacts during construction and operation.

Visual Quality

- Minor impacts to views from the NE corner of the site on 8th St SW.

Alternative 1 interior, looking northwest

Alternative 1 interior, looking west (note The Outlet Collection Seattle in background)

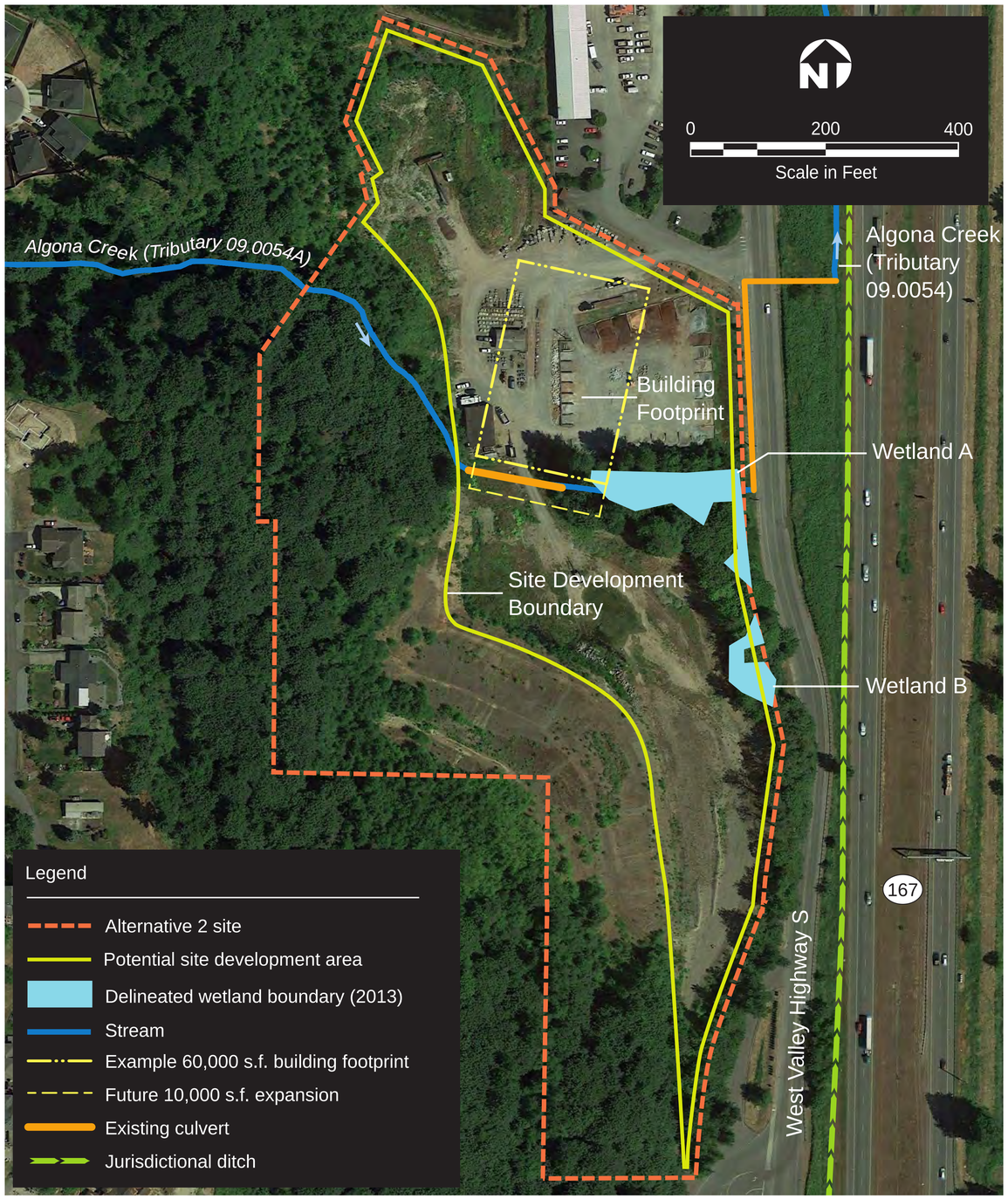
Alternative 1 southern-most entrance, looking north along C Street SW

Action Alternatives

Potential Site Development Areas

Alternative 1: **901 C Street SW, Auburn**

Alternative 2: **35101 West Valley Hwy South, Algona**



Alternative 2: Characteristics

35101 West Valley Hwy South • Algona

PREFERRED ALTERNATIVE

Acres: 18.9

Current Use: Partially vacant – developed portion leased by County to landscape supplier

Zoning: City of Algona – C-3 Heavy Commercial, OS/CA Open Space/Critical Areas

Transfer Station Allowed? Yes – as Conditional Use

Critical Areas: Geologically hazardous areas, riparian habitat areas, critical aquifer recharge areas, wetlands and fish and wildlife habitat conservation areas

Surrounding Uses

- Residential to the west
- Landscape construction contractor amd other commercial uses to the north
- Transportation (West Valley Highway South and SR-167) to the east
- Algona Transfer Station to the south

Surrounding Zoning

- C-3 Heavy Commercial to the north (Auburn) and south (Algona)
- R-1 Residential to the west (Uninc. King County)
- R-L Low Density Residential to the east of SR-167 (Algona)
- R-M Medium Density Residential to the east of SR-167 (Algona)
- C-1 Mixed-use Commercial to the east of SR-167 (Algona)

Transportation

- Close proximity to SR-167
- Access via West Valley Highway South with two potential access points
- Limited sensitive receptors along haul route

Alternative 2: Key Findings

from Draft Environmental Impact Statement

PREFERRED ALTERNATIVE

No significant unavoidable environmental impacts are anticipated with Alternative 2.

Geology and Soils

- Erosion during construction minimized by implementing Best Management Practices (BMP).
- Potential on-site landslide, erosion and seismic hazard mitigation during site design and construction.

Air, Odor and Greenhouse Gas Emissions

- Minor short-term impacts during construction.
- Negligible impacts during operation – minimized by implementing BMP.

Water Resources

- Potential minor to moderate impacts from relocating segment of Algona Creek Tributary 09.0054A and/or replacing culverts.
- Potential impacts from being located in area susceptible to groundwater contamination.
- Negligible to minor overall impacts to Algona Creek after mitigation.
- Stormwater controlled during construction through BMP.
- New stormwater system designed for use during operations.

Visual Quality

- Minor background view impacts from Main St at 8th Av N and Broadway Blvd.

Land Use

- Consistent with C-3 Heavy Commercial zone – essential public facilities allowed with a Special Use Permit.
- May require a height variance for new station building.

Vegetation and Wetlands

- Permanent and negligible to minor impacts from altering or removing wetland and upland vegetation after mitigation.
- Permanently filling 0.38 acre in Wetlands A and B.
- Because wetlands have moderate function and value it is anticipated that mitigation would be an improvement over existing conditions.

Transportation

- Potential minor and temporary impacts during construction.
- Pavement overlay and road frontage improvements to West Valley Highway South are anticipated.

Noise

- Minor and temporary impacts from noise during construction.
- Minor to no impacts during operation after mitigation.

Hazardous Materials

- Potential low to moderate impacts depending on whether soil or groundwater contamination is encountered on-site from minor spills or leaks during previous uses of the site – minimized with mitigation.

Alternative 2, looking east (note steep vegetated slope in background)

Alternative 2 interior, looking south (note steep slopes)