South County Recycling & Transfer Station Siting Report with Addendum

Site Search, Screening, and Evaluation

King County
Department of
Natural Resources and Parks
Solid Waste Division

Waste **Prevention** | *Resource* **Recovery** | *Waste* **Disposal**

www.kingcounty.gov/solidwaste

October 2015

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Executive Summary

The *Solid Waste Transfer and Waste Management Plan*, which was approved by the Metropolitan King County Council in December 2007, presents recommendations to guide the future of solid waste management in King County, including the renovation of the urban transfer system and siting of new facilities. The Transfer Plan recommends replacing the Algona Transfer Station with a new recycling and transfer station in the south county area – in or near the communities of Algona, Auburn, Federal Way and Pacific. In 2012, the division began to search within the Urban Growth Area for potential sites in and around those cities.

This report covers the siting process up to the start of the Environmental Impact Statement (EIS) scoping period, which began on October 30, 2012. The division identified five potential sites for detailed analysis:

- Site A: 1250 C Street NW, Auburn;
- Site B: South 320th Street and I-5 in unincorporated King County;
- Site C: 3308 South 320th Street, Federal Way;
- Site D: 901 C Street SW, Auburn; and
- Site E: 35101 West Valley Highway South, Algona.

Site C was eliminated from consideration when it was discovered that the site is the planned location for another public facility.

Analysis and public involvement determined that sites D and E would be subjected to environmental review under the State Environmental Policy Act (SEPA).

In December 2012, an additional site, located at 28721 West Valley Highway S., Auburn, WA 98001, was proposed. The probable significant adverse effects on the environment for this additional site as well as sites D and E were evaluated. Those analyses will be included in an addendum to this siting report and in the project EIS.

Introduction and Background

The *Solid Waste Transfer and Waste Management Plan* (Transfer Plan) prepared by the King County Solid Waste Division (division) in collaboration with its advisory committees – the Solid Waste Advisory Committee and the Metropolitan Solid Waste Management Advisory Committee – provides a blueprint for the future of the county's solid waste management system (King County 2006). The Transfer Plan, which was approved by the Metropolitan King County Council in December 2007, presents recommendations to guide the future of solid waste management, including the renovation of the urban transfer system, and includes the *Solid Waste Facility Siting Plan* (Siting Plan).

King County's comprehensive plan at the time of this process was the *2008 Comprehensive Plan with 2010 Update*, which contains policies addressing essential public facilities, including solid waste facilities (King County 2010). Specific siting policies are described in Section 2.

King County's Solid Waste Management System

The division operates a system of eight transfer stations, two drop box facilities, and one regional landfill in King County, Washington (Figure 1). Solid waste from businesses and residences in unincorporated King County and 37 King County cities, all but Seattle and Milton, is delivered by commercial collection companies and self-haulers to the transfer stations and drop boxes, transferred into large tractor-trailers or containers, and then transported to the Cedar Hills Regional Landfill (Cedar Hills) in Maple Valley, Washington.

Need for a New Transfer Station

The Transfer Plan examines the existing conditions of five urban transfer facilities in the system using seventeen criteria to evaluate the level of service to users, station capacity, and the effects of the station on neighboring communities. The Algona Transfer Station failed to meet many of the criteria. The facility cannot accommodate waste compaction or provide recycling services required by the *Comprehensive Solid Waste Management Plan* (Comp Plan). The station does not meet facility safety goals, requiring additional effort from staff and management to operate the station safely, which reduces system efficiency. Algona failed five of the six criteria dealing with station capacity – only the hours of operation were sufficient – and did not meet standards for traffic impacts on local streets.

The Transfer Plan recommends replacing the Algona Transfer Station with a new recycling and transfer station (RTS) in the south county area – in or near the communities of Algona, Auburn, Federal Way and Pacific (Figure 2). The purpose of the South County RTS siting project is to identify the site for a facility to replace the Algona Transfer Station. This action is necessary to provide an efficient, modern transfer station to serve the customers currently using the Algona Transfer Station.

Figure 1: King County Disposal Facilities and Service Areas

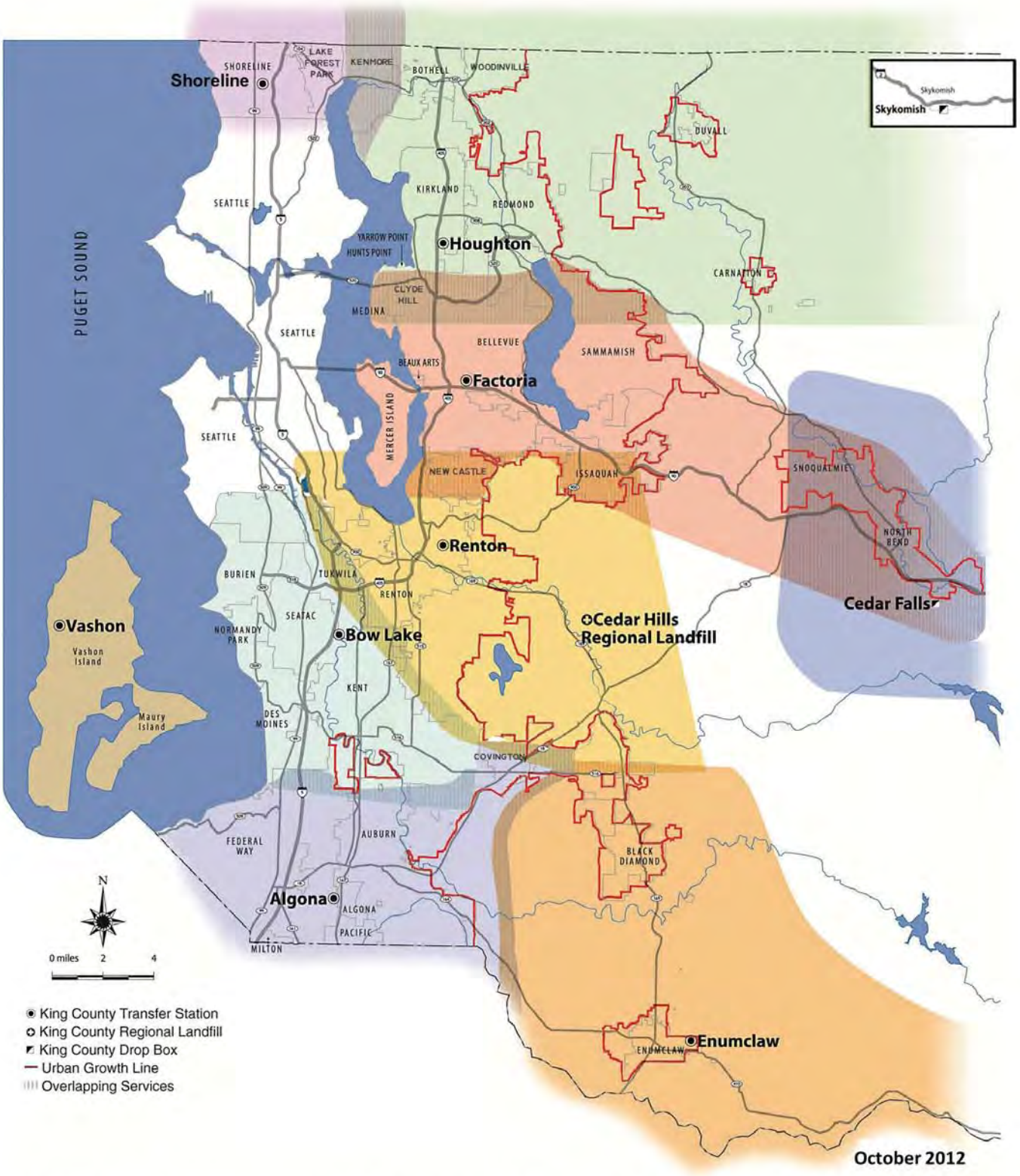


Figure 2: South County Service Area

Siting a transfer facility is a multi-dimensional, multi-step process based on operational and user needs, site constraints and the needs and concerns of the service area communities. The siting process considers environmental issues such as noise and traffic, economic issues such as property and construction costs, and social and political issues. An Environmental Impact Statement (EIS) will be prepared for the South County RTS to comply with the State Environmental Policy Act (SEPA).

This report covers the siting process up to the start of the EIS scoping period, which began on October 30, 2012.

Facility Type

The South County RTS will be a facility where solid waste, recyclables, and organics from many smaller vehicles are processed and combined into large, high-density loads to be transferred off-site for disposal or recycling.

The station will include a recycling and waste transfer facility, staff facilities, vehicle scales and a scalehouse, associated roadways and vehicle parking, and a fueling island. In the future, a household hazardous waste facility or expanded recycling services might be added. Waste from self-haulers and commercial collection vehicles will be unloaded onto a large, flat, concrete "tipping" floor within the transfer building. Solid waste will be compacted into trailers or containers. The loaded trailers and/or containers will be transported off-site for disposal, usually on the same day.

Recyclables and organics will also be collected. These materials may have separate areas (i.e., an area for scrap metal) or may be removed from solid waste by division staff. The division may choose in the future to perform more extensive processing or sorting of recyclables at the transfer station.

Operational Objectives

The primary operational goals of the South County RTS are to:

- Receive municipal solid waste, recyclables, and organics from commercial collection vehicles and self-haulers;
- Load, compact, or bale these materials for more efficient transport to a disposal site or other facilities for further processing;
- Perform these functions in a safe, effective, economical, and environmentally sound manner in accordance with federal, state, and local regulations;
- Assess and collect the associated fees; and
- Provide the level of service described in the Transfer Plan.

Generic Layout

The division's consultant developed a generic layout (Figure 3) for the South County RTS to help compare potential candidate sites. The layout consists of a plan view showing the key facility elements (Table 1), along with a simple on-site roadway system to illustrate typical traffic patterns. The layout includes a 100-foot wide buffer on three sides of the facility; this is a preference but not a project requirement.

Figure 3: Generic Recycling and Transfer Station Layout

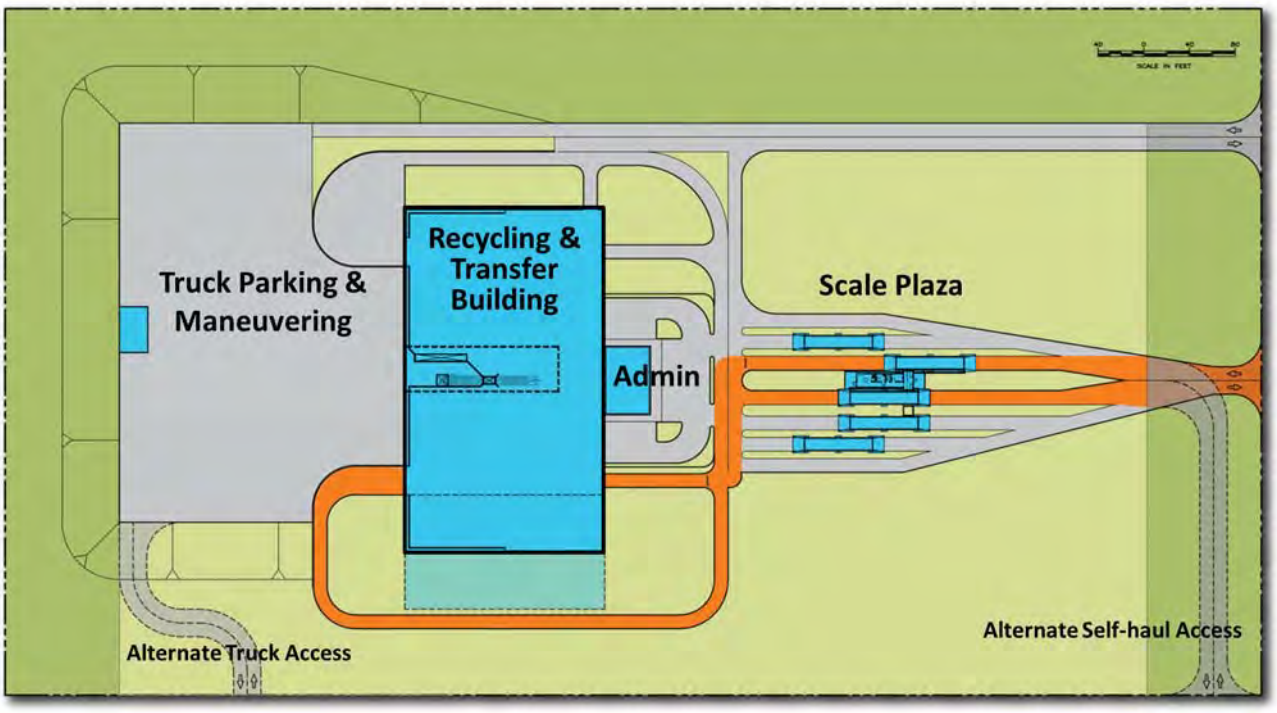


Table 1: Key Recycling and Transfer Station Elements

Element	Description
Site Area	15-20 acres
Building Facilities Footprint Recycling and Transfer Building Administrative/Staff Area Compactor and Maintenance Area Scale Facility	Approx. 60,000 square feet (SF)
Future Expansion	Approx. 10,000 SF
Container/Chassis Parking & Maneuvering Area	Accommodate approx. 17 container/chassis

General design concepts, including facility functions, size, and operational considerations, are based on previous studies and recent designs for other King County stations. The final design for the transfer building will be sized appropriately for the tonnage it will receive and will include flexibility to adjust to fluctuations over time.

The layout is intended to act as a general "test-to-fit" for prospective sites and will be revised to accommodate the specifics of each site to be analyzed in the EIS. The generic layout has intentionally excluded elevation and section views.

Siting Process Overview

Steps in the Siting Process

This report covers the siting process up to the start of the EIS scoping period, which began on October 30, 2012.

In early 2012, the division began to search within the Urban Growth Area for potential sites in and around the cities of Auburn, Algona, Pacific, and Federal Way that would be suitable for replacing the Algona Transfer Station. *The Solid Waste Facility Siting Plan* (Siting Plan) published as Appendix C of the Transfer Plan served as a guide for that search. The Siting Plan provides basic siting criteria, including exclusionary criteria and siting requirements specific to transfer facilities. Although it predates the County's equity and social justice ordinance, the plan requires that facilities be equitably distributed and requires the public be given an opportunity to understand and participate in the siting process.

King County Comprehensive Plan Policy F-224 states a siting analysis for proposed new or expansions to existing essential public facilities shall consist of the following:

1. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities (completed as part of the Transfer Plan);

2. A forecast of the future needs for the essential public facility (initially completed as part of the Transfer Plan and continuously updated);

3. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities (this will be included in the Economic Impacts and Equity and Social Justice reports);

4. An analysis of the proposal's consistency with Comprehensive Plan policies F-220 through F-223;

   - ***F-220 Proposed new or expansions to existing essential public facilities should be sited consistent with the King County Comprehensive Plan. Listed existing essential public facilities should be preserved and maintained until alternatives or replacements for such facilities can be provided.***

   The division intends to continue to operate the Algona Transfer Station until the South County RTS is operational, as it has done with previous transfer station replacements.

   - ***F-221 King County and neighboring counties, if advantageous to both, should share essential public facilities to increase efficiency of operation. Efficiency of operation should take into account the overall value of the essential public facility to the region and the county and the extent to which, if properly mitigated, expansion of an existing essential public facility located in the county might be more economical and environmentally sound.***

   Locating a transfer station outside of King County would not improve the efficiency of operation. As a customer service facility, transfer stations should be sited as close to the population center of the service area as practical in order to maintain level of service standards.

   - ***F-222 King County should strive to site essential public facilities equitably so that no racial, cultural, or socio-economic group is unduly impacted by essential public facility siting or expansion decisions.***

   An equity and social justice analysis will be prepared.

   - ***F-223 deals with the characteristics that identify an essential public facility.***

   Solid waste facilities are specifically identified as such in the introductory paragraph to King County Comprehensive Plan Chapter 8 Section G: Essential Public Facilities.

5. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies (the division's waste prevention and recycling programs implement these strategies with significant results, however, they do not eliminate the need for a robust transfer system and in some cases, such as self-haul recycling service, are enhanced by modern transfer facilities);

6. An analysis of economic and environmental impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility (an Environmental Impact Statement will be prepared);

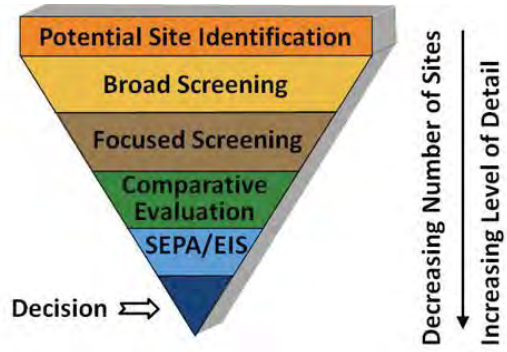
7. Extensive public involvement (detailed in the Public Involvement Plan); and

8. Consideration of any applicable prior review conducted by a public agency, local government, or citizen's group (the Transfer Plan and Siting Plan guide this siting process).

As noted above, many of these items relate to establishing the need for a facility and were addressed as part of the Transfer Plan development process.

The Siting Plan identifies six steps in the siting process (Figure 4):

Figure 4: Siting Process



The first three steps in the siting process identify and screen potential sites using site selection criteria specifically developed for the project. Once these steps are finished, the most promising sites are assessed on a comparative basis in step four, and the most desirable site(s) are identified for investigation in step five, which is the environmental review process. Finally, a site is selected by the County. This report covers the first four steps, up to October 31, 2012.

Siting Criteria

Three types of criteria were developed to evaluate the suitability of prospective sites.

Pass/Fail Criteria

Pass/fail criteria, also called exclusionary criteria, consider a variety of regulatory and practical requirements; for example, the site must be located outside the floodplain. The pass/fail criteria listed in Table 2 were developed using the following sources:

- Solid Waste Facility Siting Plan, Guidelines for the Development of Local Solid Waste Management Plans and Plan Revisions (WDOE 99-502)
- State Environmental Policy Act (RCW 43.21C)
- King County Comprehensive Plan (Chapter 8 and Technical Appendix A – Capital Facilities)
- Washington State Solid Waste Management Reduction and Recycling Act (RCW 70.95)
- King County Board of Health Code
- King County Code, Title 10 Solid Waste
- King County Strategic Plan
- Solid Waste Handling Standards (WAC 173-350)
- King County Department of Natural Resources and Parks, Solid Waste Division Siting Plan (Transfer Plan Appendix C)

These pass/fail criteria establish minimum standards that must be met to qualify for further consideration. These and other key criteria (see Table 5 for GIS search filters) were used to evaluate all sites that were identified for consideration. Sites not meeting one or more of the pass/fail criteria were eliminated from further consideration.

Table 2: Pass/Fail Criteria

Pass/Fail Criteria	
1.1	Site is within the service area.
1.2	Site is within the contiguous Urban Growth Area.
1.3	Site is located outside of a FEMA defined 100-year flood plain.
1.4	Site is free of historical, archaeological, or cultural designations.
1.5	Site is not designated as farmland preservation, park, or open space.

Functional Criteria

The division developed functional criteria (Table 3) to evaluate the site's suitability for development as a transfer station based on optimal engineering, operating, and transportation conditions. It is unlikely any one site will meet all functional criteria – there is no perfect site. Rather, each criterion's relative importance must be considered in order to identify the best site.

Table 3: Functional Criteria

Functional Criteria	
2.1	Site is appropriately zoned and consistent with local area land use plans.
2.2	Surrounding land uses and zoning designations are compatible.
2.3	Active area would be approximately 100 feet or more from the nearest residence.
2.4	Site is located approximately 1,000 feet or more from parks and schools.
2.5	Site maintains an equitable distribution of County Solid Waste facilities (i.e., less than 30 minutes travel time for 90% of all users).
2.6	Site provides equitable distribution of environmental impacts so that no racial, cultural, or socio-economic group is unduly impacted.
2.7	Site can be developed without impact to identified critical wildlife habitat.
2.8	Site contains a manageable amount of critical areas.
2.9	Potential traffic impacts of facility operation can be minimized and/or mitigated.
2.10	Roadways near the site have the capacity to handle increased truck traffic; quality and nature of the access route is compatible.

Functional Criteria	
2.11	Site is within approximately ½-mile of a major arterial or freeway/state highway (Interstate-5, State Routes: 161,164, 167, or 18).
2.12	Site has potential access to a rail line.
2.13	Shape of site is conducive to the typical layout of a transfer station.
2.14	Site is approximately 15 – 20 acres (not necessarily a single parcel).
2.15	Topography on the developable area of the site is flat or gently sloping.
2.16	Utilities are readily accessible.
2.17	Water table beneath the site is conducive to the use (i.e., deeper as opposed to shallow).
2.18	Site would not require extensive/expensive effort related to current tenant and/or business relocation.
2.19	Site is not a key component of a city's or community's economic development plan(s).
2.20	Site cost is within budget.

Community Criteria

The South County Siting Advisory Committee was formed to advise King County during the siting of a new recycling and transfer station in south King County. The committee developed the criteria in Table 4 to evaluate potential sites against community concerns, impacts, and values. See Section 2.3, Public Involvement Program, for more information on the committee.

Table 4: Community Criteria

Community Criteria	
3.1	Economic vitality of community is not adversely affected.
3.2	Where arterial roadways are designated as good (not poor) in terms of condition and level of service in transportation plans.
3.3	Easy connections to rail (for fifty year life span of facility).
3.4	Where trucks would not have to pass through school or hospital zones (focus on transportation impacts).
3.5	Access route can be maintained long-term.
3.6	Creates benefit to host city.

Community Criteria	
3.7	Where surrounding property values would not be adversely affected.
3.8	Away from areas of high truck traffic.
3.9	Where accessible from all directions (so traffic is dispersed, not concentrated).
3.10	Away from parks, schools, and churches.
3.11	Consider population centroid movement (future projections).
3.12	Away from locations where housing could be built in the future (review zoning and comprehensive plans).
3.13	Use Pass/Fail criteria for a fast initial screen.
3.14	Located and designed so community uses-user friendly access and operations.
3.15	What's the closure plan for existing Algona facility?
3.16	Adequate size to accommodate fully landscaped buffer.
3.17	Where local community is not already burdened with impacts from existing facilities like the speedway.
3.18	Protect rural areas.
3.19	Support Pass/Fail criteria: • 1.2 Site is within the contiguous Urban Growth Area • 1.3 Site is located outside of a FEMA defined 100-year flood plain • 1.4 Site is free of historical, archeological, or cultural designations
3.20	Consider transportation mitigation fees.
3.21	Where efficient operations can reduce impacts to community.
3.22	1,000 feet from a school.
3.23	Locate on existing truck routes (designated in Auburn).
3.24	Where 24-hour operation would be feasible.
3.25	Where lighting, noise and odor concerns would be minimized and impacts easily mitigated.

Public Involvement Program

Public involvement is vital to successful siting efforts and is required by the Siting Plan. Elements of the public involvement program during the siting process are described below.

Solid Waste Advisory Committees

The Metropolitan Solid Waste Management Advisory Committee (MSWMAC) and the Solid Waste Advisory Committee (SWAC) advise King County in all matters relating to solid waste management. MSWMAC and SWAC were regularly briefed by division staff and given opportunities to provide input.

Siting Advisory Committee

The South County Siting Advisory Committee was formed to provide community perspective. Their role is to:

- Provide King County with feedback about the South County Recycling and Transfer Station siting process and outcomes;
- Identify community criteria for screening sites;
- Provide division staff with outreach advice – reviewing public information materials and
- Review potential sites and provide feedback.

The division recruited among cities; local tribes; agencies and businesses; chambers of commerce; commercial garbage and recycling collection companies; transfer station users; environmental and neighborhood groups; interested citizens; school districts; and persons who could represent the interests of historically underrepresented groups, such as people with low income or limited English proficiency. Detailed information on Siting Advisory Committee membership and recruitment is available in Appendix D.

The Siting Advisory Committee met four times:

- August 15, 2012: Committee members learned why a new station is needed, reviewed the pass/fail and functional criteria developed by the division, and developed a list of community criteria to evaluate potential sites;
- August 29, 2012: Committee members toured the new Bow Lake Recycling and Transfer Station to see how a modern transfer station looks and operates;
- September 13, 2012: Committee members reviewed information on four potential sites and reviewed how the siting criteria was applied; and
- October 10, 2012: Committee members reviewed feedback from the project open house and assessed the focused site screening and comparative evaluation efforts.

Open House

King County held the first open house for the project on September 27, 2012 in Auburn. This public meeting introduced the project to the wider community. At the open house, the short-list of potential sites and the project schedule were presented; the division also addressed questions and concerns raised by those in attendance. Over 70 people attended.

Online

The division launched a website for the project in August 2012 at *your.kingcounty.gov/solidwaste/facilities/algona*. The website contains background information, materials on the project, and upcoming meeting and notification period dates.

Potential Site Identification

The first step in the siting process is the identification of potential sites. The intent is to identify as many sites as possible for consideration for use as a transfer facility. During this step, sites are evaluated using basic descriptions and key criteria so that unfeasible sites can be eliminated from further analysis. This step culminates in a list of potential sites.

The King County Solid Waste Division project team cast a wide net in searching for potential sites. Two key resources were used to search for sites: King County Geographic Information Services (GIS) and professional real estate services.

Preserving the Option

The County purchases real estate parcels, rights-of-way, and easements to support capital improvement projects and operations; when a property is no longer needed, the County surpluses it. Before site identification began, the division became aware of a property for sale immediately adjacent to the Algona Transfer Station. The division purchased the property to preserve it as an option for transfer station development. That property has been subjected to the same site selection process and will be subject to the same environmental review as other potential sites. In the past, the division has purchased property in other parts of the county to preserve an option to develop a new station, and ended up not using the property for that purpose. In those cases, the property has been used for other income-producing activities.

GIS Search

King County staff applied GIS search filters to identify parcels. These search filters are drawn from both the pass/fail and functional criteria. The number of sites found in each step is shown in Table 5. As the criteria were applied successively to each site found by GIS, the number of potential sites quickly narrowed.

Table 5: GIS Search Filters and Resultant Sites

	GIS Key Criteria	Number of Sites
1	Site is 15-20 acres in size.	184
2	Site zoning allows for use as a transfer station (typically sites zoned as industrial, commercial, or manufacturing).	27
3	Sites within ½-mile of a major arterial or highway (including Interstate 5 [I-5], State Routes [SR] 167, SR-161, SR-164, and SR-18).	20
4	Property cost is within project budget (based on assessed value).	13

A list of all sites found through the GIS search is provided in Appendix A.

Real Estate Search

Real estate market research for the South County RTS geographic area included:

- Searching the Commercial Broker's Association Multiple Listing Service;
- Cross-referencing and reviewing the sites identified by King County GIS;
- Meeting with the brokerage community in the south King County area;
- Reviewing County-designated surplus properties with King County Real Estate Services;
- Reviewing south King County local jurisdictions' surplus properties;
- Physically reviewing the land in the south King County area for land not listed in the brokerage community;
- Asking local community land holders for possible opportunities; and
- Meeting with developers who control undeveloped land in the south King County area.

Potential Sites

As a result of the GIS and real estate searches, and including the purchased site, a combined total of 31 potential sites (including the property King County purchased) were reviewed under the broad area screening process.

In addition to sites found by the division and its consultants, sites were identified by both the Siting Advisory Committee and general public. These sites were reviewed using the same methodology as that used for the other sites, and a list of these alternate sites is provided in Appendix A.

Broad Area Screening

Broad Area Site Screening

Broad area screening eliminates the sites that are less suitable for development as a transfer station from the list of potential sites. Sites may be inappropriate due to regulatory, environmental, or developmental constraints. The data available at this stage are generally a matter of public record, and need to be verified or examined more closely at later stages in the process. Appendix A lists data for the 31 sites that were identified by King County GIS and real estate market search for Broad Area Screening.

The following data were considered during the Broad Area Site Screening:

- Site characteristics;
- Zoning designation;
- Environmental considerations;
- Legal description;
- The presence of existing on-site businesses or uses that would require relocation; and
- Nearby sensitive receptors.

Site characteristics

Desirable site characteristics include sufficient size for a modern transfer facility and a generally rectangular shape.

Zoning designation

Industrial or commercial zoning are preferable to residential zoning.

Environmental considerations

Although a full environmental analysis under SEPA is required for final site selection, sites with known significant environmental issues, such as presence of large wetlands, were eliminated from further consideration.

Legal description

This data was collected for record-keeping purposes. It was not used as a screening criterion.

On-site businesses

The ideal site would not be in productive use. The presence of existing on-site businesses or uses that would require relocation indicates that a site would be more expensive to develop as a transfer station.

Inventory of nearby sensitive receptors

Sensitive receptors include land uses such as schools, parks, residences, and hospitals. Although it may be impossible to site a facility in urban King County away from all sensitive receptors, sites with fewer sensitive receptors are preferable.

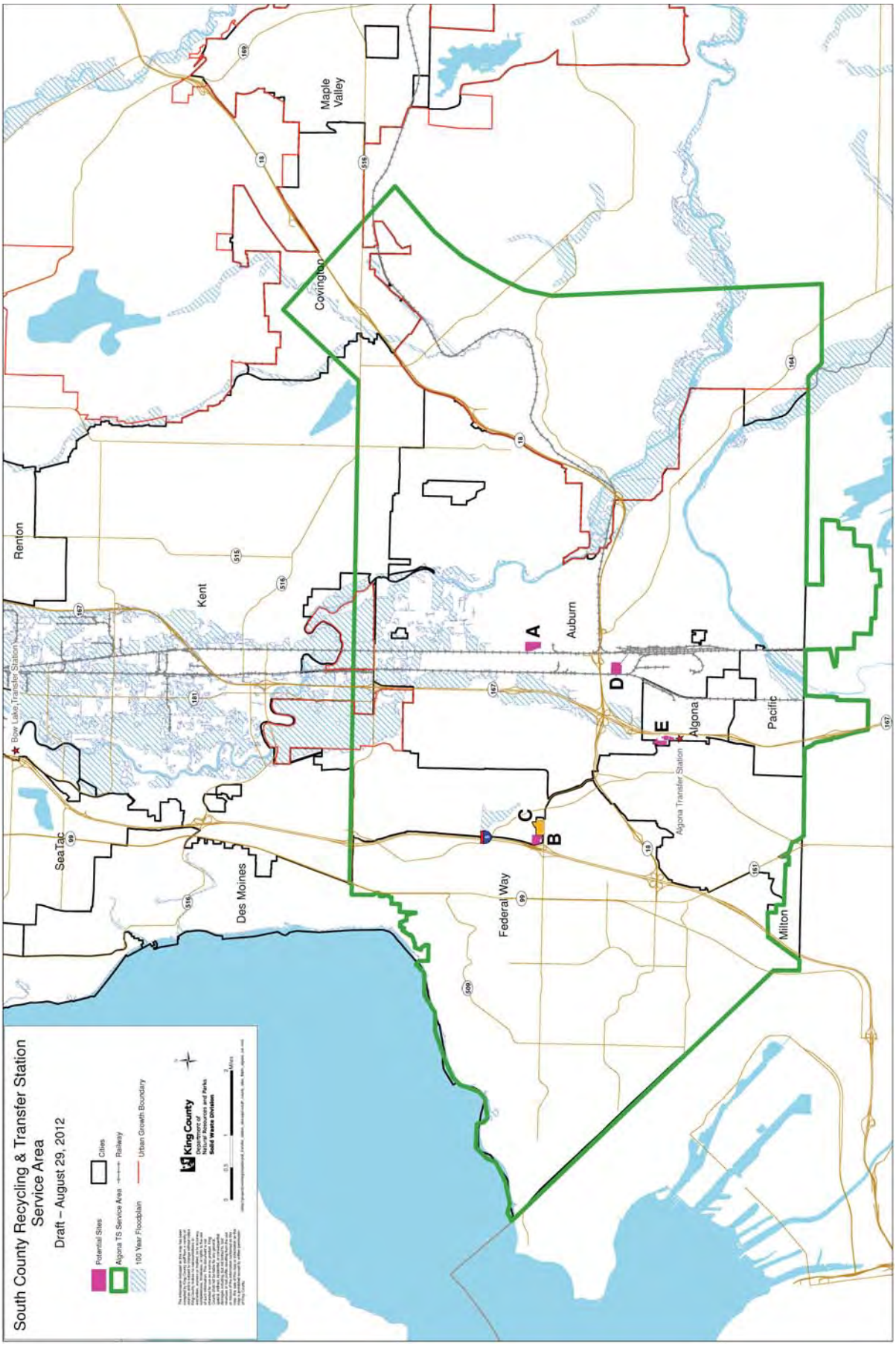
Potential Sites

After screening sites for these considerations, a short-list of five sites (Figure 5) was found to be most suitable:

- Site A: 1250 C Street NW, Auburn;
- Site B: South 320th Street and I-5 in unincorporated King County;
- Site C: 3308 South 320th Street, Federal Way;
- Site D: 901 C Street SW, Auburn; and
- Site E: 35101 West Valley Highway South, Algona.

Detailed information about each of these sites is provided in Appendix B.

Figure 5: Map of the Five Short-Listed Sites



Focused Site Screening

Focused Area Site Screening

Focused screening involves collecting more specific information necessary to rank the qualified sites in Comparative Analysis, sometimes including information obtained through contact with property owners. The following main items were evaluated for each of the five sites during the Focused Site Screening:

- Site availability;
- Vehicular access and traffic patterns;
- Land use compatibility;
- Site configuration

Site availability

Site availability is not as clear-cut a criterion as it might appear. The County may purchase a site outright, or may lease a property. If the property owner is unwilling to sell or lease the property, the County has the option to utilize eminent domain to acquire private property as necessary for a public use. Also referred to as condemnation, acquisition of a property through eminent domain requires the local government to provide just compensation to the property owner. However, it is desirable to find a suitable site that is available for purchase or lease.

Vehicular Access and Traffic Patterns

This involves a survey of any existing traffic studies as well as visual observation of the traffic conditions approaching the site. Site access points, distance to major arterials or highways, existing traffic patterns, and foreseeable traffic issues were identified.

Land Use Compatibility

Property zoning, zoning of adjacent properties, nearby property uses, and sensitive receptors were identified.

Site Configuration

The generic transfer station layout was applied to each site to indicate whether the property was suitably sized for a transfer station.

Site Evaluations

Focused Area Screening of Site A; 1250 C Street NW, Auburn

Site availability

Site A, totaling roughly 19 acres, is owned by Multicare Health System. The site is not currently on the market.

Vehicular access and traffic patterns

Roughly 2.5 miles north of the SR-167/SR-18 interchange, this site provides good access to major arterials and highways. There is a mix of commercial, industrial, and general purpose traffic on the roadways near this site. Information available from the City of Auburn's Comprehensive Transportation Plan suggests that the 15th Street Northwest corridor is projected to be operating near capacity by 2030. In 2009, this corridor was noted to be operating at level-of-service D, which corresponds with increases in delay and decreases in travel speed (City of Auburn 2009). Based on initial review, this site requires further and more detailed transportation evaluation, but has no apparent "fatal flaws."

Land use compatibility

Surrounding parcels are within the City of Auburn with industrial zoning. Nearby uses include hotels, big-box commercial (Lowe's and Fred Meyer), light industrial, and the Burlington Northern Santa Fe Railway mainline. Potential sensitive receptors include: a hotel north of the site across 14th Street Northwest; a day care east of the site across A Street Northeast; and a retirement community south of the site across 10th Street Northwest.

Site configuration for operations

This property has ample room to accommodate a transfer facility. The Generic site layout would fit on the site, including a 100-foot buffer on all four sides of the facility.

Focused Area Screening of Site B; South 320th Street and I-5 in unincorporated King County

Site availability

Site B is owned by multiple owners and includes a potential assemblage of three parcels totaling roughly 14.5 acres within King County. The broker contacted was working with the White-Leasure Development Company and reported that the assemblage is likely available for purchase.

Vehicular access and traffic patterns

The site is next to a principal arterial and near I-5. The current mix of traffic in the area appears compatible with transfer station traffic.

Securing an access point that connects to the existing 32nd Avenue South/South 320th Street intersection would be necessary to achieve full (left and right turns allowed) site access. This would likely affect the geometric configuration of the I-5 northbound on- and off-ramp intersections. Although not identified as a fatal flaw for this site, further transportation review would be required in order to fully understand traffic issues and evaluate the overall desirability of this location. Any changes to the interchange would trigger Washington State Department of Transportation review and could increase the overall development costs.

Land use compatibility

Surrounding areas within King County are zoned Urban Residential, while areas within the City of Federal Way are zoned as City Center Core, Office Park, and Multi-Family. Nearby uses include I-5, offices (KOAM TV, Sound Path Health, and the Washington Education Association), and a fire station. Sensitive receptors include dispersed single-family homes north and northeast of the site which are buffered by vegetation. On the opposite side of I-5, there are two hotels and a school.

Site configuration for operations

Some adjustment to the non-site specific layout would be necessary because the site is slightly less than 15 acres. It may not be possible to maintain a 100-foot buffer on all four sides of the facility.

Focused Area Screening of Site C; 3308 South 320th Street, Federal Way

Site availability

Site C, totaling nearly 17 acres of real estate within the City of Federal Way, is owned by Fire District 39. When this site passed the Broad Area Site Screening review, the division's consultant contacted the property owner. At this point, the division learned that the fire district plans to develop this property as a training center next to the adjacent fire station. As the property was to be developed for another public facility, the division removed this site from further consideration.

Focused Area Screening of Site D; 901 C Street SW, Auburn

Site availability

Site D, totaling roughly 19 acres within the City of Auburn, is owned by Segale Properties LLC. Preliminary investigations provide no indication that the subject property is available for either long-term lease or purchase. Segale Properties is an active developer in the area and is known to inventory land for future development or sale depending on market conditions.

Vehicular access and traffic patterns

The site is east of SR-167, along C Street Southwest, roughly 2,200 feet south of the SR-18 interchange. Immediate access to the site would be provided from a long driveway which also serves city offices and two baseball diamonds. Future rail spur access may be feasible due to the site's vicinity to the Union Pacific Railroad (UPRR) rail line.

There is a combination of general purpose and commercial traffic in this area. While the development of this site may increase the percentage of commercial vehicles, it would be consistent with the current traffic mixture. Traffic accessing the site would likely use primary arterials, minimizing the effects to any sensitive receptors.

Additional widening on C Street Southwest would likely be required to provide a dedicated left-turn lane into the site. This would require widening C Street Southwest.

Based on initial review, no apparent fatal flaws exist which would exclude this site from further, more detailed transportation evaluation.

Land use compatibility

Adjacent parcels are zoned industrial and commercial by the City of Auburn. Surrounding uses include a large distribution warehouse and a large manufacturing facility. The Union Pacific Railroad runs along the west boundary, with the Interurban Trail just west of the rail line. Further west is the Outlet Collection Seattle (formerly SuperMall). On the south boundary is the City of Auburn Parks and Recreation administrative offices and maintenance facility. Sensitive receptors include a hotel to the northeast, city playfields to the southeast (buffered by light industrial uses), and the Interurban Trail to the west, buffered by the rail line. The site is partially hidden by the large facility to the east and is virtually screened from 15th Street Southwest by the Auburn Parks and Recreation maintenance facilities.

Site configuration for operations

This property has ample room to accommodate a transfer facility with a 100-foot buffer on all four sides of the facility.

Focused Area Screening of Site E; 35101 West Valley Highway South, Algona

Site availability

Site E is comprised of eight parcels, incorporating roughly 14 acres within the City of Algona. King County has purchased Site E as an interim holding, as the property was recently on the market. At the time of Focused Area Screening, the County was pursuing the purchase of an adjacent L-shaped parcel (the "Sundquist property") that would complete the northeast corner of the site and create a more regular property shape that would facilitate development. Unimproved rights-of-ways run through Site E and would require street vacations from the City of Algona.

Vehicular access and traffic patterns

The site is west of SR-167, south of 15th Street Southwest along West Valley Highway, providing easy access to the SR-167/SR-18 interchange, eventually connecting to I-5 to the west. There is a mix of commercial, industrial, and general purpose traffic on West Valley Highway, including the current haul-route for the Algona Transfer Station.

Care should be taken to assure that the site access is located in a way that does not create a sight-distance issue along West Valley Highway; there appears to be adequate site frontage to appropriately locate a site access point. It may be prudent to consider the capacity of West Valley Highway to accommodate left turns into or out of the site, depending on a more detailed analysis. Based on initial review, no apparent fatal flaws exist which would exclude this site from a further, more detailed transportation evaluation.

Land Use Compatibility

The City of Algona designates the subject parcels as C-3 Heavy Commercial, and OS/CA Open Space/Critical Areas. The surrounding area is within the "heavy commercial" area of Algona, consisting of a small strip of land west of West Valley Highway South/SR-167 and south of Boundary Boulevard within the city limits. Essential public facilities and recycling collection stations are allowed in the C-3 zone as a conditional use (City of Algona 2012).

Surrounding land uses include the Algona Transfer Station to the south, a landscaping business and car and motorcycle sales and repair to the north, a road/state highway system to the east, and single-family homes to the west. Sensitive receptors (single-family homes) are roughly 200 feet west of the site, however the steep grade separation and roughly 200-foot forested area helps to buffer developed residential areas west of the property and above the valley floor.

Site Configuration for Operations

This property has sufficient room to accommodate a transfer facility, including a 100-foot buffer along most edges of the property. Because of the steep slopes along the western edge of the site, some adjustment of the non-site specific layout would be necessary.

Comparative Evaluation

At the August 15, 2012 Siting Advisory Committee meeting, the community criteria were identified and then prioritized from highest to lower priority in order to later weight. Because the Siting Advisory Committee was not uniformly satisfied with the resultant priorities, the sites were scored two ways – using "raw" values for the criteria (Table 6) as well as weighted criteria (Table 7). The resulting site ranks were unaffected by whether criteria were weighted.

All criteria, regardless of the ranking, were considered during the screening process.

Each of the four remaining sites was evaluated against the functional and community criteria, using the information gathered during broad and focused area screening. The following descriptions were used: "Well", "Moderately", "Slightly", "Not At All" and "Not Applicable." For example, Site A is currently vacant and as such does not contain a current tenant or business on-site. As such, Site A scored "Well" for functional criteria 2.18, which states the "site would not require extensive/expensive effort related to current tenant and/or business relocation." Appendix C contains both functional and community criteria score sheets for each of the four sites.

Site Ranking

To rank the sites, numerical values were applied to the evaluative descriptions. The following values were assigned:

Rank	Score
Well	3
Moderately	2
Slightly	1
Not At All	0
Not Applicable	0

Table 6 shows the raw, unweighted values that each site received for both functional and community criteria as well as a total score. The results indicate a clear gap between the higher-scoring Sites D and E and lower-scoring sites A and B, with an approximately 20-point spread. This presents a natural break between the sites to be analyzed in the EIS and the sites to be rejected from further analysis. Values for each individual criterion by site are provided in Appendix C.

Table 6: Raw Site Scores

Site	Functional Criteria Score	Community Criteria Score	Total Score	To be analyzed in the EIS
Site A	45.5	43	88.5	No
Site B	47	40	87	No
Site D	52	52	104	Yes
Site E	49.5	51	100.5	Yes

Notes:
Maximum total points = 135 (45 criteria x 3 points)
Values shown above were not weighted in the scoring.

The following numerical values were applied to each criterion based on their relative priority as decided by the division on the functional criteria and Siting Advisory Committee members on the community criteria:

Higher	3
Medium	2
Lower	1

If a criterion was identified as being a "Higher" priority, and that site was evaluated as meeting that criterion "Well", the site received a total weighted score of 9 points for that criterion (3 x 3 = 9).

Table 7 shows the weighted values that each site received for both functional and community criteria as well as a total score. The results are similar – with Sites D and E scoring nearly 30 points higher than Sites A and B.

Table 7: Site Scores with Criteria Weighted

Site	Functional Criteria Score	Community Criteria Score	Total Score	To be analyzed in the EIS
Site A	103.5	71	174.5	No
Site B	107	64	171	No
Site D	119	86	205	Yes
Site E	115.5	83	198.5	Yes

Appendix A – Lists of Sites

- List of 31 Potential Sites
- List of All Sites Found Through GIS
- List of Sites Proposed by the Siting Advisory Committee or Public

South Station Preliminary Site List – Potential Suitable Sites
October 2012

Site Number	Parcel Number(s)	Site Name	Street Address	City	Zipcode	Zoning / Use Allowed?	Critical Areas	Acres	Initial Review of Suitability?	Source
1	1221049018 1221049014	CB Richard Ellis Group Site	1250 C St NW	Auburn	98002	C1 Light Commercial Yes (Administrative Use)	No (small potential wetland – need field verification)	19.16	Suitable – Studied as Site A	URS Team
2	0921049139 0921049140 0921049160	Federal Way Auction Site (multiple owners)	Near I-5 and S 320th St intersection	King County	N/A	CBP Community Business OP Office Park Yes in CBP (Special Use) Use not allowed in OP zone	Yes (~3 acres of wetlands)	14.5	Suitable (assemblage across multiple property owners would be required but is possible –portions of the site are in bankruptcy trustee hands but creditors would have to be consulted) – Studied as Site B	URS Team
3	5515600005 5515600010 5515600015 5515600020 5515600026 5515600025 5515600030 5515600091 5515600090	Fire District 39 Site	3308 S 320th St	Federal Way	98001	RM Multifamily Residential Yes (Hearing Examiner)	No	17.5	Suitable (as property assemblage – willing seller unknown) – Studied as Site C	URS Team
4	2421049001 2421049054	Segale Site	901 C St SW	Auburn	98001	M2 Heavy Industrial Yes (Conditional Use)	No	18.9	Suitable (willing seller unknown) – Studied as Site D	KC GIS

Site Number	Parcel Number(s)	Site Name	Street Address	City	Zipcode	Zoning / Use Allowed?	Critical Areas	Acres	Initial Review of Suitability?	Source
5	3356407925 3356407905 3356407910 3356407890 3751601414 3751601416 3751601419 3751601429	Interwest Site	35101 West Valley Hwy S	Algona	98001	C3 Heavy Commercial OS/CA Open Space/ Critical Areas Yes (Conditional Use)	Yes (3 acres of steep slopes)	~19	Suitable (willing seller – property is listed on CBA – KC has purchased site and is moving forward with street vacations and purchase of the Sundquist property) – Studied as Site E	KC
6	1321049001 1321049080	Huttig Site	601 C St NW	Auburn	98001	M2 Heavy Industrial Yes (Conditional Use)	No	19.18	Unsuitable (due to unwilling seller and potentially high relocation costs)	URS Team
7	2021049027	Federal Way RI Site	1019 S 351st St	Federal Way	98003	CE Commercial Enterprise Yes (Hearing Examiner)	Yes (wetlands; need field verification of potential stream)	16.18	Unsuitable (due to extensive wetland coverage, site is heavily wooded, existing utility in center of site – possibly need to relocate?)	KC GIS
8	3021059033 3021059039 3021059009	A and D Streets Site	3130 D St SE 3300 A St SE	Auburn	98001	C3 Heavy Commercial R20 Residential Yes (Administrative Use)	No (small potential wetland – need field verification)	~24	Unsuitable (due to numerous surrounding sensitive receptors, potential environmental justice effects, and odd parcel layout)	URS Team
9	1922069041 3022069001	Jim Hawk / Lakeside Industries	19514 SE 252nd St	Covington	98042	M Mineral Permitted	No	109	Unsuitable (due to distance from population centroid – site located outside of the UGA)	URS Team
10	2622059016	"Calhoun Pit" KC Custodial (Road Services Division)	27110 160th Ave SE	Covington	98042	US Urban Separator Yes (Conditional Use)	Yes (wetlands on ~5 acres; steep slopes on `12 acres)	23.02	Unsuitable (due to distance from population centroid and extensive critical areas coverage)	URS Team

Site Number	Parcel Number(s)	Site Name	Street Address	City	Zipcode	Zoning / Use Allowed?	Critical Areas	Acres	Initial Review of Suitability?	Source
11	3622059004	"Covington Pit" KC Custodial (Road Services Division)	27902 173rd Pl SE	Covington	98042	RA5 Rural Area Yes (Special Use)	No	40.56	Unsuitable (due to distance from population centroid – site located outside of the UGA)	URS Team
12	1322049096 1322049091 1822059014 1822059013 1822059085	Carpinito Farms LLC	1050 Central Ave N	Kent	98032	GC-MU General Commercial Mixed Use Yes (Conditional Use)	No	23.04	Unsuitable (due to unwilling seller and potentially high relocation costs – too far from population centroid)	KC GIS
13	0006800054	Union Pacific RR	N/A	Kent	N/A	M2 Limited Industrial Yes (Conditional Use)	No	15.72	Unsuitable (property is long and narrow and infeasible for use as a transfer station)	KC GIS
14	3522049026 3522049024 3522049016	Northcreek Capital LLC	6600 S 287th St	Auburn	98032	M1 Light Industrial Yes (Administrative Use)	Yes (wetlands on ~12 acres)	15.3	Unsuitable (due to extensive wetland coverage)	KC GIS
15	3622049019 0002200006 0006800009	BNSF	N/A	Auburn	N/A	R1 Residential M1 Light Industrial Yes (Administrative Use)	Yes (stream)	15.3	Unsuitable (property is long and narrow and infeasible for use as a transfer station)	KC GIS
16	1582600040 1582600023 1582600030 1582600025 1582600021 1582600022	First Industrial LP; "Adesa Auto Auction site"	207 37th St NW	Auburn	98001	M2 Heavy Industrial Yes (Administrative Use)	Yes (wetlands on ~4 acres)	34.18	Unsuitable (due to unwilling seller, existing long-term lease, potentially high relocation costs)	KC GIS
17	1580600150	Muckleshoot Indian Tribe	502 37th St NW	Auburn	98001	C3 Heavy Commercial Yes (Administrative Use)	No	33.02	Unsuitable (due to unwilling seller, currently in use as paddocks for Emerald Downs; potentially high relocation costs)	URS Team

Site Number	Parcel Number(s)	Site Name	Street Address	City	Zipcode	Zoning / Use Allowed?	Critical Areas	Acres	Initial Review of Suitability?	Source
18	2021059001	Muckleshoot Indian Tribe	2600 Auburn Way S	Auburn	98002	R5 Residential Yes (Administrative Use)	No	99.74	Unsuitable (due to possible unwilling seller and required parcel division)	URS Team
19	0121049034	Muckleshoot Indian Tribe	7401 S 300th St	Auburn	98001	C3 Heavy Commercial Yes (Administrative Use)	Yes (83% wetland coverage)	16.3	Unsuitable (due to extensive wetland coverage)	KC GIS
20	3021059009 3021059033	Plymouth Investments Inc	3130 D St SE 330 A St SE	Auburn	98002	C3 Heavy Commercial Yes (Administrative Use)	No	21.23	Unsuitable (due to proximity to sensitive receptors and odd parcel layout infeasible for use as a transfer station)	URS Team
21	2421049037	BNSF	801 A St SE	Auburn	98002	M1 Light Industrial Yes (Administrative Use)	No	20.19	Unsuitable (property is long and narrow and infeasible for use as a transfer station)	KC GIS
22	3622049022	City of Auburn	N/A	Auburn	N/A	P1 Public Use Yes	Yes (100% wetland coverage)	16.01	Unsuitable (due to wetland coverage across entire parcel)	KC GIS
23	1221049008	Costco	1802 M St NW	Auburn	98001	C3 Heavy Commercial Yes (Administrative Use)	No	17.56	Unsuitable (due to unwilling seller - currently in use as Costco, high relocation costs)	KC GIS
24	1221049005	Segale Properties LLC	2101 M St NW	Auburn	98001	C3 Heavy Commercial Yes (Administrative Use)	Yes (50% wetland coverage)	34.73	Unsuitable (due to wetland coverage that makes the site infeasible for use as a transfer station)	URS Team
25	3356400330 3356400305 3356400381 3356400155 3356400090 3356400080	"Algona Commercial Site" (Westside Community Bank)	N/A	Algona	N/A	C-2 General Commercial Yes (Conditional Use)	No	12.96	Unsuitable (due to narrowness of site and infeasibility of buffering sensitive receptors to the south)	URS Team
26	3221049049	City of Federal Way	N/A	Federal Way	N/A	RS Single-Family Residential Yes (Director decision)	Yes (45% wetland coverage)	8.96	Unsuitable (due to extensive wetland coverage and small site size)	URS Team

Site Number	Parcel Number(s)	Site Name	Street Address	City	Zipcode	Zoning / Use Allowed?	Critical Areas	Acres	Initial Review of Suitability?	Source
27	2921049090 2921049006	City of Federal Way	N/A	Federal Way	N/A	CE Commercial Enterprise Yes (Hearing Examiner)	Yes (wetlands on 14 acres)	19.04	Unsuitable (due to extensive wetland coverage)	KC GIS
28	1521049052 1521049167	Weyerhaeuser – Assemblage Option 1	N/A	Federal Way	N/A	OP1 Office Park RS Single-Family Residential Yes (Director decision)	Yes (5 acres wetland coverage) (stream on 2nd parcel)	13.48	Unsuitable (due to numerous critical areas and small site size)	URS Team
29	1521049052 1521049178	Weyerhaeuser – Assemblage Option 2	N/A	Federal Way	N/A	OP1 Office Park CP1 Corporate Park Yes (Director decision)	Yes (50% wetland coverage on first parcel)	~19	Unsuitable (due to required critical areas buffers that would reduce available area and possible unwilling seller, potentially high relocation costs)	URS Team
30	2191600870 2191601790 2191602050 2191602090 2191602135 2191602150	"Kits Corner" (former KC landfill) Solid Waste property	SE corner of SR-18 and I-5	Federal Way	98001	R-4 Urban Residential Yes (Special Use)	Yes	~9	Unsuitable (due to small site size, poor access and geotechnical soil conditions)	URS Team
31	2821049008	Home Depot	1715 S 352nd St	Federal Way	98003	CE Commercial Enterprise Yes (Hearing Examiner)	No	18.78	Unsuitable (due to unwilling seller - currently in use as Home Depot, high relocation costs)	KC GIS

Note: Sites are ordered from roughly north to south.

List of All Sites Found Through GIS

This list includes all sites identified by GIS. Many potential sites include more than one parcel. Many parcels and parcel assemblages are undeveloped sites that do not have street addresses.

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
1	3122069018		
1	3122069020		
1	3122069021	18025 SE 272ND ST	98042
2	413692TR-A		
2	413701UNKN		
3	1421039043		
3	1421039086		
3	1421039087		
3	1898900040	4620 SW 333RD CT	98023
3	1898900050	4624 SW 333RD CT	98023
3	1898900060	4630 SW 333RD CT	98023
3	1898900070	33202 47TH AVE SW	98023
3	1898900080	33128 47TH AVE SW	98023
3	1898900090	33120 47TH AVE SW	98023
3	1898900100	33114 47TH AVE SW	98023
3	1898900110	33106 47TH AVE SW	98023
3	1898900120	33032 47TH AVE SW	98023
3	1898900130	33024 47TH AVE SW	98023
3	1898900140	33016 47TH AVE SW	98023
3	1898900320	33021 HOYT RD SW	98023
3	1898900330		

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
3	1898900340		
3	189890TR-A		
3	8029500620	32916 46TH CT SW	98023
3	8029500630	32912 46TH CT SW	98023
3	8029500670		
3	802950TR-B		
4	873196TRCT		
4	873201TRCT		
4	873201UNKN		
4	873202TRCT		
5	1321500000	518 S 321ST ST	98003
5	1321510000	511 S 325TH ST	98003
5	8121250000	451 S 328TH ST	98003
6	3276140000	1810 S 285TH PL	98003
6	8944440000	28307 18TH AVE S	98003
7	3121059017		
7	6655000024	601 ORAVETZ RD SE	98092
7	6655000030		
8	3021059025		
8	3021059376		
9	0521059011		
9	0621059004		
9	0621059007	29630 GREEN RIVER RD SE	98092

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
9	0721059032		
10	0002200006		
10	0006800009		
10	3622049019		
11	1121059016		
11	1121059059	31036 157TH PL SE	98042
12	2921049019	629 S 356TH ST	98003
12	2921049038		
12	2921049051		
12	2921049064	35717 PACIFIC HWY S	98003
12	2921049102		
12	2921049124	35800 PACIFIC HWY S	98003
13	2152000075	32300 148TH AVE SE	98092
13	2152000082		
13	2152000083		
14	1221049014		
14	1221049018		
15	0421049219		
15	4222800370		
16	0301510200	1150 INDUSTRY DR N	98001
16	2421049082	840 INDUSTRY DR N	98001
17	2152000050	15109 SE 326TH ST	98092
17	2152000055		

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
17	2152000060	14909 SE 326TH ST	98092
17	2152000065		
18	3622059022	27520 COVINGTON WAY SE	98042
18	3622059206		
19	1821049035	123 SW 330TH ST	98023
19	1821049053	144 SW 332ND PL	98023
20	1621059018		
21	1621059018		
22	2921049095		
22	2921049107	35703 16TH AVE S	98003
23	2921049006		
23	2921049075		
23	2921049090		
24	0104520350		
24	0104530650		
24	9264941170		
25	6064600360		
25	6064600381	34434 46TH AVE S	98001
26	1921049033	33914 19TH AVE SW	98023
26	2421039088		
27	1582600021		
27	1582600022	201 37TH ST NW	98001
27	1582600023		

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
27	1582600025		
27	1582600030		
28	0221049034		
28	0221049037		
29	3751603484	35600 57TH AVE S	98001
29	3751603488		
29	3751603489		
29	3751603490		
29	3751603491		
29	3751603493		
29	3751603494		
29	3751603496		
29	3751603497		
29	3751603498		
29	3751603499		
29	3751603500		
29	3751603502		
29	3751603504		
29	3751603506		
29	3751603508		
29	3751603510		
29	3751603512		
30	2221059028	14120 SE GREEN VALLEY RD	98092

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
31	2221059016	34721 144TH AVE SE	98092
31	2221059028	14120 SE GREEN VALLEY RD	98092
32	5515600005		
32	5515600010		
32	5515600015		
32	5515600020		
32	5515600025		
32	5515600026		
32	5515600030		
32	5515600035		
32	5515600090		
32	5515600091		
33	3021059010	401 37TH ST SE	98002
33	3021059301	401 G PL SE	98002
34	5066400521		
34	6064600020	34429 46TH AVE S	98001
35	3339400541		
35	3339400542		
35	3339400545		
35	3339400546		
35	3339400547		
35	3339400566	31409 LEA HILL RD SE	98092
35	3339400567	31415 LEA HILL RD SE	98092

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
35	3339400568		
36	0004200016		
36	0004200017		
36	0004200018		
37	2121059065		
38	3421059017		
39	2621059042	15331 SE GREEN VALLEY RD	98092
39	2621059045	15415 SE GREEN VALLEY RD	98092
40	3522049016	6600 S 287TH ST	98001
40	3522049024	6603 S 287TH ST	98001
40	3522049026	28724 W VALLEY HWY N	98032
41	1521049041	33415 MILITARY RD S	98001
41	1521049084	4522 S 336TH ST	98001
41	5066400035	33607 MILITARY RD S	98001
41	5066400038		
41	5066400040		
42	3522049009		
42	3522049098		
43	1421049021		
43	1421049024		
43	1421049026		
43	1421049028		
43	1421049043	5642 S 336TH ST	98001

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
43	1421049064		
44	3166900010	27929 154TH AVE SE	98042
44	3166900020	27925 154TH AVE SE	98042
44	3166900030	27921 154TH AVE SE	98042
44	3166900040	27917 154TH AVE SE	98042
44	3166900050	27913 154TH AVE SE	98042
44	3166900060	15400 SE 279TH ST	98042
44	3166900070	15404 SE 279TH ST	98042
44	3166900080	15410 SE 279TH ST	98042
44	3166900090	15416 SE 279TH ST	98042
44	3166900100	15422 SE 279TH ST	98042
44	3166900110	15428 SE 279TH ST	98042
44	3166900120	15500 SE 279TH ST	98042
44	3166900130	15504 SE 279TH ST	98042
44	3166900140	27823 155TH LN SE	98042
44	3166900150	27828 155TH LN SE	98042
44	3166900160	27902 155TH LN SE	98042
44	3166900170	27904 155TH LN SE	98042
44	3166900180	27906 155TH LN SE	98042
44	3166900190	15503 SE 279TH ST	98042
44	3166900200	27916 155TH PL SE	98042
44	3166900210	27918 155TH PL SE	98042
44	3166900220	27920 155TH PL SE	98042

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
44	3166900230	27924 155TH PL SE	98042
44	3166900240	27928 155TH PL SE	98042
44	3166900250	27927 155TH PL SE	98042
44	3166900260	27923 155TH PL SE	98042
44	3166900270	27919 155TH PL SE	98042
44	3166900280	27915 155TH PL SE	98042
44	3166900290	27911 155TH PL SE	98042
44	3166900300	15427 SE 279TH ST	98042
44	3166900310	15421 SE 279TH ST	98042
44	3166900320	15415 SE 279TH ST	98042
44	3166900330	15409 SE 279TH ST	98042
44	3166900340	27918 154TH AVE SE	98042
44	3166900350		
44	3166900360		
44	316690TR-C		
44	316690TR-D		
44	3522059050		
44	3522059077		
44	3522059078	15501 SE 276TH PL	98042
44	3522059081	27826 152ND AVE SE	98042
44	3522059093		
44	3522059099	27805 156TH AVE SE	98042
44	3522059164	27725 156TH AVE SE	98042

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
45	2421049001		
45	2421049054		
46	3021059009	3130 D ST SE	98002
46	3021059039		
47	1582600065	3703 I ST NW	98001
47	1582600080	3941 I ST NW	98001
48	1121059058		
48	1121059091		
48	1121059092	31820 148TH WAY SE	98092
49	2421049032		
49	2521049045		
49	2521049116		
50	1580600095	3102 W VALLEY HWY N	98001
50	1580600096	1221 29TH ST NW	98001
51	2285000010		
51	7978200420		
52	2154650080	32275 32ND AVE S	98001
52	2154650110		
52	2154650120		
53	0521059174		
53	0521059176		
54	2121059028	4040 AUBURN WAY S	98092
54	2121059076		

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
55	0221049028	6231 S 300TH ST	98001
55	0221049108		
55	0221049218		
18	1796200620		
18	3622059022	27520 COVINGTON WAY SE	98042
18	1796200640		
18	3622059022	27520 COVINGTON WAY SE	98042
49	2521049045		
49	2521049077	507 4TH AVE N	98032
56	3122069017		
57	0000800011	1725 E ST NE	98002
58	0004200006	1025 45TH ST NE	98002
59	0121049034	1016 29TH ST NW	98001
60	0221049003		
61	0221049027	6103 S 300TH ST	98001
62	0303300000	210 37TH ST SE	98002
63	0321049003		
64	0321059016		
65	0421049222	3001 S 288TH ST	98003
66	0421059003	29204 124TH AVE SE	98092
67	0421059051	28900 124TH AVE SE	98092
68	0521049011		
69	0521049016	1600 S DASH POINT RD	98003

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
70	0521049036	29607 8TH AVE S	98003
71	0521059010		
72	0521059029		
73	0521059176		
74	0721049003	414 SW 312TH ST	98023
75	0721059008	801 AUBURN WAY N	98002
76	0821049106	31500 1ST AVE S	98003
77	0821049258		
78	0921049208	1640 S 318TH PL	98003
79	0921059005	30908 124TH AVE SE	98092
80	1021049017		
81	1021059017		
82	1121039129	5005 SW 318TH ST	98023
83	1121059109	16504 SE 314TH ST	98092
84	1221039037		
85	1221049008	1802 M ST NW	98001
86	1321059027	16626 SE LAKE HOLM RD	98092
87	1322030010	42 S 333RD LN	98003
88	1421059036	15926 SE LAKE HOLM RD	98092
89	1421059048	32400 148TH AVE SE	98092
90	1421059053		
91	1421059054		
92	1421059055		

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
93	142105HYDR		
94	1521049017	5021 S 321ST ST	98001
95	1521049078	32200 MILITARY RD S	98001
96	1582600040	621 37TH ST NW	98001
97	1697300000	32600 1ST AVE S	98003
98	1721049103		
99	1721049138	876 S 333RD ST	98003
100	1721059007	10805 SE 320TH ST	98092
101	1721059040		
102	1721059041	10406 SE AUBURN-BLACK DIAMOND RD	98002
103	1921049005	1002 SW CAMPUS DR	98023
104	1921049047	952 SW CAMPUS DR	98023
105	1921049050		
106	1921059192	1825 H ST SE	98002
107	2021049027		
108	2021049184		
109	2021059013	2302 R ST SE	98002
110	2021059021	2115 AUBURN WAY S	98002
111	2021059022		
112	2021059023		
113	2021059028		
114	2021059044	2402 AUBURN WAY S	98002

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
115	2021059051	1740 SE AUBURN-BLACK DIAMOND RD	98002
116	2021059056	2920 SE AUBURN-BLACK DIAMOND RD	98002
117	2121049003		
118	2121059028	4040 AUBURN WAY S	98092
119	2221059059	14612 SE GREEN VALLEY RD	98092
120	2421049037	801 A ST SE	98002
121	2421049094	1620 PERIMETER RD SW	98001
122	2421059010		
123	2421059024		
124	2421059030	34804 164TH AVE SE	98092
125	2421059035		
126	2521049028	3605 A ST SE	98002
127	2521049105	700 15TH ST SW	98001
128	2521059078	35833 166TH LN SE	98092
129	2616700580	4908 S 302ND LN	98001
130	2621059002		
131	2721049038	4005 S 360TH ST	98001
132	2821049008	1715 S 352ND ST	98003
133	2821049116	35819 21ST PL S	98003
134	2821059027	3501 AUBURN WAY S	98092
135	2921049021	36317 PACIFIC HWY S	98003
136	2921049025	35999 16TH AVE S	98003

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
137	2921049044	36606 PACIFIC HWY S	98003
138	2921049131		
139	3121059028		
140	3122059011		
141	3221049014		
142	3221049134		
143	3221059006		
144	3221059011		
145	3221059026		
146	3222059053	28226 112TH AVE SE	98092
147	3321049084	37712 28TH AVE S	98003
148	3321059005		
149	3321059014		
150	3339400105	31101 116TH AVE SE	98092
151	3421059027		
152	3422059008		
153	3422059029		
154	3422059079		
155	3522049004	27701 W VALLEY HWY S	98032
156	3522049008	28000 55TH AVE S	98001
157	3522049103		
158	3522059031	15632 SE 288TH LN	98042
159	3622049003		

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
160	3622049006	28014 W VALLEY HWY S	98001
161	3622049010		
162	3622049022		
163	3622059022	27520 COVINGTON WAY SE	98042
164	3622059081	17070 SE WAX RD	98042
165	3751602867		
166	4222800370		
167	4412000000	28700 34TH AVE S	98001
168	5094400080	1015 24TH ST NE	98002
169	6142600005		
170	6649600050	4401 D ST NW	98001
171	7204800111	2405 S STAR LAKE RD	98003
172	7652500000	12722 SE 312TH ST	98092
173	7978200420		
174	8561100000	2020 SW 318TH PL	98023
175	9264931000		
176	9264961010		
177	9266600000	425 S 321ST PL	98003
178	9301000010	33702 21ST AVE SW	98023
179	167300TRCT		
180	413692TR-A		
181	502860TRCT		

SITE NUMBER	Parcel ID Number	ADDRESS	ZIP5
182	570921TRCT		
183	0004200007		
184	1921049008		

South Transfer Facility – Sites Proposed by the Siting Advisory Committee or Public								
Site Number	Parcels	Site Owner/Name	Street Address	City	Zoning / Use Allowed?	Critical Areas	Approx. Acres	Review of Suitability?
Alt 1	1221049041 1221049042	Fiorito Bros Inc.	1600 M St NW 1700 M St NW	Auburn	C3 Heavy Commercial Yes (Administrative Use)	Yes (wetlands on 3.5 acres)	9.5	Removed from consideration: Site assemblage is too small to develop transfer station.
Alt 2	1221049005	Segale Properties LLC	2101 M St NW	Auburn	C3 Heavy Commercial Yes (Administrative Use)	Yes (50% wetlands; stream running through site)	34.5	Removed from consideration: Developable area is too small due to extensive wetland coverage (previously reviewed during broad area screening).
Alt 3	2921049096	Amerco Real Estate Co.	35205 Enchanted Pkwy S	Federal Way	CE Commercial Enterprise Yes (Hearing Examiner)	None Identified	6	Removed from consideration: Site assemblage is too small to develop transfer station (less than 15 acres).
Alt 4	7978200526	King County – Transit	2500 S 320th St	Federal Way	CC – City Center Core Yes (Director's Decision)	None Identified	11	Removed from consideration: Site assemblage is too small to develop transfer station (less than 15 acres) and is actively used as Park-and-Ride.
Alt 5	Multiple parcels	Area in Uninc. King County south of where S 272nd Way becomes S 277th Street – multiple parcels and owners	Uninc. King County	A-10 Agricultural Not allowed in zone	Area within 100-year floodplain	N/A Fail: Does not meet Pass/Fail criteria – Site located in agricultural lands and within 100-year floodplain.		

Site Number	Parcels	Site Owner/Name	Street Address	City	Zoning / Use Allowed?	Critical Areas	Approx. Acres	Review of Suitability?
Alt 6	3522049016 3522049024 3522049026	Northcreek Capital LLC	28721 West Valley Hwy S	Auburn	M1 Light Industrial Yes (Administrative Use)	Yes (wetlands on 12 acres)	15	Removed from consideration: Developable area is too small due to extensive wetland coverage (previously reviewed during broad area screening).
Alt 7	1321049104 1321049043 1321049031	City of Auburn Litowitz, David J Hill, George S	302 Lund Rd 940 W Main St 922 W Main St	Auburn	EP Environmental Park (permit process not specified in code)	Yes (80-90% wetlands)	18	Removed from consideration: Developable area is too small due to extensive wetland coverage (previously reviewed during broad area screening). Site contains priority aquatic habitat per WDFW.
Alt 8	2521049026	Boeing	Pacific Ave S and Ellingson Rd	Algona	OS/CA Open Space/ Critical Areas Yes (Conditional Use)	Yes (contains wetlands)	37.29	Fail: Does not meet Pass/Fail criteria – Site located in area designated as open space.
Alt 9	2521049069 2521049078 2521049080 2521049053 2521049079 2521049109 2521049094	"Pacific Water" site (parcels owned by City of Pacific and Safeway)	521 Ellingson Rd	Algona	OS/CA Open Space/ Critical Areas Yes (Conditional Use)	Yes (wetlands on 6.7 acres)	17.57	Fail: Does not meet Pass/Fail criteria – Site located in area designated as open space.

Appendix B – Detailed Site Descriptions

Site A

Site A is located at 1250 C Street NW in the City of Auburn, Washington, 98001 (Figure B-1).

Site Characteristics

Site A is owned by Multicare Health System and comprises two parcels (1221049018 and 1221049014) totaling roughly 19 acres. The site is rectangular in shape and is situated east of C Street Northwest and south of 14th Street Northwest (Figures B-2 through B-4).

The site is currently vacant and undeveloped. The area has traditionally housed industrial operations and has manufacturing and distribution uses nearby as well as the Auburn Municipal Airport to the north of 15th Street Northeast.

Sites should be located near the project population center in order to be close to the maximum number of people. The 2010 population median center was determined by King County GIS Services using projections and population information from the Puget Sound Regional Council. This site is roughly 1.5 miles southeast of the 2010 population median center and is roughly 19 road miles from the Cedar Hills Regional Landfill.

Zoning Designation

Per the City of Auburn Comprehensive Plan Policy CF-72, essential public facilities, including solid waste handling facilities, "shall be allowed in those zoning districts in which they would be compatible and impacts can be mitigated" (City of Auburn 2011a). The City of Auburn Zoning Map (dated December 2011) designates the subject parcels as C1 Light Commercial. The Light Commercial zone represents the primary commercial designation for small to moderate scale activities in the City of Auburn. Government facilities are allowed in the Light Commercial zone by Administrative Use only; however transfer stations are not specifically referred to (City of Auburn 2011b). The subject parcels and the surrounding area lie within the "Auburn North Business District" Adopted Special Plan Area, where government facilities are not prohibited (City of Auburn 2011a).

Environmental Considerations

The site is level, sparsely vegetated, and has been graded. Drainage off the flat site is minimal.
Research indicates that wetlands may be present on the southwest corner of the site; field verification would be needed before site development (WDFW 2012).

Figure B-1: Site A

Legal Description

Parcel 1221049018:
POR OF LOT 2 OF AUBURN SHORT PLAT #SPL01-0005 REC #20031223001153 LY ELY OF "A" ST NE & LESS POR FOR RD - SD SP BEING LOCATED IN POR OF SE 1/4 OF SE 1/4 OF SEC 12-21-4 LY ELY OF BNI RR R/W & LY SLY OF 14TH ST NW

Parcel 1221049014:
LOT 1 LESS RD OF AUB SHORT PLAT# SPL01-0005 REC #20031223001153 SD SP BEING LOCATED IN POR OF SE 1/4 OF SE 1/4 OF SEC 12-21-4 LY ELY OF BNI RR R/W & LY SLY OF 14TH ST NW

Site Availability

It is unknown at the time of this report if Multicare Health System is willing to sell.

Vehicular Access and Traffic Patterns

The site is east of SR-167 and south of 15th Street Northwest. Primary access would be from A Street Northeast. 15th Street Northwest is classified as a Principal Arterial and A Street Northeast is a three-lane roadway classified as a Minor Arterial (City of Auburn 2009). A planted median exists along A Street Northeast within the frontage of the site. The nearest primary intersection, at 15th Street Northwest/A Street Northeast, is signalized. Regionally, the site is located roughly 2.5 miles north of the SR-167/SR-18 interchange providing good access to SR-18, eventually connecting to I-5 to the west.

There is a mix of commercial, industrial, and general purpose traffic on the roadways near this site. Several industries in the area use A Street Northeast and 15th Street Northwest to access SR-167. A Lowe's Home Improvement Superstore is located on the east side of the A Street Northeast, opposite the site. Truck traffic serves the industrial and commercial areas using A Street Northeast on the north and south sides of 15th Street Northwest.

Information available from the City of Auburn's Comprehensive Transportation Plan suggests that the 15th Street Northwest corridor is projected to be operating near capacity by 2030. In 2009, this corridor was noted to be operating at level-of-service D, which corresponds with increases in delay and decreases in travel speed (City of Auburn 2009).

The primary haul route for transfer trucks is likely to use the intersection of 15th Street Northwest and A Street Northeast, north of the site. For regional traffic coming from SR-167, an eastbound right-turn lane exists along 15th Street Northwest. During site visits, trucks were observed making a right-turn at this intersection. Although a turn lane is provided, trucks encroach on the corner landing area due to the intersection geometry and inside corner radii. Potential effects to the intersection geometrics and associated effects to the signal system would be considered in further stages of the project.

Based on initial review, there are no apparent fatal flaws that would preclude this site from further and more detailed transportation evaluation.

Land Use Compatibility

The property is bounded by A Street Northeast on the east, 14th Street Northwest on the north, C Street Northeast on the west (currently being extended to the south along the parcels' west boundary), and 10th Street Northeast

(currently being extended to connect to C Street extension) on the south. Surrounding parcels are within the City of Auburn and are zoned as C3 Heavy Commercial to the north, C1 Light Industrial to the east and south, and M2 Heavy Industrial to the west. Nearby uses include hotels (GuestHouse Inn and Cedars Inn) to the north, commercial (Lowe's and Fred Meyer) to the east and southeast, a day care to the east, a retirement community to the south, and the Burlington Northern Santa Fe Railway mainline and light industrial to the west.

Potential sensitive receptors include: a hotel north of the site buffered by 14th Street Northwest; a day care east of the site buffered by A Street Northeast; and a retirement community south of the site across 10th Street Northwest.

Site Configuration for Operations

This property has ample room to accommodate a transfer facility. The Generic site layout would fit on the site, including a 100-foot buffer on all four sides of the facility.

Figure B-2: Site A, looking east

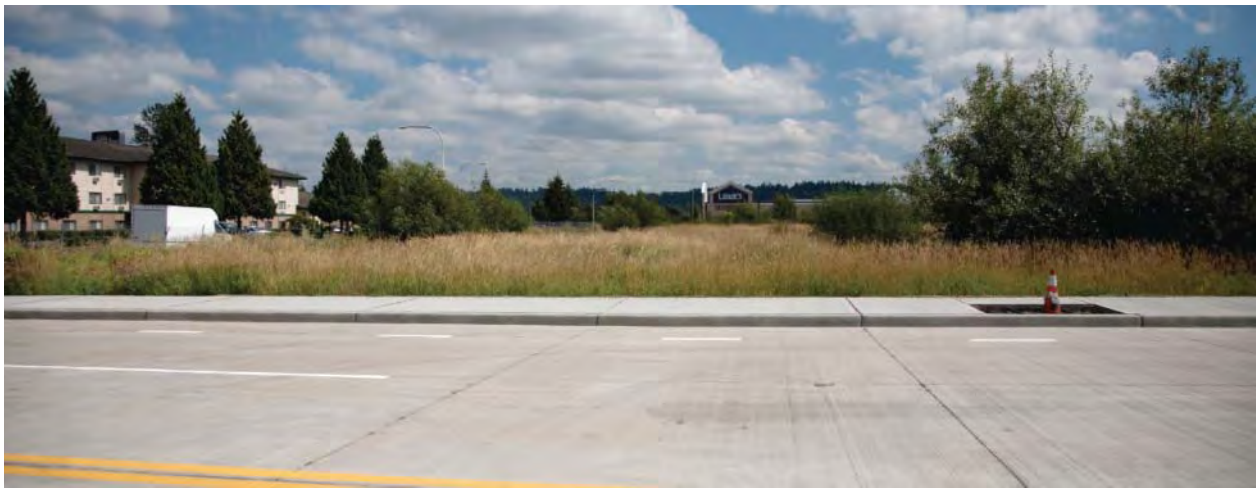


Figure B-3: Site A, looking north

Figure B-4: Site A, looking northeast

Site B

Site B is located at the northeast corner of the intersection at South 320th Street and I-5 in unincorporated King County, Washington (Figure B-5).

Site Characteristics

Site B is owned by multiple owners and includes a potential assemblage of three parcels (listed below) totaling roughly 14.5 acres within King County:

- Parcel 0921049139
- Parcel 0921049140
- Parcel 0921049160

The square-shaped site is north of South 320th Street and east of I-5.

The site is mostly undeveloped with the exception of three single-family homes and limited trailer storage. The Bonneville Power Administration (BPA) power line easement runs across the site from the southwest corner toward the northeast, effectively bisecting the site (Figures B-6-B-8).

Sites should be located near the project population center in order to be close to the maximum number of people. The 2010 population median center was determined by King County GIS Services using projections and population information from the Puget Sound Regional Council. The site is roughly 1.5 miles southwest of the 2010 population median center and is roughly 21 road miles from the Cedar Hills Regional Landfill.

Zoning Designation

King County designates the subject parcels as CB Community Business and O-P Office. The Community Business zone provides for limited small-scale offices as well as a wider range of retail, professional, governmental, and personal services than are found in neighborhood business areas. The purpose of the Office zone is to provide for pedestrian and transit-oriented high-density employment uses, as well as limited complementary retail and urban residential development within activity centers where the full range of commercial activities is not desirable. Transfer stations are allowed in the Community Business zone as a Special Use and are prohibited in the Office zone (King County 2011).

Environmental Considerations

The site sits substantially above the grade of South 320th Street and drains primarily to the northwest. The northern half of the site, as well as the area under the BPA power lines, has been cleared of vegetation.

Figure B-5: Site B

The northwest corner of the site contains wetlands (WDFW 2012). The usable area (excluding the wetlands and an estimated wetland buffer of 125 feet) of the assemblage would be roughly 11.7 acres. A Clearing Permit and Grading Permit would be required for any vegetation clearing and grading within the wetland or its buffer (King County 2004).

Legal Description

Parcel 0921049139:

S 3/4 OF SE 1/4 OF SE 1/4 LESS E 1/2 OF SE 1/4 OF SE 1/4 OF SE 1/4 LESS SW 1/4 OF SE 1/4 OF SE 1/4 OF SE 1/4 LESS POR OF S 1/2 OF N 1/2 OF SE 1/4 OF SE 1/4 LY WLY OF PSH #1 LESS PSH #1 LESS CO RDS LESS C/M RGTS SUBJ TO ESMT BONNEVILLE POWER LN

Parcel 0921049140:

POR OF W 1/2 OF E 1/2 OF SE 1/4 OF SE 1/4 OF SE 1/4 N OF ST HWY LESS C/M RGTS SUBJ TO ESMT BONNEVILLE POWER LN

Parcel 0921049160:

POR OF E 1/2 OF E 1/2 OF SE 1/4 OF SE 1/4 OF SE 1/4 N OF ST HWY LESS C/M RGTS SUBJ TO ESMT BONNEVILLE POWER LN LESS S 90 FT THOF

Site Availability

The site assemblage was part of an unsuccessful auction held in fall 2011. Two of the major parcels are controlled by All-American, a bankruptcy trustee; the rest were either under contract or in the process of being put under contract. Several retail development site plans were developed, oriented towards a major "big-box" user or grocer (most notably WinCo Foods). The broker contacted was working with the White-Leasure Development Company to market the property and reported that the assemblage is likely to be available for sale.

Vehicular Access and Traffic Patterns

The site is along the east side of I-5, north of South 320th Street, near the South 320th Street/I-5 interchange. Only a small portion of the site borders South 320th Street. Primary access to the site would ideally be from the future extension of 32nd Avenue South to the north from South 320th Street. It is likely that this extension would need to be constructed by the project itself. The intersection of South 320th Street/32nd Avenue South is currently signalized. South 320th Street is a five-lane principal arterial (City of Federal Way 2007).

A variety of vehicle types use South 320th Street, due to the mixture of residential and commercial uses nearby. As the site is next to a principal arterial and near the freeway, transportation effects to sensitive receptors by transfer trucks would be minimal.

Access to the site from South 320th Street is likely limited to the use of a northern extension of 32nd Avenue South, connecting to South 320th Street. The parcels included in this site do not include the parcel next to what would become the 32nd Avenue South right-of-way. Securing an access point that connects to the existing 32nd Avenue South/South 320th Street intersection would be necessary to achieve full (left and right turns allowed) site access. At 32nd Avenue South, an eastbound left-turn pocket along South 320th Street includes only 150 feet of useable space. If an extension of the eastbound left-turn lane were required to meet peak demands, this would likely affect the I-5 geometric configuration of the northbound on- and off-ramp intersections. Although not identified as a fatal flaw for this site, further transportation review of the potential peak hour traffic volumes and operational effects

at the South 320th Street/32nd Avenue South intersection would be required in order to fully understand traffic access and operations and evaluate the overall desirability of this location. Any changes to the interchange would trigger Washington State Department of Transportation review and could increase the overall development costs if improvements are required.

If this site is advanced through the screening process, further analysis should be done focusing on potential issues such as, but not limited to: site access operations, I-5 access, capacity of the South 320th corridor, and access to the future 32nd Avenue South right-of-way required to compensate for the lack of connection to the 32nd Avenue South/South 320th signalized intersection. While the site's proximity to I-5 is an advantage from the perspective of convenience and accessibility, traffic access operations must be fully understood through an additional and detailed evaluation.

Land Use Compatibility

Surrounding areas to the northeast are within King County and are zoned R-4 Urban Residential. Areas to the west, south, and east are within the City of Federal Way and are zoned as CC City Center Core, OP-1 Office Park 1 to the south, and RM2400 Multi-Family to the east. Nearby uses include transportation (I-5) to the west, commercial/offices to the south (KOAM TV, Sound Path Health, and the Washington Education Association), King County Fire District 39 land and fire station to the east, and dispersed single-family homes to the north and northeast.

Sensitive receptors include dispersed single-family homes north and northeast of the site which are buffered by vegetation. In addition, there are two hotels and a school on the far side of I-5, west of the site.

Site Configuration for Operations

Some adjustment to the generic layout would be necessary because the site is slightly less than 15 acres, and it may not be possible to maintain a 100-foot buffer on all four sides of the facility.

Figure B-6: Site B, looking northwest

Figure B-7: Site B, looking northeast

Figure B-8: Site B interior, viewing north

Site C

Site C is located at 3308 South 320th Street in the City of Federal Way, Washington, 98001 (Figure B-9).

Site Characteristics

Site C is owned by Fire District 39 and comprises nine parcels (listed below) totaling nearly 17 acres within the City of Federal Way:

- Parcel 5515600005
- Parcel 5515600010
- Parcel 5515600015
- Parcel 5515600020
- Parcel 5515600025
- Parcel 5515600026
- Parcel 5515600030
- Parcel 5515600090
- Parcel 5515600091

This rectangular site is situated north of South 320th Street and east of 32nd Avenue South.

The site is currently undeveloped and is both heavily vegetated and wooded. There is a fire station to the east. A BPA power line easement runs along the northern border of the site, serving as a buffer to single-family homes north and northeast of the power lines.

Sites should be located near the project population center in order to be close to the maximum number of people. The 2010 population median center was determined by King County GIS Services using projections and population information from the Puget Sound Regional Council. The site is roughly 1.5 miles southwest of the 2010 population median center and is roughly 21 road miles from the Cedar Hills Regional Landfill.

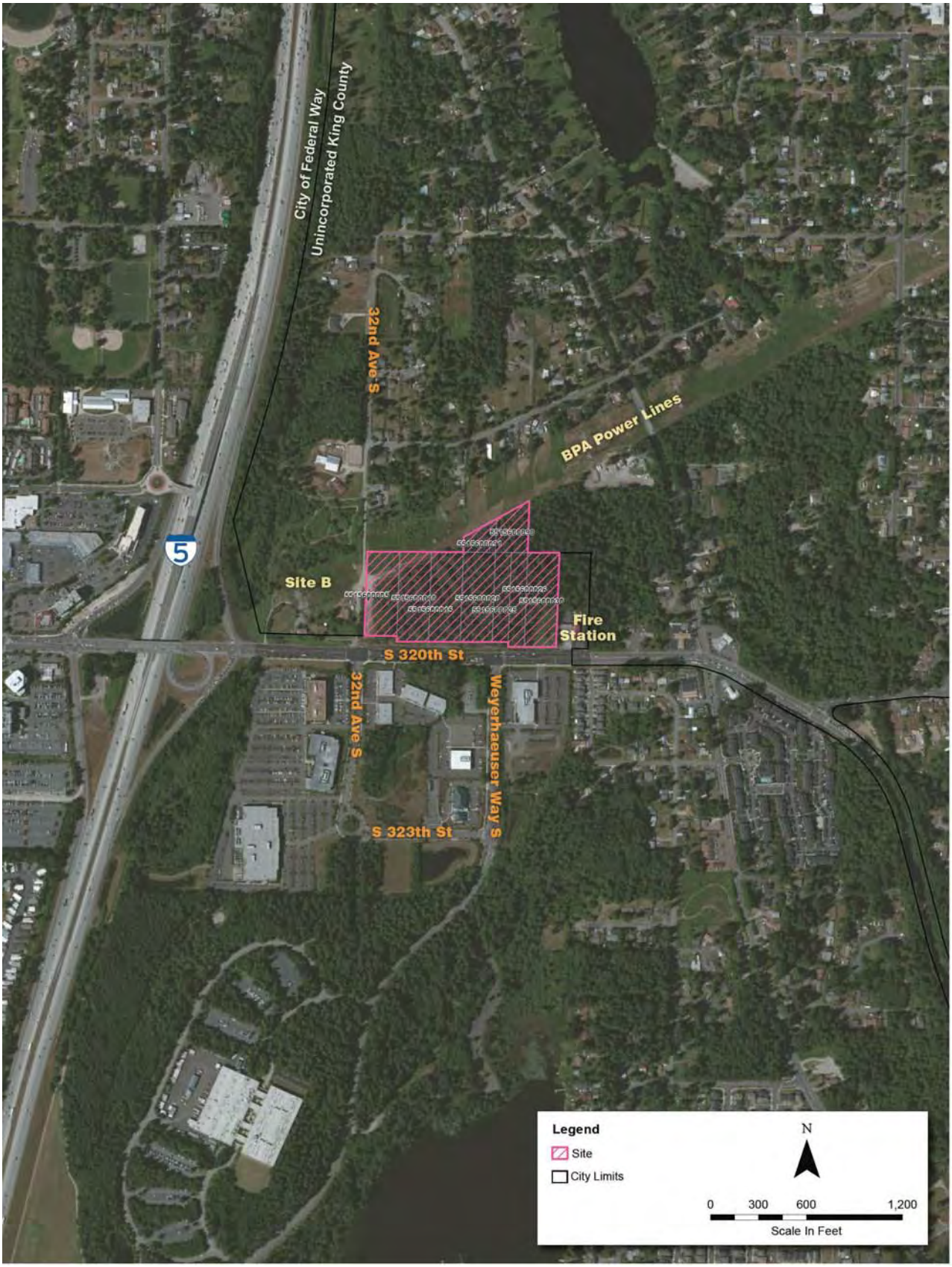
Zoning Designation

The subject parcels are zoned as RM2400 Multi-Family by the City of Federal Way. Essential public facilities, including transfer stations and other "Class I facilities," are allowed in all zones as a Process IV (Hearing Examiner Decision) use (City of Federal Way 2012).

Environmental Considerations

The site is vegetated and un-graded. Per the City of Federal Way, a Tree and Vegetation Retention Plan with a minimum tree density of 30 tree units/acre would be required (City of Federal Way 2011). Engineering for impervious surfaces and drainage would be required. The site sits above the grade of South 320th Street at the west end and slopes down to grade on the east end next to the fire station.

Figure B-9: Site C



The site is within the Hylebos Creek Drainage Basin. There are no mapped critical areas or water bodies on or next to the site (City of Federal Way 2008; WDFW 2012). The nearest mapped critical area is the wetland associated with Site B, roughly 750 feet to the west.

Legal Description

Parcel 5515600005:
MIDWAY SUBURBAN TRS SUBJ TO TRANS LN ESMT LESS ST HWY

Parcel 5515600010:
MIDWAY SUBURBAN TRS SUBJ TO TRANS LN ESMT LESS ST HWY

Parcel 5515600015:
MIDWAY SUBURBAN TRS SUBJ TO TRANS LN ESMT LESS ST HWY

Parcel 5515600020:
MIDWAY SUBURBAN TRS LESS ST HWY

Parcel 5515600025:
MIDWAY SUBURBAN TRS E 100 FT LESS POR FOR RD

Parcel 5515600026:
MIDWAY SUBURBAN TRS LESS E 100 FT LESS ST HWY

Parcel 5515600030:
MIDWAY SUBURBAN TRS LESS POR FOR RD

Parcel 5515600090:
MIDWAY SUBURBAN TRS POR LY S OF TRANS LN ESMT

Parcel 5515600091:
MIDWAY SUBURBAN TRS POR SLY OF TRANS LN ESMT

Removal from Consideration

As this site passed the initial Broad Area Site Screening review, the division's consultant contacted the property owner, Fire District 39. At this point, the division learned that the fire district plans to develop this property as a training center next to the adjacent fire station. As the property was to be developed for another public facility, the division removed this site from further consideration.

Site D

Site D is located at 901 C Street SW in the City of Auburn, Washington, 98001 (Figure B-10).

Site Characteristics

Site D comprises two parcels (2421049001 and 2421049054) owned by Segale Properties LLC totaling roughly 19 acres within the City of Auburn. This square site is west of C Street Southwest and south of SR-18 (Figures B-11 through B-13). The site is currently vacant and undeveloped.

Sites should be located near the project population center in order to be close to the maximum number of people. The 2010 population median center was determined by King County GIS Services using projections and population information from the Puget Sound Regional Council. The site is roughly two miles southeast of the 2010 population median center and is roughly 18 road miles from the Cedar Hills Regional Landfill.

Zoning Designation

The City of Auburn Zoning Map (dated December 2011) designates the parcels as M2 Heavy Industrial. The Heavy Industrial zone is intended to provide for general manufacturing, processing and grouping of industrial uses. This involves manufacturing, assembling, fabrication and processing, bulk handling of products, large amounts of storage and warehousing, outdoor storage and other related uses. Solid waste processing facilities are allowed in the Heavy Industrial zone by Conditional Use (City of Auburn 2011b).

Environmental Considerations

There are no critical areas or water bodies on-site (King County 2008).

The site has been roughly graded, is flat, and contains vegetation (grass) in the northwest corner of the site only.

Legal Description

Parcel 2421049001:

PCL A OF AUBURN LLA #LLA-01-0030 REC #20011221000584 SD LLA BEING LOCATED IN POR OF W 1/2 OF NE 1/4 OF SEC 24-21-4 LY NLY OF PUBLIC R/W DEEDED AS PER 4917/150 & 4917/156

Parcel 2421049054:

LOT B OF SURVEY WITH REC # 8711209005 SD PROPERTY LOCATED IN POR OF NW 1/4 OF NE 1/4 OF SEC 24-21-4 LY NELY OF C/L OF RR ESMTS

Figure B-10: Site D

Site Availability

Preliminary investigations provide no indication that the subject property is available for either long-term lease or purchase. Segale Properties is an active developer in the area and is known to inventory land for future development or sale depending on market conditions.

Vehicular Access and Traffic Patterns

The site is east of SR-167, along C Street Southwest, just south of the SR-18 interchange. The primary haul route to the site would likely use C Street Southwest, which has four lanes and is classified as a Minor Arterial (City of Auburn 2009). Immediate access to the site would be provided from a long driveway which also serves city offices and two baseball diamonds. The site is roughly 2,200 feet from the SR-18 interchange. The shortest haul route from a regional perspective would likely use the interchange at SR-18, located immediately north of the site. This interchange is constructed with shorter turning radii and steeper vertical curves than current standards, which are less accommodating to truck traffic.

There is a combination of general purpose and commercial traffic in this area. While the development of this site may increase the percentage of commercial vehicles, it would be consistent with the current traffic mixture. Furthermore, traffic accessing the site would likely use primary arterials, minimizing the effects to any sensitive receptors.

Widening on C Street Southwest north and south of the access point would likely be required to provide a dedicated left-turn lane into the site. Any widening would need to occur on the west side of the roadway to avoid encroaching on an existing railroad right-of-way, east of C Street Southwest.

Based on initial review, no apparent fatal flaws exist which would exclude this site from further, more detailed transportation evaluation. Further analysis concentrating on potential issues, such as the extent of widening required along C Street Southwest, availability of right-of-way for these improvements, and operational significance of the horizontal and vertical geometrics of the C Street Southwest/SR-18 interchange.

Rail spur access may be feasible due to the site's vicinity to the Union Pacific (UPRR) rail line.

Land Use Compatibility

Parcels to the south are also zoned M2 Heavy Industrial. Areas north are zoned as M1 Light Industrial, and areas west (across the UPRR) and east are zoned C3 Heavy Commercial. North of the site is a large distribution warehouse and to the east there is a large manufacturing facility. The UPRR runs along the parcels' west boundary (with the Interurban Trail just west of the rail line). Further west is the Outlet Collection Seattle (formerly SuperMall). On the south boundary is the City of Auburn Parks and Recreation administrative offices and maintenance facility.

Sensitive receptors include a hotel to the northeast, city playfields to the southeast (buffered by light industrial uses), and the Interurban Trail to the west (buffered by the UPRR). The site is partially hidden by the large facility to the east and is virtually screened from 15th Street Southwest by the Auburn Parks and Recreation maintenance facilities.

Site Configuration for Operations

This property has ample room to accommodate a transfer facility. The Generic site layout would fit on the site, including a 100-foot buffer on all four sides of the facility. However, because the site's shape is more square than rectangular, some reconfiguration of the layout would be required.

Figure B-11: Site D interior, looking northwest

Figure B-12: Site D interior, looking west

Figure B-13: Site D, looking north along C Street SW

Site E

Site E is located at 35101 West Valley Highway South in the City of Algona, Washington, 98001 (Figure B-14).

Site Characteristics

Site E is comprised of eight parcels owned by King County (listed below), incorporating roughly 14 acres within the City of Algona:

- Parcel 3751601414
- Parcel 3751601416
- Parcel 3751601419
- Parcel 3751601429
- Parcel 3356407890
- Parcel 3356407910
- Parcel 3356407905
- Parcel 3356407925

The site is irregularly shaped and is situated due north of the existing Algona Transfer Station and west of West Valley Highway South/SR-167 (Figures B-15 through B-17). There are unimproved rights-of-ways running north-south and east-west through the site. The County is interested in purchasing the adjacent L-shaped parcel (the "Sundquist property", Parcel 3356407915) that would complete the northeast corner of the site and create a less irregularly-shaped site.

Sites should be located near the project population center in order to be close to the maximum number of people. The 2010 population median center was determined by King County GIS Services using projections and population information from the Puget Sound Regional Council. The site is roughly 2.5 miles south of the 2010 population median center and is situated roughly 22 road miles from the Cedar Hills Regional Landfill.

Zoning Designation

The City of Algona Zoning Map (dated February 2006) designates the subject parcels as C-3 Heavy Commercial, and OS/CA Open Space/Critical Areas.

This site is within the "heavy commercial" area of Algona, which consists of a small strip of land west of West Valley Highway South/SR-167 and south of Boundary Boulevard within the city limits. The C-3 heavy commercial district is intended to provide more intensive retail trade and commercial services, such as the outside sales of vehicles, motorcycles, boats, recreational vehicles and heavy/light machinery. This district is intended to accommodate uses which are oriented toward automobiles either as the mode or target producing commercial service, and related retail/commercial uses. Essential public facilities and recycling collection stations are allowed in the C-3 zone as a conditional use (City of Algona 2012).

Unimproved rights-of-ways run through Site E and would require street vacations from the City of Algona.

Figure B-14: Site E

Environmental Considerations

Roughly three acres along the western edge of the site contains steep slopes with the potential for erosion and landslide hazards. There are no other critical areas or natural water bodies on-site. The vegetated strip west of the site is considered a "biodiversity area and corridor" by the Washington Department of Fish and Wildlife, and contains terrestrial habitat (WDFW 2012).

Roughly half of the site has been mined for its gravel, with the remainder still forested.

Legal Description

Parcel 3751601414:

Lot 6, Block 39 Jovita Heights, according to the plat thereof recorded in Volume 20 of Plats, page 12, in King County, Washington;

Together with that portion of 59th Avenue South as vacated under City of Auburn Ordinance No. 3630 and recorded under Recording No. 8702100441 which attached by operation of law;

AND Together with that portion of 59th Avenue South as vacated under City of Algona Ordinance No. 435 and recorded under Recording No. 8202090559 and amended by City of Algona Ordinance No. 466 recorded under Recording Number 8510300633 which attached by operation of law;

AND Together with those portions of Iowa Drive as vacated under City of Auburn Ordinance No. 6008 and recorded under Recording No. 20060406000310 which attached by operation of law.

Parcel 3751601416:

Lot 7, Block 39, Jovita Heights, according to the plat thereof recorded in Volume 20 of Plats, page 12, in King County, Washington.

Parcel 3751601419:

Lot 8, Block 39, Jovita Heights, according to the plat thereof recorded in Volume 20 of Plats, page 12, in King County, Washington.

Parcel 3751601429:

The Easterly 369 feet of Lots 9 through 13, inclusive, Block 39, Jovita Heights, according to the plat thereof recorded in Volume 20 of Plats, page 12, in King County, Washington;

(also known as Lot E of King County Boundary Line Adjustment No. S92L009E recorded under Recording No. 9208271740).

Parcel 3356407890:

Lots 1 and 2, Block 126, C.D. Hillman's Pacific City Addition to the City of Seattle Division No. 6, according to the plat thereof recorded in Volume 14 of Plats, page 30, in King County, Washington.

Parcel 3356407910:

Lot 2, Block 127, C.D. Hillman's Pacific City Addition to the City of Seattle Division No. 6, according to the plat thereof recorded in Volume 14 of Plats, page 30, in King County, Washington.

Parcel 3356407905:

Lot 1, Block 127, C.D. Hillman's Pacific City Addition to the City of Seattle Division No. 6, according to the plat thereof recorded in Volume 14 of Plats, page 30, in King County, Washington.

Parcel 3356407925:

That portion of Lot 2, Block 128, C.D. Hillman's Pacific City Addition to the City of Seattle, Division No. 6, according to the plat thereof recorded in Volume 14 of Plats, page 30, in King County, Washington, described as follows:

Beginning at the southeast corner of said Lot 2;
Thence west, along the south line of said lot, 150 feet;
Thence north at right angles to said south line, 150 feet;
Thence east parallel to the south line of said lot, to the easterly line of said lot;
Thence southerly along said easterly line to the place of beginning.

Site Availability

King County has purchased Site E as an interim holding, as the property was recently on the market. During site screening, the County was pursuing the purchase of the adjacent L-shaped parcel (the "Sundquist property") that would complete the northeast corner of the site and create a less irregularly-shaped site.

Vehicular Access and Traffic Patterns

The site is west of SR-167, south of 15th Street Southwest along the West Valley Highway. The site is roughly 2,500 feet from the SR-167 interchange. 15th Street Southwest a five-lane Principal Arterial; and West Valley Highway is a three-lane Principal Arterial. The nearest primary intersection, 15th Street Southwest/West Valley Highway is signalized. Regionally, the site is roughly one mile south of the SR-167/SR-18 interchange providing easy access to SR-18, eventually connecting to I-5 to the west.

There is a mix of commercial, industrial, and general purpose traffic on the West Valley Highway due to the mixture of land uses. There are limited sensitive receptors along the haul-route between the site and SR-167.

The current infrastructure appears to be suitable to accommodate truck traffic as it is along the same haul-route as the current Algona Transfer Station. Care should be taken to assure that the site access is located in a way that does not create a sight-distance issue along West Valley Highway; there appears to be adequate site frontage to appropriately locate a site access point. It may be prudent to consider the capacity of West Valley Highway to accommodate left turns into or out of the site, depending on a more detailed analysis.

Based on initial review, no apparent fatal flaws exist which would exclude this site from a further, more detailed transportation evaluation.

Land Use Compatibility

Surrounding land uses include the Algona Transfer Station to the south, car and motorcycle sales and repair to the north, a road/state highway system to the east, and single-family homes to the west.

Sensitive receptors (single-family homes) are roughly 200 feet west of the site, however the steep grade separation and roughly 200-foot forested area helps to buffer developed residential areas west of the property and above the valley floor.

Site Configuration for Operations

This property has sufficient room to accommodate a transfer facility similar to the Generic site layout, including a 100-foot buffer along most edges of the property. Because of the steep slopes along the western edge of the site, some adjustment of the non-site specific layout would be necessary.

Figure B-15: Site E, looking east

Figure B-16: Site E interior, looking south

Figure B-17: Site E interior, looking south

Appendix C – Site Scoring

South County Recycling and Transfer Station Functional Criteria Applied to Sites

Functional Criteria

Evaluative Scoring of Sites Under Consideration

3 = Well, 2 = Moderately, 1 = Slightly, 0 = Not At All or Not Applicable	Site A	Site B	Site D	Site E
Transportation				
Potential traffic impacts of facility operation can be minimized and/or mitigated. [2.9]	2	2	3	3
Roadways near the site have the capacity to handle increased truck traffic; quality and nature of the access route is compatible. [2.10]	2	1	2	2
Site is within approximately ½-mile of a major arterial or freeway/state highway (I-5, State Routes: 161, 164, 167, or 18). [2.11]	3	3	3	3
Site has potential access to a rail line. [2.12]	1	0	2	0
City economic impact/Zoning				
Site is appropriately zoned and consistent with local land use plans. [2.1]	1.5	2	2.5	2.5
Surrounding land uses and zoning designations are compatible. [2.2]	2	2	3	2.5
Site would not require extensive/expensive effort related to current tenant and/or business relocation. [2.18]	3	3	3	2
Site is not a key component of a city's or community's economic development plan(s). [2.19]	2	3	2	3
Locate away from				
Active area would be approximately 100 feet or more from the nearest residence. [2.3]	3	3	3	3
Site is located approximately 1,000 feet or more from parks and schools. [2.4]	1	3	2	3
Site can be developed without impact to identified critical wildlife habitat. [2.7]	3	3	3	3
Equitable distribution of facilities				
Site maintains an equitable distribution of county Solid Waste facilities (i.e. less than 30 minutes travel time for 90% of all users). [2.5]	2	3	3	3
Site provides equitable distribution of environmental impacts so that no racial, cultural, or socio-economic group is unduly impacted. [2.6]	1	2	1.5	2.5
Site shape, size, geographic characteristic				
Site contains a manageable amount of critical areas. [2.8]	3	2	3	2
Shape of site is conducive to the typical layout of a transfer station. [2.13]	3	3	3	3
Site is approximately 15–20 acres (not necessarily a single parcel). [2.14]	3	1	3	2
Topography on the developable area of the site is flat or gently sloping. [2.15]	3	2	3	3
Water table beneath the site is conducive to the use (i.e. deeper as opposed to shallow). [2.17]	1	3	1	1
Costs and utilities				
Site cost is within budget. [2.20]	3	3	3	3
Utilities are readily accessible. [2.16]	3	3	3	3
	45.5	**47**	**52**	**49.5**

King County Department of Natural Resources and Parks Solid Waste Division

Siting Advisory Committee #4: October 10, 2012

Community Criteria

Evaluative Scoring of Sites Under Consideration

3 = Well, 2 = Moderately, 1 = Slightly, 0 = Not At All or Not Applicable	Site A	B	D	E
Transportation				
Where arterial roadways are designated as good (not poor) in terms of condition and level of service in transportation plans	2	1	2	2
Easy connections to rail (for fifty year life span of facility)	1	0	2	0
Where trucks would not have to pass through school or hospital zones (focus on transportation impacts)	2	2	2	3
Access route can be maintained long-term	3	3	3	3
Away from areas of high truck traffic	1	2	1	2
Where accessible from all directions (so traffic is dispersed, not concentrated)	3	3	3	2
Consider transportation mitigation fees	0	0	0	0
Locate on existing truck routes (designated in Auburn)	2	0	2	0
City economic impact/zoning				
Economic vitality of community is not adversely affected	1	1	2	2
Creates benefit to host city	3	0	3	3
Away from locations where housing could be built in the future (review zoning and comprehensive plans)	1	1	3	2
Home/property owner economic impact				
Where surrounding property values would not be adversely affected	2	2	3	2
Where local community is not already burdened with impacts from existing facilities like speedway	2	3	3	3
Protect rural areas	3	3	3	3
Locate away from				
Away from parks, schools and churches	1	3	2	3
1000 feet from a school	1	3	2	3
Site near population center				
Consider population centroid movement (future projections)	3	3	3	3
Other				
Supports pass/fail criteria 1.2, 1.3, and 1.4	3	3	3	3
Suggested Design Criteria				
Adequate size to accommodate fully landscaped buffer	3	2	3	3
Located and designed so community uses – user-friendly access and operations	3	2	3	3
Where efficient operations can reduce impacts to community	0	0	0	0
Where 24-hour operation would be feasible	1	1	2	3
Where lighting, noise and odor concerns would be minimized and impacts easily mitigated	2	2	2	3
Other questions/suggestions				
What's the closure plan for existing Algona facility?	0	0	0	0
Use Pass/Fail criteria for a fast initial screen	0	0	0	0
	43	**40**	**52**	**51**

King County
Department of Natural Resources and Parks
Solid Waste Division

Siting Advisory Committee #4: October 10, 2012

Appendix D – Siting Advisory Committee

Siting Advisory Committee Members

Chambers of Commerce

Terry Davis, Auburn Area Chamber of Commerce
Byron Hiller, Auburn Area Chamber of Commerce
J.B. Rupert, Auburn Area Chamber of Commerce
Gary Venn, Auburn Area Chamber of Commerce
Nancy Wyatt, Auburn Area Chamber of Commerce
Patricia Mullen, Federal Way Chamber of Commerce
Dan Shea, Federal Way Chamber of Commerce

Cities

Dave Hill, City of Algona
Diana Quinn, City of Algona
Dini Duclos, City of Federal Way
Rob Van Orsow, City of Federal Way

Commercial Solid Waste Hauling Companies

Joe Casalini, Republic Services
Marc Davis, Waste Management
Jody Snyder, Waste Connections
John Taylor, CleanScapes
Eddie Westmoreland, Waste Connections

Environmental Groups

Jeff Guddat, Soos Creek Area Response
Nicholas Wells, Soos Creek Area Response
Gladys Paulus, White River Valley Citizen Corps Council
Jodi Riker, White River Valley Citizen Corps Council
Jerry Yap, White River Valley Citizen Corps Council

Neighborhood Groups

Karen Meador, Neely Mansion Association
Jody Armstrong, Washington National Estates

Residents

Mike Sears, Interested Citizen from Algona

School Districts

Dennis Grad, Auburn School District
Scott Weide, Auburn School District

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members
Cities			
Algona	6/22/12 emailed letter to Mayor Hill	yes	Dave Hill, Mayor
	6/22/12 emailed letter Diana Quinn	yes	Diana Quinn, City Administrator
Federal Way	6/22/12 emailed letter to Mayor Priest with cc: to Rob Van Orsow	tentative	Dini Duclos, Councilmember
		yes	Rob Van Orsow, Solid Waste & Recycling Coordinator
Pacific	6/22/12 emailed letter to Mayor Sun	city does not wish to participate	
Auburn	6/22/12 emailed letter to Mayor Lewis	city does not wish to participate	
Chambers of Commerce			
Auburn Area (includes Algona & Pacific)	Auburn city staff contacted	yes	Nancy Wyatt, President and COO Auburn Area Chamber of Commerce
		yes	Terry Davis
		yes	Byron Hiller
		yes	J.B. Rupert
		yes	Gary Venn
Federal Way	7/11/12 email	yes	Dan Shea, Weyerhaeuser
		yes	Patricia Mullen, CEO FW Chamber
School Districts			
Auburn (includes Algona & Pacific)	emailed	yes	Dennis Grad, Director of Transportation (member)
			Scott Weide (alternate)
Federal Way	emailed called and spoke with staff –	No response as of 8/13/12	

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members
	email addresses were incorrect, sent again and asked for response by 8/7		
Tribes			
Muckleshoot Tribe	7/11/12 email 8/10/12 called and left a message	No response as of 8/13/12	
Puyallup Tribe (DNRP Director's Office suggested contact)	8/3/12 left phone message	No response as of 8/13/12	
Advisory Committees			
MSWMAC	6/22/12 email	n/a	
SWAC	announced at SWAC mtg.	n/a	
Commercial Haulers			
Waste Management	7/12/12 email	yes - 8/13 email	Marc Davis - District Manager for South Sound Hauling
Waste Connections, Inc.	7/12/12 email	yes	Eddie Westmoreland, Western Region VP of Gov. Affairs
Republic	7/12/12 email 8/3/12 emailed Joe Casalini	yes	Joe Casalini
CleanScapes	7/12/12 email 7/20/12 called	yes	John Taylor
Business Organizations, Business Owners, & Interested Citizens			
Mike Sears Interested citizen &	referred by Diana Quinn of Algona	n/a	Mike Sears

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members	
property owner (owns commercial properties in Algona)				
The Auburn Downtown Association	7/20/12 - called and left msg.	Receptionist will have someone call No response as of 8/13/12		
Valley Recycling	7/20/12 - called and left msg. 7/31/12 - spoke to receptionist who said send info via email to the manager. Sent email.	No response as of 8/13/12		
Jody Armstrong Washington National Estates	7/25/12 - was referred by SCAR	yes	Jody Armstrong Board Member / Treasurer Washington National Estates	

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members
Environmental and Community Interest Groups			
Friends of the Hylebos/EarthCorps The Friends of the Hylebos has been working with the community to protect and restore streams, wetlands, forests and open space in the Hylebos watershed since 1983. In 2011, Friends of the Hylebos joined forces with EarthCorps, a leading environmental restoration and community-building organization.	7/20/12 - called and left msg. 7/30/12 - sent email	No response as of 8/13/12	
Rainier Audubon Society	7/20/12 - email 8/3/12 – follow up email	No response as of 8/13/12	
Soos Creek Area Response	7/20/12 - called Jeff Guddat	Yes	Nick Wells Jeff Guddat - alternate
Middle Green River Coalition	7/20/12 - sent email 7/30/12 - called, busy signal try again later 8/7/12 - email	8/7/12 - received email "will forward info to board" No response as of 8/13/12	
Friends of the Lower White River	7/20/12 - sent email no phone number available	No response as of 8/13/12	
White River Valley Citizen Corps Council (disaster	7/20/12 - called and left msg.	Yes	Jodi Riker, President White River Valley Citizen

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members	
response and recovery activities, serves the residents of Algona, Auburn and Pacific)			Corps Council	
Bicycle Alliance of Washington,	7/20/12 - called and left msg.	No response as of 8/13/12		
Transportation Choices Coalition	7/20/12 - called and left msg.	No response as of 8/13/12		
Kent Bicycle Advisory Board	7/20/12 - called and left msg.	No response as of 8/13/12		
Safe Routes to School	7/20/12 – called and talked	No response as of 8/13/12		
Historical Society Of Federal Way	7/24/12 –called and talked	7/25/12 – received response that an email was sent to Board members, next board mtg. on 8/2 No response as of 8/13/12		
Neely Mansion Association	Contacted us requesting to be on the SAC	yes	Karen Meador Board of Trustees	
ESJ Resources				
Human Services Planners groups to contact\05 2012 SKCHS Planners Directory.docx	Brook Lindquist (Federal Way)	Received additional contacts available Other Federal Way Contacts 7-26-2012.docx		
	Michael Hursh (Auburn) Left message and email 7/25/12	No response as of 8/13/12		
	Kirsten Reynolds (Auburn) Spoke to Kirsten and sent email 7/25/12	Kirsten shared info/request with Mayor's staff 7/30/12		

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members
		No response as of 8/13/12	
Multi-Service Center (located in Federal Way, serves south King County)	7/20/12 - spoke with Community Relations; they will look for someone to participate and respond no later than August 1st 8/7/12 – follow-up call	No - Received email 8/8/12 Suggestions of some who may be interested: **ReWA, an organization that works with refugees and immigrants.** **http://www.rewa.org/** **Subeida Mukhtar | Membership Coordinator South King Council of Human Services**	
The Auburn Food Bank	7/20/12 - called and left msg.	No response as of 8/13/12	
Iglesia Restauracion El Calvario (Auburn)	7/20/12 - spoke to Pastor Flores, who does not speak English. His daughter called back; she's going to see if anyone is interested in participating	No response as of 8/13/12	
Auburn Hispanic [Church]	7/20/12 - talked with a woman who answered the phone; she will have Pastor Eddie call.	No response as of 8/13/12	
Society of Hispanic Professional Engineers	7/30/12 - sent email to all officers	No response as of 8/13/12	
El Centro de la Raza	7/27/12 – spoke on the	7/30/12 – Response: no	

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members
Kloshe Illahee Mobile Home Park	7/31 - tried to contact; email is limited to contacts for people wanting to live in the Park and no phone number available.	n/a	
Asian Pacific Islanders Coalition of Puget Sound	7/30/12 - sent email	No response as of 8/13/12	
WA Commission on Asian Pacific American Affairs	7/30/12 - sent email to a board member for King Co	No response as of 8/13/12	
Manufactured Home Owners Association of America, Inc. (Advocacy for people living in manufactured homes)	8/3/12 - sent email to Executive Director asking for a rep from south King County	No response as of 8/13/12	
Algona Customers			
Algona Customers	Distributed recruitment fliers to customers at the station		
BJ's Hauling and Demolition Service	Suggestion from Algona TSO	yes - confirmed on 8/10/12	Cliff Butler
King County Resources			
DNRP Director's Office Communications staff	7/20/12 - called and left msg.		
Water & Lands Staff	7/20/12 - contacted multiple staff seeking ideas for groups to contact	Suggested contacts: Friends of the Hylebos, Friends of the Lower White River, El Centro de la Raza - contacted all	

SAC Recruitment Matrix
South County RTS – updated Monday, August 13, 2012

Groups to Contact	Contacted	Responses	Members
DNRP Director's Office Policy Analyst	talked about help identifying a Muckleshoot representative	He suggested contacting the Puyallup tribe	
Public Health, South Region staff		Provided names of south county human service planners	

King County
Department of
Natural Resources and Parks
Solid Waste Division

Algona Transfer Station

Recruiting Siting Advisory Committee Members

The King County Solid Waste Division is beginning a siting process to find a location for a recycling and solid waste transfer station in south King County. This siting process will look at sites in and around the cities of Algona, Auburn, Federal Way, and Pacific. This new facility will replace the Algona Transfer Station.

The division is recruiting members for a Siting Advisory Committee to provide input for that process. You are invited to consider being involved in the committee.

Other groups contacted for potential members include the cities in the area and the Federal Way and Auburn Area Chambers of Commerce. We are also in the process of contacting customers at the facility and various local environmental and community groups.

We plan to hold the first two SAC meetings the evenings of August 15 and August 29 at the Parks, Arts and Recreation Building, 910 Ninth Street SE in Auburn. A public meeting to introduce the project to the wider community is planned for mid-September. Further information is provided on the back of this flyer.

If you are interested in being involved, we would appreciate hearing back from you at your earliest convenience – preferably before ***August 6, 2012*** so we have an opportunity to send you information prior to the first meeting. Please respond via email to Kathy.Hashagen@KingCounty.gov or call at 206-296-3739.

July 2012

Why is King County replacing an existing transfer station?
The Algona Transfer Station, like many of King County's solid waste transfer stations, was built in the mid-1960s. The transfer network has served the region well for nearly five decades; however, the urban transfer stations constructed at that time are now outdated and over capacity. The collaborative, multi-year effort undertaken that led to the decision to replace the transfer station will be discussed at the SAC meetings.

What is a Siting Advisory Committee?
A SAC is a group of interested stakeholders willing to learn about and provide input to King County on topics related to transfer station siting. Ideally, interested stakeholders would include representatives from cities, tribes, community and neighborhood groups, someone who can represent the interests of historically underrepresented groups such as people with low income and/or limited English proficiency, environmental groups, schools, local agencies and businesses, commercial garbage and recycling collection companies, and transfer station users.

What is the purpose of the Siting Advisory Committee?
The purpose of the SAC is to advise the County's project team on concerns or issues related to the siting of a new recycling and transfer station in south King County. Input from SAC members and information from public meetings and other sources will inform the work of the project team. The SAC will help develop and apply criteria we will use to rank potential sites so a final recommendation can be made to the King County Executive. The Executive will make the final site decision after completion of an environmental review as required by the State Environmental Policy Act (SEPA).

What is the time commitment of Siting Advisory Committee members?
The committee will meet regularly over the next few months in the south King County area, as the list of potential sites is narrowed from multiple sites during a broad area screening effort to no more than three sites. During the site screening process, meetings will be held as needed from August through November 2012.

Contact King County Solid Waste Division:

Website: www.kingcounty.gov/solidwaste
Phone: 206-296-4466, TTY Relay: 711, Mon-Fri: 8:30am - 4:30pm

Alternate formats available
Call 206-296-4466, TTY Relay: 711

July 2012

June 22, 2012

TO: Mayors and City Managers/Administrators of these cities ONLY:
CC: City Recycling Contacts,

- **Algona**
  - The Honorable David Hill, Mayor mayor@algonawa.gov
  - Diana Quinn, City Administrator/Clerk Treasurer dianaq@algonawa.gov
- **Auburn**
  - The Honorable Pete Lewis, Mayor plewis@auburnwa.gov
    - Shelley Coleman, Finance Director scoleman@auburnwa.gov
    - Joan Nelson, Recycling Coordinator jenelson@auburnwa.gov
    - Kathleen Edman, Recycling Coordinator KEdman@auburnwa.gov
- **Federal Way**
  - The Honorable Skip Priest, Mayor skip.priest@cityoffederalway.com
    - Rob Van Orsow, Recycling Coordinator Rob.VanOrsow@cityoffederalway.com
    - Jeanette Brizendine, Recycling Coordinator jeanette.brizendine@cityoffederalway.com
- **Pacific**
  - The Honorable Cy Sun, Mayor csun@ci.pacific.wa.us

Dear Mayor/City Administrator:

The King County Solid Waste Division is beginning the siting process to find a site for a new recycling and solid waste transfer station in south King County that will replace the Algona Transfer Station. This siting process may include looking at sites in and around your city. I am writing to request your assistance in identifying individuals to participate on a Siting Advisory Committee (SAC) for the South County Recycling and Transfer Station siting process. SAC representatives could be city staff or elected officials as well as residents of your city, or individuals that represent community or other interest groups.

We would appreciate hearing back from you no later than ***July 2, 2012***. This letter outlines information to use when considering potential representatives.

Why is King County replacing an existing transfer station?

The Algona Transfer Station, like many of King County's solid waste transfer stations, was built in the mid-1960s. The transfer network has served the region well for nearly five decades; however, the urban transfer stations are now outdated and over capacity, with the exception of the newly constructed Shoreline station. Details about the collaborative, multi-year effort undertaken that led to the decision to replace the transfer station will be discussed at the SAC meetings.

What areas of south King County are being considered for a new transfer station?

The areas include, but are not limited to, areas in or around the cities of Algona, Auburn, Federal Way, and Pacific.

What is a Siting Advisory Committee?

A SAC is a group of interested stakeholders willing to learn about and provide input to King County on topics related to transfer station siting. Ideally, interested stakeholders would include

representatives from cities, tribes, community and neighborhood groups, someone who can represent the interests of historically underrepresented groups such as people with low income and/or limited English proficiency, environmental groups, schools, local agencies and businesses, commercial garbage and recycling collection companies, and transfer station users. We are looking for 12-15 members.

What is the purpose of the Siting Advisory Committee?

The purpose of the SAC is to advise the County's project team on concerns or issues related to the siting of a new recycling and transfer station in south King County. SAC members are representative of a particular interest group. Input from SAC members and information from public meetings and other sources will inform the work of the project team. The SAC will help develop and apply criteria we will use to rank potential sites so a final recommendation can be made to the King County Executive. The Executive will make the final site decision after completion of an environmental review as required by the State Environmental Policy Act (SEPA). The SAC can also provide input later in the process as the division develops facility designs.

What is the time commitment of Siting Advisory Committee members?

The committee will meet regularly over the next few months in the south King County area, as the list of potential sites is narrowed from multiple sites during a broad area screening effort to no more than three sites. During the site screening process, meetings will be held as needed from August through November 2012.

The first SAC meeting for the South King County Transfer Station Siting Project will be held in early August 2012. We ask that you please provide the names of recommended representatives by July 2. Please contact Diane Yates at 206-296-4406, diane.yates@kingcounty.gov or Kathy Hashagen at 206-296-3739, kathy.hashagen@kingcounty.gov with recommendations or questions.

We look forward to working with you on this project and appreciate your assistance.

Sincerely,

Kevin Kiernan
Division Director

cc:

bcc: Polly Young
Kathy Hashagen
Diane Yates
Tami Litras
Kathryn Killinger
Beth Humphreys
Thea Severn
Lisa Williams
Eric Richardt
Neil Fujii
Victor Okereke

Email sent to commercial haulers in South King County on August 2, 2012

The King County Solid Waste Division is beginning the siting process to find a site for a new recycling and solid waste transfer station in south King County that will replace the Algona Transfer Station. This siting process may include looking at sites in and around the cities of Algona, Auburn, Federal Way, and Pacific. I am writing to ask if a representative from your company would like to be on the Siting Advisory Committee (SAC) for the South County Recycling and Transfer Station siting process. We are also writing the other certificated haulers in the area to ask if they are interested in participating on the SAC.

We would appreciate hearing back from you no later than ***July 20, 2012*** with the name of someone you would recommend to be on the Siting Advisory Committee (SAC). We plan to hold the first two SAC meetings August 15 and August 29, with a public meeting in mid-September to introduce the project to the wider community. The location for those meetings has yet to-be-determined. This letter outlines information to use when considering a potential representative for the advisory committee.

Why is King County replacing an existing transfer station?
The Algona Transfer Station, like many of King County's solid waste transfer stations, was built in the mid-1960s. The transfer network has served the region well for nearly five decades; however, the urban transfer stations are now outdated and over capacity, with the exception of the newly constructed Shoreline station. Details about the collaborative, multi-year effort undertaken that led to the decision to replace the transfer station will be discussed at the SAC meetings.

What areas of south King County are being considered for a new transfer station?
The areas include, but are not limited to, areas in or around the cities of Algona, Auburn, Federal Way, and Pacific.

What is a Siting Advisory Committee?
A SAC is a group of interested stakeholders willing to learn about and provide input to King County on topics related to transfer station siting. Ideally, interested stakeholders would include representatives from cities, tribes, community and neighborhood groups, someone who can represent the interests of historically underrepresented groups such as people with low income and/or limited English proficiency, environmental groups, schools, local agencies and businesses, commercial garbage and recycling collection companies, and transfer station users. We are looking for 12-15 members.

What is the purpose of the Siting Advisory Committee?
The purpose of the SAC is to advise the County's project team on concerns or issues related to the siting of a new recycling and transfer station in south King County. SAC members are representative of a particular interest group. Input from SAC members and information from public meetings and other sources will inform the work of the project team. The SAC will help develop and apply criteria we will use to rank potential sites so a final recommendation can be made to the King County Executive. The Executive will make the final site decision after completion of an environmental review as required by the State Environmental Policy Act

(SEPA). The SAC can also provide input later in the process as the division develops facility designs.

What is the time commitment of Siting Advisory Committee members?
The committee will meet regularly over the next few months in the south King County area, as the list of potential sites is narrowed from multiple sites during a broad area screening effort to no more than three sites. During the site screening process, meetings will be held as needed from August through November 2012.

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We look forward to working with you on this project and appreciate your assistance.

Sincerely,

Kevin Kiernan
Division Director

Siting Advisory Committee Recruitment

Sent by email or letter to

- **Muckleshoot and Puyallup Tribes July 12, 2012**
- **Auburn, Kent, and Federal Way School Districts July 12, 2012**
- **Auburn and Federal Way Chambers of Commerce July 12, 2012**
- **Rainier Audubon Society and Friends of the Hylebos/EarthCorps, Friends of the Lower White River, Middle Green River Coalition July 20, 2012**

The King County Solid Waste Division is beginning the siting process to find a site for a new recycling and solid waste transfer station in south King County that will replace the Algona Transfer Station. This siting process may include looking at sites in and around the cities of Algona, Auburn, Federal Way, and Pacific. I am writing to ask if representatives from the your school district would like to be on the Siting Advisory Committee (SAC) for the South County Recycling and Transfer Station siting process. In our previous facility siting efforts in other parts of the county, we have invited schools to participate on advisory committees to speak to educational opportunities and potential transportation issues.

We would appreciate hearing back from you no later than ***July 20, 2012*** with the name of a person you would recommend to be on the Siting Advisory Committee (SAC). We plan to hold the first two SAC meetings in August, August 15 and August 29, with a public meeting in mid-September to introduce the project to the wider community. The location for those meetings has yet to-be-determined. This letter outlines information to use when considering a potential representative for the advisory committee.

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We look forward to working with you on this project and appreciate your assistance.

Sincerely,

Kevin Kiernan
Division Director, King County Solid Waste
206-296-4385

Appendix E – Public Comment Summary

Comment Summary

Feedback about the siting process and potential sites was offered in several ways including notes on flipcharts, comment forms submitted both at and following the September 27, 2012 public meeting, and comments and questions after the presentations at the meeting. Additionally, about 20 comments were submitted via email and the Solid Waste Division website.

Key Findings

The primary expressed concerns were about the potential traffic effects due to a transfer facility, loss of city revenue to the host city due to public use of the site, and potential effects to the aesthetic sensibility of the area or host city. Many acknowledged the challenge involved in siting the new recycling and transfer station but preferred that it be located away from their community. Some key points expressed about each site were as follows:

Site A (Auburn):
- traffic congestion on 15th Avenue NW/NE
- proximity of the site to Senior Housing Assistance Group (SHAG) housing, hotels and daycare center
- precludes potential retail development

Site B (unincorporated King County close to Federal Way):
- traffic congestion on South 320th
- close to the nearby fire station
- good access to freeway, under BPA transmission lines which limits other uses

Site D (Auburn):
- access from "C" street difficult because of turns
- proximity of the site to a hotel (Best Western)

Site E (Algona):
- precludes potential retail development
- supportive comments (such as the site being familiar to users due to the existing Algona Transfer Station next door)

Comments Recorded on Flipcharts

Site A:

- Site is next to SHAG (Senior Housing Assistance Group) Senior Housing – Auburn Court
- 15th Street NE is busy street – currently operates at level of service F
- A Street NE between 15th Street NW and 14th Street NW only has space for a few cars to queue
- 10th Street NE near Fred Meyer is congested
- New road along west side of Site A limits rail connection potential
- Close to Auburn Airport in approach and departure corridor
- Daycare, pre and after school programs; bus drop-off on both A Street and 10th
- Development of Site A as a transfer station would remove land that could be used for potential tax revenue generating development
- Impact on city roads and traffic
- Next to hotels and restaurants
- SuperMall changed name to "Outlet Collection" and $35 million renovation already started
- North Shopping Center - already has vacancy issues, cannot market, loss of tax base
- Traffic already congested near Site A, this project will make it worse
- Daycare, SHAG Housing, hotels are nearby
- 15th NW – has existing high school traffic
- 15th NW is already a very busy corridor
- How will this impact future development?
- The project is an essential public facility - so not allowed as an administrative conditional use but subject to the City's Comprehensive Planning process that requires City Council approval.
- Site is immediately adjacent to a wetland (due west)
- Will exacerbate existing traffic congestion during peak hours
- Will have a tremendous financial/growth impact to the City of Auburn - impact is very high relative to Algona location
- Located at a main arterial to the City. It is the first thing people would see entering Auburn. Both sites in Auburn have huge potential for future business development

Site B:

- There is already too much traffic on South 320th Street
    - the area is congested in AM and PM traffic times - local residents already avoid these times
    - concerned about neighborhood cut-through traffic on Weyerhaeuser Way and North Lake Road
    - concerned about North Lake water quality if traffic and resulting run-off enters North Lake
    - concerned about trash dumping in neighborhood if a transfer facility is located here
- Excellent on and off freeway ramp
- Hidden away from residential
- Turning lane already installed on 32nd Ave
- No retail or food services on this side of freeway (I-5)
- Best use of site because of BPA transmission lines

Site D:

- Difficult to turn left onto C Street SW off of southern road
- Popular Russian grocery store (Marvel Food & Deli) near the Best Western hotel
- The Interurban Trail crossing on 15th Street SW has safety issues due to the slight hill blocking views of the trail
- Perimeter Road is a private road for Boeing employees; the crossing with 15th Street SW was difficult to plan and

is congested
- Next to hotels and restaurants
- The project is an essential public facility - so not allowed as an administrative conditional use but subject to the City's Comprehensive Planning process that requires City Council approval.
- Will have a tremendous financial/growth impact to the City of Auburn - impact is very high relative to Algona location

Site E:
- Zoned retail - would eliminate the only retail site in Algona which affects revenue stream

Elected and Agency Officials

Following the first presentation, the Mayor and Planning Director of Auburn and a Federal Way Council member asked to address the group. Their comments are summarized below:
Pete Lewis, Mayor, City of Auburn:

Mayor Lewis first stated that the City was not invited to participate on the siting advisory committee (a letter was sent to the city requesting their participation but was apparently missed by the mayor). He said that neither site is a good one and that it would mean the loss of valuable commercial land to the city. He mentioned that Site A is next to a major assisted living facility and that Site D is next to the region's largest public ball field and would impact the view from the Auburn SuperMall.

Kevin Snyder, Planning Director, City of Auburn:

Kevin spoke to the process laid out in the City's Comprehensive Plan for siting an essential public facility. He stated that there is a process that the County must follow to meet the City's conditions, and that the County may not be aware of that process.

Dini Duclos, Federal Way Councilmember:

Councilmember Duclos expressed her concern about Site B, given its location on South 320th Street which is already heavily congested. The city is concerned that a transfer station would add to the traffic and make it difficult for the fire department (located to the east of the site) to respond to emergencies in a timely manner. She feels it would be a huge liability for King County if there was any delay in response times because of the transfer station traffic. A letter was sent from Federal Way to the King County Executive expressing disapproval of Site B.

King County
Department of
Natural Resources and Parks
Solid Waste Division

Sept. 27, 2012 Open House
Comment Form

Siting a New Recycling & Transfer Station in south King County

Thank you for attending the open house and for your interest in this project. Your comments will help in the selection of the location for a new facility to serve south King County for the next 50 years.

1. What criteria are most important to you in siting a new facility? (such as not near a school)

_____

_____

_____

_____

2. Are there any additional criteria you think we should consider?

_____

_____

_____

3. Do you have a favorite or preferred site and if so, why?

_____

_____

_____

4. Other comments or suggestions?

_____

_____

_____

_____

Please indicate your interest and then fill in your contact information below:

please add me to project email list please respond to my comment I would like a transfer station tour

Name: _____ Phone No. _____

Email: _____

Address: _____

Street City Zip

King County Solid Waste Division
www.kingcounty.gov/solidwaste, 206-296-4466, TTY Relay: 711
Alternate formats provided upon request.

- Station-type traffic is already familiar to users of adjacent roadways

Received from Rob van Orsow on Sept. 14, 2012

South County Transfer Station Alternative Approach – Rough Draft

We should be able to find a large enough parcel can be found for the intended design. It may cost more, so that criteria may need to weighted much lower and 'ability to overcome Nimbys' should weigh higher...

However, here is an approach that may work:

1. New South Transfer station – commercial haulers only (KCSWD account/card required), garbage only. Small facility footprint. Easier to site. Single Compactor. Cheaper. Site could be designed to accommodate an additional compactor in future when capacity is needed.

2. Remodel Algona TS – self haulers only. (No compaction – this would only be 20% of current Algona MSW thru-put). Improve safety: not just cables around pit, reduced commercial vs. self-hauler conflicts. Shore up pilings, reduced weight load since no packer trucks.

- Algona Open Thursday to Monday (40 hours of access/week) Cheaper to operate. KC already owns it.

- Add source separated yard debris (w/ discount tip fee) and other recycling elements (in front of the gate). Scrap Metal, Batteries, etc. Use small part of adjacent parcels already purchased if needed. (City of Algona gets its "heavy commercial" tax base.)

- Access only during open hours (TSO's have to visually monitor so no MSW dumping occurs into recycling stream)

3. Recycling and processing of commercial 'resource rich' or big box store compactor or mixed loads would occur at Bow Lake TS (it would have capacity for this and run essentially 24/7). There would have to be tip fee pricing discount or other consideration to make up for the 'windshield time' of getting loads to go there from all over South KC.

Of course, this is depending on plans for the diversion element look like at Bow Lake. How are plans going to maximize Bow Lake diversion potential, capacity, and flexibility for new technology down the road? Will it be a dirty MRF? Making Bow Lake landfill diversion-friendly is a key.

Some Cons:

1. Twice as many Nimbys (but Algona is already sited, and its related County Transfer Trailer use/road damage would just diminish 80%, while resi access convenience would be essentially the same...)
2. South county resource rich loads would have to travel farther for primary processing at Bow Lake. Disincentive for diversion, as it would be easier for haulers just to send everything to the New South TS. (That's why discounted pricing for resource rich loads would have to offset this.) Tipping fee reduction could pass through to generators – they should not pay the highest tip fee when hauler gets a discount (Or maybe this is where the incentive comes in, and if a generator is too busy to recycle, the hauler has an economic incentive to maximize diversion so 'recycling rich' loads will tend to go to Bow Lake)
3. Equity issue (other parts of County would have 'one stop shopping' and more comprehensive TS site access but not South County and its growing population). Tip fee 'discount' for 'recycling rich' loads may help offset this concern – but the users closer to Bow Lake would benefit 'even more' than south county.
4. Would increase complexity of Direct Billing/tracking (should still be manageable)
5. Would increase complexity of messaging to customers on where and when to access dump sites in the system (already has differences though and it has not meant lasting issues)

Others?

AUBURN
SCHOOL DISTRICT
ENGAGE • EDUCATE • EMPOWER

September 25, 2012

Polly Young
Communications Planner
Solid Waste Division
123 South Jackson Street, Suite 701
Seattle, WA 98104-3855

Re: Auburn Transfer Station Proposed Site D

Dear Ms. Young,

The Auburn School District would like to respectfully request that the King County Siting Advisory Committee take into consideration the information below when evaluating Site D at 901 C Street SW.

1. The Auburn School District Transportation Center neighbors this site and adds significantly to the traffic in the area of C St SW and 8th St SW. Nearly 400 bus trips a day pass through this area and added congestion from a transfer station will affect the transportation of most students.
2. Additional transfer station traffic on 15th St SW will impede access for busses and district vehicles to the transportation facility.
3. The Highway 18 Eastbound off ramp to C St is short and difficult to navigate. Traffic routinely backs up on Highway 18 Eastbound making this off ramp inaccessible.
4. The Highway 18 Eastbound entrance is also short and difficult to manage. Vehicles entering traffic at this access point have a shortened merging zone.
5. C St SW cannot accommodate expansion. Utilities on the West and the Burlington Northern facility to the East preclude additional lanes of traffic or adding shoulders.
6. GSA Park is within 1000 ft of the proposed facility. GSA Park houses two baseball/softball fields and is a magnet facility for local Little League tournaments.
7. Long Horn Barbeque and Best Western Hotel are adjacent facilities that may suffer adverse impacts from the addition of a Transfer Station.

We would recommend that the Functional criteria rankings be revised as follows:

1. Potential traffic impacts of facility operation can be minimized and/or mitigated (revise full circle to half circle)
2. Site is within approximately ½ mile of a major arterial or freeway/state highway (revise full circle to half circle)
3. Surrounding land uses and zoning designations are compatible (revise full circle to three quarter circle)
4. Site is located approximately 1,000 feet or more from parks and schools (revise half circle to open circle)

We would also recommend that the Community criteria rankings be revised as follows:

1. Access route can be maintained long term (revise full circle to half circle)
2. Where accessible from all directions (revise full circle to half circle)
3. Away from parks, schools and churches (revise half circle to open circle)

Our school district believes that this potential site has significant limitation and will negatively impact the operation of our transportation system. Thank you in advance for reviewing our request to consider this additional information and revisit the criteria rankings for this site.

Sincerely,

Dr. Dennis 'Kip' Herren
Superintendent

James P. Fugate Administration Building • 915 Fourth Street NE • Auburn, WA 98002-4499 • 253-931-4900

CITY OF
Federal Way

CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-7000
www.cityoffederalway.com

October 3, 2012

Dow Constantine, County Executive
King County Chinook Building
401 5th Ave., Suite 800
Seattle, WA 98104

Re: Additional City of Federal Way Concerns for Potential New Transfer Station Site

Dear Executive Constantine,

Mayor Priest and Federal Way's City Council stand united in opposing "Site B" (located at S 320th Street & I-5) for a new solid waste transfer station. Concerns were already raised in the letter to you dated September 21, 2012. The Mayor and City Council wish to emphasize additional factors that call into question the suitability of Site B for a transfer station.

Site B would have significant impacts to transportation in and near Federal Way that would require expensive mitigation. The intersection of S 320th Street and Military Road is already over capacity, and the proposed facility's traffic impact will likely trigger requirements for additional through lanes on S 320th Street and Peasley Canyon Road. Site B would also require frontage improvements on S 320th Street and traffic signal modifications at Weyerhaeuser Way S and/or 32nd Avenue S.

The S 320th Street corridor is also a commonly-used diversion route when SR 18 backs up due to congestion on I-5 emanating from Fife and Tacoma, a regular occurrence. During these times, westbound traffic on S 320th Street becomes a solid backup from 23rd Avenue S to Peasley Canyon Road past S 321st Street. This congestion also causes traffic back-ups on the freeway off-ramps onto the mainline of I-5, resulting in a significant safety concern.

The City's current Transportation Improvement Plan identifies the need for widening the S 320th Street overpass bridge above I-5 to 6 lanes; the estimated cost of this project is $101,874,000. The intersection at 23rd Avenue S is particularly significant since it is close to failure and Site B could easily trigger failure. If not mitigated, this could result in a development moratorium that would stymie efforts to encourage development in our designated Urban Center.

The City also has concerns about the impacts to area resident safety. Additional traffic generated by Site B will congest S 320th Street to the point where backups will increase South King Fire and Rescue Station 64 and King County Medic One response times. As you know, any delay in emergency response may be a matter of life and death, with the potential for liability for King County.

City representatives attended the Transfer Station Siting Open House held in Auburn on September 27, 2012. At the Open House, citizens from in and around Federal Way echoed concerns about Site B, including: impacts to the environment, wetlands and nearby North Lake; potential safety

impacts due to blocking emergency vehicles; increased traffic congestion, and increased litter and illegal dumping. Chamber of Commerce representatives from Federal Way and Auburn also expressed concerns about traffic impacts arising from Site B.

Mayor Priest and the Federal Way City Council appreciate the County's commitment to seriously consider input about the transfer station siting process. The Mayor and City Council will continue to stay involved with the process. If you have any questions about the concerns we've raised in this letter please contact Cary M. Roe, P.E., Director of Parks, Public Works and Emergency Management at (253) 835-2710 or cary.roe@cityoffederalway.com.

Sincerely,

Skip Priest, Mayor

FEDERAL WAY CITY COUNCIL

Jim Ferrell, Deputy Mayor

Jeanne Burbidge, Councilmember

Bob Celski, Councilmember

Dini Duclos, Councilmember

Roger Freeman, Councilmember

Susan Honda, Councilmember

Linda Kochmar, Councilmember

SP/DD:dl

cc:

Councilmember Peter von Reichbauer, Metropolitan King County Council
Pat McLaughlin, Director, King County Solid Waste Division
Cary M. Roe, P.E., Director of Parks, Public Works and Emergency Management, City of Federal Way
Ken Miller, P.E., Deputy Director Public Works, City of Federal Way
Rob Van Orsow, Solid Waste and Recycling Coordinator
Day File

Federal Way
CHAMBER
enhancing community prosperity

October 16, 2012

King County Dept. of Natural Resources and Parks
Pat McLaughlin, Division Director
Solid Waste Division, KSC- NR – 0701
123 South Jackson Street, Suite 701
Seattle, WA 98104

Re: Algona Transfer Station Replacement Project

Dear Director McLaughlin,

The Federal Way Chamber of Commerce (FWCC) wishes to thank King County Waste Management for their thoughtful consideration as they continue their efforts to fulfill their obligation to upgrade the existing waste transfer stations throughout King County .

The Federal Way Chamber of Commerce wishes to address issues related to the consideration of the upgrading (or replacing) the existing Algona station.

The FWCC encourages the King County Solid Waste Division to take into consideration our endorsements:

Ease of design/easements: ***FWCC endorses site selection that insures both public safety and minimal encourachment to BPA transmission lines.*** The FWCC encourages King County to consider sites where land use is compatible to the maintenance and operation of BPA transmission lines. Special consideration must be given to the needs of an underground reservoir as part of the new transfer station and its impact on site stability. Additionally, we encourage King County to consider the impact of any downed power lines should a more catastrophic event occur.

Connection to Rail: ***FWCC endorses any future siting that has both easy and cost effective connection to rail.*** Easy and efficient transfer of waste to rail connections is an essential component of any overarching county strategy.

Minimal Environmental concerns: ***FWCC supports King County's commitment to environmental stewardship.*** Future siting needs to minimize any environmental concern and provide due consideration to impacts of existing wetlands.

Transportation: ***The FWCC encourages King County to invest in a future site that will not impede commuter use, and short haul needs.*** Future siting must be easily accessed with minimal impact to major freeway system and commuter traffic patterns. Considerations of recognized commuter congestion patterns must be a key consideration in future siting along with minimizing fuel consumption / carbon emissions with transport / haul needs.

Minimal Impact on public safety: ***FWCC encourages King County to insure the future siting be free from any impediments that would impact emergency response systems.*** The future site must not present any impediment to emergency response systems.

Regional proximity: FWCC endorses future siting be situated in a service area that meets the needs of the broader region. The future site must take into account the growing density and demands of the service area.

Mitigation: The FWCC endorses King County to provide ample mitigation to any host community.

We will continue to monitor the process and provide additional input as necessary. Again, our sincere appreciation for the work you do on behalf of King County.

Patricia S. Mullen
Presdient / CEO

cc: King County Councilmember, Pete Von Reichbauer
City of Federal Way, Mayor Skip Priest
Greater Auburn Chamber of Commerce, CEO Nancy Wyatt

KENYON DISEND

Michael R. Kenyon
Bruce L. Disend
Shelley M. Kerslake

Kari L. Sand
Chris D. Bacha
Margaret J. King
Bob C. Sterbank
Rachel B. Turpin
Ann Marie J. Soto

October 18, 2012

Mr. Pat McLaughlin, Division Director
King County DNRP - Solid Waste Division
Mail Stop: KSC-NR-0701
King Street Center
201 S. Jackson St., Rm. 701
Seattle, WA 98104

Re: South County Recycling & Transfer Station (SCRTS), Proposed Algona Site & Lead Agency Status under SEPA

Dear Mr. McLaughlin:

It has come to my attention that during a recent Siting Advisory Committee meeting held on Wednesday, October 10, 2012, you or a member of your staff indicated that King County would assert lead agency status under SEPA with regards to a new SCRTS.

On behalf of the City of Algona, please be advised that Algona will seek lead agency status as the host jurisdiction and based on the various factors listed in WAC 197-11-946(2). It is my understanding that the siting process is still underway and no final decision has been made as to the final location of a new SCRTS. If Algona is selected as the final site for the new SCRTS, then perhaps Algona and King County can reach agreement, pursuant to WAC 197-11-942, that Algona is the jurisdiction with lead agency status.

We welcome further discussion on the lead agency issue for SEPA purposes at the appropriate time. Feel free to call or e-mail me at your convenience and thank you for your time and attention to this issue.

Kenyon Disend, PLLC | The Municipal Law Firm | 11 Front Street South | Issaquah, WA 98027-3820 | Tel: (425) 392-7090 | Fax: (425) 392-7071 | www.kenyondisend.com

Very truly yours,

KENYON DISEND, PLLC

Kari L. Sand

cc: Mayor David Hill
Diana Quinn, City Administrator/Clerk-Treasurer
Warren Perkins, City Engineer
Pete von Reichbauer, King County Councilmember

Agency Comments

From: Dave Hill [mailto:mayor@algonawa.gov]
Sent: Wednesday, September 26, 2012 9:27 PM
To: Young, Polly
Cc: treasurer@diamondridgeestates.org; bjshauling@msn.com; bjsrecycling@live.com; jcasalini@republicservices.com; eddy.chu@muckleshoot.nsn.us; mdavis35@wm.com; Terry_davis@cable.comcast.com; dini.duclos@cityoffederalway.com; dgrad@auburn.wednet.edu; jeffguddat@yahoo.com; bhiller@nwlink.com; karmeador@comcast.net; pmullen@federalwaychamber.com; Diana Quinn; jodiriker@aol.com; gipaulus@cs.com; info@wrvccc.org; jrandom42@hotmail.com; jrupert@ruperteng.com; plummit@gmail.com; Dan.Shea@weyerhaeuser.com; jodys@wcnx.org; john.taylor@cleanscapes.com; Rob.VanOrsow@cityoffederalway.com; Gary.venn@oldcastleprecast.com; sweide@auburn.wednet.edu; Nickwells49@gmail.com; eddiew@wcnx.org; nancy@auburnareawa.org; dtmanes@republicservices.com; McLaughlin, Pat; Kiernan, Kevin; Fujii, Neil; Williams, Lisa; Richardt, Eric; Okereke, Victor; Williams, Doug-Media; Severn, Thea; Hashagen, Kathy; Litras, Tami; Humphreys, Beth; Alexander, Gemma; Killinger, Kathryn; Gerla, Kathryn; julie.blakeslee@urs.com; marissa.gifford@urs.com; Marcia Wagoner; michael@readwagoner.com; Yates, Diane
Subject: Re: Open House - Sept 27 - South County Recycling and Transfer Station Siting
Polly,
This is to remind you that I will be on my way to New York for a long planned event, so I will not be available to attend the public meeting.
Diana Quinn is on vacation out of country, and will not be in attendance.
I want to renew my stated concerns that KCSW did not do sufficient searching for alternatives and is totally ignoring the impact on Algona's Economic Development plans and the financial burden of placing a transfer station in an area we are depending on for retail!

David Hill
Mayor
City of Algona WA

Appendix F – References

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South County Recycling & Transfer Station Siting Report Addendum

Site Search, Screening, and Evaluation

King County
Department of
Natural Resources and Parks
Solid Waste Division

Serving **Community** · *Protecting* **Environment** · *Operating* **Excellence**

October 2015

Addendum Introduction

The *Solid Waste Transfer and Waste Management Plan* (Transfer Plan), which was approved by the Metropolitan King County Council in December 2007, presents recommendations to guide the future of solid waste management in King County, including the renovation of the urban transfer system and siting of new facilities. The Transfer Plan recommends replacing the Algona Transfer Station with a new recycling and transfer station (RTS) in the south county area – in or near the communities of Algona, Auburn, Federal Way and Pacific. In 2012, the division began to search within the Urban Growth Area for potential sites in and around those cities.

The *South County Recycling and Transfer Station Siting Report* describes the siting process up to October 30, 2012, which was the scheduled beginning of the Environmental Impact Statement (EIS) scoping period. Through this process, the King County Solid Waste Division (division) identified five potential sites for detailed analysis:

- Site A: 1250 C Street NW, Auburn;
- Site B: South 320th Street and I-5 in unincorporated King County;
- Site C: 3308 South 320th Street, Federal Way;
- Site D: 901 C Street SW, Auburn; and
- Site E: 35101 West Valley Highway South, Algona.

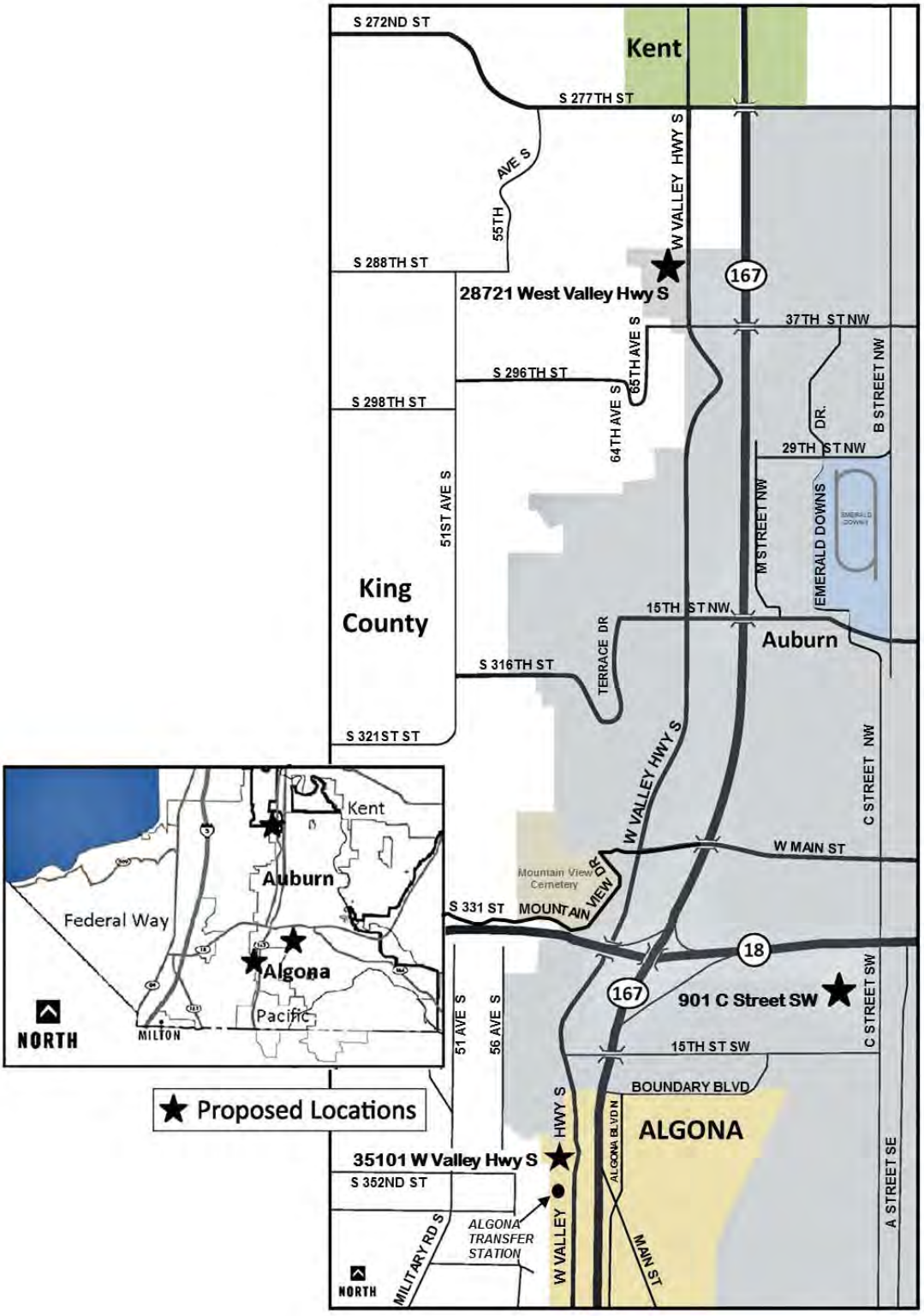
Site C was eliminated from consideration when it was discovered that the site is the planned location for another public facility.

Public involvement and further analysis determined that sites D (Alternative 1) and E (Alternative 2) would be subjected to environmental review under the State Environmental Policy Act, and added a third site to be subjected to the same review as other potential sites, including environmental analysis under SEPA. This addendum to the siting report covers the addition of that third site for environmental review.

Addition of Third Alternative

In late 2012, the City of Auburn provided the division information about a 15-acre site located at 28721 West Valley Highway S (Alternative 3). This site had been considered and rejected during the initial site screening process. Information available at the time indicated the site did not meet a key functional criterion, "contains a manageable amount of critical areas." The original information available to the division indicated that approximately 12 acres of this 15-acre site were wetlands, which made the site unsuitable for development of a transfer station. The City of Auburn provided the division with a wetland delineation report prepared for the property owner indicating that a much smaller percentage of the site may qualify as wetlands. Preparation of the EIS will include additional evaluation of the size and quality of wetlands on the site, and will include consultation with the appropriate regulatory agencies.

Figure 1 Sites selected for environmental review



Alternative 3 Site Evaluation

1.1 Pass/Fail Criteria

Table 1

Pass/Fail Criteria: Based on the mission, vision, and values of King County, these Pass/Fail criteria establish minimum standards that must be met to qualify for further consideration.	
1.1	Site is within the service area.
1.2	Site is within the contiguous Urban Growth Area.
1.3	Site is located outside of a FEMA defined 100-year flood plain.
1.4	Site is free of historical, archeological, or cultural designations.
1.5	Site is not designated as farmland preservation, park, or open space.

The site meets all five pass/fail criteria.

1.2 Broad Area Screening

The following data were considered during the initial Broad Area Site Screening:

- Site characteristics;
- Zoning designation;
- Environmental considerations;
- Legal description;
- The presence of existing on-site businesses or uses that would require relocation; and
- Inventory of nearby sensitive receptors.

The division looked at each of these factors for Alternative 3.

Site characteristics
Alternative 3 had desirable site characteristics, such as sufficient size for a modern transfer facility, and a generally rectangular shape.

Zoning designation
Industrial or commercial zoning were preferable to residential zoning. Alternative 3 is zoned M1 Light Industrial.

Environmental considerations
A full environmental analysis under SEPA is required to reconcile the varying information available regarding the presence of wetlands.

Legal description
This data was collected for record-keeping purposes. It was not used as a screening criterion.

On-site businesses
The ideal site would not be in productive use. The presence of existing on-site businesses or uses that would require relocation also indicates that a site would be more expensive to develop as a transfer station. This site is currently vacant.

Inventory of nearby sensitive receptors
Sensitive receptors include schools, parks, and residences. Although it may be impossible to site a facility away from all sensitive receptors in urban King County, sites with fewer sensitive receptors are preferable. There are no parks or schools within 1000 feet of the property, however there are residences nearby.

1.3 Focused Area Screening

Focused screening involves collecting more specific information necessary to rank the qualified sites in Comparative Analysis, sometimes including information obtained through contact with property owners. The following main items were evaluated for each of the five sites during the Focused Site Screening:

- Site availability;
- Vehicular access and traffic patterns;
- Land use compatibility;
- Site configuration

Site availability
Site availability is not as clear-cut a criterion as it might appear. The County may purchase a site outright, or may lease a property. If the property owner is unwilling to sell or lease the property, the County has the option to utilize eminent domain to acquire private property as necessary for a public use. Also referred to as condemnation, acquisition of a property through eminent domain requires the local government to provide just compensation to the property owner. However, it is desirable to find a suitable site that is available for purchase or lease.

The site, totaling roughly 15 acres, is owned by Northcreek Capital, LLC. The property owner has been contacted and is open to selling the property.

Vehicular Access and Traffic Patterns
This involves a survey of any existing traffic studies as well as visual observation of the traffic conditions approaching the site. Site access points, distance to major arterials or highways, existing traffic patterns, and foreseeable traffic issues were identified.

The site provides good access to major arterials and highways, as it is located three quarters of a mile from the freeway off-ramp at 277th. Auburn has designated West Valley Hwy adjacent to the site as a future truck route in the city's transportation plan. Based on initial review, this site requires further and more detailed transportation evaluation, but has no apparent "fatal flaws."

Land Use Compatibility
Property zoning, zoning of adjacent properties, nearby property uses, and sensitive receptors were identified. It is the division's understanding in working with the City of Auburn that Alternative 3 has more opportunity than the other two alternatives to attract "green" economic development and that a recycling/transfer facility could be a key component of that development. Surrounding parcels are within the City of Auburn with industrial zoning. Nearby uses include agricultural land in unincorporated King County to the northeast, residences, and vacant land. Potential sensitive receptors include nearby residences.

Site Configuration for Operations
The generic transfer station layout was overlaid on each site to indicate whether the property was suitably sized for a transfer station.

This property has room to accommodate a transfer facility. The non-site specific layout would fit on the site, including a 100-foot buffer on all four sides of the facility.

Preferred Site Selection

Upon completion of the focused site screening evaluation, Alternative 3 was added as a third Action Alternative for evaluation in the EIS. At that time, based on information available, this third alternative was identified as the preferred alternative.

Although Alternative 3 was identified as the preferred alternative, it may not ultimately be selected. The final decision will be based on several considerations, including the results of the EIS; the results of an economic impact analysis; considerations of equity and social justice; comments received from the public, agencies, elected officials and others; and factors such as regional policies. In addition, the selected site will be subject to the regulatory land use permitting process by the host city.

The environmental evaluation of all action alternatives, including this third site, will cover aspects of the built and natural environment including but not limited to the following areas: earth, air, water, plants, animals, energy, natural resources, environmental health, land use, transportation, public services, and utilities.

Alternative 3 Comparative Evaluation

2.1 Site Ranking

To rank the sites, numerical values were applied to the evaluative descriptions. The following values were assigned:

Rank	Score
Well	3
Moderately	2
Slightly	1
Not At All	0
Not Applicable	0

Table 2 shows the raw, unweighted values that each site received for both functional and community criteria as well as a total score. The results indicate a clear gap between the higher-scoring Sites D and E and lower-scoring sites A and B, with an approximately 20-point spread. Because the data related to wetlands and water quality were uncertain, a possible range was calculated for Alternative 3. This range fell in between the high-scoring group and the low-scoring group.

Table 2: Raw Site Scores

Site	Functional Criteria Score	Community Criteria Score	Total Score	To be analyzed in the EIS
Site A	45.5	43	88.5	No
Site B	47	40	87	No
Site D	52	52	104	Yes
Site E	49.5	51	100.5	Yes
New Site/ Alternative Three	43-47	47	90-94	Yes

Notes:
Maximum total points = 135 (45 criteria x 3 points)
Values shown above were not weighted in the scoring.

The following numerical values were applied to each criterion based on their relative priority as decided by the division on the functional criteria and Siting Advisory Committee members on the community criteria:

Higher	3
Medium	2
Lower	1

If a criterion was identified as being a "Higher" priority and a site was evaluated as meeting that criterion "Well" the site received a total weighted score of 9 points for that criterion (3 x 3 = 9).

Table 3 shows the weighted values that each site received for both functional and community criteria as well as a total score. The results are similar – with Sites D and E scoring nearly 30 points higher than Sites A and B, and the new site falling in the middle.

Table 3: Site Scores with Criteria Weighted

Site	Functional Criteria Score	Community Criteria Score	Total Score	To be analyzed in the EIS
Site A	103.5	71	174.5	No
Site B	107	64	171	No
Site D	119	86	205	Yes
Site E	115.5	83	198.5	Yes
Alternative 3	97-108	80	177-188	Yes

Public Involvement

After initially rejecting the site at 28721 West Valley Highway S, new information provided by the City of Auburn led the division to reconsider the site as the third alternative. The site was then reevaluated and passed broad and focused area screening. The addition of this third alternative took place after an initial EIS scoping period for Alternatives 1 and 2 had occurred. The scoping comment period was extended from February 7 through April 5, 2013 to obtain scoping comments on this new site. A public scoping meeting was held on March 27, 2013, which was attended by about 100 people. The division offered the Siting Advisory Committee an opportunity to meet during the public scoping comment period to discuss Alternative 3, but no interest was expressed.

Removal of Site from Consideration

A period of time passed between the 3rd scoping period and the 4th scoping period when Alternative 3 was removed from consideration. The fourth scoping comment period began on November 3, 2015, and ended on November 24, 2015 (Scoping Notice attached as Appendix D). The purpose of this scoping process was to inform agencies, Tribes, nearby businesses and residences, and other interested parties about the revised scope of the EIS, including the removal of the third alternative site at 28721 West Valley Highway South in Auburn.

Environmental information received during the review process determined that the property is not a reasonable alternative and cannot feasibly attain the proposal's objectives. Information in a drainage assessment report (attached as Appendix E) indicated critical constraints on the ability to control and discharge storm water on and from this site. The report pointed out that the site has a high winter water table, problematic elevations relative to nearby surface water receiving bodies, and a history of flooding in the immediate vicinity.

Addendum Appendix A – Detailed Site Description

Detailed Site Description of Alternative 3

The third site is located at 28721 West Valley Highway South in the City of Auburn, Washington, 98001 (Figure A-1).

Site Characteristics

This site is owned by Northcreek Capital LLC and comprises three parcels (3522049026, 3522049024, and 3522049016) totaling 15.3 acres. The site is rectangular in shape and is situated west of West Valley Highway South and south of South 277th Street (Figures A-2 through A-4).

The site is currently vacant and contains two abandoned single-family residences. The area has traditionally housed residential and agricultural uses and has such uses nearby as well as light industrial uses to the south, east, and southeast.

Sites should be located near the project population center in order to be close to the maximum number of people. The 2010 population median center was determined by King County GIS Services using projections and population information from the Puget Sound Regional Council. This site is roughly 2.5 miles northeast of the 2010 population median center and is roughly 20 road miles from the Cedar Hills Regional Landfill.

Zoning Designation

Per the City of Auburn Comprehensive Plan Policy CF-72, essential public facilities, including solid waste handling facilities, "shall be allowed in those zoning districts in which they would be compatible and impacts can be mitigated" (City of Auburn 2011a). The City of Auburn Zoning Map (dated December 2011) designates the subject parcels as M1 Light Industrial. The Light Industrial zone is intended to accommodate a variety of industrial, commercial, and limited residential uses in an industrial park environment. Transfer stations are not specifically referred to in the M1 zoning code (City of Auburn 2011b).

Environmental Considerations

The site is level, vegetated and has been graded in the past. Drainage off the site appears to be minimal.

Research indicates that wetlands may be present on the site; field verification would be needed before site development (WDFW 2012).

Figure A-1: Alternative 3

Legal Description

Parcel 3522049026:

PORTION OF SE QTR SE QTR STR 35-22-04 DAF: BEGINNING AT POINT ON S LINE OF STR 25-22-04 FROM WHICH SE CORNER OF SAID SECTION BEARS N88-29-26E 30 FT TH NORTH PARALLEL TO E LINE OF SAID SECTION 516.18 FT TH S88-29-26W PARALLEL WITH S LINE OF SAID SECTION 430.43 FT TH SOUTH PARALLEL WITH E LINE OF SAID SECTION 516.18 FT TH N88-29-26E ALONG SAID S LINE 430.43 FT TO BEGINNING

Parcel 3522049024:

PORTION OF SE QTR SE QTR STR 35-22-04 DAF: BEGINNING AT POINT ON S LINE OF STR 25-22-04 FROM WHICH SE CORNER THEREOF BEARS N88-29-26E 460.43 FT TH NORTH PARALLEL WITH E LINE OF SAID SECTION 516.18 FT TH S88-29-26W PARALLEL WITH S LINE OF SAID SECTION 430.43 FT TH SOUTH PARALLEL WITH E LINE OF SAID SECTION 516.18 FT TO S LINE THEREOF TH N88-29-26E ALONG SAID S LINE 430.43 FT TO BEGINNING

Parcel 3522049016:

PORTION OF SE QTR SE QTR STR 35-22-04 DAF: BEGINNING AT SE CORNER OF SAID SECTION TH N88-29-26E ALONG S LINE OF SUBDIVISION 890.86 FT TO POB TH NORTH PARALLEL TO E LINE OF SAID SECTION 516.18 FT TH S88-29-26W PARALLEL TO S LINE OF SAID SECTION 430.43 FT TH SOUTH PARALLEL TO E LINE 516.18 FT TO S LINE OF SAID SECTION TH N88-29-26E ALONG S LINE 430.43 FT TO POB

Site Availability

The property owner has been contacted and is open to selling the property.

Vehicular Access and Traffic Patterns

The site is west of SR-167 and south of the SR-167/South 277th Street interchange. Primary access would be from West Valley Highway South. West Valley Highway South and South 277th Street are both classified as a Principal Arterial (City of Auburn 2009). The nearest primary intersections, at West Valley Highway/37th Street Northwest and West Valley Highway/South 277th Street, are signalized. Regionally, the site is located roughly 4.4 miles north of the SR-167/SR-18 interchange providing good access to SR-18, eventually connecting to I-5 to the west.

There is a mix of general purpose, commercial and industrial traffic on the roadways near this site. Several light industrial uses in the area use West Valley Highway to access SR-167. Truck traffic serving the light industrial and commercial areas near this site use West Valley Highway.

Information available from the City of Auburn's Comprehensive Transportation Plan suggests that the West Valley Highway corridor is projected to operate at LOS B/C by 2030. In 2009, this corridor was noted to be operating at level-of-service "B" in a North/South direction and "E" in an East/West direction, which corresponds with relatively unimpeded traffic and average travel speed (LOS B) and significant increases in delay and decreases in travel speed (LOS E) (City of Auburn 2009). In 2008, the West Valley Highway corridor near this site had an average daily traffic of about 9,000 (City of Auburn 2009).

Per Auburn's Comprehensive Transportation Plan, the West Valley Highway corridor is projected to be widened to two lanes in each direction, including sidewalks on both sides from 37th Street Northwest to the north City limits. This is considered to be a future city street project (City of Auburn 2009).

The primary haul route for transfer trucks is likely to use the intersection of West Valley Highway and South 277th Street, north of the site. For regional traffic coming from SR-167, a southbound left-turn lane exists along South

277th Street. During site visits, trucks were observed making left-turns at this intersection. Potential effects to the intersection geometrics and associated effects to the signal system would be considered in further stages of the project.

Based on initial review, there are no apparent fatal flaws that would preclude this site from further and more detailed transportation evaluation.

Land Use Compatibility

The property is bounded by South 287th Street on the north, West Valley Highway South on the east, light industrial use to the south, and a large single-family residential/agricultural property on the west. Surrounding parcels are largely within the City of Auburn and are zoned as M1 Light Industrial; the area to the northeast is within King County and is zoned A-10 Agricultural. Nearby uses include residential and agricultural to the north, truck and trailer parking associated with Oak Harbor Freight Lines to the east, the West Valley Plaza light industrial park to the southeast, and the R.W. Scott Construction Company and Span Alaska freight distribution center to the south.

Potential sensitive receptors include: single-family residences north of the site across South 287th Street, and residences to the west.

Site Configuration for Operations

This property has room to accommodate a transfer facility. It may not be possible to maintain a 100-foot buffer on all four sides of the facility.

Figure A-2: Alternative 3, looking east along S. 287th Street

Figure A-3: Alternative 3, looking south easterly

Figure A-4: Alternative 3, looking south along West Valley Highway at S. 287th Street

Addendum Appendix B Site Scoring

Northcreek Capital LLC Site – Scoring 1.3.13

Functional Criteria	Score
2.1	2.5 (well for zoning, moderate for land use)
2.2	2 (low due to surrounding land use to the north, well for zoning)
2.3	3 (may provide 100-ft buffer on all sides; dependent on wetlands/critical areas)
2.4	3 (no schools or parks)
2.5	3
2.6	2.5 (25-49% racial minorities and $75 – $ 100K area household income)
2.7	1 - 0 (may not be able to develop property without impacting the aquatic wildlife habitat at all, score would be 0 or 1)
2.8	2-0 (data is conflicting, need to verify amount of wetlands onsite)
2.9	3 (good access to major arterial, good access to freeway off-ramp at 277th)
2.10	2 (good access to major arterial, good access to freeway off-ramp at 277th, one lane each direction and may need to be widened)
2.11	3
2.12	0 (no rail nearby)
2.13	3 (consistent with non-site specific layout)
2.14	1-2 (data is conflicting, need to verify wetland amounts, score would be 1 or 2)
2.15	3 (flat site)
2.16	3 (within the Urban Growth Area)
2.17	1 (groundwater found at 10ft below ground surface)
2.18	3 (no one to relocate)
2.19	2 (site is within the IPZ zone, but not designated as key)
2.20	3 (yes)

47-43

Community Criteria	Score
3.1	2 (cannot generate taxes)
3.2	2 (similar to Functional Criteria 2.10)
3.3	0 (no rail)
3.4	3 (no hospitals or schools)
3.5	3 (all sites can be maintained long-term)
3.6	3 (construction jobs, used of local area businesses, permitting and traffic mitigation fees, etc.)
3.7	2 (housing values could be affected north of the property) – SEE NOTE PG 10-11
3.8	2 (nearby uses below include distribution and heavy truck traffic, mix of trucks and cars in this area) – score also based on Monday mid-day observations by King County staff
3.9	2 (site has no access to the west, West Valley Hwy + SR 167 north and south, 277th and 37th from the east and west)
3.10	3 (not near parks or schools)
3.11	3
3.12	1 (multi-family is allowed outright)
3.13	0
3.14	3 (adequate queuing space per the non-site specific layout)
3.15	0

Functional Criteria	Score
2.1	2.5 (well for zoning, moderate for land use)
2.2	2 (low due to surrounding land use to the north, well for zoning)
2.3	3 (may provide 100-ft buffer on all sides; dependent on wetlands/critical areas)
2.4	3 (no schools or parks)
2.5	3
2.6	2.5 (25-49% racial minorities and $75 – $ 100K area household income)
2.7	1 - 0 (may not be able to develop property without impacting the aquatic wildlife habitat at all, score would be 0 or 1)
2.8	2-0 (data is conflicting, need to verify amount of wetlands onsite)
2.9	3 (good access to major arterial, good access to freeway off-ramp at 277th)
2.10	2 (good access to major arterial, good access to freeway off-ramp at 277th, one lane each direction and may need to be widened)
2.11	3
2.12	0 (no rail nearby)
2.13	3 (consistent with non-site specific layout)
2.14	1-2 (data is conflicting, need to verify wetland amounts, score would be 1 or 2)
2.15	3 (flat site)
2.16	3 (within the Urban Growth Area)
2.17	1 (groundwater found at 10ft below ground surface)
2.18	3 (no one to relocate)
2.19	2 (site is within the IPZ zone, but not designated as key)
2.20	3 (yes)

47-43

Community Criteria	Score
3.1	2 (cannot generate taxes)
3.2	2 (similar to Functional Criteria 2.10)
3.3	0 (no rail)
3.4	3 (no hospitals or schools)
3.5	3 (all sites can be maintained long-term)
3.6	3 (construction jobs, used of local area businesses, permitting and traffic mitigation fees, etc.)
3.7	2 (housing values could be affected north of the property) – SEE NOTE PG 10-11
3.8	2 (nearby uses below include distribution and heavy truck traffic, mix of trucks and cars in this area) – score also based on Monday mid-day observations by King County staff
3.9	2 (site has no access to the west, West Valley Hwy + SR 167 north and south, 277th and 37th from the east and west)
3.10	3 (not near parks or schools)
3.11	3
3.12	1 (multi-family is allowed outright)
3.13	0
3.14	3 (adequate queuing space per the non-site specific layout)
3.15	0

3.16	2 (data is conflicting, need to verify amount of wetlands onsite)
3.17	2 (Emerald Downs is nearby)
3.18	3 (site within UGA)
3.19	3
3.20	0
3.21	0
3.22	3 (not near parks or schools)
3.23	2 (Auburn has designated West Valley Hwy adjacent to site as a future truck route in the city's transportation plan)
3.24	1 (residential to the north)
3.25	2 (residential to the north)

Addendum Appendix C
Wetlands Delineation Report

CITY OF AUBURN
WETLAND AND STREAM REPORT

Prepared for:

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4548

December 9, 2011

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EXECUTIVE SUMMARY

The report meets City of Auburn requirements for a wetland and stream study. Two wet areas are delineated and shown on the maps, Wet area A is in the southeast corner of the site, considered regulated but may not be jurisdictional as it is a result of plugged roadside ditches and culverts. Wetland B is considered regulated and Category 4. Data sheets from deep test holes and shovel holes are provided to document the delineation. Hydrology data was collected to verify the delineation. No Wetlands will be filled or impacted.

The Venture Ditch is regulated as a Class 3 stream and 25 foot buffers provided. The small wetlands will be filled and relocated next to Venture Ditch. The buffer for the wetlands and stream will be enhanced. A detailed planting construction worksheet with bonding amounts will be provided when the City approves the conceptual mitigation as proposed or revised per their directions.

No wetlands other than those delineated are near enough the property to encumber the project with buffers or setbacks. The project is setback from the western property line by 100 feet to ensure there is no conflict with the constructed ditch/wetlands offsite to the west.

Attachment 4 is a series of photos taken February 17, 2011 demonstrating the absence of a water table within 2 to 4 feet of the surface except near wet area A. While the site has areas of hydric soils and appears wet, the lack of a water table as monitored and documented in the photos proves no wetland hydrology is present in the early growing season and the delineation is accurate. The winter of 2010/2011 had unusually heavy rainfall preceding the sampling, thus the lack of water in the test pits is clear evidence of no wetlands over the majority of the site. Puddles are obvious and present only from frequent rainfall and not permanent, as obvious from the only moist soils beneath the puddles.

INTRODUCTION

This report is prepared for the City of Auburn and provides information as required per **16.10.070 Critical area review process and application requirements** of City code. City code is used as an outline and all required information is presented in this format.

METHODOLOGY

The 2010 Federal Manual was used for the delineation; it relies on the 1987 Federal Manual. The 1997 DOE Manual was also used as it contains information after the production of the 1987 Manual. The USDA Soil Survey, National Wetland Inventory Map, air photos, information from other approved projects in the area and over 20 year of technical knowledge of the area were all accessed for this report. Interviews with numerous neighbors and review of the SAMP were all helpful in generating the wetland report.

The majority of the site had upland soils and did not need water table monitoring. Those areas monitored were either puddle or had questionable upland soils. Some of the soil pits could pass for hydric, but that is due to disturbance as discussed in the tree throw paper. These areas were also monitored and had no water table to meet wetland criteria. Thus, the disturbance masked the actual upland soils as proven by the hydrology monitoring. While the soils may be marginally upland, the monitoring proves the non-wetland areas are non-wetland and the wetland areas may end up being non-wetland with further monitoring.

Wetland Areas A and B are larger than the actual wetlands. We delineated the wetlands, but to be on the safe side we enlarged the areas to make sure we are not encroaching into anything that could be a wetland.

A combination of the Routine and Comprehensive Methodologies were used as detailed in Attachment 9.

The Barghausen Consulting Engineering (BCE) Cover Sheet 1 of 1 provides a Vicinity Map, legal descriptions, and information on owner, engineer, architect, surveyor, parcel numbers, site address, utilities/services and other information.

Several deep test pits were dug with a machine in the wet season and another set of hand dug shovel holes were used to for the data sheets as provided. Additional water table monitoring was performed during the spring growing season to confirm the absence of a water table meeting wetland criteria.

The sampling was simple in that the lowest points in the landscape were sampled. While the field is nearly level, the landscape generally slopes to the northeast and northwest. The house in the middle of the site along 287th St. is at elevation 49 feet

and the western garage is at elevation 50.. Thus, there were no test pits dug around these high areas on the property. The landscape slopes to the north from these higher areas. The south end of the site is lower than the north side of the site, thus the Venture Ditch at the south end of the site intercepts water to protect the old farm fields from high water tables. Additional ditches are on the east and western property edges, or near edges. All these ditches control water and prevent hydrology from impacting the site. The exception being the southeast corner where plugged ditch/culverts maintain a higher than normal water table in Wetland A.

The site has small localized depressions from ditching and farming. These low areas were easily identified in the rainy season as they were puddle with water (Photo 2). The test pits were dug in or near these puddles (Photo 3). Puddles were not present in the northern portion of the site east of the western garage and central home site. The northeast third of the site had no puddling other than a small area at the west edge of the trees along 287th St.

Test holes were dug in low areas to prove the lack of a water table. Off-site areas, such as across the street in the pasture, show that tillage was the only reason for saturation. The horse pastures had no saturation below a few inches. The sampling began with deep trackhoe pits to characterize the site. Subsequent holes were with the shovel and were consistent with what was seen in the backhoe pits.

Test pits showed the water table at depth in all upland areas and closer to the surface in the wetlands. Monitoring was done with fresh shovel/auger holes. Photo 3 is dug next to a puddle and shows no saturation or water table to at least 3 feet from the surface. The test pit shows that there is not even saturation in the Ap/plow layer. The puddles are present only on the surface and are a result of the latest seasons farming. If the fields were to be farmed and plowed again the puddles would be in different spots next year.

The water table was monitored by augering near each monitoring location. Piezometers were not used as they are not reliable in these soil conditions and have been found to be unreliable in soils of the Auburn Valley. Photos in the report show this. Photo 5 shows a test pit next to a monitoring well and no water table or saturation within 3 feet of the surface. Photo 6 was taken at the same monitoring well that is visible in Photo 5. It is clear from Photo 6 that the monitoring well/piezometers shows a water table at about 3 inches, but the deep test pit a few feet away shows no water table or saturation. The monitoring wells disturb the soil and create a bathtub condition. When the wells are installed the fine textured soils around the well seal the well so that the rainfall collects but cannot drain down like the undisturbed soils around it. Thus, the bathtub effect. The 1997 DOE Manual includes the following guidance 23 May 1994 to the 1987 Federal Manual:

Guidance.
Ground-water well data must always be supplemented with observations of the extent in the soil profile of the capillary fringe. This can be done by examining a soil profile in the nearby vicinity of a ground-water well every time depth to the ground water is measured. Observations of surface ponding and/or flooding should also be made. In addition, soil temperatures at approximately 20 inches should be recorded to adequately determine extent of the growing season at that site. As discussed in Issue 4, reliance on air temperature data to determine growing season may artificially restrict the time pat a site is actively functioning as a wetland.

Per the above guidance fresh holes were dug at each monitoring visit with a shovel or auger to confirm the depth to the water table and saturation.

PREVIOUS PROJECTS

This site is complex in the interpretation; we have dealt with the same issues on many sites and our Best Available Science was found to be accurate and accepted by agencies and at Hearing in all instances as listed below and described in Attachment 10.

Alaska Freight Express, W Valley Highway North, Auburn, WA
Sequence Farms in Kent along SR 167 now Panatonni
Smith Dairy and City of Kent sewer line
Carpenito Farms at 172nd and West Valley Highway
BRC, Inc topsoil/processing Shear/Spencer owners
Fife Race Track site 67 acres of wetland, reduced to 1 acre
Glenmont Farms in Marysville, 600 acres

SITE DESCRIPTION

The site is comprised of three 5 acre parcels. To the north is South 287th St. with single family homes and farmland north of 287th St. To the east is West Valley Highway with farmland and industrial land east of West Valley Highway. To the south is Venture Creek Ditch and industrial land south of the ditch. To the west is former ag land that was cut, filled, ditched and now in grass, shrubs and woods.

The entire site is historic farmland per the numerous air photos back to 1936. The fields grew a variety of commodity, vegetable, fruit and forage crops over the decades. Areas of the site have not been farmed and trees and brush have encroached. Numerous buildings, abandoned and occupied, are on the three parcels.

The older air photos show no wetland patterns. The fields have uniform cropping and color patterns. The 1946 air photos has a smudge in the northwest corner of the parcel from a raindrop hitting the original photo at a site visit. Just across the street is an orchard of 21 trees on that photo. The 1936 photo shows the same orchard with 22 small trees. The 1960 photo shows the same orchard with 17 trees remaining.

Gray concrete and red clay subsurface drain tile are around the site. The culvert at the northwest corner of the site drains to a concrete main line flowing north to a concrete manifold riser about 800 feet from the S 287th St. at the corner of 4 properties. This main line is fed by lateral lines with red clay tile know present four properties to the north on the Spencer property.

The Venture Stream Ditch does not show up on the older photos to the extent it is today, it is considered a regulated stream. The importance of all the historic drainage features is the site was drained and farmed with no wet issues. In recent years the main drainage ditch about a mile to the north was dammed up for duck hunting. This created wet problems for all the property owners in the area, including this site. The dam was removed about a year ago once the presence was made clear at a hearing and neighbors demanded the County take action.

The result was the site was much wetter for several years than it has been since the 1936 photo. The existing conditions are drier than 3 years ago. Vegetation still reflects those conditions from the illegal blockage of the drainage ditch. Hydrology data indicates the water table has returned to near normal levels, being below 18 inches from the surface for the majority of the monitoring period in all the upland holes.

Another consideration is development on the hill above the site in the upper watershed. In the past 20 years large amounts of runoff have been accelerated onto this lower part of the watershed. A period of inaction resulted in the area being wetter than normal. It has been in the past 5 or so years that ditch maintenance has been undertaken to protect the area properties.

Currently there are ongoing drainage issues. The 24 inch culverts under West Valley Highway at the southeast corner of the site are full to the top with water. The downstream ditches are plugged and not carrying the water away. This has created a delineated wetland (Wetland A) in the southeast corner of the site because the historic drainages have failed to be maintained. If the drainage were maintained this wetland would disappear.

Wetland area A is delineated and impacted areas fully mitigated per City Code. Wetland area B is in the center of the site served as a collection area for water to be collected and drained to the Venture Ditch.

The site was plowed and reseeded in 2010. This had two impacts on the surface water. Attachment 8 provides a detailed description of the impacts of tillage on infiltration on the surface per “crusting” (page 9 of 14) and “puddling” (page 10 of 14). Plow pan (page 7 of 14) is also well described and explained in text and diagrams. The discussion below is relevant to this site.

First, the bare soil was subject to impact by the rainfall. This sealed the surface or per Attachment 8 caused "crusting" so that water could not infiltrate leaving puddles in the low spots in the fields. The puddles are an inch or so deep. These puddles are temporary and move about the field with different farming practices. These puddles also disappear from year to year. As the plant roots penetrate the bare soil and plant grow in the bare soil, it creates small cracks in the sealed surface so that the surface no longer is sealed and the rainfall can seep/infiltrate into the soil. The result is that on the second spring after the tillage 2012, there will be less surface puddling than in the first spring after tillage, 2011. This fall we have not seen any surface puddles, even with the heavy fall rains. As we farm the fields by haying or animals graze the fields, we get compaction with wheels or hooves that will create a traffic or hoof pan, discussed below.

Secondly, farming creates temporary restrictive pans. There can be plow pans, at the depth of tillage, in this case around 9 inches for the recent plowing or 11 inches for the historic plowing. Hoof pans are around 2 to 3 inches deep and traffic pans can be at the surface or at variable depths.

The site still has the old plow layer that holds water. During the rainy season the surface was very moist to saturated in the plow layer. Below the plow layer the water table was over 18 inches from the surface. The plow layer had steady increments of oxygenated water added and was not anaerobic. Thus the plow layer did not meet wetland criteria. It is not "normal circumstances" and is a manmade and maintained featured. Likewise, throughout the site puddles were present in the field. These puddles were water trapped on the surface, below this water there was no water table or saturation. Furthermore, these puddle areas are transient, meaning they move around year to year based on farming practices. As a matter of fact, many of the puddle areas follow old fence lines where livestock created depressions from walking.

On the west parcel behind the garage are a series of dug pits and mounds (Figure 10: 2009 Air Photo) where the soil was piled. These are from a motorcycle race course created in uplands. These depressions meet wetland criteria but are not jurisdictional; they were intentionally created from non-wetland areas.

16.10.080 Classification and rating of critical areas.

5. "Artificially created wetlands" are purposefully created landscape features, ponds and storm water detention or retention facilities. Artificially created wetlands do not include wetlands created as mitigation, and wetlands modified for approved land use activities. Purposeful creation must be demonstrated to the director through documentation, photographs, statements and/or other evidence. Artificial wetlands intentionally created from nonwetland sites are excluded from regulation under this section.

The northeast corner along 287th puddles water during rainstorms, but no water table is present. We monitored this area and even with surface puddling for a week or less,

there was no water table within 18 inches of the surface. The soils also do not meet hydric conditions. They are upland soils.

Site conditions, in summary, look terrible. If we had not observed the site throughout the rainy season and confirmed that no water table was present, we could not support the findings that the site has two small wetlands. Removing the dam to the north has returned the site to its normal non-wetland conditions. The 1936, 1946, and 1960 air photos confirm this, along with the hydrology data and interviews with numerous lifelong neighbors.

VEGETATION

The site is dominated by reed canary grass, velvet grass, toad rush, buttercup, quack grass, rye grass and other non native species in the open areas. The wooded areas are dominated by black cottonwood, red alder in the forest canopy, red dogwood, salmonberry, hardhack and Indian plum in the scrub shrub and Himalayan blackberry in the vine canopy.

The data sheets reflect vegetation observed at the time the test holes were dug. Vegetation changes as the growing season progresses, thus the percent cover and species currently in the field may differ from that reported on the data form. Wetland vegetation is assumed on all the data forms so this is a moot point on the wetland determination.

SOILS

The Soil Survey shows the site mapped as the Norma and Puget series. Both soils are on the hydric soils list. Test pits in the field show the soils do not match the mapped units. The soils are underlain by sand, which provides good drainage for the site and explains why it is not a wetland. The soil data on the majority of the test holes shows the soils do not meet hydric criteria. A brown Bw horizon is below the Ap horizon (plow layer). This brown layer makes the soils such that they do not meet hydric criteria.

Thus soils that do meet hydric criteria lacked a water table. If the test hole lacked one of the three criteria, either hydric soils or hydrology, it was determined not to be a wetland..

HYDROLOGY

Hydrology was monitored during the early growing season. Wetland hydrology was found in the wetland areas. The remainder of the site had no water table or saturation within 12 inches of the surface for 2 weeks that would qualify as wetland criteria.

The majority of the site had upland soils and did not need water table monitoring. Those areas monitored were either puddle or had questionable upland soils. Some of the soil pits could pass for hydric, but that is due to disturbance as discussed in the tree throw paper. These areas were also monitored and had no water table to meet wetland criteria. Thus, the disturbance masked the actual upland soils as proven by the hydrology monitoring. While the soils may be marginally upland, the monitoring proves the non-wetland areas are non-wetland and the wetland areas may end up being non-wetland with further monitoring.

The section on site conditions discusses surficial hydrology along with Attachment 8. The Venture Ditch provides subsurface hydrology as water from the ditch seeps to the north. This creates a water table at about the same elevation as the water in the ditch. Going north the water infiltrates into the ground to deeper depths and the site gets drier. It is at the wetland boundary that the water table is sufficiently below the surface that we do not have saturation to the surface to meet wetland hydrology criteria.

Attachment 4, Photos, shows several of the test holes and that there is no water table. This confirms the lack of wetland hydrology.

The Site Description describes puddling and drainage.

WETLANDS

Two wetland areas are delineated on the site shows wetland A (6,195 sq. ft) and B (2,203 sq. ft.). The actual wetlands on the site are within these mapped areas and are smaller than these mapped areas. All activity will be outside these areas other than buffer and wetland enhancement activities. If additional studies show the wetland boundaries in a more accurate location, the maps will be updated. Once a final confirmed wetland map is created these final wetlands may be permitted and filled. For this submittal it is confirmed all activities are outside of any wetland.

FUNCTIONS AND VALUES

Wetlands perform a variety of functions that include maintaining water quality; storing and conveying storm water and flood water; recharging ground water; providing important fish and wildlife habitat; and serve as areas for recreation, education and scientific study, and aesthetic appreciation.

Wetlands A and B provide a low value for all these functions due simply to their small size. The new wetland will be adjacent to Venture Ditch and have increased functional values for maintaining water quality; storing and conveying storm water and flood water and providing important water quality for fish and wildlife habitat.

Wetland buffers serve to moderate runoff volume and flow rates; reduce sediment, chemical nutrient and toxic pollutants; provide shading to maintain desirable water temperatures; provide habitat for wildlife; and protect wetland resources from harmful intrusion.

The wetland buffers provide a low value for these functions due to the small size of the wetlands and lack of proximity to Venture Ditch. The enhance buffer will improve shading of Venture Ditch, and the control of reed canarygrass by replacement with trees and shrubs will improve wildlife habitat.

STREAMS

The Venture Ditch on the south property line is being regulated as a stream. The stream will not be impacted by the project. The stream buffer will be enhanced by the project.

CLASSIFICATION

Attachment 2 contains the WA State Rating Forms confirming both wetland rate Category 4 as they score less than 30 points on both forms. Wetland B is too small to be classified per discussions with DOE in the field, the form provides an accurate assessment.

Venture Ditch Stream is a Class 3 stream.

BUFFERS

E. Buffer widths shall be established for specific critical areas according to the following standards and criteria:

1. Wetland buffers shall be established as follows:

Wetland Category	**Minimum Buffer Width**	**Maximum Buffer Width** (see subsection (E)(1) (g) of this section)
Category I	100 feet	200 feet
Category II	50 feet	100 feet
Category III	25 feet	50 feet
Category IV	25 feet	30 feet

Different buffer width requirements may apply to various portions of a site, without requiring averaging or variances, based on the site plan, the intensity of land uses in various locations, and differences in the category of wetland.

Wetland Area B will not be filled, but it will be mitigated as if it were being filled to meet City requirements. This allows the project to proceed without Army Corps or Department of Ecology fill review requirements. The wetland boundaries will be confirmed and a formal fill application to the State and Federal agencies made when the area is filled. This is called a "paper fill" and allows the city to avoid the buffer issues around this area while following state and federal regulations as there will be no wetland impacts for those agencies.

The wetland and buffer impacts will be mitigated by enhancing Wetland Area A and the 4 entire stream buffer with native plants per the Conceptual Mitigation Plan.

2. Stream buffers shall be established as follows:

Stream Class	**Minimum Buffer Width**
Class I (see subsection (E)(2)(b) of this section)	100 feet
Class II	75 feet
Class III	25 feet
Class IV	25 feet

A 25 foot buffer is provided on the Venture Ditch Stream.

MITIGATION

16.10.100 Alteration or development of critical areas – Standards and criteria.

Alteration of specific critical areas and/or their buffers may be allowed by the director subject to the criteria of this section. Alteration shall implement the mitigation standards as identified in ACC 16.10.110, and the performance standards of ACC 16.10.120 and the monitoring requirements of ACC 16.10.130.

A. Wetlands.

3. Category III and IV Wetlands.

a. Alteration and mitigation shall comply with the mitigation performance standards and requirements of these regulations;
b. Where enhancement, restoration or creation is proposed, replacement ratios shall comply with the requirements of these regulations; and
c. No net loss of wetland functions and values may occur.

MITIGATION STANDARDS

16.10.110 Mitigation standards, criteria and plan requirements.

A. Mitigation Standards. Adverse impacts to critical area functions and values shall be mitigated. Mitigation actions shall generally be implemented in the preferred sequence identified in this chapter. Proposals which include less preferred and/or compensatory mitigation shall demonstrate that:

1. All feasible and reasonable measures as determined by the department have been taken to reduce impacts and losses to the critical area, or to avoid impacts where avoidance is required by these regulations;

Avoidance of the wetlands would not provide protection of the wetlands. The wetlands are a result of disturbance and lack of drainage maintenance. The project could not guarantee these wetlands would be sustained in perpetuity if left intact in their current location. The new wetland is next to Venture Ditch and will be maintained in perpetuity as hydrology is assured. The new wetland provides a great function than the existing wetlands for providing water quality benefits to the Venture Ditch Stream.

2. The restored, created or enhanced critical area or buffer will be as viable and enduring as the critical area or buffer area it replaces; and

The new wetland will be more viable and enduring with greater functional value than the existing wetlands.

3. No overall net loss will occur in wetland or stream functions and values. The mitigation shall be functionally equivalent to or greater than the altered wetland or stream in terms of hydrological, biological, physical, and chemical functions.

There will be no net loss of area or functions and values.

B. Location and Timing of Mitigation.

1. Mitigation will be on-site and close to the existing wetlands.

2. In-kind mitigation is provided.

3. The wetland mitigation permitted by these regulations is near the Venture Ditch which will ensure hydrology.

4. A phased or concurrent schedule assures completion of the new wetland prior to occupancy.

C. Wetland Replacement Ratios.

3. Category IV wetlands can either be mitigated by either: (a) meeting one of the replacement ratios (*see following table); or (b) implementing mitigation which ensures no net loss of values and functions of the larger ecosystem in which the critical area is located. The wetlands will be replaced at the 1.25:1 ration.

Wetland Category	**Wetland Creation Ratio (Acres)**		**Wetland Enhancement Ratio (Acres)**
	(Acres Created or Enhanced: Acres Impacted)		
Category I	6:1		12:1
Category II	Forested	3:1	6:1
	Scrub/Shrub	2:1	4:1
	Emergent	2:1	4:1
Category III	Forested	3:1	6:1
	Scrub/Shrub	2:1	4:1
	Emergent	2:1	4:1
Category IV*	1.25:1*		2.5:1*

MITIGATION

The Mitigation section is taken directly from City Code.

Wetland area B will not be filled, yet it will be mitigated by enhancement of Wetland Area A and the entire stream buffer to meet fill requirements under City Code so that it will not be regulated by the City.

Wetland Area B is 2,203 sq. ft at a ratio of 2.5:1 requires enhancement of 5,508 sq. ft. The entire Wetland A area of 6,195 sq. ft and its buffer will be enhance with native plantings as well as the stream buffer for a total area of 33,586 sq. ft. (Figure 11). The mitigation will include enhancement of the 25 foot stream buffer and wetland buffer. Some of the buffer is vegetated with desirable natives and planting will be made as

appropriate and supervised by the biologist preparing the report. The as-built will provide planting details on numbers of plants used.

Upon acceptance or per comments of the City, a final mitigation plan including a 24 X 36 inch plot drawing will be submitted for construction use. All notes below as appropriate will be included on the set of construction sheets.

GOALS

1. Construct a new wetland adjacent to Venture Ditch
2. Use native plants that improve the functions of the wetland
3. Suppress invasive exotics, such as reed canary grass and blackberries during the monitoring period so that the plantings will survive and over time shade out the undesirable exotics
4. Avoid the use of potential danger trees such as black cottonwood and red alder

PERFORMANCE STANDARDS

A. Wetlands and Streams.

1. Use plants native to the Puget Lowlands or Pacific Northwest ecoregion; non-native, introduced plants or plants listed by the Washington State Department of Agriculture as noxious weeds (Chapter 16-750 WAC) shall not be used;

2. Use plants adapted to and appropriate for the proposed habitats and consider the ecological conditions known or expected to be present on the site. For example, plants assigned a facultative wetland (FACW) wetland indicator status should be used for sites with soils that are inundated or saturated for long periods during the growing season. Use nearby reference wetlands or aerial photos to identify plants suitable to the site conditions and hydrologic regimes planned for the mitigation site. Avoid planting significant areas of the site with species that have questionable potential for successful establishment, such as species with a narrow range of habitat tolerances;

3. Utilize plant species' heterogeneity and structural diversity that emulates native plant communities described in "Natural Vegetation of Oregon and Washington" (Franklin, J.F. and C.T. Dyrness, 1988) or other regionally recognized publications on native landscapes;

4. Specify plants that are commercially available from native-plant nurseries or available from local sources. If collecting some or all native plants from donor sites, collect in accordance with ecologically accepted methods, such as those described in the "Washington Native Plant Society's Policy on Collection and Sale of Native Plants," that do not jeopardize the survival or integrity of donor plant populations;

5. Use perennial plants in preference to annual species; the use of annuals species should be limited to a temporary basis in order to provide erosion control, support the establishment of perennial plants, or if mitigation monitoring determines that native plants are not naturally colonizing the site or if species diversity is unacceptably low compared to approved performance standards;

6. Use plant species high in food and cover value for native fish and wildlife species that are known or likely to use the mitigation site (according to reference wetlands, published information, and professional judgment);

7. Install a temporary irrigation system and specify an irrigation schedule unless a sufficient naturally-occurring source of water is demonstrated; the new wetland will be adjacent to Venture Ditch and sufficient moisture will be present throughout the year such that no irrigation is needed.

8. Identify methods of soil preparation. For stream substrate or wetland soils, at least one foot of clean inorganic and/or organic materials, such as cobble, gravel, sand, silt, clay, muck, soil, or peat, as appropriate, shall be ensured. The stream substrate or wetland soils shall be free from solid, dangerous, or hazardous substance as defined by Chapter 70.105 RCW and implementing rules; Two excavation machines will be used to create the new wetland. The first machine will take a scoop of topsoil and hold it while the second machine lowers the substrate to desired grade. The first machine will then replace the topsoil. The substrate will be placed outside the buffer.

9. Confine temporary stockpiling of soils to upland areas. Identify construction access routes and measures to avoid resultant soil compaction. Unless otherwise approved by the director, comply with all applicable best management practices for clearing, grading, and erosion control to protect any nearby surface waters from sediment and turbidity; the excavators will access the new wetland along the existing berm and will only disturb vegetation that will regrow on its own. Any permanent woody vegetation will be replanted and/or restored.

10. Show densities and placement of plants; these should be based on the ecological tolerances of species proposed for planting, as determined by a qualified consultant; the new wetland will be created by planting red dogwoods and willows on 6 foot centers. The buffer will be planted with trees and shrubs where lacking with shrubs on 6 foot centers and trees on 10 foot centers. Total numbers will be determined at time of planting as the wetland and buffer are restored.

11. Provide sufficient specifications and instructions to ensure proper placement and spacing of seeds, tubers, bulbs, rhizomes, springs, plugs and transplanted stock, and other habitat features, and to provide a high probability of success, and to reduce the likelihood of prolonged losses of wetland functions from proposed development; trees and shrubs will be used and planting supervised by the biologist preparing this study.

12. Do not rely on fertilizers and herbicides to promote establishment of plantings; if fertilizers are used, they must be applied per manufacturer specifications to planting holes in organic or controlled release forms, and never broadcast on the ground surface; if herbicides are used to control invasive species or noxious weeds and to help achieve performance standards, only those approved for use in aquatic ecosystems by the Washington Department of Ecology shall be used; herbicides shall only be used in conformance with all applicable laws and regulations and be applied per manufacturer specifications by an applicator licensed in the state of Washington; and No fertilizers will be used.

13. Include the applicant's mitigation plan consultant in the construction process to ensure the approved mitigation plan is completed as designed. At a minimum, the consultant's participation will include site visits to inspect completed rough and final grading, installation of in-water or other habitat structures, and to verify the quality and quantity of native plant materials before and after installation; the consultant preparing this plan will be on-site to assist the plantings and installations.

14. Signs and Fencing of Wetlands and Streams Critical Areas.

a. Temporary Markers. The outer perimeter of the critical area or buffer and the limits of those areas to be disturbed pursuant to an approved permit or authorization shall be marked in the field in such a way as to ensure that no unauthorized intrusion will occur, and verified by the department prior to the commencement of authorized activities. This temporary marking shall be maintained throughout construction, and shall not be removed until permanent signs, if required, are in place.

b. Permanent Signs. As a condition of any permit or authorization issued pursuant to this chapter, the department may require the applicant to install permanent signs along the boundary of a critical area or buffer. Permanent signs shall be made of metal face and attached to a metal post, firmed anchored, or other materials of equal durability approved by the director. Signs must be posted at an interval of one per lot or every 50 feet, whichever is less, and must be maintained by the property owner in perpetuity. The sign shall be worded as follows or with alternative language approved by the director:

"Habitat Conservation Area"
Do Not Disturb
Contact the City of Auburn Planning Department regarding uses and restrictions

c. Fencing.

i. The director shall condition any permit or authorization issued pursuant to this chapter to require the application to install a permanent fence at the edge of the critical area or buffer, when fencing will prevent future impacts on the critical area.

ii. The applicant shall be required to install a permanent fence around the critical area or buffer when domestic grazing animals are present or may be introduced on-site.

iii. Fencing installed as part of a proposed activity or as required in this subsection shall be designed so as to not interfere with species migration, including fish runs, and shall be constructed in a manner that minimizes habitat impacts.

B. Wetlands. Do not exceed a maximum water depth of 6.6 feet (two meters) at mean low water unless approved as part of a planned interspersion of wetland vegetation classes and deep-water habitats.

1. Do not exceed a slope of 25 percent (4H:1V) in the wetland unless it can be clearly demonstrated by supporting documentation that wetland hydrology and hydric soils capable of supporting hydrophytic (wetland) vegetation will be created on steeper slopes;

2. Do not exceed a slope of 25 percent (4H:1V) in the wetland buffer

3. Limit deep-water habitat (greater than 6.6 feet at mean low water) in compensatory wetland to no more than 60 percent of the total area, and approach this limit only when deep-water habitat is highly interspersed with wetland vegetation classes, including aquatic bed, emergent, scrub-shrub, and forested.

MONITORING PROGRAM AND CONTINGENCY PLAN

16.10.130 Monitoring program and contingency plan.

A. Monitoring program:

September 2012, wetland earthwork completed during the dry season
November 2012, wetland planting completed
December 2012 as-built submitted
June 2013 first report
December 2013 second report
June 2014 third report
December 2014 fourth report
June 2015 fifth report
December 2015 final report

B. A performance and maintenance security is required to ensure the applicant's compliance with the terms of the approved mitigation plan. The amount of the performance security shall equal 125 percent of the cost of the mitigation project for the length of the monitoring period; the director may agree to reduce the security in proportion to work successfully completed over the period of the security.

The final mitigation plan will provide a table with amounts to be bonded.

C. Incorporate the following into monitoring programs prepared to comply with this chapter:

1. Appropriate, accepted, and unbiased qualitative or precise and accurate quantitative sampling methods to evaluate the success or failure of the project compared to performance standards approved by the city;

The planting will flag all the plants with ribbons such that a total plant count of planted plants can be made. The long narrow buffer will be visually inspected for invasives and per coverage.

2. Quantitative sampling methods that include permanent photopoints installed at the completion of construction and maintained throughout the monitoring period and shall also include permanent transects, sampling points (e.g., quadrants or water quality or quantity monitoring stations), and wildlife monitoring stations;

The as-built report will establish the 3 sampling with two photo points at each.

3. Clearly stipulated qualitative and quantitative sampling methods that are approved by the city before implementation by the project proponent;

Attachment 3 is the form used for sampling.

4. Appropriate qualitative and/or quantitative performance standards that will be used to measure the success or failure of the mitigation. For wetlands, streams and habitat areas these will include, at a minimum, standards for plant survival and diversity, including structural diversity, the extent of wetland hydrology, hydric soils, and habitat types and requirements as appropriate; all proposed standards are subject to review and approval by the city or the consultant selected by the city to review the monitoring plan;

Performance standards:

less than 20% coverage of undesirable exotic invasives in the mitigation area such as reed canarygrass and Himalayan blackberry.

A total of 80% survival of planted plants and favorable native volunteer plants

80% overall cumulative coverage of the buffer by the final monitoring report.

5. A three year monitoring program as detailed above is sufficient on this type of enhancement/creation project. Hydrology is assured and the narrow wetland planting will use plant stock from on-site for the wetland planting and purchased materials for the buffer enhancement;

6. Monitoring reports shall be submitted to the director by December 1st of the year in which monitoring is conducted. The reports are to be prepared by a qualified consultant and must contain all qualitative and quantitative monitoring data, photographs, and an evaluation of each of the applicable performance standards. If performance standards are not being met, appropriate corrective or contingency measures must be identified and communicated to the director and upon concurrence, implemented to ensure that performance standards will be met;

7. Provision for the extension of the monitoring period beyond the minimum timeframe if performance standards are not being met at the end of the initial five-year period; and provision for additional financial securities or bonding to ensure that any additional monitoring and contingencies are completed to ensure the success of the mitigation.

Appendix D
Revised Determination of Significance and Request for Comments on Scope of Environmental Impact Statement

King County
Department of
Natural Resources and Parks
Solid Waste Division

REVISED DETERMINATION OF SIGNIFICANCE AND REQUEST FOR COMMENTS ON SCOPE OF ENVIRONMENTAL IMPACT STATEMENT

Proponent/ Lead Agency: King County Department of Natural Resources and Parks, Solid Waste Division (the Division)

Description of Proposal: The Algona Transfer Station was built in the mid-1960s. It is over-capacity, has no space for recycling, and uses outdated technology. The *Solid Waste Transfer and Waste Management Plan* (the Plan), which was the result of a regional, multi-year planning effort, recommended replacing the Algona Transfer Station with a new south county station. The Plan was approved by the King County Council in 2007 and reviewed again by the Council and King County cities in 2014. The Plan review reaffirmed the need for a new South County Recycling and Transfer Station which will serve the communities of and areas surrounding Algona, Auburn, Federal Way and Pacific for the next 50 years.

Determination of Significance/Scoping Notice(s):

- On October 30, 2012, the Division issued a State Environmental Policy Act (SEPA) *Determination of Significance and Request for Comments on Scope of Environmental Impact Statement* (DS/Scoping Notice). The DS/Scoping Notice identified two potential sites as "Action Alternatives" for the location of a new transfer station to be built on an alternate property that would be evaluated in an Environmental Impact Statement (EIS):
  - 901 C Street SW, Auburn, WA 98001
  - 35101 West Valley Highway S., Algona, WA 98001

  The DS/Scoping Notice also identified a "No Action Alternative", which would retain the current Algona Transfer Station (located at 35315 West Valley Highway S., Algona, WA 98001). Agencies, Tribes, and members of the public were given until November 30, 2012 to provide comments on the scope of the EIS, with a public scoping meeting held on November 15, 2012.
- On February 7, 2013, the Division issued a *Notice of Revised Scope of Environmental Impact Statement and Extension of Scoping Comment Period*. That document identified a third potential site to be evaluated in the EIS: 28721 West Valley Highway S., Auburn, WA 98001, with public comments due February 28, 2013.
- On March 8, 2013, *Notice of Second Extension of Scoping Comment Period and Public Scoping Meeting* on the third site was issued. A public scoping meeting was held on March 27, 2013, with public comments due on April 5, 2013.

Revised Scope of EIS and Renewed Scoping Comment Period:

- Subsequent environmental review has determined that the third potential site, located at 28721 West Valley Highway S., Auburn, WA 98001 and including the two parcels immediately adjacent to the west, is not a reasonable alternative, cannot feasibly attain the proposal's objectives, and will be eliminated as an alternative for the location of a new transfer station.
- An EIS, required under RCW 43.21C.030(2)(c), will be prepared for the two "Action Alternatives" and the "No Action" alternative listed in the DS/Scoping Notice issued on October 30, 2012. The EIS will cover aspects of the built and natural environment including, but not limited to, the following areas: earth, air, water, plants, animals, energy, natural resources, environmental health, land use, transportation, public services, and utilities.

Agencies, Tribes, and members of the public are invited to comment on the scope of the EIS. Comments will be accepted on the alternatives, mitigation measures, probable significant adverse impacts to the environment, and licenses, permits or other approvals that may be required. The Division will consider new comments, as well as comments received during the previous scoping periods. Comments may be submitted via email to SCRTS.project@kingcounty.gov. Comments sent by mail should be addressed to King County Solid Waste Division, 201 S. Jackson Street, Suite 701, Seattle, WA 98104-3855, Attn: Tom Creegan, Project Manager.

Comment Deadline: The deadline for submittal of comments is November 24, 2015.

SEPA Responsible Official: Pat D. McLaughlin

Position/Title: Division Director, King County Solid Waste Division

Phone: 206-477-4466; TTY Relay: 711

Address: King County Solid Waste Division, 201 S. Jackson Street, Suite 701, Seattle, WA 98104-3855

Date: 11/3/15 **Signature:** PDMcLaughlin

Appendix E
North Creek Site Drainage Assessment

North Creek Site Drainage Assessment

DRAFT

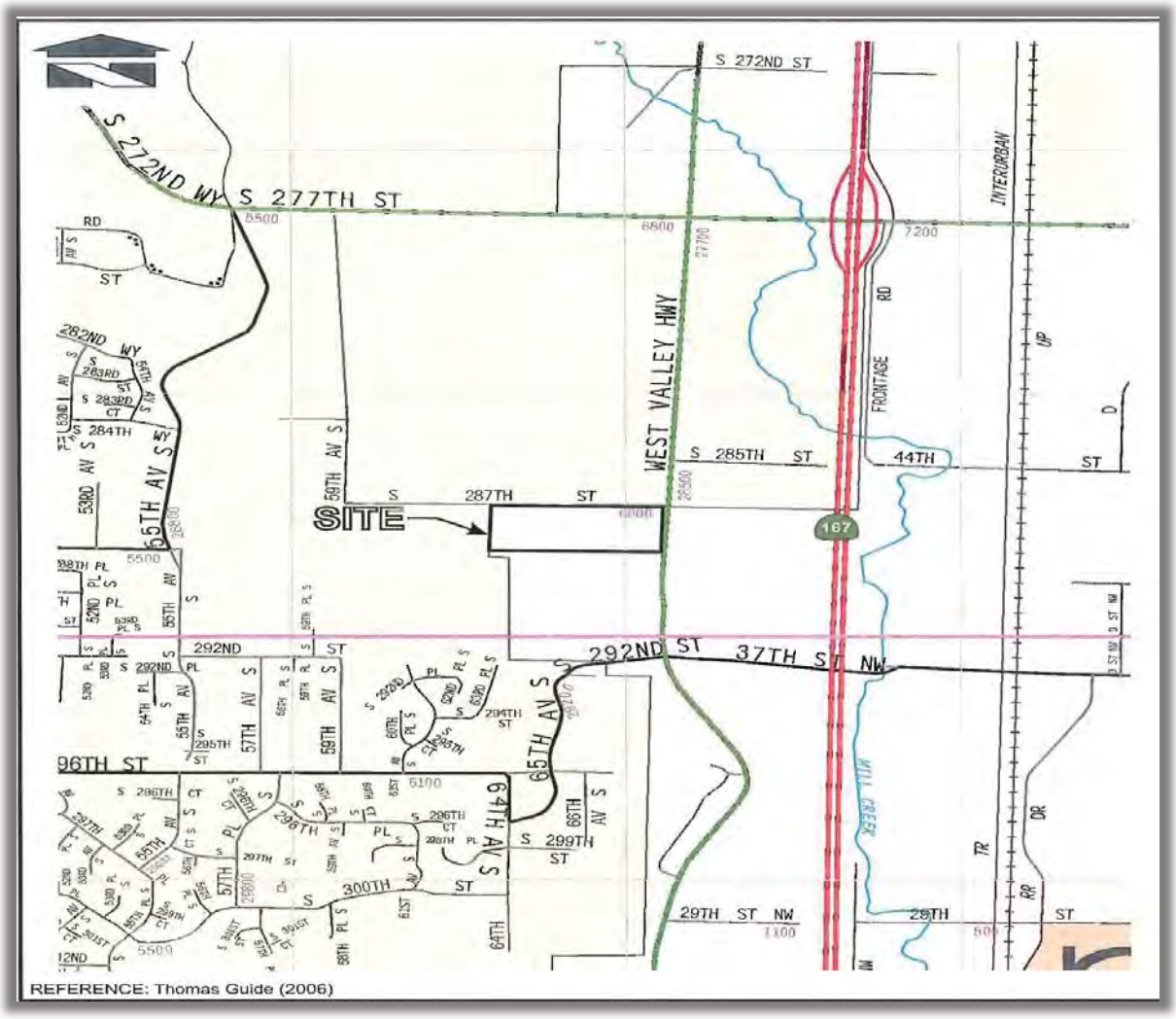
Prepared by Tim Kelly, 6/6/2013

Site Description and General Notes

The site is located on the southwestern corner of the intersection between West Valley Highway South and South 287th Street in Auburn, Washington. The site is located in the SE ¼ of Section 35, Township 22 North, Range 4 East, Willamette Meridian and includes Parcel Numbers 3522049026, 3522049024 and 3552049016. The site totals 666,468 square feet (15.3 acres) and the foot print is 1,292 feet long by 515 feet wide.

The location of the property is illustrated (Vicinity Map). The site is rectangular in shape and consists of three adjoining tax parcels with a gross area of about 30 acres. The site is bordered to the north by South 287th Street, to the west by low density residential property, to the south by the Venture Ditch and commercial development (Meredith Park), and to the east by a road ditch and the West Valley Highway.

Vicinity Map



The basin information and off-site portions of this document were completed as part of the March 2008 ***Mill Creek Tributary 053 Hydrologic and Hydraulic Analysis RM 0.0 to RM 1.2*** study (2008 Study). This report includes relevant summary information from the 2008 Study and does not include the technical background information. As a note to the reader, the March 2008 ***Mill Creek Tributary 053 Hydrologic and Hydraulic Analysis RM 0.0 to RM 1.2*** report has recently been merged with similar reports completed for Trib 053, Mullen Slough and Mullen Slough Tributaries: the report has been compiled as the ***Mullen Slough Hydrology, Hydraulics and CIP Recommendations Compilation from 2008 Thru 2012.*** The report is available from King County DNRP, Water and Land Resources Division.

Basin and Off-Site Drainage

The site was field verified by King County Staff (Tim Kelly, Erick Thompson, Steven Conroy) on 4/4/2013. The intent of the site review was to look for drainage or land-use changes since the 2008 study, for the purpose of modifying the 2008 hydrology or hydraulics analysis, if needed, and to look for any changes in the site conditions since the 2008 work. The findings show that the basin has had no appreciable changes such that the 2008 Study results would not be accurate. It should be noted that that the 4/4/2013 field recon verified that Trib 045 is continuing to flow into the Venture Ditch as was shown in the 2008 Study.

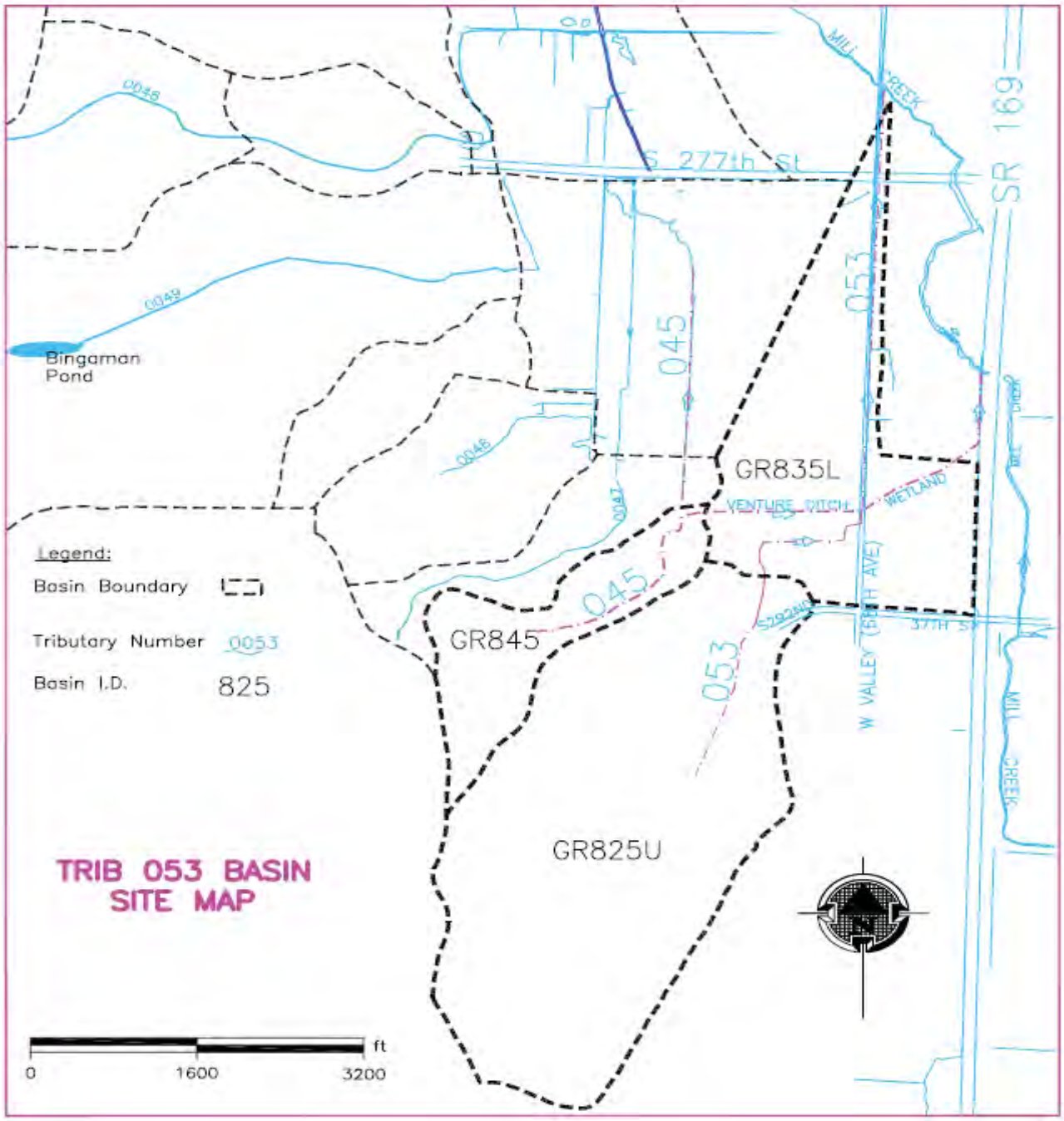
Hydrologic Routing And Basin Connectivity

The following hydrologic information is based on the 2013 field reconnaissance and from data collected as part of the 2008 Study. Historical flow patterns have been shown to vary over the years due to the construction of agricultural ditches, alluvial fan sediment deposition, diversion pipes, berms, road construction and development in the basins. The alluvial fan deposition has historically caused flows to move, and/or split flows between basins; and still threatens to do so in the future. Recent review by a King County staff geologist has shown that the ravine down-cutting has reached hardened till soil. The review has shown the alluvial fans will still receive higher than normal amounts of sediment load due to lateral widening of the ravine, but to less of an extent as seen in the last 30 years when the ravines were down-cutting.

The recent 4/4/2013 site assessment has shown that Trib 045, which has historically been documented as avulsing from the Mullen Slough Basin to the Mill Creek basin (via Venture Ditch), is continuing to flow into Venture Ditch. The recent finding was consistent with the geologist report that anticipated reduced material deposition at the alluvial fans and reduced occurrences of channel avulsion.

The following figure was copied from the 2008 Study. The figure shows the subbasin boundary that contributes stormwater to the venture ditch and Trib 053.

Trib 053 Basin Site Map



The area was split into three basins GR825U, which is the upper basin, GR835L, which is the lower green river flood plain area of the basin and GR845 which is the area shown draining to Trib 045 which ties into Trib 053 via the Venture ditch. The basin land-use perland data can be found in the March 2008 ***Mill Creek Tributary 053 Hydrologic and Hydraulic Analysis RM 0.0 to RM 1.2 S***tudy. The following table shows the summary KCRTs output for each of the sub-catchments from the 2008 Study:

Summary KCRTs Output

Basin GR845 Trib 045		Basin GR835L Lower Trib 053		Basin GR825U Upper Trib 053	
Flow (CFS)	Return Period	Flow (CFS)	Return Period	Flow (CFS)	Return Period
25.9	100	29.4	100	77.8	100
15.1	25	22.5	25	45.2	25
13.6	10	21.0	10	40.8	10
13.1	5	11.8	5	39.4	5
12.8	3	9.6	3	38.3	3
11.0	2	8.6	2	33.0	2
9.4	1.3	8.6	1.3	28.3	1.3
9.1	1.1	8.1	1.1	27.2	1.1

Additional Hydrologic Data

The stormwater capacity in Trib 053 is affected by backwater from the Green River and by flows in Mill Creek; both of these conveyance channels combine to cause a tail-water condition in Trib 053. This complex interaction in the drainage system that backwaters Trib 053 was modeled using the known Green River WSEL, the known Mill Creek flow data and the known surveyed cross sections along Mill Creek. The modeling detail is discussed in the hydraulic section of the March 2008 ***Mill Creek Tributary 053 Hydrologic and Hydraulic Analysis RM 0.0 to RM 1.2*** report.

Summary Results

The study area, which includes Trib 053 along the valley floor, can be separated into three distinct reaches:

(1) The lower reach of Trib 053 is the section heavily backwatered by lower Mill Creek, which is backwatered from the Green River. The lower reach of Trib 053 is typically backwatered for the 2 thru 100 year Green River events. The lower reach of Trib 053 is defined as the reach from the confluence with Mill Creek to the northerly edge of the project site.

(2) The upper reach of Trib 053 is the conveyance channel that does not backwater from the Green River flood plain and generally includes the channel south of the Venture Ditch.

(3) A third section is identified as the transition reach. The transition reach is defined as the area where the predominant cause of flooding can be due to either to a high surface water elevation in the Green River and Mill Creek, which would backwater the transition area; or by extreme storm flows that would flood Trib 053 due to channel conveyance limitations. The transition area is located in the vicinity of the North Creek project site and backwaters into both the Venture ditch and the road ditch along the west side of the West Valley Highway at the project site.

The following summary output information shows peak water surface elevations (NGVD29 Datum) for the 2, 5 and 10 year storm events. The 2, 5, and 10 year events assumed a correlated Mill Creek and Green River backwater condition based on historical records. The following information is the output from a hydraulic modeled that was created as part of the March 2008 ***Mill Creek Tributary 053 Hydrologic and Hydraulic Analysis RM 0.0 to RM 1.2*** study. The reader is encouraged to review the document for technical details regarding the model, the data input and assumptions used in the model.

Summary Output from Hydraulic Model

	Ex 2Yr	Ex 5Yr	Ex10Yr	
Location	**WSEL**	**WSEL**	**WSEL**	**Nearby Ground Elevation**
East End of Venture Ditch	41.98	41.96	42.18	43.4 - 44.1 @ East Side of North Cr Site
				42.8 Wetland East of West Valley Hwy
				46.3 West Valley Hwy Road Elevation
West End of Venture Ditch	45.25	45.33	45.34	44.8 - 45.2 (N side of Ditch)
				46.3 - 47.3 (S side of Ditch)
				45.6 to 46.1 S.297th St Elev at Site

The output results from the 2008 Study shows that the current condition will convey the 10 year flows without overtopping the ditch; which was validated by observation of the 12/3/2007 flood. The 12/3/2007 storm flooded portions of the North Creek site (see attached pictures), the water eventually flooded across S. 287th Street which is also shown in the attached pictures on page 8.

Existing Site Drainage

The site is located on the southwestern corner of the intersection between West Valley Highway South and South 287th Street in Auburn, Washington. The site is rectangular in shape, 1,292 feet long by 515 feet wide, which is 15.3 acres. The site is bordered to the north by South 287th Street, to the west by low density property, to the south by the Venture Ditch and commercial development (Meredith Park), and to the east by a road ditch and the West Valley Highway. The site consists of three contiguous parcels that are shown centered on the Photo Log figure on page 8.

The existing site topography, excluding the ditch, is generally flat with less than two feet of total elevation change. The property is currently undeveloped and vegetation consists of field grass, shrub and a mixture of deciduous and evergreen trees located along the north and west property lines.

Access to site has been denied per the property owner request, but from a 4/12/2013 field observation the site appears unchanged from the site reviews completed in 2007 as part of the 2008 Study. A site investigation by King County Staff was conducted during the 11/15/2006 flood event and again for the 12/3/2007 event; the two rainfall events were between a 2 and 25 year, 24-hour rainfall event. The findings from the investigation showed that the 2008 Study hydraulic model results were consistent with the observed flood elevations in Trib 053 and the Venture Ditch.

The existing site winter water table and the elevation of nearby receiving waters are two critical design constraints. These elevations are needed to establish vault and detention pond inverts for calculations of stormwater runoff storage. The receiving water elevation and the water table elevations are also used to calculate stormwater conveyance needed to drain water from the proposed water quality facilities and from the detention facilities to nearby receiving waters. As stated previous, the property owners have denied access so it is assumed that additional study will be needed to determine the design water table elevation.

Review of available information includes the July 22, 2009 Earth Solutions NW soils report borings which were completed as part of the North Creek Site. The borings were done in late summer, which shows the water table at its lowest elevation for the year. The borings will need to be redone during wet conditions to estimate the anticipated elevation of the water table and the ability to store and convey stormwater at the site. The Earth Solutions NW boring results correspond to lowest water table during the year and are much lower than the winter water table. The results from TP-24, which is the likely location for detention pond, showed a water table at 4' below the surface during late summer conditions. These results are consistent with field observations that show standing water on the site during winter month. It is believed that the water table will typically be at, or near the surface at this location during most rainfall events through the winter. This estimate is based on winter field assessments that show standing water on the site; an example is shown in the photo log on the following page. For planning level estimates the ground surface would be a conservative, justifiable design elevation, which is about 50 feet NAVD88.

The following was a City of Auburn finding regarding the ground water issue from the North Creek Campus Mitigate EIS:

The City concludes that the geotechnical report submitted by the applicant will need to be updated to include a determination on the seasonal high groundwater elevation and then determine if adequate freeboard exists between the storm drainage pond bottom and the groundwater elevation during winter months.

The following photos were taken during the mid February 2011 wetland study for the North Creek Development. The photos show the interaction of the soil with nearby standing water indicating a very low soil permeability. The photos also indicate that most of the soils are saturated; but the low permeability of the soil appears to impede lateral migration of groundwater. It's difficult to estimate what a safe winter high water table should be used for design of the detention and conveyance system.

Wetland Photos A thru D

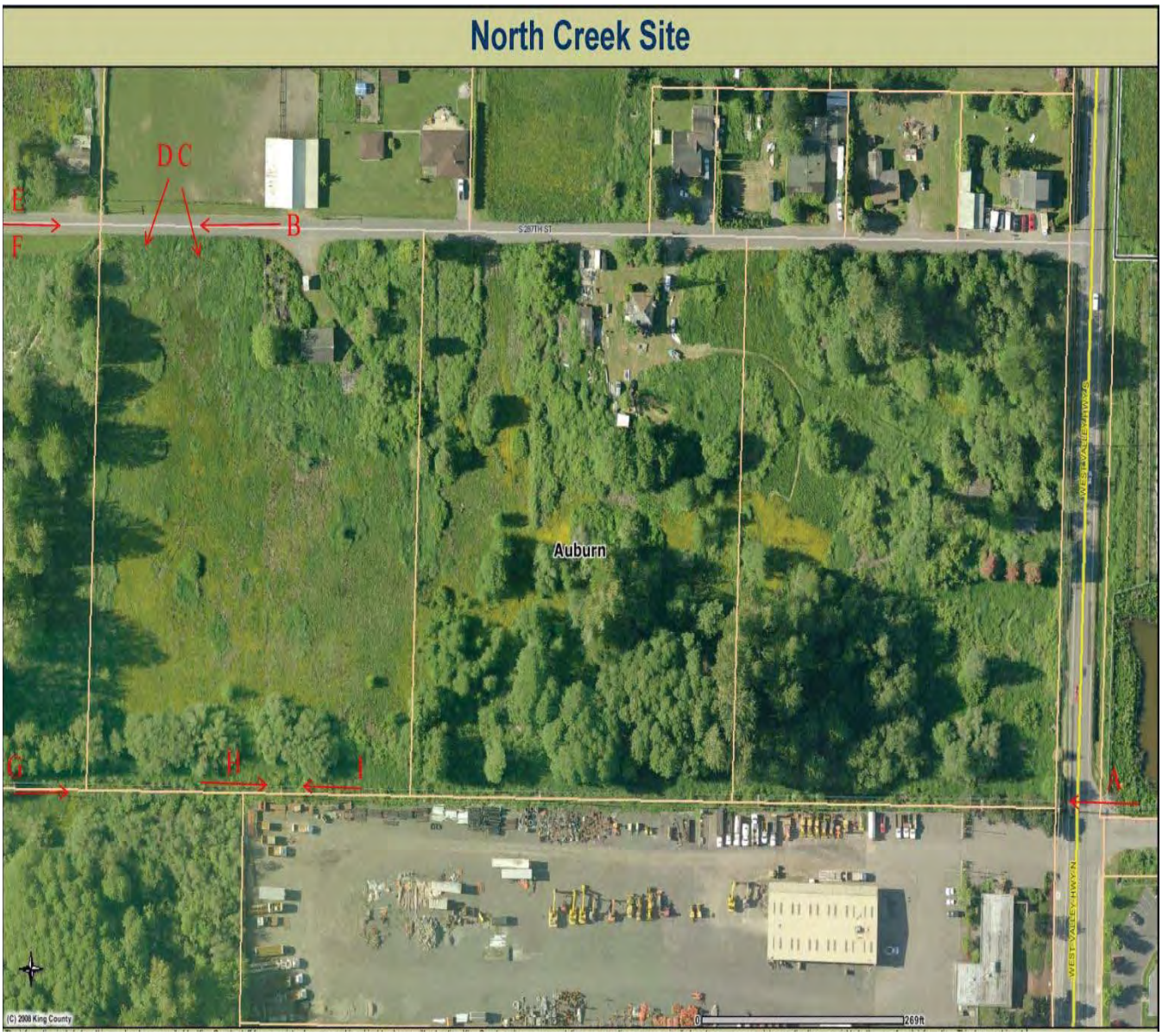
Further indications of the winter ground water elevation reaching, or exceeding the existing ground surface where documented by the King County Department of Health. The King County Department of Health condemned the property in 1995 due to a complete septic drain field failure. The failure was due to heavy winter rains. The drain field failure is typical of high groundwater and is just further evidence that this property does not have the capacity to support a gravity stormwater facility.

North Creek Site Drainage Assessment

The following photo log figure identifies the location of the picture and the photo date:

A – 12/3/2007	B – 12/3/2007	C – 11/15/2006
D – 12/4/2007	E – 11/13/2006	F – 11/15/2006
G – 3/27/2007	H – 11/15/2006	I - 12/3/2007

Photo Log



Photos A thru F

Photos G thru I

The following is a relevant comment from the City of Auburn findings of the North Creek Campus Mitigate EIS:

The City does not concur with the Level 1 Off-Site Drainage Analysis statement in Task 3 that there is no evidence of flooding at the subject property. The City is aware of historic flooding related drainage issues along South 2871h Street and downstream of the subject property. The report shall be revised to acknowledge and evaluate the historic flooding directly west and north of the subject property.

The City of Auburn findings are consistent with field observations regarding flooding of the property, which is shown above in Photos B and D.

Proposed Site Drainage

The development of the proposed 15.3 acre site would accommodate a refuse transfer and recycling station. King County transfer stations can vary in size depending largely on site topography and site access but generally the drainage design requirements for King County transfer stations have similar impervious surface requirements, similar detention requirements, similar water re-use volumes and similar contaminated water discharge requirements. In effect King County uses a repeatable template for the transfer station design.

The planning level site runoff collection and conveyance assessment for the North Creek Transfer Station is based on recent stormwater and conveyance design work completed for the First Northeast Transfer/Recycling Station. The facility was used as a reference for the following reasons:

- The proposed site size, layout and functionality will be similar to the North Creek Site
- The compliance regulations and performance standards will be the same, or similar to the North Creek Site
- The site catchment areas, including impervious surface areas and required runoff areas draining to sewer will be nearly identical to the North Creek Site
- The two sites have similar rainfall and hydrology due to site location along similar hyetograph topology.
- Site hydraulics will be similar as drainage conveyance, storage volumes and pond release rates are all nearly identical.

The site is also assumed to require drainage standards similar to the King County SWDM Level 3 flow control standards, which is typical for an area designated as a Conservation Flow Control Area and with a history of downstream flood problems. The Level 3 flow control will most likely set the design thresholds because the facility will be operated by King County which operates under the NPDES permit. The site is located in the City of Auburn which has adopted a manual similar to the City of Tacoma's Storm Water Manual. It is believed that the more restrictive of the two design manuals will be required; discussions with WLRD staff indicated that the King County drainage standards may be more restrictive; the King County drainage standards where used in this analysis for that reason, and also because of the familiarity with the County standards.

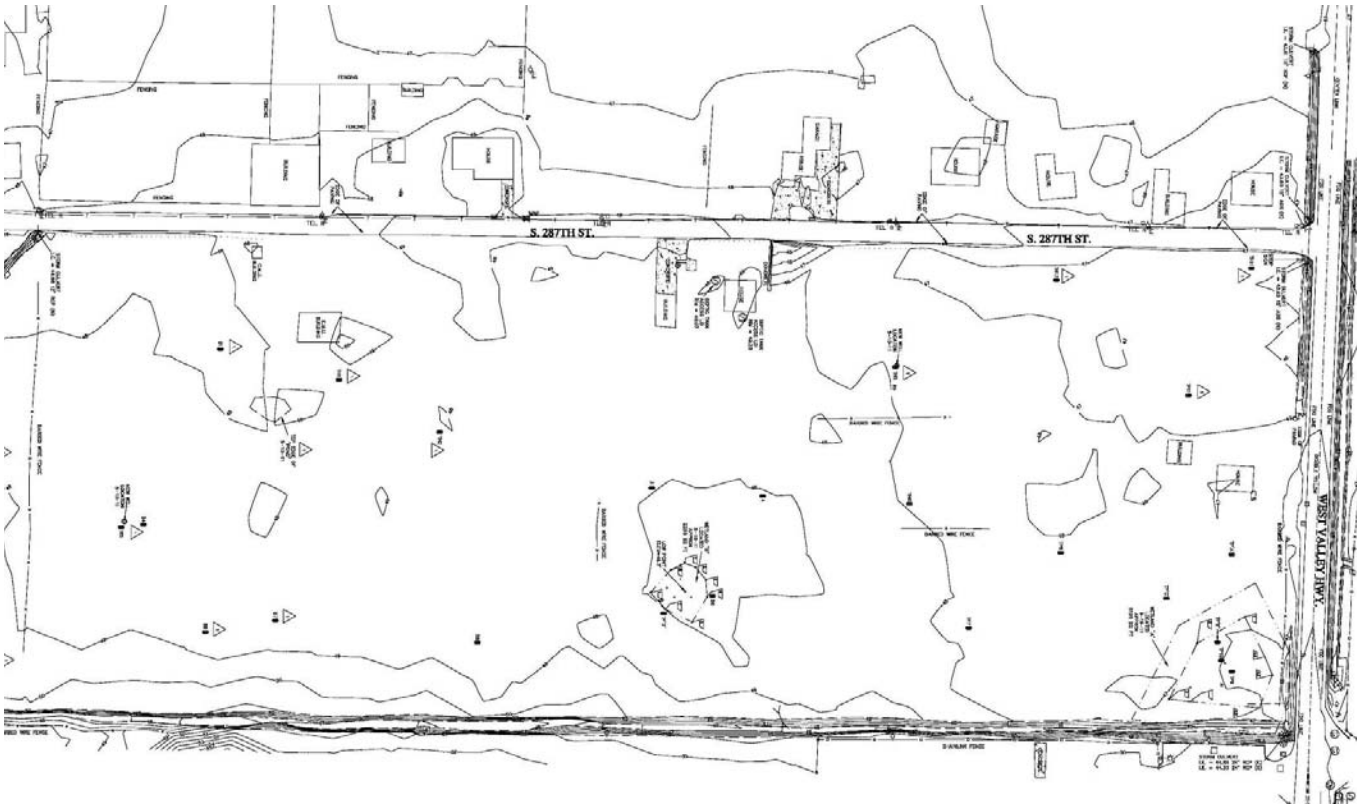
Proposed Detention and Water Quality Facilities

The design of a storm water pond for the site will be one of the more challenging design elements of the project. As stated in the previous E*xisting Site Drainage* section, the winter design water table is at the current ground surface. Given this restriction the site would require a minimum of 6 feet of fill to allow for a gravity drainage conveyance system that would daylight to a detention pond with live storage. The 6 foot depth is based on 2 feet of pipe cover, one foot pipe diameter and allowable pipe fall (slope) of 1 foot across the site; leaving 1 ½ feet of live storage above groundwater and with ½ foot of freeboard. The second constraint is based on the Level 3 pond design that will likely require 4 acre-feet of storage. The 4 acre-feet is based on the design requirements for the Northeast Transfer/Recycling Station. Given the above constraints, the pond size, including buffer, berm width, 3:1 side slopes and maintenance access would be just over 3 acres.

The following planning level list of site area needs was included because of a concern that the 15.3 acre site may not have the area to site the facility:

- Transfer Facility Footprint including Access, Parking and Typical Outbuildings ~ 8 Acres
- Venture Ditch Buffer – 75 feet x 1200 feet ~ 2.2 Acres
- Frontage buffer (287th St, West Valley Highway and Nirtchal) 100 (need this verified) – Based 20 feet on each side ~ Just over an Acre
- Pond Area (discussed previous) ~ 3 Acres
- Wetpond Water Quality Treatment Facility – Because of the site constraints, the detention pond would most likely have enough surface area to allow the facility to function for both detention and for the water quality treatment. This could be accomplished by creating dead storage in the pond and adding soil amendment and plantings per the King County Surface Water Design Manual ~ 0 acres
- Fill Slope Buffer – Includes fencing and 3:1 fill prism of approximately 10 acres of the site brought up 6 feet ~ Just over 1 Acre
- Existing Wetland and Wetland Buffer areas – The current delineated 2 wetland areas as shown on the following plan are class 3 wetlands requiring 100 feet of buffer. Wetland B is located within the facility footprint and the fill prism. The wetland is about 2,200 square feet, with buffer and fill prism this wetland will encompass close to 2 acres. Wetland A is not in the facility footprint and will not impact the buildable area. The wetland impacts to the project are substantial and additional discussion of the project risks are addressed in the following sections of the report.
- Other facility needs include Sanitary Pump House, Vault, Oil Water Separator and Pump for Pollution Generating Surfaces. The area needed for these items can be reduced as the Vault and Oil Water Separator can be constructed under the parking area. The below ground structures discussed above may not be feasible due to buoyancy forces leading to the potential for floatation. The risk of floatation is listed as a potential risk, but is left for further detailed analysis, which would include soils and structural expertise.

Wetland Delineation



The above list is very cursory and intended for discussion purposes for Solid Waste Division staff with expertise in site layout. The findings show that additional study is warranted to further assess the risk elements previously discussed. Additional information could show the site is either not suitable for development as a transfer station, or that the site would be cost prohibitive for development.

The findings also show that the use of the site will be directly linked to the wetland delineation; as stated previous, the developer has not allowed King County access onto the site. Access to the site will be needed to evaluate the developers wetland findings. Local knowledge of the site and the developers dismissal of wetlands due to "tree throw", as stated in the wetland report, brings into question the actual extent of wetlands on the site.

The wetland problem is further compounded as the site does not have adequate area for wetland mitigation. In the event that additional wetland area is delineated on site, or there is a need to mitigate filling of the existing wetlands; it is assumed that the mitigation can be done offsite and that additional property acquisition is a viable alternative. It should also be recognized that cost and risk associated with potential mitigation should be factored into the selection process.

Proposed Sanitary Drainage

The sanitary discharge from the proposed site will connect to the existing City of Auburn Sewer Main that currently dead-ends on the West Valley Highway at the north end of the Meredith Park development. The sewer main is shown on the following figure as the magenta line running along the west side of West Valley Highway and terminates at the

north boundary of the Meredith Park development. There was no information as to the capacity of the system or the depth of the sewer line.

Sewer Line

The transfer facility will be expected to generate typical sanitary effluent associated with conventional operations. The facility will also produce a significant volume of contaminated stormwater runoff with is created when precipitation or wash water comes in contact with the refuse. The contaminated stormwater runoff along with conventional effluent will discharged to the City of Auburn sewer main. The proposed sanitary sewer discharge includes a substantial quantity of flow that is generated from water that comes in contact the refuse. The following is an estimate from the First Northeast Transfer Station Technical Information report, which will be similar to the proposed project:

Water for flushing toilets was estimated to be about 105gallons per day based on occupancy and low-flush fixtures.

The volume of water that will be used at the station to wash the tipping floor has been estimated to be 1,600 gallons of water per day.

The First Northeast Transfer Station Technical Information report does not include additional flow normally directed to the sanitary sewer, including shower and normal potable water use. The report also excludes ancillary sanitary flows generated specifically by transfer station operations such as use of dust misters and rainwater interflow to the sanitary system. The report does show that the tipping floor wash water will generate over 15 times the normal sanitary flow from facility. It has not been determined if the existing

sanity main has adequate capacity to accept the additional sewerage or if connection to the existing main would allow for a gravity feed.

The capacity of the sanitary main was further brought into question based on the City of Auburn comments on the original North Creek development; the following are the comments:

In lieu of constructing the long extension of the public sanitary sewer system that is cost prohibitive concurrent with this project, the applicant will be allowed, on a temporary basis, to connect to the public system that currently exists to the southeast of the project property by using a private pump station.

- *The pump station shall be located on the subject property.*
- *The private pump station shall be sited and designed to prevent any spills or overflows from entering the right-of-way or public drainage system.*
- *Any side sewers constructed within the right-of-way shall convey sewage via gravity.*
- *The property owner shall be responsible for preventative maintenance, alarm monitoring, and spill cleanup. Those responsibilities will be specified in a written agreement with the City prior to construction plan approval.*
- *The property owner shall enter into a written agreement with the City to pay for their proportionate share of any future sewer extension constructed to serve other areas within the basin, and to connect to that extension when it becomes available.*
- *The property owner shall not allow any other facilities to discharge to any part of their private system.*

Further analysis of the sanitary sewer capacity limitations and investigation of the City of Auburn concerns are outside the scope of this document. Discussions with team members and management indicated that a consultant will be looking into the risks associated with the sanitary sewer hook-up. The intent of this section is to make the consultant aware of the relatively high sanitary flow rates that can be anticipated from the site and the potential for impacts on the existing system.

Site Fill Requirements and Associated Risk

As previously mentioned in the drainage section the site will require a considerable volume of fill to accommodate gravity drainage and detention. The site will require approximately 10 acres of land filled to a depth of 6 feet; the fill amounts to approximately 100,000 cubic yards of structural fill that will need to be placed on the site.

The site will most likely require soil pre-loading given the existing soil composition and the depth of fill. The preloading will be required to accommodate anticipated settling.

The 10 acres of fill will displace active flood storage at the site. The displaced flood storage has not been factored into the estimate for pond sizing; the displaced flood storage would require additional pond area which would further increase the risk of siting the transfer station at this site.

The risks associated with the fill and preloading operation will have a significant effect on the project budget and the schedule. Preloading the site can take an additional year or more before acceptable compaction levels are met.