Council Meeting Date: March 17, 2003 **Agenda Item: 5(a)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	1st Ave NE Transfer Station Master Plan Briefing
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Tim Stewart, Director
	Sarah Bohlen, Transportation Planner

PROBLEM/ISSUE STATEMENT:

The Shoreline City Council, through Council goals in 2001 and 2002, has endorsed a joint effort by City staff and the King County Solid Waste Division to proceed with a planning effort with specific direction to support and pursue King County's proposed improvements to the First Avenue NE Solid Waste Transfer Station. An opportunity also exists for the County's transfer trailers to use the transit ramps for direct I-5 access.

In 1994, the King County Solid Waste Division prepared a report, First Avenue Northeast Transfer Station Full Development Conceptual Alternatives Report, as a response to changes in the operational and environmental requirements of transfer stations that had occurred since its inception. The report identified a Preferred Alternative for the site (Attachment A).

More recently, the City and County have begun discussions about how to improve the site. The County began the process by preparing a "Facility Master Plan" (FMP). This is a County document that describes the long-term plan for the site, and will be used as a Master Plan for the site to be adopted by the City of Shoreline. By approving a Master Plan, both the City and King County will have certainty about what type of improvements and uses are planned and allowed at the Transfer Station.

During the FMP process, the County used a Citizen's Advisory Committee to provide input for the proposed site design. This process concluded in December 2002 with the identification of a new preferred alternative to be proposed to the County Council (Attachment B). The purpose of this briefing is for King County to present the preferred alternative to the Council, answer any questions, and listen to any comments on the proposal.

RECOMMENDATION

No action is required. Staff recommends that Council send a letter to the King County Executive supporting the new Preferred Alternative for the Facility Master Plan, and also consider and offer suggestions to King County for renaming the facility.

Approved By: City Manager RSO City Attorney N/A

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INTRODUCTION

The Shoreline City Council, through Council goals in 2001 and 2002, has endorsed a joint effort by City staff and the King County Solid Waste Division to proceed with a planning effort with specific direction to support and pursue King County's proposed improvements to the solid waste transfer station.

The goals are consistent with policies adopted in the Shoreline Comprehensive Plan. Specific policies addressing this issue include:

> **LU41:** Ensure that existing industrial uses adjacent to I-5 derive access from that highway and mitigate their impacts on the adjacent land uses and City streets.
>
> **T53.1:** Encourage truck and bus traffic to access the Metro Bus Barn and the Solid Waste Transfer Station from I-5 rather than from city neighborhoods.
>
> **U24:** Ensure appropriate mitigation of regional solid waste facilities for both the community and adjacent areas.

The Essential Public Facilities element of the Comprehensive Plan also encourages these types of facilities to prepare a Master Plan for the site. By doing so, an overlay district would be adopted for the site indicating that the Master Plan document is the governing document for new development or redevelopment. Additional permits, such as Building and ROW permits, will also be required when construction begins. King County is developing their Facility Master Plan to also meet the City's Master Plan requirements.

By approving a Master Plan for the site, both the City and King County will have certainty about what type of improvements are planned and allowed at the Transfer Station. Long range plans to include other uses could also be included in the Master Plan. The Master Plan will describe development standards, and could include the identification of other allowed uses, for the site. The SEPA process used for the Master Plan will also cover near-term construction needs. King County has requested Lead Agency Status for the SEPA process, and City's SEPA Responsible Official, Tim Stewart, concurs.

The transfer station is located adjacent to King County Metro's North Base Bus facility, which utilizes direct access ramps to I-5 for ingress and egress, including employees in private vehicles. The transfer station, however, is accessed via Meridian Ave N. The Federal Highways Administration (FHWA) has limited the usage of the ramps only to transit vehicles, and staff is diligently working to secure approval for usage of the ramps for the County's transfer trailers. The proposed Preferred Alternative design assumes continued customer access from Meridian Ave N, but would utilize the ramps for I-5 access for the County's transfer trailers if approval is granted.

BACKGROUND

In addition to addressing this site with Comprehensive Plan policies and Council goals, Council was briefed at the start of this planning effort in September 2000. At that

meeting several Councilmembers stated the importance of securing approval for the transfer trailers to use the I-5 direct access ramps. The Council discussed the need for broad based public involvement in the process and whether the name of the facility could be changed. Council also adopted King County's Comprehensive Solid Waste Management Plan on the March 25, 2002 consent agenda.

DISCUSSION

King County recently concluded an extensive public involvement process to develop a new preferred alternative for their Facility Master Plan (FMP). Public Open Houses were held at Meridian Park Elementary School on June 18, September 26, and December 4, 2002, and a Citizen's Advisory Committee met four times during this span of time. The Citizen's Advisory Committee was comprised of neighbors of the transfer station, users of the transfer station, and community members interested in the site. Shoreline staff member Rika Cecil also participated on the committee to share her knowledge of recycling and waste reduction practices, and Robert Curry represented Waste Management Northwest on the committee.

The public was very clear that the 1994 Preferred Alternative (Attachment A) was not as good as it could be, particularly in its treatment of Thornton Creek. Other concerns were increasing the recycling opportunities at the site, educating visitors to the site about recycling and solid waste reduction practices, ensuring that an adequate buffer was maintained between the transfer station facility and neighboring residences, controlling noise and odor impacts, and providing safe traffic circulation to and from the site, as well as within the site. At the conclusion of the process King County developed a new Preferred Alternative (Attachment B). King County is also striving to attain a LEEDs (Leadership in Environmental and Energy Design) Silver rating from the US Green Building Council.

King County staff members will present to Council the new Preferred Alternative with the following information:

- Description of the public process used this year, and new design principles that have surfaced due to the public comment (as well as County needs);
- Description of the new proposed preferred alternative, compared with '94 preferred alternative;
- Explanation of the LEEDs rating system: i.e. uniqueness of this facility striving towards a LEEDs rating;
- Explanation of the art budget, including a description of potential art projects associated with the site;
- Description of the potential for recycling and natural resource education at the site; and
- Process and schedule for remaining steps – Master Plan Process, SEPA review, Construction

Council may also wish to discuss ideas for renaming the facility. When the facility was originally constructed, it was accessed from 1st Avenue NE. Many changes have occurred since then, including the construction of I-5, and the site no longer even abuts 1st Avenue NE.

The next steps will be for King County to prepare the SEPA checklist and submit the Master Plan application. The Planning Commission will hold a public hearing on the Master Plan proposal and forward a recommendation to City Council for adoption. The King County Council will also consider the Master Plan, and is likely to adopt it later this summer.

RECOMMENDATION

No action is required. Staff recommends that Council send a letter to the King County Executive supporting the new Preferred Alternative for the Facility Master Plan, and also consider and offer suggestions to King County for renaming the facility.

ATTACHMENTS

Attachment A: 1994 Preferred Alternative from the King County First Avenue Northeast Transfer Station Full Development Conceptual Alternatives Report.

Attachment B: New Proposed Preferred Alternative to be included in the King County First Ave NE Transfer Station Facility Master Plan

Attachment C: King County PowerPoint Presentation

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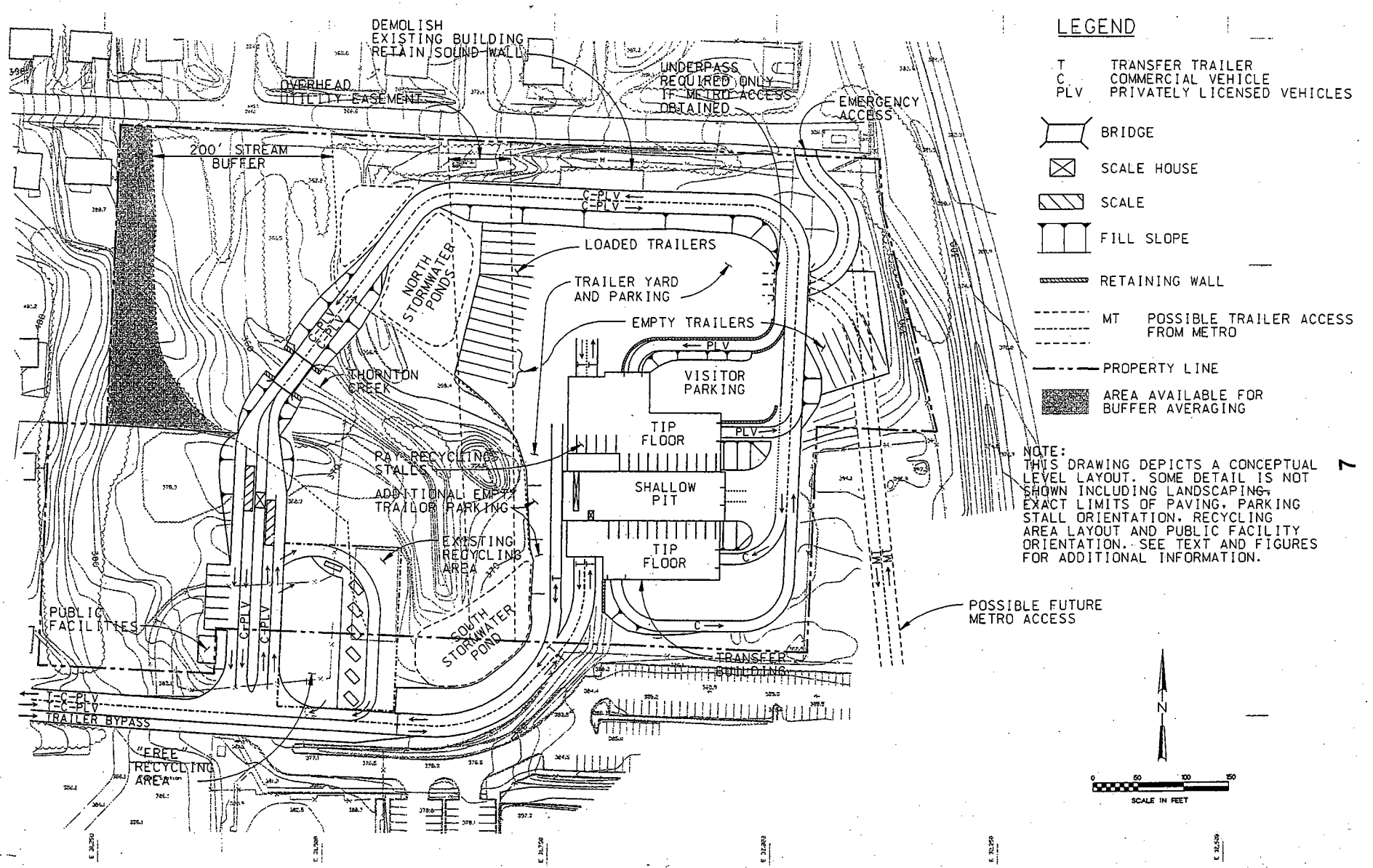


Figure VIII-1 Preferred Alternative

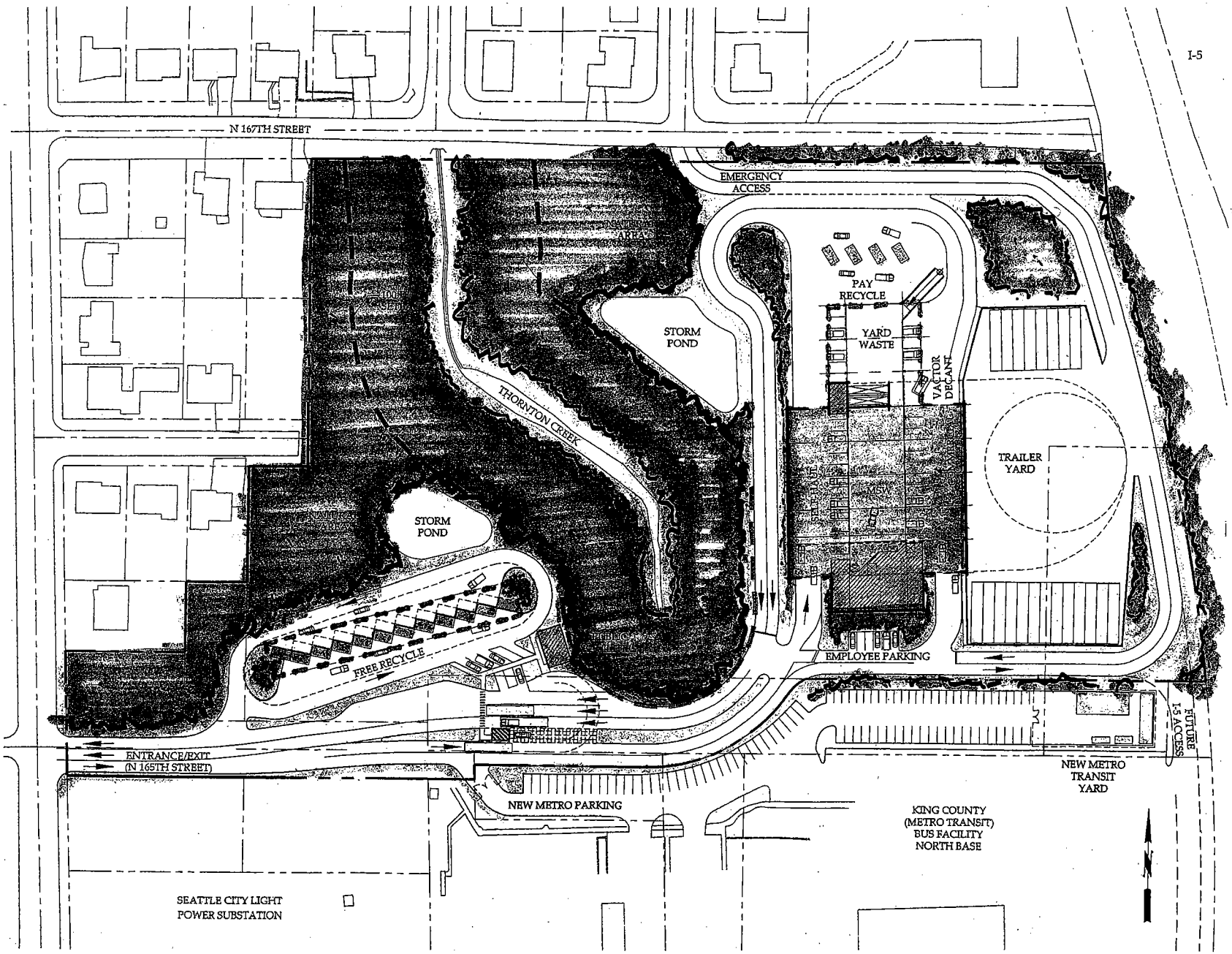
Attachment B

Department Of Natural Resources
King County Solid Waste Division

First Northeast Transfer Station

2003 FMP

Preferred Alternative



Site Impact Data	Existing	1994 FMP	2003 FMP
Gross Site Area	485,349 SF	485,349 SF	599,270 S
Base Imperv. Surface Area	169,668 SF	213,513 SF	244,700 S
Exp. Recyc. Imp. Surf. Area	0 SF	0 SF	36,000 S
Total Imperv. Surface Area	169,668 SF	213,513 SF	280,700 S
Base % Impervious Area	35%	44%	41
Adjusted % Inpervious Area	0%	0%	6
Total % Impervious Area	35%	44%	47
Added METRO Parking	0	0	(39-34)

Operational Data	Existing	1994 FMP	2003 FMP
Inbound Queue	10	12	1
Outbound Queue	22	35	3
Free Recycling Area	7,500 SF	7,200 SF	33,500 S
Paid Recycling Area	2000 SF	2,400 SF	22,000 S

Traffic Flow Data	Existing	1994 FMP	2003 FMP
Public/Comm. Merges	2	3	
Public/Comm. Cross-overs	0	2	
Choked Comm. Access	YES	NO	NO

8

0 50 100 200

KPG

Architecture
Landscape Architecture
Civil Engineering
Urban Design

November 5, 2002
Revised: December 4, 2002

Presentation to Shoreline City Council

King County Department of Natural Resources and Parks

Solid Waste Division

1st NE Transfer Station

Desired Outcome

- To provide for the solid waste handling and recycling needs for the northwest King County service area while protecting the environment and being responsive to neighbors, community and customers

1994 Facility Master Plan (FMP) Re-Cap

- Included Bridge across Thornton Creek
- Similar in size to current plan
- Different Traffic Circulation
- No property acquisition

•Why Update the Facilities Master Plan

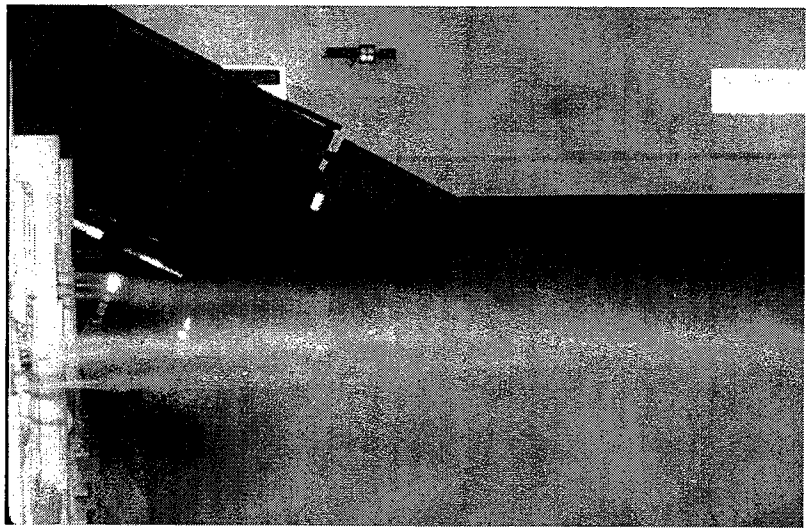
- City Incorporation
- y Regulations
- dangered Species Act
- orm Water
- en Building Initiative
- Ramps
- y Solid Waste Comprehensive Plan

•New Transfer Station

- Works with or without I-5 Access
- Bridge over Thornton Creek
- a for Separate Yard Waste Collection Recycling
- e Stalls to Handle Projected Growth in ting Service Area
- n Building Located further from ghbors

New Transfer Station

- Larger Recycling
- for Free and
- Recyclables
- Outbound
- es
- losed Structure
- t/Odor
- trols



New Transfer Station

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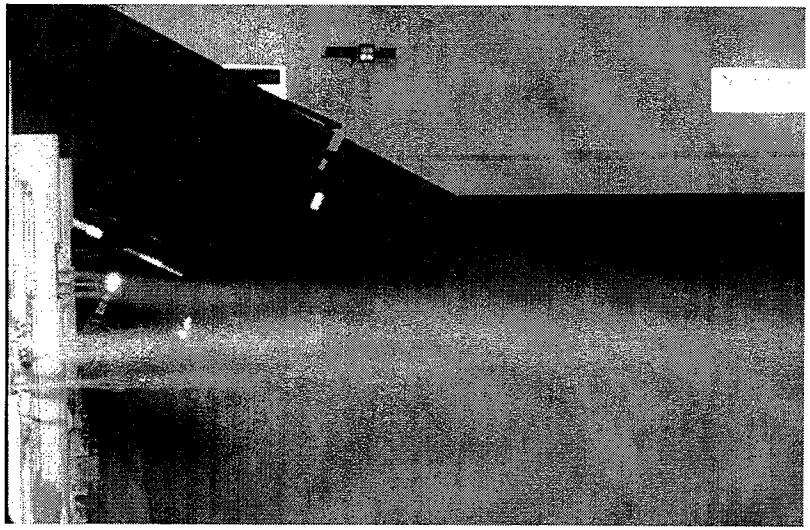


Public Process

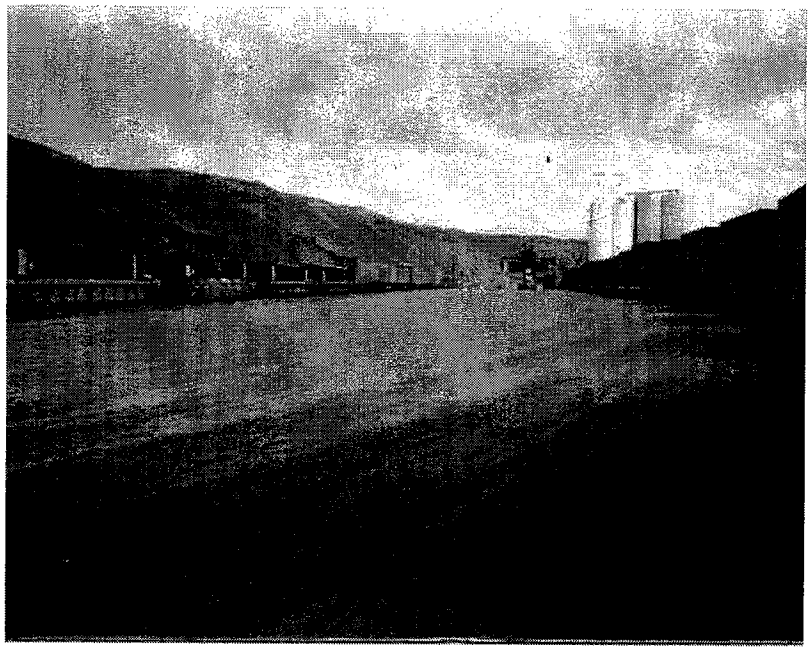
- Citizen Advisory Committee
- Meetings
- Public Meetings
- and other
- ncy meetings

New Design Principles

- State of the Art Detention and Water Quality Facilities
- Separate Sanitary Sewer System for Municipal Solid Waste Handling Areas
- ate Roof Drain System
- sion of Recyclable Material Collection
  - d waste
  - an wood waste
  - liances
  - ic items: glass, plastic, and metal containers; mixed paper; dboard.
  - dboard compactor

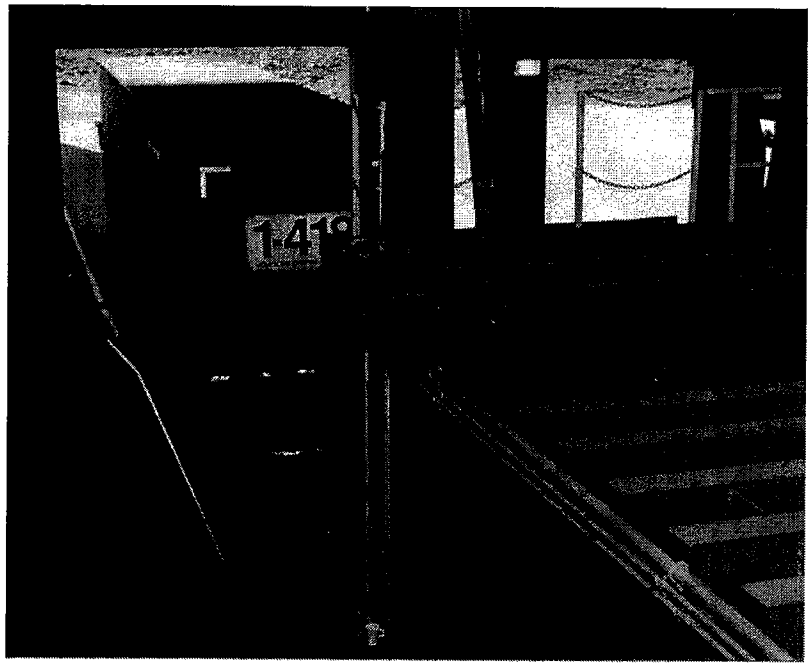
New Design Principles

- Evaluating
  - edder as Back
  - System For
  - icipal Solid
  - te (MSW)
- omated Weigh
  - e
- i-Modal
  - tainers



New Design Principles

- Fire Load
- Impactor

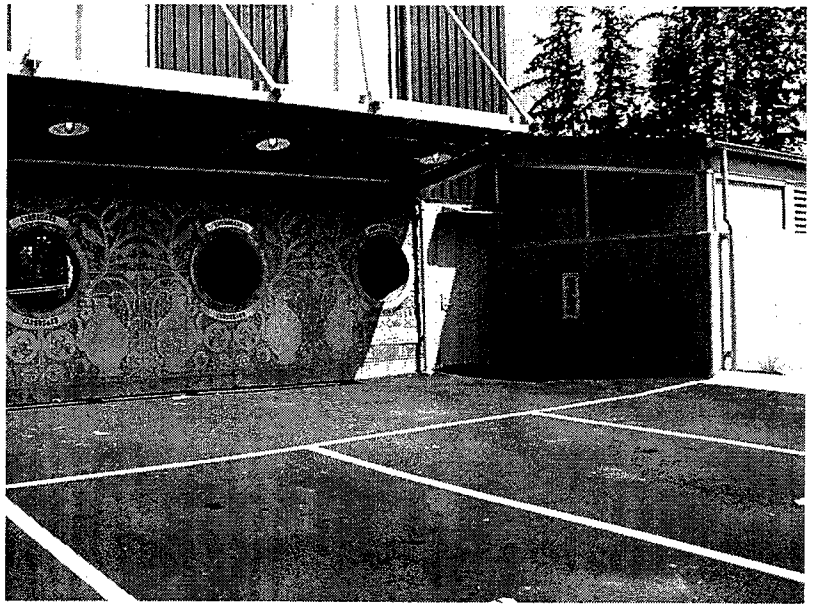


Leadership in Energy & Environmental Design (LEED)

- Silver Rating
- of the first industrial sites to strive for D rating
- stainable site & environmental protection
- ater efficiency
- ergy and atmosphere
- aterials and resources
- door environmental quality
- ream protection - fish

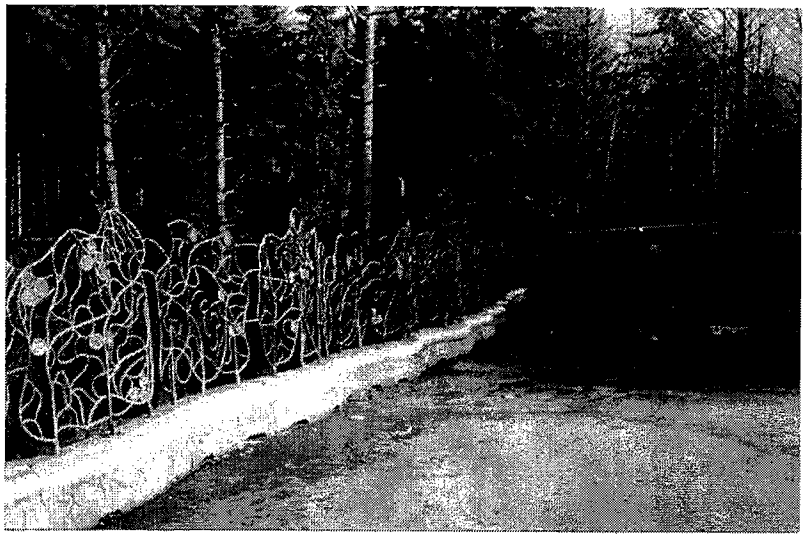
1% for Arts

- Art funds pooled
- ssion
- er projects
- Budget
- ,000 Design
- 7,000 Construction
- grated Art
- hon Transfer
- ion Example



1% for Arts continued

More Examples



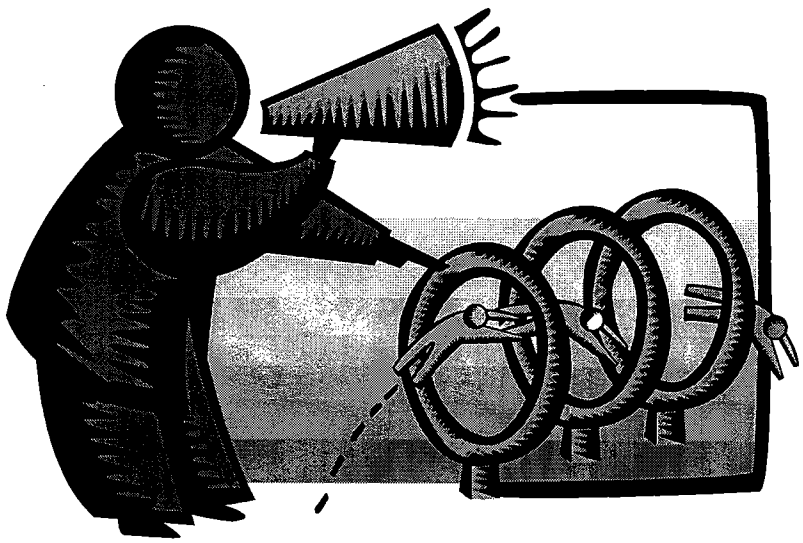
Other Mitigation

Possible Mitigation Measures

- se Walls/Berms
- dscaping
- lic Education Kiosk
- ffic Improvements
- ention/Water Quality Facilities
- ek Buffers

I-5 Ramps

- Design Completed
- uires FHWA
  WSDOT
  roval
- ting on
  ision



Schedule

- SEPA early 2003
- Facility Master Plan early 2003
- er Plan Permit early 2003
- County Council Approval mid 2003
- gn late 2003 through late 2004
- ic Open Houses late 2003 & early 2004
- truction early 2005 through late 2006
- Shoreline Transfer Station Open late 2006
- name?)

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