



King County

Transportation, Economy and Environment Committee

STAFF REPORT

| | | | |
|----------------------|---|--------------|----------------|
| Agenda Item: | 7 | Name: | Mike Reed |
| Proposed No.: | 2010-0617 | Date: | March 29, 2011 |
| Invited: | Kevin Kiernan, Director, King County Solid Waste Division | | |

SUBJECT

Proposed Motion 2010-0617 provides for the adoption of the 2010 Facility Master Plan for the Factoria Recycling and Transfer Station.

SUMMARY

The Executive has transmitted Proposed Motion 2010-0617, which provides for the adoption of the 2010 Facility Master Plan (“FMP”) for the Factoria Recycling and Transfer Station (“FRTS”) by the Council. KCC chapter 4.04 requires the preparation of a master plan for major capital facilities and the Council’s review. A facility master plan is to include a site analysis, including environmental constraints; illustration and description of capital improvements, project scope and budgets, project phasing, and operation and maintenance requirements.

The complete FMP, which is Attachment A to the Proposed Motion,¹ can be found at: kingcounty.gov/solidwaste/facilities/documents/Factoria-FMP-DRAFT-2010.pdf. A copy of the FMP’s Executive Summary is Attachment 2 to this staff report.

BACKGROUND

This 2010 FMP for the FRTS describes the proposed capital development project intended to replace the existing Factoria Transfer Station, which receives and transfers municipal solid waste primarily for residents and businesses on the east side of Lake Washington in the area of Eastgate. The replacement of the Factoria Transfer Station is an element of the regional strategy to upgrade the transfer and recycling network addressed in the 2006 King County Solid Waste Transfer and Waste Management Plan. This plan was developed by the Solid Waste Division in consultation with the Metropolitan Solid Waste Management Advisory Committee, representing cities, and

¹ Because of the volume of this document, it is not included in your packet.

the Solid Waste Advisory Committee, representing solid waste haulers, the environmental community, recycling interests, and others. The Council approved the Solid Waste Transfer and Waste Management Plan in 2007.

The planning process included a review of each of the eight existing transfer stations, applying "level of service" standards against their existing operational capacity. The Solid Waste Transfer and Waste Management Plan concluded that four stations should be built, including the Bow Lake and Factoria stations at existing sites, as well as new Northeast Lake Washington and South County facilities at new sites. This FRTS FMP describes the second of the two stations planned for rebuilding at the existing station site.

The FMP provides a site description for the FRTS, and identifies development criteria, leading to a Preferred Concept. Construction plans are described, including cost estimates, and project tables, figures and appendices are provided.

Level of Service Standards

The FMP describes the standards developed in the Solid Waste Transfer and Waste Management Plan, to assess the functional level of existing transfer stations. These "levels of service" standards were identified by the FMP, and include the following:

- travel time to a transfer station
- Time on site
- Facility hours
- Recycling services
- Vehicle Capacity
- Average daily tonnage handling capacity
- Storage space
- Space for expansion
- Minimum Roof Clearance
- Facility Safety Goals
- Ability to compact waste
- Structural integrity and FEMA standards
- Noise standards
- Odor standards of air pollution agency
- Standards for traffic on local streets
- Buffer to nearest residence
- Compatibility with surrounding land uses.

Of these standards, the Factoria Transfer Station was judged not to meet standards for time on site, recycling services, vehicle capacity, forecast daily tonnage capacity, storage, roof clearance, waste compaction, FEMA standards, traffic on local streets, and compatibility with surrounding land uses, and safety. (It was noted that the facility

does not operate in an unsafe manner, but that extra effort is required by staff to assure safe operations, reducing system efficiency.)

Current and Projected Factoria Operations

In describing the existing transfer station, the FMP notes that the Factoria Transfer Station processed 139,000 tons of waste in 2009, divided between commercial haulers (113,000 tons) and self-haulers (26,000 tons). In 2030, the facility's projected tonnage is 225,000 tons, with commercial haulers generating 180,000 tons, and self haulers bringing 45,000 tons. The FMP projects that yard waste will be the largest recyclable material delivered to the Factoria facility in 2030, at 53,000 tons for commercial haulers and 4,300 tons for self haulers.

Site Description and Site Constraints

The existing and proposed facility site is located at 13800 SE 32nd Street, Bellevue, in the Eastgate area. The existing facility is a 16000 square foot building located on 8.7 acres in a light industrial area about ¼ mile north of I-90 and one mile east of I-405. The proposed new FRTS is anticipated to utilize the same site, and augmented by an adjacent two-acre parcel northwest of the existing facility, and half an acre of the Solid Waste Division's Eastgate property. The total project acreage for the new facility will be 11.2 acres. The site is bordered on the west by commercial buildings, on the east by an undisturbed hillside, the Olympic Pipeline, and electrical transmission lines, by SE 30th Street on the North, and by a steep hillside and parking lot on the south.

Potential site constraints include steep slopes, wetlands and streams, site access, rights-of-way and easement for existing utilities. An additional constraint may be the Eastgate/I-90 Land Use and Transportation Study Project initiated in 2010 by the City of Bellevue. This study includes the FRTS project site and is intended to analyze transportation and land use scenarios that will support long-term economic vitality and encourage a mix of developments that will foster new business along the Eastgate-I-90 corridor. The study could result in recommendations for changes to the land use zoning code. The FMP reports that the Solid Waste Division is working with the City to minimize any impacts to the FRTS project. The FMP indicates that each of these potential constraints will be addressed as the project moves forward.

Factoria Transfer Station Design and Capacity Criteria

The Facility Master Plan describes the criteria that are being used for facility design. They include:

- No interior building columns
- Fully enclosed unheated metal building
- Minimum interior clearance height of 25 feet
- FEMA Immediate Occupancy Seismic Standards
- Flexibility to modify interior traffic patterns and floor space

- Separate entrances and exits for self-haul and commercial vehicles
-

The new FRTS will be capable of processing anticipated average weekday tonnage of 800 tons and 555 vehicles, the anticipated volumes for the 20-year planning time frame. The new facility will provide at least 11 unloading bays for self haulers, and three unloading bays for commercial haulers. Commercial haulers time-on-site should average less than 16 minutes from weigh-in to exit. The goal for self-haul customers is less than 30 minutes on site.

Waste Processing, Recycling and Household Hazardous Waste Facilities— Outreach and Preferred Concept

The FMP describes the development of a conceptual design for the FRTS that involved development of alternative site plans, outreach to stakeholders including a public meeting and stakeholder briefings, and hosting of a website providing project updates and receiving comment. Specific note was made of meetings with representatives of the City of Bellevue, as well as briefings of the Metropolitan Solid Waste Management Advisory Committee and the Solid Waste Advisory Committee.

This process led to the development of a Preferred Concept, selected because of lower construction costs, greater operational efficiencies, a safer traffic circulation pattern, a larger container chassis parking area, and better orientation of the recycling/Household Hazardous Waste area for self-haul customers. Elements of the Preferred Concept are described below.

- The facility design provides for a flat floor across the entire building, and may include a specialized barrier to delineate the self-haul area from other areas.
- The facility design provides for minimizing queuing throughout the site.
- The facility design provides for two stationary preload compactors, located on the lower level floor of the station. These compactors will allow adjustment of a waste bale's weight, and optimum placement within a trailer/container to appropriately distribute weight to axles and eliminate the possibility of overweight loads. The compactors will result in higher transfer container payloads, and fewer loads to be transported. Currently, loaded open-top transfer trailers typically have payloads of between 17 and 19 tons of waste. Transfer loads from the compactor-equipped FRTS using container chassis will transport between 24 and 27 tons.
- The facility design will provide the opportunity for screening of incoming waste materials for recyclables such as wood, scrap metal, and carpet. There will be a recycling area that is designed for flexibility. Drop boxes or bins will be provided for free recycling of items such as cardboard and scrap metal. Commercial

haulers may deliver yard waste and food scraps collected in curbside collection programs. Fees may be charged for processing some recycling items such as yard waste, wood waste and appliances.

- The facility design provides that household hazardous waste (“HHW”) collection will continue at the FRTS with a dedicated HHW facility to provide a safer means to collect, process and store HHW. Small quantities of oil, oil-based paint, pesticides, herbicides and general household cleaning products are anticipated drop-off items; the new facility will include space for a “swap room” where the public can take items for personal use that have been turned in by other customers, and that have been reviewed and approved by HHW staff.
- The facility design will include a maintenance area for routine, preventative maintenance and repair of front-end loaders, yard goats, forklifts, and open top tractor trailers. Maintenance activities including oil changes, and brake, belt and hose replacements are envisioned. The FRTS will incorporate plans for a fueling facility to provide greater convenience and flexibility and to minimize the cost of transporting fuel. The fueling facility will consist of a 12,000-gallon diesel above-ground storage tank and dispenser, occupying about 1,800 square feet. The fueling facility may be installed at a later date.
- The facility design provides for a two-story administration area on the south side of the transfer building. Employee locker rooms, an equipment room, a laundry room, a vending area and an electrical room will be on the first floor. The second floor will house a multi-use room for education, training and meetings, a Transfer Station Operator room, two offices, restrooms and an information technology/storage area.
- The facility design provides for windows within the conference/break room of the administration area to allow visitors to view the tipping floor operations from a safe location.
- Sustainable features will be integrated into project planning, design and construction, and operations. The project will seek certification from the LEED Green Building Certification Program, which provides third-party verification of design and construction strategies that improve performance in energy savings, water efficiency, greenhouse gas emissions reduction, improved environmental quality, stewardship of resources and sensitivity to project impacts.

Project Schedule

The FRTS project schedule provides for facility design, land use permitting and construction procurement, construction permits and building permits to be addressed between early 2011 and late 2012. Construction would begin early 2013, and continue through late 2014—while keeping the existing station open and operating. Project completion is anticipated for early 2015. The FMP includes a description of a four-phase construction schedule, as follows:

- Phase 1: Removal of existing warehouse buildings, site preparation
- Phase 2: grading, parking area/retaining wall construction, road construction, construction of part of the transfer station including administration area, installation of compactors, scales and scalehouse, obtain operating and occupancy permits, open part of transfer building
- Phase 3: Route customers through SE 30th Street entrance, through station, exiting from commercial exit. Remove existing transfer facility, install retaining walls and lower site grade
- Phase 4: Construct new entrance road and scale plaza, route customers to 32nd St entrance, remove temporary scales, construct remainder of self haul and recycling facility, construct household hazardous waste facility, install baler, install fuel facility, obtain occupancy permit for recycling and household hazardous waste facility, open entire facility for business.

Cost Estimates

A preliminary construction cost estimate was prepared for planning purposes for the FRTS. Based on the level of detail shown in the FMP, it is anticipated that the construction cost will range between \$41.1 million and \$50.3 million (in 2012 dollars). This estimate includes sales tax, but does not include the costs for any mitigation measures that may be imposed on the project by permitting agencies.

Annual operations and maintenance costs for the FRTS were estimated to be between \$1.70 million and \$1.96 million in 2015 dollars (opening is anticipated in 2015).

Detailed capital and operations/maintenance costs are addressed in appendices to the report.

ANALYSIS

This Factoria Recycling and Transfer Station 2010 Facility Master Plan appears to comply with requirements of the King County Code for facility master plans in addressing the site analysis including environmental constraints, as well as capital improvements, project scope and budgets, project phasing, and operation and maintenance requirements.

This FRTS project is included in the list of High Risk projects prepared in response to Ordinance 16764, which established a process for review of major capital projects considered to be "high risk". That inclusion may impact the process of budgeting and funding the project, as well as reporting on project phasing to the Council. The content and substance of the FMP, however, is not directly impacted by that listing.

The Solid Waste Division is leading an effort to discuss the interlocal agreements with cities that define their participation in the regional solid waste system. That process may impact solid waste rates that provide funding for the rebuilding of the system, as well as other elements of system participation by cities. Those discussions are currently ongoing.

The economic impact of major capital facilities such as this transfer facility reconstruction project can be considerable. The Solid Waste Division has prepared an estimate of the numbers of jobs anticipated to result from this project. Assuming 18.8 construction jobs created per \$1 million construction value, a jobs creation impact of 857 construction jobs is anticipated, as well as 41 consultant jobs, or 898 total jobs anticipated as a result of this transfer station project.

AMENDMENTS

None.

ATTACHMENTS

1. Proposed Motion 2010-0617
2. Factoria Recycling and Transfer Station 2010 Facility Master Plan Executive Summary
3. Transmittal Letter, dated November 30, 2010



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

March 25, 2011

Motion

Proposed No. 2010-0617.1

Sponsors Hague

1 A MOTION adopting the Factoria Recycling and Transfer
2 Station 2010 Facility Master Plan.

3 WHEREAS, K.C.C. 4.04.210 requires the King County council to review, amend,
4 defer or adopt operational master plans, facility master plans, facility program plans,
5 capital improvement program ("CIP") project cost elements, schedules and total budget in
6 the annual CIP budget or amendments thereto pursuant to the provisions of the King
7 County Charter, and

8 WHEREAS, the 2001 Comprehensive Solid Waste Management Plan, RTS 3,
9 directs the county to focus capital investment to:

- 10 1. Maintain the county's solid waste transfer system facilities in a safe condition
11 for both the system's customers and employees;
- 12 2. Upgrade its transfer system to serve a future waste export system when the
13 Cedar Hills regional landfill reaches its permitted capacity, or at such earlier time as the
14 county may decide;
- 15 3. Improve transfer stations to improve efficiency, capacity and customer
16 service; and
- 17 4. Expand, relocate or replace or any combination thereof, transfer stations when
18 safety, efficiency, capacity or customer services needs cannot be met by existing transfer
19 facilities, and

20 WHEREAS, the 2001 Comprehensive Solid Waste Management Plan, RTS 12,
21 designates the Factoria recycling and transfer station as capable of being expanded on its
22 current site in order to provide a full range of solid waste disposal and recycling services
23 for county residents and businesses, and

24 WHEREAS, the solid waste division of the department of natural resources and
25 parks worked collaboratively with the King County solid waste advisory committee and
26 the metropolitan solid waste management advisory committee on the development of the
27 Solid Waste Transfer and Waste Management Plan, and

28 WHEREAS, the King County council adopted the Solid Waste Transfer and
29 Waste Management Plan in December 2007, and

30 WHEREAS, the Solid Waste Transfer and Waste Management Plan recommends
31 that the transfer system be modernized to accommodate a growing population and
32 industry changes to provide efficient and cost-effective service to customers, and

33 WHEREAS, the development of the Factoria Recycling and Transfer Station
34 2010 Facility Master Plan included an extensive public notification and involvement
35 process, which included meetings with the city of Bellevue; letters to cities in the service
36 area, presentations to the King County solid waste advisory committee and the
37 metropolitan solid waste management advisory committee as well as meetings with the
38 commercial haulers; a public meeting; distribution of project information to customers at
39 the facility; and development of a project website, and

40 WHEREAS, the draft Factoria Recycling and Transfer Station 2010 Facility
41 Master Plan concludes that, due to its age, which is now more than forty years old, and

42 inadequate capacity to serve the anticipated population growth within the existing service
43 area, the Factoria recycling and transfer station requires extensive improvements, and

44 WHEREAS, the Solid Waste Transfer and Waste Management Plan recommends
45 that a new transfer station be constructed on the solid waste division's Factoria/Eastgate
46 property or an alternative site in Bellevue, and

47 WHEREAS, the solid waste division and the city of Bellevue worked
48 collaboratively to identify an alternate site for construction of the new station in place of
49 the division's property on Eastgate Way, and

50 WHEREAS, the solid waste division purchased two properties adjacent to the
51 existing station to facilitate construction of the new facility;

52 NOW, THEREFORE, BE IT MOVED by the Council of King County:

Motion

53 The facility master plan for the design and construction of the Factoria recycling
54 and transfer station, Attachment A to this motion, is hereby adopted.
55

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this ____ day of _____, _____.

Dow Constantine, County Executive

Attachments: A. Factoria Recycling and Transfer Station 2010 Facility Master Plan Vol. 1--November 2010



King County

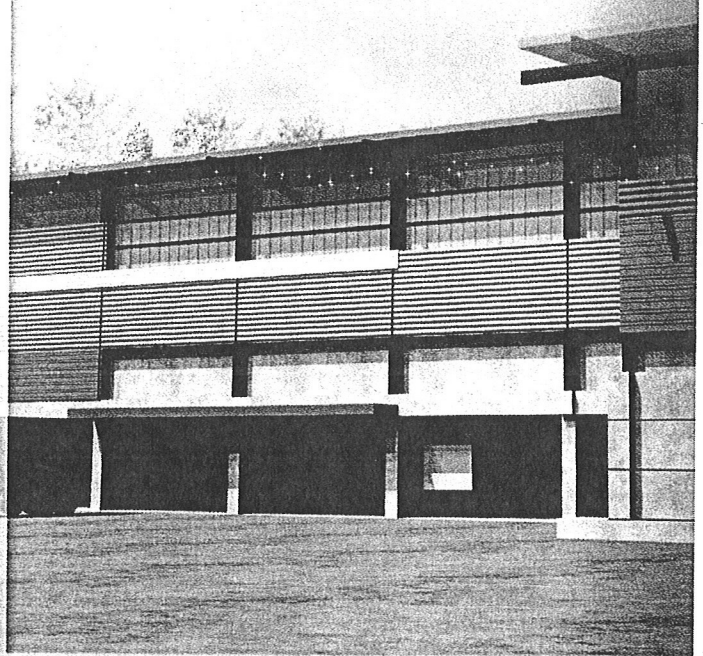
Department of
Natural Resources and Parks
Solid Waste Division

**FACTORIA RECYCLING AND
TRANSFER STATION**

**2010 FACILITY MASTER PLAN
VOL. I**

NOVEMBER 2010

SELF
HAUL
RECYCLING
(3,000 SF)






King County

Department of
Natural Resources and Parks
Solid Waste Division

2010 FACILITY MASTER PLAN FACTORIA RECYCLING AND TRANSFER STATION Volume I

November 2010

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King County


Department of
Natural Resources and Parks
Solid Waste Division

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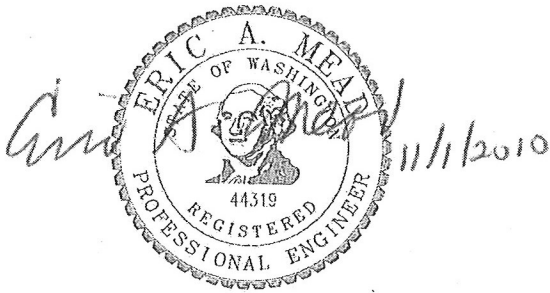
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2010 Facility Master Plan Factoria Recycling and Transfer Station

November 2010



Eric A. Mead
HDR Engineering, Inc.



King County
Department of
Natural Resources and Parks
Solid Waste Division
KSC-NR-0701
201 S. Jackson St.
Seattle, Washington 98104-3855

Prepared for King County
by HDR Engineering, Inc.



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This document has been prepared under the supervision
of a registered professional engineer.

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Appendix B – Eco-Charrette Report

Appendix C – Conceptual Stormwater Management Plan

Appendix D – Summary of Wetland and Stream Findings

Appendix E – Traffic Impact Analysis

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Appendix G – Hazardous Materials Survey

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Appendix I – Miscellaneous White Papers, Memoranda, and Calculations

Appendix J – Stakeholder Outreach

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Acronyms and Abbreviations

| | |
|--------------|---|
| ACM | asbestos-containing materials |
| ADA | Americans with Disability Act (of 1990) |
| CAC | citizen's advisory committee |
| CFR | Code of Federal Regulations |
| CHRLF | Cedar Hills Regional Landfill |
| city | City of Bellevue |
| council | King County Council |
| county | King County |
| CUP | Conditional Use Permit |
| EIS | Environmental Impact Statement |
| EPF | Essential Public Facility |
| Factoria RTS | Factoria Recycling and Transfer Station |
| FEMA | Federal Emergency Management Agency |
| FMP | Facility Master Plan |
| FSC | Forest Stewardship Council |
| HHW | household hazardous waste |
| HPA | Hydraulic Project Approval |
| HPU | hydraulic power unit |
| IT | information technology |
| KCC | King County Code |

| | |
|--------|--|
| KCSWD | King County Solid Waste Division |
| LBP | lead-based paint |
| LED | light-emitting diode |
| LEED® | Leadership in Energy and Environmental Design |
| LOS | level of service |
| MSW | municipal solid waste |
| MSWMAC | Metropolitan Solid Waste Management Advisory Committee |
| NEPA | National Environmental Policy Act |
| NPDES | National Pollutant Discharge Elimination System |
| O&M | operations and maintenance |
| OCC | old, corrugated cardboard |
| OSHA | Occupational Safety and Health Administration |
| SEPA | State Environmental Policy Act |
| SF | square feet |
| SWAC | Solid Waste Advisory Committee (King County) |
| SWOT | Strengths, Weaknesses, Opportunities, and Threats |
| TCLP | Toxicity Characteristic Leaching Procedure |
| TIA | Traffic Impact Analysis |
| TSO | transfer station operator |
| USGBC | U.S. Green Building Council |

Glossary

| | |
|---------------------------------------|---|
| bioswale | A landscaped ditch feature used to slow down surface water runoff and allow sediments to be deposited. |
| container chassis | A trailer that is a cargo container which is less expensive and more flexible than a transfer trailer. |
| decant area | Impervious surface/pad where liquids can be separated from solids. |
| Eco-Charrette | A meeting or series of meetings where all design team members and stakeholders meet to explore possible sustainable and high performance themes and strategies that can be applied to a project. |
| Factoria RTS | Name of the new Recycling and Transfer Station to be located in the Factoria area of Bellevue, Washington. |
| Factoria Transfer Station | Name of the existing Factoria transfer station in the Factoria area of Bellevue, Washington. |
| hot load | A waste collection vehicle with a load that contains material believed to be smoldering or on fire. |
| Immediate Occupancy Seismic Standards | Seismic performance level of a building that includes damage to both structural and nonstructural components during a design earthquake, to the extent that: (1) Damage is not life-threatening, so as to permit people to re-enter to live and/or work in the building after a design earthquake. (2) The damage is repairable while the building is occupied. |
| LEED® | A certification program sponsored by the U.S. Green Building Council to promote sustainable building projects. |
| level of service (LOS) | A measure of performance – either existing or desired. |
| payload | The quantity of waste material expressed in tons that is hauled in a transfer container or trailer. |
| pervious pavement | Driveway or walkway surface that some falling rainwater can pass through and infiltrate the subsurface rather than running off on the surface. |
| photovoltaic panel | A panel made of material capable of producing direct current electricity when exposed to sunlight. |

| | |
|------------------------------|--|
| preferred concept | The Factoria RTS design (site layout and associated floor plans) that meets the desired development criteria. |
| stationary preload compactor | Fixed equipment used to compress loose materials into dense bales for more efficient handling prior to transport. |
| rainwater harvesting | Process of collecting and beneficially using precipitation to displace use of treated potable water supply. |
| scalehouse | Building next to scales that is staffed with a scale operator who assists vehicles using the scales and transfer station. |
| stationary packer | Piece of equipment in the existing Factoria Transfer Station that is used by staff to assist loading and tamping of waste into open top trailers. |
| stormwater vault | Constructed feature (typically concrete) where collected stormwater is directed and detained. |
| tipping floor | Location within a transfer station where incoming waste materials are unloaded. |
| transfer trailer | Over-the-road piece of equipment that is pulled by a truck and contains consolidated loads of waste from the transfer station. |
| transfer vehicle | Generalized term for an over-the-road piece of equipment that is used to move consolidated loads of waste from the transfer station to a disposal location; may include a tractor and trailer combination. |
| vactor truck | Specialized, over-the-road vehicle having a tank and vacuum system that is used to clean stormwater features such as catch basins and culverts. |

Executive Summary

The King County Solid Waste Division (KCSWD) prepared this Facility Master Plan (FMP) to implement recommendations from the *Solid Waste Transfer and Waste Management Plan* prepared by KCSWD in September 2006 and adopted by King County council (council) December 10, 2007. The FMP also implements recommendations from the *Final Comprehensive Solid Waste Management Plan* adopted by council October 15, 2001. This FMP advances the Environmental Sustainability and Service Excellence goals and reflects the Guiding Principles of the King County Strategic Plan (2010-2014).

The Factoria Transfer Station is part of King County's network of facilities where garbage from customers is consolidated from many small loads into fewer large loads for transporting to a disposal location. Commercial haulers, businesses, and residential self-haul customers use the station. KCSWD plans to replace the Factoria Transfer Station with a new facility on the existing KCSWD property that includes two adjacent commercial warehouse properties purchased for the new station. The facility needs to be replaced because the capacity of the existing 1960s-era facility has been exceeded and it does not meet most level of service (LOS) criteria established by KCSWD for transfer stations. Implementation of this FMP will result in a facility that will significantly increase recycling opportunities, implement efficient waste handling and processing operations, and decrease environmental and neighborhood impacts.

The existing Factoria Transfer Station is located in a light industrial area approximately one-quarter mile north of I-90 and one mile east of I-405 in King County, Washington. Because this location has positive attributes – room for expansion, property already owned by KCSWD, and zoning that accommodates the facility's use – the decision was made to replace the facility at its current site. A phased construction sequence will allow continued operation of the existing transfer station during construction of the new facility.

During the development of this FMP, KCSWD established design criteria for the new Factoria Recycling and Transfer Station (Factoria RTS), discussed lessons learned on recent transfer station projects, reviewed operating requirements for the facility, and considered a number of conceptual site layouts.

Features considered in development of the FMP included the following:

- Waste flow and vehicle forecasts
- Number of unloading stalls
- Emergency waste storage
- Traffic circulation and queuing
- Municipal solid waste processing
- Design for Immediate Occupancy Seismic Standards
- Vehicle maneuvering and parking
- Recycling and household hazardous waste facilities
- Tipping floor configuration
- Scalehouse facilities
- Public facilities
- Equipment maintenance
- Fueling facility
- Decant/hot load area
- Sustainable design (LEED® Certification)
- Salmon-Safe certification
- Public art

A public open house was conducted during development of the FMP to obtain community input on a preferred concept for the new Factoria RTS. Presentations were also made to the Metropolitan Solid Waste Management Advisory Committee and King County Solid Waste Advisory Committee regarding the project. In addition, representatives from several of the major commercial haulers reviewed draft concepts and provided feedback and suggestions. The process culminated in a preferred concept that will allow the new facility to meet peak traffic and tonnage projections and meet the LOS criteria established by KCSWD.

In the transfer building, stationary preload compactors will be used to compress loose waste into dense bales to increase transport payloads, while meeting legal road weight limits, and reduce the number of transport trips required to a disposal location, currently the Cedar Hills Regional Landfill. Sustainable features will be integrated into the Factoria RTS design in accordance with KCC 2.95, with the desire to attain a Leadership in Energy and Environmental Design (LEED®) Gold certification.

Constraints that will affect construction include steep slopes, limited staging areas, a gas pipeline on the east border, wetlands and streams, and the need to maintain existing transfer station operations while the new facility is built. Each constraint has been addressed in the preferred concept, and the new facility will be designed to handle the tonnages and customer transactions forecasted through 2030.

While the preferred concept will impact some on-site wetlands and streams, the Factoria RTS design will avoid impacts to wetlands in the northeast corner of the site. Mitigation planning will focus on enhancing and restoring wetland functions in that corner as well as in degraded wetlands and streams near the site in the same drainage basin.

Construction of the Factoria RTS is planned to commence in early 2013 and be completed in late 2014. The facility will be fully operational by early 2015.



King County

Dow Constantine

King County Executive

401 Fifth Avenue, Suite 800

Seattle, WA 98104-1818

206-263-9600 Fax 206-296-0194

TTY Relay: 711

www.kingcounty.gov

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CLERK
KING COUNTY COUNCIL

November 30, 2010

The Honorable Bob Ferguson
Chair, King County Council
Room 1200
COURTHOUSE

2010-617

Dear Councilmember Ferguson:

This letter transmits a motion adopting the Facility Master Plan (Plan) for the development of the county's Factoria Recycling and Transfer Station (RTS).

The Plan is consistent with the adopted 2001 Comprehensive Solid Waste Management Plan, the draft 2009 Comprehensive Solid Waste Management Plan and the adopted Solid Waste Transfer and Waste Management Plan. It also advances the Environmental Sustainability and Service Excellence goals of the King County Strategic Plan (2010-2014) and reflects the Guiding Principles of the Strategic Plan.

The King County Solid Waste Division (division) has been working closely with the City of Bellevue on this project. Additionally, the division held a public meeting with the community and met with the three major solid waste collection companies to solicit their input. Both the King County Solid Waste Advisory Committee (SWAC) and the Metropolitan Solid Waste Management Advisory Committee (MSWMAC) have been briefed on plans for the facility.

The preferred concept described in the Plan has an anticipated construction cost ranging from \$41.1 million and \$50.3 million (in 2012 dollars) and was developed based on environmental review, operational feasibility, costs, stakeholder interest, and flexibility. The transfer station will include two stationary compactors, which will include scales to weigh the garbage. The compactors will allow larger payloads per container resulting in fewer transfer trailers on surrounding roads, while ensuring that legal weight limits are met.

The preferred concept includes the following elements:

- Provides for a phased construction, which will allow the existing station to remain in operation while the new station is constructed;

The Honorable Bob Ferguson

November 10, 2010

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- Plans for sustainable features to be integrated throughout the facility, maximizing energy and resource conservation, while preserving environmentally-sensitive wetlands and steep slopes. The station will be certified under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED™) program;
- Maximizes safety for the system's customers and employees;
- Separates customer traffic (commercial and self-haul) throughout the facility;
- Uses a separate entrance (off SE 30th Street) for arriving and exiting county transfer trailers;
- Provides a new Household Hazardous Waste (HHW) collection facility; and
- Affords opportunities for public drop off of recyclables, and enhanced waste diversion.

If you have any questions about the Factoria Plan, please contact Kevin Kiernan, Division Director of the Solid Waste Division of the Department of Natural Resources and Parks, at 206-296-4385, or kevin.kiernan@kingcounty.gov.

I urge the council to adopt the Plan.

Sincerely,



Dow Constantine
King County Executive

Enclosures

cc: King County Council members

ATTN: Tom Bristow, Chief of Staff

Anne Noris, Clerk of the Council

Dwight Dively, Director, Office of Performance, Strategy, and Budget

Christie True, Director, Department of Natural Resources and Parks (DNRP)

Kevin Kiernan, Division Director, Solid Waste Division, DNRP