Northeast Recycling and Transfer Station Project

Focused Site Screening Report

Revised Final

October 2022

King County Department of Natural Resources and Parks, Solid Waste Division

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03	10/25/22	Focused Site Screening Report, Revised Final	EG	EG, MW	MW

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Acronyms and Abbreviations

$	U.S. dollar(s)
%	percent
BASS	broad area site screening
CARA	critical aquifer recharge area
CFR	Code of Federal Regulations
Core Cities	cities of Kirkland, Redmond, Sammamish, and Woodinville
County	King County
Ecology	Washington State Department of Ecology
ESJ	equity and social justice
FAA	Federal Aviation Administration
FSS	focused site screening
GIS	geographic information system
ILFI	International Living Future Institute
Jacobs	Jacobs Engineering Group Inc.
LBC	Living Building Challenge
LEED	Leadership in Energy and Environmental Design
MODA	multi-objective decision analysis
NE	northeast
NERTS	Northeast Recycling and Transfer Station
RTS	recycling and transfer station
SAG	siting advisory group
SWD	King County Department of Natural Resources and Parks, Solid Waste Division
USGBC	U.S. Green Building Council

1. Introduction

This Revised Draft Focused Site Selection (FSS) Report includes the addition of two new sites that were added to the FSS evaluation per the request of King County following input from project stakeholders.

1.1 King County Solid Waste Management System

The County Department of Natural Resources and Parks, Solid Waste Division (the County), operates a system of eight transfer stations, two drop box facilities, and one regional landfill in King County, Washington (Figure 1-1). 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 shipping containers, and then transported to the Cedar Hills Regional Landfill in Maple Valley, Washington.

1.2 Project Need

The County's *2019 Comprehensive Solid Waste Management Plan* (King County 2019), which was adopted by 24 cities and approved by the Washington Department of Ecology (Ecology), identified the need for a new transfer station to replace the aging Houghton Transfer Station. The 50-year-old Houghton Transfer Station is one of the busiest in terms of tonnage and transactions, yet it is undersized and lacks capacity for the type of recycling and moderate-risk waste disposal services that are increasingly in demand.

The new recycling and transfer station (RTS) is proposed to be located in the northeast part of King County, including areas in or around the cities of Kirkland, Redmond, Sammamish, and Woodinville (Core Cities). The RTS study area is shown on Figure 1-2. The new RTS will include an enclosed solid waste transfer and processing area; solid waste compactor units; a recycling collection and sorting area; employee facility; scalehouse and weigh station; fueling station; space for on-site customer queuing; and possible moderate-risk waste (household hazardous waste) disposal for products from homes and small qualifying businesses.

1.3 Project Schedule

The Northeast Recycling and Transfer Station (NERTS) project spans multiple phases from 2020 to 2031, when the station is anticipated to be operational. Community engagement work will be aligned with each major phase of the schedule: siting, environmental review and permitting, design, and construction. Figure 1-3 shows the master project schedule. The focused site screening (FSS) process is part of the *potential site identification and evaluation process*, one of the early steps in developing the new facility.

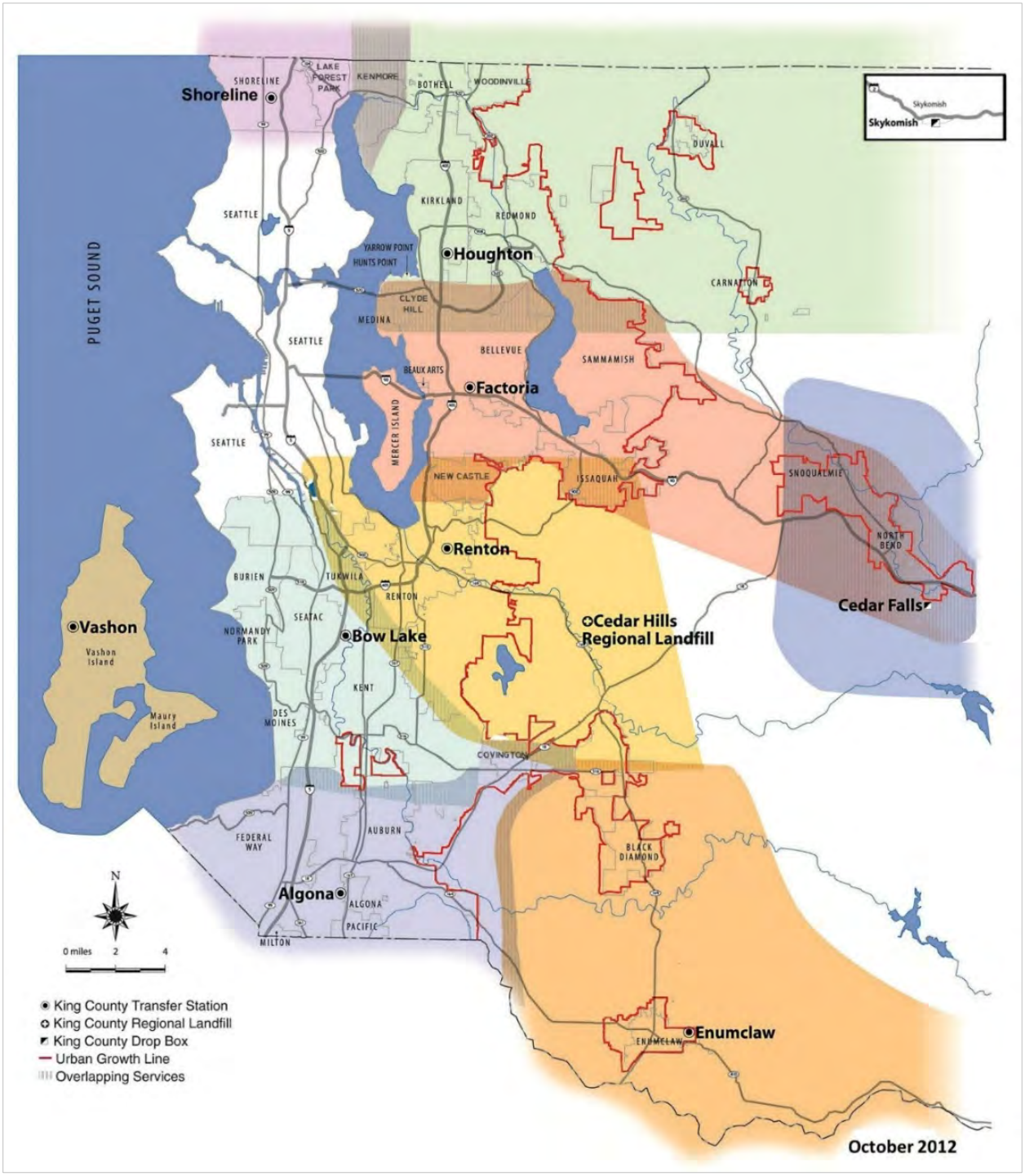

Figure 1-1. King County Disposal Facilities and Service Areas
Northeast Recycling and Transfer Station Project

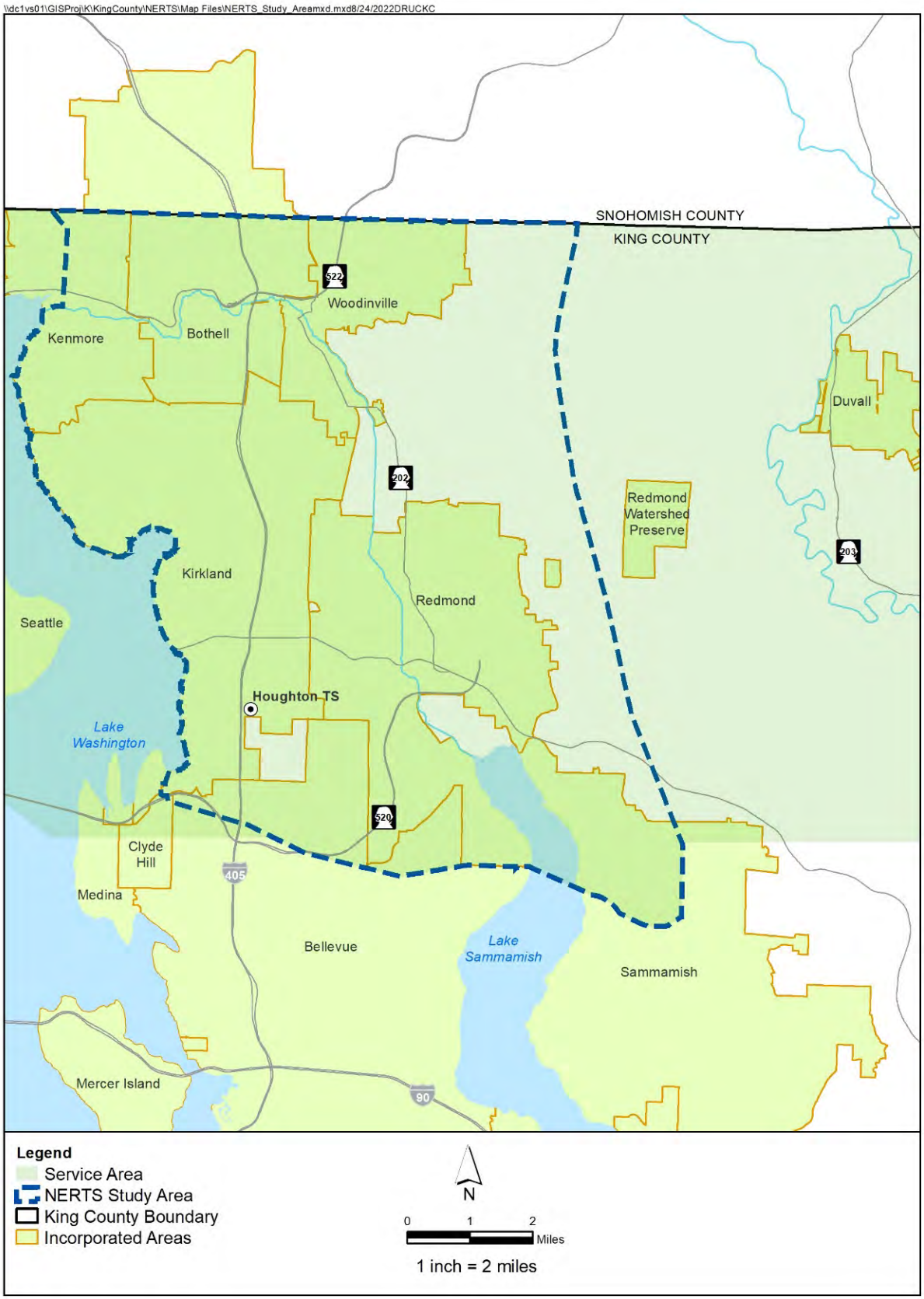

Figure 1-2. Northeast Recycling and Transfer Station Study Area
Northeast Recycling and Transfer Station Project

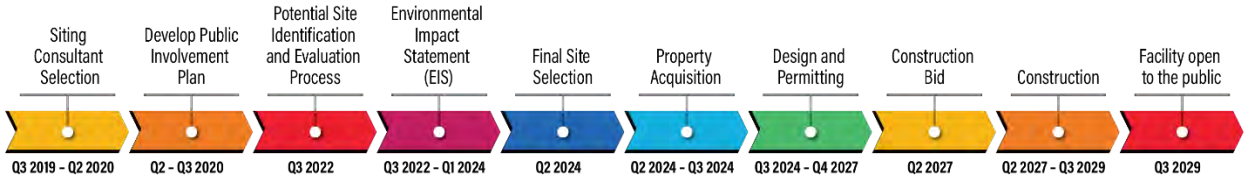

Figure 1-3. Project Schedule

Northeast Recycling and Transfer Station Project

2. Siting Process Overview

2.1 Siting Process Steps

As shown on Figure 2-1, the siting process has six main steps. The first three steps identify and screen potential sites within the study area using site selection criteria specifically developed for this project. Next, the sites that best meet the screening criteria are assessed on a comparative basis during Step 4, and the most desirable site(s) are identified for further investigation during Step 5, which is the environmental review process. Finally, during Step 6, a site is selected by the County. This report focuses on the methods and results of *Step 3: Focused Site Screening* (FSS). In addition, this report summarizes *Step 2: Broad Area Site Screening* (BASS) and the results of *Step 4: Comparative Evaluation*.

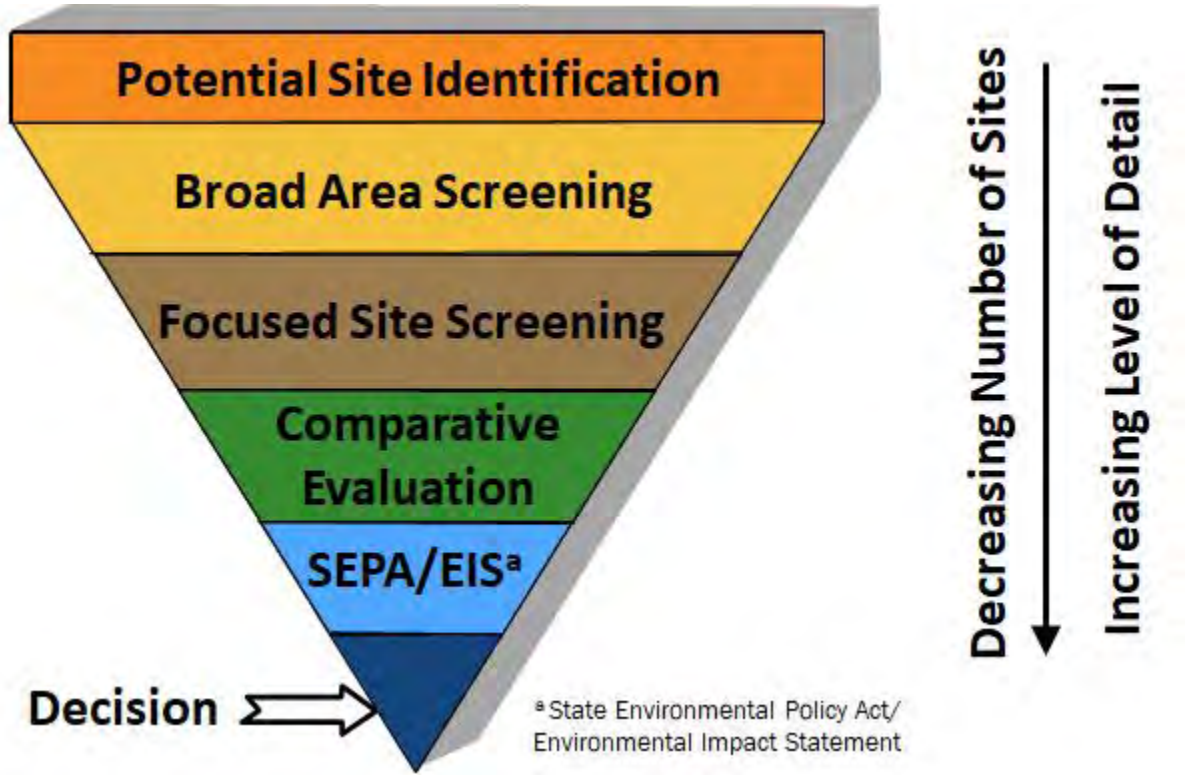

Figure 2-1. Six-Step Siting Process
Northeast Recycling and Transfer Station Project

2.2 Public Engagement

2.2.1 Overview

The communities in northeast King County (Core Cities) have a vested interest in the siting, design, and development of this new RTS; therefore, they will play a key role as the County moves forward with the project. In response, the County is implementing a public involvement process to involve those local communities in King County to understand and consider their aspirations, values, concerns, and insights about RTS siting, design, construction, and operation. Frequent and ongoing outreach and communications, proactively reaching out to key stakeholders and historically underrepresented communities, and an adaptive, informational approach will allow the project team (King County staff and consultants) to assess community concerns and adjust strategies, as necessary. Appendix A includes documentation of city coordination and general public engagement activities.

2.2.2 Core Cities

The County is holding regular meetings with representatives of the Core Cities within the NERTS study area, which are the cities of Kirkland, Redmond, Sammamish, and Woodinville. At these meetings, Core Cities senior staff and elected officials are receiving project updates and information from the County, can provide input and feedback on siting, development, and programming, and engage with the County and each other.

2.2.3 Siting Advisory Group

The County established a 22-member siting advisory group (SAG) that includes 16 appointed members representing the Core Cities, unincorporated King County, and six at-large members. The SAG helped develop and apply site selection criteria, identify community concerns and impacts, create public awareness about the project, provide general review and input, and express opinions and preferences to King County decision-makers. The County project team and the Core Cities conducted a number of outreach activities to recruit members for the SAG, including the following:

- The County conducted a series of stakeholder interviews.
- The County issued press releases in September and October, 2021 to inform about the SAG application and meeting participation process.
- The County mailed a postcard with information in English, Spanish, Russian, and Simplified and Traditional Chinese to more than 115,000 homes, businesses, residents, and tenants in the study area with information about how to apply for one of the six at-large seats for the SAG.
- The City of Redmond posted on Facebook on September 23, 2020 promoting the SAG recruitment.
- The City of Kirkland shared information about the SAG recruitment in their weekly newsletter on September 23, 2020.
- The City of Woodinville shared information about the project kick-off and SAG recruitment in their October Woodinville Wire newsletter.

The SAG's members represent a variety of interests and perspectives in northeast King County. The group met eight times between mid-October 2020 and May 2022. Part of its work is evaluating the top sites that emerged from the BASS. Figure 2-2 outlines the process followed for the SAG meetings. SAG meetings no. 7 was held to discuss an additional site (Woodinville No. 2) and SAG meeting no. 8 was held to provide an update to the project and to provide SAG members to make a recommendation regarding member's preference between the two Woodinville sites.

All SAG meetings are open to the public to attend, and a public comment period is included as part of each meeting. Appendix A includes a summary of the SAG's work during site selection.

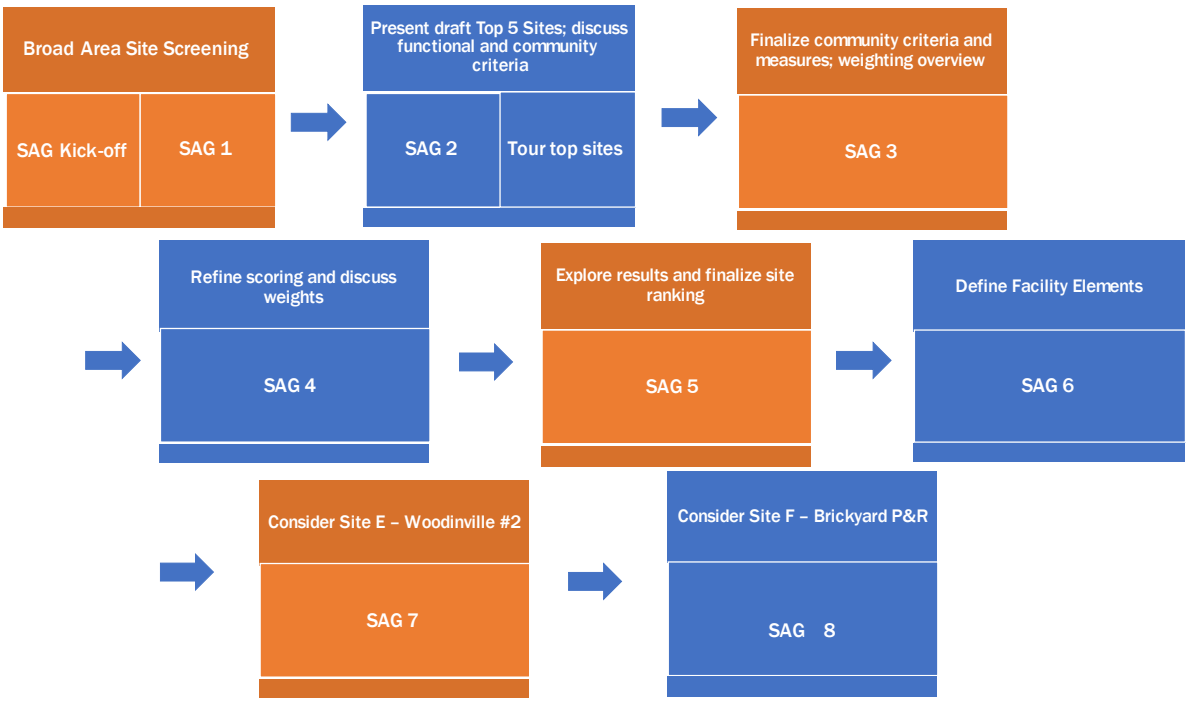

Figure 2-2. Siting Advisory Group Site Evaluation Process
Northeast Recycling and Transfer Station Project

3. Broad Area Site Screening

This section summarizes the results of the BASS, and the full analysis is provided in the *Broad Area Site Screening Report* (Jacobs 2021a). Based on the County's mission, vision, and values, the following pass/fail criteria, also called exclusionary criteria, establish minimum standards that must be met for potential sites to qualify for further consideration; these criteria were used to identify an initial list of potential sites:

- **PF1** Site is within the study area (as depicted in the *2019 Comprehensive Solid Waste Management Plan*; King County 2019).
- **PF2** Site is within the contiguous King County Urban Growth Area.
- **PF3** Site is located outside of a Federal Emergency Management Agency-defined 100-year flood plain.
- **PF4** Site is free of known historical, archeological, or cultural designations.
- **PF5** Site is not designated as farmland preservation.

These criteria were used along with the following geographic information system (GIS) filters to identify sites for further analysis.

- **GIS1** Site is between 5 and 20 acres in size or a combination of smaller parcels totaling at least 5-20 acres.
- **GIS2** Site is not zoned agricultural or residential.
- **GIS3** Site is within 1 mile of a major arterial or highway with appropriate truck routes (this criterion may be refined after analysis).
- **GIS4** Property cost is within project budget (based on assessed value).
- **GIS5** Parcels designated as park or open space that meet other criteria will be reviewed to assess any potential opportunity.

The complete set of site selection criteria and methodology used to evaluate sites is described in the *Site Selection Criteria Technical Memorandum* (Jacobs 2021b).

The initial GIS screening process identified 109 parcels, ranging from 8 to 20 acres in size, that met the exclusionary criteria and GIS filters. A second GIS screening involved searching for groupings of adjacent (or adjacent separated by right-of-way) 2-acre-minimum parcels that could be combined to result in a potential site of at least 8 acres. A visual inspection of these parcel combinations resulted in 18 parcel combinations that were added to the 109 initial parcels and subject to further analysis.

3.1 Screening Approach for Top 15 Sites

The project team conducted a desktop review of each parcel and parcel combination to select up to 25 sites for further evaluation that considered the following factors:

- **Site characteristics—**Is the site shape conducive to RTS development (that is, not too narrow)?
- **Cost—**Is the site unduly expensive (assessed value more than $40 million)?
- **Environmental constraints—**Does the site contain critical areas (for example, streams or steep slopes) so significant that an RTS would be difficult-to-impossible to develop?
- **Nearby sensitive receptors and land uses—**Is the site affected by the following land uses?
  - Land uses incompatible with an RTS, such as the following:
    - Parks that included heavily used youth sport fields,

- High-traffic retail facilities, such as small malls or a big box store, important to a neighborhood or city, or
- Parcels that were part of a multiparcel business or institution that could not be readily separated for use as an RTS, such as parking and landscaping for an educational facility.

– Nearby land uses reasonably compatible with an RTS. This criterion eliminated parcels located near highly incompatible neighborhood characteristics or traffic concerns, such as an existing shopping center, churches, or dense residential uses nearby.

In addition, the project team reviewed parcels adjacent to those initially identified to determine whether their addition could prove to be beneficial for RTS development. The result was 15 parcels or parcel combinations identified for further analysis.

3.2 Top 15 Sites

The results of the GIS-based screening identified 15 sites (referred to as the top 15 sites) for further evaluation. Table 3-1 lists the cities where these sites are located, and Figure 3-1 shows the location of these sites. Notably, the two additional sites (Sites E and F) were not on the top 15 site list. Table 3-2 describes the size, zoning, current use, and critical areas located on each of the top 15 sites. Notably, Site 12 (Houghton Park-and-Ride) is considerably smaller in size than the other sites and the GIS screening criteria. For several reasons, including the park-and-ride's role in the regional transit system, this site has been considered for some time as a potential location for NERTS, and it was retained in the list of the top 15 sites. The project team conducted a windshield tour at each top 15 site to view site characteristics and then evaluated each site against a set of criteria established for the BASS.

Table 3-1. Number of Top 15 Sites by City
Northeast Recycling and Transfer Station Project

Location	Number of Sites
Woodinville	2
Kirkland	5
Redmond	8

3.2.1 Broad Area Site Screening Scoring Criteria

The project team then scored the top 15 sites against the BASS criteria using a scale of 1 to 5, where 1 is a poor score and 5 is an excellent score for each criterion. Sites located within the City of Redmond's critical aquifer recharge area (CARA) were noted for further evaluation. The team considered two other factors during the initial screening: city master plan alignment and whether traffic impacts are notable.

3.2.2 City Input for Top 15 Sites

The project team presented and discussed the top 15 sites with city representatives at a series of Core Cities meetings. The cities' comments and concerns were considered by the project team during the scoring process.

3.2.3 Top Four Sites for Focused Site Screening

The project team presented the BASS results to County decision-makers. The initial plan was to select five sites to advance to the next evaluation stage: the FSS. After deliberation, the County elected to move forward the four sites listed in Table 3-3 and shown on Figure 3-2. Figures 3-3 through 3-6 present figures that show the site boundaries, parcel numbers, and other features of the top four sites. Legal descriptions for the parcels of land that make up each site are provided in Appendix B.

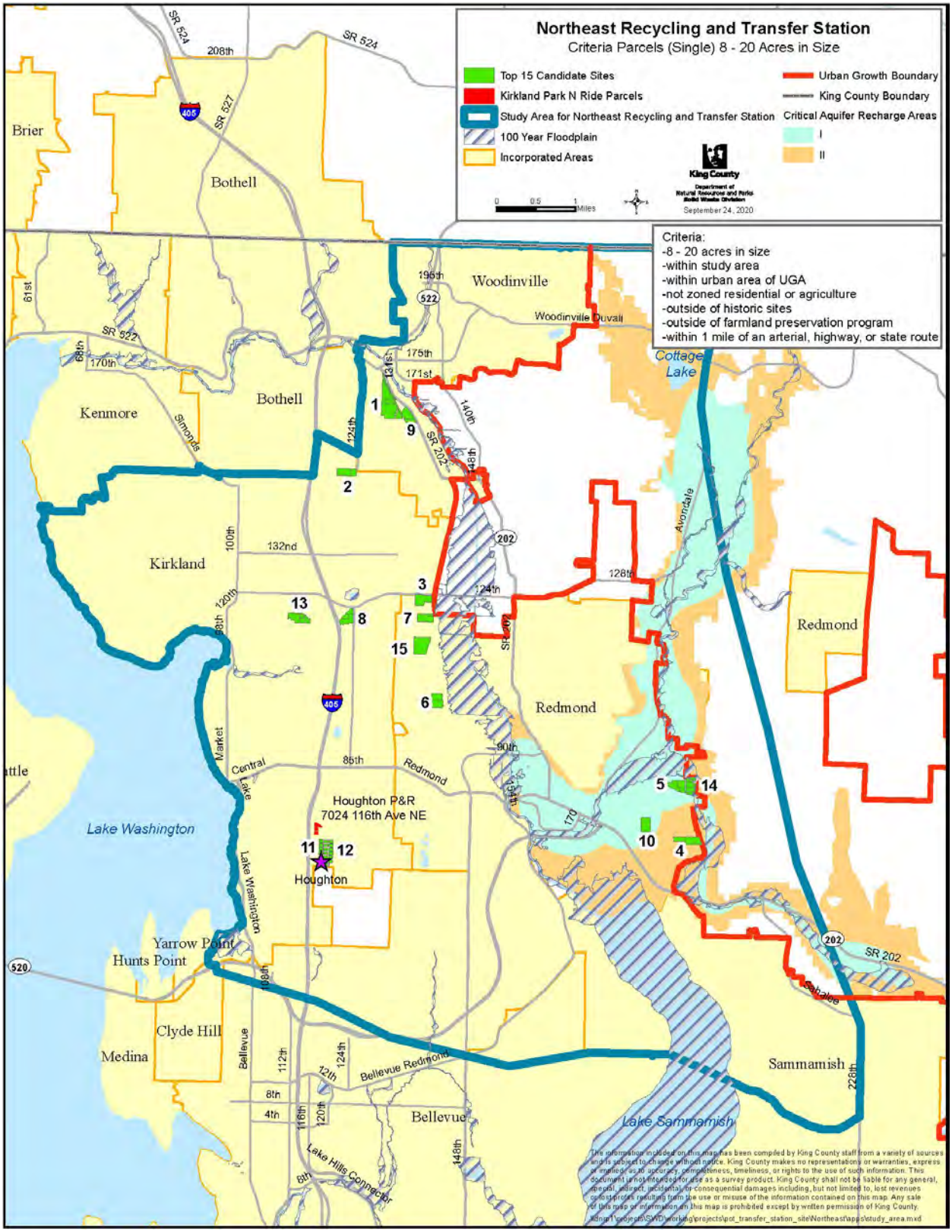

Figure 3-1. Location of Top 15 Sites
Northeast Recycling and Transfer Station Project

Table 3-2. Description of Top 15 Sites

Northeast Recycling and Transfer Station Project

Site Name	City	Size (acres)	Zoning	Current Use	Critical Areas
1. Schuyler Rubber	Woodinville	41	Park	Industrial (general purpose), vacant (single family)	Erosion hazards; several unnamed streams; south side could be wet with streams and lowland fan
2. South Norway Hill Park	Kirkland	14.7	Park, residential	Park, group home	Steep slopes
3. Willows Road and NE 124th Street	Redmond	15.4	Northeast design district	Vacant commercial	Mapped stream along southern boundary; steep slopes; seismic hazard on eastern boundary
4. South of Cadman	Redmond	17.8	Northeast design district, multifamily urban	Mining, quarry, ore processing	Potential landslide hazard; wetlands on western edge; CARA
5. Cadman/Olympian	Redmond	17.1	Industrial	Mining, quarry, ore processing	On-site groundwater source; CARA
6. Crane Aerospace	Redmond	15.5	Business park	High-tech/high-flex	Unnamed stream on northern boundary; steep grades
7. Physio-Control	Redmond	12.2	Business park	High-tech/high-flex	On-site unnamed creeks
8. Mini-Storage	Kirkland	14.9/ 23.9	Commercial	Retail store	None identified
9. Winsome Trading	Woodinville	13.6	Industrial	Warehouse, equipment storage	Seismic hazards; potential stream (to be investigated)
10. United States Postal Service	Redmond	13.6	Manufacturing park	Post office, post service	No mapped wetlands; depressional pond identified during site visit; CARA
11. Houghton RTS (and part of landfill)	Kirkland	25.4	Park	Transfer station, ballfields	None identified (closed landfill)
12. Houghton Park-and-Ride	Kirkland	5.1	Park, residential	Transfer station, park-and-ride	None identified
13. Corporate Park near Heronfield	Kirkland	15.9	Office, park	High-tech/high-flex	Western parcel part of Heronfield Wetlands Park but no mapped wetlands; western portion of western parcel mapped as erosion hazard; tree clearing; potential depressional wetlands and ponds
14. Watson Asphalt and DTG Recycle	Redmond	17.5	Industrial	Industrial, vacant industrial	Evans Creek crosses northern and eastern portions of largest parcels; mapped floodway on all parcels (areas with a 1-percent annual chance of flooding); mapped wetland in northeast corner of parcel; CARA
15. Aerojet Rocketdyne	Redmond	25.4	Business park	High-tech/high-flex	On-site unnamed streams mapped

CARA = critical aquifer recharge area
NE = northeast
RTS = recycling and transfer station

Table 3-3. Top Sites for Evaluation in the Focused Site Screening (Revised)

Northeast Recycling and Transfer Station Project

FSS Site Name	BASS Site Number and Name	City	Size (acres)
Site A. 16111 Woodinville-Redmond Road NE, Woodinville	Site 9, Winsome Trading	Woodinville	13.6
Site B. Southwest corner of Willows Road and NE 124th Street, Redmond	Site 3, Willows Road and NE 124th Street	Redmond	15.4
Site C. 7024 116th Avenue NE, Kirkland	Site 12. Houghton Park-and-Ride	Kirkland	5.1
Site D. 11724 NE 60th Street, Kirkland	Site 11. Houghton RTS (and part of landfill)	Kirkland	25.4
(NEW) Site E[a]. 15801 Woodinville-Redmond Road, Woodinville	Not applicable	Woodinville	13.4
(NEW) Site F[a]. 15360 Juanita Woodinville Way NE, Bothell	Not applicable	Bothell	18.4

[a] Sites E and F were added after the initial BASS and do not have a BASS site number or name.
BASS -= broad area site screening
FSS = focused site screening
NE = northeast
RTS = recycling and transfer station

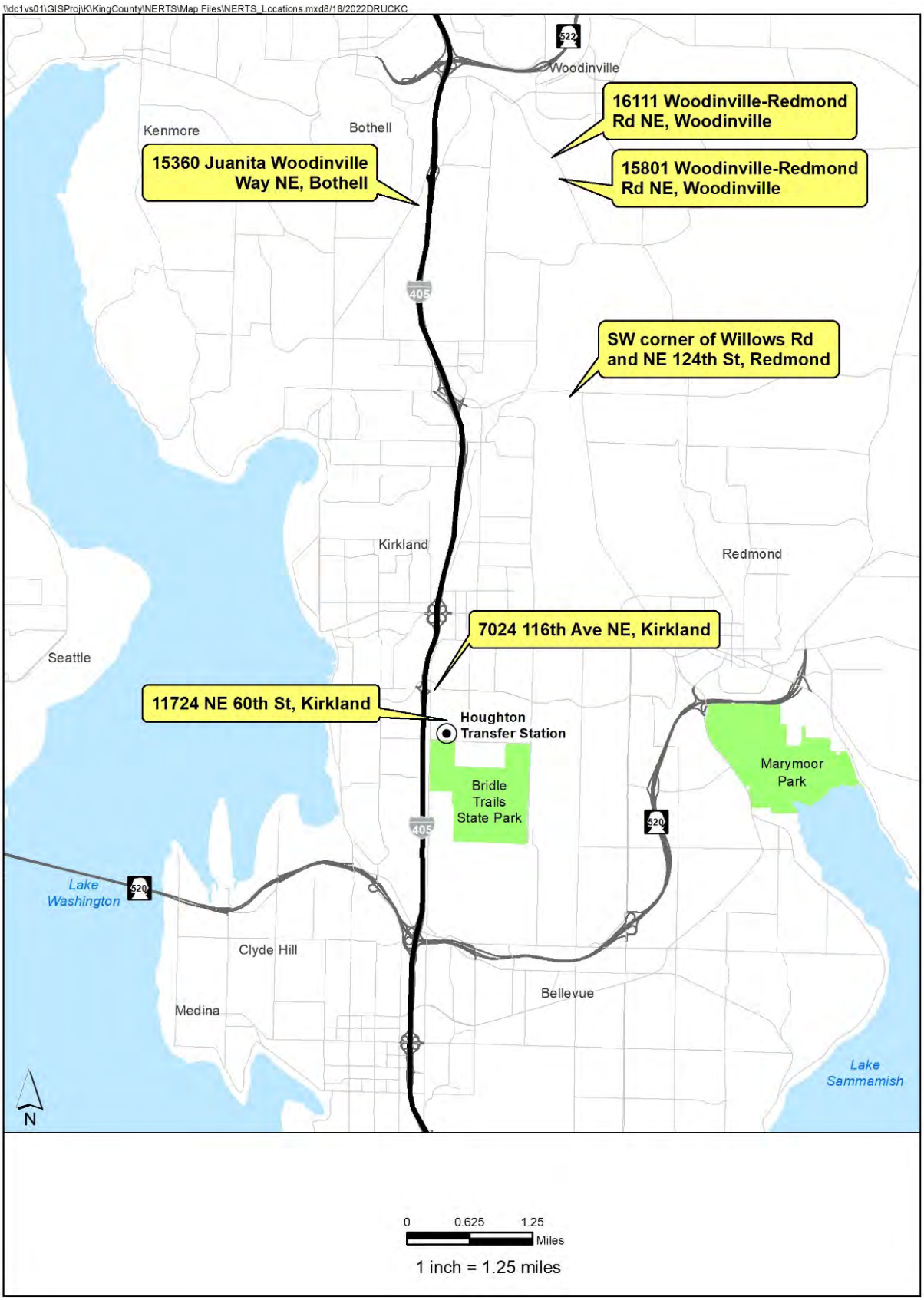

Figure 3-2. Location of Top Six Sites
Northeast Recycling and Transfer Station Project

Figure 3-3. Site A, 16111 Woodinville-Redmond Road NE, Woodinville
Northeast Recycling and Transfer Station Project

Figure 3-4. Site B, Southwest Corner of Willows Road and NE 124th Street, Redmond
Northeast Recycling and Transfer Station Project

Figure 3-5. Site C, 7024 116th Avenue NE, Kirkland
Northeast Recycling and Transfer Station Project

Figure 3-6. Site D, 11724 NE 60th Street, Kirkland
Northeast Recycling and Transfer Station Project

3.2.4 Two Additional Sites Considered in the Focused Site Selection

3.2.4.1 Woodinville No. 2

After the four initial sites were selected by the County (April 2021), in SAG meeting no. 6 (April 2021) a member of the SAG identified a fifth potential site. This site is located at 15801 Woodinville-Redmond Road and became known as the Woodinville No. 2 site (Figure 3-7). This site was not considered in the BASS because the site was located outside of the initial set of clusters evaluated that were located closer to the centroid of the study area. The parcel cluster evaluated includes additional occupied parcels on the north side of the site to bring the total acreage to 12.9 acres. An initial review of the site identified no fatal flaws, and the site showed some promise in meeting other NERTS objectives. Based on that information, the County elected to evaluate the Woodinville No. 2 site in the FSS.

Figure 3-7. Site E, 15801 Woodinville-Redmond Road, Woodinville
Northeast Recycling and Transfer Station Project

3.2.4.2 Brickyard Park-and-Ride

The County provided the raw data used for the siting evaluation to the Core Cities. During a December 2021 Core Cities meeting, the Brickyard Park-and-Ride (15360 Juanita Woodinville Way NE) was discussed as a possible site for consideration in the FSS (Figure 3-8). This site was considered during the BASS but was eliminated because it has a high-use King County Metro owned park-and-ride. In response to the discussion with the Core Cities, an initial review of the site was conducted that identified no fatal flaws and showed some promise in meeting other NERTS objectives. Based on that information, the County elected to evaluate the Brickyard Park-and-Ride in the FSS. This FSS Revised Draft includes these two additional sites as part the FSS evaluation, along with the four original sites listed on Table 3-3.

Figure 3-8. Site F, 15360 Juanita Woodinville Way NE, Bothell
Northeast Recycling and Transfer Station Project

4. Focused Site Screening of Top Six Sites

Originally, the project team evaluated the top four sites from the BASS in the FSS against a set of functional criteria. As previously discussed, two additional sites were added to the FSS and also evaluated. The results of these additional evaluations are included in this revised FSS. The functional criteria were developed by the project team with input from the Core Cities. This evaluation included performing a weighted criteria evaluation using multiobjective decision analysis (MODA) that ranked the top sites (from "best" to "worst").

In addition to the FSS, the County also received information about the sites from other stakeholders, as follows.

- **Core Cities—**County staff presented the screening evaluations to the Core Cities and received feedback about each site from city representatives.
- **SAG—**Concurrent with evaluation of sites against the functional criteria, the SAG conducted a similar MODA evaluation against criteria important to the community and provided a recommendation about the relative merits of each site to the County for further deliberation (Appendix A has more information).
- **Public input—**An extensive public involvement effort requested input from residents and other stakeholders within the NERTS study area and also included a survey (results are provided in Appendix A). The County received more than 2,400 survey responses, providing good information about what respondents believe is important for the County to consider during the siting process and information about positive and negative aspects of each site from their perspectives.

The results of the FSS and the perspectives of other stakeholders were used to inform deliberations by the County as it considered which sites would proceed into the environmental review process.

4.1 Focused Site Screening Methodology Overview

Similar to the approach taken in the BASS, the project team evaluated sites using MODA principles for a more in-depth evaluation of the top 4 sites. The project team, with input from the Core Cities, developed a set of functional criteria and a measurement scale for each criterion (these are listed in Table 4-1). The project team scored each site against the criteria and established weights that define the relative importance of each criterion for deciding among sites. Scores were normalized (on a 0 to 100 basis) and multiplied by weights (in percent), and the sum of weighted scores was calculated and used to determine an overall relative score for each site. Finally, the project team conducted two sensitivity analyses:

- Exploring how the total MODA scores for each site changed with the weights provided by different project team members
- Assessing how the total MODA scores for each site compared with each project team member's overall impressions about each site (in other words, comparing the numeric analysis with the "gut feel" about each site)

4.2 Focused Site Screening Functional Criteria and Measurement Scale

The functional criteria and measurement scale used for the FSS are listed in Table 4-1. Most criteria were scored on a scale of 1 to 5, with 1 being a poor outcome and 5 being an excellent outcome. The criteria had two exceptions: (1) road miles to the study area population centroid were used as a scale for Criterion 4.1, and (2) a social factor score ranging from a poor outcome of 1.0 and an excellent outcome of 0.0 was used as a scale for Criterion 4.2. For the criteria scored using a 1 to 5 scale, the project team developed verbal descriptions for a poor, medium, and excellent outcome to guide the scoring team and make the scoring more transparent.

Table 4-1. Functional Criteria and Measurement Scale

Northeast Recycling and Transfer Station Project

Criterion	Description	Measurement Scale		
		Poor Outcome (1)	**Medium Outcome (3)**	**Excellent Outcome (5)**
F1. Site Shape, Size, and Characteristics				
F1.1 Site size adequacy	Site measures approximately 10 to 20 acres (not necessarily a single parcel), has sufficient space to meet future level of service criteria, and has capacity for expansion to enhance sustainable and advanced materials management.	Site is **less than 10 acres** or has other constraints that will require notable reductions in desired services.	Site is of a **reasonable size** to meet future level of service criteria and **some limited capacity** to enhance sustainable and advanced materials management.	Site is **more than 20 acres** and has features that will allow for expansion to enhance sustainable and advanced materials management.
F1.2 Site topography adequacy	Site topography is conducive to the typical layout of a transfer station, such as gently to moderately sloping with opportunities for a loadout level, without the need for high retaining walls or unusual ramp requirements.	Topography is such that **high retaining walls or unusual ramps will be required**	Site is **mostly flat** with reasonable topography but no inherent advantages.	Site has **excellent topography**, which is as good or better than that of any other King County RTS.
F1.3 Critical area impacts	Site can be developed with minimal impact to known critical areas (for example, wetlands, wildlife habitats, steep slopes, critical aquifers). Critical areas are below thresholds set by the LBC under *Imperative 01, Ecology of Place* (pristine greenfield, wilderness, prime farmland, floodplain, and thriving vibrant ecological environments and habitats) (ILFI 2019). Critical area impacts can be easily (and inexpensively) mitigated, provide an opportunity to restore degraded habitat or ecosystem function (LBC 4.0 Imperative 01, Ecology of Place; ILFI 2019), or contribute to ecological restoration efforts to reconnect or strengthen habitat corridors.	Site development would require **costly mitigation** for critical area impacts that are currently beyond LBC thresholds; **no restoration opportunities** exist.	Site development would require **some mitigation** for critical area impacts, some of which are near LBC thresholds; **no restoration opportunities** exist.	Site can be developed with **no known critical area impacts** and has **good potential for restoration** of degraded habitat or ecosystem functions.
F1.4 Geotechnical or remediation risks	Site has no known geotechnical or remediation risks, including slope instability, that pose a substantial risk of development cost increases.	Site has **known geotechnical or remediation risks** that likely pose a substantial risk of development cost increases.	Geotechnical or remediation risks exist that **may pose a substantial risk** of development cost increases that are similar to most municipal infrastructure developments in the study area.	Site has **no known geotechnical or remediation risks**, including slope instability, that pose a substantial risk of development cost increases.
F1.5 Multiple access potential	Site has multiple potential access points.	Site has only **one** obvious access point; any additional access points may be difficult to achieve.	Site can **likely include two** access points with some constraints or mitigation required.	Site has **two or more easily developed** access points.

Table 4-1. Functional Criteria and Measurement Scale

Northeast Recycling and Transfer Station Project

Criterion	Description	Measurement Scale		
		Poor Outcome (1)	**Medium Outcome (3)**	**Excellent Outcome (5)**
F1.6 Community amenity opportunity	The site location provides a unique opportunity for synergy to fulfill a community need and provide a community amenity or maintain one planned near the site (for example, pocket park, playground).	**No** noteworthy community amenity synergy is apparent at this site.	Community amenity synergy has **some chance** of being present at this site.	**Clear** community amenity synergy is apparent at this site.
F1.7 Clean power generation opportunity	Site has potential for clean power generation: • No environmental features that would compromise solar exposure (for example, nearby shading slopes that prevent the optimization of solar photovoltaic energy potential); • Geothermal (for example, soils that support ground source heat exchange); and • Wind power.	Clean power generation is **highly unlikely** to be implemented at this site.	**Modest shading** would slightly compromise solar exposure, and there is **limited opportunity** for geothermal or wind power.	**No shading** would compromise solar exposure, and there is **some potential** for geothermal or wind power.
F1.8 Reuse or repurposing potential	Previously developed sites have the potential to reuse or repurpose buildings, foundations, or slabs that can reduce project-embodied carbon emissions.	Site has **no reuse or repurposing potential**.	Portions of a slab and related foundations have **some chance** of being reused.	Portions of an existing structure have **some chance** of being repurposed, **and** more than 20,000 square feet of slab and related foundations could highly likely be reused.
F2. City Economic Impact and Zoning				
F2.1 Zoning and land use compatibility	Site is appropriately zoned, consistent with local area land use plans, and compatible with surrounding land uses.	Site development would require a conditional use permit, and a good argument can be made that a transfer station is incompatible with a number of surrounding land uses.	Site development may require a conditional use permit, but the site is compatible with most surrounding land uses, although some local opposition to transfer station development is likely.	Site is appropriately zoned, consistent with local area land use plans, and compatible with surrounding land uses.
F2.2 Tenant relocation effort	Site would not require extensive and/or expensive effort related to current tenant relocation.	Extensive and expensive effort would be required to relocate one or more tenants, some of whom would have few locations where their activity would be a use compatible with existing zoning and land uses.	Some relocations would be required, but they are not likely to be unduly expensive or difficult to achieve.	No tenant relocations would be required.

Table 4-1. Functional Criteria and Measurement Scale

Northeast Recycling and Transfer Station Project

Criterion	Description	Measurement Scale		
		Poor Outcome (1)	**Medium Outcome (3)**	**Excellent Outcome (5)**
F2.3 Economic significance to the community	Site does not have high current or future economic significance to the community.	A transfer station would replace businesses that employ many people; the site provides irreplaceable transit opportunities; the site provides notable tax revenues to local government; or the site would be a good candidate for high economic impact development in the future.	Site has modest current or future economic significance to the community.	Site has little current or future economic significance to the community.
F3. Offsite Receptor Impacts				
F3.1 Proximity to residences	Active area would be approximately 100 feet or more from the nearest residence, and relatively few residents are located within 1,000 feet of the property line.	Active area would be less than 100 feet from the nearest residence, **or** more than 50 residences are within 1,000 feet of the property line.	Active area would be 100 to 500 feet from the nearest residence, **or** approximately 10 residences are within 1,000 feet of the property line.	Active area would be 500 feet or more from the nearest residence, **and** no residences are within 1,000 feet of the property line.
F3.2 Proximity to parks and schools	Site is located approximately 1,000 feet or more from parks and schools.	Site is located **less than 1,000 feet** from a park **or** a school.	Site is located **approximately 2,000 feet** from a park **or** a school.	Site is located **more than 3,000 feet** from a park **or** school.
F3.3 Proximity to an airport	Site is proximate to an airport.	Site **may not be feasible**, because it is close enough to an airport that mitigation is likely, and discussions with the FAA would be required related to wildlife hazard management requirements as promulgated in 14 CFR 139.	The site **may be close enough** to an airport that mitigation is likely, and discussions with the FAA would be required related to wildlife hazard management requirements as promulgated in 14 CFR 139.	Site would have **no effect** on FAA wildlife hazard management requirements as promulgated in 14 CFR 139.

Table 4-1. Functional Criteria and Measurement Scale

Northeast Recycling and Transfer Station Project

Criterion	Description	Measurement Scale		
		Poor Outcome (1)	**Medium Outcome (3)**	**Excellent Outcome (5)**
F4. Equitable Distribution of Facilities				
F4.1 Near study area population centroid (miles)	Site is near the population centroid of the NERTS study area.	Road **miles** from the population centroid of the NERTS study area		
F4.2 Equitable distribution of social impacts	Site provides equitable distribution of social impacts so that no racial, cultural, or socioeconomic group is unduly impacted.	Site has a social factor score of 1.0 (most vulnerable).	Site provides a **reasonably equitable** distribution of social impacts; **one** racial, cultural, or socioeconomic group could be impacted by siting NERTS at this location.	Site has a social factor score of 0 (least vulnerable).
F5. Transportation				
F5.1 Offsite traffic impacts	Potential offsite traffic impacts from facility operations can be minimized and/or mitigated.	An RTS would notably affect a highly congested corridor or more than three highly congested intersections; mitigation would be required.	An RTS would result in some impacts on a corridor or intersection that experiences peak-period congestion; mitigation may be required.	An RTS would result in no notable offsite traffic impacts.
F5.2 Distance to freeway, highway, and/or major arterial	Site is within approximately 0.5 mile of a freeway and/or state highway or a major arterial through appropriately zoned neighborhoods.	Site is **more than 2 miles** from a freeway, state highway, and/or major arterial, and **part of the route is through inappropriately zoned neighborhoods**.	Site is **approximately 1 mile** from a freeway, state highway, and/or a major arterial through **appropriately zoned neighborhoods**.	Site is within **approximately 0.5 mile** of a freeway, state highway, and/or a major arterial through **appropriately zoned neighborhoods**.
F6. Cost and Utilities				
F6.1 Utilities are readily accessible	Utilities are readily accessible.	One or more utilities would need to be brought on site at a cost likely to **exceed $2 million**.	One or more utilities would need to be brought on site at a cost likely to be approximately **$1 million**.	Utilities are readily accessible.

Table 4-1. Functional Criteria and Measurement Scale

Northeast Recycling and Transfer Station Project

Criterion	Description	Measurement Scale		
		Poor Outcome (1)	**Medium Outcome (3)**	**Excellent Outcome (5)**
F6.2 Cost is within project budget				
F6.2.1 Site acquisition		Purchasing or acquiring the site could cost **more than $30 million**.	Purchasing or acquiring the site would likely cost approximately **$20 million**.	Purchasing or acquiring the site would likely cost **$10 million** or less.
F6.2.2. Site development and construction		Site characteristics could result in as much as **50 percent higher** cost for site development and construction compared with South County RTS on a cost-per-ton basis.	Site characteristics are such that site development and construction costs could likely be **similar** to South County RTS on a cost-per-ton basis.	Site characteristics likely to result in **up to 25 percent lower** cost site development and construction compared with South County RTS on a cost-per-ton basis
F6.3 Ability to acquire or purchase	Site can be confidently acquired or purchased.	A city is **known to object** to siting NERTS at this site or a property owner is known to be **unwilling to sell**.	At this time, the County can be **somewhat confident** it can acquire or purchase the site, but uncertainties exist.	The **County owns** the site, or a city is known to be **willing to sell or swap** land with the County to acquire the site.

$ = U.S, dollars
CFR = Code of Federal Regulations
County = King County
FAA = Federal Aviation Administration
LBC = Living Building Challenge
NERTS = Northeast Recycling and Transfer Station
RTS = recycling and transfer station

Criterion F6.2 – Cost is within project budget has two subcriteria that were weighted as follows to create a score of 1 to 5 for each criterion: *F6.2.1 Site acquisition* (30 percent) and *F6.2.2. Site development and construction* (70 percent). The project team established the weights to reflect its opinion about the relative importance of each criterion to overall project cost.

4.3 Focused Site Screening Site Scores

Subject-matter experts from the project team reviewed each site and used the measurement scale to assign a score to each criterion. Table 4-2 shows a matrix that includes scores for each site and criterion; the rationale for each score assigned in Table 4-2 is provided in Appendix C.

Table 4-2. Functional Criteria Site Scoring Matrix (Revised)

Northeast Recycling and Transfer Station Project

Criterion	Scores					
	Site A: 16111 Woodinville-Redmond Road NE, Woodinville	Site B: Southwest Corner of Willows Road and NE 124th Street, Redmond	Site C: 7024 116th Avenue NE, Kirkland	Site D: 11724 NE 60th Street, Kirkland	(NEW) Site E: 15801 Woodinville-Redmond Road, Woodinville	(NEW) Site F: 15360 Juanita Woodinville Way NE, Bothell
F1. Site Shape, Size, and Characteristics						
F1.1 Site size adequacy	2.5	2.0	1.0	5.0	3.0	1.0
F1.2 Site topography adequacy	4.0	3.5	3.0	4.0	4.0	2.0
F1.3 Critical area impacts	4.0	3.1	4.3	4.4	3.1	3.1
F1.4 Geotechnical or remediation risks	3.5	4.3	4.3	3.4	3.1	4.5
F1.5 Multiple access potential	4.0	4.0	2.0	3.0	3.0	2.5
F1.6 Community amenity opportunity	3.0	4.0	2.5	3.5	3.0	3.0
F1.7 Clean power generation opportunity	5.0	3.8	3.0	4.3	5.0	4.0
F1.8 Reuse or repurposing potential	4.5	1.0	2.0	4.0	2.0	1.0
F2. City Economic Impact/Zoning						
F2.1 Zoning and land use compatibility	1.0	2.0	2.0	2.0	1.5	2.0
F2.2 Tenant relocation effort	2.0	3.0	4.0	3.0	2.5	4.5
F2.3 Economic significance to the community	2.0	3.0	3.0	4.5	2.5	3.5
F3. Offsite Receptor Impacts						
F3.1 Proximity to residences	4.5	2.5	1.5	1.0	1.5	1.0
F3.2 Proximity to parks and schools	1.0	3.0	1.0	1.0	1.0	4.0
F3.3 Proximity to an airport	5.0	5.0	5.0	5.0	5.0	5.0
F4. Equitable Distribution of Facilities						
F4.1 Near study area population centroid (miles)	5.3	3.3	3.0	3.4	5.2	5.0
F4.2 Equitable distribution of social impacts	0.3	0.4	0.2	0.2	0.3	0.4
F5. Transportation						
F5.1 Offsite traffic impacts	2.5	3.5	4.5	4.0	2.5	3.0
F5.2 Distance to freeway/highway/major arterial	2.0	3.0	5.0	3.5	2.0	3.5
F6. Cost and Utilities						
F6.1 Utilities are readily accessible	5.0	5.0	5.0	5.0	5.0	5.0
F6.2 Cost is within project budget	3.1	1.2	2.2	3.3	3.4	2.4
F6.2.1 Site acquisition (30%)	1.0	1.5	5.0	5.0	3.0	3.2
F6.2.2. Site development and construction (70%)	4.0	1.0	1.0	2.5	3.5	2.0
F6.3 Ability to acquire or purchase	1.0	1.0	4.0	5.0	3.0	3.4

4.4 Sustainability Certification Pathways

The County's Green Building Ordinance (King County 2013) mandates that the NERTS project achieve a minimum LEED™ (Leadership in Energy and Environmental Design) Platinum certification, which is administered by the U.S. Green Building Council (USGBC), while allowing for additional certification pathway options to be explored, including the International Living Future Institute's (ILFI's) *Living Building Challenge* (LBC; ILFI 2019) and suite of programs. Thus, opportunities for NERTS sustainable development will be important to consider during environmental review, planning, and design after the County selects a site. This section reports about initial work conducted to explore certification pathway options.

4.4.1 Certification Decision-Making Matrix

As part of the integrative process, the project team actively engaged stakeholders in several workshops to identify the project's goals and regenerative potential. The project team developed a certification decision-making matrix to help select a green building certification system that best aligns with the project-specific goals identified by stakeholders. The certification decision-making matrix (Figure 4-1) lists the project-specific goals in the left-hand columns in categories (for example, Site + Place, Water) with intended outcomes that are as definitive as possible and include measurable targets. The following columns on Figure 4-1 include individual certification systems that have been identified by County stakeholders as potential certification pathways under the County's Green Building Ordinance. Each certification system is ranked based on how well its requirements support the project-specific goals. The following rankings are provided on Figure 4-1 in the upper left-hand corner:

- **A rank of 0** means the certification pathway requirements have almost no or no inherent impact and/or benefit in support of the particular project goal.
- **A rank of 1** means the certification pathway requirements provide support for the particular project goal.
- **A rank of 2** means the certification pathway requirements provide strong support for the particular project goal.
- **A rank of 3** means the certification pathway requirements provide exemplary performance in support of the particular project goal.

The total rank shows how well each certification pathway aligns with the project goals to help ensure the best outcome for the County. In this way, the project goals can help inform the decision for selecting a certification pathway rather than the certification system determining the project goals. The certification pathways explored as part of the certification decision-making matrix include several from the USGBC and several from ILFI. The list below describes the certification pathway, how well it supports the project goals and categories, and the overall ranking for alignment with the project-specific goals:

- **USGBC LEED Platinum (rank of 42)—**LEED Platinum includes a comprehensive credit-based approach across almost all project-specific goals and categories. Being a score-based system targets optional and required levels of performance that in many cases fall short of performance targets identified by the NERTS stakeholders for the project-specific goals. Therefore, while LEED Platinum provides some support for most project-specific goals, it does not achieve a high ranking compared with other certification pathways.
- **USGBC LEED Platinum + Zero Energy (rank of 43)—**LEED Zero Energy requires and builds upon baseline LEED Platinum. In addition to the comprehensive LEED Platinum requirements, LEED Zero Energy includes additional requirements for higher levels of performance for energy; however, unlike other certification pathways from ILFI, it allows for on-site combustion and includes a tiered structure with allowances for offsite renewables. The ranking for LEED Zero Energy (with LEED Platinum) reflects the slightly increased levels of energy performance required under this certification pathway.

KING COUNTY NERTS: CERTIFICATION DECISION MAKING MATRIX (PROS + CONS)

RISKS AND BENEFITS METRICS		CERTIFICATION SYSTEMS										
0 1 2 3	NO INHERENT IMPACT SUPPORTS GOALS STRONGLY SUPPORTS GOALS EXEMPLARY PERFORMANCE	LEED: PLATINUM	LEED: ZERO ENERGY	LEED: ZERO CARBON	ZERO ENERGY	ZERO CARBON	CORE GREEN BUILDING	ENERGY PETAL	MATERIALS PETAL	WATER PETAL	LBC FULL CERTIFICATION
SITE + PLACE GOALS	Choose a Previously Developed Site*	2	2	2	0	3	2	2	2	2	2
	Allow for Future Expansion + Flexibility*	0	0	0	0	0	0	0	0	0	0
	Reduce Impacts to Neighbors*	0	0	0	0	0	3	3	3	3	3
	Select a Site with 100% Solar Access*	1	1	1	3	1	1	3	1	1	3
	Restore Native Habitat	1	1	1	0	0	3	3	3	3	3
	Design Easy-to-maintain Landscape*	0	0	0	0	0	2	2	2	2	2
	Reduce Transportation Footprint	2	2	3	0	0	2	2	2	2	2
	Promote Bike / Pedestrian Access	1	1	1	0	0	2	2	2	2	2
WATER GOALS	Water Use Reduction by 50%*	1	1	1	0	0	2	2	2	3	3
	Manage 100% Stormwater On-Site*	2	2	2	0	0	2	2	2	3	3
	Meet KC Clean Water + Healthy Habitats reqs.	1	1	1	0	0	2	2	3	3	3
	Use Non-Potable Water for Non-Potable Uses*	1	1	1	0	0	1	1	1	3	3
ENERGY GOALS	Reduce Operational Energy by 70% to 90%**	1	1	1	3	1	3	3	3	3	3
	Provide 100% Renewable Energy On-Site*	1	2	1	3	2	2	3	2	2	3
	Eliminate All Combustion Sources*	2	2	2	3	3	3	3	3	3	3
MATERIALS GOALS	Reduce Embodied Carbon by 20%*	1	1	1	0	2	3	3	3	3	3
	Select Red List Free Materials	1	1	1	0	0	1	1	3	1	3
	Promote Material Transparency	2	2	2	0	2	2	2	3	2	3
	Use Local, County SCS and 3rd Party Certified Materials	2	2	2	0	1	2	2	3	2	3
	Maximize Material Recovery******	2	2	2	0	3	2	1	3	1	3
WORKPLACE AMENITIES + SENSE OF PRIDE	Provide Direct Connections to Nature*	1	1	1	0	0	2	2	2	2	3
	Promote Safety*	0	0	0	0	0	0	0	0	0	0
	Design Pest Control Barrier	0	0	0	0	0	0	0	0	0	0
	Control IAQ / Dust / Odor On-Site	2	2	2	0	0	2	2	2	2	2
	Integrate Biophilic Elements*	0	0	0	0	0	3	3	3	3	3
	Select Low-Emitting Materials	2	2	2	0	0	1	1	3	1	3
	Choose Simple Systems / Equipment**	1	1	1	2	1	2	3	2	2	3
EQUITY + SOCIAL JUSTICE GOALS	Provide Community Connections***	1	1	1	0	0	3	3	3	3	3
	Ensure Local Equity Benefits*	2	2	2	1	1	3	3	3	3	3
	Reflect Spirit of the Place*	0	0	0	0	0	2	2	2	2	2
INSPIRATION + EDUCATION GOALS	Integrate Systems Monitoring	1	1	1	3	1	1	3	1	2	3
	Integrate Elements for Human Delight	0	0	0	0	0	2	2	2	2	2
	Promoting Innovative Systems + Processes*	1	1	1	2	1	1	3	1	3	3
ECONOMIC GOALS	Lower First Costs	2	2	2	2	3	2	1	1	1	0
	Reduce Operating Costs	1	1	1	3	1	1	2	1	2	3
	Promote Productivity	2	2	2	2	2	2	2	2	2	3
	Support Project Schedule	2	2	2	3	3	3	2	2	2	2
	TOTAL	42	43	43	30	31	70	76	76	76	91
		LEED: PLATINUM	LEED: ZERO ENERGY	LEED: ZERO CARBON	ZERO ENERGY	ZERO CARBON	CORE GREEN BUILDING	ENERGY PETAL	MATERIALS PETAL	WATER PETAL	LBC FULL CERTIFICATION

Figure 4-1. NERTS Certification Decision-Making Matrix
Northeast Recycling and Transfer Station Project

- **ILFI Zero Carbon (rank of 31)—**ILFI Zero Carbon is less comprehensive than LEED Platinum, focusing on operational and embodied carbon. As compared with LEED Zero Energy, ILFI Zero Carbon has much more restrictive requirements for 100-percent carbon offsets after on-site and off-site renewable energy and types of carbon offsets allowed, and it also prohibits on-site combustion; however, it does not address transportation-related carbon emissions. The low ranking for ILFI Zero Carbon reflects the singular focus on project goals for operational and embodied carbon without a comprehensive set of requirements addressing other project-specific goals and categories.
- **ILFI Core Green Building (rank of 70)—**ILFI Core Green Building is slightly more comprehensive than LEED Platinum but with much more restrictive target requirements. ILFI Core Green Building includes additional project-specific requirements for equity, beauty, and biophilia that are not addressed in the LEED rating system. For this reason, ILFI Core Green Building ranks much higher than the previous certification pathways.
- **ILFI LBC Energy Petal (rank of 76)—**LBC Energy Petal incorporates all ILFI Core Green Building requirements, as well as a Net-Positive Carbon Imperative, which requires 105 percent of the project's energy needs must be supplied by on-site renewable energy, plus energy storage for resiliency, and 100 percent embodied carbon offsets. For this reason, LBC Energy Petal ranks higher than the other certification pathways.
- **ILFI LBC Materials Petal (rank of 76)—**LBC Materials Petal incorporates all ILFI Core Green Building requirements and some additional imperatives. The LBC Materials Petal represents true leadership levels for project goals focused on materials through restrictive requirements, including eliminating Red List[1] materials, maximizing materials recovery, promoting transparency, and using local materials. For this reason, LBC Materials Petal ranks higher than other certification pathways.
- **ILFI LBC Water Petal (rank of 76)—**LBC Water Petal incorporates all ILFI Core Green Building requirements, as well as a Net-Positive Water Imperative, which requires 100 percent of a project's water is part of a closed-loop on-site system (exceptions are provided through "scale-jumping" and "handprinting;" refer to LBC Water Petal "Handprinting" Pathway), nonpotable water for nonpotable uses, and on-site potable water storage for resilience. For this reason, LBC Water Petal ranks higher than the other certification pathways.
- **ILFI LBC Living (rank of 91)—**LBC Living incorporates all ILFI Core imperatives, Energy Petal, Materials Petal, and Water Petal requirements, as well as all imperatives of the Health + Happiness Petal. LBC Living represents the world's most stringent and progressive leadership levels across all project goals and is much more restrictive than LEED Platinum requirements. For this reason, LBC Living ranks the highest out of all certification pathways identified by the project team.
- **LBC Water Petal "Handprinting" Pathway—**LBC Water Petal "Handprinting" Pathway is a target that King County has tended to avoid on previous LBC projects. Under the LBC 3.1 Standard, projects are required to process all wastewater on site without using chemicals, with composting toilets, or with a living machine. This requirement is seen as redundant given the County owns and operates wastewater treatment plants. The updated LBC 4.0 Standard for Water Petal is now divided into two imperatives, includes additional exceptions for sourcing municipal potable water, and provides for municipal sewer connections through "Handprinting" strategies that require the project contribute to wastewater reductions on other projects within the watershed.

4.4.2 Focused Site Screening Site Project Goal Alignment and Certification Potential

Appendix D elaborates on how each selected site aligns with the project-specific goals identified by stakeholders and can achieve the certification pathway options identified in the certification decision-making matrix (Figure 4-1). Only site-dependent goals and certification requirements were evaluated as part of this process, because many goals and requirements are independent of site location or condition. This early, high-level review was based on internet research, and therefore, the project team

[1] Red List means "worst in class" materials, chemicals, and elements known to pose serious risks to human health and the greater ecosystem that are prevalent in the building products industry.

cannot definitively state whether the top four sites will achieve the project-specific goals or certification credits and/or imperatives. Further analysis will be required during the environmental impact statement phase to understand the potential alignment each candidate site has with the project-specific goals and certification pathway options.

4.5 Weight of Site Selection Criteria

Table 4-3 shows weights assigned to the criteria by the project team that reflect the relative importance of each criterion to site selection, and Table 4-4 shows those weights in percent. The consensus weights shown are a scaled average of the weights submitted by project team members who participated in the weighting exercise (referred to as participants). This average is scaled so that the highest weight for a criterion or group of subcriteria is set to 100 and the other criteria are scaled proportionately.

The weights assigned during the MODA can be considered *relative value* weights because they represent the value each criterion provides in making a decision about the sites relative to the value provided by the other criteria. A technique called *swing-weighting* was used to establish weights for this FSS. The project team established weights using the following approach:

1. Worst and best outcomes were reviewed for each criterion and weights assigned to all subcriteria within each main criterion by considering the first criterion that has subcriteria (Criterion F1). To do that, participants first envisioned a site that includes the worst outcome for each subcriterion (for example, the site is *really bad* and scores poorly on everything). Next, participants considered which one of the eight subcriteria should *swing* from its worst outcome to its best outcome to make the biggest improvement in the site's desirability and assigned a weight of 100 to that subcriterion.
2. For the other subcriteria of Criterion F1, participants assigned weights that reflect the relative importance of that *swing* in value compared with the subcriterion that was assigned the weight of 100.
3. This process was repeated for the other criteria (Criteria F2 through F6).
4. A similar approach was used to assign swing weights to each main criterion. Participants considered the combined *swing weight* of all subcriteria for each main criterion when they are varied from the worst outcome to the best outcome. A weight of 100 was assigned to the criterion that has the largest swing in value from worst outcome to best outcome. The swings in value for the other criteria were compared, and weights less than or equal to 100 were assigned to the other criteria.
5. After assigning weights, participants reviewed the calculated weights in percent and assessed whether the differences among weights were reasonable. If not, weights were adjusted accordingly.

In a workshop, participants in the weighting exercise discussed the weights assigned, reflected on different perspectives offered by the group, and adjusted their weights based on that discussion, if need be, resulting in the weights listed in Tables 4-3 and 4-4.

4.6 Focused Site Screening Results

As noted in Section 4.1, MODA allows results for criteria that have different types of measurement scales to be aggregated; for this screening, most criteria were scored on a 1-to-5 scale. Criterion 4.1 was scored using miles, and Criterion 4.2 was scored using a social factor score. To develop a single representation of *value* for each site, the project team normalized scores by setting the low end of each scale to 0 and setting the high end of scale to 100, and interpolating scores between those endpoints. For example, with a scale of 1 to 5, a score of 1 is set to 0 and a score of 5 is set to 100, normalizing scores as follows:

Score	Normalized Score
1	0
2	25
3	50
4	75
5	100

Table 4-3. Weights Assigned by Project Team

Northeast Recycling and Transfer Station Project

Evaluation Criteria		Consensus Weights	Project Team Participant Scores [a]										
			P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
1	**Site Shape, Size, and Characteristics**	**100**	**70**	**100**	**100**	**100**	**100**	**90**	**100**	**100**	**100**	**100**	**100**
1.1	Site size adequacy	100	90	70	100	100	100	60	100	60	100	90	100
1.2	Site topography adequacy	75	70	20	80	80	90	25	80	40	80	80	80
1.3	Critical area impacts	95	100	80	80	80	70	65	85	100	90	80	90
1.4	Geotechnical or remediation risks	92	80	100	90	80	90	70	90	40	80	100	70
1.5	Multiple access potential	52	50	20	20	30	80	40	70	40	20	70	60
1.6	Community amenity opportunity and capacity	56	60	20	50	75	5	70	40	100	50	20	50
1.7	Clean power generation opportunity	87	90	50	60	55	60	100	75	100	100	70	80
1.8	Reuse or repurposing potential	31	20	10	10	30	10	50	30	30	60	20	30
2	**City Economic Impact and/or Zoning**	**75**	**80**	**60**	**90**	**40**	**70**	**50**	**82**	**70**	**90**	**70**	**90**
2.1	Zoning and land use compatibility	93	100	65	100	95	53	50	80	78	100	80	90
2.2	Tenant relocation effort	82	70	50	80	80	100	70	90	78	50	50	70
2.3	Economic significance to the community	100	80	100	90	100	93	100	100	100	70	100	30
3	**Offsite Receptors**	**74**	**90**	**40**	**90**	**25**	**75**	**60**	**85**	**70**	**80**	**90**	**80**
3.1	Proximity to residences	100	100	60	100	100	100	100	100	100	100	90	90
3.2	Proximity to parks and schools	87	90	60	70	85	93	75	90	90	100	70	80
3.3	Proximity to an airport	76	70	100	90	40	80	50	80	80	67	100	30
4	**Equitable Distribution of Facilities**	**68**	**70**	**60**	**80**	**17**	**60**	**100**	**55**	**70**	**70**	**80**	**60**
4.1	Proximity to study area population centroid	61	40	50	70	75	100	50	75	50	20	70	40
4.2	Equitable distribution of social impacts	100	100	100	100	100	56	100	100	100	100	100	90
5	**Transportation**	**58**	**100**	**30**	**70**	**20**	**100**	**25**	**30**	**50**	**60**	**50**	**80**
5.1	Offsite traffic impacts	100	100	100	100	100	100	100	100	70	40	90	90
5.2	Distance to freeway, highway, and/or major arterial	95	100	50	70	80	100	90	90	80	100	100	80
6	**Cost and Utilities**	**53**	**70**	**30**	**50**	**45**	**80**	**40**	**10**	**60**	**50**	**60**	**70**
6.1	Readily accessible utilities	70	30	20	50	90	56	80	85	50	100	80	50
6.2	Cost within project budget	88	70	40	60	90	100	100	100	100	30	100	80
6.3	Ability to acquire or purchase	100	100	100	100	100	83	90	100	80	60	80	100

[a] P1 through P11 represent project team participants who submitted weights. For each criterion and subcriterion grouping, the criterion having the biggest impact in selecting among the sites was assigned a weight of 100, and the other criteria or subcriteria were assigned weights proportional to that weight.

Table 4-4. Weights Assigned by Project Team in Percent

Northeast Recycling and Transfer Station Project

Evaluation Criteria		Consensus Weights (percent)	Project Team Participants Scores (percent) [a]										
			P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
1	Site Shape, Size, and Characteristics	23	15	31	21	40	21	25	28	24	22	22	21
1.1	Site size adequacy	4	2	6	4	8	4	3	5	3	4	4	4
1.2	Site topography adequacy	3	2	2	3	6	4	1	4	2	3	3	3
1.3	Critical area impacts	4	3	7	3	6	3	3	4	5	3	3	3
1.4	Geotechnical or remediation risks	4	2	8	4	6	4	4	4	2	3	4	3
1.5	Multiple access potential	2	1	2	1	2	3	2	3	2	1	3	2
1.6	Community amenity opportunity and capacity	2	2	2	2	6	0	4	2	5	2	1	2
1.7	Clean power generation opportunity	3	2	4	3	4	2	5	4	5	4	3	3
1.8	Reuse or repurposing potential	1	1	1	0	2	0	3	1	1	2	1	1
2	City Economic Impact/Zoning	17	17	19	19	16	14	14	23	17	20	16	19
2.1	Zoning and land use compatibility	6	7	6	7	6	3	3	7	5	9	5	9
2.2	Tenant relocation effort	5	5	4	6	5	6	4	8	5	5	3	7
2.3	Economic significance to the community	6	5	9	6	6	5	6	8	7	6	7	3
3	Offsite Receptor Impacts	17	19	13	19	10	15	16	23	17	18	20	17
3.1	Proximity to residences	7	7	3	7	4	6	7	9	6	7	7	8
3.2	Proximity to parks and schools	6	6	3	5	4	5	5	8	6	7	5	7
3.3	Proximity to an airport	5	5	6	6	2	5	4	7	5	4	8	3
4	Equitable Distribution of Facilities	16	15	19	17	7	12	27	15	17	16	18	13
4.1	Near study area population centroid	6	4	6	7	3	8	9	7	6	3	7	4
4.2	Equitable distribution of social impacts	10	10	13	10	4	4	18	9	11	13	10	9
5	Transportation	14	21	9	15	8	21	7	8	12	13	11	17
5.1	Offsite traffic impacts	7	10	6	9	4	10	4	4	6	4	5	9
5.2	Distance to freeway/highway/major arterial	7	10	3	6	4	10	3	4	6	10	6	8
6	Cost and Utilities	12	15	9	10	18	16	11	3	14	11	13	15
6.1	Utilities are readily accessible	3	2	1	2	6	4	3	1	3	6	4	3
6.2	Cost is within project budget	4	5	2	3	6	7	4	1	6	2	5	5
6.3	Ability to acquire or purchase	5	7	6	5	7	6	4	1	5	4	4	6

[a] P1 through P11 represent project team participants who submitted weights in percent. The percentages were calculated using the weights shown in Table 4-3. Percentages for criteria may not total 100 percent because of rounding; similarly, subcriteria percentages may not total the percentages for the main criteria because of rounding.

The project team calculated the total MODA score for each site by multiplying the normalized score for a sub-criterion with its weight (in percent), then adding the results over all sub-criteria. The MODA evaluation scores for each site and main criteria are shown in Table 4-5 and in a stacked bar chart on Figure 4-2. As shown in Table 4-5 and on Figure 4-2, the results using the project team participant consensus weights indicate preferences for the sites in the following ranked order:

1. Site D, 11724 NE 60th Street, Kirkland
2. Site C, 7024 116th Avenue NE, Kirkland
3. Site B, Southwest corner of Willows Road and NE 124th Street, Redmond
4. Site A, 16111 Woodinville-Redmond Road NE, Woodinville

The sensitivity of these results in relation to the weights provided by the project team participants is shown in Table 4-6. In the table, MODA scores are shown for the consensus weights and for each participant's weights, as well as in the ranked order of sites for each participant's weights. As shown in Table 4-6, the results are relatively insensitive to changes in weights. Site B ranks third using most participants' weights, except it ranks second using one participant's weights, and it ranks fourth using another's.

4.7 MODA Scores Compared with Overall Impressions

After viewing these results, the project team compared them with their overall impressions of each site based on all information it had reviewed. This comparison gives insight into the extent to which the MODA results seem reasonable, whether some factors were not considered, or whether issues with a site might not have been considered as completely as possible during the detailed MODA.

During this comparison, most project team members believed the Site C ranking was different from their overall impressions of the site, because the site is so much smaller than the others. They expressed concern that the site's limited size would constrain the County's ability to meet its facility programming needs and preferences, and they expressed concern about the site being immediately adjacent to a number of residences.

Table 4-5. Focused Site Screening MODA Scores and Consensus Weights (Revised)
Northeast Recycling and Transfer Station Project

	Evaluation Criteria	Site A: 16111 Woodinville-Redmond Road NE, Woodinville	Site B: Southwest Corner of Willows Road NE and NE 124th Street, Redmond	Site C: 7024 116th Avenue NE, Kirkland	Site D: 11724 NE 60th Street, Kirkland	(NEW) Site E: 15801 Woodinville-Redmond Road, Woodinville	(NEW) Site F: 15360 Juanita Woodinville Way NE, Bothell
1	Site Shape, Size, and Characteristics	16.0	13.4	11.0	17.8	15.2	10.7
2	City Economic Impact and Zoning	2.9	7.3	8.6	9.6	5.1	10.0
3	Offsite Receptor Impacts	10.8	10.3	5.8	5.0	5.8	9.3
4	Equitable Distribution of Facilities	8.9	10.1	11.9	11.5	8.7	8.2
5	Transportation	4.3	7.6	12.7	9.3	4.3	7.6
6	Cost and Utilities	5.6	3.6	8.3	10.6	8.3	7.3
Total Score		**48.4**	**52.4**	**58.2**	**63.9**	**47.3**	**53.0**

Note: Columns may not add to the total score because of rounding. The scores are based on consensus weights shown in Tables 4-3 and 4-4.

MODA = multi-objective decision analysis

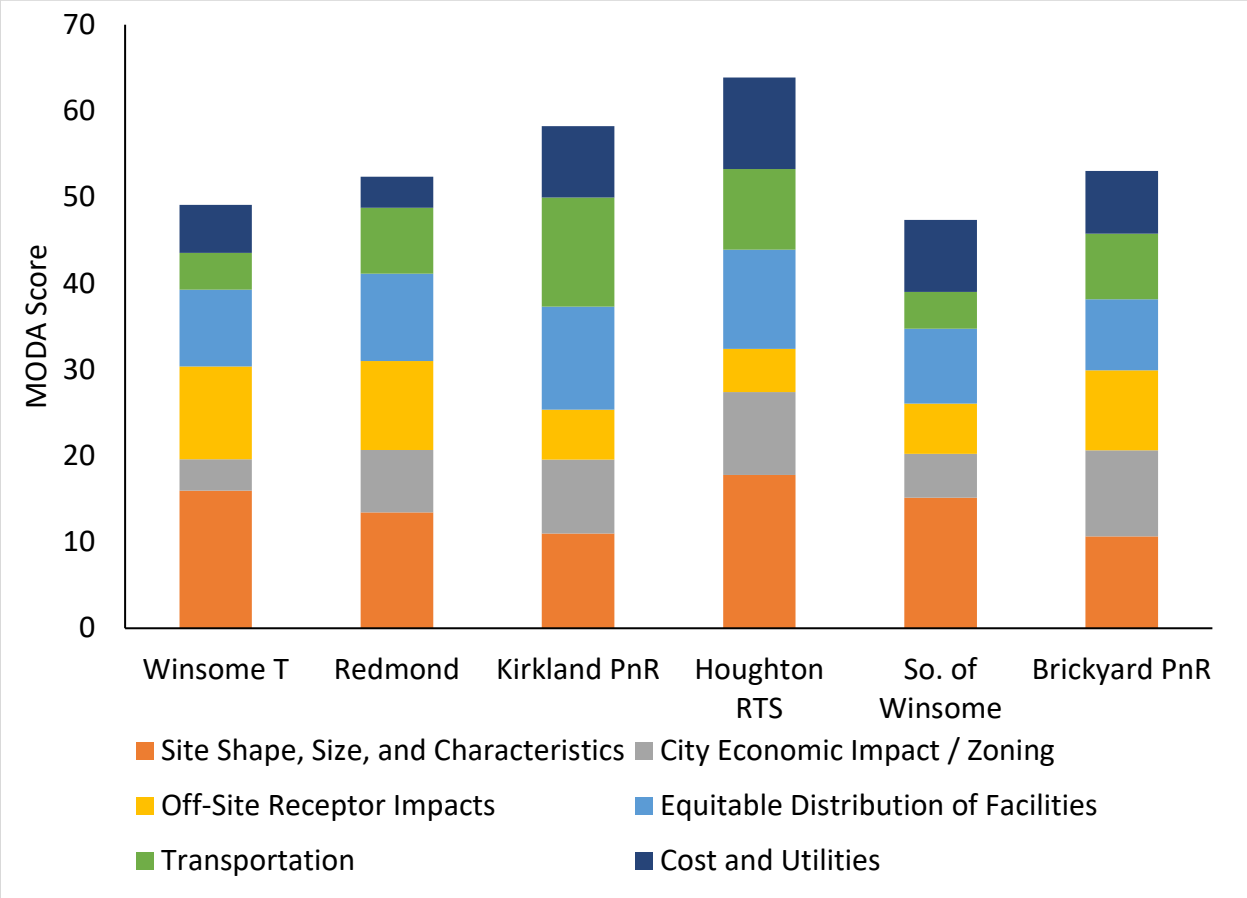

Figure 4-2. Focused Site Screening MODA Results and Consensus Weights
Northeast Recycling and Transfer Station Project

Table 4-6. Focused Site Screening MODA Scores and Sensitivity to Different Weights (Revised)
Northeast Recycling and Transfer Station Project

Evaluation Criteria	Site A: 16111 Woodinville-Redmond Road NE, Woodinville	Site B: Southwest Corner of Willows Road and NE 124th Street, Redmond	Site C: 7024 116th Avenue NE, Kirkland	Site D: 11724 NE 60th Street, Kirkland	(NEW) Site E: 15801 Woodinville-Redmond Road, Woodinville	(NEW) Site F: 15360 Juanita Woodinville Way NE, Bothell
MODA Score						
Consensus	48.4	52.4	58.2	63.9	47.3	53.0
P1	44.1	49.7	60.6	62.4	44.2	53.1
P2	49.2	53.8	61.0	69.6	51.6	55.1
P3	47.3	53.1	59.5	63.9	46.7	52.7
P4	50.2	50.1	53.9	67.9	51.3	50.2
P5	45.8	51.4	61.0	64.6	46.0	53.2
P6	53.7	54.1	57.5	64.5	49.9	53.0
P7	49.6	54.9	53.1	59.5	45.1	52.6
P8	49.7	51.8	57.8	64.4	49.0	53.6

Evaluation Criteria	Site A: 16111 Woodinville-Redmond Road NE, Woodinville	Site B: Southwest Corner of Willows Road and NE 124th Street, Redmond	Site C: 7024 116th Avenue NE, Kirkland	Site D: 11724 NE 60th Street, Kirkland	(NEW) Site E: 15801 Woodinville-Redmond Road, Woodinville	(NEW) Site F: 15360 Juanita Woodinville Way NE, Bothell
P9	49.4	53.0	58.4	63.0	47.3	54.3
P10	51.5	54.4	58.9	64.8	49.6	53.9
P11	44.3	48.5	56.2	59.8	43.6	50.8
Rank of Highest-Valued Alternative = 1						
Consensus	5	4	2	1	6	3
P1	6	4	2	1	5	3
P2	5	3	2	1	6	4
P3	6	3	2	1	5	4
P4	4 (tied)	5	2	1	3	4 (tied)
P5	6	4	2	1	5	3
P6	4	3	2	1	6	5
P7	4	2	3	1	6	4
P8	5	4	2	1	6	3
P9	5	4	2	1	6	3
P10	5	3	2	1	6	4
P11	5	4	2	1	6	3

MODA = multiobjective decision analysis

5. Step 4. Comparative Evaluation

As shown on Figure 2-1, Step 4 of the siting process is a comparative evaluation of the top four sites from a variety of perspectives. County management reviewed the results of the FSS, input from the Core Cities, community criteria analysis from the SAG, and input from the community, including the results of the community survey. After considering these materials, the County selected the following three sites for evaluation in environmental review:

- Site C, 7024 116th Avenue NE, Kirkland
- Site D, 11724 NE 60th Street, Kirkland
- Site E, 15801 Woodinville-Redmond Road, Woodinville

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Appendix A
Public Engagement Summary

Public Engagement Summary

September 2022
Northeast Recycling and Transfer Station

Project Overview

In 2020, the King County (the County) Solid Waste Division began a process to find a site for a new recycling and transfer station (NERTS) in northeast King County. The new facility will replace the aging and limited capacity Houghton Transfer Station in Kirkland, in operation since the mid-1960s. The new station will provide convenient, accessible recycling and waste management services to residents of Kirkland, Redmond, Woodinville, Sammamish, and areas of northeast unincorporated King County.

This document summarizes the Solid Waste Division's city coordination and general public outreach from summer 2020 through Focused Site Screening.

The communities this new station will serve have a vested interest in the siting, design, and development of the new transfer station. Public participation and community input play a key role in the selection of a new transfer station site. The County plans to select a new site in 2024 and the new station is scheduled to begin operations and service in 2029. To meet this timeline, the County developed a robust public involvement plan with the following objectives:

- **Ensure potentially affected communities understand** what a transfer station is and the need for a new station in northeast King County.
- **Ensure community members understand, feel welcomed, and know how to engage** in the County's public process to site a new transfer station.
- **Engage residents, businesses, and property owners** in the core cities (Sammamish, Woodinville, Kirkland, and Redmond) and unincorporated King County in the process to find a facility location that best suits community and County needs.
- **Proactively engage communities and affinity groups that are traditionally underrepresented and/or underserved** and ensure their perspectives, interests, concerns, and aspirations are understood, considered, and responded to in the decision-making process in accordance with the County's Equity and Social Justice Action Plan.
- **Build and cultivate relationships with key community stakeholders** to ensure communities maintain interest and participation throughout site selection and facility design process.

Key Audiences

The County focuses outreach efforts toward several groups, including the following:

- **Core Cities and unincorporated King County—**The Solid Waste Division engages representatives from Kirkland, Woodinville, Redmond, Sammamish, and the Department of Local Services in unincorporated King County to share project updates and information, and to gain their expert insights. The County began meeting with representatives in 2019 to learn more about the communities in the siting area and engage cities in the project.
- **Siting advisory group (SAG)—**The County brought together a SAG of community representatives, interests, and organizations to advise the County on where the new station should be located and what to consider in making that decision.

- **Neighborhood and community stakeholders—**Local neighborhood associations, community-based organizations, communities of color, businesses, potential project neighbors, and Chambers of Commerce.
- **Property owners—**Homeowners, renters, condominium owners, apartment complexes and their tenants and staff, business owners and tenants, and small and minority-owned businesses.
- **General public—**Communities who live and/or work in the transfer station siting area.
- **Media—**The County reached out to print and online media sources. The County also used social media advertisements to share information about feedback periods.

Outreach

1. Project Kickoff

The public involvement process for the Northeast Recycling and Transfer Station (NERTS) project kicked off in the summer of 2020. To inform the public involvement plan, the project team reached out to community members, stakeholders, and businesses to conduct a series of stakeholder interviews. The project team conducted **11 formal stakeholder interviews** with representatives from Kirkland, Redmond, unincorporated King County, and waste hauler representatives to learn more about their communities and guide future outreach efforts. A list of all stakeholder interviews can be found in Appendix A.

The County promoted the project kickoff and SAG recruitment from August through September 2020. Refer to Section 1.1 for more information about the SAG. The County developed a communications toolkit with email, social media, and newsletter text for the core cities and unincorporated King County to share with their communities to promote the SAG and spread awareness about the project. Appendix I presents examples of outreach materials used.

- **Postcard**
    - The County mailed a postcard with information in English, Spanish, Russian, and Simplified and Traditional Chinese to over 115,000 homes, businesses, residents, and tenants in the siting area. The postcard had a map of the siting area, information about where to find more project information, and how to apply for one of the six at-large seats on the SAG.
- **Social media**
    - The City of Redmond posted on Facebook on September 23, 2020, promoting the SAG recruitment.
    - The City of Woodinville shared a Facebook post featuring the station on September 22, 2020.
    - King County Solid Waste promoted SAG recruitment and the project kick-off on their Facebook page on September 22, 2020.
- **Press releases**
    - The County published a press release sharing information about the NERTS project and SAG recruitment on September 17, 2020.

- **Newsletters and publications**
    - The City of Kirkland shared information about the SAG recruitment in its weekly newsletter on September 23, 2020. Kirkland posted information about SAG recruitment and the station on September 18, 2020.
    - The City of Woodinville shared information about the project kickoff and SAG recruitment in the October Woodinville Wire newsletter.
    - The City of Redmond posted SAG recruitment information and the recycling and transfer station siting process on September 23, 2020.
- **Website updates**
    - The County launched the project website, kingcounty.gov/northeast. The project website included general information about the project, how to contact the project team, updates, and documents.

1.1. Siting Advisory Group

The County brought together a group of community representatives to advise the County on where to site the new station and what to consider when making that decision. The SAG has 21 members that represent community, business, and city interests and perspectives who were tasked with participating in 10 SAG meetings over the course of the site selection process.

The SAG has 16 appointed members representing the core cities and unincorporated King County, and 6 at-large members. Members of the public were encouraged to apply through the outreach methods detailed previously. At-large members applied and were selected through a blind review process. The SAG meets monthly with the County to learn about the project and advise the siting process. Refer to Appendix B for a full list of organizations and businesses contacted for recruitment.

Part of the SAG's work includes participating in the site scoring and weighting process. In late 2020 and early 2021, SAG members developed, scored, and weighted community criteria based on community concerns, interests, and values shared through a survey in fall 2020. Refer to Appendix C for a list of SAG meeting dates, Appendix D for the community criteria, Appendix E for SAG consensus weighting results, and Appendix F for SAG member recommendations to the County.

2. Broad Area Site Screening

In fall 2020, the County began narrowing down the list of potential sites through a process called Broad Area Site Screening.

2.1. Broad Area Site Screening Outreach

- **Survey**
    - Part of this outreach included an online survey available from October 30 through November 20, 2020. The survey was available in English, Spanish, Simplified and Traditional Chinese, Arabic, Russian, Farsi and Hindi. Community members were asked to weigh in on proximity, usage rate, important factors the County should consider when selecting a new location, and share interests, values, and concerns. The survey received over 750 responses from community members throughout the siting area. The results from the survey helped the

SAG develop community criteria to use in the Focused Site Screening process. Refer to Appendix G for a summary of the full survey results.

- **Email updates**
  - The County promoted the survey with an email update to 11,000 subscribers through GovDelivery on October 20, 2020.
- **Press releases**
  - The County published a press release promoting the survey on October 12, 2020.
- **Newsletters and social media**
  - The County provided a communications toolkit for core cities to use in their social media and publications.
  - The County ran social media advertisements from November 10 to 19 and from November 13 through 18, 2020, reaching a total of 30,206 users.
  - The City of Kirkland published an article encouraging residents to take the survey on November 4, 2020. Kirkland posted information about the survey on its Facebook page on November 5 and 18, 2020.
  - The City of Woodinville included information about the survey in the November issue of the Woodinville Wire. The city Facebook page had one post promoting the survey on November 5, 2020.
  - The City of Redmond posted information about the community survey on November 5, 2020.

3. Focused Site Screening

In late 2020, the County evaluated a number of sites and narrowed down the list of potential sites to four sites to continue on through Focused Site Screening. During Focused Site Screening, the County asked for community input and feedback on community criteria and local knowledge on the top four sites through an online survey. The SAG also developed a list of community criteria based on the results of the fall 2020 survey and began the weighting and scoring process (Appendices D and E).

3.1 Focused Site Screening Community Outreach Methods

- **Survey—**An online survey was available in English, Spanish, Simplified and Traditional Chinese, Arabic, Russian, Farsi, and Hindi. It was open from January 19 through February 19, 2021. Survey respondents were asked to share community knowledge about the top four sites by answering questions about traffic, local businesses, schools and community centers, bicycle routes, and other concerns. Respondents were also asked to order the community criteria the SAG developed from most to least important. The survey received 2,431 responses. Refer to Appendix H for the complete summary of survey results.
- **Briefings:** During Focused Site Screening, the County offered briefings to community organizations to share information about the project and ways to be involved through the survey and in future outreach periods. The County presented at the following briefings:
  - South Rose Hills Neighborhood Association (February 9, 2021)

- Houghton Community Council (February 22, 2021)
- Woodinville Rotary Club (March 2, 2021)
- Members of the Houghton neighborhood (April 5, 2021)

- **Email updates—**The County utilized GovDelivery to update 11,000+ subscribers on the status of NERTS
  - The FSS survey was promoted via two email updates on January 26 and February 11, 2021.
  - Subscribers were given a "virtual tour" of a transfer station on July 20, 2021
  - General project updates were given to subscribers on August 3 and September 29, 2021
  - Public meeting reminders were given on April 27, 2021
- **Press releases—**The County published two press releases announcing the survey on January 25 and February 17, 2021. The County published a press release announcing a new site under consideration on August 3, 2021.
- **Newsletters and social media—**The County developed a communications toolkit with social media and newsletter text to share with the core cities and unincorporated King County to include in their local publications and newsletters.
  - Notices appeared in the City of Kirkland weekly newsletter on January 27 and February 17, 2021. Kirkland also posted information about the survey on the city Facebook page on January 26.
  - The City of Woodinville website featured an article in the News section about the recycling and transfer station on January 25, 2021, and promoted the survey in the February issue of the Woodinville Wire. The city Facebook page had posts featuring the survey on January 25, February 3, and February 8, 2021.
  - The City of Redmond posted information about the community criteria survey to its Facebook page on January 29 and February 15, 2021.
- **Postcard—** Postcards advertising Focused Site Screening and the survey in January 2021, and an upcoming public open house notice in April 2022 were mailed to over 118,000 homes, businesses, tenants, and residents in the project area.
- **Flyers—** Flyers advertising the open house were distributed to Houghton Transfer Station customers the first week of May 2022.
- **Project website—**The project website was updated to include information on the site selection and environmental review process, and detailed public engagement done for the project leading up to the selection of the three sites that will be evaluated in environmental review.
- **In-person outreach** – As permitted by COVID-19 mandates, the County tabled at several events in northeast King County to provide project information and give the public an opportunity to ask questions and share concerns.
  - Celebrate Woodinville on July 28, 2021 and August 3, 2022
  - Juanita Friday Market on August 13, 2021, September 16, 2022, and September 24, 2021

- Kirkland Wednesday Market on August 10, 2022
- Woodinville Farmers Market on September 17, 2022

- **Public Open House and Information Session—**The County hosted a virtual open house and information session to share more information about the siting process and answer questions on May 12, 2022. Over 220 people attended.

Appendix A—Stakeholder Interviews

Stakeholder	Project Area
Centro Cultural Mexicano	Redmond
Chateau Ste Michelle	Woodinville
DTG Recycling Group	Entire siting area
HopeLink	Entire siting area
Houghton Neighborhood Association	Kirkland
IMAN Center	Redmond
Kirkland Greenways	Kirkland
Lake Washington School District	Kirkland and Redmond
Natural and Built Environments	Kirkland and Redmond
OneRedmond	Redmond
Recology	Entire siting area
Resident	Kirkland
Unincorporated King County	Unincorporated King County
Waste Management	Entire siting area

Appendix B—Siting Advisory Group and Stakeholder Interview Recruitment

Contacted	Project Area	SAG Seat
21 Acres	Woodinville	Environment
Abbey Road Neighborhood Association	Redmond	Residents
Africans at Microsoft Group	Redmond	Equity and social justice
Alliance of People with Disabilities	Entire siting area	Equity and social justice
Apna Bazar Grocery Store	Sammamish	Small business
AR Environmental Consulting	Redmond	Environment
Bath Center of Seattle	Entire Siting Area	Business and hauler
Bio-Rad Laboratories	Woodinville	Business
Bob's Heating & Air Conditioning	Woodinville	Business and hauler
BSS Hauling and Clean Up	Entire siting area	Small hauler
Burnham Insulation and Shelving	Redmond	Hauler
Business Impacts NW	Entire siting area	Equity and social justice
Cascade Bicycle Club	Kirkland	Community organization
Cascade Water Alliance	Redmond	Environment
Central Houghton Neighborhood	Kirkland	Residents
Centro Cultural Mexicano	Redmond	Equity and social justice
Chateau Ste Michelle Winery	Woodinville	Large Business
Classic Nursery & Landscape Company	Woodinville	Business
CleanScapes, Inc	Entire siting area	Small hauler
College Hunks Hauling Junk	Entire siting area	Small hauler
Costco Wholesale	Redmond and Kirkland	Business
Dowbuilt, Inc.	Entire siting area	Small hauler
DTG Recycling Group	Redmond	Business and hauler
Earthcorps	Entire siting area	Environment
Eastside Audubon Society	Kirkland	Environment
Eastside Change Coalition	Entire siting area	Community organization

Contacted	Project Area	SAG Seat
Eastside Exterminators	Entire siting area	Small hauler
Evergreen Health	Kirkland	Business
Google	Kirkland	Business
Habitat for Humanity	Bellevue	Small hauler
Honeywell International Inc.	Redmond	Business
Jefferson Sustainable Landscaping	Unincorporated King County	Small hauler
John Buchan Homes	Kirkland	Small hauler
Kirkland Chamber of Commerce	Kirkland	Business
Kirkland Land Care	Kirkland	Small hauler
Kitchen Plus	Bellevue	Small hauler
Maintco, Inc.	Entire siting area	Small hauler
Microsoft Corporation	Redmond	Business
Molbak's LLC	Woodinville	Business
Natural and Built Environment	Kirkland and Redmond	Environment
Nature Vision	Woodinville	Environmental
Nintendo of America	Redmond	Business
Northwest University	Kirkland	Large employer
Youth Community Advocate	Kirkland	Equity and social justice
Northshore School District	Entire siting area	School district
Olympic Nursery, Inc.	Woodinville	Small hauler
Patterson Cellars	Woodinville	Business
People for Climate Action	Redmond	Environment
Precor, Inc.	Woodinville	Business
Plataforma TV	Entire siting area	Equity and social justice
Recology	Entire siting area	Hauler
Redmond Roofing	Unincorporated King County	Small hauler

Contacted	Project Area	SAG Seat
Redmond Green Partnership	Redmond	Environment
Redmond Indian Association	Redmond	Equity and social justice
Redmond Ridge ROA	Unincorporated King County	Residents
Republic Services	Entire siting area	Hauler
RestorX of Washington	Entire siting area	Hauler
Ridwell	Entire siting area	Hauler
Kirkland resident/immigrant community member	Kirkland	Resident
Sammamish Chamber of Commerce	Sammamish	Chamber of Commerce
Sammamish Community Garden	Sammamish	Environment
Sammamish Nourishing Network	Sammamish	Environment
Sammamish Valley Neighborhood Association	Sammamish	Residents
Seattle Latino Metropolitan Chamber of Commerce	Entire siting area	Equity and social justice
Summit Drywall	Entire siting area	Small hauler
Superior Cleaning and Restoration	Woodinville	Business and hauler
Sustainable Redmond	Redmond	Environment
Tamarack Village	Redmond	Resident
The Door Works	Kirkland	Small hauler
Triplehorn Brewing Company	Woodinville	Business
United Indians of all Tribes Foundation	Entire siting area	Equity and social justice
United Way of King County	Entire siting area	Equity and social justice
Waste Connections	Entire siting area	Commercial hauler
Waste Management	Entire siting area	Commercial hauler
Wastexperts, Inc	Entire siting area	Small hauler
Wolfberry Studio	Redmond	Business
Woodinville Chamber of Commerce	Woodinville	Chamber of Commerce

Appendix C—Siting Advisory Group Meeting Dates

Meeting	Date	Topics
Kickoff Meeting	10/24/20	Welcomed advisory group members, provided an overview of the solid waste system and siting process, and discussed community values.
Meeting #1	10/28/20	Reviewed top 15 sites and considerations for screening the sites.
Meeting #2	11/18/20	Reviewed community input from fall 2020 public survey and developed community criteria and scoring measures.
Meeting #3	12/16/20	Finalized community criteria and scoring measures, introduced to criteria weighting.
Meeting #4	2/3/21	Developed criteria weighting, reviewed top 4 sites and preliminary scoring of sites.
Meeting #5	3/17/21	Reviewed community input from winter 2021 public survey, finalized weighting and scoring, and ranked order of top 4 sites.
Meeting #6	4/28/21	Overview of County-selected sites and upcoming environmental review.
Meeting #7	8/26/21	Introduction of new Woodinville site and review of weighting and scoring.
Meeting #8	5/19/22	Reviewed project activity since the last SAG meeting, received SAG member recommendations on the two Woodinville sites.

Appendix D—Siting Advisory Group Community Criteria

The SAG developed nine community criteria to assess potential sites. These criteria were based on SAG members' discussions about their and the community's input on important values to be considered when siting a transfer station.

- Location has best travel times at most times of the day from within the service area.
- Location is within 10 miles from any point in the service area and no closer than 5 miles to any other County recycling and transfer station.
- Are there disproportionate impacts to historically and currently underserved and underrepresented communities? (Includes immigrants, people of color, refugees, and low-income populations.)
- Underserved and underrepresented community members and employees are able to conveniently access the site.
- Site has fewest impacts to sensitive areas and avoids environmental red flags (e.g., landslide potential, wetlands, earthquake faults, aquifers that provide drinking water, etc.)
- Site has fewest potential local community impacts (e.g., traffic, noise, odor).
- Site best accommodates sustainable and innovative design.
- Site has most reasonable cost.
- Site acquisition has least impact on current or future residential or commercial use.

A sub-group of SAG members scored each of the five sites against the nine community criteria using available data and qualitative assessments of performance of each site against each criterion. The SAG assigned weights to each of the criteria based on their collective thinking regarding the relative importance of each criterion. These weights were also compared to the results of a community survey where 2,491 people also ranked the community criteria. Multi-objective decision analysis (MODA) methods were used to calculate an overall score for each site that was the products of normalized scores times weights for each criterion summed over all criteria. The resulting scores for each site are shown in the following table. The SAG discussed the scores and the weighted results in light of community input and agreed, by consensus, to share these results with the County.

Appendix E—Siting Advisory Group Consensus Weighting Results

Results for Consensus Weighting Northeast Recycling and Transfer Station Siting Study					
ID#	Evaluation Criteria	Woodinville	Redmond	Park n Ride (Kirkland)	Houghton RTS (Kirkland)
	Total Score	**38.4**	**35.4**	**75.1**	**75.6**
1	Minimize travel time to RTS	6.6	9.9	8.8	7.7
2	Ensure even distribution of services	5.9	5.0	1.7	2.5
3	Avoid disporportionate impacts to U/U communities	4.7	4.9	9.7	9.7
4	Maximize U/U site access	0.6	4.6	9.3	9.3
5	Limit impacts to sensitive areas and avoid environmental red flags	4.8	1.6	12.9	8.9
6	Limit community impacts	5.7	3.3	6.8	5.1
7	Accommodate sustainable and innovative design	9.3	6.0	6.7	8.6
8	Minimize the cost of site acquisition	0.0	0.0	9.0	11.0
9	Limit impact to current/future use	0.8	0.0	10.3	12.7

Exhibit E-1. SAG scoring results for original top four sites.

ID#	Evaluation Criteria	Woodinville 1611 Woodinville-Redmond Road, Woodinville 98072	New Site South of 1611 Woodinville-Redmond Road
	Total Score	**38.6**	**39.0**
1	Minimize travel time to RTS	6.1	6.1
2	Ensure even distribution of services	6.0	6.0
3	Avoid disporportionate impacts to U/U communities	5.2	5.3
4	Maximize U/U site access	0.6	0.6
5	Limit impacts to sensitive areas and avoid env. red flag	4.9	3.2
6	Limit community impacts	6.1	0.8
7	Accommodate sustainable and innovative design	8.9	7.0
8	Minimize the cost of site acquisition	0.0	5.8
9	Limit impact to current/future use	0.8	4.1

Note: Scores can range from 0-100, higher is better.

Exhibit E-2. SAG scoring results for the two Woodinville sites.

Note: Between the time of scoring the original top 4 sites and the addition of the new Woodville site, three new SAG members joined the group and their weighting was incorporated in to the evaluation. This slightly changed the score for the site at 1611 Woodinville-Redmond Road when compared to the second Woodinville site.

Appendix F—Siting Advisory Group Input to King County Site Selection

The Siting Advisory Group (SAG), through eight full group meetings and several focused working sub-group meetings, developed final site selection input and recommendations that reflects their discussions, consideration of community input and assessment of the four sites under consideration for the new Northeast Recycling and Transfer Station.

SAG Meeting #5

In SAG Meeting #5, members of the SAG agreed by consensus to recommend the County consider the following when deciding which sites to continue into the environmental review process:

- In comments in the community survey and in public comments to the SAG, community members referenced a "promise" from King County regarding closure of the current Houghton Transfer Station. The SAG recommends King County clarify the issue and respond to any commitments made about closing the Houghton Transfer Station.
- The SAG recommends, regardless of which site is ultimately selected, the County include mitigation to make the new recycling and transfer station a community amenity.

Two additional topics were of high interest to the members of the SAG. There was no consensus as to recommendations for these topics, but the SAG wanted King County to carefully consider them.

- SAG members had mixed opinions about how many sites to include in the environmental review. The County's stated siting process intends for up to three sites to be included. Some SAG members suggested all four sites should be evaluated out of fairness; others thought the list of sites should be narrowed. Issues discussed included the cost of additional analyses and maintaining fidelity to the stated process.
- Some SAG members believed the County would be well served to go back to the list of 15 sites from which the top four sites were derived and reconsider if any of them were better than the four under consideration. Other members stated that all the sites had their own challenges, and the process did not need to be revisited.

Through their discussions and considerations of community input, some SAG members identified specific issues they thought needed additional study. There was no SAG consensus on these specific issues, but the SAG agreed to note them for the County's consideration.

- A member expressed concern that removal of the Park and Ride function would result in additional traffic impacts due to the loss of the mass transit commuting availability if the Houghton Park and Ride were taken out of service.
- A member expressed concern about the extent of the building development on the Woodinville site and the impacts of removing the existing buildings.
- Some members expressed concern about displacing the planned housing development on the Redmond site, which is to include 35 affordable homes.
- Some members were concerned that the community does not understand what mitigation might be available at any of the sites and believed education about mitigation was needed.

- A member noted that the Woodinville site was in close proximity to the rail corridor which has been turned into a highly valued urban trail.

SAG Meeting #8

In SAG Meeting #8, members of the SAG were asked to provide a recommendation on which Woodinville site to study in environmental review.

- 10 SAG members gave no recommendation for which Woodinville site to move forward to the environmental review.
- 6 SAG recommended Woodinville 2 advance to environmental review.
- No SAG members recommended Woodinville 1 advance to environmental review.

Additional comments and concerns were also provided. There was no SAG consensus on these specific issues.

- Some members expressed concerns about the siting process including better explanation of the siting criteria, need for more transparency, and missing viable sites.
- A SAG member requested more information on how the sites were narrowed to the top five sites.
- A SAG member was concerned neither site would make it through the EIS.
- Some members expressed concern that Woodinville 1 hosts a woman and minority-owned business.
- A SAG member commented the process could be improved to better integrate community input into the siting process.
- A SAG member asked the County to consider more innovation in the project.
- Some members expressed concern over the environmental impacts of deconstructing a large building at Woodinville 1.

Appendix G—Fall 2020 Community Values Survey Results

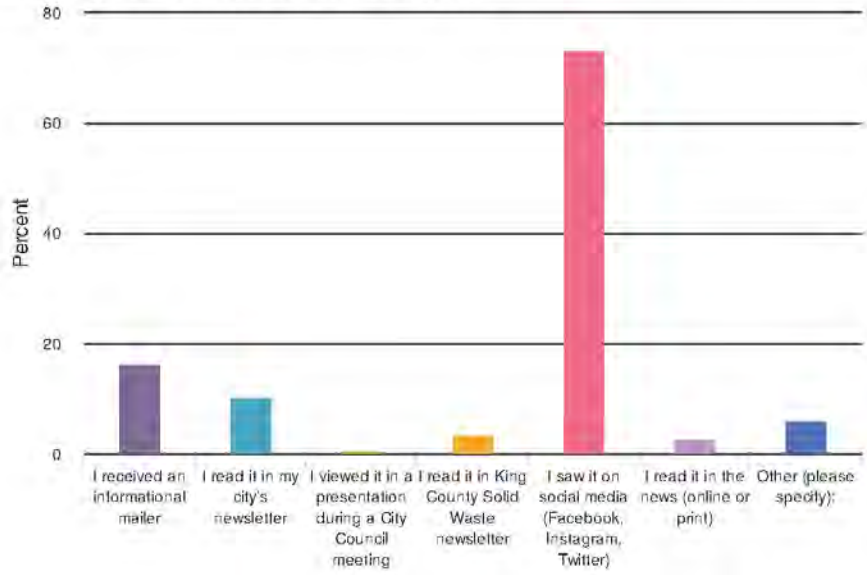
Results of King County's Northeast Recycling and Transfer Station General Public Survey (Oct. 30 - Nov. 20, 2020)

Response Counts

Completion Rate:	100%	
	Complete	786

Totals: 786

1. How did you learn about the Northeast Recycling and Transfer Station project? (Select all that apply)



Value	Percent	Responses
I received an informational mailer	16.2%	126
I read it in my city's newsletter	10.3%	80
I viewed it in a presentation during a City Council meeting	0.6%	5
I read it in King County Solid Waste newsletter	3.5%	27
I saw it on social media (Facebook, Instagram, Twitter)	73.3%	572
I read it in the news (online or print)	2.6%	20
Other (please specify):	6.0%	47

Results of King County's Northeast Recycling and Transfer Station General Public Survey (Oct. 30 - Nov. 20, 2020)

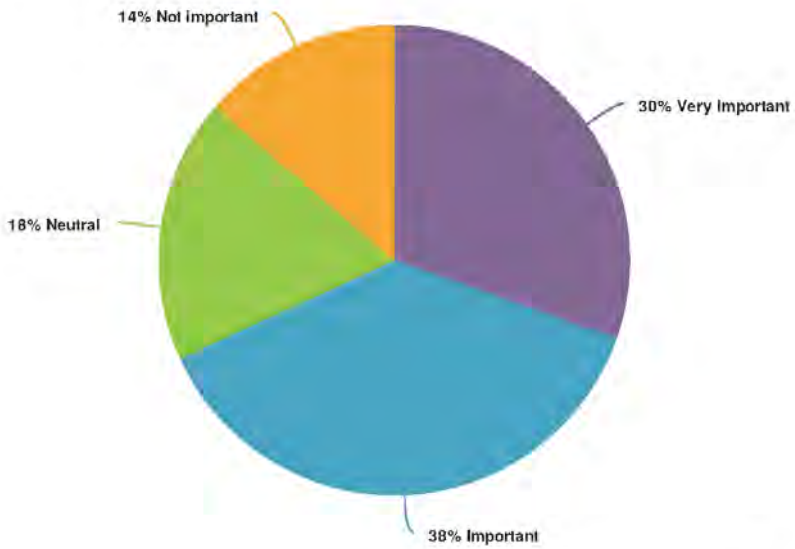
Response Counts

Completion Rate:	100%	
	Complete	786

Totals: 786

2. In which publication did you learn about the Northeast Recycling and Transfer Station project?

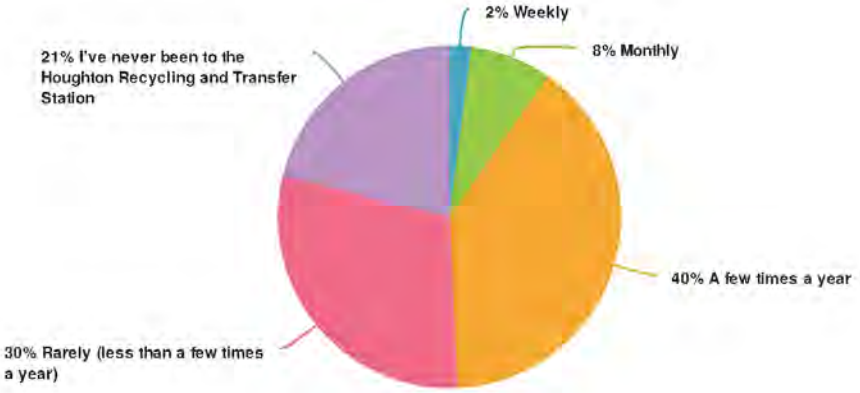
3. Having a recycling and transfer station near me where I can dispose of oversized garbage and recycling that can't go in my cart at home, is:



Value	Percent	Responses
Very important	30.4%	237
Important	37.7%	294
Neutral	18.1%	141
Not important	13.7%	107

Totals: 779

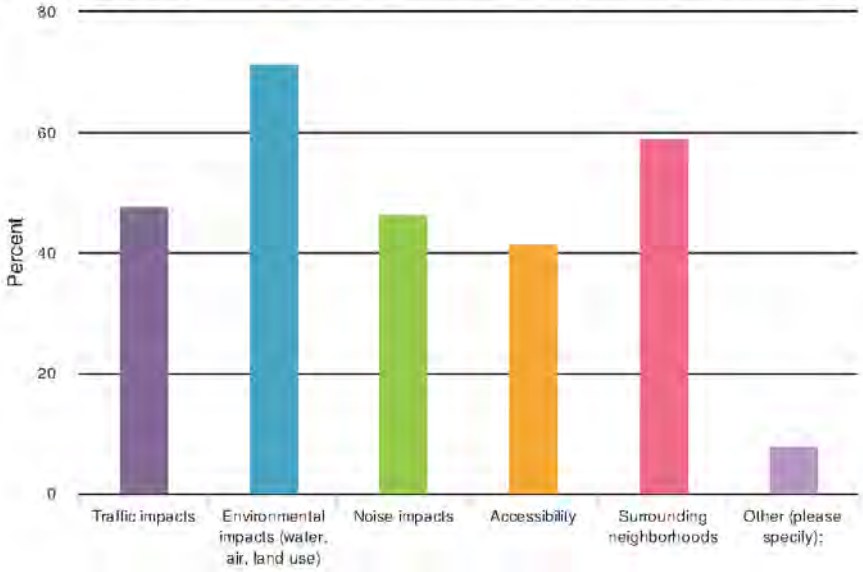
4. I use the current Houghton Recycling and Transfer Station



Value	Percent	Responses
Weekly	2.1%	16
Monthly	7.7%	60
A few times a year	39.5%	308
Rarely (less than a few times a year)	29.7%	231
I've never been to the Houghton Recycling and Transfer Station	21.1%	164

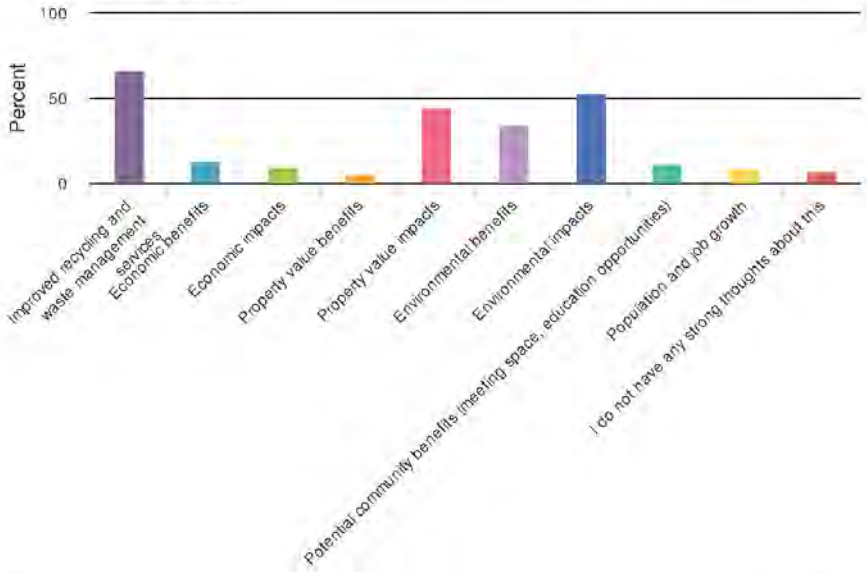
Totals: 779

5. The most important things to consider when selecting a location for a new recycling and transfer station are: (select all that apply)



Value	Percent	Responses
Traffic impacts	47.7%	370
Environmental impacts (water, air, land use)	71.3%	553
Noise impacts	46.4%	360
Accessibility	41.5%	322
Surrounding neighborhoods	58.9%	457
Other (please specify):	8.0%	62

6. When I think about a new Recycling and Transfer Station, I think of (select all that apply):



Value	Percent	Responses
Improved recycling and waste management services	66.5%	515
Economic benefits	12.8%	99
Economic impacts	9.4%	73
Property value benefits	5.5%	43
Property value impacts	44.3%	343
Environmental benefits	34.3%	266
Environmental impacts	52.5%	407
Potential community benefits (meeting space, education opportunities)	11.5%	89
Population and job growth	9.0%	70
I do not have any strong thoughts about this	7.2%	56

7. In addition to comprehensive recycling services and other improvements that will be part of the new station, there may be space for other community benefits as part of this development. What other benefits do you think the future Recycling and Transfer Station could bring to your community?

Appendix H—Focused Site Screening Community Survey Results Summary

Solid Waste Division

Focused Site Screening Community Survey Results Summary

Background

King County plans to site, design and build a new transfer station to replace the aging and limited Houghton Transfer Station. A new recycling and transfer station will serve the growing communities of Kirkland, Redmond, Woodinville, and Sammamish, as well as unincorporated East King County. Community input and knowledge is an important part of the site selection process. The County is considering community input and knowledge as it seeks a location for the station. For more information, please visit kingcounty.gov/northeast.

From January 20 – February 18, 2021 an online survey was available in English, Spanish, Simplified and Traditional Chinese, Arabic, Farsi, Russian and Hindi. Survey respondents were asked to share community knowledge about the top four sites by answering questions about traffic, local businesses, schools and community centers, bicycle routes and other concerns. Respondents were also asked to rank the community criteria developed by the Siting Advisory Group (SAG) from most to least important.

The SAG is a group of community representatives brought together to advise the County on where to site the new station and what to consider when making that decision. The Siting Advisory Group (SAG) has 23 members that represent community, business and city interests and perspectives. For more information on the SAG, please visit kingcounty.gov/northeast

Survey Results

By the numbers

2,431 responses, 31 in-language responses (Traditional Chinese, Simplified Chinese, Spanish, Russian, Farsi)

Note: Responses in languages other than English were translated into English to be included with full survey data and considered along with English responses for the following themes. Full survey data is available in pdf form at kingcounty.gov/northeast

Community Knowledge for Top 4 Sites

In the survey, King County asked respondents to share community knowledge about the top four sites. For each site, community members were asked the following questions:

- What do you know about nearby schools, playfields, daycare centers, or other places children might be present?
- What do you know about nearby churches, community centers, or other gathering places?
- What do you know about frequently visited small businesses or other establishments?
- Have you experienced nearby traffic congestion? Where? What time of day has greatest traffic congestion?
- What do you know about pedestrians and cyclists in the nearby area?
- Do you have any specific concerns about putting a transfer station at this site?

Below are key themes that emerged for each site, and the number of responses for each question. Respondents were able to skip questions if they did not have any information to provide.

16111 Woodinville-Redmond Road NE, Woodinville 98072:

- Chrysalis High School is located across the street from the site. There are concerns about student pedestrian and vehicle traffic. *(886 responses related to impacts on nearby schools).*
- The Sammamish River Trail is nearby, which is popular for cyclists and pedestrians. *(849 responses related to pedestrian and cyclist impacts).*
- Concerns over noise and increased traffic, especially for nearby schools and condominiums. *(992 responses related to traffic impacts).*
- Proposed site is close to Woodinville wine district, which is a large tourist destination for the city of Woodinville. *(838 responses related to local business impacts).*
- Site access is constrained already and would impact family-owned businesses.

> *"This is in the 'wine country' in Woodinville, which is becoming a key attraction of Woodinville. There are restaurants and many other businesses on this road too."*
>
> *"Chrysalis School is directly across the street with many new drivers."*

SW Corner of Willows Rd NE and NE 124th St., Redmond 98052

- The site is very close to 60 Acres Park Soccer Fields, which is a large and widely used soccer field *(789 responses related to nearby parks and playfields).*
- Concerns about peak-hour traffic. Respondents are worried that trucks and haulers coming and going would increase traffic issues. *(1,124 responses related to traffic concerns).*
- The route is also used by commuting and non-commuting cyclists accessing the Sammamish River Trail. *(856 responses related to pedestrian and cyclist activity).*
- The proposed site poses environmental concerns due to its location on a hillside and proximity to a protected wetland area. *(25 responses related to hillside location concerns).*

> *"The site is steeply sloped on the western side of the Sammamish Valley watershed."*
>
> *"There is lots of traffic congestion at this location, especially during peak traffic hours in the morning and early evening. A transfer station at this site would be concerning. This area of Willows Road is an important location connecting Kirkland, Redmond, and Woodinville."*

Solid Waste Division

7024 116th Avenue NE, Kirkland 98033:

- Lake Washington High School and Benjamin Franklin Elementary Schools are nearby. *(584 responses related to local school impacts).*
- Concerns over loss of the Park and Ride. *(641 responses related to the existing Park and Ride).*
- It is a densely populated area and there are concerns about traffic, especially during rush hour. *(711 responses related to traffic concerns).*
- Site proximity to the freeway was considered a benefit but could increase traffic congestion. *(343 responses related to freeway proximity).*
- The area surrounding the site experiences high levels of pedestrian traffic with nearby schools and is a frequent cycling route. *(515 responses related to pedestrian and cyclist traffic).*
- Site size is very small compared to other sites. *(164 responses related to site size).*

"This site has great access to the highway. It is just down from the current site but will remove the parking lot for the park and ride. That has the potential to cause traffic issues for the park and riders using that lot. This site is the furthest away from schools, bike paths and other tourism sites."

"Given its smaller size, it seems like it might not be the best choice if the problem with the current transfer station is that it's too small."

11724 NE 60th Street, Kirkland 98033:

"There are numerous schools in the area-elementary, private and high school. The high school is just north of 70th and much of the traffic is generates goes through that interchange. There is a daycare center next door."

"Bike & pedestrian traffic, mostly neighborhood-related."

- Ben Franklin Elementary is nearby and it borders Bridle Trails State Park. Adjacent baseball fields are widely used. *(679 responses related to nearby schools, parks, and recreation areas).*
- The Bridle Trails Shopping Center is nearby, but the area is otherwise largely residential. *(450 responses related to local businesses and neighborhood location).*
- There is peak hour traffic, although the site has easy access to I-405. *(684 responses related to traffic).*
- The site is located in a highly residential area with pedestrian and cyclist traffic. *(565 responses related to pedestrian and cyclist traffic).*

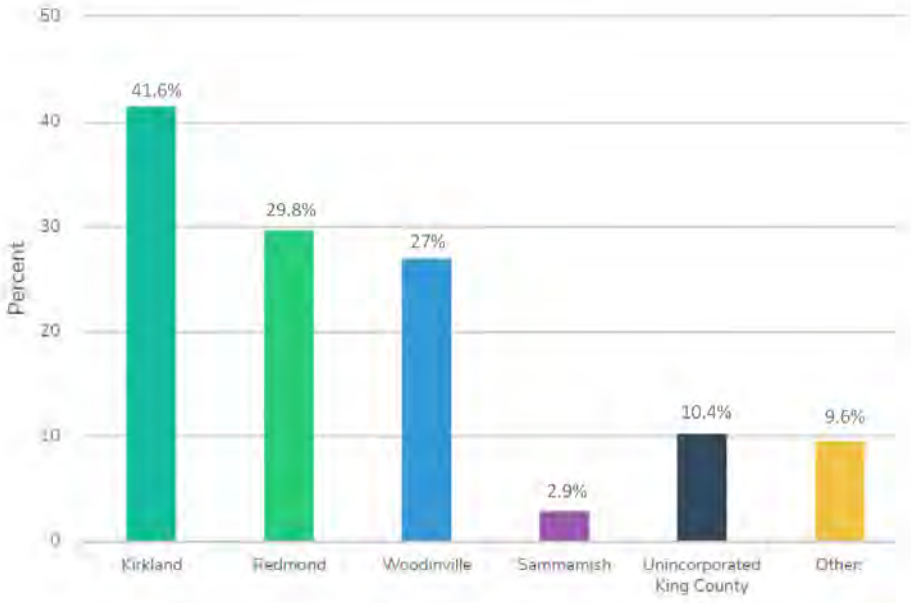
Community criteria rankings

In fall 2020, the Siting Advisory Group (SAG) developed a set of community criteria based on interests, values and concerns shared by community members in a survey. After the SAG finalized the criteria, community members were asked to rank them based on what they felt was most important to consider when siting a new recycling and transfer station. Below are the results of the aggregate community rankings.

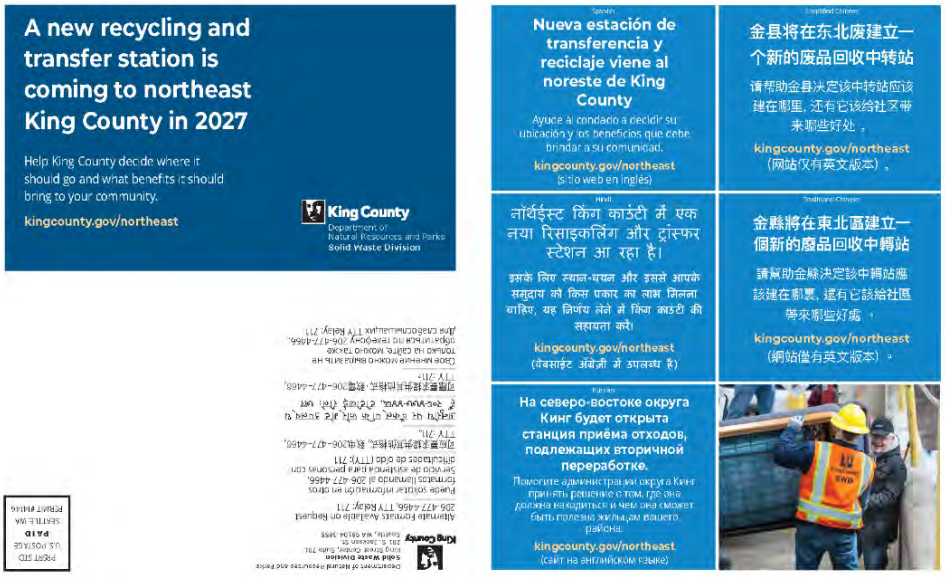
Community Criteria	Rank	Rank Distribution	No. of Rankings
Site has fewest potential local community impacts (e.g. traffic, noise, odor).	1		1,490
Site has fewest impacts to sensitive areas and avoids environmental red flags (e.g., landslide potential, wetlands, earthquake faults, aquifers that provide drinking water, etc).	2		1,462
Site acquisition has least impact on current or future residential or commercial use.	3		1,466
Location has best travel times at most times of the day within the service area.	4		1,414
Site best accommodates sustainable and innovative design.	5		1,384
Site has most reasonable cost.	6		1,391
Are there disproportionate impacts to historically and currently underserved and underrepresented communities? (includes immigrants, people of color, refugees and low-income populations).	7		1,344
Underserved and underrepresented community members and employees are able to conveniently access the site.	8		1,346
Location is within 10 miles from any point in the service area and no closer than 5 miles to any other county recycling and transfer station.	9		1,340

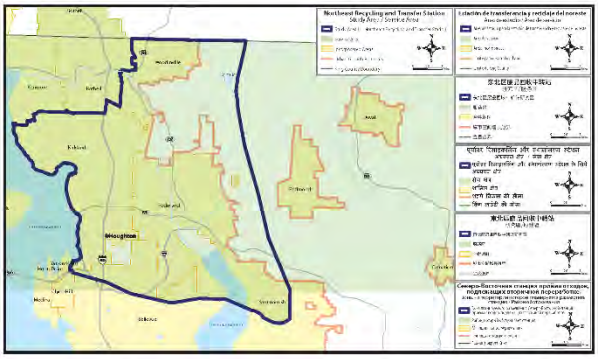
Location of Respondents

Respondents self-reported where they live and work in Northeast King County. Over 40% of respondents were in Kirkland, and 29% and 26% of respondents were from Redmond and Woodinville, respectively. The remaining respondents were from Unincorporated King County, Sammamish or other locations.



Appendix I: Outreach Materials





Northeast King County needs a new Recycling and Transfer Station

The new station will replace the aging and limited Houghton Station in Kirkland and is scheduled to open in 2027. Potential locations include Kirkland, Redmond, Sammamish, Woodinville, and areas of unincorporated King County.

Help King County select a site

- Share your thoughts on what benefits the facility should bring to your community
- Invite a project team member to talk with your community or organization
- Serve on an advisory committee – we're currently recruiting members for the Siting Advisory Committee

Learn more at kingcounty.gov/northeast

Visit the project webs te to learn more about the project, sign up to receive updates, contact us, and apply to join the Siting Advisory Committee. People from Black, Indigenous, and immigrant communities, and people with disabilities are highly encouraged to apply.

El noreste de King County necesita una nueva estación de transferencia y reciclaje.

La nueva estación está programada para abrir en el 2027 y reemplazará a la antigua estación Houghton en Kirkland. Las posibles ubicaciones incluyen Kirkland, Redmond, Sammamish, Woodinville y áreas no incorporadas de King County.

Ayude a King County a seleccionar una ubicación

- Comparta su opinión sobre los beneficios que la estación debería brindar a su comunidad
- Invite a un miembro del equipo del proyecto a hablar con su comunidad u organización
- Forme parte de un comité asesor: actualmente estamos reclutando miembros para el comité asesor (Siting Advisory Committee)

Obtenga más información en kingcounty.gov/northeast

Visite el sitio web del proyecto para obtener más información sobre el proyecto, suscribirse para recibir noticias, contactarnos y para aplicar para ser parte del comité asesor (Siting Advisory Committee). Instamos a las personas de comunidades de color, indígenas e inmigrantes, y a las personas con discapacidades a que se postulen para ser parte del comité.

金县的东北废需要一个新的废品回收中转站。新的中转站将取代日渐老旧、规模有限的现位于Kirkland的Houghton Station，计划于2027年开放。候入选地点包括Kirkland、Redmond、Sammamish、Woodinville和金县的一些未合併地区。

帮金县选址

- 分享您对该设施应为社区带来哪些好处的想法。
- 要求我们的专案团队成员与您的社区或组织交谈。
- 申请加入咨询委员会成员 — 我们正在招募该场址咨询委员会成员。

欲知更多资讯请浏览 kingcounty.gov/northeast

浏览该专案的网站来了解更多信息、关注并接收更新、联系我们、以申请加入选址咨询委员会。我们强烈鼓励来自黑人社区、原住民社区、移民社区以及有障碍人士的申请。

नॉर्थईस्ट किंग काउंटी को एक नए रिसाइक्लिंग और ट्रांस्फर स्टेशन की आवश्यकता है।

नया स्टेशन कर्कलैंड में पुराने हो रहे और सीमित होटन स्टेशन की जगह लेगा और यह २०२७ में खुलने वाला है। संभावित स्थानों में कर्कलैंड, रेडमंड, सम्मामीश, वुडिनविले और अनिगमित किंग काउंटी के क्षेत्र शामिल हैं।

स्थान-चयन में किंग काउंटी की सहायता करें

- आपके समुदाय को इससे क्या सुविधा मिलनी चाहिए, इस बारे में अपने विचार रखें
- आपके समुदाय या संगठन से बात चलने के लिए परियोजना टीम के सदस्य को आमंत्रित करें
- एक सलाहकार समिति में अपनी सेवा दें - हम वर्तमान में स्थान-चयन सलाहकार समिति के लिए सदस्यों की भर्ती कर रहे हैं।

अधिक जानकारी के लिए kingcounty.gov/northeast देखें

परियोजना के बारे में विस्तृत जानकारी के लिए परियोजना की वेबसाइट देखें, वर्तमान विचार प्रस्तुत करने के लिए साइनअप करें, इससे संबंधित अपडेट्स के लिए आवेदन करें। हम अश्वेत, स्वदेशी और अप्रवासी समुदाय के लोगों एवं दिव्यांग लोगों को आवेदन करने के लिए प्रोत्साहित करते हैं।

金县的东北废需要一个新的废品回收中转站新的中转站将取代日渐老旧、规模有限的现位于Kirkland的Houghton Station，计划于2027年开放。纳入考虑的地点包括Kirkland、Redmond、Sammamish、Woodinville和金县的一些未合併地区。

帮金县选址

- 分享您对该设施应为社区带来哪些好处的想法。
- 要求我们的专案团队成员与您的社区或组织交谈。
- 申请加入咨询委员会成员 — 我们正在招募该场址咨询委员会成员。

欲知更多资讯请浏览 kingcounty.gov/northeast

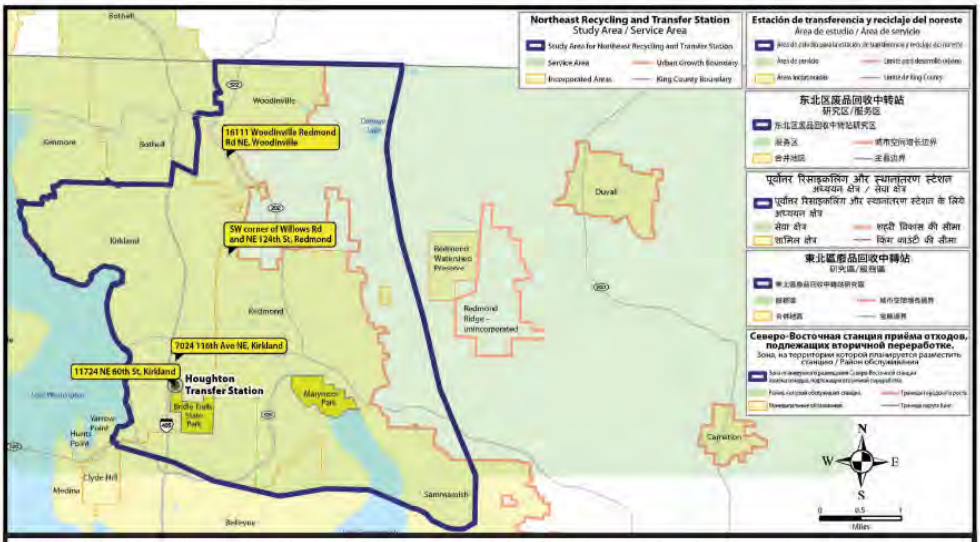
浏览该专案的网站来了解更多信息、关注并接收更新、联系我们、并申请加入选址咨询委员会。我们强烈鼓励来自黑人社区、原住民社区、移民社区以及有障碍人士的申请。

На северо-востоке округа Кинг нужна необходимость открытия станции приёма отходов, подлежащих вторичной переработке.

Помогите администрации округа Кинг принять решение о размещении станции

С более подробной информацией можно ознакомиться на сайте kingcounty.gov/northeast

Printed on recycled paper · Sept 2020



Location of 4 sites under consideration for new recycling and transfer station and existing Houghton Transfer Station. For more information about each site, please visit kingcounty.gov/northeast.

Ubicación de los cuatro sitios en consideración para una nueva estación de transferencia y reciclaje y la actual estación de reciclaje y transferencia en Houghton. Para obtener más información sobre cada sitio, visite kingcounty.gov/northeast (sitio web en inglés).

替代现有的Houghton废品回收中转站和建造新中转站的4个可能地点正被考量当中。有关这些地点的资讯，请浏览kingcounty.gov/northeast。

नए रीसाइक्लिंग और ट्रांसफर स्टेशन और मौजूदा ह्यटन रीसाइक्लिंग और स्थानांतरण स्टेशन के लिए 4 स्थलों का विचार रखे। प्रत्येक साइट के बारे में अधिक जानकारी के लिए, कृपया Kingcounty.gov/northeast देखें।

Рассматриваемые в настоящий момент 4 места для размещения новой станции по приему, обработке и переработке мусора и вторсырья, а также действующая станция Houghton Recycling and Transfer Station. За дополнительной информацией по каждому из предполагаемых мест размещения обращайтесь на сайт kingcounty.gov/northeast

King County seeks community input on four potential sites for the new station

King County considered many locations in Kirkland, Redmond, Sammamish, and Woodinville, and selected four potential sites for the new station.

We need your help to tell us what you know about those four sites and the surrounding areas. This will help King County further narrow the list of potential locations. The top two or three locations will be evaluated in an environmental review process in 2021.

Please visit kingcounty.gov/northeast and fill out a short survey:

- Share your local knowledge and concerns about the four sites
- Tell us what is most important to your community as we evaluate the sites
- Sign up online to receive project updates.

Thank you for participating!

King County quiere conocer la opinión de la comunidad sobre cuatro posibles sitios para la nueva estación

King County consideró muchas ubicaciones en Kirkland, Redmond, Sammamish y Woodinville, y seleccionó cuatro sitios potenciales para la nueva estación.

Necesitamos su ayuda para decirnos lo que sabe sobre esos cuatro sitios y las áreas que los rodean. Esto ayudará al condado a reducir aún más la lista de posibles locaciones. Las dos o tres principales se evaluarán en un proceso de revisión ambiental en el 2021.

Visite kingcounty.gov/northeast y complete una breve encuesta:

- Comparta sus conocimientos locales e inquietudes acerca de las cuatro posibles locaciones
- Díganos qué es más importante para su comunidad mientras evaluamos las locaciones
- Regístrese en línea para recibir actualizaciones del proyecto.

¡Gracias por participar

金县寻求您对建造新中转站的四个可能地点的意见

金县考虑了于柯克兰(Kirkland)、雷德蒙德(Redmond)、萨马米什(Sammamish)和伍德维尔(Woodinville)为的多个地点，并于其中选定了建造新中转站的四个可能地点。

我们需要您的帮助。请分享您对这四个地点和其周边地区情况的了解，这将有助于金县进一步缩小建造地点的候选名单。2021年的环境审查程序将对前两个或三个最被推荐的地点作进一步审核。

请浏览kingcounty.gov/northeast并填写一份简短的调查：

- 分享您对这四个可能地点的了解和疑虑
- 对于您和您的社区来说，考量这些地点时最重要的考虑因素是什么
- 线上注册以接收该专案的更新

感谢您的参与！

किंग काउंटी नए स्टेशन के लिए चार संभावित स्थलों पर सामुदायिक विचार जानना चाहता है

किंग काउंटी ने कर्कलैंड, रेडमंड, सैममिश और वुडिनविले में कई स्थानों पर विचार किया, और नए स्टेशन के लिए चार संभावित स्थलों का चुनाव किया।

हमें यह बताने में आपकी सहायता चाहिए कि आप उन चार जगहों और आसपास के क्षेत्रों के बारे में क्या जानते हैं। यह किंग काउंटी को संभावित स्थानों की सूची को अधिक संकीर्ण करने में मदद करेगा। 2021 के पर्यावरण समीक्षा प्रक्रिया में महत्वपूर्ण दो या तीन स्थानों का मूल्यांकन किया जाएगा।

कृपया Kingcounty.gov/northeast पर जाएं और एक छोटा सर्वेक्षण भरें:

- चार स्थलों के बारे में अपने स्थानीय ज्ञान और चिंताओं पर अपने विचार रखें।
- हमें बताएं कि आपके समुदाय के लिए सबसे महत्वपूर्ण क्या है क्योंकि हम उन जगहों का मूल्यांकन करना चाहते हैं।
- प्रोजेक्ट अपडेट प्राप्त करने के लिए ऑनलाइन साइन अप करें

भाग लेने के लिए धन्यवाद!

金縣尋求您對建造新中轉站的四個可能地點的意見

金縣考慮了於柯克蘭(Kirkland)、雷德蒙德(Redmond)、薩馬米什(Sammamish)和伍德維爾(Woodinville)內的多個地點，並於其中選定了建造新中轉站的四個可能地點。

我們需要您的幫助。請分享您對這四個地點和其周邊地區情況的瞭解，這將有助於金縣進一步縮小建造地點的候選名單。2021年的環境審查程序將對前兩個或三個最被推薦的地點作進一步審核。

請瀏覽kingcounty.gov/northeast並填寫一份簡短的調查：

- 分享您對這四個可能地點的瞭解和疑慮
- 對於您和您的社區來說，考量這些地點時最重要的考慮因素是什麼
- 線上註冊以接收該專案的更新

感謝您的參與！

Администрация округа производит опрос общественного мнения по выбору одного из четырех возможных мест размещения станции.

В результате рассмотрения множества вариантов для размещения станции в городах Киркланд, Редмонд, Саммамиш и Вудинвил администрация остановилась на четырех возможных локациях.

Нам необходима ваша помощь в получении дополнительных сведений об этих четырех местах и окружающих районах. Данная информация поможет администрации сузить выбор места расположения станции. В 2021 году два или три выбранных варианта размещения станции будут изучены с точки зрения потенциального влияния на окружающую среду.

Просим вам пройти короткий опрос на сайте kingcounty.gov/northeast:

- Поделитесь своими знаниями и выскажите свои соображения по четырем возможным местам размещения
- Что, по-вашему, мы должны учитывать в первую очередь с точки зрения местного населения
- Для получения новостей о продвижении проекта можно подписаться онлайн.

Спасибо за участие!

Help King County decide where a new recycling and transfer station should go

King County quiere su ayuda para decidir dónde ubicar una nueva estación de transferencia y reciclaje (Spanish)

金县需要您的协助决定新的废品回收中转站的建造地点 (Simplified Chinese)

किंग काउंटी को यह तय करने में मदद करें कि एक नया रीसाइक्लिंग और ट्रांसफर स्टेशन कहां होना चाहिए (Hindi)

金縣需要您的協助決定新的廢品回收中轉站的建造地點 (Traditional Chinese)

Помогите администрации округа Кинг принять решение о месте размещения новой станции приема и перевалки мусора и вторичного сырья. (Russian)

King County
Department of Natural Resources and Parks
Solid Waste Division

King County
Department of Natural Resources and Parks
Solid Waste Division
201 S. Jackson St.
King Street Center, Suite 701
Seattle, WA 98104-3855

Alternate formats available on Request
206-477-4466, TTY Relay: 711

Formatos alternativos disponibles a solicitud 206-477-4466, servicio de asistencia para personas con dificultades de oído (TTY): 711

可应要求提供其他替代格式 206-477-4466, TTY 听障专线: 711

Информация доступна в альтернативном формате по требованию. 206-477-4466, Телефон для слабослышащих TTY Relay: 711

अनुरोध पर वैकल्पिक प्रारूप प्राप्त उपलब्ध हैं: 206-477-4466, टीटीवाई रिले: 711

可應要求提供其他格式，致電206-477-4466, TTY 711。

The King County Solid Waste Division is evaluating four sites for a new transfer station to replace the Houghton Transfer Station in Kirkland. Share your thoughts about those locations with King County at **kingcounty.gov/northeast**.

Recycling and transfer stations provide a convenient location for residents, businesses, and hauling companies that collect curbside waste to drop off garbage and recyclable materials. (Factoria station pictured)

La División de Desechos Sólidos de King County está evaluando cuatro posibles sitios para una nueva estación de transferencia que reemplace a la estación de transferencia de Houghton en Kirkland. Comparta su opinión sobre las posibles locaciones con King County en **kingcounty.gov/northeast**.

Las estaciones de transferencia y reciclaje brindan una ubicación conveniente para que los residentes, los negocios y las empresas de transporte que recolectan desechos puedan deshacerse de su basura y materiales reciclables (Estación de Factoría en la foto)

金县固体废品部(King County Solid Waste Division)正在评估四个建造新中转站的可能地点，来取代现在位于Kirkland市的Houghton废品回收中转站。请上**kingcounty.gov/northeast**就选址的事宜与金县分享您的意见。

废品回收和垃圾中转站为居民、企业和收集路边垃圾箱的运输公司提供一个方便丢弃垃圾和可回收材料的位置。（下图为法克特里亚(Factoria)中转站）

किंग काउंटी सॉलिड वेस्ट डिवीजन, ह्यूटन ट्रांसफर स्टेशन, कर्कलैंड के बदले में एक नए ट्रांसफर स्टेशन के लिए चार जगहों का मूल्यांकन कर रहा है। **kingcounty.gov/northeast** पर किंग काउंटी को उन स्थानों के बारे में अपने विचार बताएं।

रीसाइक्लिंग और स्थानांतरण स्टेशन निवासियों, व्यवसायों और hauling कंपनियों के लिए एक सुविधाजनक स्थान प्रदान करते हैं, जो कचरा और रीसाइकिल करने योग्य सामग्रियों को curbside से एकत्र करते हैं और इन स्टेशन पर फेंकते हैं। (फैक्टोरिया स्टेशन का चित्र)

金縣固體廢品部(King County Solid Waste Division)正在評估四個建造新中轉站的可能地點，來取代現在位於Kirkland市的Houghton廢品回收中轉站。請上**kingcounty.gov/northeast**就選址的事宜與金縣分享您的意見。

廢品回收和垃圾中轉站為居民、企業和收集路邊垃圾箱的運輸公司提供一個方便丟棄垃圾和可回收材料的位置。（下圖為法克特里亞(Factoria)中轉站）

Отдел обработки твердых коммунальных отходов администрации округа Кинг рассматривает четыре варианта размещения новой станции приема и перевалки отходов, которая заменит существующую станцию Houghton в Киркланде.Своими соображениями по этому вопросу можно поделиться с администрацией округа Кинг на сайте **kingcounty.gov/northeast**.

Такие станции обеспечивают удобное место для приема, переработки и перевалки отходов для жителей, бизнесов и транспортных компаний, которые осуществляют сбор мусора и отходов, подлежащих вторичной переработке. (На фотографии изображена станция Factoria)

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Join Us! Learn About the Siting Process for the Northeast Recycling and Transfer Station Project

King County
Department of Natural Resources and Parks
Solid Waste Division

¡Participa con nosotros! Entérate sobre el proceso de ubicación del proyecto de la estación de basura y reciclaje Northeast Spanish

加入我们 了解东北回收中转站项目的选址过程 Simplified Chinese

हमारे साथ जुड़ें! उत्तरपूर्वी रीसाइक्लिंग और ट्रांसफर स्टेशन प्रोजेक्ट के लिए साइटिंग प्रक्रिया के बारे में अधिक जानें Hindi

加入我們！了解 Northeast 回收與轉運站計畫的選址流程 Traditional Chinese

Присоединяйтесь! Узнайте о выборе места для Пункта переработки и перевалки отходов Northeast Russian

انضم إلينا! تعرّف على معلومات عن عملية تحديد موقع مشروع محطة إعادة التدوير والتحويل في المنطقة الشمالية الشرقية Arabic

به ما بپیوندید! اطلاعات بیشتر درباره فرآیند مکانیابی برای پروژه ایستگاه دفع و بازیافت زباله در شمال شرق Farsi

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King County
Department of Natural Resources and Parks
Solid Waste Division
King Street Center, Suite 5703
201 S. Jackson St.
Seattle, WA 98104-3855

King County's Houghton Transfer Station in Kirkland has been in service for over 50 years, and needs to be replaced. We are currently looking for a site for a new recycling and transfer station that will serve northeast King County for the next several decades.

When it opens in 2027, the Northeast Recycling and Transfer Station will be fully enclosed to control noise and odors, with modern design as well as features and services to support King County's climate readiness and environmental protection goals. It will also offer expanded recycling services not currently available at the outdated Houghton station, and make waste disposal more accessible, convenient, and efficient in our growing communities.

Get meeting details at **kingcounty.gov/northeast** in the *"What's New"* section or scan the QR code.

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Learn more about the project at two upcoming virtual meetings:

Public Open House and Information Session
May 12, 6:30-8:30 p.m., via Zoom

What makes a suitable site for a transfer station? How did King County identify the potential sites being considered in Woodinville and Kirkland? How was siting criteria developed and applied? Delve into technical details of the siting process, meet project staff, and get your questions answered.

Siting Advisory Group Meeting #8
May 19, 2021, 6:00-8:30 p.m., via Zoom

In fall 2020, King County convened an advisory group of 25 people to represent the interests of residents, communities, and businesses in Kirkland, Woodinville, and Redmond in the siting process. The public is welcome to join this virtual meeting, provide comments for the group to consider, and watch the committee do its work.

Information available in alternate formats. To request language interpreter services, or accommodations for people with disabilities, please contact Solid Waste Division at 206-477-4466, TTY Relay 711 at least one week in advance of the meetings.

Spanish

La estación de basura Houghton del Condado de King, ubicada en Kirkland, está en servicio desde hace más de 50 años, ha superado su vida útil y es necesario reemplazarla. Estamos evaluando lugares para construir una estación de basura y reciclaje nueva que preste servicio al noreste del Condado de King durante las próximas décadas.

Cuando se la inaugure, la estación de basura y reciclaje Northeast estará por completo cerrada para controlar el ruido y los olores, y contará con funciones y servicios que contribuirán a alcanzar las metas de preparación para el cambio climático y de protección del medio ambiente del Condado de King. Además, ofrecerá servicios de reciclaje más amplios que en este momento no ofrece la anticuada estación Houghton y hará que la eliminación de residuos sea más rápida, fácil y cómoda.

Estación de basura y reciclaje de Bow Lake. (pie de foto)

Conoce los detalles de la reunión en kingcounty.gov/northeast, en la sección "What's New" (Novedades), o escanea el código QR.

Entérate de más sobre el proyecto en las próximas dos reuniones virtuales:

Sesión pública informativa y de puertas abiertas: 12 de mayo de 2022, de 6:30 a 8:30 p.m., por Zoom

¿Qué hace que un lugar sea apropiado para construir una estación de basura? ¿Cómo identificó el Condado de King los lugares posibles que están tomándose en consideración? ¿Dónde están los lugares que el Condado de King está considerando? ¿Cuál es el próximo paso? ¿Cómo elegirá el Condado de King el lugar definitivo? ¿Qué oportunidades tendrá el público de participar en el proceso de toma de decisiones? ¿Cuál es el cronograma del proyecto? ¡Participa en la sesión pública de puertas abiertas para informarte más sobre el proyecto, conocer al equipo del proyecto y recibir respuestas a tus preguntas!

Habrá intérpretes de español y mandarín. Las instalaciones podrán adaptarse a las necesidades de personas con discapacidades y podrá contarse con servicios de interpretación de otros idiomas. Para solicitarlos, llama con una semana de antelación al 206-477-446 o a TTY Relay 711.

Reunión n. 8 del Grupo de Asesoramiento de Ubicación: 19 de mayo de 2022, de 6:00 a 8:30 p.m., por Zoom

En otoño de 2020, el Condado de King convocó un grupo de asesoramiento de 25 personas para que representaran los intereses de los residentes, las comunidades y las empresas de Kirkland, Woodinville y Redmond en relación con el proceso de ubicación. Desde entonces, el grupo de asesoramiento ha hecho aportes durante todo el proceso. Invitamos al público a participar en la reunión virtual, hacer comentarios para que el grupo los tome en consideración y observar cómo el grupo de asesoramiento hace su trabajo.

Farsi

Russian

Пункт перевалки отходов Houghton в Киркленде, округ Кинг, проработал более 50 лет и нуждается в замене. Сейчас мы ищем место для нового пункта, который сможет обслуживать северо-восточную часть округа еще несколько десятилетий.

Пункт переработки и перевалки отходов Northeast будет полностью закрытым, чтобы исключить влияние шума и запахов. Он будет отличаться функциями и услугами, которые способствуют достижению целей округа Кинг в отношении изменений климата и охраны окружающей среды. Расширенный перечень услуг по переработке вторсырья, которые не предлагаются на старом пункте Houghton, сделает утилизацию отходов более эффективной, доступной и удобной.

Пункт переработки и перевалки отходов Bow Lake. (надпись под изображением)

Узнайте подробнее о будущей встрече на сайте kingcounty.gov/northeast в разделе "What's New" или отсканируйте QR-код.

Узнайте больше о проекте на двух виртуальных встречах:

День открытых дверей и информационная сессия 12 мая 2022 г. 18:30–20:30, в Zoom

Какое место подходит для пункта перевалки отходов? Как представители округа Кинг выбирали потенциальные места для размещения пункта? Где находятся участки, которые рассматривает округ Кинг? Что будет дальше? Как округ Кинг будет выбирать наиболее подходящий участок? Как общественность сможет в дальнейшем повлиять на принятие решения? Каковы сроки реализации проекта? Узнайте больше о проекте, познакомьтесь с командой, получите ответы на вопросы на Дне открытых дверей!

Предоставляются услуги переводчиков испанского и китайского языков. Услуги размещения людей с инвалидностью и перевода на дополнительные языки могут быть предоставлены по запросу, поданному за неделю до встречи по телефону 206-477-4466 или TTY 711.

Совещание консультативной группы № 8 — 19 мая 2022 г. 18:00–20:30, в Zoom

Осенью 2020 года округ Кинг собрал консультативную группу, состоящую из 25 человек, которые представляют интересы жителей, сообществ и коммерческих предприятий городов Киркленд, Вудинвилл и Редмонд в процессе подбора участка. С тех пор консультативная группа вносит свой вклад в этот процесс. Мы приглашаем представителей общественности присоединиться к виртуальной встрече, чтобы озвучить свои комментарии и понаблюдать за работой группы.

Arabic

Simplified Chinese

位于 Kirkland 的金县 Houghton 中转站已服务 50 多年，已经超过了使用寿命，需要被取代。目前，我们正在进行新回收中转站的选址工作。新的回收中转站将在接下来几十年里为金县东北部的居民提供服务。

当开始运作后，东北回收中转站将完全围绕起来以减小噪音和臭味，并提供各项功能与服务，为金县的气候应对与环保目标提供支持。此外，它还将提供一些目前在落后的 Houghton 中转站无法享受到的范围更大的回收服务，使废弃物的处理过程更快速、更简单、更便捷。

Bow Lake 回收和转运站。（图片说明）

访问 kingcounty.gov/northeast，在"What's New"（最新动态）栏目中或扫描二维码了解会议详情。

参加即将举行的两次线上会议，进一步了解该项目：

公众开放日与信息会议：2022 年 5 月 12 日，下午 6 点 30 分 – 晚上 8 点 30 分，会议工具为 Zoom

决定中转站合适场地的因素是什么？金县是如何确定正在考虑的潜在地点的？金县目前正在考虑哪些地点？下一步是什么？金县将如何选择最终地点？公众在决策过程中需要权衡哪些未来机会？项目的时间安排是什么？参加公众开放日，了解项目详情、与项目团队会面，现场解答您的疑问！

会议将提供西班牙语和普通话口译服务，欲为残障人士提供安排或需要额外语言翻译服务，请提前一周致电 206–477–4466 或 711 TTY 转接提出申请。

选址咨询小组第 8 次会议：2022 年 5 月 19 日，下午 6 点 – 晚上 8 点 30 分，会议工具为 Zoom

在 2020 年秋季，金县召集了 25 人组成的咨询小组，在选址过程中代表 Kirkland、Woodinville 和 Redmond 的居民、社区和企业的利益。之后，咨询小组在整个选址过程中提供了不少宝贵的意见。我们欢迎大众参加本次线上会议，提供建议供小组考虑，并监督咨询小组履行职责。

Traditional Chinese

金郡 Kirkland 的 Houghton 轉運站已服務超過 50 年，因超過使用年限而需要汰換。我們目前正在評估不同的站點位置以興建一座新的回收與轉運站。新的站點將在接下來的數十年間為全郡東北區提供服務。

Northeast 回收與轉運站正式開始運作後，將會作好完善的封閉措施來控制噪音和氣味問題，同時設有相關功能和服務來協助金郡因應氣候變遷問題以及達成環境保護目標。該站點也會擴大提供老舊的 Houghton 轉運站目前未提供的回收服務，同時提供更快捷、輕鬆、便利的廢棄物處置服務。

Bow Lake 回收與轉運站。（圖片說明）

如需有關會議的詳細資訊，請造訪 kingcounty.gov/northeast 的「最新消息」部分或直接掃描 QR 代碼。

參加即將登場的兩場虛擬會議以深入了解本計畫：

公開說明會將於 2022 年 5 月 12 日晚上 6:30-8:30 透過 Zoom 來舉辦

轉運站的適當站點需要具備哪些條件？金郡是如何找出目前列入考量的潛在站點的？金郡目前列入考量的潛在站點在哪裡？下一步是什麼？金郡將如何選擇最後的站點？展望未來會有哪些機會供決策過程？專案時間表為何？參加我們舉辦的公開說明會來深入了解專案、與專案團隊面對面並讓您心中的疑慮獲得解答！

現場將提供西班牙語和國語口譯服務。身心障礙者如有特定的與會需求，或者如需其他語言的口譯服務，請提前一週致電 206-477-4466 或 711 TTY 打字翻譯服務。

第八場選址顧問團座會議 – 2022 年 5 月 19 日晚上6:00-8:30 透過 Zoom 舉辦

金郡在 2020 年秋天召集了 25 人組成一個顧問團隊，在選址過程中為 Kirkland、Woodinville 和 Redmond 的居民、社區和業者的利益發聲。自當時起，該顧問團隊在整個選址過程中提供了許多寶貴的意見。我們歡迎民眾參加這場虛擬會議，提供意見來供團隊考量，並監督顧問團隊執行其任內工作。

Hindi

कर्कलैंड में किंग काउंटी का हाउटन ट्रांसफर स्टेशन 50 वर्ष से सेवा में रहा है और अपना सर्वश्रेष्ठ कार्यकाल पूरा करने के बाद अब इसे बदलने की आवश्यकता है। हम इस समय नए रीसाइक्लिंग और ट्रांसफर स्टेशन के लिए एक ऐसे स्थान की तलाश कर रहे हैं जो अगले कुछ दशकों के लिए उत्तरपूर्वी किंग काउंटी की सेवा करेगा।

जब यह खुलेगा, तो उत्तरपूर्वी रीसाइक्लिंग और ट्रांसफर स्टेशन शोर और दुर्गंध को नियंत्रित करने के लिए पूरी तरह से सुसज्जित होगा, और साथ ही यह किंग काउंटी की जलवायु के लिए तैयारी और पर्यावरणीय संरक्षण लक्ष्यों का समर्थन करने के लिए सुविधाओं व सेवाओं के साथ तैयार होगा। यह व्यापक रीसाइक्लिंग सेवाएँ भी प्रस्तुत करेगा जो कि पुराने पड़ चुके हाउटन स्टेशन पर वर्तमान में उपलब्ध नहीं है, और हमारे बढ़ रहे समुदायों में कचरे के निपटान को अधिक सुगम, सुविधाजनक, और प्रभावशाली बनाएगा।

बो लेक रीसाइक्लिंग और ट्रांसफर स्टेशन (इमेज कैप्शन)

नोटिस की पूरी जानकारी kingcounty.gov/northeast पर "नया क्या है" सेक्शन में पाएँ या QR कोड को स्कैन करें।

दो आगामी वर्चुअल मीटिंगों में प्रोजेक्ट के बारे में अधिक जानें:

पब्लिक ओपन हाउस और जानकारी सत्र 12 मई, 2022, शाम के 6:30-8:30 बजे, ज़ूम के माध्यम से

किसी जगह को ट्रांसफर स्टेशन बनाए जाने के लिए एक उचित स्थान कौन सी चीज़ बनाती है? किंग काउंटी ने विचार किए जा रहे संभावित स्थलों की पहचान कैसे की? किंग काउंटी किन स्थलों पर विचार कर रही है? आगला कदम क्या होगा? किंग काउंटी अंतिम स्थल कैसे चुनेगी? निर्णय लेने की प्रक्रिया पर जनता की भविष्य के किन अवसरों पर सीध-विचार करना होगा? प्रोजेक्ट की समयावधि क्या है? प्रोजेक्ट के बारे में और जानें, प्रोजेक्ट टीम से मिलें, और पब्लिक ओपन हाउस में हमसे चुकाकर अपने सवालों के जवाब पाएं!

स्पेनिश और मंदारिन दुभाषिए उपलब्ध कराए जाएंगे। 206-477-4466 या 711 TTY लिंक पर एक सप्ताह पहले कॉल करके अनुरोध करने पर अक्षमता वाले लोगों के रहने की व्यवस्था तथा अतिरिक्त भाषाओं में दुभाषिए का इंतज़ाम किया जा सकेगा।

साइटिंग सलाहकार सामुहिक मीटिंग #8 - 19 मई, 2022, शाम के 6:00-8:30 बजे, ज़ूम के माध्यम से।

2020 की पतझड़ में, किंग काउंटी ने साइटिंग प्रक्रिया के तहत कर्कलैंड, वुडिंविले, और रेडमंड के निवासियों, समुदायों, और व्यवसायों के हितों का प्रतिनिधित्व करने के लिए 25 लोगों के एक सलाहकार समूह का गठन किया। सलाहकार समूह ने तब से इस पूरी प्रक्रिया में अपना योगदान दिया है। सामान्य जन इस वर्चुअल मीटिंग में शामिल होने, समूह द्वारा विचार किए जाने के लिए टिप्पणियाँ पेश करने, और समिति का काम देखने के लिए आमंत्रित हैं।


Bow Lake Recycling and Transfer Station.

Appendix B
Legal Descriptions

Appendix B. Legal Descriptions

Legal descriptions for the parcels of land that make up each site follow.

B.1 Site A—16111 Woodinville-Redmond Road NE, Woodinville

Parcel 1526059026. POR NW ¼ – NW ¼ SD STR LY SWLY OF WOODINVILLE-REDMOND RD(ST HWY #2) LESS POR FOR NPR CO R/W ALSO LESS POR LY NWLY OF LN DAF – BEG COR OF SECS 9-10-15 16 SD TR TH S 2-01-38 W 779.59 FT ALG LN BETWEEN SD SECS 15 & 16 TO POB – AKA – PT A TH N 38-59-52 E 366.12 FT TO SWLY MGN SD ST HWY #2 & TERM SD LN TGW POR NE ¼ – NE ¼ STR 16-26-5 LY NELY OF NELY MGN SD R/W & LY SELY OF LN DAF – BEG PT A TH S 38-59-52 W 147.08 FT TO NELY MGN SD R/W & TERM SD LN – AKA – LOT A WOODINVILLE BLA #95-35 REC #9512129001 LESS POR FOR HWY PER REC # 9606121307 & 9608280670

Parcel 1526059086. PARCEL 1 KCSP 1076043 REC AF # 7805021040 SD PLAT DAF – THAT POR OF SW ¼ OF NW ¼ LY WLY OF ST RD #2 & ELY OF BN RR BELT LN LESS SLY 7 AC OF THAT POR OF S ½ OF NW ¼ LY WLY OF SIGN RT 522 & ELY OF BN RR BELT LN R/W DAF – BEG AT NXN OF E/W C/L OF SD SEC & WLY R/W LN OF SD SIGN RT 522 TH N 25-44-14 W ALG SD WLY R/W LN 440.27 FT TH N 26-49-28 W ALG SD WLY R/W LN 87.77 FT TH S 89-52-36 W PLW E/W C/L OF SD SEC 664.19 FT TO ELY R/W LN OF SD BN RR TH SLY ALG SD ELY RR R/W LN 560.46 FT TO E/W C/L OF SD SEC TH N 89-52-36 E ALG SD E/W C/L 598.13 FT TO TPOB

B.2 Site B—Southwest corner of Willows Road and NE 124th Street, Redmond

Parcel 2726059026. PCL B REDMOND BLA#2020-00394 REC#20201029900002 SD BLA DAF – POR SE ¼ OF NW ¼ LY SLY J W EDWARDS CO RD TGW RD PER REC# 20010328000940 TGW POR NE ¼ OF SW ¼ ADJ SLATER AVE & 140TH AVE NE LESS RD PER REC# 20010328000941 TGW VAC ST PER KV VAC ORD #14024

B.3 Site C—7024 116th Avenue NE, Kirkland

Parcel 0925059138. BEG AT SW COR OF NW ¼ TH E 30 FT TO TPOB TH N TO S LN ST AID RD # 4 TH SLY ALG SD S LN 140 FT TH SWLY TO PT ON S LN SD SUB 80 FT E OF TPOB TH W TO TPOB LESS POR THOF LY S OF LN DRWN AT R/A FRM W LN SD TR AT PT 180 FT N OF S LN SD SUB LESS ST HWY

Parcel 0925059141. S 180 FT OF POR OF SW ¼ OF NW ¼ LY E OF 116TH AVE NE & SLY OF ST AID RD # 4 LY WLY OF LN RNNG FR PT 140 FT SELY OF NW COR TO PT 80 FT E OF SW COR THOF TGW S 20 FT OF POR OF SW ¼ OF NW ¼ LY ELY OF ABOVE DESC TR & WLY OF ST AID RD # 4 LESS CO RD LESS ST HWY

Parcel 0925059052. POR OF SW ¼ OF NW ¼ LY SWLY OF ST AID RD # 4 & E OF 116TH AVE NE LESS POR WLY OF LN RNNG FR PT 140 FT SELY OF NW COR THOF TO PT 80 FT E OF SW COR THOF & LESS S 20 FT THOF

Parcel 1759700270. CORMODE & ADSITS 1ST TO KIRKLAND LESS ST HWY

Parcel 1759700275. CORMODE & ADSITS 1ST TO KIRKLAND 1-2-3 & 10-11-12

Parcel 1759700330. CORMODE & ADSITS 1ST TO KIRKLAND LESS PSH # 1

B.4 Site D—11724 NE 60th Street, Kirkland

Parcel 1759701890. CORMODE & ADSITS 1ST TO KIRKLAND ALL OF BLKS 14 THRU 19 TGW ALL BLKS 22 THRU 27 TGW LOTS 1 & 7 THRU 12 BLK 30 TGW ALL OF BLKS 31 THRU 35 TGW ALL OF BLKS 38 & 39 TGW LOTS 7 & 8 IN BLK 40

B.5 Site E-15801 Woodinville-Redmond Road

Parcel 1526059086. KCSP 1076043 REC AF # 7805021040 SD PLAT DAF - THAT POR OF SW 1/4 OF NW 1/4 LY WLY OF ST RD #2 & ELY OF BN RR BELT LN LESS SLY 7 AC OF THAT POR OF S 1/2 OF NW 1/4 LY WLY OF SIGN RT 522

& ELY OF BN RR BEL

Parcel 1526059094. KCSP 1076043 REC AF #7805021040 SD PLAT DAF THAT POR OF SW 1/4 OF

NW ¼ LY WLY OF ST RD # 2 & ELY OF BN RR BELT LN LESS SLY 7 AC OF THAT POR OF S 1/2 OF NW 1/4 LY WLY OF SIGN RT 522 & ELY OF BN RR BEL

Parcel 1526059095. KCSP 1076043 REC AF #7805021040 SD PLAT DAF THAT POR OF SW 1/4 OF

NW 1/4 LY WLY OF ST RD #2 & ELY OF BN RR BELT LN LESS SLY 7 AC OF THAT POR OF S ½ OF NW 1/4 LY WLY

OF SIGN RT 522 & ELY OF BN RR BEL

Parcel 5711600010. M R M ADD LOT 1 LESS E 25 FT AKA LOT A OF KC LLA #8607024 APPROVED 7/25/86

Parcel 5711600020. M R M E 25 FT OF LOT 1 TGW ALL OF LOT 2 TGW TRACT A AKA LOT B OF KC LLA #8607024

APPROVED 7/25/86

Parcel 5711600030. M R M ADD

B.6 Site F-15360 Juanita Woodinville Way NE

Parcel 1726059044. POR OF NE 1/4 OF SE 1/4 LY E OF JUANITA-WOODINVILLE CO RD LESS N 469.5 FT & LESS S 330 FT LESS ST HWY 2A TGW POR N 469.5 FT NE 1/4 - SE 1/4 LY ELY SD CO RD TGW VAC POR SD RD PER ORD # 7349 TGW S 330 FT OF FOLG - E 1/2 - NW 1/4 - SE 1/4 & S1/2-S1/2 -NE 1/

Appendix C
Scoring Rationale

Appendix C. Scoring Rationale

Appendix C provides a rationale for the scores assigned to each site for each of the functional criteria.

F1. Site Shape, Size, and Characteristics

F1.1 Site size adequacy

Criteria description: Site is approximately 10 to 20 acres (not necessarily a single parcel), has sufficient space to meet future level of service criteria, and has capacity for expansion to enhance sustainable and advanced materials management.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. This site is approximately 13.6 acres.

Site B. 11811 Willows Road NE, Redmond. The site is approximately 15.4 acres, but steep slopes and environmental constraints would preclude development of some parts of the site (Quadrant Corporation proposes developing about 10 of the 15 acres).

Site C. 7024 116th Avenue NE, Kirkland. The Houghton Park-and-Ride is approximately 5.1 acres.

Site D. 11724 NE 60th Street, Kirkland. The site is 25.4 acres for the existing Houghton RTS and closed landfill.

Site E. 15801 Woodinville-Redmond Road, Woodinville. This site is 12.9 acres (King County 2022) and is of reasonable shape, and it scored slightly higher than Site A because building demolition would likely be less disruptive. There is an approximately 1-acre wetland near the center of the site (Gresham 2013). Wetlands and streams require a buffer around them to protect the natural system. With a 50-foot buffer placed around the existing wetland, or if the impacts and on-site mitigation approach is similar to the previously proposed development, the wetland and buffer area increases to approximately 2 to 3 acres. Therefore, the estimated area available for RTS development is about 8 to 10.9 acres, which includes about an acre of non-wetland area isolated from the developable area. A new wetland delineation and rating is necessary to accurately determine the existing size and shape of the wetland, the buffer requirement, the mitigation approach, and the resulting developable space on the site. The Gresham report noted that the wetland and buffer in 2012 were spread over 75% of the two southern parcels.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The site is 18.2 acres (King County 2022), but all of it may not be available for development (see table below). Site has an existing wetland and stream in the south end of the site. Wetlands and streams require a buffer around them to protect the natural system. Based on a 2021 WSDOT wetland delineation and stream assessment (2021) conducted as part of a proposed I-405 widening and realignment project, the wetland buffer is anticipated to be 70 to 80 feet and the stream buffer is anticipated to be 50 feet, Also, a WSDOT ROW is on the east side of the site where plans are to widen I-405 to add an express lane and a pullout that ramps down from freeway into site. The ROW also includes an existing retention pond that would also impede available site area. With the anticipated wetland and stream buffers equaling approximately 9.1 acres (and is inclusive of part of the WSDOT ROW), potential available land for RTS development is approximately 6.6 acres without use of the WSDOT ROW and 8.7 acres with use of the WSDOT ROW. Due to the buffer from stream and wetland, two separated access driveways would need to occur within 550 feet along Juanita Woodinville Way. There is a satellite parking lot for the Brickyard Park-and-Ride in the north end of the site which is expected to remain. In summary, the estimated available acreages for RTS development consideration are listed in the table below. The scoring of this site is based on the assumption that these areas will be avoided in development.

Estimated Site Areas				
Description	80-Foot Wetland and 50-Foot Stream Buffer	WSDOT ROW	Existing Park-and-Ride Lot	Estimated Area Available for RTS Development (acres)
Approximate area (acres)[1]	9.1	2.1	1.4	
	Include	Include	Include	18.2
	Exclude	Include	Include	8.7
	Exclude	Exclude	Include	6.6
	Exclude	Exclude	Exclude	5.2
[1]Areas are not exclusive due to overlaps among the wetland and stream buffer and WSDOT ROW.				

F1.2 Site topography adequacy

Criteria description: Site topography is conducive to the typical layout of a transfer station, such as gently to moderately sloping with opportunities for a loadout level, without the need for high retaining walls or unusual ramp requirements.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. This site, currently occupied by a large distribution building, is relatively flat and has a long frontage at Woodinville-Redmond Road NE. This frontage has a modest grade change from north to south; the south end suggesting a potential entry/exit for transfer trucks to a lower loadout level. This approach would require excavation and some retaining walls. The hillside that slopes upward (off site) from the west property line provides a substantial buffer to residential areas, but this slope may impact needed south/southwest photovoltaic solar exposure, particularly with the large conifers at the property line. This slope breaks for a rail line and further upslope, a utility easement bench. The adjacent Northwest Utilities site to the south has similar topographic characteristics and offers added potential for the facility design. As an example, this could be considered for the medium-risk waste and extended recycling/processing.

Site B. 11811 Willows Road NE, Redmond. The west side of the site is at same elevation as the western neighbor. Site slopes from west to east, with an elevation drop of 85 feet (140 feet down to approximately 55 feet). Terrain at north side provided an existing retaining wall condition to be higher than the NE 125th Street level, along with an existing landscape buffer. Drop in elevation could benefit site operations to allow natural grade break between tipping and lower truck loadout. Natural landscape buffer at east side will benefit screening of loadout operations.

Site C. 7024 116th Avenue NE, Kirkland. Park-and-Ride is currently on this site. This site is relatively flat although the north side is sloped as it follows NE 70th Place eastward. The site size is small (5.1 acres) so a lower loadout level and trailer parking would require significant excavation including shoring and retaining walls for structural underground for the building footprint and yard area.

Site D. 11724 NE 60th Street, Kirkland. This site has virtually no steep topography but has existing grade separations that may be beneficial. The parcel size is large enough to offer buffer zone potential. These buffers, although flat could be artificially bermed and become contiguous with a new public amenity (that is, trail link from Bridle Trails State Park across NE 60th Street).

Site E. 15801 Woodinville-Redmond Road, Woodinville. The site is generally flat but slopes up from Woodinville-Redmond Road to railroad in the back (west) of the site (about 20 to 25 feet elevation difference; according to King County GIS iMap). Existing terrain would need to be excavated to allow for lower-level compactor and loadout. Portion of site on south is undeveloped; the exact slope is unclear but visually appears to follow the northern parcel slope. A retaining wall may be needed on a portion of the southwest corner to separate the site from neighboring parcel with a lower parking lot to the south. Maintaining the existing retaining wall at northwest corner would be required or remove existing and replace could be an option. Southern property line is adjacent to existing stream/stormwater route.

Site F. 15360 Juanita Woodinville Way NE, Bothell. Existing elevation of site compared with freeway will lend to lower truck parking and loadout capabilities. Existing elevations of

Juanita Woodinville Way could allow for a truck entry from the existing intersection at 112th Avenue NE and a public/commercial entry at north end.

F1.3 Critical area impacts

Criteria description: Site can be developed with minimal impact to known critical areas (for example, wetlands, wildlife habitats, steep slopes, critical aquifers). Critical areas are below thresholds set by the LBC under Imperative 01, Ecology of Place (pristine greenfield, wilderness, prime farmland, floodplain and thriving vibrant ecological environments and habitats) (ILFI 2019). Critical area impacts can be easily (and inexpensively) mitigated, provide an opportunity for restoration of degraded habitat or ecosystem function (LBC 4.0 Imperative 01, Ecology of Place), or contribute to ecological restoration efforts to reconnect or strengthen habitat corridors.

F1.3.1 Site developed with minimal impact to critical areas

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Seismic Hazard identified; however, liquefaction susceptibility rated low to moderate along site per King County Flood Control District map (King County 2010a). An unnamed tributary flows through parcel to north and possibly along northern boundary of the subject area; the stream is unclassified but not used by salmonids (SalmonScape). The stream is not described in any shoreline inventory, and no databases or GIS maps are available that show streams in the city. Per WMC, stream buffers vary from 140 feet for fish-bearing streams to 50 feet for nonfish bearing seasonal streams. This unnamed, unclassified stream would need to be assessed and classified to determine the appropriate buffer.

Site B. 11811 Willows Road NE, Redmond. The in-depth study by Cedarock Consultants, Inc. (2015) of the on-site and downgradient streams concluded that no fish use Stream 1 and are absent from downstream areas until well away from the site. Therefore, per RZC 21.64.020.2.d, Stream 1 is classified as a perennial Class IV stream, and receives a 36-foot buffer. Stream 2 is an intermittent stream that originates west of Stream 1. Stream 2 flows out of Wetland B, and then flows east to join Stream 1. The in-depth study by Cedarock Consultants, Inc. (2015) of the on-site and downgradient streams concluded that no fish use Stream 2 and are absent from downstream areas until well away from the site. Therefore, per RZC 21.64.020.2.d, Stream 2 is classified as an intermittent Class IV stream, and receives a 25-foot buffer. Please refer to the report prepared by Cedarock Consultants, Inc. (2015).

However, City of Redmond GIS maps the stream identified as Stream 1 as a Class III stream that traverses the southern boundary of the site. Class III streams are natural streams that are either perennial or intermittent and have one of the following characteristics: Nonsalmonid fish use or the potential for nonsalmonid fish use; or Headwater streams with a surface water connection to salmon-bearing or potentially salmon-bearing streams. This stream may be hydraulically connected to the Sammamish River (a shoreline of the state and a Class 1 salmon-bearing river) via pipes and/or open channels to the east of the site. The site is not within the FEMA 100-year floodplain for the Sammamish River. Per RMC, Class III stream buffers are 100 feet (RMC 21.64.020 Fish and Wildlife Habitat Conservation Areas). Mitigation for impacts to stream buffers is typically on a 1:1 ratio. WDFW identifies no priority species or habitats on the site, but shows resident coastal cutthroat, winter steelhead, Kokanee, Fall Chinook, Sockeye, and Coho in streams within 0.25 mile, downstream and across Willows Road from the site.

Currently the vegetation on the property includes mowed pasture, fruit trees and pioneer species of timber, primarily cottonwood and red alder, bitter cherry, nonnative Hawthorne, and Cascara on the north, west, and east sides of the site. The southern perimeter has larger diameter species and more climax species (Bigleaf maple, Douglas fir, Western red cedar, and Hemlock). Removal of impacts to landmark or significant trees would require mitigation per RZC 21.72; all Landmark Trees (diameter at breast height more than 30 inches) are to be replaced at a 3:1 ratio; all significant trees removed are to be replaced at a 1:1 ratio.

According to a critical areas report completed for the proposed Proctor Willows development on the site (Wetland Resources, Inc. 2019), 10 wetlands were identified on the site. These wetlands were designated as Wetlands A, B, C, D, E, F, G, H. Wetland A is a slope wetland located within a forest and is rated as City of Redmond Category IV wetland. The standard buffer for Wetland A is 50 feet. Wetlands B, C, D, E, F, G, and H are palustrine emergent wetlands associated with on-site streams. Wetlands B, C, D, E, F, G, and H are Category IV wetlands with 50-foot buffers. All wetland buffers

may potentially be reduced to 40 feet for Category IV wetlands. Wetland DD is located in the southeastern quadrant of the subject site, along the southern bank of one of the streams. Wetland I is a small slope wetland located along the southern bank of Stream 2. Both Wetlands DD and I hold a Category IV wetland rating and require a 50-foot buffer.

The on-site ravine also receives stormwater from the Physio-Control property via an underground 54-inch detention pipe, an 18-inch corrugated metal pipe that is the point of discharge for the underground detention pipe, a 6-inch pipe that provides drainage for a subsurface drain that runs west to the border of the Physio-Control property, and a 6-inch polyvinyl chloride pipe. The purpose of the 6-inch polyvinyl chloride pipe is currently unknown, but it likely was used to release groundwater collected during development of the Physio-Control property. Water release from these pipes combined account for a large majority of the stream flow within the ravine. The site has some steep slopes and includes a seismic hazard on the eastern boundary.

Site C. 7024 116th Avenue NE, Kirkland. None are identified; no streams, seismic or landslide areas, groundwater management areas, streams, wetlands, or sensitive areas are identified. No priority species or habitats are within 0.25 mile of the site.

Site D. 11724 NE 60th Street, Kirkland. The southwest corner of the site is classified as a wellhead protection area (1 year of travel time). No streams are on the site; however, Yarrow Creek runs through Bridle Trails State Park to the south and is less than 0.25 mile from the site. Per Kirkland City Code, stream buffer widths vary from 100 feet for fish-bearing streams to 50 feet for perennial and seasonal nonfish-bearing streams, so no mitigation would be required for the site. No wetlands are on the site or within 0.25 mile. The Bridle Trails State Park is considered a priority habitat as a biodiversity area and corridor, is a Fish and Wildlife Conservation Area, and is less than 50 feet from the site to the south; however, development of the site would not involve modification to Bridle Trails State Park and would not require mitigation.

Site E. 15801 Woodinville-Redmond Road, Woodinville. Mapped as Seismic Hazard under the 1990 SAO; southwest portion of southern parcel mapped as landslide hazard under 1990 SAO; unnamed stream just south of site running east-west (not on site). Per WMC, stream buffers vary from 140 feet for fish-bearing streams to 50 feet for nonfish bearing seasonal streams. This unnamed, unclassified stream would need to be assessed and classified to determine the appropriate buffer. Site is likely able to be developed with minimal impact to known critical areas. There is an approximately 1-acre wetland near the center of the site (Gresham, 2013). According to the Gresham report (2013), WMC 21.24.320 at the time considered the wetland a Class 3 with a 50-foot buffer (WMC 21.24.330). The report also indicates it is a Western Washington category IV wetland. Under current Woodinville Code (WMC 21.51.310, category IV wetlands require 40-foot buffer. Due to the age of the report and discrepancy, a new wetland delineation and functional assessment would be required in a Critical Areas Report to update the wetland rating, category, and the applicable buffer.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The site has a number of mapped critical areas that would limit the area for construction and operation in order to avoid the resources and associated buffers or require substantial off-site mitigation. A mapped wetland exists in the southwest quadrant of the parcel, approximately 2.5 acres (City of Bothell). Juanita Creek is mapped in the southwest quadrant of the parcel (King County and City of Bothell). An unnamed stream running east-west (approximately 650 linear feet) is also mapped in the southern quadrant (City of Bothell); a small stream segment is mapped running east-west (approximately 70 linear feet) and north of the southern unnamed stream). WSDOT mapped a stream (22.25L) running east-west across the entire parcel, a tributary to Juanita Creek approximately 280 feet north of southern parcel boundary. A series of drainage ditches traverse the northern areas of the parcel running east-west; a stormwater pond is located on the eastern boundary, northeast of the wetland area, with ditches and/or stormwater conveyance feeding the pond along the parcel edge and from the I-405 ROW. The pond is likely connected to the on-site wetlands via additional drainage features. The wetland and streams on site appear hydraulically connected to Juanita Creek. The Juanita Creek stream system is core rearing and spawning habitat for coho salmon (*Oncorhynchus kisutch*), although it has been severely degraded.

Based on the wetland category and habitat score and characterization of the stream as nonfish-bearing in the 2021 WSDOT wetland and stream assessment, the wetland buffer is anticipated to be

70 to 80 feet and the stream buffer is anticipated to be 50 feet. Depending on the timing of permitting, a critical areas report may be required to confirm wetland functions, values, and rating (currently Category III); determine the potential for wetland impacts; and if applicable, determine if any proposed mitigation is sufficient to protect the identified functions and values of the wetland. A critical areas report may also be required to identify any additional riparian habitat areas associated with streams or drainage features on the site.

If impacts to wetland and stream areas or buffers are unavoidable, mitigation requirements are detailed in BMC Chapter 14.04.530 (General Requirements) and Chapter 14.04.540 (Compensatory Mitigation). Compensation ratios range from 1.5:1 to 16:1 depending on the wetland category and mitigation method (that is, from lower to higher ratios: creation or reestablishment; rehabilitation, preservation; or enhancement).

The site has areas of slope gradients of 15 to 40 percent mapped (City of Bothell) on the southwest parcel boundary and in the central quadrant of the parcel. Norway Hill, about 0.6 mile west/northwest, has been identified as a particularly important source of cool water for the Sammamish River, via groundwater and surface water movement, although the site is not mapped as a CARA by King County or City of Bothell. Nevertheless, some building and site development regulations for the subarea wide may be applicable to the site (see BMC 12.66.070, Protection of groundwater resources).

F1.3.2 Below threshold of Living Building Challenge

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Site is fully developed with two small detention ponds southeast of the existing building, and an unclassified stream on north property line. Forested area to the west does not include old-growth forest. Site is within Area with Minimal Flood Hazard (per FEMA floodplain map). The southern parcel is fully developed with impervious surfaces and some existing trees.

Site B. 11811 Willows Road NE, Redmond. The entire site is undeveloped, with identified wetlands, Class III or IV riparian corridor(s), large, forested areas, and large areas of previously farmed land or mowed pastureland. The site is able to emulate the functionality of indigenous ecosystems.

Site C. 7024 116th Avenue NE, Kirkland. The entire site is built. Although the site is in an Area of Minimal Flood Hazard (per FEMA floodplain map), little area could be used to emulate the functionality of indigenous ecosystems.

Site D. 11724 NE 60th Street, Kirkland. The site is currently used as a transfer station and closed landfill that provides recreational park/playing fields. The site is in an Area of Minimal Flood Hazard (per FEMA floodplain map). Very minor portions of the site could be restored to emulate the functionality of indigenous ecosystems.

Site E. 15801 Woodinville-Redmond Road, Woodinville. The northern half of the site is developed, although one of the parcels (about a quarter of the site) contains a minimal amount of impermeable surfaces and some trees. The southern half of the site is undeveloped and contains a wetland, some trees, mowed grass, and low shrubs. The southern portion of the site is able to emulate the functionality of indigenous ecosystems.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The entire site (18.2 acres) is undeveloped, except for a park-and-ride parking lot consisting of approximately 1.4 acres of permeable pavement. The site includes identified wetlands, riparian corridor(s), large, forested areas, and shrubs. Some small areas were previously cleared (about 2 acres) and remain disturbed but undeveloped. The site is able to emulate the functionality of indigenous ecosystems.

F1.3.3 Ease and cost of impact mitigation

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Unclassified stream may connect to Sammamish River via pipe; need for mitigation low, with potential opportunity to daylight the stream and enhance habitat.

Site B. 11811 Willows Road NE, Redmond. Stream location(s) and buffers may require mitigation on or off site if impacts occur. Mitigation for impacts to the stream could be undertaken on site if space permits but may be required off site and may provide higher value ecosystem values and function.

Site C. 7024 116th Avenue NE, Kirkland. No critical areas are on the site that would require restoration/mitigation.

Site D. 11724 NE 60th Street, Kirkland. No critical areas are on the site that would require or host restoration/mitigation.

Site E. 15801 Woodinville-Redmond Road, Woodinville. On-site wetlands and buffers, if impacted, would require mitigation. The Gresham (2013) report proposed development mitigation under the then-current WMC. Mitigation for impacts to the wetland could be undertaken on site if space permits but may be required off site and may provide higher value ecosystem values and function. Mitigation requirements are identified in WMC 21.51.340. In general, the WMC states "Mitigation actions shall address functions affected by the alteration to achieve functional equivalency or improvement and shall provide similar wetland functions as those lost. When mitigation requires compensation, the WMC states a preference for restoration, creation, enhancement, and preservation; in that order. It should be in-kind and located on the same site as the alteration, except when certain conditions are met. If mitigation includes in-kind on-site creation or restoration, wetland replacement ratios range from 1.5:1 to 6:1 for category IV wetlands, depending on the mitigation. Both on-site and off-site mitigation may be available, including use of wetland mitigation banks and in-lieu fee programs (if available).

Site F. 15360 Juanita Woodinville Way NE, Bothell., The potential available land for RTS development under various assumptions with the anticipated wetland and stream buffers and WSDOT ROW and parking lot ranges from 5.2 to 8.7 acres. For a development footprint of greater size, wetland/stream impacts would likely result in compensatory mitigation requirements. Mitigation for impacts to the wetland or stream(s) could be undertaken on site if space permits but may be required off site and may provide higher value ecosystem values and function.

F1.3.4 Restoration Potential

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Only a small portion of the site has habitat value; the remainder is built/disturbed and has little habitat potential. Restoration potential would likely be limited to piped stream segment, detention ponds, trees, fragmented green space and native landscaping.

Site B. 11811 Willows Road NE, Redmond. According to the RMC (RMC 21.64.020 Fish and Wildlife Habitat Conservation Areas) relocation of a Class III riparian stream corridor in order to facilitate general site design is not allowed. Relocation of these riparian stream corridors may take place only when it is part of an approved mitigation or rehabilitation plan, will result in equal or better habitat and water quality, and will not diminish the flow capacity of the stream. However, instream and buffer restoration potential are high on site for streambank stabilization, buffer, stream and habitat area enhancements to add to ecosystem values and function, along with potential preservation of trees, green space and installation of native landscaping, consistent with RZC 21.64.010 Critical Areas and RZC 21.64.020.F, Riparian Stream Corridor Performance Standards.

Site C. 7024 116th Avenue NE, Kirkland. No aquatic ecosystems to restore. Restoration potential would likely be limited to fragmented green space and native landscaping.

Site D. 11724 NE 60th Street, Kirkland. No aquatic ecosystems to restore. Restoration potential would likely be limited to trees, grassland, fragmented green space and native landscaping.

Site E. 15801 Woodinville-Redmond Road, Woodinville. The need for wetland restoration is potentially high given the size and location of the wetland. Confirmation of wetland category and mitigation potential is necessary through a Critical Areas report and Mitigation Plan, and consultation with the City of Woodinville. The development proposed in 2012 called for wetland creation and enhancement, and buffer enhancement. The unnamed stream on the southern border has some potential for restoration and daylighting, with cooperation of the adjacent property owner. Location does not pose an infringement on developable area. Connection to downstream waterways and

Sammamish River provides additional benefit. Restoration potential could also encompass preservation of fragmented green space and installation of native landscaping.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The wetland and unnamed streams in the southern quadrant of the parcel have high potential for restoration, with enhanced connection to Juanita Creek. The location of these resources and anticipated buffers limit the developable area (see above) and if impacts are unavoidable, would require off-site enhancement/restoration at high ratios. Restoration potential would receive maximum score if park-and-ride facility is movable. Connection to downstream waterways and Lake Washington provides additional benefit for on-site restoration. Restoration potential could also encompass preservation of green space, and installation of native landscaping, pedestrian pathways for commuters and recreators, with benches for families and elders and visitor viewing platforms. Planting for groundwater treatment could help mitigate high instance of wastewater discharge in area.

F1.4 Geotechnical or remediation risks

Criteria description: Site has no known geotechnical or remediation risks, including slope instability, that pose a substantial risk of development cost increases:

Site A. 16111 Woodinville-Redmond Road NE, Woodinville

Geotechnical. The surficial geology indicates that soils at the site mainly consist of nonglacial, unconsolidated, Quaternary alluvial soils. Moreover, site is located within 900 feet from the Sammamish River. DNR maps the site as NEHRP seismic site class of D/E. Site class reflects the relative stiffness of the subsurface soil conditions in the top 100 feet at the project site and provides some measure of the potential site amplification for strong ground shaking in a particular area during an earthquake. Site class B represents a soft rock condition, where earthquake shaking is neither amplified nor reduced by the near-surface geology. Site classes C, D, and E represent increasingly softer soil conditions which result in a progressively increasing amplification of ground shaking in longer periods. Site class F is delineated as areas of peat soil. Based on Site Class D/E conditions and the regional seismicity DNR predicts the Seismic Design Category of D1 at the site which indicates heavy seismic detailing might be required for the structure.

DNR maps the site with low to moderate liquefaction susceptibility. However, the high seismicity of the region combined with the young alluvial deposits mapped at the site with potentially high groundwater table due to proximity to shoreline might result in high liquefaction potential at the site. Low fans were identified by DNR Landslide Inventory to the west of the site. The principal natural hazards on alluvial fans are floods and debris flow that are induced mainly by intense and prolonged rainfall. Moreover, King County indicates east portion of the project as landslide hazard area. King County Landslide Hazard Areas are areas subject to severe landslide risk identified in the SAO (King County 2010a). According to the City of Woodinville Critical Areas – Geologic Map (2016) the site is in a seismic hazard area and to the east of mapped erosion and landslide hazard areas.

Remediation. Based on preliminary review using available information (Ecology's What's in My Neighborhood website), the history of the site indicates it was developed for its current use in 1996 (north parcel) and 1982 (south parcel). The age of the building on the north parcel would indicate low potential for an underground storage tank for heating fuel. In addition, its use as a warehouse would indicate low potential for contamination from other industrial activities associated with polluting activities, although a site investigation would be needed to confirm this. Two to three metal utility buildings are on the south parcel, but no indication of heat source. Three MTCA cleanup sites are within 0.25 mile of the site, two of which have been cleaned up (NFA) and one of which is undergoing cleanup for halogenated solvent contamination of soil and groundwater.

All cleanup sites appear to be downgradient or cross gradient of Site 9 with respect to the expected direction of groundwater flow to the east/northeast. These sites therefore likely pose a low risk of having caused impacts to soil or groundwater at Site 9. Site 9 is within the Tacoma Smelter Plume area-wide contamination, but based on Ecology's Dirt Alert map, predicted arsenic concentrations are below 20 ppm (the MTCA cleanup level for arsenic). Review at this level of detail does not allow for identification of contamination that has not been reported or that may have occurred as a result of site

operations (for example, spills or negligent dumping), and therefore, contamination may still be present.

Site B. 11811 Willows Road NE, Redmond

Geotechnical. The surficial geology indicates that soils at the site mainly consist of Pleistocene continental glacial drift. The groundwater level is potentially at a shallow depth at the site considering the site's proximity to the Sammamish River and based on the historical geotechnical exploration data observed at the site. DNR maps the site as NEHRP seismic site class of C/D. Site class reflects the relative stiffness of the subsurface soil conditions in the top 100 feet at the project site and provides some measure of the potential site amplification for strong ground shaking in a particular area during an earthquake. Site class B represents a soft rock condition, where earthquake shaking is neither amplified nor reduced by the near-surface geology. Site classes C, D, and E represent increasingly softer soil conditions which result in a progressively increasing amplification of ground shaking in longer periods. Site class F is delineated as areas of peat soil. Based on Site Class C/D conditions and the regional seismicity DNR predicts the Seismic Design Category of D1 at the site which indicates heavy seismic detailing might be required for the structure.

DNR maps the site with very low liquefaction susceptibility. Considering the hard to stiff soil conditions mapped for the site, the liquefaction potential at the site is potentially low despite the high seismicity of the region. Prehistoric (more than 150 years of age) landslide deposits were mapped by DNR Landslide Inventory approximately 1500 feet west of the site. The King County landslide hazard areas map indicates presence of landslide hazard area approximately 1000 feet southwest of the project site. King County Landslide Hazard Areas are areas subject to severe landslide risk identified in the SAO (King County 2010a). City of Redmond Landslide Hazards Map (Map 64.7) maps potential landslide hazard area near the project site. Combined with the high seismicity of the area, localized seismic slope instability might be expected which can potentially affect the site. According to the Redmond Zoning Code Section 21.64.06, the site might be susceptible to erosion if surficial site soils are exposed during construction as The USDA NRCS maps Alderwood gravelly sandy loam (AgD) with 15 to 30 percent slopes at the site of interest. However, the site is located outside of erosion hazard area plotted on City of Redmond Erosion Hazard Areas Map (2005).

Remediation. Based on preliminary review using available information, the history of the site indicates it is undeveloped, although it did contain a single-family residence in the southeast quarter of the property in the past. This residence and the associated outbuildings are either dilapidated or have been demolished. A paved driveway provided access to the residence from Willows Road. This driveway still exists and currently serves as access to the eastern portion of the property. Its use as a residential property, farming, and/or pasture would indicate lower potential for contamination from historical industrial activities, although a site investigation would be needed to confirm this. According to Ecology (What's in My Neighborhood), no MTCA cleanup sites are within 0.25 mile of the site. The site is not within the Tacoma Smelter Plume area-wide contamination. Review at this level of detail does not allow for identification of contamination that has not been reported or that may have occurred as a result of site operations, and therefore, contamination may still be present.

Site C. 7024 116th Avenue NE, Kirkland

Geotechnical. The surficial geology indicates that soils at the site mainly consist of Pleistocene continental glacial drift. The groundwater level at existing explorations is shown to be in the top 10 feet below the ground surface.

DNR maps the site as NEHRP seismic site class of C/D which indicates very dense to stiff soil. Site class reflects the relative stiffness of the subsurface soil conditions in the top 100 feet at the project site and provides some measure of the potential site amplification for strong ground shaking in a particular area during an earthquake. Site class B represents a soft rock condition, where earthquake shaking is neither amplified nor reduced by the near-surface geology. Site classes C, D, and E represent increasingly softer soil conditions which result in a progressively increasing amplification of ground shaking in longer periods. Site class F is delineated as areas of peat soil. Based on Site Class C condition and the regional seismicity DNR predicts the Seismic Design Category of D2 at the site which indicates heavy seismic detailing might be required for the structure.

DNR maps the site with very low liquefaction susceptibility. Considering the hard to stiff soil conditions mapped for the site, the liquefaction potential at the site is potentially low despite the high seismicity of the region.

While King County landslide hazard areas map does not map any identified landslide risk as identified in SAO or indicate presence of previously mapped landslide near this site, City of Kirkland Landslide Susceptibility Map (2020) maps moderate to high landslide susceptibility both on the eastern and western sides of the site. High landslide susceptibility areas correspond to known shallow landslide areas and areas with factor of safety against sliding less than 1.25. Moderate landslide susceptibility areas are areas with no previous known slope failure but can potentially fail under normal triggers, with factor of safety against sliding ranging between 1.25 and 1.5.

City of Kirkland defined erosion hazard areas as the areas containing soils, which according to the USDA NRCS Web Soil Survey, may experience severe to very severe erosion hazards. The USDA NRCS Web Soil Survey maps Alderwood gravelly sandy loam with 8 to 15 percent slopes at the sight, which is assigned a slight erosion hazard rating. Therefore, the site is not mapped as an erosion hazard area.

Remediation. Based on preliminary review using available information (Ecology's What's in My Neighborhood website), the history of the site indicates it was sold to the state and developed for its current use in 1984. No buildings are on the site, and its use as a parking lot would indicate low potential for contamination from historical industrial activities, although a site investigation would be needed to confirm this. No MTCA cleanup sites are within 0.25 mile of the site. Site 12 is within the Tacoma Smelter Plume area-wide contamination, but based on Ecology's Dirt Alert map, predicted arsenic concentrations are below 20 ppm (the MTCA cleanup level for arsenic). Review at this level of detail does not allow for identification of contamination that has not been reported or that may have occurred as a result of site operations (for example, spills or negligent dumping), and therefore, contamination may still be present.

Site D. 11724 NE 60th Street, Kirkland

Geotechnical. The surficial geology indicates that soils at the site mainly consist of Pleistocene continental glacial drift. DNR maps the site as NEHRP seismic site class of C which indicates very dense soil and soft rock. Site class reflects the relative stiffness of the subsurface soil conditions in the top 100 feet at the project site and provides some measure of the potential site amplification for strong ground shaking in a particular area during an earthquake. Site class B represents a soft rock condition, where earthquake shaking is neither amplified nor reduced by the near-surface geology. Site classes C, D, and E represent increasingly softer soil conditions which result in a progressively increasing amplification of ground shaking in longer periods. Site class F is delineated as areas of peat soil. Based on Site Class C condition and the regional seismicity, DNR predicts the Seismic Design Category of D2 at the site, which indicates heavy seismic detailing might be required for the structure.

DNR maps the site with very low liquefaction susceptibility. Considering the hard to stiff soil conditions mapped for the site, the liquefaction potential at the site is potentially low despite the high seismicity of the region.

City of Kirkland Landslide and Seismic Hazard Areas Map indicate that the site is next to a moderate landslide hazard area. King County landslide hazard areas map which maps the areas subject to severe landslide risk identified in the SAO (King County 2010a) does not map landslide hazard at the site.

Remediation. Based on preliminary review using available information (Ecology's What's in My Neighborhood website), the history of the site as a landfill and transfer station indicates the potential for contamination from landfilling and operational activities, although a site investigation would be needed to confirm this. The site itself is a MTCA cleanup site, and no other MTCA cleanup site are within 0.25 mile of the site. Unit status indicates the site is awaiting cleanup. Contaminants of concern include suspected or confirmed contaminants in soil, groundwater, surface water, and air. No distinction is made between the landfill area and the transfer station area. Site 11 is within the Tacoma Smelter Plume area-wide contamination, but based on Ecology's Dirt Alert map, predicted arsenic concentrations are below 20 ppm (the MTCA cleanup level for arsenic). Review at this level of detail

does not allow for identification of contamination that has not been reported or that may have occurred as a result of site operations (for example, spills or negligent dumping), and therefore, contamination may still be present.

Site E. 15801 Woodinville-Redmond Road, Woodinville

Geotechnical. The surficial geology indicates that soils at the site mainly consist of quaternary alluvium deposits consisting of unconsolidated or semiconsolidated alluvial clay, silt, sand, gravel, and/or cobbles. The groundwater level is potentially at around 10 to 15 feet below the ground surface based on available subsurface explorations near the site.

DNR maps the site as NEHRP seismic site class of D/E. Site class reflects the relative stiffness of the subsurface soil conditions in the top 100 feet at the project site and provides some measure of the potential site amplification for strong ground shaking in a particular area during an earthquake. Site class B represents a soft rock condition, where earthquake shaking is neither amplified nor reduced by the near-surface geology. Site classes C, D, and E represent increasingly softer soil conditions which result in a progressively increasing amplification of ground shaking in longer periods. Site class F is delineated as areas of peat soil. Based on Site Class C/D conditions and the regional seismicity DNR predicts the Seismic Design Category of D1 at the site which indicates heavy seismic detailing might be required for the structure.

DNR maps the site with low to moderate liquefaction susceptibility. However, the high seismicity of the region combined with the young alluvial deposits mapped at the site with potentially high groundwater table might result in high liquefaction potential at the site.

Low fans were identified by DNR Landslide Inventory to the southwest of the site. The principal natural hazards on alluvial fans are floods and debris flow that are induced mainly by intense and prolonged rainfall. Moreover, King County indicates landslide hazard area to the west of the site. King County Landslide Hazard Areas are areas subject to severe landslide risk identified in the SAO (King County 2010a).

According to the City of Woodinville Critical Areas – Geologic Map (2016) the site is in a seismic hazard area and to the west of mapped erosion and landslide hazard areas with steep slopes.

Remediation. Based on preliminary review using available information (Ecology's What's in My Neighborhood website), four MTCA cleanup sites are located within 0.25 mile of the site. All are on the east side of Woodinville-Redmond Road to the east or northeast of the site; three have been cleaned up (NFA) in 2011, 2003 and 2019, and one is currently undergoing cleanup for halogenated solvent contamination of soil and groundwater. All cleanup sites appear to be downgradient or cross gradient of the site with respect to the expected direction of groundwater flow to the east/northeast. These sites therefore likely pose a low risk of having caused impacts to soil or groundwater at the site. The site is within the Tacoma Smelter Plume area-wide contamination, but based on Ecology's Dirt Alert map, predicted arsenic concentrations are below 20 ppm (the MTCA cleanup level for arsenic). Review at this level of detail does not allow for identification of contamination that has not been reported or that may have occurred as a result of site operations (for example, spills or negligent dumping), and therefore, contamination may still be present. Two to three metal utility buildings are on the north parcel, but no indication of heat source.

Site F. 15360 Juanita Woodinville Way NE, Bothell

Geotechnical. The surficial geology indicates that soils at the site mainly consist of Pleistocene continental glacial drift; localized peat, nonglacial sediments, modified land, and artificial fill may also be found at the site. The groundwater level potentially ranges between 6 to 15 feet below ground surface based on the historical geotechnical exploration data observed at the site.

DNR maps the site as NEHRP seismic site class of C/D which indicates very dense soil and soft rock to stiff soil. Site class reflects the relative stiffness of the subsurface soil conditions in the top 100 feet at the project site and provides some measure of the potential site amplification for strong ground shaking in a particular area during an earthquake. Site class B represents a soft rock condition, where earthquake shaking is neither amplified nor reduced by the near-surface geology. Site classes C, D, and E represent increasingly softer soil conditions which result in a progressively increasing

amplification of ground shaking in longer periods. Site class F is delineated as areas of peat soil. Based on Site Class C/D conditions and the regional seismicity DNR predicts the Seismic Design Category of D1 at the site which indicates heavy seismic detailing might be required for the structure.

DNR maps the site with very low liquefaction susceptibility. Considering the loose to medium dense soil conditions mapped for the site and depth of groundwater, the liquefaction potential at the site is medium despite the high seismicity of the region. DNR Landslide Inventory, the King County landslide hazard areas map, or City of Bothell Natural Environment Landslide Prone Deposits map do not map any landslide hazard area within 2500 feet of the project site.

Remediation. Based on preliminary review using available information (Ecology's What's in My Neighborhood website and a geotechnical engineering study (Earth Consultants, Inc. 1986) prepared for the Kirkland Corporate Center (King County 26-5-17)), the northern portion of the site was previously cleared and used as pasture. A residence was located in the northeast corner of the site, and two buildings located in the southern portion of the site; both no longer exist. Currently, the northern portion is used as a park-and-ride surface parking lot. No MTCA cleanup sites are located within 0.25 mile of the site. Five MTCA cleanup sites are within 0.5 mile of the site. Two are southeast of the site (upgradient) along Juanita Woodinville Way NE; one is north (downgradient) of the site along Juanita Woodinville Way NE; and two are northeast (downgradient) of the site along NE 160th The two sites south of the park-and-ride site have been cleaned up (the first, a former Gull Station with petroleum-contaminated soil; the second the 7-11 business with soil contaminated with petroleum, benzene, lead, and other halogenated organics) and received NFA designations from Ecology in 1994 and 2018, respectively. The site north of the park-and-ride site received an NFA in 1999 after cleanup of petroleum contaminated soil. The two sites northeast of the park-and-ride site have either started an independent cleanup of soil and groundwater contaminated with petroleum, benzene, and nonhalogenated solvents; or are awaiting cleanup of soil and groundwater contaminated with petroleum and/or benzene. Both are also fuel service stations. Existing flow of both shallow and deep groundwater is towards the Sammamish River, however, because both sites had only soil contamination, these sites likely pose a low risk of causing impacts to soil or groundwater at the Site. Because the other three sites are downgradient of the park-and-ride site, they also pose a low risk of causing impacts to soil or groundwater at the Site. The site is not within the Tacoma Smelter Plume area-wide contamination. Review at this level of detail does not allow for identification of contamination that has not been reported or that may have occurred as a result of site operations (for example, spills or negligent dumping), and therefore, contamination may still be present.

F1.5 Multiple access potential

Criteria description: Site has the potential for multiple access points.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Woodinville-Redmond Road NE is the only street providing frontage access to the property. Existing access drives off Woodinville-Redmond Road NE have potential to be reused. These two access points to the site are separated by about 1,700 linear feet of frontage which works well for traffic separation (for example, transfer trucks vs all others). Queueing of vehicles off Woodinville-Redmond Road NE may be limited. Portion of the south parcel can allow for third access for third-party operations or medium-risk waste opportunity.

Site B. 11811 Willows Road NE, Redmond. Site has existing entry at northwest corner, which has the higher elevation of the site and could be beneficial as main entry and exit for public and commercial trucks that need to be scaled in and out. Access for a second entrance from Willow Road NE at lower elevation would enable truck loadout and other traffic not in need of scaling to enter and exit from second entrance.

Site C. 7024 116th Avenue NE, Kirkland. I-405 is adjacent to the west of the site. 116th Avenue NE is between property and freeway with two active intersections that will likely define site entry driveways to avoid traffic conflict. Because one intersection provides interstate access, traffic is likely to have commuter traffic surge cycles. North of the site is NE 70th Place which offers a 2nd access point into the site which would need to be located away from the intersection. Queueing off 116th or NE 70th would be problematic if any off-site vehicle stacking occurred.

Site D. 11724 NE 60th Street, Kirkland. NE 60th Street is the only access road to the site, which is fed by other residential feeder roads. With a history of truck traffic expressed by the public, additional

traffic may be a significant concern voiced by the local community with the new project. A 2nd access at the sports park entry could facilitate a separated entry/exit for public use and allow the existing Houghton RTS driveway to be dedicated to transfer truck use.

Site E. 15801 Woodinville-Redmond Road, Woodinville. Woodinville-Redmond Road NE is the only street providing frontage access to the site. Currently, multiple access points are located off Woodinville-Redmond Road NE into the site with a total street frontage length of approximately 1,096 feet. Queueing of vehicles on Woodinville-Redmond Road may be limited. Potential appears to exist for separated entry/exit for transfer trucks.

Site F. 15360 Juanita Woodinville Way NE, Bothell. Site topography, and exclusion of stream and wetland buffers, along with needed maneuvering lends best to two entries to the facility, however, these entries will be located in close proximity due to limited street frontage. Commercial trucks will need to share the entry and exit with public vehicles for use of the scale. Transfer trucks can be separated from commercial and public traffic.

F1.6 Community amenity opportunity

Criteria description: The location of the site provides a unique opportunity for synergy to fulfill with a community need and provide a community amenity or maintain one planned in the vicinity of the site (for example, pocket park/playground).

Site A. 16111 Woodinville-Redmond Road NE, Woodinville

- Proximity to Potential Partners: 1. Chrysalis High School, Junior and Senior High School. 2. Goodwill donation site, 3. Picker's Warehouse of Woodinville, thrift store. 4. 21 Acres Center for Local Food and Sustainable Living, nonprofit organization. 5. University of Washington Bothell (2.5 miles north). 6. Lake Washington Institute of Technology (4 miles south)
- Potential Greenspace and Network Connections: 1. Tolt Pipeline Trail. 2. Sammamish River Trail to east on other side of WA 202 and River. 3. Abandoned rail line runs directly behind property to west
- Public Transit: none
- Bike Network: 1. Bike Lane on Redmond-Woodinville Road NE. 2. Bike path in greenspace and power line utility easement to southwest of property over railroad tracks
- Pedestrian Access: Sidewalk

Site B. 11811 Willows Road NE, Redmond

- Proximity to Potential Partners: Site is within ¼ to ½ mile of a number of potential community partners: 1. Lake Washington Institute of Technology (11605 132nd Avenue NE, Kirkland, WA 98034). 2. Cedar Grove Composting (Willows Road and 124th Street). 3. Recycle Systems LLC, equipment for solid waste and recycling (12828 Willows Road, Kirkland, WA 98034). 4. Willows Preparatory School, International Baccalaureate program for grades 5 to 11 (12280 Redmond-Woodinville Road NE, Redmond, WA 98052).
- Potential Greenspace and Network Connections: Potential to support habitat network along power line utility easement trail to west.
- Public Transit: King County Metro 244, 930.
- Bike Network: Yes - Willows has dedicated bike lane as well as 124th Street.
- Pedestrian Access: A sidewalk is located on 124th Street.

Site C. 7024 116th Avenue NE, Kirkland

- Proximity to Potential Partners: Several educational partners are within 0.25 mile of the site: 1. Lake Washington High School, three blocks north. 2. International Community School, west across I-405.
- Potential Greenspace and Network Connections: N/A.
- Public Transit: Bus transit station at Houghton Park-and-Ride. King County Metro lines: 238, 245, 277.
- Bike Network: Existing site has bike lane along 116th Place NE and NE 70th Place.

- Pedestrian Access: Sidewalk on 116th Place NE and NE 70th Place.

Site D. 11724 NE 60th Street, Kirkland

- Proximity to Potential Partners: Several educational partners are within 0.25 mile of the site: 1. Benjamin Franklin Elementary School, two blocks east. 2. Lake Washington High School, three blocks north. 3. International Community School, west across I-405 pedestrian walkway. 4. Northwest University, west across I-405 pedestrian walkway.
- Potential Greenspace and Network Connections: Some of the existing Taylor Fields activities may potentially be integrated into buffer areas around the edges of the site. Existing trails should be maintained along eastern and northern edge buffers. Connection to Bridle Trails State Park (equestrian trails) to south and Yarrow Creek.
- Public Transit: Bus transit station to the north of the site at Houghton Park-and-Ride. King County Metro lines: 238, 245, 277.
- Bike Network: Existing site has bike paths along perimeter that connect to residential neighborhood. Bike lane along 116th Place NE.
- Pedestrian Access: Sidewalk on NE 60th Street. Pedestrian bridge over I-405.

Site E. 15801 Woodinville-Redmond Road, Woodinville

- Proximity to Potential Partners: 1. Chrysalis High School, Junior and Senior High School. 2. Goodwill donation site, 3. Picker's Warehouse of Woodinville, thrift store. 4. 21 Acres Center for Local Food and Sustainable Living, nonprofit organization. 5. University of Washington Bothell (2.5 miles north). 6. Lake Washington Institute of Technology (4 miles south)
- Potential Greenspace and Network Connections: 1. Tolt Pipeline Trail. 2. Sammamish River Trail to east on other side of WA 202 and River. 3. Abandoned rail line runs directly behind property to west
- Public Transit: none
- Bike Network: 1. Bike lane on Redmond-Woodinville Road NE. 2. Bike path in greenspace and power line utility easement to southwest of property over railroad tracks
- Pedestrian Access: none

Site F. 15360 Juanita Woodinville Way NE, Bothell

- Proximity to Potential Partners: 1. Cedar Park Christian School, 2. Evergreen Academy Preschool, 3. Northshore Middle School, 4. Woodmoor Elementary School, 5. University of Washington Bothell (2 miles north). 6. Lake Washington Institute of Technology (4 miles south).
- Bike Network: 1. Bike lane on Juanita Woodinville Way NE. 2. Bike path in greenspace and power line utility easement on Tolt Pipeline Trail to northwest and across I-405 to southeast.
- Potential Greenspace and Network Connections: 1. Tolt Pipeline Trail.
- Public Transit: Bus transit station to the north of the site at Brickyard Road Park-and-Ride. King County Metro lines: 231, 237, 239, 257, 311, 342, 535.
- Existing greenspace is seen as an asset/benefit to commuters using the space daily and plays a critical role in mitigating the neighborhood's high rates of pollution from diesel, $PM_{2.5}$ exposure, toxic releases from facilities, and wastewater discharge. Possibility to steward the greenspace for increased community access/trails, highlighting or providing educational benefits related to the existing wetland.
- Given that 19% of area residents do not have access to a private vehicle, the site could integrate pedestrian pathways to and from the park-and-ride, enabling easier access to regional transit and recreation.
- Around 16% of residents have a disability. Roughly 20% of the residents are over 65 years old, 65% of whom live alone. If pedestrian pathways are integrated into the site, features should include benches and level grading.
- Access to healthy food in the area is limited, and park-and-ride users note that a lot of food in general is not available (coffee stand/shops were noted as a commuter want in online forums). Opportunity to designate portion of site near park-and-ride for pop-up, truck, or permanent food service locations.

- Planting for groundwater treatment could help mitigate high instances of wastewater discharge in the area.

F1.7 Clean power generation opportunity

Criteria description: Site has potential for clean power generation (that is, no environmental features that would compromise solar exposure, such as nearby shading slopes that prevent the optimization of solar photovoltaic energy potential), geothermal (for example, soils that support ground-source heat exchange), or wind power.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville

- 100% Solar Access: Full solar access
- Ground-Source Heat Exchange Potential: Clay soils to depths of 50 feet support potential of horizontal ground-source heat exchange. Also, the water table depth of 50' or less (based on nearby wells; [King County 2010b]) with clay and sandy clay soil at depth of 50 feet and 80 feet, respectively, supports well-type ground-source heat exchange.

Site B. 11811 Willows Road NE, Redmond

- 75% Solar Access: Some solar access with tall trees to the south and east on moderate slope
- Ground-Source Heat Exchange Potential: Clay soils to depths of 15 feet supports the potential of horizontal ground-source heat exchange. Also, "moderately well drained soils" and water table depth of 50 to 100 feet (based on nearby wells [King County 2010b]) with gravel and gravely sand soils starting at 15-foot depths support well-type ground-source heat exchange.

Site C. 7024 116th Avenue NE, Kirkland

- 90% Solar Access: Good solar access with some partial shade from tall evergreen trees to the east of the park-and-ride site.
- Ground-Source Heat Exchange Potential: Reduced Site area reduces potential for horizontal ground-source heat pump. Sandy soils (well drained) to depths of 25 feet or more do not support the potential of horizontal ground-source heat exchange, however water table depth of 50 to 100 feet (based on nearby wells [King County 2010b]) in well drained soils support well-type ground-source heat exchange.

Site D. 11724 NE 60th Street, Kirkland

- 100% Solar Access: Good solar access with some tall evergreen trees to the west on moderate slope and a few evergreen trees to south and east
- Ground-Source Heat Exchange Potential: Sandy soils (well drained) to depths of 25 feet or more do not support potential of horizontal ground-source heat exchange, however with water table depth of 50 to 100 feet (based on nearby wells [King County 2010b]) in well drained soils supports well-type ground-source heat exchange.

Site E. 15801 Woodinville-Redmond Road, Woodinville

- 100% Solar Access: Full solar access
- Ground-Source Heat Exchange Potential: Clay soils to depths of 50 feet support potential of horizontal ground-source heat exchange. Also, the water table depth of 50 feet or less (based on nearby wells [King County 2010b]) with clay and sandy clay soil at depth of 50 feet and 80 feet respectively supports well-type ground-source heat exchange.

Site F. 15360 Juanita Woodinville Way NE, Bothell

- 80% Solar Access: Good solar access with some partial shade from a mix of evergreen and deciduous trees within the stream buffer downslope to the south and along Juanita Woodinville Way.
- Modest shading at perimeter would only slightly compromise solar exposure.
- Limited opportunity for geothermal or wind power. In addition, the buffer zones downslope around the existing wetland and stream will only somewhat impact available area for solar capture.
- Ground-Source Heat Exchange Potential: Gravelly sandy loam soils (moderately well drained) somewhat support potential of horizontal ground-source heat exchange, water table depth of 50 to 100 feet (based on nearby wells and adjacent wetlands) in moderately well drained soils supports well-type ground-source heat exchange.

F1.8 Reuse or repurposing potential

Criteria description: Previously developed sites with the potential for reuse or repurposing of buildings, foundations or slabs that can reduce project embodied carbon emissions.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville

- Building Reuse: Winsome Trading warehouse building appears to have higher roof and tilt up concrete exterior wall panels which lend themselves to reuse if even just a couple of walls are reused – providing potentially durable high mass walls that block sound transmission to street and neighbors. Interior structure and roof structure likely have too many columns to support reuse. Evaluate slab and foundation for possible reuse.
- Site Reuse: Site retaining walls between small and large sites might be able to be reused and could reduce amount of regrading. Existing paving on Winsome Trading site has potential for reuse with large trailer area on west side.

Site B. 11811 Willows Road NE, Redmond

- Building Reuse: No existing buildings.
- Site Reuse: No existing site construction.

Site C. 7024 116th Avenue NE, Kirkland

- Building Reuse: No existing buildings.
- Site Reuse: Existing paved areas at the park-and-ride should be evaluated for reuse.

Site D. 11724 NE 60th Street, Kirkland

- Building Reuse: Existing Scale House, scales and Tipping Building should be evaluated for potential reuse.
- Site Reuse: Existing paved areas, transfer station roadways including elevated roadways should be evaluated for reuse.

Site E. 15801 Woodinville-Redmond Road, Woodinville

- Building Reuse: Several existing buildings have limited potential for reuse. Depending on layout the existing buildings may be able to be repurposed for covered recycling areas or other uses with minimal building system requirements.
- Site Reuse: Existing site construction presents very limited opportunities for reuse.

Site F. 15360 Juanita Woodinville Way NE, Bothell

- Building Reuse: No existing buildings.
- Site Reuse: Reuse or repurposing of site is minimal.
- Existing trees could be kept on perimeter. Otherwise, no other reuse options are available.

F2. City Economic Impact and Zoning

F2.1 Zoning and land use compatibility

Criteria description: Site is appropriately zoned, consistent with local area land use plans, and compatible with surrounding land uses.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Current zoning: Industrial (Valley Industrial Zone), with Tourist District overlay. Transfer Stations not allowed in Valley Industrial Zone; only in North Industrial Zone (with Special Use Permit). Potential permitting route through Special Use/Essential Public Facilities process.

Site B. 11811 Willows Road NE, Redmond. The site is located in the Willows Rose Hill Neighborhood. The parcel is designated as a Design District in Redmond's comprehensive plan (City of Redmond, 2011), an area "intended to" take advantage of opportunities for appropriate mixes of uses in suitable locations, such as large parcels (totaling at least 5 acres in size) in a common ownership, or the sites of major institutions, such as hospitals. The Design District is meant to encourage coordinated development of an area and provide flexibility in regulations, while achieving neighborhood and community objectives.

Current zoning for the site is Northwest Design District. The purpose of the Northwest Design District is to encourage residential uses within a variety of housing types while also providing neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working within the Willows employment corridor. Regional Utilities are an allowed use on the site (with a Conditional Use Permit) but solid waste transfer stations are not identified in the Redmond Zoning Code as a typical regional utility. The description of "protracted" discussions with City of Redmond and the Planning Commission provides some insight into the efforts that may be necessary to argue for a Regional Utilities use of the site as a transfer station.

Site C. 7024 116th Avenue NE, Kirkland. Current Zoning: RS 8.5, Low Density Residential, the minimum lot size is 8,500 square feet. Not more than one dwelling unit may be on each lot, regardless of the size of each lot. F.A.R. is 50 percent of lot size. For Public Utility Use:

The required review process is as follows:

a. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is less than 5 acres, the required review process is Process IIA, Chapter 150 KZC.

b. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is five or more acres, a Master Plan, approved through Process IIB, Chapter 152 KZC, is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking location, buffering, and landscaping. Within the disapproval jurisdiction of the Houghton Municipal Corporation, the required review process is Process IIB, Chapter 152 KZC.

May locate on the subject property only if:

a. It will not be materially detrimental to the character of the neighborhood in which it is located.
b. Site and building design minimize adverse impacts on surrounding residential neighborhoods.
c. The property is served by a collector or arterial street (does not apply to existing school sites).

Site D. 11724 NE 60th Street, Kirkland. Comp Plan Land Use designation: Park/Open Space; Current Zoning: P, Park/Open Space. If the proposal is for a governmental facility located at the Houghton Landfill site as designated on the Official Zoning Map, Process IIB. Otherwise, Process IIA.

Site E. 15801 Woodinville-Redmond Road, Woodinville. Current zoning is Industrial (Valley Industrial Zone), with Tourist District overlay. Transfer stations not allowed in Valley Industrial Zone; only in North Industrial Zone (with Special Use Permit). Potential permitting route through Special Use/Essential Public Facilities process.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The site is zoned R-AC (no specific density: number of units controlled by site and building envelope regulations), Office-Professional (OP), and Neighborhood Business (NB). Solid waste transfer stations (Essential Public Facility) are not permitted in the R-AC, OP, or NB zones. However, BMC 12.06.080 Essential public facilities outline the process by which an Essential Public Facility would be sited, including a Conditional Use Permit and additional permit requirements specific to these facilities. Site development will require a conditional use permit. Rezoning may be required to allow industrial use. The Site is part of the Waynita/Simonds/Norway Hill Subarea Plan in City of Bothell's comprehensive plan (City of Bothell 2015; City of Bothell 2015b). The Site is recognized in the comprehensive plan as a Transit Facility. Chapter 12.66 of the BMC governs land use in the Subarea. BMC 12.66.035 provides specific regulations for development in the R-AC, OP, and NB zoning at Juanita Woodinville Way/I-405 interchange, including: maximum building height of 35 feet, with provisions for 50 feet; mandatory setbacks and landscaping from R zoned parcels.

Bothell Comprehensive Plan (Waynita/Simonds/Norway Hill Subarea Plan; 2015a and 2015b):

- Land around the Juanita Woodinville Way, NE 160th Street, and I-405 interchange is appropriate for residential dwellings at densities controlled by site and building envelope design regulations; and office professional and neighborhood business uses (R-AC, OP, and NB at east edge of map). Locating such a mix of uses at a freeway interchange promotes efficient utilization of land and the transportation network by incentivizing usage of public transit for travel to and from work while also facilitating walking and bicycling for convenience goods and services at a neighborhood

scale. Development in this area shall promote such alternatives to driving via interconnected pathways from property to property; attractive site and building design incorporating plazas and courtyards; and inclusion of neighborhood serving businesses that activate their settings and thus contribute to creating a compelling identity for the subarea's activity center.

- The I-405 interchange likely is congested during peak usage, and that any additional development, even although pedestrian oriented, would likely exacerbate congestion. Consequently, any proponent of development in this area, in addition to meeting City traffic concurrency and impact mitigation requirements, shall coordinate with the City, the WSDOT, Sound Transit, King County Metro and other applicable agencies to identify and implement strategies for reducing congestion.
- The City will coordinate with agency partnerships including the City of Bothell and King County to ensure that any improvements to Juanita Woodinville Way, the NE 160th Street interchange, and the park-and-ride lot are sensitive to the existing residential neighborhoods and any critical areas within the corridor. The City should work with King County Metro to ensure that bus service is provided along Juanita Woodinville Way between the NE 160th Street interchange and the Juanita/Kirkland area to attempt to decrease the number of single occupant vehicle trips along this route.

F2.2 Tenant relocation effort

Criteria description: Site would not require extensive and/or expensive effort related to current tenant relocation.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. 100 employees at this location which is the headquarters for the company and has been in operation for 43 years.

Site B. 11811 Willows Road NE, Redmond. No employees work currently at this location.

Site C. 7024 116th Avenue NE, Kirkland. No employees work currently at this location.

Site D. 11724 NE 60th Street, Kirkland. While King County employees work at this site, no permanent relocation would take place if the RTS were located at this site.

Site E. 15801 Woodinville-Redmond Road, Woodinville. About 70 to 80 employees estimated at 4 to 5 businesses are at this site. Northwest Utilities employs about 20 people at this location but looks like many may be in the field. Kemcor is a cable manufacturer with 20 to 25 employees. Appian construction (masonry) had "at least 28 people" in 2020 (from PPP grant application). Racecraft had four people employed in 2020 (from PPP grant application). Susabella had one person employed in 2020 (from PPP grant application).

Site F. 15360 Juanita Woodinville Way NE, Bothell. Site location is undeveloped with exception of a portion of the existing park-and-ride. No structures appear to be on site and no employees appear to work at this location.

F2.3 Economic significance to the community

Criteria description: Site does not have high current or future economic significance to the community.

Criteria description: Site does not have high current or future economic significance to the community.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Currently the property is the headquarters location for a woman-owned and operated company that has an annual revenue of approximately $39 million; future economic significance may be high given the surrounding business and industrial area.

Site B. 11811 Willows Road NE, Redmond. Proposed development would include:

One six story mixed-use building (195 units) with 22,000 square feet of commercial space; 174 townhomes in 32 buildings; 3.21 acres of active open space; New pedestrian trail connections and

enhancements; Gateway art feature; New bike lanes; Multimodal pathway (NE 124th); Voluntary environmental site restoration.

Site C. 7024 116th Avenue NE, Kirkland. Currently the park-and-ride property offers services to the community which contribute to access and mobility for the local public transportation system. The park-and-ride is somewhat less heavily utilized than others in the region.

Site D. 11724 NE 60th Street, Kirkland. The current of future economic significance of the existing Houghton RTS and Landfill site would have no change.

Site E. 15801 Woodinville-Redmond Road, Woodinville. This site has about 70 to 80 employees estimated at 4 to 5 businesses: economic significance would exist, but perhaps not be particularly high.

Site F. 15360 Juanita Woodinville Way NE, Bothell. No employees work at this location. Currently the park-and-ride property offers services to the community which contribute to access and mobility for the local public transportation system. The park-and-ride is heavily used.

F3. Off-Site Receptor Impacts

F3.1 Proximity to residences

Criteria description: Active area would be approximately 100 feet or more from the nearest residence and relatively few residents are within 1,000 feet of the property line.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. A GIS analysis estimates that two residences are within 1,000 feet of the property boundary.

Site B. 11811 Willows Road NE, Redmond. A small portion of the Ceder Height Apartments are estimated to be located within 1,000 feet buffer from the property boundary of Site 3. The Cedar Heights Apartments consist of 2-level buildings, and a GIS analysis estimates that 15 residences are within 1,000 feet of the property boundary.

Site C. 7024 116th Avenue NE, Kirkland. A GIS analysis estimates that 250 residences are within 1,000 feet of the property boundaries for the Houghton Park-and-Ride.

Site D. 11724 NE 60th Street, Kirkland. A GIS analysis estimates that 280 residences are within 1000 feet of the property boundary for the Houghton RTS and Landfill.

Site E. 15801 Woodinville-Redmond Road, Woodinville A GIS analysis estimates that 140 residences are within 1,000 feet of the property boundary (although a treed hillside buffer exists between these residences and site).

Site F. 15360 Juanita Woodinville Way NE, Bothell. Active area would be more than 130 feet from residences on the west side and 280 feet on the south side. Approximately 391 residences are within 1,000 feet of the parcel boundary, 123 of which are east of I-405. The closest residences are immediately located on the south property line, but a landscape buffer along with the wetland and stream buffer will be maintained. Single-family residences also occur across from southwest corner (where wetland occurs), but the wetland will remain. Multifamily condominiums are located near midwest to northwest corner, but a landscape buffer can be maintained.

F3.2 Proximity to parks and schools

Criteria description: Site is located approximately 1,000 feet or more from parks and schools.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. The site is located approximately 140 feet from and across the Redmond-Woodinville Road NE from the Chrysalis High School.

Site B. 11811 Willows Road NE, Redmond. The site is located across the street and within 1,000 feet of the Sammamish Valley Park site. Additionally, the site is located approximately 800 feet from a golf course.

Site C. 7024 116th Avenue NE, Kirkland. Baseball fields (Taylor Fields) located on the closed Houghton Landfill are located approximately 297 feet away from the park-and-ride site. Holy Family School property boundary is approximately 410 feet from the park-and-ride site.

Site D. 11724 NE 60th Street, Kirkland. Baseball fields (Taylor Fields) are located on the closed Houghton Landfill site. Holy Family School property boundary is located approximately 800 feet from the Landfill site, Benjamin Franklin Elementary School 2,200 feet east off NE 60th, (historical) private daycare located on adjacent parcel to east of existing transfer station, and Bridle Trails State Park is located across the street from the Houghton RTS.

Site E. 15801 Woodinville-Redmond Road, Woodinville. The north part of the site is located directly across the Redmond-Woodinville Road NE from the Chrysalis High School, and single-family residential houses about 360 feet to the southwest.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The site is located 0.5 mile from Evergreen Academy Preschool, 0.7 mile from Northshore Middle School, 0.9 mile from Woodmoor Elementary School and about 0.8 mile from South Norway Hill Park (to the southeast).

F3.3 Proximity to an airport

Criteria description: Site is not proximate to an airport.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. The nearest airport (Paine Field – Everett), is located approximately 14.7 miles from the site.

Site B. 11811 Willows Road NE, Redmond. The nearest airport (Paine Field – Everett), is located approximately 17.5 miles from the site.

Site C. 7024 116th Avenue NE, Kirkland. The nearest airport (King County Airport – Boeing Field), is located approximately 17.8 miles from the site.

Site D. 11724 NE 60th Street, Kirkland. The nearest airport (King County Airport – Boeing Field), is located approximately 17.4 miles from the site.

Site E. 15801 Woodinville-Redmond Road, Woodinville. The nearest airport (Paine Field – Everett) is located approximately 16.9 miles from the site.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The nearest airport is Paine Field – Everett, about 10.6 miles.

F4. Equitable Distribution of Facilities

F4.1 Near study area population centroid

Criteria description: Site is near the population centroid of the Northeast study area (the closest street intersection is NE 97th Street and 138th Avenue NE in Redmond).

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Site is located 5.3 road miles from the population centroid of NERTS study area.

Site B. 11811 Willows Road NE, Redmond. Site is located 3.3 road miles from the population centroid of NERTS study area.

Site C. 7024 116th Avenue NE, Kirkland. Site is located 3.0 road miles from the population centroid of NERTS study area.

Site D. 11724 NE 60th Street, Kirkland. Site is located 3.4 road miles from the population centroid of NERTS study area.

Site E. 15801 Woodinville-Redmond Road, Woodinville. Site is located 5.2 road miles from the population centroid of NERTS study area.

Site F. 15360 Juanita Woodinville Way NE, Bothell. Site is located 5.0 road miles from the population centroid of NERTS study area.

F4.2 Equitable distribution of social impacts

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. This site has the middle score for Overall Opportunity on the CDC SVI with a score of 0.27. Specific factors to consider are the impact on people of color and those that do not speak English well as well as housing types and access to transportation in the area.

Site B. 11811 Willows Road NE, Redmond. This site has the second highest score for Overall Opportunity on the CDC SVI with a score of 0.35, indicating it has a more vulnerable population of the sites. This site scored highest on Race/Ethnicity and Language and Housing and Transportation so specific factors to consider are the impact on people of color and those that do not speak English well as well as housing types and access to transportation in the area.

Site C. 7024 116th Avenue NE, Kirkland and Site D. 11724 NE 60th Street, Kirkland. These sites have the lowest score for Overall Opportunity on the CDC SVI with a score of 0.20, indicating they have the least vulnerable population of the four sites. Specific factors to consider are the impact on people of color and those that do not speak English well as well as housing types and access to transportation in the area. Note, these sites are so close to each other that they have the same census tracts so they have the same information.

Supporting Data

Site A. 16111 Woodinville-Redmond Road NE, Woodinville

Demographics:

- Percent People of Color: 30%
- Percent 200% or below of Poverty Level: 6%
- Percent Speak English Less Well: 7%

CDC SVI (this is a weighted average across the tracts based on population of each tract):

- Overall Opportunity: 0.27
- Socioeconomic Status: 0.18
- Household Composition 0.19
- Race/Ethnicity and Language: 0.59
- Housing and Transportation: 0.42

Site B. 11811 Willows Road NE, Redmond

Demographics:

- Percent People of Color: 39%
- Percent 200% or below of Poverty Level: 7%
- Percent Speak English Less Well: 11%

CDC SVI (this is a weighted average across the tracts based on population of each tract):

- Overall Opportunity: 0.35
- Socioeconomic Status: 0.25
- Household Composition 0.12
- Race/Ethnicity and Language: 0.76
- Housing and Transportation: 0.58

Site C. 7024 116th Avenue NE, Kirkland and Site D. 11724 NE 60th Street, Kirkland

Demographics:

- Percent People of Color: 36%
- Percent 200% or below of Poverty Level: 7%
- Percent Speak English Less Well: 10%

CDC SVI (a weighted average across the tracts based on population of each tract):

- Overall Opportunity: 0.20
- Socioeconomic Status: 0.09
- Household Composition 0.13
- Race/Ethnicity and Language: 0.64
- Housing and Transportation: 0.43

Site E. 15801 Woodinville-Redmond Road, Woodinville. See table below.

Site F. 15360 Juanita Woodinville Way NE, Bothell. See table below.

CDC SVI Comparison Table

Site(s)	Overall Opportunity	Socioeconomic Status	Household Composition	Race/Ethnicity and Language	Housing and Transportation
A and E	0.27	0.18	0.19	0.59	0.42
B	0.35	0.25	0.12	0.76	0.58
C and D	0.20	0.09	0.13	0.64	0.43
F	0.37	0.22	0.28	0.63	0.54

F5. Transportation

F5.1 Off-site traffic impacts

Criteria description: Potential off-site traffic impacts from facility operations can be minimized and/or mitigated.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. Driveway access - Redmond-Woodinville Road NE is a 45-mph principal arterial. Providing access would require turn pockets to remove traffic from the higher speed through traffic. Nearby intersections complicate access with multiple existing driveways and turn lanes adjacent to the access road. (Score 2)

Off-site mitigation - No PM peak-hour congestion was observed. No known operational issues were found in the Woodinville's comprehensive plan (City of Woodinville 2015) in the immediate vicinity of the site. Redmond-Woodinville Road NE is accessed via signalized intersections, likely not needing improvements to accommodate the site traffic. Two projects in the vicinity (trestle crossing of NE 131st Avenue, and Sammamish Bridge) are unlikely to be impacted by the traffic levels associated with the transfer station, however, given the high risk and cost, they impact the scoring as potential project requiring a mitigation share. (Score 3)

Site B. 11811 Willows Road NE, Redmond. Driveway Access - NE 124th Street is a 35-mph roadway classified as an urban arterial. Appropriate left turn lanes exist in the vicinity of driveway access points. No intersections are within 500 feet of the access driveways. This site is more likely to require a signal given NE 124th is a 5-lane roadway and the site access would likely need be aligned to existing driveway access on the north side of 124th. However, the driveway access lies on a severe slope which may impede traffic operations. (Score 3)

Off-site mitigation - No PM peak-hour congestion was identified (after reviewing existing literature and data sources) adjacent to the property but known congestion exists near the I-405/NE 124th interchange area. The *Transportation Impact Analysis: Proctor Willows* (Transpo 2019) identified mitigation for NE 124th Street/Slater Avenue, with a much higher trip generation rate (residential, commercial land uses) than anticipated for the transfer station. Therefore, the transfer station likely would require other off-site mitigation. No other known operational issues were found in Kirkland's comprehensive plan in the immediate vicinity (City of Kirkland 2015). NE 124th Street intersections at either side of the access driveway are signalized, likely not needing improvements to accommodate the site traffic. (Score 4)

Site C. 7024 116th Avenue NE, Kirkland. Driveway access - 116th Avenue NE is a 35-mph roadway classified as a major collector. Appropriate left turn lanes exist in the vicinity of driveway access

points. Nearby intersections are within 500 feet of the access driveways which could complicate further stop control improvements, but some access points are within already signalized intersections. (Score 5)

Off-site mitigation - One intersection at south end of the access collector is stop-controlled, while the north intersection is signalized. No issues are known with the current site use. Traffic may increase over the current site uses, but likely not to the extent that the south intersections would require signalization (to be confirmed with additional analyses). No PM peak-hour congestion was identified (after reviewing existing literature and data sources) . No known operational issues were found in Kirkland's comprehensive plan (City of Kirkland 2015). (Score 4)

Site D. 11724 NE 60th Street, Kirkland. Driveway access - The site is accessed off NE 60th Street. The existing site access includes channelization improvements at the driveways. Nearby intersections are within 500 feet of the access driveways that could complicate channelization or stop control improvements at the driveways if additional improvements are required. (Score 4.5)

Off-site mitigation - Intersections at the end of the access collector are stop-controlled but are not known issues with the current site uses. No PM peak-hour congestion was identified (after reviewing existing literature and data sources) . No known operational issues were found in Kirkland's comprehensive plan (City of Kirkland 2015). The score reflects the potential for operational issues at the stop-controlled intersections providing access to the NE 60th Street corridor. (Score 3.5)

Site E. 15801 Woodinville-Redmond Road, Woodinville. Driveway access - Redmond-Woodinville Road NE is a 45-mph principal arterial. Providing access would require turn pockets to remove traffic from the higher speed through traffic. Nearby intersections complicate access with multiple existing driveways and turn lanes adjacent to the access road. (Score 2)

Off-site mitigation – No PM peak-hour congestion was identified (after reviewing existing literature and data sources) . No known operational issues were found in the Woodinville's comprehensive plan (City of Woodinville 2015) in the immediate vicinity. Redmond-Woodinville Road NE is accessed via signalized intersections, likely not needing improvements to accommodate the site traffic. Two projects in the vicinity (trestle crossing of NE 131st Avenue, and Sammamish Bridge) are unlikely to be impacted by the traffic levels associated with the transfer station, however, given the high risk and cost, they impact the scoring as potential project requiring a mitigation share. (Score 3)

Site F. 15360 Juanita Woodinville Way NE, Bothell. Driveway access – Juanita Woodinville Way NE is a 35-mph minor arterial. Providing access would require turn pockets to remove traffic from the higher speed through traffic. 112th Avenue NE as well as Brickyard Road Park-and-Ride both have access intersections along Juanita Woodinville Way NE, and both have the potential to be within 500 feet of future proposed access which can complicate driveway access. (Score 3.5)

Off-site mitigation - Minimal PM peak-hour congestion was observed identified (after reviewing existing literature and data sources) . However, language in the City of Bothell Waynita/Simonds/Norway Hill Subarea Plan identifies the I-405 interchange as congested. Juanita Woodinville Way NE is accessed via signalized intersections, likely not needing improvements to accommodate the site traffic. (Score 2.5)

F5.2 Distance to freeway/highway/major arterial

Criteria description: Site is within approximately 0.5 mile of a freeway/state highway or a major arterial through appropriately zoned neighborhoods.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. This site is located 2.5 miles from I-405 and 1.5 miles from State Route (SR) 522. The SR 522 route is all along principal arterials. Access from I-405 requires travel on a minor/collector arterial. Both routes also travel through intersections with failing LOS.

Site B. 11811 Willows Road NE, Redmond. This site is located 1.2 miles from I-405. The I-405 route travels through a principal arterial. NE 124th Street is a LOS D Corridor according to the City of Kirkland however NE 124th Street and Slater Avenue is at LOS F.

Site C. 7024 116th Avenue NE, Kirkland. This site is located directly across the street of an I-405 interchange. The route travels a minimal distance on a higher classified road. No notable LOS issues are in the area.

Site D. 11724 NE 60th Street, Kirkland. This site is located 0.5 mile from I-405. However, the route travels entirely on collectors and is located within a residential neighborhood. No notable LOS issues are in the area.

Site E. 15801 Woodinville-Redmond Road, Woodinville. This site is located 2.5 miles from I-405 and 1.5 miles from SR-522. The SR 522 route is all along principal arterials. Access from I-405 requires travel on a minor/collector arterial. Both routes also travel through intersections with failing LOS.

Site F. 15360 Juanita Woodinville Way NE, Bothell. Site is located 0.25 mile from I-405. The route travels a minimal distance on a minor arterial. Juanita Woodinville Way NE is an LOS C corridor and while both intersections along the path to the regional corridor are of passing LOS, the intersection NE 160th Street and 116th Avenue NE is LOS F.

F6. Cost and Utilities

F6.1 Utilities are readily accessible

Criteria description: Utilities are readily accessible.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. This site is within a business park development environment. Because new RTS operational utility demands are compared to existing King County SWD RTS utility demands, appropriately sized utilities or utilities that appear to be upgradable are either on site or located in public right of ways adjacent to the site. Additionally, both power and gas utilities for the site are available through a single provider, Puget Power. Regarding current stormwater system permitting In King County, on-site filtration or water treatment will be required.

Site B. 11811 Willows Road NE, Redmond. This site, although undeveloped itself, is within a business park development environment. Because new RTS operational utility demands are compared to existing King County SWD RTS utility demands, appropriately sized utilities or utilities that appear to be upgradable are located in public right of ways adjacent to the site. Additionally, both power and gas utilities for the site are available through a single provider: Puget Power. Regarding current stormwater system permitting In King County, on-site filtration or water treatment will be required.

Site C. 7024 116th Avenue NE, Kirkland. This site is within a structured urban residential environment. Because new RTS operational utility demands are compared to existing King County SWD RTS utility demands, appropriately sized utilities or utilities that appear to be upgradable are either on site or located in public arterial right of ways adjacent to the site on two sides. Additionally, both power and gas utilities for the site are available through a single provider: Puget Power. Regarding current stormwater system permitting In King County, on-site filtration or water treatment will be required.

Site D. 11724 NE 60th Street, Kirkland. This site is within a structured urban residential environment. Because new RTS operational utility demands are compared to existing King County SWD RTS utility demands (like Houghton RTS's), appropriately sized utilities or utilities that appear to be upgradable are either on site or located in the public arterial right of way adjacent to the site. Additionally, both power and gas utilities for the site are available through a single provider: Puget Power. Regarding current stormwater system permitting In King County, on-site filtration or water treatment will be required.

Site E. 15801 Woodinville-Redmond Road, Woodinville. The new RTS operational utility demands are compared with existing King County SWD RTS utility demands, appropriately sized utilities or utilities that appear to be upgradable are either on site or located in public right of ways adjacent to the site. Additionally, both power and gas utilities for the site are available through a single provider, Puget Power. Regarding current stormwater system permitting In King County, on-site filtration or water treatment will be required.

Site F. 15360 Juanita- Woodinville Way NE, Bothell. This site is between a structured urban environment with low to moderate residential density on the west side of the four-lane Juanita Woodinville Way NE that delineates its western boundary and I-405 on the east. The King County Metro Brickyard Road Park-and-Ride is located at the north terminus of the property with direct access to I-405 in both directions. Water, sewer, power and communications are strung along Juanita Woodinville Way with utility access on both sides. Because the new RTS operational utility demands were compared to existing King County SWD RTS utility demands (like Houghton RTS's), appropriately sized utilities or utilities that appear to be upgradable are located in the public arterial right of way adjacent to the site. Both power and gas utilities for the site are available through a single provider: Puget Power. Regarding current stormwater system permitting in King County, on-site filtration or water treatment will be required.

F6.2 Cost is within project budget

Criteria description: Site cost is within budget for the project.

F6.2.1 Site Acquisition

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. The two properties combined are 13.6 acres however the cost to acquire will be over $30 million, of which $19.5 million consists of improvements that would need to be completely or mostly demolished.

Site B. 11811 Willows Road NE, Redmond. The site was purchased by Quadrant Corporation on August 5, 2019 for $23,300,000. Current site plan is for 174 Townhomes and they are seeking permit approval on 87. Because of the added work and effort expended since the site was purchased, the cost to acquire will be higher.

Site C. 7024 116th Avenue NE, Kirkland. This site is currently owned by King County Transit and has an assessed value of $2,949,100. No building demolition or relocation would be required.

Site D. 11724 NE 60th Street, Kirkland. The assessed value of the 25.4-acre site is $8,060,100 and the site is owned by King County.

Site E. 15801 Woodinville-Redmond Road, Woodinville. The assessed value of the 12.86-acre site is $11,052,000. The six parcels that make this site have five different owners. Two parcels that make up half the site are completely vacant. The other four parcels that make up the other half of the site have some minor structures and are used for business operations on a daily basis. These will all require some business relocation cost.

Site F. 15360 Juanita Woodinville Way NE, Bothell. The assessed value for the 18.23 acres is $6,352,700. The property is vacant land except for a small portion that is paved and being used for the park-and-ride. Property is owned by WSDOT.

F6.2.2 Site Development Cost

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. This site has a viable warehouse structure that is in good condition which offers economic value for that use (this is reflected in the

purchase price per Criterion F6.2.1 above). However, this structure will have very limited value for adaptive reuse since key characteristics would limit use as a transfer station. This includes column spacing, clear height limits, and slab design capacity for heavy vehicles and front-end loader abuse. Since demolition and a rebuild for a loadout tunnel would also be required, significant demolition is likely.

This building has been reviewed for reuse to capture embodied carbon and limit construction waste. Conceptually, a design goal likely will be to save a portion of the building, possibly the northerly 25,000 to 30,000 square-foot area, which could be adapted for public recycling drop-off and a household hazardous waste. Also, preserving the east wall facing the public road will be investigated. If feasible, this will require temporary bracing and impacts to new construction and contractor operations. So, although a portion of the building could be preserved, costs will be needed to perform that work and adapt the existing structure that will likely offset the savings. Also, costs associated with tenant relocation would have to be considered (see Criterion F2.2).

Site B. 11811 Willows Road NE, Redmond. This site has completed a master plan process for a proposed multifamily residential project. Without any structures to demolish, grading could commence immediately. The site likely could be terraced for several building pad areas; potential grading earth export may be required. Retaining walls may be mechanically stabilized earth vs cast-in-place concrete. These mechanically stabilized earth walls may be combined, with graded slopes for economy. However, KPFF Consulting Engineers (2021) notes a zoning requirement of maximum 8-foot-high retaining walls. Limiting retaining walls to 8 feet would require “steps” or “tiers” to provide the elevation difference needed between floors and would result in more horizontal area needed to step the site for accommodation of the two levels. This would add to site development costs, require use of more site acreage, and perhaps make it more difficult to work around the site’s environmental constraints.

Site C. 7024 116th Avenue NE, Kirkland. To optimize the limited land area, extensive use of vertical cast-in-place concrete retaining walls are assumed for the lower loadout level. The smaller site will prompt the consideration of more under floor trailer parking (also known as SPU North) which requires a higher cost structure. Proximity to residences will require some sound and view mitigation which translates to costs (vs Sites A and B, which are surrounded by businesses). WSDOT input would be required to ascertain viable purchasing. Possible assistance with relocation of the facility could result in added costs.

Site D. 11724 NE 60th Street, Kirkland. Consideration of project phasing to accommodate current operations will be needed. This may require relocated hauling services with related costs for those services. Phasing may require initial phase structures designed for temporary use that otherwise would not be required. As an example, the construction of a new public self-haul/recycling building would not require 30-foot clearance height for collection truck tipping or a floor slab design for heavy vehicle loads. But with phasing it may need to serve packer truck tipping on an interim basis; the 30-foot clearance height and heavy-duty slab design adds cost unrelated to future light duty use. Phasing and maintaining operations may require use of temporary structures that are removed later (that is, additional costs).

As a landfill site, some structures will require membrane, venting and gas monitoring (that is, related cost impacts). For foundations, depth of landfill material would be assessed for feasibility of removal vs piles (to bearing depth). The potential for settlement is greater requiring structural and access accommodation. Proximity to residences will require some mitigation which translates to costs (vs Sites A and B, which are surrounded by businesses).

Site E. 15801 Woodinville-Redmond Road, Woodinville. Site grades would allow lower area elevation for truck and compactor loading/maneuvering, so excavation would be reduced in development. The grades, if kept similar to current, would also result in less retaining walls, although some retaining walls may be needed to raise traffic lanes to upper elevation at rear of site. Engineered fill will be needed under building and traffic aisles, which could be costly depending on quantity, location and distance. Proximity to residences will require some mitigation which translates to costs. Materials would not be different from SCRTS project but could be more expensive due to fluctuating

market values. Material costs are more of a function of timing and industry supply and demand, which is difficult to target.

Site F. 15360 Juanita Woodinville Way NE, Bothell. To optimize the limited land area, extensive use of vertical cast-in-place concrete retaining walls are assumed for the lower loadout level. The smaller site will prompt the consideration of more under floor trailer parking (also known as SPU North) which requires a higher cost structure. Retaining walls will be needed along I-405 to maintain the lower-level truck maneuvering. Retaining wall between the park-and-ride and facility will be needed due to 15- to 20-foot elevation change. Retaining walls will be needed between the scale complex and building due to sloped queueing from the entry elevation to the facility elevation.

F6.3 Ability to acquire or purchase

Criteria description: Site can be confidently acquired or purchased.

Site A. 16111 Woodinville-Redmond Road NE, Woodinville. The owner of the business and the property both have Winsome in the name, but they are different companies. The owner is local, so the County likely could acquire the site and relocate the business to a suitable location. On Northwest Utilities, the owner of business and property are the same. The owner is local, and the County likely could acquire and relocate the business to a suitable location.

Site B. 11811 Willows Road NE, Redmond. Quadrant Corporation is in the business to buy, develop, and sell, so they likely are a willing seller. The unknown is whether they, at a point down the road in their development, would see a bigger return in a reasonable amount of time they may not want to sell unless they received a premium.

Site C. 7024 116th Avenue NE, Kirkland. King County Transit owns the site, so King County SWD would need to purchase the site from it. Based on an initial discussion with King County SWD staff, King County Metro has indicated that the property is highly underutilized, and they would probably want only 30 to 40 spaces to retain use as a park-and-ride lot, and that Metro is not “banking” the property for future use thus they could probably declare the property as surplus.

Site D. 11724 NE 60th Street, Kirkland. Owned by King County SWD. Depending on the layout, two of the baseball fields may be impacted. However, additional land is further to the north on this parcel that may be able to accommodate relocating the fields and required parking.

Site E. 15801 Woodinville-Redmond Road, Woodinville. Six tax parcels will need to be acquired. The two vacant parcels are owned by ASKO Processing LLC since 1985, and the owner is local to King County area. On Northwest Utilities and the other three parcels the owners are local, and the County likely could acquire and relocate each business to a suitable location.

Site F. 15360 Juanita Woodinville Way NE, Bothell. WSDOT owns the property and acquired it in an exchange with King County in 2009. King County currently uses a small portion for this parcel for its park-and-ride along with an additional property to the north. WSDOT may be willing to sell property depending on the possible future plans if any for the property. Property is vacant so no relocation required.

Notes:

Acronyms and Abbreviations

AgD	Alderwood gravelly sandy loam
BMC	Bothell Municipal Code
CARA	critical aquifer recharge area
CDC	Center for Disease Control
DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
FEMA	Federal Emergency Management Agency
GIS	geographic information system
ILFI	International Living Future Institute
KZC	Kirkland Zoning Code
KPFF	KPFF Consulting Engineers\
LBC	Living Building Challenge
LLC	limited liability company
LOS	level of service
MRW	Medium Risk Waste
MTCA	Model Toxics Control Act
N/A	not applicable
NB	Neighborhood Business
NE	northeast
NEHRP	National Earthquake Hazard Reduction Program
NERTS	Northeast Recycling and Transfer Station
NFA	No Further Action
NRCS	Natural Resources Conservation Service
OHWM	ordinary high water mark
OP	Office-Professional
PM	post meridiem
PM2.5	particulate matter less than 2.5 microns in diameter
PPP	Public Private Partnership
R-AC	Residential-Activity Center
RMC	Redmond Municipal Code
ROW	right-of-way
RTS	recycling and transfer station
RZC	Redmond Zoning Code
SAO	sensitive areas ordinance
SCRTS	South County Recycling and Transfer Station
SCS	Soil Conservation Service
SPU	Seattle Public Utilities
SR	State Route
SVI	Social Vulnerability Index
SWD	Solid Waste Division
USDA	United States Department of Agriculture
WA	Washington Route or Washington
WDFW	Washington Station Department of Fish and Wildlife
WMC	Woodinville Municipal Code
WSDOT	Washington State Department of Transportation

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Appendix D
Focused Site Screening Project Goal Alignment and Certification Potential

Appendix D. Focused Site Screening Project Goal Alignment and Certification Potential

D.1 Site A: 16111 Woodinville-Redmond Road NE, Woodinville

D.1.1 Summary

Site A supports the overwhelming majority of the site-related King County Northeast Recycling and Transfer Station (NERTS) project-specific goals, with the exception of transit footprint reduction. The site has good proximity to a variety of uses, open space, and non-vehicular paths. It has the potential to reduce operational carbon with available renewable energy sources and reduce embodied carbon through partial reuse of the existing warehouse building. It has been indicated that the existing tenant, Winsome Trading, would prefer to remain on site, which would be a better embodied carbon outcome for the site and also support a positive equity and social justice (ESJ) outcome. Another challenge with the site is the lack of access to public transit. Site-specific factors do not pose a substantial challenge for obtaining any of the certification pathway options.

D.1.2 King County NERTS Goals (site-related/specific requirements)

- **Site and Place Goals**
  - **Chose a Previously Developed Site:** [Yes] The site has been fully developed with a warehouse and extensive parking lot.
  - **Allow for Future Expansion and Flexibility:** [Yes] Future expansion is limited on the east and west sides by an undeveloped forest (west) and an important road (east). To the north and south, there is a potential to expand into similar sites.
  - **Select a Site with 100% Solar Access:** [Yes] The site has full solar access.
  - **Restore Native Habitat:** [Yes] There is the potential to introduce native plantings along edges of site, especially along western edge near abandoned train tracks.
  - **Reduce Transportation Footprint:** [No] There is currently no mass transit to the site. The only alternative transit available is for cyclists.
  - **Promote Bike/Pedestrian Access:** [Yes] There is an extensive bike network, including a bike lane on Redmond Woodinville Road, as well as a bike path in the greenspace and powerline utility easement to the southwest of the property.
- **Water Goals**
  - **Manage 100% Stormwater on Site:** [Yes] Good overall stormwater infiltration potential based on area soil. Removal of existing pervious surfaces would be required to support 100% stormwater management on site.
  - **Meet County Clean Water and Healthy Habitats Requirements:** [Yes] Potential adjacent stormwater impacts are likely minimal based on uphill green space and the area's highly pervious soil type.
- **Energy Goals**
  - **Provide 100% Renewable Energy on Site:** [Yes] Site has full solar access and there is good potential for a ground source heat exchange.
- **Materials Goals**
  - **Reduce Embodied Carbon by 20%:** [Yes] The warehouse building has been evaluated for potential reuse and there is high confidence that a portion of the warehouse could be reused, including the concrete tilt-up panels. This would easily support the project-specific embodied

carbon reduction goals. However, if the existing tenant were to remain in the warehouse, this would be a much better outcome when considering embodied carbon reduction.

- **Workplace Amenities and Sense of Pride Goals**
  - **Provide Direct Connection to Nature:** [Yes] Direct access to forested open space along the west side, with several nearby trails, including the Tolt Pipeline Trail, Sammamish River Trail, and the abandoned rail line that runs directly behind property to west.
- **ESJ**
  - **Provide Community Connections:** [Yes] There is an opportunity to connect with neighbors and establish potential partnerships with Chrysalis High School (across the street), Lake Washington Institute of Technology (4 miles south), University of Washington Bothell (2.5 miles south) Picker's Warehouse of Woodinville (thrift store), and the 21 Acres Center for Local Food and Sustainable Living (non-profit, 1.6 miles away, just across Sammamish River).

D.1.3 Preliminary Reviews for Certification Pathway Options

- **U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Platinum**: Site A appears to have the potential to meet about 20 of the 26 points under the LEED site-related credits evaluated (LEED Platinum requires a minimum of 80 points). Of note, the site is considered a "High Priority Site" because it is located within a Housing and Urban Development (HUD) Difficult Development Area (DDA) zone, it has a diversity of uses nearby, but lacks access to mass transit.
- **USGBC LEED Platinum and Zero Energy**: Site A appears to support the additional LEED Zero Energy site-related credits.
- **USGBC LEED Platinum and Zero Carbon**: Site A appears to hinder the ability to achieve LEED Zero Carbon site-related credits primarily because of the lack of public transit. LEED Zero Carbon can still be achieved through the purchase of additional carbon offsets.
- **International Living Future Institute (ILFI) Zero Energy**: Site A appears to support the site-related targets under ILFI Zero Energy certification. The good solar access and potential for ground source heat exchange lend themselves well to this certification pathway.
- **ILFI Zero Carbon**: Site A appears to support the site related targets under ILFI Zero Carbon certification. The good solar access, potential for ground source heat exchange, and potential reuse of the warehouse building lend themselves well to this certification pathway.
- **ILFI Core Green Building Certification (Core)**: Site A appears to support the site-related targets under ILFI Core certification. The previously developed site with some area for habitat restoration lends itself to the Ecology of Place Imperative. The good solar access, potential for ground source heat exchange, and potential reuse of the warehouse building lend themselves well to the Energy- and Carbon-related requirements under this certification system. Stormwater infiltration potential supports the site water requirements under this certification system.
- **ILFI Living Building Challenge (LBC) Energy Petal**: Site A appears to support the site-related targets under ILFI LBC Energy Petal certification. The good solar access, potential for ground source heat exchange lend, and potential reuse of the warehouse building lend themselves well to the Energy- and Carbon-related requirements under this certification system.
- **ILFI LBC Materials Petal**: Site A appears to support the site-related targets under ILFI LBC Materials Petal certification, which are limited to the Core imperatives (as discussed previously in Section 4). There are no site-specific targets that should affect achievement of LBC Materials Petal certification (note: LBC 4.0 addresses embodied carbon in the Energy Petal).
- **ILFI LBC Water Petal**: Site A appears to generally support the site-related targets under ILFI LBC Water Petal certification. Stormwater is primarily covered under the Core imperatives, while additional infiltration requirements for achieving an on-site water balance are supported by the soil types. Limited available area for water infiltration may necessitate a handprinting pathway approach.

- **ILFI LBC Living**: Site A appears to generally support the site-related targets under ILFI LBC Living certification, which include the requirements of Core, Energy Petal, Materials Petal, Water Petal, and all the Imperatives of the Health and Happiness Petal.

D.2 Site B: Southwest Corner of Willows Road and NE 124th Street, Redmond

D.2.1 Summary

Site B supports a good portion of the site-related King County NERTS project-specific goals. One challenge for this site is that it is not previously developed, appears to be a greenfield, with trees and open areas, and may have critical areas, including a small water tributary. This could pose a challenge to achieving Imperative 01 Ecology of Place a requirement under ILFI Core and LBC. The site also has reduced solar access due to tree cover, and mass transit is not available on the weekends. These site-specific factors may pose some challenges for obtaining some of the certification pathway options.

D.2.2 King County NERTS Goals (site-related/specific requirements)

- **Site and Place Goals**
  - **Chose a Previously Developed Site:** [No] It is not clear if the site is previously developed. Based on initial review it appears to be an undeveloped greenfield site.
  - **Allow for Future Expansion and Flexibility:** [Maybe] The 15.4-acre site has more room for potential expansion and flexibility, but the useable site area could be reduced if critical areas are present.
  - **Select a Site with 100% Solar Access:** [No] The site has 75% solar access due to grades and tree cover. Trees should be protected, but this will reduce the solar potential for the project.
  - **Restore Native Habitat:** [Yes] The site has existing habitat areas that would need to be evaluated to develop an ecological baseline. If the existing habitat is found to be thriving, it will need to be protected under Core and the LBC requirements. There is also potential to connect to a habitat network along a powerline utility easement trail to the southwest; a heavily treed area on eastern portion of site could provide buffer to road and Sammamish Valley Park. The site is adjacent to Sammamish River (about 2,000 feet) to the east.
  - **Reduce Transportation Footprint:** [Yes] The site is accessed by King County Metro lines 244 and 930.
  - **Promote Bike/Pedestrian Access:** [Yes] Willows Road and NE 124th Street have dedicated bike lanes.
- **Water Goals**
  - **Manage 100% Stormwater on Site:** [Yes] The site appears to have good overall stormwater infiltration potential to support the goal of 100% infiltration on site.
  - **Meet County Clean Water and Healthy Habitats Requirements:** [Yes] The site will require protection of the lowest portions of the site at eastern edge of the property. The sloping site provides an opportunity for terracing to slow down runoff and the apparent soil types support a moderate infiltration rate. Minimal adjacent development should not contribute significantly to offsite stormwater runoff.
- **Energy Goals**
  - **Provide 100% Renewable Energy on Site:** [Maybe] Solar access is reduced by the tall trees to the south and east on moderate slope. The potential for a ground source heat exchange system is supported by the clay soils to depths of 15 feet. Also, moderately well drained soils and water table depth of 50 to 100 feet (based on nearby wells) with gravel and gravely sand soils starting at 15-foot depths support well type ground source heat exchange.

- **Materials Goals**
  - **Reduce Embodied Carbon by 20%:** [No] The site does not have any structures with the potential for reuse and therefore does not support embodied carbon reduction. However, this target can be achieved through design optimization and material specification.
- **Workplace Amenities and Sense of Pride Goals**
  - **Provide Direct Connection to Nature:** [Yes] Site appears to contain a creek bordered by trees. To the south, there is a green corridor leading to a path through a natural area along the powerlines.
- **ESJ**
  - **Provide Community Connections:** [Yes] Site is within 0.25 to 0.5 mile of a number of potential community partners, including the Lake Washington Institute of Technology, Cedar Grove Composting (Willows Road and 124th Street), Recycle Systems LLC, and Willows Preparatory School.

D.2.3 Preliminary Reviews for Certification Pathway Options

- **USGBC LEED Platinum**: Site B appears to have the potential to meet about 19 of the 26 points under the LEED site-related credits evaluated (LEED Platinum requires a minimum of 80 Points). Of note, the site may not achieve the Sensitive Land Protection credit if critical areas are impacted. The is considered a “High Priority Site” because it is located within a HUD DDA zone, it has a diversity of uses nearby, and has good access to weekday mass transit; however, weekend service is a requirements for the Access to Quality Transit.
- **USGBC LEED Platinum and Zero Energy**: Site B appears to support the additional LEED Zero Energy site-related credits since offsite renewable energy can help achieve this certification.
- **USGBC LEED Platinum and Zero Carbon**: Site B appears to hinder the ability to achieve LEED Zero Carbon site-related credits primarily because of the public transit being limited to the weekdays. LEED Zero Carbon can still be achieved through the purchase of additional carbon offsets.
- **ILFI Zero Energy**: Site B appears to provide some support the site-related targets under ILFI Zero Energy certification. The reduced solar access from the trees on site may impact the potential for rooftop solar depending on the site layout; however, the potential for ground source heat exchange supports this certification pathway.
- **ILFI Zero Carbon**: Site B appears to support the site-related targets under ILFI Zero Carbon certification. The reduced solar access can be overcome through offsite renewable energy and the potential for ground source heat exchange lend themselves well to this certification pathway.
- **ILFI Core**: Site B may pose challenges for achieving the site-related targets under ILFI Core certification. The potential for critical areas on site may complicate the habitat restoration requirements under the Ecology of Place Imperative. The good potential for ground source heat exchange supports the energy related requirements under this certification system. Stormwater infiltration potential of the soils and larger site area supports the site water requirements under this certification system.
- **ILFI LBC Energy Petal**: Site B appears to provide some support for the site-related targets under ILFI LBC Energy Petal certification. In addition to the challenges to Core certification (as discussed previously in this section), the reduced solar access from the trees on site may impact the potential for rooftop solar depending on the site layout. The potential for ground source heat exchange supports this certification pathway.
- **ILFI LBC Materials Petal**: Site B appears to provide some support the site related targets under ILFI LBC Materials Petal certification, which are limited to the Core imperatives (as discussed previously in this section). There are no site-specific targets that should affect achievement of LBC Materials Petal certification (note: LBC 4.0 addresses embodied carbon in the Energy Petal).

- **ILFI LBC Water Petal**: Site B appears to generally support the site-related targets under ILFI LBC Water Petal certification, but would need to overcome the challenges listed under Core certification (as discussed previously in this section). Stormwater is primarily covered under the Core imperatives (as discussed previously), while additional infiltration requirements for achieving an on-site water balance are supported by the soil types, the large available area for water infiltration should support this pathway approach.
- **ILFI LBC Living:** Site B appears to generally support the site-related targets under ILFI LBC Living certification, which include the requirements of Core, Energy Petal, Materials Petal, Water Petal, and all the Imperatives of the Health and Happiness Petal.

D.3 Site C: 7024 116th Avenue NE, Kirkland

D.3.1 Summary

Site C supports a good portion of the site-related King County NERTS project-specific goals. The site's small size may impose additional challenges for achieving the potential certification pathways, especially the project's ambitious energy and water targets. However, the fully developed site as a parking lot offers the potential for a compact, multistory design that can greatly reduce the overall environmental footprint for the NERTS project. Planted roofs and offsite renewable energy will likely be necessary to achieve the majority of the certification pathway options.

D.3.2 King County NERTS Goals (site-related/specific requirements)

- **Site and Place Goals**
  - **Chose a Previously Developed Site:** [Yes] The site is almost fully developed as a parking lot.
  - **Allow for Future Expansion and Flexibility:** [No] Future expansion is greatly limited by the small site area and the adjacent properties.
  - **Select a Site with 100% Solar Access:** [Yes] The site has good solar access with some partial shade from tall evergreen trees to the east.
  - **Restore Native Habitat:** [Yes] Given the tight site, there is an opportunity to maintain and improve buffer edges with native plantings and introduce planted roofs to provide additional habitat.
  - **Reduce Transportation Footprint:** [Yes] The existing bus transit station at Houghton Park-and-Ride will need to be relocated; however the area is currently served by King County Metro lines 238, 245, and 277.
  - **Promote Bike/Pedestrian Access:** [Yes] Sidewalks on 116th Place NE and NE 70th Place. Existing site has bike paths along 116th Place NE and NE 70th Place
- **Water Goals**
  - **Manage 100% Stormwater on Site:** [No] Limited area and almost entirely impervious surfaces reduces potential for 100% on-site stormwater infiltration using natural stormwater best management practices (BMPs). However, sandy well-drained soils could support some natural stormwater infiltration in combination with stormwater retention.
  - **Meet County Clean Water and Healthy Habitats Requirements:** [Yes] Stormwater management is supported by the sandy soil type; however, the limited area reduces potential for on-site infiltration. Need to integrate stormwater BMPs to minimize downslope impacts on neighboring residential properties near the transfer station site. Replace impervious surface with pervious where allowed.
- **Energy Goals**
  - **Provide 100% Renewable Energy on Site:** [Yes] The site has good solar access with some partial shade from tall evergreen trees to the east of the Park-and-Ride site. Reduced site area

reduces potential for ground source heat pump. Sandy soils (well drained) to depths of 25 feet or more reduce the potential of horizontal ground source heat exchange, but a water table depth of 50 to 100 feet (based on nearby wells) supports well-type ground source heat exchange. Depending on geotechnical conditions, consider combined structural screwpiles/ground source heat exchange system.

- **Materials Goals**
  - **Reduce Embodied Carbon by 20%:** [No] The site does not have any structures with the potential for reuse and therefore does not support embodied carbon reduction. However, this target can be achieved through design optimization and material specification.
- **Workplace Amenities and Sense of Pride Goals**
  - **Provide Direct Connection to Nature:** [No] Limited/no connection to nature and amenities. A compact site and building design that integrates amenities such as planted roofs could be considered (similar to Seattle North Transfer Station, for example).
- **ESJ Goals**
  - **Provide Community Connections:** [Yes] Site is within 0.25 mile of a number of potential community partners, including the Benjamin Franklin Elementary School, Lake Washington High, International Community School, and Northwest University.

D.3.3 Preliminary Reviews for Certification Pathway Options

- **USGBC LEED Platinum**: Site C appears to have the potential to meet about 18 of the 26 points under the LEED site-related credits evaluated (LEED Platinum requires a minimum of 80 Points). Of note, the site is characterized by a lack of connectivity to a variety of amenities; the constrained site would likely need to include planted roofs to meet several of the requirements**.** The site is considered a “High Priority Site” because it is located within a HUD DDA zone and currently has access to a number of mass transit routes.
- **USGBC LEED Platinum and Zero Energy**: Site C appears to support the additional LEED Zero Energy site-related credits even with the limited site area because offsite renewable energy can help achieve this certification.
- **USGBC LEED Platinum and Zero Carbon**: Site C appears to support the additional LEED Zero Carbon site-related credits primarily from the access to public transit.
- **ILFI Zero Energy**: Site 12 appears to somewhat support the site-related targets under ILFI Zero Energy certification. There is good solar access, but limited potential for ground source heat exchange. Given the limited site area, offsite renewable energy will likely be necessary.
- **ILFI Zero Carbon**: Site 12 appears to support the site-related targets under ILFI Zero Carbon certification. There is good solar access, but limited potential for ground source heat exchange. Embodied carbon reductions will need to be implemented as part of the design and materials specifications.
- **ILFI Core**: Site C appears to somewhat support the site-related targets under ILFI Core certification. The previously developed site with limited existing habitat and the potential for planted roof habitat lends itself to the Ecology of Place Imperative. The sandy soils support good stormwater infiltration potential, but the limited site area will likely pose a challenge and necessitate a planted roof to achieve the stormwater requirements under this certification system. Embodied carbon reductions will need to be implemented as part of the design and materials specifications.
- **ILFI LBC Energy Petal**: Site C appears to support the site-related targets under ILFI LBC Energy Petal certification. Given the limited site area offsite renewable energy will likely be necessary, however the compact building and planted roof areas will reduce the required size and first costs of the rooftop solar photovoltaic array.
- **ILFI LBC Materials Petal**: Site C appears to support the site-related targets under ILFI LBC Materials Petal certification, which are limited to the Core imperatives (as discussed previously in this section).

There are no site-specific targets that should affect achievement of LBC Materials Petal certification (note: LBC 4.0 addresses embodied carbon in the Energy Petal).

- **ILFI LBC Water Petal**: Site C appears to generally support the site-related targets under ILFI LBC Water Petal certification. Stormwater is primarily covered under the Core imperatives (as discussed previously in this section), while additional infiltration requirements for achieving an on-site water balance are supported by the soil types, the greatly limited site area for water infiltration may necessitate a handprinting pathway approach.
- **ILFI LBC Living**: Site C appears to generally support the site-related targets under ILFI LBC Living certification, which include the requirements of Core, Energy Petal, Materials Petal, Water Petal, and all the Imperatives of the Health and Happiness Petal.

D.4 Site D: 11724 NE 60th Street, Kirkland

D.4.1 Summary

Site D supports the majority of the site-related criteria necessary for achieving the King County NERTS project-specific goals. The large site supports future flexibility, opportunities for habitat restoration, open space, and renewable energy production; however, there is limited access to local amenities. The site is currently used as a park and public open space. Replacing that amenity will have a negative ESJ impact on the community. Building on an existing landfill also has environmental and structural challenges.

D.4.2 King County NERTS Goals (site-related/specific requirements)

- **Site and Place Goals**
  - **Chose a Previously Developed Site:** [Yes] Previous landfill site is now public open space including athletic fields.
  - **Allow for Future Expansion and Flexibility:** [Yes] The large site supports future expansion on site.
  - **Select a Site with 100% Solar Access:** [Yes] Good solar access with some tall evergreen trees to the west on moderate slope and a few evergreen trees to south and east.
  - **Restore Native Habitat:** [Yes] There is an opportunity to maintain and improve buffer along east and west edge with native plantings. Bridle Trails State Park to the south of the property boundary represents an opportunity to support habitat restoration.
  - **Reduce Transportation Footprint:** [Somewhat] There is a bus transit station at Houghton Park-and-Ride. Site is accessible by King County Metro lines 238, 245, and 277. Access to this bus stop depends on site layout.
  - **Promote Bike/Pedestrian Access:** [Yes] Sidewalk on NE 60th Street. Pedestrian bridge over Interstate 405. Existing site has bike paths along perimeter that connect to residential neighborhood. Bike lane along 116th Place NE.
- **Water Goals**
  - **Manage 100% Stormwater on Site:** [Maybe] Good potential for 100% on-site stormwater infiltration. Group B soils with moderate infiltration rate when thoroughly wet. Existing landfill will limit ability to infiltrate stormwater on site.
  - **Meet County Clean Water and Healthy Habitats Requirements:** [Maybe] Minimal stormwater impact potential given soil type. Need to integrate stormwater BMPs to minimize downslope impacts on neighboring residential properties. Existing landfill will limit ability to infiltrate stormwater on site.
- **Energy Goals**
  - **Provide 100% Renewable Energy on Site:** [Yes] Good solar access with some tall evergreen trees to the west on moderate slope and a few evergreen trees to south and east. Sandy soils

(well drained) to depths of 25 feet or more reduce the potential of horizontal ground source heat exchange, with water table depth of 50 to 100 feet (based on nearby wells) supporting well-type ground source heat exchange.

- **Materials Goals**
  - **Reduce Embodied Carbon by 20%:** [Maybe] The site includes the existing recycling and transfer station structures, but they have not been evaluated for reuse. Reuse of these structures, if possible, would reduce the project's embodied carbon. This target can also be achieved through design optimization and material specification.
- **Workplace Amenities and Sense of Pride Goals**
  - **Provide Direct Connection to Nature:** [Yes] The site is bordered to the south by the Bridle Trails State Park.
- **ESJ Goals**
  - **Provide Community Connections:** [Yes] The site is within 0.25 mile of several potential community educational partners, including the Benjamin Franklin Elementary School, Lake Washington High, International Community School, and Northwest University.

D.4.3 Preliminary Reviews for Certification Pathway Options

- **USGBC LEED Platinum**: Site D appears to have the potential to meet about 22 of the 26 points under the LEED site-related credits evaluated (LEED Platinum requires a minimum of 80 Points). Of note, the site is considered a "High Priority Site" because it is located within a HUD DDA zone and has good potential access to mass transit at the Park-and-Ride site to the north. It is not considered sensitive land and has somewhat limited uses nearby.
- **USGBC LEED Platinum and Zero Energy**: Site D appears to support the additional LEED Zero Energy site-related credits with good solar access. The potential for ground source heat exchange on an existing landfill site will need to be explored.
- **USGBC LEED Platinum and Zero Carbon**: Site D appears to generally support the ability to achieve LEED Zero Carbon site-related credits with public transit at the Park-and-Ride.
- **ILFI Zero Energy**: Site D appears to support the site-related targets under ILFI Zero Energy certification. The good solar access will support on-site renewable energy, however the potential for ground source heat exchange on an existing landfill site will need to be explored.
- **ILFI Zero Carbon**: Site D appears to support the site-related targets under ILFI Zero Carbon certification. The existing recycling and transfer station buildings may support embodied carbon requirements.
- **ILFI Core**: Site D appears to support the ability to achieve the site-related targets under ILFI Core certification. The existing landfill site offers the potential for habitat restoration under the Ecology of Place Imperative. Stormwater infiltration potential may be limited by the existing landfill; however the large site area supports the site stormwater requirements under this certification system.
- **ILFI LBC Energy Petal**: Site D appears to provide some support for the site-related targets under ILFI LBC Energy Petal certification. The large site and good solar access supports the potential for rooftop solar. The potential for ground source heat exchange on an existing landfill site will need to be explored.
- **ILFI LBC Materials Petal**: Site D appears to support the site-related targets under ILFI LBC Materials Petal certification, which are limited to the Core imperatives (as discussed previously in this section). There are no site-specific targets that should affect achievement of LBC Materials Petal certification (note: LBC 4.0 addresses embodied carbon in the Energy Petal).
- **ILFI LBC Water Petal**: Site D appears to generally support the site-related targets under ILFI LBC Water Petal certification, but would need to overcome the challenges listed under Core certification (as discussed previously in this section). Stormwater is primarily covered under the Core imperatives

(as discussed previously), the additional infiltration requirements for achieving an on-site water balance could potentially be challenged by the existing landfill.

- **ILFI LBC Living**: Site D appears to generally support the site-related targets under ILFI LBC Living certification, which include the requirements of Core, Energy Petal, Materials Petal, Water Petal, and all the Imperatives of the Health and Happiness Petal.

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