3.9 Land and Shoreline Use

This section describes the affected environment in the study area, including land and shoreline uses, zoning, and land use plans and policies, and compares potential impacts from implementation of the action alternatives and the No Action Alternative.

This environmental review determined that there would be no significant unavoidable adverse impacts to land and shoreline use during construction or operation of any of the alternatives.

3.9.1 Regulatory Context

Identification of land and shoreline use impacts requires consideration of the policy framework regulating land use and shoreline use in the study areas. The policy framework flows from the State of Washington Growth Management Act (GMA), the Puget Sound Regional Council (PSRC) Multi-County Planning Policies (MPPs), King County's Countywide Panning Policies (CPPs) and King County Comprehensive Plan, which set the general framework for the siting of essential public facilities, and the cities of Kirkland and Woodinville's Comprehensive Plan, Shoreline Master Plan, and zoning and development regulations, including localized overlay districts.

3.9.1.1 Growth Management Act

To manage population growth in Washington state, the State Legislature passed the GMA in 1990. The GMA directed the state's most populous and fastest-growing counties and their cities to prepare and periodically update comprehensive land use plans that anticipate growth over a 20-year horizon and to direct development to designated urban areas and away from rural areas.

- GMA requires local governments to manage growth primarily by designating urban growth areas (UGAs), preparing comprehensive plans, and implementing them through capital investments and development regulations (zoning).
- Local comprehensive plans must provide land use capacity to accommodate growth that is projected for 20 years.
- Cities in King County must demonstrate sufficient zoned capacity for housing and employment growth. including the accommodation of, as appropriate, the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth.
- Within the UGAs, adequate infrastructure (transportation, water, sewer, solid waste handling and other urban services) must be provided to achieve population and employment targets established by the region and in local comprehensive plans.
- The GMA requires the comprehensive plans of local jurisdictions to both plan for, and not preclude, the siting of essential public facilities, stating that:

> *The comprehensive plan of each [GMA] county and city shall include a process for identifying and siting essential public facilities [which] include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in Revised Code of Washington (RCW)*

> *47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities […] No local comprehensive plan or development regulation may preclude the siting of essential public facilities (RCW 36.70A.200(1) and (5)).*

Consistent with the GMA, King County and the cities of Kirkland and Woodinville prepare updates to their comprehensive plans to accommodate new 20-year growth projections every eight years and have an annual process to amend the plan between major updates. The GMA establishes planning requirements and procedures including mandating elements of a comprehensive plan that counties and cities must address.

The GMA addresses what are termed “essential public facilities” in RCW 36.70A.200, which states in subsection (1): “The comprehensive plan of each county and city that is planning under RCW 36.70A.040 shall include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.”

Essential public facilities are codified in state regulation in WAC 365-196, where a “solid waste handling facility” is defined as an essential public facility in WAC 365-195-550 (1)(d)(vii) and WAC 365-196-210 (34). The new NERTS facility will meet the definition of an essential public facility under these sections of the WAC. Essential public facilities are also granted regional importance under state law, including WAC 365-196-550 (3) Preclusion of essential public facilities, which states:

(a) Cities and counties may not use their comprehensive plan or development regulations to preclude the siting of essential public facilities. Comprehensive plan provisions or development regulations preclude the siting of an essential public facility if their combined effects would make the siting of an essential public facility impossible or impracticable.

(i) Siting of an essential public facility is "impracticable" if it is incapable of being performed or accomplished by the means employed or at command.

(ii) Impracticability may also include restrictive zoning; comprehensive plan policies directing opposition to a regional decision; or the imposition of unreasonable conditions or requirements.

(iii) Limitations on essential public facilities such as capacity limits; internal staffing requirements; resident eligibility restrictions; internal security plan requirements; and provisions to demonstrate need may be considered preclusive in some circumstances.

(b) A local jurisdiction may not include criteria in its land use approval process which would allow the essential public facility to be denied but may impose reasonable permitting requirements and require mitigation of the essential public facility's adverse effects.

3.9.1.2 Puget Sound Regional Council VISION 2050

The Puget Sound Regional Council (PSRC) is comprised of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies, and Tribal governments within the region. PSRC develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish, and Kitsap counties.

The GMA requires multi-county planning policies (MPPs) and cities and counties planning under GMA must develop comprehensive plan policies consistent with the MPPs. MPPs for King, Pierce, Snohomish, and Kitsap are adopted by PSRC in a long-range plan called VISION 2050, the region's plan for growth, and are reflected in the King County Countywide Planning Policies and the King County Comprehensive Plan and those of local King County jurisdictions including the cities of Kirkland and Woodinville. By 2050, the region's population is expected to reach 5.8 million people. (PSRC 2020)

VISION 2050'S MPPs acknowledge that as the region grows, public services will need to continue to adjust and evolve to meet the region's changing needs, and that new or expanded public services and infrastructure are needed to support new development. MPP policies related to the siting of public capital facilities include:

> MPP-PS-1. Protect and enhance the environment and public health and safety when providing services and facilities.
>
> MPP-PS-4. Promote demand management and the conservation of services and facilities prior to developing new facilities.
>
> MPP-PS-8. Develop conservation measures to reduce solid waste and increase recycling.
>
> MPP-PS-20. Consider climate change, economic, and health impacts when siting and building essential public services and facilities.
>
> MPP-PS-29. Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives. (PSRC 2020)

3.9.1.3 King County Countywide Planning Policies

The King County Countywide Planning Policies (CPPs) establish the vision and framework for the County and its cities to incorporate into their comprehensive plans. The 2021 King County CPPs do not provide any specific direction for the siting of essential public facilities but do provide general direction that siting or expanding essential public facilities or facilities of regional importance shall use "a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies" (King County Countywide Planning Policy PF-24). In December of 2021, the King County Council approved new CPPs, and the updated policies are consistent with PSRC's newly adopted VISION 2050.

3.9.1.4 King County Comprehensive Plan

The King County Comprehensive Plan (KC Comp Plan) provides a legal framework for making decisions about land use in unincorporated King County. The Comprehensive Plan also establishes boundaries for urban growth pursuant to the GMA. Portions of the King County Comprehensive Plan that address land use policies pertinent to a solid waste transfer station are described below. Under the definition of essential public facilities within the GMA and consistent with Policy F-229 (below) in the KC Comp Plan, King County recycling and transfer stations are essential public facilities.

Consistent with RCW 36.70A.200 (see Section 3.9.1.1), Chapter 9, Section II, Subsection G of the KC Comp Plan addresses essential public facilities. It states, "The region will work cooperatively to site essential public facilities in an equitable manner. Essential public facilities are defined in the Growth Management Act and include large, usually difficult to site facilities such as prisons, solid waste facilities, wastewater facilities, and airports." Subsection G includes the following policies:

> *"F-226 Proposed new or expansions to existing essential public facilities should be sited consistent with the King County Comprehensive Plan. Listed existing essential public facilities should be preserved and maintained until alternatives or replacements for such facilities can be provided.*
>
> *F-227 King County and neighboring counties, if advantageous to both, should share essential public facilities to increase efficiency of operation. Efficiency of operation should take into account the overall value of the essential public facility to the region and the county and the extent to which, if properly mitigated, expansion of an existing essential public facility located in the county might be more economical and environmentally sound.*
>
> *F-228 King County should strive to site essential public facilities equitably so that no racial, cultural, or socio-economic group is unduly impacted by essential public facility siting or expansion decisions. No single community should absorb an inequitable share of these facilities and their impacts. An assessment of existing facilities should be conducted when siting new facilities. Siting will consider equity, environmental justice, and environmental, economic, technical and service area factors. Communities with a disproportionate share of existing facilities should be actively engaged in the planning and siting process for new facilities. The net impact of siting new essential public facilities should be weighed against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation. Essential public facilities that directly serve the public beyond their general vicinity shall be discouraged from locating in the Rural Area and Natural Resource Lands.*
>
> *F-229 A facility shall be determined to be an essential public facility if it has one or more of the following characteristics:*
>
> > *a. The facility meets the Growth Management Act definition of an essential public facility;*
> >
> > *b. The facility is on a state, county or local community list of essential public facilities;*
> >
> > *c. The facility serves a significant portion of the county or metropolitan region or is part of a countywide service system; or*

d. The facility is the sole existing facility in the county for providing that essential public service.

F-230 Siting analysis for proposed new or expansions to existing essential public facilities shall consist of the following:

a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;

b. A forecast of the future needs for the essential public facility;

c. An analysis of the potential social and economic impacts and benefits to jurisdictions and local communities receiving or surrounding the facilities;

d. An analysis of the proposal's consistency with policies F-226 through F-229;

e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;

f. An analysis of economic and environmental impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;

g. Extensive public involvement which strives to effectively engage a wide range of racial, ethnic, cultural, and socio-economic group, including communities that are the most impacted;

h. Consideration of any applicable prior review conducted by a public agency, local government, or stakeholder group; and

i. To the extent allowable under the Growth Management Act, the locational criteria in policies R-326 and R-327.

F-231 King County supports coordination of regional water supply planning, sales of excess water supplies among municipalities in the region, water quality programs and water conservation, reuse and recycled water programs. This regional planning should support King County's goals of focusing growth in the Urban Growth Area and ensuring water availability for resource lands."

Chapter 9, Section II, Subsection J of the KC Comp Plan addresses management of solid waste. It states: "King County's Comprehensive Solid Waste Management Plan, prepared by the Solid Waste Division of the Department of Natural Resources and Parks, guides the management of solid waste in the unincorporated county and for cities with which the county has interlocal agreements. The Comprehensive Solid Waste Management Plan presents policies, recommendations, and goals for the following elements of solid waste management: system planning, waste prevention, recovery and recycling, solid waste collection and processing, the transfer system, landfill management and solid waste disposal, and system financing." Subsection J includes the following policies related to this project:

"F-265 Regional solid waste planning should integrate the principles of environmental stewardship and sustainable development into all aspects of solid waste management.

F-266 Solid waste should be collected, handled, processed, and disposed in ways that reduce waste, conserve resources, and protect public health and the environment.

F-267 King County should achieve Zero Waste of Resources by 2030 by targeting areas of the waste stream that have the greatest potential for diversion and recovery.

F-268 Solid waste management should be planned, and transfer and disposal capacity provided, on a regional basis.

F-269 King County shall operate a transfer system that is dispersed throughout the county to ensure access to safe, reliable, efficient, and affordable solid waste services, and improves recycling opportunities for residents and businesses. King County should continue to provide facilities for self-haulers.

F-269a King County should consider demand management strategies that maximize the efficiency of the transfer system and encourage use of solid waste curbside collection services.

F-269b In order to support achieving a 70 percent recycling goals, King County should work with partners and jurisdictions to encourage implementation of frequency and separation policies for curbside collection of garbage, recyclables, and organics throughout the county, including in unincorporated areas.

F-270 King County should maximize the capacity and lifespan of the Cedar Hills Regional Landfill, subject to environmental constraints, relative costs to operate, stakeholder interests and overall solid waste system optimization.

F-271 King County shall encourage sustainable development and development of markets for recyclable materials, and provide consumer education in the public and private sectors regarding green building practices, product stewardship, recycling, purchasing, and consumption in order to reduce the amount of waste disposed.

F-271a King County should consider whether opportunities to increase energy recovery from select solid waste materials including organics, mixed plastics, and the non-recyclable portion of the waste stream are beneficial in terms of cost, the natural environment, greenhouse gas emissions and community impacts, as well as whether any such energy recovery facilities might be more appropriately located outside King County.

F-271b Results from the King County Equity Impact Review Tool will be used as an important consideration to identify and assess the impacts of proposed service changes, and the county's Equity and Social Justice principles should be used to improve residents' access to the determinants of equity."

3.9.1.5 King County Solid Waste Management Plan

The King County 2019 Comprehensive Solid Waste Management Plan (King County 2019), which was adopted by cities and approved by Ecology, identified the need for a new transfer station to replace the aging Houghton Transfer Station.

The 2019 Solid Waste Comp Plan recommended that King County was to continue to implement transfer station modernization as set forth in the 2007 Solid Waste Transfer and Waste Management Plan and approved by the King County Council in 2007, including siting and building a new northeast recycling and transfer station and closing the Houghton station when the new station is complete. Further, the 2019 Solid Waste Comp Plan recommended that the County and cities adapt the siting process included in the 2007 Solid Waste Transfer and Waste Management Plan to meet community needs in the Northeast service area.

Appendix C to the 2007 Solid Waste Transfer and Waste Management Plan comprises the Siting Plan. The 2007 Solid Waste Transfer and Waste Management Plan was completed to implement policies adopted in the Final 2001 Comprehensive Solid Waste Management Plan. A Final Supplemental EIS under SEPA was completed in 2006 to supplement the Final EIS for the 2001 Comprehensive Solid Waste Management Plan. A Final EIS was completed in 2019 for the 2019 Solid Waste Management Plan.

3.9.1.6 Comprehensive Plans for Potential Host Jurisdictions

The adopted land use plans and policies and supporting SEPA documentation for the cities of Kirkland and Woodinville are incorporated by reference. The relevant comprehensive plan policies are discussed as they relate to the land use and zoning designations for the alternatives in Section 3.9.2. The consistency with these plans and policies is discussed under Section 3.9.3.

3.9.1.7 Shoreline Management Act & Shoreline Master Program for Potential Host Jurisdictions

The State of Washington requires cities and counties to plan for how shorelines in their jurisdiction will be developed through a Shoreline Master Program (SMP). The SMP must address a wide range of physical conditions and development settings along areas of the shoreline. The SMP prescribes different environmental protection measures, allowable use provisions and development standards for each of these areas of the shoreline. The method to account for different shoreline conditions is to assign an environment designation to each distinct shoreline section. The environment designation assignments provide the framework for implementing shoreline policies and regulatory measures specific to the environment designations.

The City of Kirkland's Shoreline Master Program consists of shoreline goals and policies contained in Chapter XVI, Shoreline Area, of the Kirkland Comprehensive Plan, shoreline regulations contained in Chapters 83 and 141 KZC and the Kirkland Shoreline Restoration Plan. The program is adopted under the authority of Chapter 90.58 RCW and Chapter 173-26 WAC.

The City of Woodinville's Shoreline Master Program consists of shoreline goals and policies contained in Chapter 9.1, Shoreline Master Program, of the Woodinville Comprehensive Plan, shoreline regulations contained in Chapters 21.70 through 21.77 of the WMC.

The relevant shoreline master program policies are discussed as they relate to the land use and zoning designations for the alternatives. Consistency with these plans and policies is discussed under Section 3.9.3.

3.9.1.8 Zoning

The GMA requires that counties and cities adopt zoning and other development regulations that are consistent with and implement their adopted Comprehensive Plans. Zoning regulations contain requirements and standards that govern the use and development of land within that zone. Zoning ordinances generally include uses permitted, lot sizes and density, building height and setbacks, size of buildings, parking requirements, landscaping requirements, and permitting processes. Additional standards may cover issues such as buffering incompatible uses and signs. The classification of each parcel of land is typically indicated on the jurisdictions' official zoning map.

3.9.2 Affected Environment

This Section identifies the affected environment for the land and shoreline use analysis in the study areas with a potential to be affected by construction and/or operations at each of the action alternative sites. It describes the existing land uses, land use plans and policies, and zoning conditions in the study areas. Sources of information referenced in this section include:

- Cities of Kirkland and Woodinville websites
- Cities of Kirkland and Woodinville comprehensive plans and other planning documents
- Cities of Kirkland and Woodinville codes and regulations

3.9.2.1 Study Area

The study areas identified encompass areas where the proposed project would have the potential to affect land and shoreline uses, zoning and land use plans and policies. The land and shoreline use study area is also used for assessing consistency of the proposed project with applicable local zoning regulations and other land use plans and policies. The study area extends outward in a quarter-mile radius beyond each of the action alternative sites. Areas within the quarter-mile radius are within the cities of Kirkland or Woodinville in northeastern King County.

3.9.2.2 No Action Alternative and Alternative 1

This section addresses the affected environment at the No Action Alternative and Alternative 1 site and study area, including options 1A and 1B. The site is located within the City of Kirkland at the existing Houghton RTS property at 11724 NE 60th Street.

3.9.2.2.1 Land Uses

This section addresses the affected environment and land uses at the No Action Alternative and Alternative 1 site and study area, including options 1A and 1B.

3.9.2.2.1.1. Land Uses on the Site

The site for the No Action Alternative and Alternative 1 was developed as the existing Houghton RTS in the mid-1960s. The entire King County-owned parcel (tax parcel number 1759701890), which includes the

existing Houghton RTS and the closed Houghton landfill, is approximately 38 acres. Within the site, the closed Houghton landfill has a footprint of approximately 31 acres (KCSWD 2020) and the existing Houghton RTS has a footprint of approximately seven acres. A twenty-foot permanent recorded easement exists across the southwest corner of the transfer station site per the King County Property Division.

The existing Houghton RTS is designed for collection and transfer of municipal solid waste (MSW) from commercial and self-haul vehicles. The types of solid waste accepted include garbage, rubbish, yard waste, recyclables, and certain other wastes, such as construction and demolition waste. MSW is accepted for disposal as limited by the King County Waste Acceptance Rule. Accessed from four designated points from NE 60th Street, the facility is comprised of the transfer station building, a no-fee recycling area, scale and scale house, staff facilities, and parking for transfer trucks and trailers, and staff parking.

The closed Houghton landfill was operated by King County and reportedly accepted refuse from the early 1950s through 1967, however aerial photographs appear to show dumping began as early as the 1930s (KCSWD 2020). Starting in the late 1950s, local excavating contractors reportedly removed large quantities of sand and gravel prior to filling, to depths generally 15 to 20 feet deep but possibly extending up to 30 feet. The closed Houghton landfill contains environmental controls that include a cover system, surface water management features, and an LFG collection and control system. Additional information about the history of the closed Houghton landfill can be found in Section 3.4 of this EIS.

The closed Houghton landfill property is also referred to as Taylor Fields and currently used as baseball fields and for active and passive recreation. A network of trails traverses the property. While the entire parcel is owned by King County SWD, the City of Kirkland identifies Taylor Fields as a “park” in the current Kirkland Comprehensive Plan, Chapter X, Parks, Recreation, and Open Space. The City of Kirkland’s Parks Recreation, and Open Space Plan also includes the site as an "other provider park" with a potential for "multi-purpose synthetic turf with lights, sports complex" (PROS 2022).

Taylor Fields and the closed Houghton landfill are owned by SWD. Grass mowing and other field maintenance for the baseball fields is done by Kirkland American Little League through an agreement with King County, and King County does mowing and other vegetation maintenance on the remainder of the property.

3.9.2.2.1.2. Surrounding Land Uses

The No Action Alternative and Alternative 1 site and study area are dominated by the existing Houghton RTS and the closed Houghton landfill. Land uses surrounding the site in the study area were largely rural until residential development started in the 1950s. Current land uses include the range of uses as identified in Table 3.9-1, below, with low-density residential the largest by acreage.

Table 3.9-1. Surrounding Land Uses within 1.5-Miles of the No Action and Alternative 1 Site.

Land Use	Acres
Commercial	263
High Density Residential	237

Industrial	125
Institutions	57
Low Density Residential	3,085
Medium Density Residential	351
Office	110
Park/Open Space	758
Transit Oriented Development	38

Within the same 1.5-mile radius of the No Action Alternative and Alternative 1 site, total population is estimated at approximately 39,500, based on 2020 census block groups.

The nearest residences to the potential site development footprint are approximately 55 feet to the west on the opposite side of an existing six- to 12-foot sound wall, and approximately 90 feet to the east; I-405 is about 700-feet to the west; park land uses are to the south; and local and arterial transportation uses throughout the study area. NE 60th Street borders the site directly to the south. Bridle Trails State Park, directly south of NE 60th Street and the No Action and Alternative 1 site, is a 489-acre day-use park with 28 miles of trails used by equestrians, hikers, and other visitors. The closest schools to the site are Nanny's Kare Daycare/Preschool approximately 120 feet to the east of the site; Debbie's Place Preschool approximately 0.20 miles to the northeast of the site; Benjamin Franklin Elementary School (464 students in 2023), approximately 0.28 miles to the east of the No Action and Alternative 1 site.

3.9.2.2.2 Land Use Plans and Policies

3.9.2.2.2.1. King County Comprehensive Plan

Per King County's Open Space System 2022 Map (King County 2022), Taylor Fields Park on the No Action Alternative and Alternative 1 site, and Bridal Trails State Park immediately south of the site, are designated as "other public lands". This designation is applied to areas of the county that are owned and managed by federal agencies, the state, and other local jurisdictions that manage the land for environmental protection, resource production, or a wide range of recreational opportunities. King County's Comprehensive Plan contains policies relating to the priorities, acquisition, and coordination of other public lands (King County 2023).

3.9.2.2.2.2. City of Kirkland Comprehensive Plan

The City of Kirkland's Comprehensive Plan (plan) is a 20-year policy plan that articulates a vision for how Kirkland will accommodate growth over the next 20 years, while promoting the values of its citizens. The current plan was adopted in 2015, and the plan is updated annually to keep it up to date (City of Kirkland 2022). In 2022-2024 the city is conducting a major update of the plan with a completion date of June 2024. Kirkland's Comprehensive Plan consists of three main sections: General Elements, Subarea Plan, and Shoreline Area.

The site is designated Park/Open Space and Public Facility in the City's comprehensive plan. Land immediately east, north, and west of the site is designated Low Density Residential in the City's comprehensive plan, with up to 5 dwellings per acre. A block of properties north of NE 67th Street and east of I-405 is designated Low Density Residential in the City's comprehensive plan, with up to 8 dwellings per acre; a block of properties north of NE 70th Place and east of I-405 is designated Medium Density Residential in the City's comprehensive plan, with up to 12 dwellings per acre.

The City of Kirkland's Comprehensive Plan contains a section addressing the siting of essential public facilities and acknowledges that different essential public facilities as well as government and community facilities (some of which are also classified as essential public facilities) have different siting needs, depending on their customers and their unique characteristics:

> *The intent of the following goal is to acknowledge that Kirkland residents depend on all of these facilities. For that reason, their location within the City should not be precluded. However, Kirkland is also a well-established community with a strong desire to maintain existing community character. The possible negative impacts of siting these facilities in the City should be mitigated to the maximum extent possible, but mitigation should not be unreasonable to the point of precluding the facilities.*
>
> *Goal LU-8: Maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.*
>
> *Policy LU-8.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.*
>
> *The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the State, King County, and other cities in the siting of essential public facilities.*
>
> *Policy LU-8.2: Consider the following in siting essential public facilities:*
>
> - *Accessibility to the people served;*
> - *Public involvement;*
> - *Protection of neighborhoods;*
> - *Preservation of natural resources;*
> - *The cost-effectiveness of service delivery;*
> - *Location near transit and mixed-use centers; and*
> - *The goals and policies of the City's Comprehensive Plan.*
>
> *The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities.*
>
> *However, the criteria may not be used to deny approval of or impose restrictions on essential public facilities inconsistent with State statutory provisions and the King County Countywide Planning Policies.*

Policy LU-8.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

It may be impossible for some essential public facilities as well as government and community facilities to be completely compatible with adjacent land uses. The unique nature of their operation and their special siting needs may result in some conflict with surrounding development. However, such incompatibilities should be minimized and these facilities should take responsibility for being good neighbors.

The City's development regulations contain review processes and criteria for siting essential public facilities as well as government and community facilities.

The City of Kirkland's Comprehensive Plan, Chapter XII.A.A Public Services, Introduction, Non-City-Managed Public Services contains policies addressing solid waste collection and transfer, acknowledges tonnage and transaction capacity problems within its transfer station system, and seeks KCSWD concurrence on closing the existing Houghton RTS:

The City of Kirkland continues to express its desire for KCSWD to honor the 2005 Memo of Understanding between the City and KCSWD to reduce waste tonnage processed at the HTS and abide by mitigation measures to reduce impacts to the neighborhood, and to close the HTS by 2021 as recommended in the Transfer Plan Part 1.

Policy PS-3.1: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed by 2021 and in the interim that established levels of service for solid waste disposal and transfer are followed and impacts are mitigated.

The City should work with King County to ensure the station is closed on or before 2021 and that the County implement and/or maintain mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed.

Resolution R-5001 and Position Statement adopted on September 17, 2013, and Resolution R-5031 and Letter adopted on February 4, 2014, reflecting the City's policy position to endorse a 2021 closure, define Kirkland's position.

Policy PS-3.2: Coordinate with regional service providers to maintain appropriate levels of service, review funding alternatives, and coordinate construction of shared public facilities.

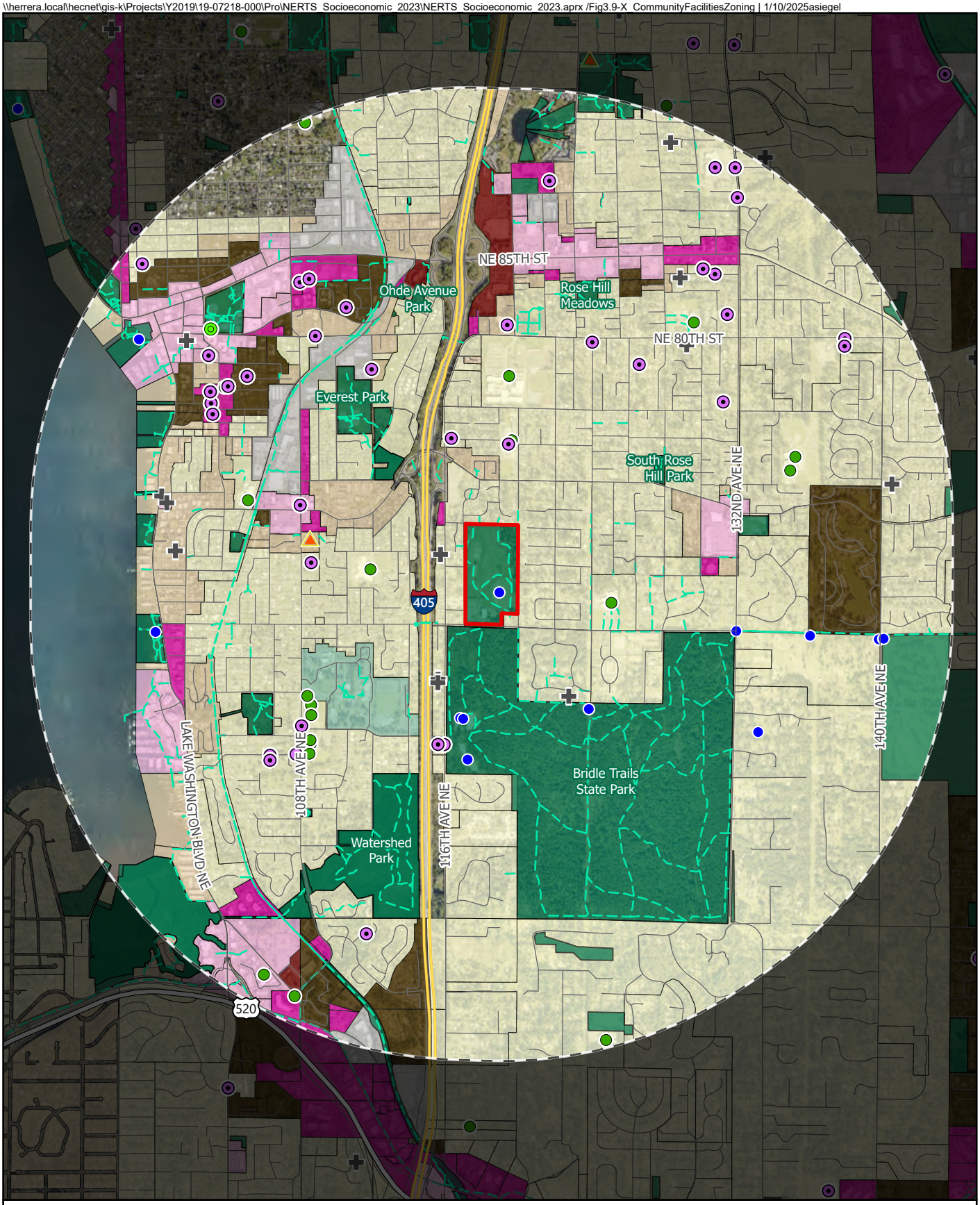
This policy contemplates a channel of communication between the City and the service providers to ensure shared responsibility for meeting the needs of Kirkland residents. As required by Growth Management the City shares its growth forecasts, targets and capacity information with regional service providers.

Policy PS-3.3: Ensure compatibility in scale and design of the new facilities with surrounding uses by reviewing for compliance with adopted urban design principles.

> *Facilities are spread throughout the community in residential and commercial areas. The Kirkland resource library is located downtown and the design and scale is appropriate for that environment. The Kingsgate Library remodel also reflects the community character of that neighborhood. Most school facilities are located in residential areas and the design and scale should likewise reflect a residential environment.*

Because Kirkland's Shoreline Master Program applies only to land within 200 feet of Lake Washington's ordinary high-water mark and within wetlands connected to Juanita Bay and Yarrow Bay, the No Action Alternative and Alternative 1 site is not within the City's shoreline master program jurisdiction.

Zoning and comprehensive land use plan designations are described for the No Action Alternative and Alternative 1 in Figure 3.9-1.



Legend

- Alternative Location
- 1.5 mile radius
- Medical Facilities
- Long Term Residential Care
- Police Station
- Fire Station
- Worship
- Community, Buisness or Neighborhood
- Library
- Schools
- Park Facility

Zoning

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Land Use
- Commercial
- Office
- Industrial
- Agricultural
- Public/Institutional
- Park/Open Space
- Transit Oriented Development
- Trails

Figure 3.9-1. Community Facilities and Zoning in the Vicinity of Action Alternative 1.

N

PLAN

SCALE: 1" = 3,600'-0"

0 2,000 4,000 Feet

King County

3.9.2.2.3 Zoning

3.9.2.2.3.1. Existing Zoning

Zoning designations in the vicinity of the No Action Alternative and Alternative 1 site are shown in Figure 3.9-1. According to the City of Kirkland Zoning Map, the site is zoned as P – Park/Open Space (City of Kirkland 2022c). The P zone is intended to be "a natural, landscaped, or developed area, which may or may not contain structures, provided by a unit of government to meet the active or passive, outdoor or indoor, recreational needs of people" (City of Kirkland 2023f). Public park development standards are developed on a case-by-case basis, and any development or use of a park must be reviewed by the Parks and Community Services Director (Ord. 4811 § 1, 2022; Ord. 4703 § 1, 2019; Ord. 4476 § 2, 2015).

A Government Facility (KZC 45.20.040) is a permitted use in a site zoned as Park/Open Space and must follow a Process IIB for approval (KZC 45.20) (see below).

Properties in the surrounding areas are zoned and have the following uses:

- Properties to the west, north, and east are zoned RS 8.5, Low Density Residential. Uses permitted in this zone include no more than one dwelling unit on each lot, community facilities, government facilities, and public utilities.
- The property to the south is primarily Bridal Trails State Park, which is a state park located on land in unincorporated King County. It is zoned in King County as Park, Public (Zoo/Arbor).
- There is a small area adjacent to the southeast corner of the site that is zoned RS 8.5, Low Density Residential.

3.9.2.2.3.2. Land Use Permitting

The Houghton RTS has been operating at its present location since the mid-1960s. KCSWD operates the facility in accordance with the conditions of a City of Kirkland Zoning Permit, which imposes several conditions to promote compatibility between the facility and City of Kirkland infrastructure and to minimize nuisance factors such as noise, odor, views of the site, off-site queuing, and litter. In mid-2001, the City of Kirkland rezoned the site from Single-Family Residential (RS 8.5) to Park/Open Space. The RTS is an Essential Public Facility.

Solid waste handling facilities are classified as "Government Facility" under the Kirkland zoning code (KZC 45.20.040). As stated above, a Government Facility (KZC 45.20.040) is a permitted use in a site zoned as Park/Open Space and must follow a Process IIB for approval (KZC 45.20). Based on review of KZC Chapter 45, all dimension standards, landscaping, signage and parking requirements will be determined on a case- by-case basis as part of the permit application review. Issuance of the City of Kirkland Process II-B permit is subject to Hearing Examiner recommendations to the Kirkland City Council, and a final decision to approve or deny the permit by the City Council. Per KZC 152.35 a Staff Report must be prepared by the appropriate Planning Official and shall contain an analysis of the application in relation to the applicable provisions of the zoning code and the Comprehensive Plan, a statement of facts found by the Planning Official and the conclusions drawn from those facts and a recommendation on the matter.

Per KZC 152.70 and 152.90 the following decision criteria would apply to consideration of a proposed Type IIB Development Zoning permit for the new NERTS facility at the No Action Alternative and Alternative 1 site (KZC Chapter 152, Process IIB):

> *KZC 152.90(3) Decisional Criteria – The City Council shall use the criteria listed in KZC 152.70(3) in deciding upon the application.*
>
> *KZC 152.70(3) Decisional Criteria – The Hearing Examiner shall use the criteria listed in the provision of this code describing the requested decision in making a recommendation to City Council on the application. In addition, the Hearing Examiner may recommend approval of the application only if:*
>
> *a. It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and*
>
> *b. It is consistent with the public health, safety and welfare.*

Per KMC 19.16, a public easement for streets or alleys may require vacation for the new NERTS facility at the No Action Alternative and Alternative 1 site (KMC Chapter 19.16).

3.9.2.3 Alternative 2

This section addresses the affected environment at the Alternative 2 site and study area. The site is located within the City of Woodinville on six tax parcels in the 15000 block of Woodinville-Redmond Road NE.

3.9.2.3.1 Land Uses

This section addresses the affected environment and land uses at the Alternative 2 site and study area.

3.9.2.3.1.1. Land Uses on the Site

The Alternative 2 site is comprised of six King County tax parcels 1526059086, 5711600010, 5711600020, 5711600030, 1526059094, and 1526059095, and the study area includes the area within a quarter-mile of the site boundaries. The Alternative 2 site is 12.9 acres, with an area available for development of at least seven acres with additional area potentially available dependent on compliance with federal, state, and local environmental regulations. Access to the site is from Woodinville-Redmond Road.

Existing land uses on the northern four parcels (1526059086, 5711600010, 5711600020, 5711600030), at the site include commercial uses such as construction administration and staging, portable toilet rental, manufacturing, and automotive businesses, and includes parking areas and laydown areas. There are three larger one- and two-story buildings and several smaller buildings on the parcels. Construction of the existing buildings occurred between approximately 1979 and 2006. The southern two parcels (1526059094, 1526059095) on the site are vacant and undeveloped and contain an identified wetland, with additional areas of grasses and trees.

3.9.2.3.1.2. Surrounding Land Uses

The Alternative 2 site is bordered to the north, east, and south by a mix of industrial, manufacturing, commercial, and some commercial/retail land uses. Woodinville-Redmond Road NE is immediately east of the site running north-south and bisects these land uses. Further east is the Sammamish River and agricultural land uses on the east side of the river. Current land uses include the range of uses as identified in Table 3.9-2, below, with low-density residential the largest by acreage.

Table 3.9-2. Surrounding Land Uses within 1.5-Miles of the Alternative 2 Site.

Land Use	Acres
Agricultural	439
Commercial	127
High Density Residential	313
Industrial	333
Low Density Residential	2,605
Medium Density Residential	370
Office	237
Park/Open Space	205
Public/Institutional	146

Within the same 1.5-mile radius of the Alternative 2 site, total population is estimated at approximately 32,000, based on 2020 census block groups.

The Sammamish Valley APD, comprised of approximately 1,100 acres of agricultural land and agricultural support activities, is located east of the Alternative 2 site on the opposite side of Woodinville-Redmond Road NE and the Sammamish River north of NE 145th Street. The Sammamish River forms the western boundary of the APD north of NE 145th Street. South of NE 145h Street, the APD is on both the east and west sides of the Sammamish River to south of NE 124th Street, with the western boundary formed by the Eastrail trail and the western boundary formed by SR 202.

Approximately one-tenth mile east of the site and directly across Woodinville-Redmond Road NE is the Chrysalis High School and Middle School (220 students in 2023). Directly west of the Alternative 2 site is an abandoned BNSF rail line and a forested 40-acre steep slope/open space area; another two-acre open space area is approximately one-third mile southwest of the site. Both of these areas provide passive recreation opportunities. Southwest of the site and approximately 350 feet upslope, and west of the site and approximately 1,325 feet upslope are single-family residential land uses.

About 900-feet to the east of the site and on the east bank of the Sammamish River is the Sammamish River Trail, a paved and soft-surface multi-use regional trail. Outside of the study area, but approximately 0.40 miles north of the site and on the east bank of the Sammamish River are Woodin Creek Park and Wilmot Gateway Park, approximately 0.60 miles north of the site and also on the east bank of the Sammamish River, which hosts the Celebrate Woodinville Summer Event series and Summer Glowrun 5K.

The proposed Eastrail recreation trail passes the Alternative 2 site running north-south along the east side of Woodinville-Redmond Road NE.

3.9.2.3.2 Land Use Plans and Policies

3.9.2.3.2.1. King County Comprehensive Plan

In King County's Comprehensive Plan, the Alternative 2 site is designated as "Incorporated City." Each city in King County has jurisdiction over their own zoning, land use, and permits. As discussed above, adjacent lands east of the Alternative 2 site in unincorporated King County are designated as the Sammamish Valley APD. The Growth Management Act requires designation of agricultural lands of long-term commercial significance. King County designates agricultural lands of long-term commercial significance as Agricultural Production Districts and this designation and accompanying planning efforts establish minimum lot sizes and uses for these districts and for adjacent and nearby land uses compatible with long-term commercial farming (King County 2023). Chapter 3, Rural Areas and Natural Resource Lands, Subchapter VI Natural Resource Lands, Section D Agriculture contains a number of policies aimed at supporting, conserving, and managing agricultural lands. Three policies have particular relevance to the proposed action: Policy R-643, Policy R-652, and Policy R-655.

> *R-643 Agricultural Production Districts are blocks of contiguous farmlands where agriculture is supported through the protection of agricultural soils and related support services and activities. Roads and natural features are appropriate boundaries for Agricultural Production Districts to reduce the possibility of conflicts with adjacent land uses.*
>
> *R-652 - King County commits to preserve Agricultural Production District parcels in or near the Urban Growth Area because of their high production capabilities, their proximity to markets, and their value as open space. King County should work with cities adjacent to or near Agricultural Production Districts to minimize the operational and environmental impacts of urban development and public facilities and infrastructure on farming and farmland, and to promote activities, such as Farmers Markets and agriculture processing businesses, that benefit both the cities and the farms by improving access to locally grown agricultural products.*
>
> *R-655 - Public services and utilities provided by King County and other entities within and adjacent to Agricultural Production Districts shall be designed to support agriculture and minimize significant adverse impacts on agriculture and to maintain total farmland acreage and* ***the area's historic agricultural character:***
>
> - *Whenever feasible, water lines, sewer lines and other public facilities should avoid crossing Agricultural Production Districts. Installation should be timed to minimize negative impacts on seasonal agricultural practices;*
> - *Road projects planned for the Agricultural Production Districts, including additional roads or the widening of roads, should be limited to those that are needed for safety or*

infrastructure preservation and that benefit agricultural uses. Where possible, arterials should be routed around the Agricultural Production Districts. Roads that cross Agricultural Production Districts should be aligned, designed, signed and maintained to minimize negative impacts on agriculture, and to support farm traffic; and

- *In cases when King County concludes that regional public infrastructure cannot be located outside of, and must intrude into, Agricultural Production Districts, the County shall ensure that the infrastructure be built and located to minimize disruption of agricultural activity, and shall establish agreements with the relevant jurisdictions or agencies.*
- *If public services and utilities reduce total acreage in the Agricultural Production District, mitigation shall follow the criteria established in policy R-656a.*

3.9.2.3.2.2. City of Woodinville Comprehensive Plan

The City of Woodinville's Comprehensive Plan is a 20-year policy plan that sets development and growth guidelines in and around Woodinville for a 20-year period (City of Woodinville 2015). Through yearly updates (Annual Docket), the plan provides direction for the physical development of Woodinville and serves as a guideline for designating land uses, developing infrastructure, establishing community services, and implementing regulations. The City often adopts Master Plans to support the goals and objectives of the Comprehensive Plan.

The site is designated Industrial in the City's comprehensive plan. According to the City's comprehensive plan, the industrial designation provides for industrial and business park activities, including complimentary tourist-oriented retail and commercial uses. Allowed uses include industrial and business park activities plus winery/brewery/distillery and other complementary uses that require large footprint warehouse type space and do not impact the integrity of continued industrial and business park activity.

Land immediately east, north, and south of the site is designated Industrial in the City's comprehensive plan. Land immediately west of the site is designated Low Density Residential, and land to the northwest of the site is designated Public Park.

A Tourist District Master Plan is an adopted subarea plan under the City's comprehensive plan, which applies a tourist district overlay to one contiguous area in the southeastern corner of the City, including the proposed Alternative 2 site. The Tourist District spans the Sammamish River at 145th Street and takes in the development surrounding two major intersections on Woodinville-Redmond Road NE and is generally bounded by mile marker 1 on Woodinville-Redmond Road NE, the abandoned BNSF rail lines to the west, Woodinville-Redmond Road NE to the east, and the city limits to the southeast and south.

The Tourist District Master Plan (City of Woodinville 1997) contains the following goals and policies:

- GOAL 1. Provide for a variety of uses that are appropriate to the Tourist District, building on its agricultural past, recreational opportunities, and underlying zoning.
- GOAL 2. Support economic development, particularly businesses that fit the character of the District and further its goals.

- GOAL 3. Create an aesthetically pleasing and attractive atmosphere.
- GOAL 4. Provide recreational opportunities that make use of existing resources.
- GOAL 5. Maintain links between the Tourist District and the rest of the city, especially the city's Town Center Neighborhood.
- GOAL 6. Provide for pedestrian safety.
- GOAL 7. Alleviate growing traffic problems within the District's boundaries.
- GOAL 8. Support the usage of alternate modes of transportation as main modes of travel in the District.
- GOAL 9. Encourage public participation in planning for the Tourist District.

The City of Woodinville's Comprehensive Plan also contains a section addressing the siting of essential public facilities under Policy CFP-1.7:

CFP-1.7, Maintain a process to regulate the siting of essential public facilities pursuant to RCW 36.70A.200

A. Define Essential Public Facilities, consistent with the Growth Management Act.

B. Coordinate with neighboring jurisdictions and with King and Snohomish counties by participating in interjurisdictional processes to develop coordinated approaches to siting of essential public facilities and to address impacts.

C. Condition proposals to be consistent with the City's Vision Statement, Comprehensive Plan, Functional Plans, and development regulations.

D. Promote the execution of interlocal agreements regarding the siting, operation and/or expansion of such facilities within the Woodinville community. Agreements are encouraged to the extent they would result in locally beneficial siting decisions, facilitate the sponsor's voluntary provision of enhanced mitigation measures exceeding those required by applicable regulatory standards, and/or provide for mitigation of any disproportionate financial burden on the City created by the proposed facility.

E. To the extent legally permissible, it is the policy of the City of Woodinville that no essential public facility be located within a residential zoning district unless no reasonable alternative sites in other zoning districts are or practicably can be made available.

F. The City's regulations for essential public facilities shall provide a public process that includes, at a minimum, noticing as required by WMC Title 17 and provides for at least one public hearing to be heard by the City's Hearing Examiner.

The City of Woodinville Shoreline Master Program (SMP), adopted in 2008 and amended in 2009, regulates development activities along the Sammamish River and Little Bear Creek in compliance with the Shoreline Management Act of 1971. Development activities proposed within the shoreline jurisdiction must comply with the policies and development regulations established in the SMP. Goals and policies of the

SMP are considered a part of this Comprehensive Plan (RCW 36.70A.480). The Alternative 2 site is not within the City's shoreline master program jurisdiction.

Zoning and comprehensive land use plan designations are described for the area surrounding Alternative 2 in Figure 3.9-2.

3.9.2.3.3 Zoning

3.9.2.3.3.1. Existing Zoning

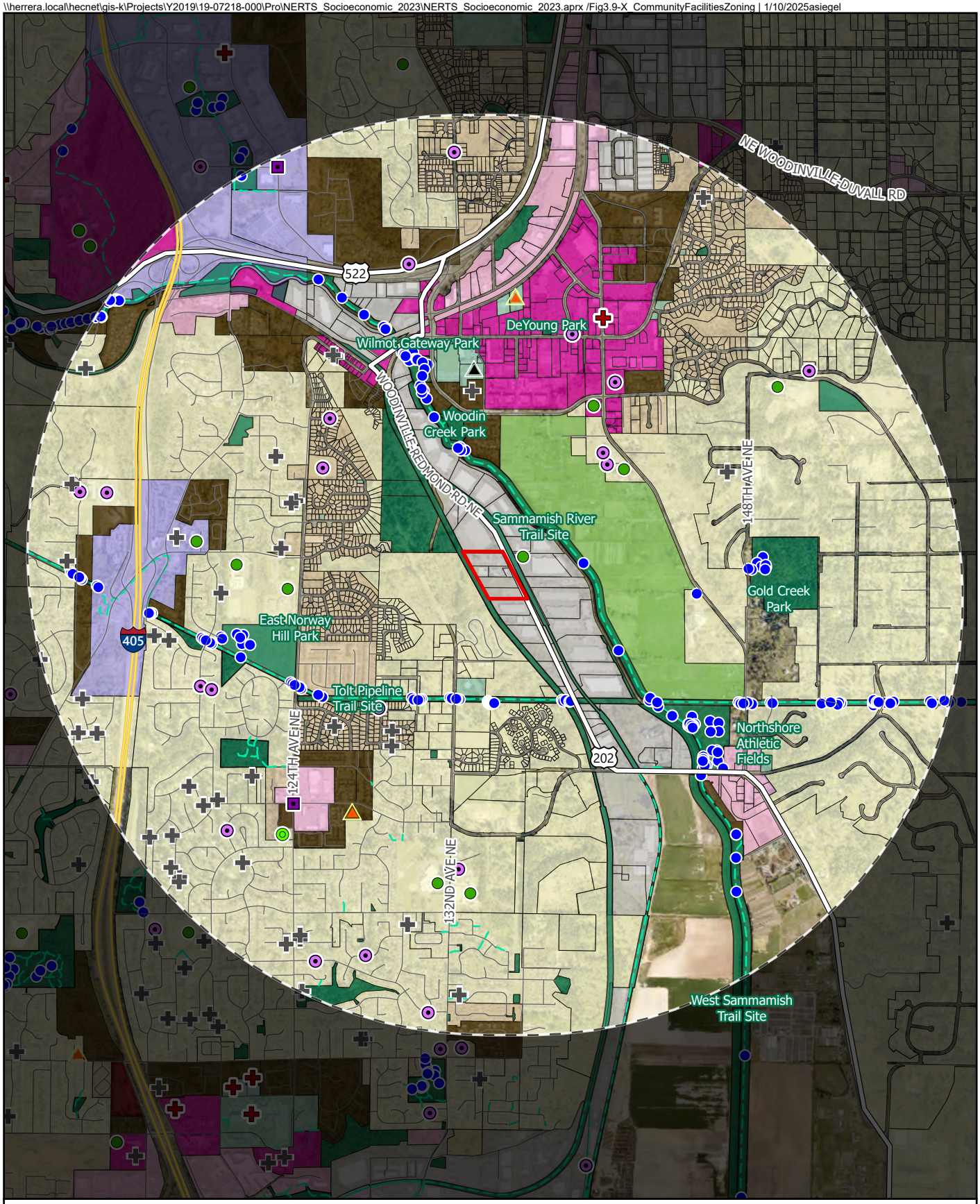
According to the City of Woodinville Zoning Map, this Alternative 2 site is zoned as Tourist/Industrial (T/I zone) (City of Woodinville 2021b). The purpose of the T/I zone is to "provide for tourist-oriented retail and commercial uses that complement the agricultural and recreational activities of the Sammamish Valley and are additional to the uses permitted in the Industrial zone. The purpose of industrial areas is to provide for industrial and business park activities, including wineries, breweries, and distilleries and other complementary uses that require a large footprint warehouse type space and do not impact the integrity of continued industrial and business park activity." (City of Woodinville 2015).

Solid waste transfer and recycling facilities are permitted in the T/I zone only as an essential public facility pursuant to WMC Chapter 21.46 (WMC 21.21.120)

Properties in the surrounding areas are zoned and have the following uses:

- Properties to the west are zoned Residential - R-4, which may have 4 units per acre, and is low density residential.
- The properties to the north and south are zoned Tourist/Industrial and are industrial/commercial properties.
- The properties to the east on the opposite side of Woodinville-Redmond Road NE are zoned Industrial and are used as the Chrysalis School, industrial, warehousing, office space, and a commercial lumber business.

Zoning designations in the vicinity of the Alternative 2 site are shown in Figure 3.9-2.



Legend

- Alternative Location
- 1.5 mile radius
- Medical Facilities
- Long Term Residential Care
- Police Station
- Fire Station
- Worship
- Community, Buisness or Neighborhood
- Library
- Schools
- Park Facility

Zoning

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Land Use
- Commercial
- Office
- Industrial
- Agricultural
- Public/Institutional
- Park/Open Space
- Transit Oriented Development
- Trails

Figure 3.9-2. Community Facilities and Zoning in the Vicinity of Action Alternative 2.

N

PLAN

SCALE: 1" = 3,600'-0"

0 2,000 4,000 Feet

King County

3.9.2.3.3.2. Land Use Permitting

As discussed above, a new NERTS facility would be permitted only as an essential public facility pursuant to WMC Chapter 21.46 and is applicable to all zones. The regulations for siting and expanding state and regional essential public facilities in Woodinville are outlined in WMC Chapter 21.46, Essential Public Facilities, including:

21.46.050 Siting and expansion of State and regional essential public facilities.

(1) Approval of a special use permit pursuant to Chapter 21.80 WMC and WMC 21.84.070 is required before any State or regional essential public facility may be located or expanded, regardless of the zone in which such facility is or is proposed to be located.

(2) In addition to the approval criteria set forth in WMC 21.84.070(4), a State or regional essential public facility shall be approved if the following conditions are satisfied:

(a) Necessary infrastructure is or will be made available to ensure safe transportation access and transportation concurrency;

(b) Necessary infrastructure is or will be made available to ensure that public safety responders have sufficient capacity to handle increased calls or expenses that will occur as the result of the facility;

(c) All capital costs associated with on-site and off-site improvements necessitated by the facility are borne by the project sponsor to the extent legally permissible;

(d) The facility will not unreasonably increase noise levels in residential areas, especially at night;

(e) Visual screening will be provided that will mitigate the visual impacts from streets and adjoining properties;

(f) Any and all probable significant adverse environmental impacts, including but not limited to impacts to wetlands, shorelines and wildlife habitat, are adequately mitigated;

(g) Any other applicable criteria set forth in this title are satisfied; and

(h) The public health, safety and welfare are adequately protected.

(3) The decision criteria set forth in this section shall not be applied in such a manner as to preclude the siting or expansion of a State or regional essential public facility in the City. In the event that a State or regional essential public facility cannot satisfy the criteria set forth in this section, the Decision Authority shall approve the siting or expansion of the State or regional essential public facility with such reasonable conditions as may mitigate such impacts to the maximum extent practicable. The Decision Authority cannot impose conditions in such a manner as to preclude the siting or expansion of any State or regional essential public facility in the City. (Ord. 737 § 2 (Att. A), 2022) (City of Woodinville 2023).

21.46.060 Permit conditions.

The Decision Authority may apply reasonable conditions as necessary to ensure that a proposed essential public facility does not unreasonably impact public health, safety, welfare or the environment. Such conditions may include, but are not limited to, the following:

(1) Limiting the manner in which the use is conducted such as restricting the time during which an activity may occur, and restraints to minimize the effects of noise, vibration, air pollution, glare, and odor;

(2) Limiting the height, size or location of buildings or structures;

(3) Increasing setbacks, open space, or landscape screening;

(4) Limiting the location and intensity of outdoor lighting, and/or requiring shielding thereof; and

(5) Imposing special conditions to reasonably ensure the use's conformance with the surrounding neighborhood and the intent and purpose of the underlying zoning district;

(6) Other reasonable measures necessary to mitigate impacts caused by the proposed use. (Ord. 737 § 2 (Att. A), 2022) (City of Woodinville 2023b).

3.9.3 Environmental Impacts

This section describes the potential impacts related to land and shoreline use and consistency with land use policies and regulations from the No Action and action alternatives and identifies mitigation measures that could avoid, minimize, or reduce impacts below the level of significance or reduce impacts in general.

The analysis concludes that all of the alternatives would be reasonably compatible with adjacent land uses and would be largely consistent with applicable land use policies and regulations. The following subsections, or related sections in this EIS as referenced, also conclude that none of the alternatives are likely to have adverse impacts on housing, recreation (see Section 3.14), or historic and cultural resources (see Section 3.12). Impacts to critical areas are discussed in Section 3.1, Earth, Section 3.5, Wetlands; and Section 3.6, Vegetation, Fish, and Wildlife.

3.9.3.1 No Action Alternative

This section describes the potential land and shoreline use impacts from the No Action Alternative. Under the No Action Alternative, no new NERTS facility would be developed.

3.9.3.1.1 Impacts from Construction

Under the No Action Alternative, a new recycling and transfer station would not be built. Direct construction related land and shoreline use impacts would not occur.

Under the No Action Alternative, KCSWD would not undertake construction at the Alternative 1 site, other than regular maintenance activities, refurbishment, or replacement of various portions of utility

infrastructure, or improvements to environmental control systems. However, no direct construction impacts to surrounding land uses are anticipated.

Under the No Action Alternative, KCSWD would not undertake construction at the Alternative 2 site, and no direct construction impacts to surrounding land uses are anticipated.

3.9.3.1.2 Impacts from Operation

Under the No Action Alternative, KCSWD would continue to operate the existing Houghton RTS and no additional impacts to surrounding land uses are anticipated. As currently permitted, current land use would not change, and this use would remain consistent with County plans and policies, and in conflict with some City of Kirkland plans and policies. The existing Houghton RTS in its current state is not compatible with adjacent residential land uses

Existing uses would continue to operate on the Alternative 2 site under the No Action Alternative, and additional impacts to surrounding land uses would not occur. Current land uses could change under the No Action Alternative at the Alternative 2 site, although future development compliance with the Woodinville Comprehensive Plan and WMC Chapter 21, Unified Building Code would likely ensure compatibility with plans and policies.

3.9.3.2 Impacts Common to All Action Alternatives

3.9.3.2.1 Impacts from Construction

3.9.3.2.1.1. Direct Impacts

All action alternatives would require general earthwork and other activities to prepare the site for construction of facility buildings and associated functions. These activities may include, but not be limited to, soil excavation, soil filling, site grading, pile driving, utility trenching, waste excavation, modification or installation of environmental controls, installation of underground utilities, and installation of drainage systems. All action alternatives would include the following physical elements (except where noted):

- Scale house and scales
- Enclosed transfer building for waste handling, sorting, and processing, with separate areas for commercial and self-haul drop-off
- Waste compactors
- Recycling and material staging areas
- Administration and staff area
- Station perimeter fence
- MRW collection building (Alternative 2 only)
- A TBD building to house additional private recycling or reuse operators or other service providers
- Roadways for customers and division vehicles

- Outdoor parking for full and empty waste transfer trailers
- Stormwater management
- Wastewater management
- Landscaping.

Land use permits would be obtained according to applicable local land use codes, consistent with land use plans and policies. Design of the facilities and construction would comply with applicable development and building codes for the host jurisdiction and permits for construction would be obtained from city agencies in compliance with established processes. The new NERTS facility will be designed for an approximate 50-year lifespan and would be built to modern green building standards.

Construction is anticipated to take approximately 30 months. In order to comply with local municipal codes, construction would not start before 7:00 a.m. on weekdays and Saturday, and 9:00 a.m. on Sundays, and would cease prior to 10:00 p.m. during any day of the week. Work outside these hours would require a noise variance from either the City of Kirkland or City of Woodinville.

Short-term impacts to adjacent land uses could occur due to construction activities resulting in minor, localized increases in noise, dust, odors, traffic, and emissions.

3.9.3.2.1.2. Indirect Impacts

Development of the new NERTS facility may produce unique, indirect impacts under the action alternatives if it results in construction impacts to land and shoreline uses that are far removed from the project in terms of distance or time. Any unique, indirect impacts for action alternative are discussed below.

Within the context of individual land use categories, specific developments may result in certain impacts, such as those affecting job creation or loss, tax revenues, tourism, local or regional business development, or overall economic activity, that can be considered indirect land use impacts. These impacts may be positive or negative. Development of any of the alternatives as a recycling and transfer station would create certain economic impacts and preclude the economic impacts from future land uses no longer available at each site under existing and planned land use policies and zoning. The Final EIS is not required to evaluate these economic impacts, and while it is unknown whether these land use changes may result in net positive or a net negative overall economic activity, they are acknowledged as potentially significant indirect land use impacts.

3.9.3.2.2 Impacts from Operation

3.9.3.2.2.1. Direct Impacts

In general, consistency of King County's solid waste management activities with Policies F-265 through F-271b of the King County Comprehensive Plan has been ensured through the development and implementation of the King County Comprehensive Solid Waste Management Plan. The King County Council approved the 2019 update to the Solid Waste Comp Plan on April 24, 2019. The Plan recommends

siting and building a new northeast recycling and transfer station and closing the Houghton station when the new station is complete. All action alternatives involve building a new NERTS facility and closing the existing Houghton RTS.

The siting analysis and process to date for the new NERTS facility, a proposed regional essential public facility, is consistent with Chapter 9, Section II, Subsection G of the King County Comprehensive Plan. That process started with the development of a regional plan, the Transfer Plan, developed through a public process that has undergone SEPA review, preparation and adoption of the 2019 Solid Waste Comp Plan and Final EIS, and continued use of the existing Houghton RTS during this time. The process continued to the recent NERTS siting process, public and city engagement, and supporting analyses including this EIS. As a result, policies F-226 through F-230 of the KC Comp Plan have been addressed.

Under all action alternatives, the facility is anticipated to open for business in 2029 following construction. Operating hours for the proposed land uses are set by County ordinance. It is assumed that the new station would operate 9.5 hours per day, opening not earlier than 6:00 a.m. on weekdays, not earlier than 8:00 a.m. on weekends, and closing no later than 6:00 p.m. on any day. The current operating hours at the existing Houghton RTS are 8:00 a.m. to 5:30 p.m. on weekdays, and 8:30 a.m. to 5:30 p.m. on weekends.

Because all of the action alternatives would be consistent with the requirements of the City of Kirkland's and City of Woodinville's Shoreline Management Plan, no long-term impacts on shoreline uses are anticipated. In addition, none of the action alternatives would displace any housing units. Unique impacts from operation of the action alternatives are discussed below.

3.9.3.2.2.2. Indirect Impacts

In 2021 King County completed an assessment of development capacity for future housing and employment within King County as mandated by the GMA (RCW 36.70A.215) called the King County Urban Growth Capacity Report (King County 2021). The report estimates capacity for accommodating 2035 growth targets with consideration for market and infrastructure constraints.

Report findings indicate that there is sufficient residential land supply and capacity within the cities of Kirkland and Woodinville to accommodate adopted population growth targets through 2035 and beyond. That is, land needed for housing uses can be met with the UGAs and zoning densities in adopted city and King County comprehensive plans.

Report findings indicate that there is sufficient employment land supply and capacity within the City of Kirkland, but insufficient employment land supply and capacity in the City of Woodinville to accommodate adopted employment growth targets through 2035 and beyond. That is, land needed for commercial and industrial uses cannot be met with the UGAs and zoning densities in the adopted City of Woodinville Comprehensive Plan. Any changes to local zoning to allow for more intensive development to address potential employment land supply and capacity issues would be made through the local planning process. Additional discussion is provided under each action alternative.

3.9.3.2.3 Cumulative Impacts

In both study areas, there are numerous reasonably foreseeable future projects in the vicinity (see Appendix I). It is not anticipated that these actions would impact development at the action alternatives sites, nor would the action alternatives compel or make inevitable other actions that might impact land use. Other foreseeable actions in the area of the action alternatives, such as additional residential, commercial, or industrial development, would be expected to be compatible with surrounding land uses and consistent with applicable land use policies and regulations. As a result, the action alternatives, combined with other foreseeable actions, would contribute to minimal, less than significant cumulative impacts on land and shoreline use. Potential unique cumulative but non-significant impacts from the action alternatives are discussed below.

3.9.3.3 Alternative 1A

This section describes impacts unique to Alternative 1A, along with applicable mitigation measures. Alternative 1A would construct the new NERTS facility at the existing Houghton Transfer Station property at 11724 NE 60th ST in Kirkland after the existing transfer station building is closed and deconstructed or demolished.

3.9.3.3.1 Impacts from Construction

3.9.3.3.1.1. Direct Impacts

All project impacts, regulatory requirements, and cumulative impacts related to land and shoreline use under Alternative 1A would include those described previously in Section 3.9.3.2.1, Impacts Common to All Action Alternatives.

Construction impacts from Alternative 1A are expected to be the same as those discussed above in section 3.9.3.2.1.1. As discussed above, there could be minor and short-term impacts to surrounding land uses resulting in minor, localized increases in noise, dust, odors, traffic, and emissions, particularly for residences within 500 feet of the proposed building footprint. In order to comply with Chapter 115 of the Kirkland Zoning Code (Miscellaneous Use Development and Performance Standards), use of heavy machine-driven equipment could not start before 7:00 a.m. on weekdays and 9:00 a.m. on Saturday and must finish prior to 8:00 p.m. during any day of the week. No development activity may occur on Sundays or on holidays. Work outside these hours would require a noise exception from the City of Kirkland, and only if the activity would not impact nearby residential land uses.

Construction would likely disrupt the southwestern portion of the Taylor Fields 1 and 2 parking area and permanently remove the existing access road to Fields 3 and 4. This disruption would occur over a short term during construction, as King County would construct a new compressed gravel road between the Fields 1 and 2 parking area and Fields 3 and 4 to provide access during construction and following completion of construction. Construction could also disrupt current active daily use of the entire closed Houghton landfill site due to disruption of the loop trails and inner trail connections and decrease the size of

the current open space. These trail connections would be re-established, enhanced, or reconfigured following construction to the maximum extent possible to preserve current recreational uses.

Construction of Alternative 1A would alter use of the existing Houghton RTS because it would be closed and deconstructed or demolished to make way for the new NERTS facility. Customer use would shift to other RTS facilities in the King County system that are appropriately zoned and permitted for solid waste handling activities, including the Factoria RTS in Bellevue and the Shoreline RTS in Shoreline, the two closest facilities.

Permits for land use approval, construction, and buildings for the new NERTS facility, including the TBD facility, will be required from the City of Kirkland. While specific uses of the TBD facility are not known at this time, appropriate SEPA environmental review, and land use and operating permits would be obtained at the time the specific use is determined, if applicable. None of these short-term alterations to land use during construction are expected to have significant impacts.

3.9.3.3.1.2. Indirect Impacts

Temporary disruption to Taylor Fields is not likely to produce additional construction-related land use impacts but could increase recreational use of other parks in the region during the short time frame some portions are not available. Other RTSs in the King County system receiving customers diverted from the existing Houghton RTS would not require additional construction and therefore no construction-related land use impacts are expected. Therefore, no indirect impacts would result under Alternative 1A because no construction impacts to land and shoreline uses that are far removed from the project in terms of distance or time would occur.

3.9.3.3.2 Impacts from Operation

3.9.3.3.2.1. Direct Impacts

All project impacts, regulatory requirements, and cumulative impacts related to land and shoreline use under Alternative 1A would include those described previously in Section 3.9.3.2.2, Impacts Common to All Action Alternatives.

Compatibility with Existing Land Use

Under Alternative 1A, land use at the site would remain the same as the current use, including collection and transfer of MSW from commercial and self-haul vehicles, collection of recyclable materials, and parking for transfer trucks and trailers. Slight changes would occur to land uses, including proposed expansion north into the existing closed Houghton landfill and park area, and provision of additional recycling, reuse, and waste transfer capacity, which could include private operation of a King County-owned building for recycling or reuse. (see Section 2.2).

The nearest residences to the Alternative 1A potential site development footprint are located approximately 55 feet to the west on the opposite side of an existing six- to 12-foot sound wall, and approximately 90 feet to the east. The proposed uses under Alternative 1A could potentially create land use incompatibilities

related to time of day/night activity, noise levels, odors, and conflicting movements by vehicles and other modes. However, several design and operational BMPs to be incorporated into the NERTS project under Alternative 1A would reduce those impacts well below those associated with the No Action alternative. The transfer station would not operate 24 hours a day and would adhere to the operating hours stipulated in County Ordinance and described in Section 3.9.3.2.2.1. Section 3.10 concludes that under Alternative 1A, residential daytime sound is expected to be in compliance with the regulatory limit of 60 dBA during operations due to the use of an enclosed transfer station building and potential use of additional noise mitigating measures. Section 3.2 concludes that odor would also be reduced compared with the No Action Alternative because the new NERTS facility and transfer trailers will be enclosed, and a misting system and mechanical exhaust ventilation system will be incorporated into the transfer station building design. Section 3.13 concludes that Alternative 1A is likely to have a negligible impact on vehicular and active transportation safety within the study area and would be anticipated to remain similar to the No Action conditions. Additional mitigation is also identified to further reduce impacts.

To the extent that portions of the current recreation area (passive or active) are disrupted or eliminated and not re-established, enhanced, or reconfigured following construction, including portions of the loop trails and inner trail connections, the remaining size of the open space would be less than it is currently and result in a reduction or alteration of recreation opportunities. Users of park and open space land uses to the north and south of the proposed Alternative 1A site development footprint would be buffered from land use incompatibilities through the same mechanisms as would nearby residences, described above. Due to the topography of the site and adjacent trees, and with modern design features, aesthetic incompatibilities would also be minimized. The site is able to provide a buffer zone that could include shrubs, trees, and walls or fencing between the new facility and surrounding uses on all four sides of the site.

The NERTS facility under Alternative 1A would result in a moderate adverse effect of eliminating the opportunity to develop other park and open space uses or to develop additional recreational uses or facilities on the portion of the site occupied by the facility. Overall, Alternative 1A would comply with the conditions of the project's Zoning Permit, and as a result, land use impacts are anticipated to be less than significant and reasonably compatible with surrounding land uses.

Consistency with Land Use Plans and Policies

Section 3.9.3.2.2.1 discussed consistency of the Alternative 1A site with King County's Comprehensive Plan. Under Alternative 1A, use of the site as a recycling and transfer station, a regional essential public facility, is consistent with Kirkland's Comprehensive Plan. This is reflected in Goal LU-8, discussed in Section 3.9.2.2.2.2. RCW 36.70A.200 states that, "No local comprehensive plan or development regulation may preclude the siting of essential public facilities and requires that each county and city have "a process for identifying and siting essential public facilities." In addition, essential regional capital facilities are embodied in Policy CF-7.4 of Chapter XIII, Capital Facilities, Section B:

> *Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.*

> *As required by the Growth Management Act, the City must facilitate the siting of essential regional facilities that need to locate in Kirkland. In Goal LU-8 and its related policies under the Land Use Element, the City sets forth criteria and processes for siting of regional facilities.*

However, other aspects of the City's Comprehensive Plan are not entirely consistent with use of the site for Alternative 1A. Section 8, Public Facilities, in the Bridle Trails Neighborhood Plan (Chapter XV), cites Policy BT 25:

> *Establish guiding principles for the redevelopment of the King County Transfer Station facility if it is closed:*
>
> - *Public-serving open space uses should be the primary focus of any redevelopment.*
> - *Open space should include active (e.g., sports field) and passive (walking trails, dog park) uses, along with other recreational uses (e.g., aquatic center), and should establish ecological/wildlife and pedestrian connections through the former transfer station from the Park and Ride to Bridle Trails State Park.*
> - *Non-open space/park uses may be considered but should be compatible with the open space character of the site.*
> - *Any soil contamination should be remediated prior to reuse.*

No changes to plans and policies are expected under Alternative 1A, and this inconsistency with plans and policies is expected to persist. Nonetheless, land use changes under Alternative 1A would continue to be consistent with most of the planning goals and policies of the City's Comprehensive Plan, SMP and regional plans. This would result in a moderate impact due to inconsistency with portions of some plans for the study area. In general, Alternative 1A would not introduce a land use pattern that would foreclose future opportunities to reach goals and polices.

Consistency with Zoning

Use of the Alternative 1A site as a recycling and transfer station is consistent with Kirkland's Zoning Code, as the P zone allows for community or government facilities that are essential public facilities, including solid waste handling facilities, through a Process IIB approval (KZC 45.20). This is a quasi-judicial process, as final decisions are made by the Hearing Examiner and City Council following a staff recommendation. The proposed potential site development area for Alternative 1A is about 10 acres.

Alternative 1A would require a zoning permit under Process IIB from the City of Kirkland and approval from the Hearing Examiner and the Kirkland City Council. As described previously in this section, the approval process uses specific criteria. The discussion below addresses Alternative 1A and its level of consistency with the Process IIB decision criteria.

> KZC 152.70(3) Decisional Criteria – The Hearing Examiner shall use the criteria listed in the provision of this code describing the requested decision in making a recommendation to City Council on the application.

The requested decision would be approval of the Process IIB Zoning permit, and KCSWD would demonstrate through its application that the proposed facility meets all criteria provided in the code for the Process IIB zoning permit. Compatibility of the new NERTS facility with surrounding, primarily residential, areas is determined by the nature and extent of impacts from the facility. Impacts associated with noise, air and odor, surface and ground water, visual quality, and traffic have the potential for creating incompatibility. This EIS addresses these potential impacts and concludes that if KCSWD designs, constructs, and operates the NERTS facility as proposed and incorporates recommended mitigation, potential impacts associated with noise, air and odor, surface and ground water, visual quality, and traffic would not be significant. Based on this, the characteristics of the new NERTS facility under any of the alternatives would be reasonably compatible with uses in areas surrounding the site.

In addition, the Hearing Examiner may recommend approval of the application only if:

a. It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and

Use of the Alternative 1 site is consistent with the permitted uses in the zone, and would comply with the conditions of KZC 45.20, KZC 152, KMC Title 20, and KMC Title 21, and all other applicable development regulations. KCSWD would demonstrate in its application that the proposed NERTS facility meets all relevant development regulations.

b. It is consistent with the public health, safety and welfare.

With implementation of appropriate facility design, recommended mitigation, and operational best practices, impacts associated with noise, air and odor, surface and ground water, visual quality, and traffic would not be significant. In addition, the discussion of potential environmental health impacts in this EIS concludes that significant environmental health impacts would not occur. Additional reasonable mitigation measures are expected to be identified in the design and permitting phase. King County would coordinate with the City to design facilities that would blend in with the character of the surrounding area. Based on this, development of the new NERTS facility under any of the alternatives would not materially endanger the surrounding community's health, safety, or welfare.

Alternative 1A would enhance surrounding land uses compared with the No Action Alternative by reducing the impact of existing noise, odor, emissions, and aesthetics. This would result in a beneficial long-term effect on land use. In addition, Alternative 1A would be consistent with the permitted uses in the zone and would comply with the conditions of the project's zoning permit. While specific uses of the TBD facility are not known at this time, appropriate SEPA environmental review, and land use and operating permits would be obtained at the time the specific use is determined, if applicable. , As a result, no land and shoreline use impacts are anticipated.

3.9.3.3.2.2. Indirect Impacts

The area surrounding the Alternative 1A site is developed with existing residential, park, and transportation uses. It is unlikely that constructing or operating a new NERTS facility at this location would result in intensification or other changes to land uses in the vicinity of this site. Generally, land uses at the site not

selected for the new NERTS facility may be developed differently than their current use but would do so in compliance with local land use plans and policies, and design and development requirements set forth in local code. No indirect land and shoreline use impacts are anticipated.

3.9.3.3.3 Cumulative Impacts

Like much of the central Puget Sound area, the City of Kirkland is experiencing substantial growth, which is expected to continue. Kirkland has been assigned housing and employment growth targets through the King County Countywide Planning Policies (CPPs), and specifically the County's Urban Growth Capacity Report. The Growth Management Act requires the City to plan to accommodate anticipated future growth in households and employment. The assigned targets per the 2021 Urban Growth Capacity Report are for the period 2019-2044 and represent net new housing units and jobs above the City's 2019 existing housing units and employment. (KDCA 2024; (King County 2021f)). Overall, the City of Kirkland's population is expected to grow over 20 percent between 2020 and 2040, from approximately 92,000 to 111,000 (PSRC 2024). Between 2019 and 2044, the number of housing units in Kirkland is targeted to grow over 34 percent from about 38,000 units to over 51,000 units, and employment is targeted to grow over 53 percent from about 49,000 jobs to over 75,000 jobs (KDCA 2024).

Analysis completed for the City of Kirkland's Development Capacity Analysis (KDCA 2024) concludes that Kirkland's existing Comprehensive Plan and zoning would allow for more than enough capacity to accommodate its assigned growth targets. In 2044, the City would be expected to have a surplus capacity of 6,234 housing units and 858 jobs above the King County growth targets.

For Kirkland's 2044 Comprehensive Plan Update, the City is considering draft land use changes that would add density on specific parcels, in specific zones, and within one-quarter mile of key transit corridors. These changes could increase Kirkland's surplus capacity to almost 25,000 housing units and over 15,000 jobs above the King County growth targets (Policy Briefing #2). Four of the potential 2044 Comprehensive Plan land use changes are within a 1.5-mile radius of the Alternative 1 site, including upzoning along the following key transit corridors: 6th St S to 132nd Ave NE (NE 68th St/NE 70th Pl); Downtown Transit Center to S Kirkland Park and Ride (NE108th Ave NE/6th St/98th Ave NE); Downtown Transit Center to S Kirkland Park and Ride (Lake St/Lake Washington Blvd NE); and Downtown Transit Center to 132nd Ave NE (Central Way/NE 85th St) (Policy Briefing #2). These draft changes would add capacity for 2,092 housing units/1,113 jobs, 2,949 housing units/1,720 jobs; 2,271 housing units/3,016 jobs, and 4,322 housing units/3,581 jobs respectively, by 2044.

Appendix I contains a list of reasonably foreseeable future projects in the City of Kirkland, and Table 3.9-3 below shows total units or square footage of reasonably foreseeable future projects in the neighborhoods within 1.5-miles of the Alternative 1 site.

Table 3.9-3. Reasonably Foreseeable Future Projects Within 1.5-Miles of the Alternative 1A Site

Project Status	Affordable Units	Office Sq. Ft.	Comm. Sq. Ft.	Total Res.Units	Institutional Sq. Ft.	Hotel Rms.
Projects Under Construction	2	258,700	62,632	48	44,337	10

Building Permits Issued; No Construction						
Building Permit Applications In Review	37		9,193	368		
Zoning Permit Approved- No Building Permit Application		185,000	15,000		178,382	
Zoning Permit Applications Under Review	1		4,200	32		
Projects in Pre-permit Review	119	1,277,865	13,100	233	32,000	
Grand Total	159	1,721,565	104,125	681	254,719	10

In addition, In Kirkland's Bridle Trails neighborhood immediately surrounding the site of Alternative 1A, two transportation projects were recently under construction, Citywide Greenways Network – NE 75th Street Greenway, and 122nd Avenue NE Traffic Calming, as well as another six capital projects that are in the design or pre-design phase (City of Kirkland 2023e). In addition, WSDOT and Sound Transit are currently constructing the I-405/Northeast 85th Street Interchange and Inline BRT Station Project

While overall growth is continuing in Kirkland and around the Alternative 1 site, It is not anticipated that these reasonably foreseeable projects would impact development at the Alternative 1A site, nor would Alternative 1A compel or make inevitable other actions that might impact land use. The planned land use changes aimed at increasing residential densities or employment capacity associated with the draft 2044 updated Kirkland Comprehensive Plan are unlikely to be affected by the proposed project due to a combination of one or more of the following: distance from the Alternative 1 site (generally greater than 1.5-miles); natural and built barriers between those land use changes and the Alternative 1 site (such as I-405); and the design features and operational practices that would reduce effects on adjacent land uses to less than significant. Even under Kirkland's existing Comprehensive Plan and zoning, more than enough capacity is available to accommodate its assigned growth targets (KDCA 2024).

Other foreseeable actions in the area of Alternative 1A, such as the additional residential, commercial, or institutional development cited in Table 3.9-3, would be expected to be compatible with surrounding land uses and consistent with applicable land use policies and regulations. No additional potential unique cumulative but non-significant impacts from Alternative 1A are anticipated. As a result, Alternative 1A, combined with other foreseeable actions, would contribute to minimal, less than significant cumulative impacts on land and shoreline use.

3.9.3.4 Alternative 1B

This section describes impacts unique to Alternative 1B, along with applicable mitigation measures. Alternative 1B would construct the new NERTS facility at the existing Houghton Transfer Station property at 11724 NE 60th ST in Kirkland while the existing transfer station building is open and operating. The old transfer station building would then be closed and repurposed or replaced after the new station is open.

3.9.3.4.1 Impacts from Construction

3.9.3.4.1.1. Direct Impacts

All project impacts, regulatory requirements, and cumulative impacts related to land and shoreline use under Alternative 1B would include those described previously in Section 3.9.3.2.1, Impacts Common to All Action Alternatives.

Construction impacts associated with Alternative 1B are expected to be largely similar to those for Alternative 1A. Construction activities, schedules, timing, and adherence to Kirkland development code requirements would be the same as Alternative 1A and with similar comparisons to the No Action Alternative.

Alternative 1B has a larger potential site development footprint and would disrupt a larger area of park and recreation use on the closed Houghton landfill during construction than would Alternative 1A. This disruption could last longer than under Alternative 1A but would also be short-term and replaced with permanent access roadways. As with Alternative 1A, none of these short-term alterations to land use during construction are expected to have significant impacts.

3.9.3.4.1.2. Indirect Impacts

Indirect construction impacts under Alternative 1B would be the same as described for Alternative 1A. No indirect impacts under Alternative 1B would result because no construction impacts to land and shoreline uses that are far removed from the project in terms of distance or time would occur.

3.9.3.4.2 Impacts from Operation

3.9.3.4.2.1. Direct Impacts

Under Alternative 1A and Alternative 1B, land use at the site would remain the same but would potentially expand farther north into the existing park area and closed Houghton landfill than Alternative 1A. The proposed potential site development area for Alternative 1B is about 12.75 acres.

Operational impacts associated with Alternative 1B are expected to be largely similar to those for Alternative 1A. Impacts on land use, land use plans and policies, and zoning would be the same as Alternative 1A and with similar comparisons to the No Action Alternative.

3.9.3.4.2.2. Indirect Impacts

Indirect operational impacts under Alternative 1B would be the same as described for Alternative 1A. It is unlikely that constructing or operating a new transfer station at this location would result in intensification or other changes to land uses in the vicinity of this site. No indirect land use impacts are anticipated.

3.9.3.4.3 Cumulative Impacts.

Cumulative impacts associated with Alternative 1B would be similar to those under Alternative 1A and also described in Section 3.9.3.2.3.

3.9.3.5 Alternative 2

This section describes impacts unique to Alternative 2, along with applicable mitigation measures. Alternative 2 would construct the new NERTS facility on six tax parcels in the 15000 block of Woodinville-Redmond Road NE in Woodinville.

3.9.3.5.1 Impacts from Construction

3.9.3.5.1.1. Direct Impacts

All project impacts, regulatory requirements, and cumulative impacts related to land and shoreline use under Alternative 2 would include those described previously in Section 3.9.3.2.1, Impacts Common to All Action Alternatives.

Construction impacts from Alternative 2 are expected to be the same as those discussed above in section 3.9.3.2.1.1. As discussed above, there could be minor and short-term impacts to surrounding land uses, including the Sammamish Valley APD. In order to comply with Chapter 8.08 (Noise Regulation) of the Woodinville Municipal Code, use of heavy machine-driven equipment could not start before 7:00 a.m. on weekdays and 9:00 a.m. on Saturday and must finish prior to 7:00 p.m. (9:00 p.m. during summer) on weekdays and :005 p.m. on Saturday. No development activity may occur on Sundays or on holidays. No variance is allowable for work outside these hours. Noise reducing construction practices to reduce noise impacts below nuisance levels include the range of common construction minimization measures outlined in Section 5.2.2 of the NERTS Noise Assessment, Appendix E and summarized in Section 3.10.5 of this EIS.

Construction of Alternative 2 would alter uses of the existing parcels on a long-term basis because businesses would relocate, and structures deconstructed or demolished to make way for the new NERTS facility. King County would negotiate with the affected property owners to acquire parcels and continue until there is mutual agreement to terms; or the legal process of eminent domain results in property transfer to the County with payment of just compensation to the property owners. Under RCW 8.08, the County is "authorized and empowered to condemn land and property within the county for public use; whenever the board of county commissioners deems it necessary for county purposes to acquire such land, real estate, premises or other property, and is unable to agree with the owner or owners thereof for its purchase…" Eminent domain is limited under RCW 8.08.130 to when it is "deemed and held to be for a county purpose and public use …when it is directly or indirectly, approximately or remotely for the general benefit or welfare of the county or of the inhabitants thereof, or when it is otherwise within the meaning of the phrase "for a county purpose" as occurring in the Constitution of this state." Following the conclusion of the sale negotiation or eminent domain process, businesses would relocate to other properties, appropriately zoned

and permitted for their intended use, with assistance from King County. In addition, selection of Alternative 2 would preclude a planned expansion of a local business (Matheus Lumber).

Permits for land use approval, construction, and buildings for the new NERTS facility would be required from the City of Woodinville. It is unlikely that construction of drives, buildings, and other infrastructure would create additional barriers, restrict access, or reduce the efficiency of agricultural operations. None of these short-term alterations to land use during construction are expected to have significant impacts.

3.9.3.5.1.2. Indirect Impacts

Closure and relocation of businesses on the Alternative 2 site could cause construction-related land and shoreline use impacts on other properties in the region if those properties required construction or modification to accommodate business needs. Permits for land use approval, construction, and buildings of the new or modified structures would be required from local agencies and adhere to local land use plans, policies, and regulations. These short-term alterations to land use during construction are not expected to have significant impacts.

3.9.3.5.2 Impacts from Operation

3.9.3.5.2.1. Direct Impacts

All project impacts, regulatory requirements, and cumulative impacts related to land and shoreline use under Alternative 1A would include those described previously in Section 3.9.3.2.2, Impacts Common to All Action Alternatives.

Compatibility with Existing Land Use

Under Alternative 2, land use at the site would change from vacant, commercial, and industrial/manufacturing uses to recycling and transfer station uses, an essential public facility. These uses include collection and transfer of MSW from commercial and self-haul vehicles, expanded collection of recyclable and reusable materials, and parking for transfer trucks and trailers (see Section 2.2).

The closest noise receptors are a school approximately 300 feet east and other businesses on the opposite side of Woodinville-Redmond Road NE from conceptual building footprints, a neighborhood with residences approximately 720 feet southwest and 1,325 feet west and upslope from the conceptual building footprints, and farmers and wildlife using the Sammamish Valley APD east of the site. The proposed uses under Alternative 2 could potentially create land use incompatibilities related to time of day/night activity, noise levels, odors, and conflicting movements by vehicles and other modes. However, like Alternative 1, several design and operational BMPs to be incorporated into the NERTS project under Alternative 2 would reduce those impacts well below significant levels. The transfer station would not operate 24 hours a day and would adhere to the operating hours stipulated in County Ordinance and described in Section 3.9.3.2.2.1. Section 3.10 concludes that under Alternative 2, residential daytime sound is expected to be compliant with the regulatory limit of 60 dBA during operations due to the use of an enclosed transfer station building and potential use of additional noise mitigating measures. Section 3.2 concludes that odor would also less under Alternative 2 compared with the other action alternatives, due to a greater buffer between the

operation and sensitive receptors, with an opportunity for dilution of any odor or dust emissions before they reach the property line. The facility would be a new odor source in the area. However, because the new NERTS facility and transfer trailers will be enclosed, and a misting system and mechanical exhaust ventilation system will be incorporated into the transfer station building design, land use conflicts will be reduced to less than significant. Section 3.13 concludes that Alternative 2 is likely to have a less than significant impacts on vehicular and active transportation safety within the study area. Additional mitigation will further reduce impacts.

With planned design features and mitigation, the proposed use under Alternative 2 also would be compatible with commercial and industrial land uses to the north and south of the Alternative 2 site development footprint and be buffered from potential land use incompatibilities through the same mechanisms as would nearby residences, described above. The modern design features also would be compatible with surrounding land uses. The site can accommodate a buffer zone that could include shrubs, trees, and walls or fencing between the new facility and surrounding uses on all four sides of the site, if needed.

With planned design features and mitigation, the proposed use under Alternative 2 also would be compatible with agricultural land uses to the east of the Alternative 2 site development footprint and be buffered from potential land use incompatibilities by Woodinville-Redmond Road NE, commercial and industrial properties east of the road and west of the Sammamish River, and the Sammamish River itself.

Based on data in King County's 2021 Urban Growth Capacity Report, the Alternative 2 site represents 31 percent of Woodinville's supply of buildable acres of industrial land (King County 2021). The NERTS facility under Alternative 2 would result in a moderate adverse effect of a reduction in the opportunity to develop other industrial, park, open space, agricultural support services, or tourism uses on the site that could provide additional job capacity.

Consistency with Land Use Plans and Policies

Section 3.9.3.2.2.1 discussed consistency of the Alternative 1A site with King County's Comprehensive Plan. Under Alternative 2, use of the site as a recycling and transfer station, a regional essential facility, is consistent with Woodinville's Comprehensive Plan, as reflected in Chapter 7, Capital and Public Facilities, Policy CFP-1.7, discussed in Section 3.9.2.3.2.2. In addition, RCW 36.70A.200 states that, "No local comprehensive plan or development regulation may preclude the siting of essential public facilities and requires that each county and city have "a process for identifying and siting essential public facilities." I

However, other aspects of the City's Comprehensive Plan related to the existing tourist district are not entirely consistent with use of the site for Alternative 2:

> *Chapter 4.0, Economic Development Policy ED-4.3. Encourage complementary tourism and retail uses in the Tourist District and Downtown respectively.*
>
> *5.0 Parks, Recreation, and Open Space Policy PROS-2.1. Allow and encourage compatible recreational uses in and near downtown, within the Tourist District, and waterfront opportunities to accommodate market demand for such opportunities.*

No changes to plans and policies are expected under Alternative 2, and this inconsistency with plans and policies is expected to persist. Nonetheless, land use changes under Alternative 2 would continue to be consistent with most of the planning goals and policies of the City's Comprehensive Plan, SMP and regional plans. This would result in a moderate impact due to inconsistency with portions of some plans for the study area. In general, Alternative 2 would not introduce a land use pattern that would foreclose future opportunities to reach goals and polices.

Consistency with Zoning

Use of the Alternative 2 site as a recycling and transfer station is categorized as "special use" in the Tourist/Industrial zone and subject to obtaining a Special Use Permit, consistent with Chapter 21.21, Use and Occupancy Regulations under the WMC. It is allowed only as an essential public facility pursuant to Chapter 21.46 WMC. The proposed potential site development area for Alternative 2 is at least seven acres with additional area potentially available dependent on compliance with federal, state, and local environmental regulations. Under 21.46.050(2) WMC, the City cannot impose conditions in such a manner as to preclude the siting or expansion of any state or regional essential public facility in the City. (Ord. 737 § 2 (Att. A), 2022) (City of Woodinville 2023b).

Alternative 2 would require a Special Use Permit under Chapter 21.84.070 WMC from the City of Woodinville. The process is a quasi-judicial process, as final decisions are made by the Hearing Examiner. The Special Use Permit process uses specific criteria. In addition, Alternative 2 would require approval for siting of a regional essential public facility under Chapter 21.46.050 WMC from the City of Woodinville. The discussion below addresses Alternative 2 and its level of consistency with the Special Use Permit and regional essential public facility decision criteria.

21.84.070(4) WMC. Special use permit.

a) The use complies with the adopted goals and policies set forth in the Comprehensive Plan;

The consistency of the proposal with King County's Comprehensive Pan is discussed earlier in this chapter. That discussion concludes that all alternatives are consistent with relevant Comprehensive Plan policies. The consistency of the proposal with the City of Woodinville's Comprehensive Plan also is discussed earlier in this chapter. That discussion concludes that land use changes under the proposal would be consistent with most of the planning goals and policies of the City's Comprehensive Plan.

b) The use is designed in a manner compatible with the character and appearance of the types of uses permitted in the surrounding areas;

While the design has not been completed, King County's intent is to design the new NERTS facility as a modern transfer station, with features that protect the health and safety of the community and the environment, and designed to a visual character fitting with its surrounding areas. Structural materials and colors would be compatible with the setting of the transfer station. A range of materials, textures, and colors would be used in exterior areas of the transfer station. King County would coordinate with the City and a newly established Design Advisory Group made up of community members to provide input on the

design such that the facility would blend in with the character of the surrounding areas to the maximum extent possible.

c) The use complies with all applicable zoning and development standards and requirements;

As described in this section, the proposal would generally meet all applicable zoning and development standards and requirements.

d) The use will have no materially detrimental effects on neighboring properties caused by excessive noise, lighting, off-site traffic generation, or other interferences with the peaceful use and possession of said neighboring properties; and

As described earlier in this section, and in other sections throughout this EIS, the proposed use under the proposal would be reasonably compatible with neighboring uses. Use of buffering, modern design features, operational BMPs, available mitigation measures, and adherence to development codes and permit conditions will ensure that the proposal causes no materially detrimental effects on neighboring properties.

e) Where applicable, the use meets the requirements for the siting of essential public facilities set forth in the Comprehensive Plan. [The following subparagraphs A-F follow the requirements for the siting of essential public facilities in the Woodinville Comprehensive Plan]

A. Define Essential Public Facilities, consistent with the Growth Management Act.

Solid waste handling facilities meet the definition of essential public facilities in RCW 36.70A.200(1)(a).

B. Coordinate with neighboring jurisdictions and with King and Snohomish counties by participating in interjurisdictional processes to develop coordinated approaches to siting of essential public facilities and to address impacts.

King County initiated coordination with neighboring jurisdictions in the summer of 2019. Starting in the summer of 2020, information about the project was distributed widely among several groups, including Core Cities (Kirkland, Redmond, Sammamish, and Woodinville), City of Kenmore, City of Bothell, unincorporated King County, the Siting Advisory Group (SAG), neighborhood and community stakeholders, property owners, the public, and the media. The County established a siting advisory group (SAG) that includes 16 appointed members representing the Core Cities (Kirkland, Redmond, Sammamish, Woodinville), and six at-large members (with total participants varying over time). The SAG helped develop and apply site selection criteria, identified community concerns and impacts, created public awareness about the project, provided general review and input, and expressed opinions and preferences to King County decision-makers. KCSWD continues to meet regularly with the Core Cities in a separate meeting series.

C. Condition proposals to be consistent with the City's Vision Statement, Comprehensive Plan, Functional Plans, and development regulations.

The consistency of the proposal with the City of Woodinville's Comprehensive Plan is discussed earlier in this section, and above. That discussion concludes that land use changes under the proposal would be consistent with most of the planning goals and policies of the City's Comprehensive Plan. As described in

this section, the proposal would generally meet all applicable zoning and development standards and requirements.

> *D. Promote the execution of interlocal agreements regarding the siting, operation and/or expansion of such facilities within the Woodinville community. Agreements are encouraged to the extent they would result in locally beneficial siting decisions, facilitate the sponsor's voluntary provision of enhanced mitigation measures exceeding those required by applicable regulatory standards, and/or provide for mitigation of any disproportionate financial burden on the City created by the proposed facility.*

An Amended and Restated Solid Waste Interlocal Agreement between the City of Woodinville and King County was executed in 2013. The agreement provides for the cooperative management of solid waste for a term through 2040. A link to the agreement is provided in Section 1.2.1.

> *E. To the extent legally permissible, it is the policy of the City of Woodinville that no essential public facility be located within a residential zoning district unless no reasonable alternative sites in other zoning districts are or practicably can be made available.*

The proposal is located within a Tourist/Industrial zone.

> *F. The City's regulations for essential public facilities shall provide a public process that includes, at a minimum, noticing as required by WMC Title 17 and provides for at least one public hearing to be heard by the City's Hearing Examiner.*

King County intends to comply with all applicable development code and permitting requirements, including participating in public processes, and attending hearings to be heard by the City's Hearing Examiner.

> *21.46.050(2) WMC. Siting and expansion of State and regional essential public facilities.*
>
> *a) Necessary infrastructure is or will be made available to ensure safe transportation access and transportation concurrency;*

A transportation assessment conducted by King County concludes that necessary infrastructure currently exists to ensure safe transportation access and concurrency. Additional transportation infrastructure investments, to the extent they are necessary, may be considered.

> *b) Necessary infrastructure is or will be made available to ensure that public safety responders have sufficient capacity to handle increased calls or expenses that will occur as the result of the facility;*

The public services evaluation in the proposal's EIS concludes that necessary infrastructure currently exists to ensure public safety responders have sufficient capacity to handle increased calls or expenses that will occur as the result of the facility. None are expected, however, continued cooperation between King County and local public service providers will ensure sufficient capacity is present in the future.

> *c) All capital costs associated with on-site and off-site improvements necessitated by the facility are borne by the project sponsor to the extent legally permissible;*

King County intends to bear all capital costs associated with on-site and off-site improvements necessitated by the facility to the extent legally permissible.

d) The facility will not unreasonably increase noise levels in residential areas, especially at night;

A noise assessment conducted by King County concludes that the facility is expected to be compliant with regulatory noise limits under Chapter 8.08 WMC due to the use of an enclosed transfer station building and potential use of additional noise mitigating measures.

e) Visual screening will be provided that will mitigate the visual impacts from streets and adjoining properties;

King County intends to incorporate landscaping and other visual screening into project site design, which will help block views of the site and soften its appearance. Details will be determined during a later design phase.

f) Any and all probable significant adverse environmental impacts, including but not limited to impacts to wetlands, shorelines and wildlife habitat, are adequately mitigated;

King County commits to mitigating probable significant adverse environmental impacts, including but not limited to impacts to wetlands, shorelines, and wildlife habitat, to a level that reduces impacts to less than significant.

g) Any other applicable criteria set forth in this title are satisfied; and

King County will comply with all development code and permit conditions as required.

h) The public health, safety and welfare are adequately protected.

King County's use of modern design features, operational BMPs, buffering, available mitigation measures, and adherence to development codes and permit conditions will ensure that the public's health, safety, and welfare are protected.

Alternative 2 would comply with the conditions of the project's Special Use Permit, and as a result, land use impacts are anticipated to be less than significant. In addition, because Alternative 2 would be reasonably compatible with surrounding land use, no significant adverse unavoidable operational impacts to land and shoreline use are anticipated.

3.9.3.5.2.2. Indirect Impacts

The area surrounding the Alternative 2 site is developed with existing commercial, industrial/manufacturing, institutional, and transportation uses. It is unlikely that constructing or operating a new NERTS facility at this location would result in intensification or other changes to land uses in the vicinity of this site. Development of the Alternative 2 site would reduce opportunities for other future industrial or tourist uses of the site or potentially in the City of Woodinville due to the reduction in available buildable industrial land, pushing impacts and benefits of those developments into either other areas of Woodinville or other areas of the County or State. Under the existing Woodinville Comprehensive Plan, these impacts could be

considered significant, though changes to land use density targets aimed at increasing housing and job capacity of land uses under the 2044 Plan Update would reduce impacts to less than significant.

Generally, land uses at the site not selected for the new NERTS facility may evolve away from their current use but would do so in compliance with local land use plans and policies, and design and development requirements set forth in local code. If the Alternative 2 site is selected and developed for the new NERTS facility, the existing Houghton RTS facilities would be removed, with the potential for alternative land uses on the site. No additional indirect land and shoreline use impacts are anticipated.

3.9.3.5.3 Cumulative Impacts

Like Kirkland, the City of Woodinville is experiencing substantial growth, which is expected to continue. Analysis completed for the City of Woodinville's 2044 Comprehensive Plan Update (WCP 2023) indicates that between 2010 and 2020, 1,441 housing units of all types were permitted in the City. The total number of housing units in the City of Woodinville was estimated by OFM to be 4,996 in 2010 and 5,895 in 2020, an increase of nearly 900 units (18 percent) over that decade. OFM's most recent estimates indicate Woodinville's total number of housing units was 6,198 in 2022 (WCP 2023). Since 2015, multifamily units have increased as a percentage of overall housing units constructed; multifamily units comprised nearly all of the 585 housing units constructed in 2020 (WCP 2023).

Woodinville has also been assigned housing and employment growth targets through the King County Countywide Planning Policies (CPPs), and specifically the County's Urban Growth Capacity Report. The Growth Management Act requires the City to plan to accommodate anticipated future growth in households and employment. The assigned targets per the 2021 Urban Growth Capacity Report are for the period 2019-2044 and represent net new housing units and jobs above the City's 2019 existing housing units and employment (King County 2021f). Overall, the City of Woodinville's population is expected to grow between 27 and 47 percent between 2020 and 2044, from approximately 13,400 to between 17,000 and almost 20,000 (WCP 2023). Between 2018 and 2044, the number of housing units in Woodinville is targeted to grow over 39 percent from about 5,100 units to almost 7,200 units (WEDE 2024). Analysis completed for the City of Woodinville's 2044 Comprehensive Plan Update concludes that Woodinville currently has an estimated land capacity to accommodate a total of 8,859 housing units of all types, well beyond its currently allocated 2044 GMA Growth Housing Target.

The City currently has a large number of housing units in the planning pipeline for an estimated total of 8,300 housing units of all types within the City limits by 2044. Appendix I contains a summary list of reasonably foreseeable future projects in the City of Woodinville, and Table 3.9-4 below shows total units or square footage of reasonably foreseeable future projects (where available) in the neighborhoods within 1.5-miles of the Alternative 2 site.

Table 3.9-4. Reasonably Foreseeable Future Projects Within 1.5-Miles of the Alternative 2 Site

Project	Type	Housing Units	Square footage of Commercial Space
Redhook Brewery (Hollywood Station), 14300 NE 145th St, Woodinville, WA 98072	Retail/Beverage	0	60,000

Table 3.9-4. Reasonably Foreseeable Future Projects Within 1.5-Miles of the Alternative 2 Site

Project	Type	Housing Units	Square footage of Commercial Space
Meraki Apartments corner of NE 172nd Place	Apartments	18	600
Woodin Creek Village 17300 135th Avenue NE	Phase 4: Mixed Use; Phase 5: 81 multifamily residential units; Phase 6: Mixed Use	417	11,400 – 14,400
Civic Campus (Schoolhouse District) 17330 131st Avenue NE	Mixed Use Civic Center	260	30,000
Legacy Farms (Woodinville Townhomes) 14312 132nd Avenue NE	Townhomes	94	0
Starbucks 17600 140th Avenue NE	Coffee/Café Restaurant	0	2,000
Aegis Living 16816 & 16818 140th Avenue NE	Assisted Living	93	0
Courtyard Marriott 17220 127th Avenue NE	Hotel	0	108 Hotel Rooms
Gardens District (Molbak's) 13625 NE 175th Street	Mixed use with ground floor retail and apartments	1,210	400,000
522 Innovation Center 18501 139th Avenue NE	Commercial / Research	0	170,000
East Rail Flats (Schoolhouse District II & III) 13400 NE 175th Street	Mixed use with ground floor retail, apartments, and townhomes for purchase	270	23,905
Harvest (Woodinville Wine Village) 14450 Woodinville-Redmond Rd NE	Mixed use	365	165 Hotel Rooms, and 400,000 sq. ft. retail
NE 145th Street / Woodinville-Redmond Road Roundabout Improvements	Roadway		
Woodinville Trestle Project NE 175th Street to NE 177th Place (Little Bear Creek Parkway)	Roadway and Rail Bridge		
133rd Avenue NE Extension Project 133rd Ave NE Grid Road across NE 175th Street to Little Bear Creek Parkway (NE 177th Place)	Roadway		
East Rail Trail Extension Project NE 175th Street and Woodinville-Redmond Road to the northern City limits.	Recreation Trail		
Total		2,727	994,070

Between 2018 and 2044, employment in Woodinville is targeted to grow over 30 percent from about 15,000 jobs to over 21,000 jobs (WEDE 2024). Analysis completed for the County's Urban Growth Capacity Report

concludes that Woodinville currently has insufficient employment land supply and capacity to accommodate adopted employment growth targets through 2035 and beyond. That is, land needed for commercial and industrial uses cannot be met with the UGAs and zoning densities in the adopted City of Woodinville Comprehensive Plan.

While overall growth is continuing in Woodinville and around the Alternative 2 site, It is not anticipated that these reasonably foreseeable projects would impact development at the Alternative 2 site. However, because the proposed project at the Alternative 2 site is expected to produce employment that is less than the targeted ratio of 700 square feet per job for the industrial land category (King County 2021f), it may reduce the ability for the City of Woodinville to meet employment growth targets set for 2044. For Woodinville's 2044 Comprehensive Plan Update, the City is advancing draft land use policies that affect the areas near the Alternative 2 site, including advancing "a Tourist District that is attractive, with amenities that support positive visitor and local residents' experiences" (Policy ED-2.2.), encouraging "complementary tourism and retail uses in the Tourist District (Policy ED-4.3.). The City is also developing a Tourist District Plan. The 2044 Comprehensive Plan Update does not indicate that the City of Woodinville is planning new land use policy changes that would increase desired commercial/industrial employment densities on lands throughout the City.

Other foreseeable actions in the area of the Alternative 2 site, such as additional industrial, commercial, residential, or tourism business development, would be expected to be compatible with surrounding land uses and consistent with applicable land use policies and regulations. No additional potential unique cumulative but non-significant impacts from Alternative 2 are anticipated. As a result, Alternative 2, combined with other foreseeable actions, would contribute to moderate, but less than significant cumulative impacts on land and shoreline use.

3.9.4 Mitigation Measures

Construction of the new NERTS facility under either of the action alternatives are not anticipated to result in long-term impacts to land use compatibility or land use policy and regulatory consistency. Therefore, no mitigation is required or proposed for those elements.

Because operation of the new NERTS facility under either of the action alternatives would restrict other uses on the site that could provide additional job capacity (under Alternative 2), or that could provide additional space for recreation (under Alternative 1), additional mitigation is warranted. Potential mitigation for Alternative 2 to expand industrial land use job capacity in other areas of Woodinville would require City of Woodinville to: seek opportunities in rezones or changes in development regulations to incorporate incentive programs for development of industrial uses in areas adjacent to existing industrial zones; limit non-industrial uses in industrial zones to maximize job capacity for those uses; and, prioritize investments and infrastructure improvements in industrial zones to support and attract industrial employment. Additionally, King County would work with the City of Woodinville to attract appropriate uses to the proposed TBD building that enhance the job capacity of the proposed uses.

Potential mitigation for Alternative 1 to augment recreational land uses in Kirkland would include improvements to Taylor Fields, including enhancing the baseball field facilities and adding supplemental recreation facilities and amenities; re-establishment, enhancement, or reconfiguration of trail connections; replacement of field access roads, and minimizing the footprint of the proposed facility to the greatest practical extent. King County would confer with City of Kirkland and neighborhood stakeholders to identify appropriate mitigation.

No additional measures are necessary to address potential impacts on land use compatibility or land use policy and regulatory consistency other than those described in other chapters for potential impacts related to traffic, noise, air quality and odor, surface and ground water, and visual quality and light and glare. Impacts at the Alternative 2 site on housing and recreation are unlikely, and no mitigation measures are needed. Mitigations relevant to historic and cultural resources are discussed in Section 3.12.

3.9.5 Significant Unavoidable Adverse Impacts

With implementation of mitigation for potential impacts related to traffic, noise, air quality and odor, surface and ground water, and visual quality and light and glare, development of the new NERTS facility under any of the alternatives would be largely but not completely consistent with local land use policies and consistent with zoning regulations. Use of buffering, modern design features, operational BMPs, available mitigation measures, and adherence to development codes and permit conditions would make it unlikely that any of the alternatives would result in significant unavoidable adverse impacts to land and shoreline use.