

Memo Subject: Site Selection Criteria

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Solid Waste Division

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Date: March 22, 2021; Revised July 14, 2022 (change to criterion GIS 1)

Project Number: 1033498 (SWD)
D3379200 (Jacobs)

1. Introduction

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

King County proposed locating the new recycling and transfer station (RTS) in the northeast part of King County, including areas in or around the cities of Kirkland, Redmond, Sammamish, and Woodinville (Core Cities). The new facility will include an enclosed solid waste transfer and processing area; solid waste compactor units; recycling collection and sorting area; employee facility; scalehouse and weigh station; fueling station; space for onsite customer queuing; and possible moderate risk waste disposal for products from homes and small qualifying businesses. The County's Green Building Ordinance requires new infrastructure to achieve a LEED (Leadership in Energy and Environmental Design) Platinum certification or certification through an alternative green building-rating, system such as the Living Building Challenge (ILFI 2019). The facility also will support other sustainability goals, including those identified in the *2020 Strategic Action Climate Plan Update* (King County 2020), *Equity and Social Justice Strategic Action Plan* (King County 2021), and *Clean Water Healthy Habitat Initiative* (King County 2019b).

The long-term project goal is to site, build, and operate the Northeast Recycling and Transfer Station (NERTS) that meets community, financial, and environmental needs identified by the surrounding cities and the County. This technical memorandum documents the screening methodology and criteria that will be used to screen and rank the proposed sites for County review and approval.

2. Siting Process, Public Involvement, and Screening Criteria

2.1 Siting Process

As shown on Figure 2-1, six main steps were used in the siting process for NERTS. The first three steps identify and screen—broadly, then more focused—potential sites within the study area using site selection criteria specifically developed for the project. After these steps are completed, the most promising sites that best meet the screening criteria are comparatively assessed in Step 4, and the most desirable site(s) are evaluated in Step 5, which is the environmental review process. Finally in Step 6, the County selects a site.

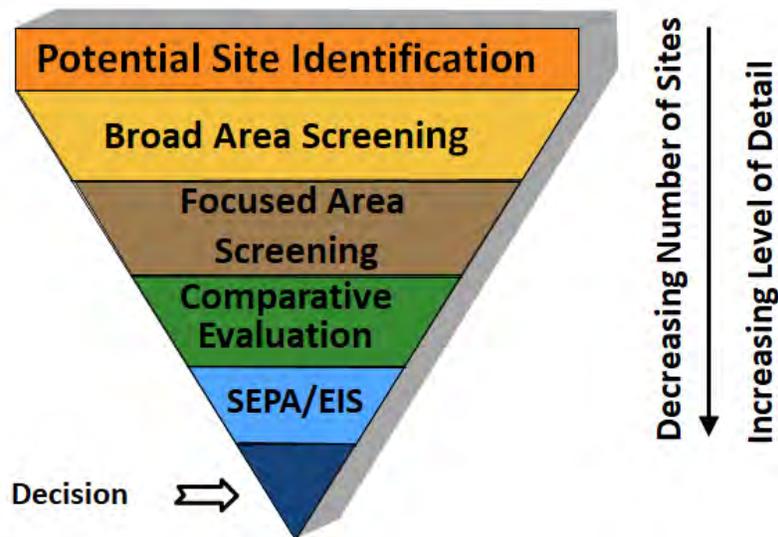


Figure 2-1. Six-Step Siting Process
Northeast Recycling and Transfer Station Project

2.2 Public Involvement

The communities in northeast King County have a vested interest in siting, designing, and developing the NERTS; therefore, they will play a key role as the County moves forward with the project. In response, the County is implementing a public involvement process to involve the local communities to understand and consider their aspirations, values, concerns, and insights about the transfer station siting, design, construction, and operation. Maintaining frequent and ongoing outreach and communications, proactively reaching out to key stakeholders and historically underrepresented communities, and developing an adaptive, informational approach will allow the project team to address community concerns and adjust strategies, as necessary to address any community concerns.

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

The County established a Siting Advisory Group (SAG) to help develop and apply site selection criteria, identify community concerns and impacts, create public awareness about the project, provide general review and input, and express opinions and preferences to King County decisionmakers. As part of forming the SAG, King County developed a means for financially compensating eligible SAG members who represent the interests of historically underserved communities. The SAG members represent a variety of interests and perspectives in northeast King County, and the group is scheduled to meet up to 10 times between mid-October 2020 and June 2021. Accessibility resources will be provided to members that request them. Meetings are open to the public, and a public comment period is included in each meeting.

2.3 Screening Criteria Used

Screening criteria were developed for the first three steps of the siting process, with two sets of criteria used in Step 3, focused site screening (FSS):

- Step 1: potential site identification
- Step 2: broad area site screening (BASS)
- Step 3: FSS
 - Functional criteria
 - Community criteria

The following sections document the screening process and criteria used in each step of the siting process.

3. Potential Site Identification

3.1 Geographic Information System Search to Identify Potential Sites

Based on the County's mission, vision, and values, these pass/fail (PF) criteria, also called exclusionary criteria, establish minimum standards that must be met to qualify for further consideration; the following criteria were used to identify an initial list of potential sites:

- **PF 1.** Site is within the study area (as depicted in the *2019 Comprehensive Solid Waste Management Plan*; King County 2019).
- **PF 2.** Site is within the contiguous King County Urban Growth Area (as defined in *Vision 2050, A Plan for the Central Puget Sound Region*; PSRC 2020).
- **PF 3.** Site is located outside of a Federal Emergency Management Agency-defined 100-year floodplain (FEMA no date but updated periodically).
- **PF 4.** Site is free of known historical, archeological, or cultural designations.
- **PF 5.** Site is not designated as farmland preservation.

Along with the PF criteria, the following geographic information system (GIS) screening filters were used to identify sites for further analysis:

- **GIS 1.** Site is at least 5 acres in size or a combination of smaller parcels totaling at least 5 acres. (The size threshold was 8 acres initially and was refined later to investigate parcels that met the smaller size threshold.)
- **GIS 2.** Site is not zoned agricultural or residential.
- **GIS 3.** Site is within 1 mile of a major arterial or highway with appropriate truck routes (this criterion may be refined after analysis).
- **GIS 4.** Property cost is within project budget (based on assessed value).
- **GIS 5.** Parcels designated as park or open space that meet other criteria will be reviewed to assess any potential opportunity.

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

3.2 Screening Approach to Select Top 15 Sites

A desktop review was conducted of each parcel and parcel combination, and 15 sites were selected for further evaluation. This review considered the following factors:

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

Site Selection Criteria Technical Memorandum

- Parcels part of a multiparcel business or institution that could not be readily separated for use as an RTS (for example, parking and landscaping for an educational facility)
- Nearby land uses reasonably compatible with an RTS but near highly incompatible neighborhood characteristics or traffic concerns, such as an existing shopping center, adjacent to a church, or dense residential uses nearby

In addition, parcels adjacent to those initially identified were reviewed by the project team to consider whether adding them could prove to be beneficial for RTS development. After conducting this review, the result was 15 parcels/parcel combinations acceptable for further evaluation. The cities where these sites are located are documented in Table 3-1.

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

Location	Number of Sites
Kirkland	5
Redmond	8
Woodinville	2

4. Broad Area Site Screening

During the BASS step, the following criteria were used to develop a short list of sites for further evaluation:

- **BASS 1** Appropriate site characteristics (size and shape accommodate the required features of a modern transfer station facility)
- **BASS 2** Few negative environmental considerations that cannot be mitigated (for example, sites with sensitive environmental areas such as steep slopes, large wetlands, heavily wooded, or other environmental issues)
- **BASS 3** Few onsite property improvements that would require relocation (for example, presence of active, onsite businesses or uses requiring relocation that would make development more expensive and disruptive)
- **BASS 4** Relatively few nearby sensitive receptors (such as schools, parks, residences, and hospitals)
- **BASS 5** No unresolved equity or social justice (ESJ) concerns (any ESJ concerns would be mitigated by an environmental impact review or other supplemental ESJ project)
- **BASS 6** Minimal known geotechnical concerns (including geohazards, landslides, seismic)
- **BASS 7** Location within an aquifer recharge zone (these sites will be noted for further assessment)

A site visit was conducted of each of the top 15 sites, and the project team evaluated each of the sites against the BASS criteria as discussed in Section 4.1.

4.1 Scoring Sites Against Criteria

The top 15 sites were scored against the BASS criteria using a 1- to 5-point scale, where 1 is a poor score, and 5 is an excellent score for each criterion. Table 4-1 provides verbal descriptions that were used to define the meaning of low (1), medium (3), and high (5) scores for each criterion. As shown, criterion BASS 7 was not scored, but sites located within the City of Redmond's critical aquifer recharge area (CARA) I or II are noted for further evaluation. Table 4-1 also identifies two other considerations that were also scored during the initial screening: city master plan alignment and few notable traffic impacts. The results of the site evaluations against the BASS criteria are provided in the Task 600 Draft BASS Report (Jacobs 2021 in progress).

4.2 City Input About Top 15 Sites

The top 15 sites were presented and discussed with city representatives at a series of Core Cities meetings. Notable preliminary comments and concerns expressed by the cities are summarized in the BASS Report (Jacobs 2021 in progress). The cities' comments and concerns were considered by the project team during the scoring process.

4.3 Selection of Sites for Focused Site Screening

The results of the BASS were presented and discussed among the project team, Core Cities, and SAG. County decisionmakers reflected on the information and selected four sites that would move on to the FSS for more in-depth assessment. These are discussed in Section 5.

5. Focused Site Screening

The FSS consisted of a more in-depth evaluation of the top four sites against sets of functional criteria and community criteria. The top four sites will be evaluated against the functional criteria by the project team, and the top 4 sites will be evaluated against the community criteria by the SAG. Both evaluations will be reviewed by the Core Cities and communicated to the public. The evaluation results will be provided to King County Department of Natural Resources and Parks, Solid Waste Division (SWD) decisionmakers for their deliberation and decision about which sites will move forward into environmental review.

5.1 Evaluation Methodology

The evaluations using the functional and community criteria will both be conducted using multiobjective decision analysis (MODA). MODA uses a series of techniques within a flexible framework to provide insight into making decisions that involve multiple financial, environmental, and social objectives. MODA proceeds through a series of defined steps as follows:

- 1) Establish evaluation criteria and develop measurement scales that define how well each alternative (in this case, site) meets each criterion.
- 2) Identify sites and score each site against each criterion.
- 3) Establish relative value weights (expressed as a percent of total) that quantify the relative importance of each criterion in making a particular decision.
- 4) Normalize scores, multiply normalized scores by the weights, calculate a MODA score for each site, explore results, conduct sensitivity analysis, and then decide.

For this evaluation, scores for each site against each criterion will be determined by the project team (functional criteria) and the SAG (community criteria). Weights will be assigned to the criteria by County staff (functional criteria) and SAG members (community criteria) using a swing weighting process. Swing weights refer to the swing in value that occurs as a criterion is varied from one end of its measurement scale to the other. This is a way to consider both the inherent importance of a criterion and the variability of a criterion; a criterion that may be important but varies little among sites is relatively less important to decision-making than a similarly important criterion with substantial variation among the sites. The sensitivity of the results will be assessed by testing the extent to which different individual's weights may affect the site rankings.

Table 4-1. Description of Measurement Scales
Northeast Recycling and Transfer Station Project

Score	BASS Criteria							Other Considerations	
	1. Appropriate Site Characteristics	2. Few Negative Environmental Characteristics	3. Few Relocations Required	4. Few Nearby Sensitive Receptors	5. No Unresolvable ESJ Concerns	6. No Known Geotechnical Concerns	7. Located Within CARA	City Master Plan Alignment	Few Notable Traffic Impacts
1. Poor	Site may be feasible but is likely require eliminating many desirable features.	Site has environmental issues that will be quite difficult or costly to mitigate and likely to result in significant operating constraints.	Site has more than five businesses or organizations that will need relocation, and the site's characteristics will make relocation challenging.	Site has multiple sensitive receptors (for example, schools, parks) located within 100 feet, and mitigating proximity impacts will be challenging and costly.	For the BASS evaluation, sites were scored relative to each other on a 1-to-5-point scale based on an initial screening of relevant ESJ issues such as environmental impacts, convenience to all, land stewardship, cost (could money be better used elsewhere), related historical events, and comparison against values of indigenous holders of knowledge. An equity impact review will be conducted of sites during the environmental review.	Site has geotechnical issues that will likely be more challenging and costly to address than experienced when developing any other RTS.	Site has been noted for further assessment.	Siting the RTS at this location will be in direct conflict with the relevant city master plan.	Very certain that notable traffic impacts would result from siting the RTS at this location requiring extensive mitigation and likely resulting in notable community opposition.
3. Moderate	Site is likely to allow for including most desirable features, but some limitations may arise.	Site has some environmental issues that will require mitigation; and some operating constraints are also likely as a result.	Site has one to four businesses or organizations that will need relocation, and the site's characteristics will make relocation difficult.	Site has no more than one sensitive receptors (for example, schools, parks) located within 500 feet, and any impacts will be mitigated reasonably.	Site has some known geotechnical concerns, but they are not unlike what has been present when developing other RTSs.	Siting the RTS at this location is somewhat inconsistent with the relevant city master plan.		Traffic impacts would result from siting the RTS at this location that would require some mitigation; some community opposition is likely.	
5. Excellent	Site is highly likely to allow for including all desirable features with few or no limitations.	Site has only very minor environmental issues, mitigation will be very straightforward, and only minor operating constraints are likely.	Site has no required relocations.	Site has no sensitive receptors (for example, parks, schools, residences, hospitals) are located within 500 feet of the site.	Site has no known geotechnical concerns.	Siting the RTS at this location would be completely consistent with the relevant city master plan.		Very certain that few notable traffic impacts would result from siting the RTS at this location.	

CARA critical aquifer recharge area
 ESJ equity and social justice

5.2 Functional Criteria

The following functional (F) criteria were developed by the project team with input from the Core Cities; these functional criteria provide guidance on optimizing the engineering, operating, and transportation conditions:

- **F1. Site Shape, Size, and Characteristics**

- F1.1 Site is approximately 10 to 20 acres (not necessarily a single parcel), has sufficient space to meet future level of service criteria, and has capacity for expansion to enhance sustainable and advanced materials management.
- F1.2 Site topography is conducive to the typical layout of a transfer station, such as gently to moderately sloping with opportunities for a lower loadout level, without the need for high retaining walls or unusual ramp requirements.
- F1.3 Site has limited impact to critical areas:
 - Site can be developed with minimal impact to known critical areas (for example, wetlands, wildlife habitats, steep slopes, critical aquifers).
 - Critical areas are below thresholds set by the Living Building Challenge (LBC) under Imperative 01, Ecology of Place (pristine greenfield, wilderness, prime farmland, floodplain and thriving vibrant ecological environments and habitats; ILFI 2019).
 - Critical area impacts can be easily (and inexpensively) mitigated, provide an opportunity for restoration of degraded habitat or ecosystem function (LBC 4.0 Imperative 01, Ecology of Place), or contribute to ecological restoration efforts to reconnect or strengthen habitat corridors.
- F1.4 Site has no known geotechnical or remediation risks, including slope instability, that pose a substantial risk of development cost increases.
- F1.5 Site has the potential for multiple access points.
- F1.6 Site provides an opportunity for an added community amenity and would have capacity to provide it (for example, pocket park/playground).
- F1.7 Site has potential for clean power generation:
 - Site has no environmental features that would compromise solar exposure (for example, nearby shading slopes that prevent the optimization of solar photovoltaic [PV] energy potential).
 - Site has geothermal potential (for example, soils that support ground source heat exchange).
 - Site has potential to generate wind power.
- F1.8 Previously developed sites with the potential for reuse or repurposing of buildings, foundations, or slabs that can reduce project embodied carbon emissions.

- **F2. City Economic Impact / Zoning**

- F2.1 Site is appropriately zoned, consistent with local area land use plans, and compatible with surrounding land uses.
- F2.2 Site would not require extensive/expensive effort related to current tenant relocation.
- F2.3 Site does not have high current or future economic significance to the community.

- **F3. Location Does Not Impact Sensitive Offsite Receptors**

- F3.1 Active area would be approximately 100 feet or more from the nearest residence and there are relatively few residents within 1,000 feet of the property line.
- F3.2 Site is located approximately 1,000 feet or more from parks and schools.

- F3.3 Site is not proximate to an airport.
- **F4. Equitable Distribution of Facilities**
 - F4.1 Site is near the population centroid of the northeast study area.
 - F4.2 Site provides equitable distribution of social impacts so that no racial, cultural, or socioeconomic group is unduly impacted.
- **F5. Transportation**
 - F5.1 Potential offsite traffic impacts from facility operations can be minimized and/or mitigated.
 - F5.2 Site is within approximately 0.5 mile of a freeway/state highway or a major arterial through appropriately zoned neighborhoods.
- **F6. Cost and Utilities**
 - F6.1 Utilities are readily accessible.
 - F6.2 Site cost is within proposed budget for the project.
 - F6.3 Site can be confidently acquired or purchased.

The measurement scales used to guide the scoring of sites are provided in Table 5-1.

5.3 Community Criteria

Concurrent with the evaluation of sites against the functional criteria, the SAG will conduct a similar evaluation against criteria important to the community and establish a ranking of the top 5 sites from best to worst that will be presented to King County decisionmakers for consideration. The criteria and measurement scales that will be used by the SAG to score sites are provided in Table 5-2.

5.4 Core Cities and Public Input

County staff will present the screening evaluations to the Core Cities and request feedback from them about each site. An extensive public involvement effort will seek input from residents and other stakeholders within the NERTS study area.

5.5 Selecting Sites for Environmental Review

King County SWD management will consider the results of the site rankings from the functional and community criteria evaluations, input from the Core Cities, and feedback from residents and other stakeholders within the NERTS study area. The SWD will then select sites to move forward into environmental review.

Table 5-1. Functional Criteria and Measurement Scales
Northeast Recycling and Transfer Station Project

Criterion	Description	Functional Criteria Measurement Scales		
		Worst Outcome (1)	Medium Outcome (3)	Excellent Outcome (5)
F1. Site Shape, Size, and Characteristics				
F1.1 Site size adequacy	Site is approximately 10 to 20 acres (not necessarily a single parcel), has sufficient space to meet future level of service criteria, and has capacity for expansion to enhance sustainable and advanced materials management.	Site is less than 10 acres or has other constraints that will require notable reductions in desired services.	Site is of a reasonable size to allow meet future level of service criteria and some limited capacity to enhance sustainable and advanced materials management.	Site is more than 20 acres and has features that will allow for expansion to enhance sustainable and advanced materials management.
F1.2 Site topography adequacy	Site topography is conducive to the typical layout of a transfer station, such as gently to moderately sloping with opportunities for a loadout level, without the need for high retaining walls or unusual ramp requirements.	Topography is such that high retaining walls or unusual ramps will be required.	Mostly flat site with reasonable topography but no inherent advantages.	Site has excellent topography, as good or better than that of any other King County RTS.
F1.3 Critical area impacts	<ul style="list-style-type: none"> Site can be developed with minimal impact to known critical areas (for example, wetlands, wildlife habitats, steep slopes, critical aquifers). Critical areas are below thresholds set by the LBC under Imperative 01, Ecology of Place (pristine greenfield, wilderness, prime farmland, floodplain and thriving vibrant ecological environments and habitats). Critical area impacts can be easily (and inexpensively) mitigated, provide an opportunity for restoration of degraded habitat or ecosystem function (LBC 4.0 Imperative 01, Ecology of Place), or contribute to ecological restoration efforts to reconnect or strengthen habitat corridors. 	Site development would require costly mitigation for critical area impacts that are currently beyond LBC thresholds; no restoration opportunities exist.	Site development would require some mitigation for critical area impacts, some of which are near LBC thresholds; no restoration opportunities exist.	Site can be developed with no known critical area impacts and has good potential for restoration of degraded habitat or ecosystem functions.
F1.4 Geotechnical or remediation risks	Site has no known geotechnical or remediation risks, including slope instability, that pose a substantial risk of development cost increases.	Site has known geotechnical or remediation risks that are likely to pose a substantial risk of development cost increases.	Geotechnical or remediation risks exists that may pose a substantial risk of development cost increases that are similar to most municipal infrastructure developments in the study area.	Site has no known geotechnical or remediation risks, including slope instability, that pose a substantial risk of development cost increases.
F1.5 Multiple access potential	Site has the potential for multiple access points.	Site has only one obvious access point; any additional access point may be difficult to achieve.	Site can likely include two access points with some constraints or mitigation required.	Site has two or more easily developed access points.
F1.6 Community amenity opportunity	The location of the site provides a unique opportunity for synergy to fulfill with a community need and provide a community amenity or maintain one planned in the vicinity of the site (for example, pocket park/playground).	No noteworthy community amenity synergy apparent at this site.	Some chance that community amenity synergy is present at this site.	Clear community amenity synergy apparent at this site.
F1.7 Clean power generation opportunity	Site has potential for clean power generation: <ul style="list-style-type: none"> Site has no environmental features that would compromise solar exposure (for example, nearby shading slopes that prevent the optimization of solar PV energy potential). Site has geothermal potential (for example, soils that support ground source heat exchange). Site has potential to generate wind power. 	Highly unlikely that clean power generation could be implemented at this site.	Modest shading that would slightly compromise solar exposure; limited opportunity for geothermal or wind power.	No shading that would compromise solar exposure and some potential for geothermal or wind power.
F1.8 Reuse or repurposing potential	Previously developed sites with the potential for reuse or repurposing of buildings, foundations or slabs that can reduce project embodied carbon emissions.	No reuse or repurposing potential.	Some chance that portions of a slab and related foundations could be reused.	Some chance that portions of an existing structure could be repurposed and highly likely that more than 20,000 square feet of slab and related foundations could be reused.
F2. City Economic Impact / Zoning				
F2.1 Zoning and land use compatibility	Site is appropriately zoned, consistent with local area land use plans, and compatible with surrounding land uses.	Site development would require a conditional use permit and there is a good argument that a transfer station is incompatible with a number of surrounding land uses.	Site development may require a conditional use permit but the site is compatible with most surrounding land uses, although some local opposition to transfer station development is likely.	Site is appropriately zoned, consistent with local area land use plans, and compatible with surrounding land uses.
F2.2 Tenant relocation effort	Site would not require extensive/ expensive effort related to current tenant relocation.	Extensive and expensive effort would be required to relocate multiple tenants, some of which would have few locations where their activity would be a use compatible with existing zoning and land uses.	Some relocations would be required, but they are not likely to be unduly expensive or difficult to achieve.	No tenant relocations would be required.
F2.3 Economic significance to the community	Site does not have high current or future economic significance to the community.	A transfer station would replace businesses that employ many people, provides unreplaceable transit opportunities, the site provides notable tax revenues to local government, or the site would otherwise be a good candidate for high economic impact development in the future.	Site has modest current or future economic significance to the community.	Site has little current or future economic significance to the community.

Table 5-1. Functional Criteria and Measurement Scales
Northeast Recycling and Transfer Station Project

Criterion	Description	Functional Criteria Measurement Scales		
		Worst Outcome (1)	Medium Outcome (3)	Excellent Outcome (5)
F3. Offsite Receptor Impacts				
F3.1 Proximity to residences	Active area would be approximately 100 feet or more from the nearest residence and there are relatively few residents within 1,000 feet of the property line.	Active area would be less than 100 feet or more from the nearest residence or there are more than 50 residences within 1,000 feet of the property line.	Active area would be 100 to 500 feet from the nearest residence or there are about 10 residences within 1,000 feet of the property line.	Active area would be more than 500 feet or more from the nearest residence and there are no residences within 1,000 feet of the property line.
F3.2 Proximity to parks and schools	Site is located approximately 1,000 feet or more from parks and schools.	Site is located less than 1,000 feet from a park or a school.	Site is located approximately 2,000 feet from a park or a school.	Site is located more than 3,000 feet from parks and schools.
F3.3 Proximity to an airport	Site is not proximate to an airport.	Site may not be feasible because it is close enough to an airport that mitigation is likely and discussions with the Federal Aviation Administration would be required related to wildlife hazard management requirements as promulgated in Title 14, CFR Part 139.	The site may be close enough to an airport that mitigation is likely and discussions with the Federal Aviation Administration would be required related to wildlife hazard management requirements as promulgated in Title 14, CFR, Part 139.	Site will have no effect on FAA wildlife hazard management requirements as promulgated in Title 14, CFR, Part 139.
F4. Equitable Distribution of Facilities				
F4.1 Near study area population centroid	Site is near the population centroid of the northeast study area.	Site is more than 5 road miles from the population centroid of the northeast study area	Site is between 2 and 3 road miles from the population centroid of the northeast study area	Site is within 1 road mile of the population centroid of the northeast study area
F4.2 Equitable distribution of social impacts	Site provides equitable distribution of social impacts so that no racial, cultural, or socioeconomic group is unduly impacted.	Site provides an inequitable distribution of social impacts and two or more racial, cultural, or socioeconomic group would be impacted by siting the station at this location.	Site provides a reasonably equitable distribution of social impacts; it is possible that one racial, cultural, or socioeconomic group would be impacted by siting the station at this location.	Site provides an equitable distribution of social impacts so that no racial, cultural, or socioeconomic group is unduly impacted.
F5. Transportation				
F5.1 Offsite traffic impacts	Potential offsite traffic impacts from facility operations can be minimized and/or mitigated.			
F5.2 Distance to freeway/highway/major arterial	Site is within approximately 0.5 mile of a freeway/state highway or a major arterial through appropriately zoned neighborhoods.	Site is more than 2 miles from a freeway/state highway or a major arterial and part of the route is through inappropriately zoned neighborhoods.	Site is approximately 1 mile from a freeway/state highway or a major arterial through appropriately zoned neighborhoods.	Site is within approximately 0.5 mile of a freeway/state highway or a major arterial through appropriately zoned neighborhoods.
F6. Cost and Utilities				
F6.1 Utilities are readily accessible	Utilities are readily accessible.	One or more utilities would need to be brought onsite at a cost likely to exceed \$2 million.	One or more utilities would need to be brought onsite at a cost likely to be approximately \$1 million.	Utilities are readily accessible.
F6.2 Cost is within project budget	Site cost is within budget for the project.	Purchasing or acquiring the site could cost more than \$30 million.	Purchasing or acquiring the site is likely to cost approximately \$20 million.	Purchasing or acquiring the site is likely to cost \$10 million or less.
F6.3 Ability to acquire or purchase	Site can be confidently acquired or purchased.	A city is known to object to siting NERTS at this site or a property owner is known to be unwilling to sell.	At this time the County can be somewhat confident it can acquire or purchase the site, but uncertainties exist.	County owns the site, or a city is known to be willing to sell or swap land with the County to acquire the site.

CFR Code of Federal Regulations
 FAA Federal Aviation Administration
 LBC Living Building Challenge
 NERTS Northeast Recycling and Transfer Station
 PV photovoltaic
 RTS recycling and transfer station

Table 5-2. Community Criteria and Measurement Scales
Northeast Recycling and Transfer Station Project

Community Criteria	Measurable Criteria for Evaluation	Proposed Measure	Community Criteria Measurement Scale		
			Poor Outcome	Medium Outcome	Excellent Outcome
Location has best travel times at most times of the day from within the service area.	1. Minimize travel time to RTS	Average weekday travel time (in minutes) from site to population centroid at 8 a.m., 12 p.m., 5 p.m.	25 minutes	13 minutes	1 minute
Location is within 10 miles from any point in the service area and no closer than 5 miles to any other County RTS.	2. Maximize distance from nearest County RTS	Distance from site to nearest County RTS (Shoreline RTS or Factoria RTS)	5 miles	8.5 miles	12 miles
Are there disproportionate impacts to historically and currently underserved and underrepresented communities? (Includes people of color, immigrants, refugees, and low-income populations.)	3a. Avoid disproportionate impacts to historically and currently underserved and underrepresented communities - residential	1 to 5 scale, 5 is best	Strong presence of currently underserved and underrepresented communities located within 1,000 feet of the site or within 200 feet of main route from site to a major arterial or highway.	Some currently underserved and underrepresented communities located within 1,000 feet of the site or within 200 feet of main route from site to a major arterial or highway.	No underserved and underrepresented communities located within 1,000 feet of the site or within 200 feet of main route from site to a major arterial or highway.
	3a. Avoid disproportionate impacts to historically and currently underserved and underrepresented communities - commercial	1 to 5 scale, 5 is best	Strong presence of businesses owned by currently underserved and underrepresented communities located within 1,000 feet of the site or within 200 feet of main route from site to a major arterial or highway.	Some businesses owned by currently underserved and underrepresented communities located within 1,000 feet of the site or within 200 feet of main route from site to a major arterial or highway.	No businesses owned by currently underserved and underrepresented communities located within 1,000 feet of the site or within 200 feet of main route from site to a major arterial or highway.
Underserved and underrepresented community members and employees are able to conveniently access site	4. Maximize the ability of underserved and underrepresented community members and employees to conveniently access site	1 to 5 scale, 5 is best	No current transit service within 0.25 mile of site and poor sidewalks in vicinity.	Some transit service to a location within 0.25 mile of site and reasonably good sidewalks in vicinity.	Routine transit service within 0.25 mile of site and good sidewalks in multiple directions.
Site has fewest impacts to sensitive areas and avoids environmental red flags (for example, landslide potential, wetlands, earthquake faults, aquifers that provide drinking water, etc.).	5. Limit impacts to sensitive areas and avoid environmental red flags (for example, wetlands, wildlife habitats, steep slopes, critical aquifers)	1 to 5 scale, 5 is best	Site development would result in multiple critical area impacts that would be quite expensive to mitigate	Some critical area impacts exist that would require mitigation at a cost that would be relatively typical for an industrial facility in the study area.	Site can be developed with no known critical area impacts.
Site has fewest potential local community impacts (for example, odor, noise, visual, traffic).	6a. Limit potential community impacts resulting from onsite facility operations (odor, noise, visual)	1 to 5 scale, 5 is best	Active area would be less than 100 feet from the nearest residence or there are more than 50 residences within 1,000 feet of the property line and there would be notable unmitigable traffic congestion at two or more intersections near the site.	Active area would be 100 to 500 feet from the nearest residence or there are about 10 residences within 1,000 feet of the property line.	Active area would be more than 500 feet or more from the nearest residence and there are no residences within 1,000 feet of the property line.
	6b. Limit potential community impacts resulting from facility traffic	1 to 5 scale, 5 is best	There would be notable unmitigable traffic congestion at two or more intersections near the site.	There would be some unmitigable traffic congestion at two intersections near the site.	Traffic impacts could be mitigated at relatively low cost so that impacts would be minor.
Site best accommodates sustainable and innovative design.	7. Accommodate opportunities for sustainable and innovative design	1 to 5 scale, 5 is best	Site is too small to provide add any innovations that require space.	Site is average in size and provides some potential for clean power generation (solar, wind, geothermal); or the reuse or repurposing of a building, foundation or slab, or provides other potential innovations that would enhance sustainability.	Site is large and provides a notable opportunity for clean power generation (solar, wind, geothermal); or the reuse or repurposing of a building, foundation or slab, or provides other potential innovations that would enhance sustainability.
Site has most reasonable cost.	8. Minimize the cost of site acquisition	1 to 5 scale, 5 is best	Site has an assessed valuation of more than \$30 million.	Site has an assessed valuation of approximately \$15 million.	Site is owned by King County.
Site acquisition has least impact on current or future residential or commercial use.	9. Limit impact on current or future residential or commercial use	1 to 5 scale, 5 is best	Site acquisition would displace more than 200 employees or would preclude future development of more than 20,000 feet of commercial space or more than 100 new homes.	Site acquisition would displace about 50 employees and the site could be somewhat attractive for future residential or commercial redevelopment (that is, future redevelopment is possible).	Site acquisition would not displace any current employees and there are features of the site that make it somewhat unattractive for future residential or commercial development.

RTS recycling and transfer station

6. References

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