

Northeast Recycling and Transfer Station

City Council Update

July 18, 2023



Update on NERTS EIS
Process



Update on transportation
analysis



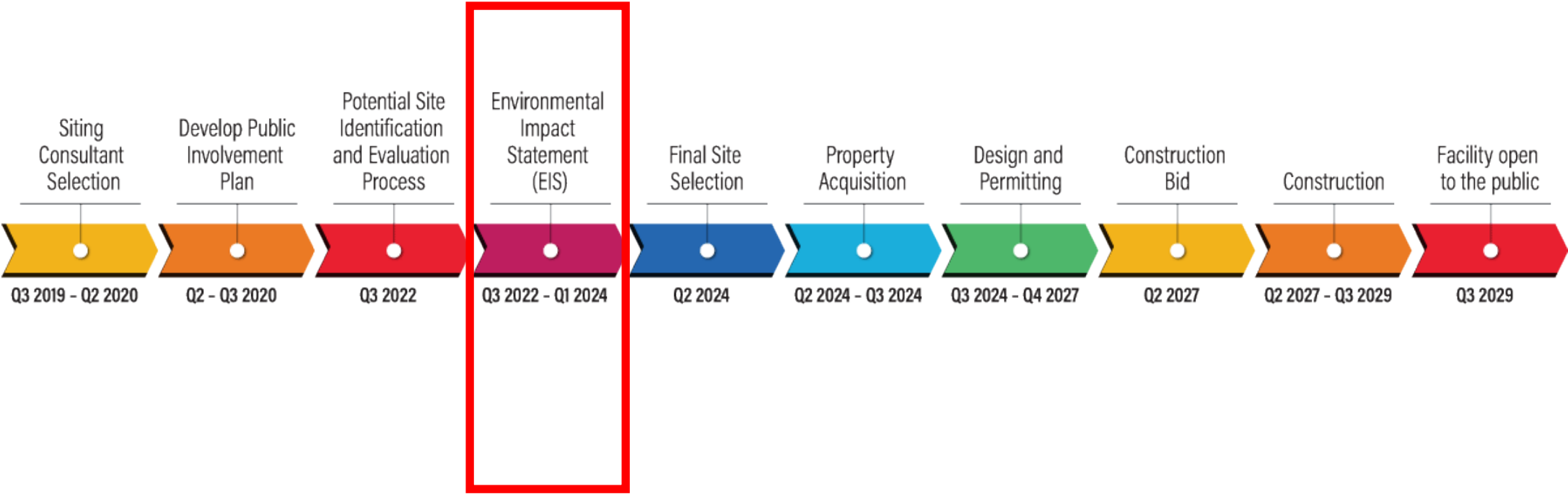
Economic impact analysis
– preliminary findings



Next Steps

Update on King County NERTS EIS Process

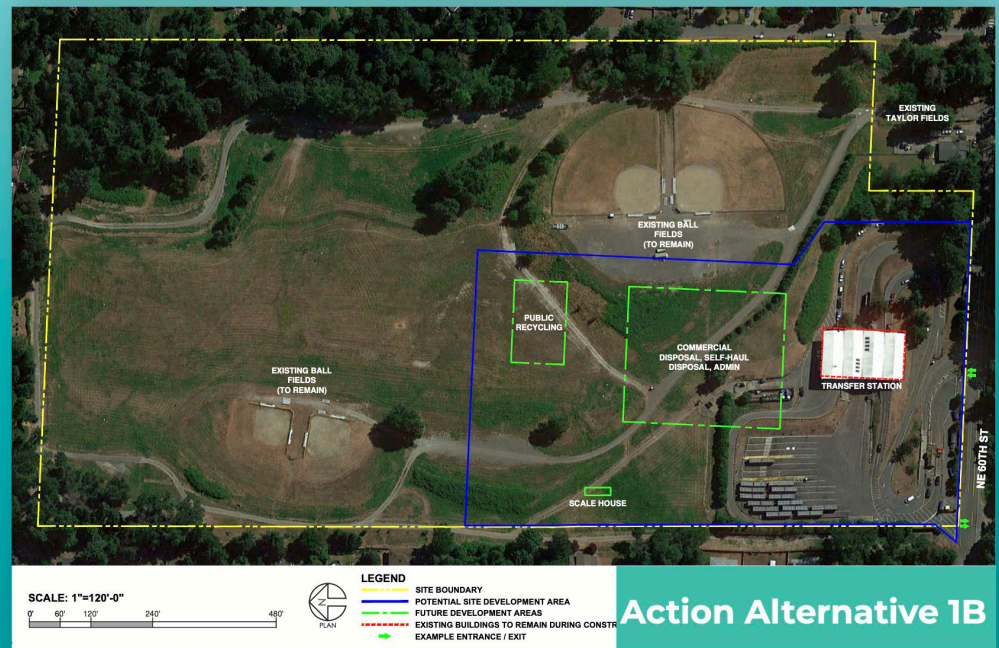
We are here



Kirkland Sites – No Park & Ride Alternative (eliminated) 2 Options at Houghton



Existing Houghton Transfer Station and Closed Landfill
11724 NE 60th St,
Kirkland, WA



Existing Houghton Transfer Station and Closed Landfill
11724 NE 60th St.
Kirkland, WA

The Decision Making Process



Environmental
Review



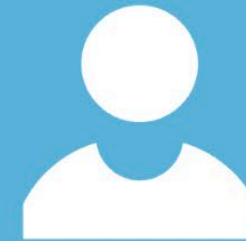
Finances



Equity Impact
Report



Socio-Economic
Impact Assessment



**King County Solid Waste
Division Director**

Update on Economic Analysis

Economic Significance to the Community

King County Site Selection Review from 2021:

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

Economic Understanding: Potential Impacts

The Woodinville Tourism Industry consists of a unique cluster of business activities that benefit from agglomeration (being close together).

- Wine/beverage making and tasting rooms
- Related food and beverage
- Event venues
- Accommodations

This cluster is not replicated elsewhere in the region due to high quality user experience.

- Location to markets
- Natural amenities
- Outdoor recreation (trails)
- Agricultural setting
- Land availability

Economic Understanding: Multiplier Impacts

Woodinville Wine-Tourism Cluster is an important asset to the statewide industry.

Given the uniqueness of the commercial center, the impact will be felt outside of Woodinville in the broader economy (no competitive substitutes).

Degraded local performance will have downstream impacts:

Fewer purchases of goods and services of impacted businesses.

Impact on suppliers (potential impact on local/state agricultural producers).

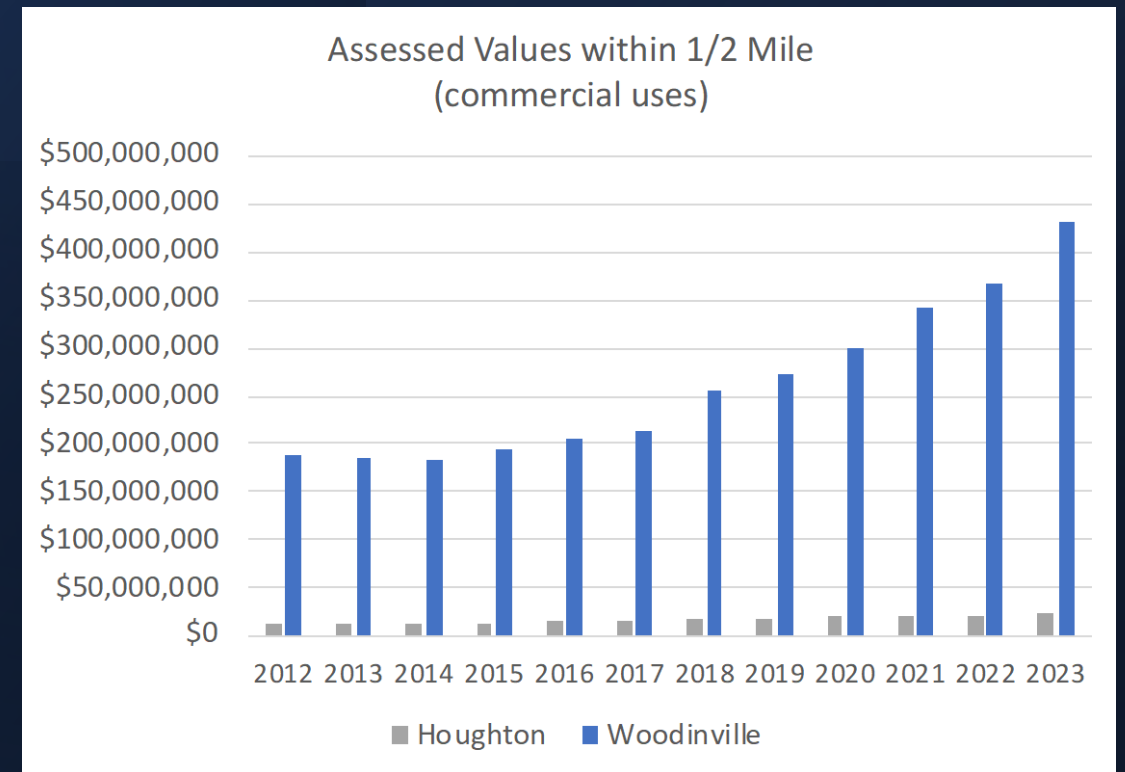
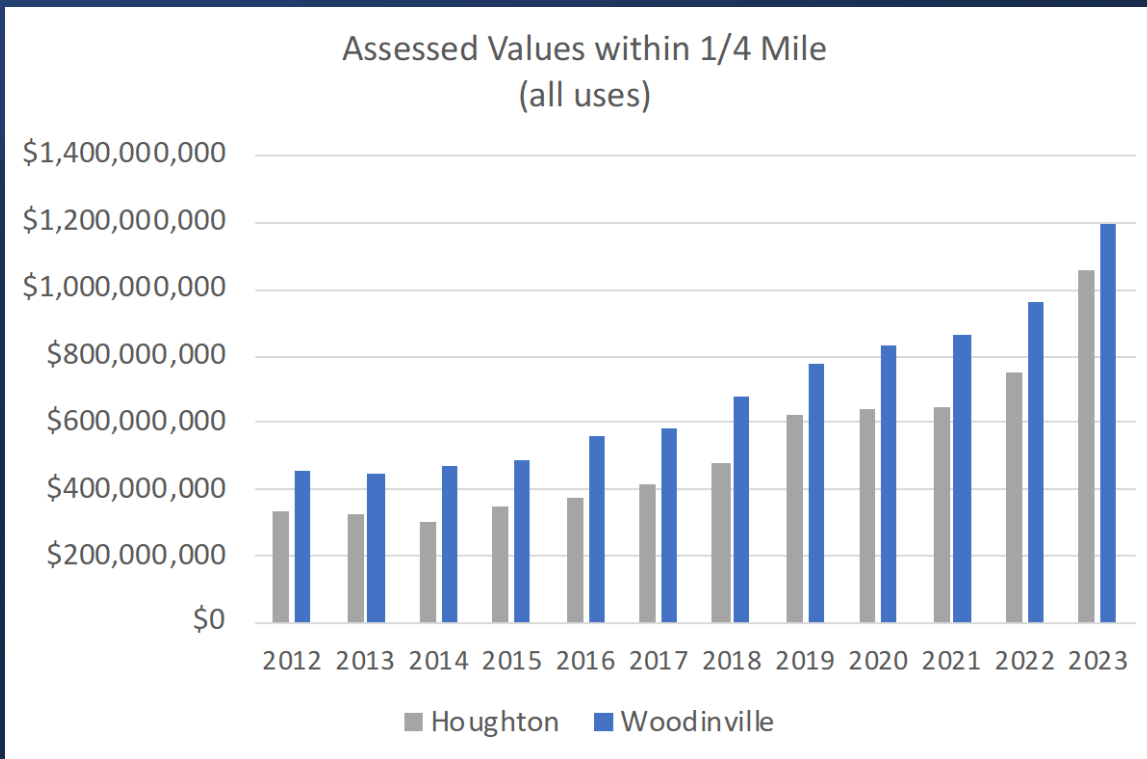
Impact of wages paid and household purchases on those impacted businesses

How economically different are
NERTS sites?

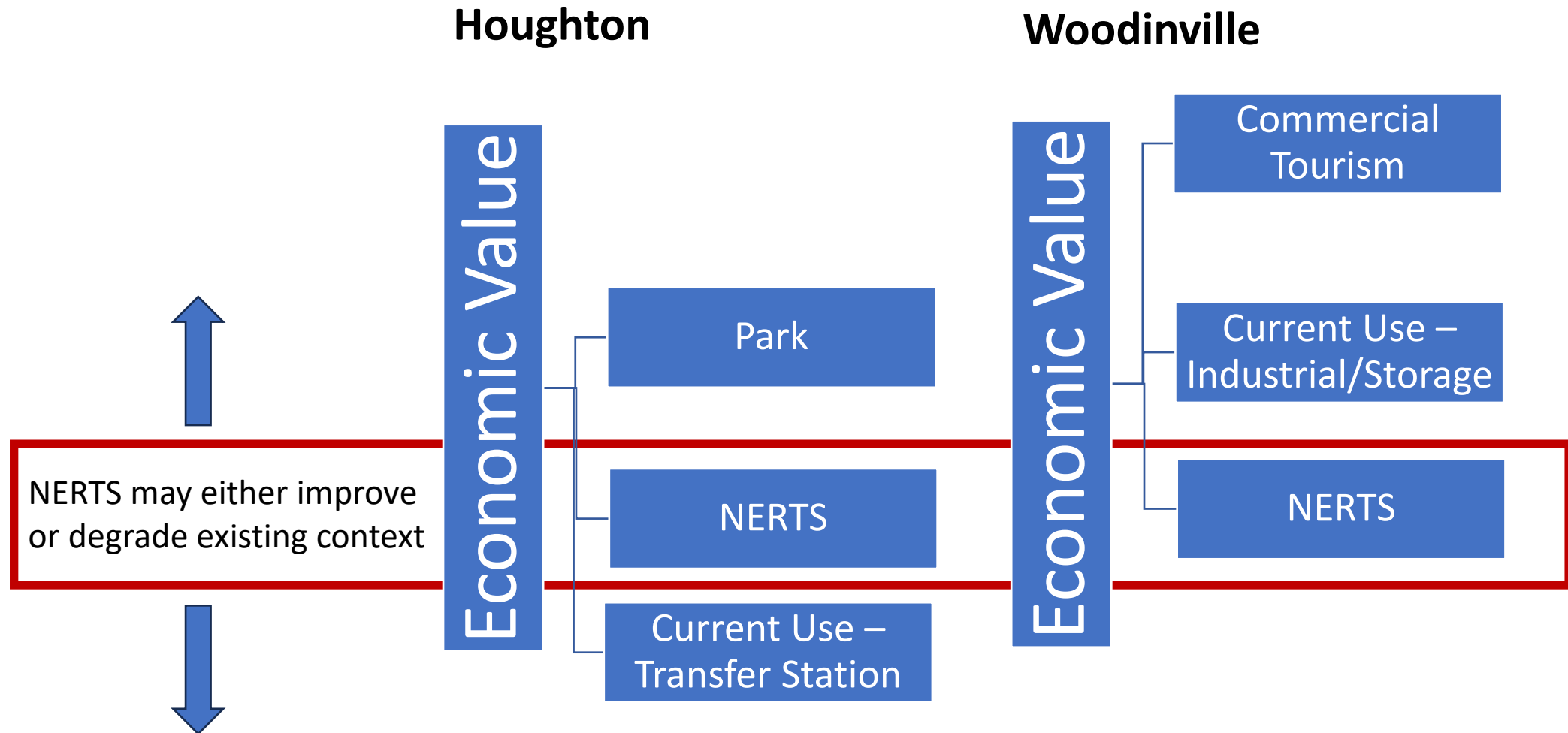
Comparison of Houghton Station and Woodinville (1/4-mile buffer)



Assessed Values Comparison



Current and Potential Economic Futures



Economic Impact



Site Development
Counterfactual



Impact on Immediate
Vicinity



Economic Impact

Business
Revenue Loss
Employment
Taxes

Potential Impacts on Commercial Productivity

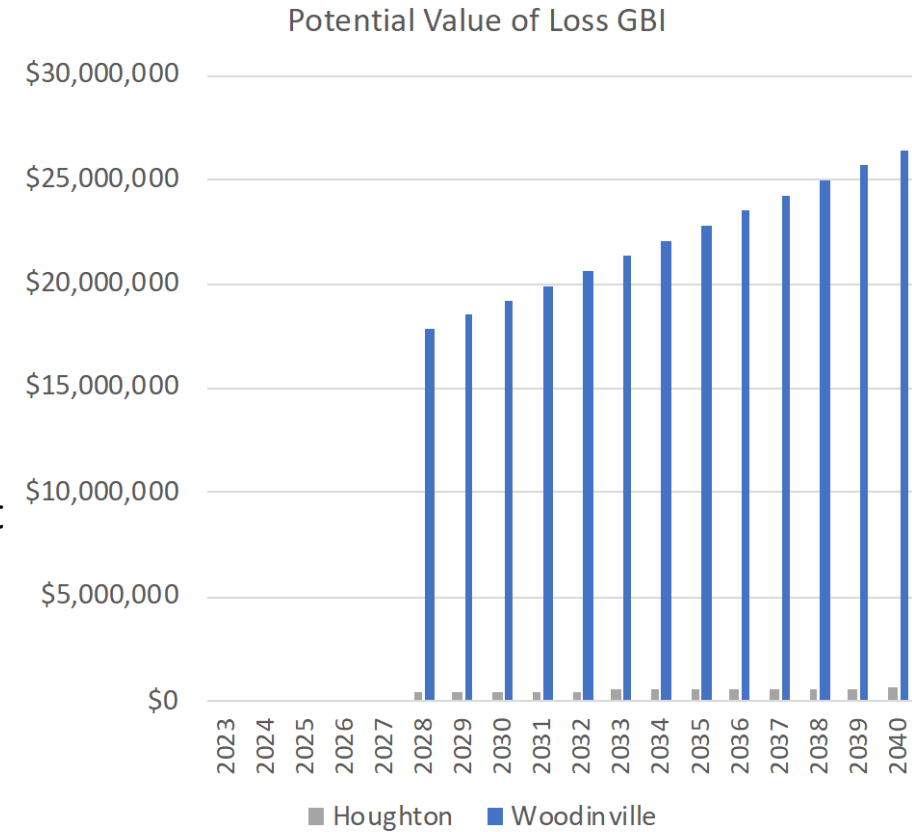


\$287 M in lost business revenue for Woodinville by 2040

Compared to \$7 M for Houghton



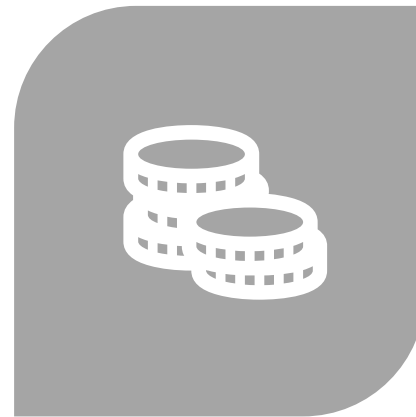
Woodinville equivalent of 270 jobs or 5 small-mid sized businesses that would not exist per year.



Multiplier Impact of Lost Business Revenue



\$287 MILLION DIRECT
IMPACT IN WOODINVILLE



\$244 MILLION MULTIPLIER
AT STATE LEVEL



\$40 M MULTIPLIER FOR
KING COUNTY

City and County Tax Impacts

City Level Impacts

\$8.9 million impact in Woodinville (thru 2040)

\$2.5 million impact in Kirkland (thru 2040)

County Level Impacts

\$13.0 million impact in Woodinville (thru 2040)

\$3.2 million impact in Kirkland (thru 2040)



Woodinville Northeast Recycling and Transfer Station (NERTS)

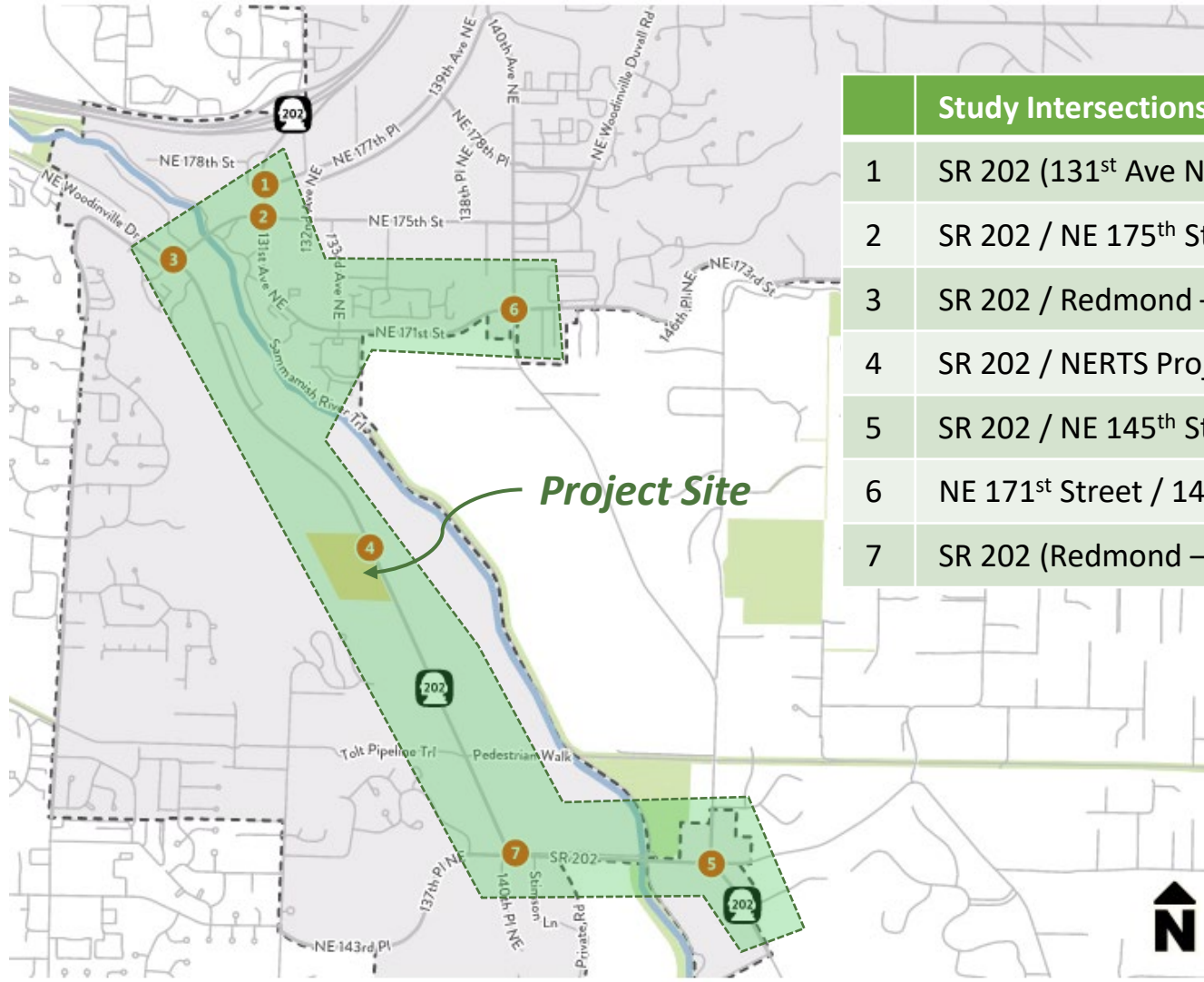
Traffic Impact Analysis Summary

FEHR PEERS

Christopher A Grgich, PE, PTOE

Traffic Engineering Associate

Study Area



Study Intersections	
1	SR 202 (131 st Ave NE)/NE 177 th Place / Little Bear Creek Parkway
2	SR 202 / NE 175 th Street / NE 131 st Avenue NE
3	SR 202 / Redmond – Woodinville Road
4	SR 202 / NERTS Project Driveway
5	SR 202 / NE 145 th Street / 148 th Avenue NE
6	NE 171 st Street / 140 th Place NE
7	SR 202 (Redmond – Woodinville Road) / NE 145 th Street

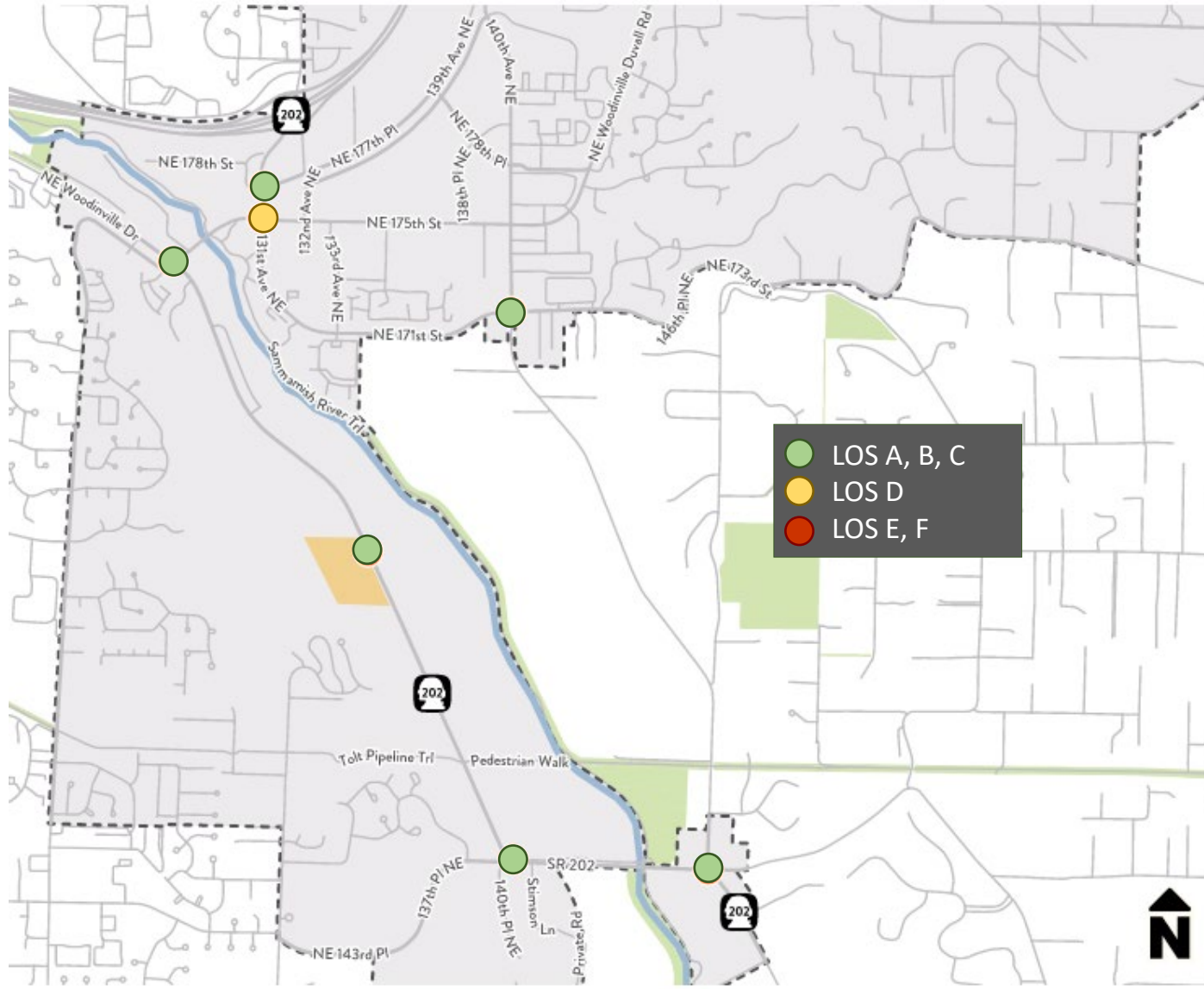
Analysis Years:

Existing Year: 2023

Opening Year: 2028

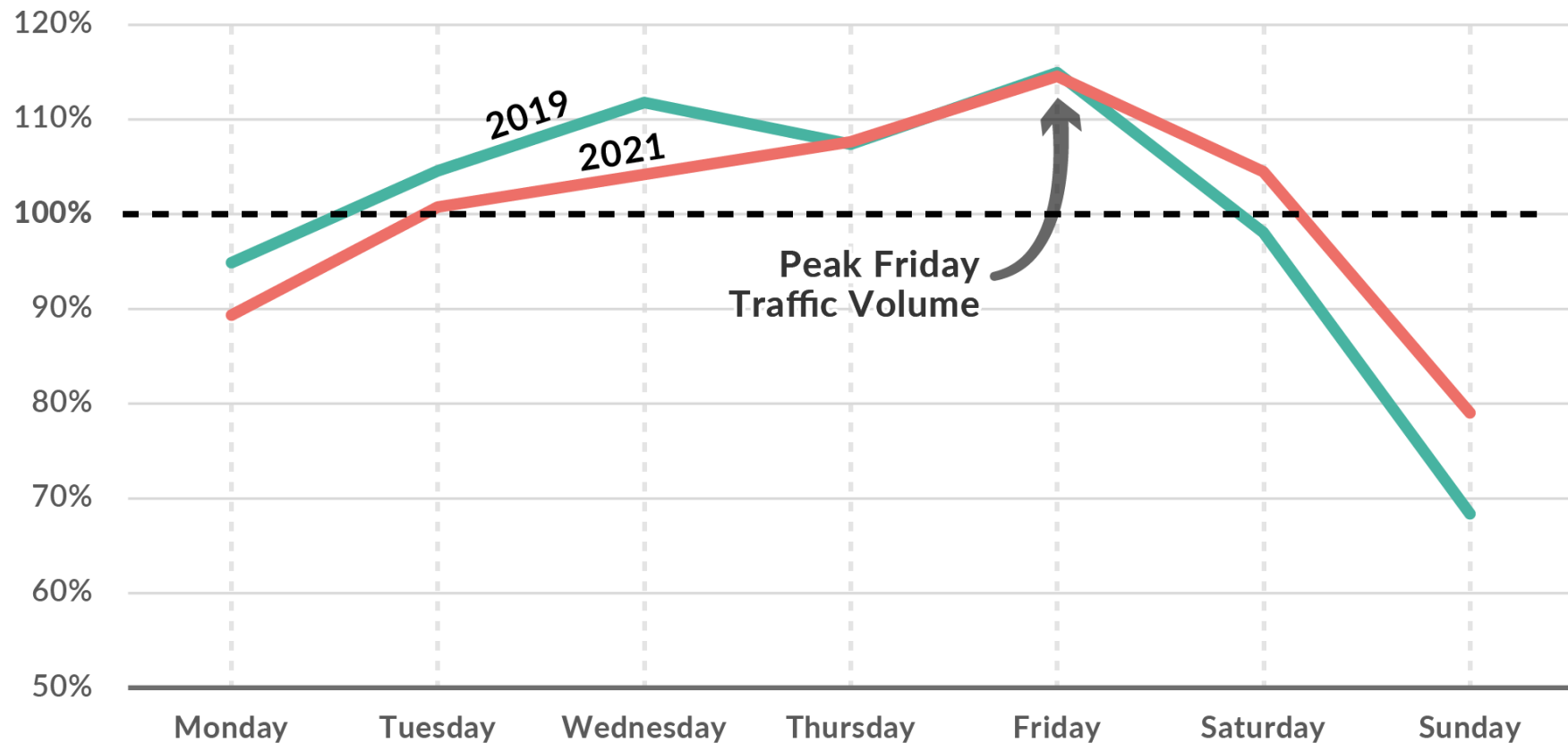
Design Year: 2038

Existing Operations (2023)



Weekend vs. Weekday Traffic

Daily Traffic Volumes as a Percent of the Average Daily Traffic Volume



Source: Streetlight Data, Fehr & Peers

Future Trips from the NERTS Site

Forecasted Daily Trips at Proposed Woodinville NERTS Site (vehicles per day)

	2017 ⁽¹⁾		2028 ⁽²⁾		2038 ⁽²⁾		% During the Peak Hour ⁽³⁾
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	
Trucks	224	32	294	42	376	55	4.5%
Self Haul	502	415	659	545	844	715	7.5%
Employee	18	18	18	18	20	20	10.0%
Total	744	465	971	605	1240	790	-

1) Based on actual vehicle data gathered in 2017 from Houghton Transfer Site in development of King County Solid Waste Services 2019 Comprehensive Plan

2) Based on a 2.5% annual growth rate. Average growth for transfer sites in the area ranges from 0.5% - 2.91% (2019 Comprehensive Plan)

3) Based on Fehr & Peers research of similar transfer sites in Washington and California.

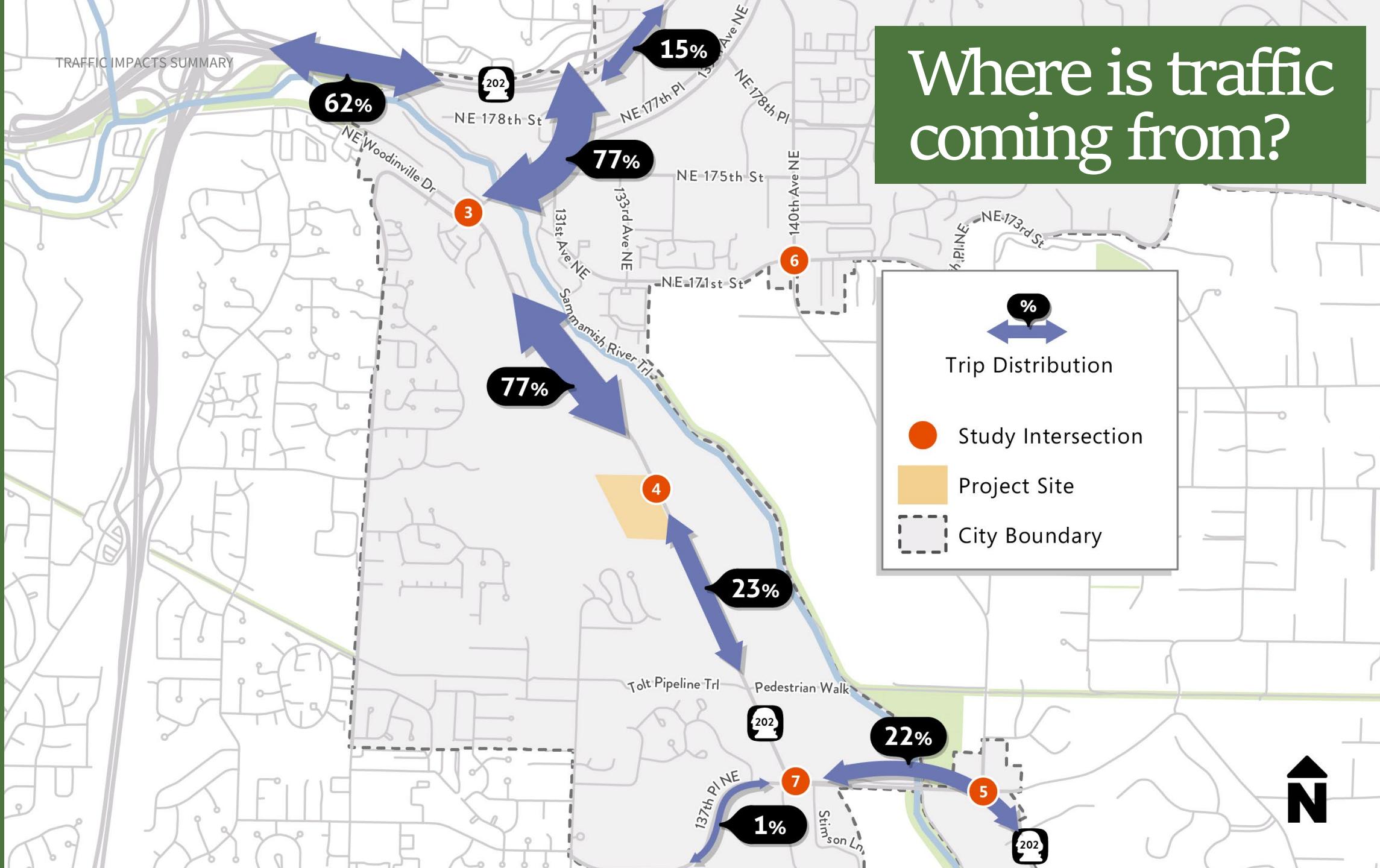
Future Trips from the NERTS Site

Forecasted Peak Hour Trips at Proposed Woodinville NERTS Site (vehicles per hour)

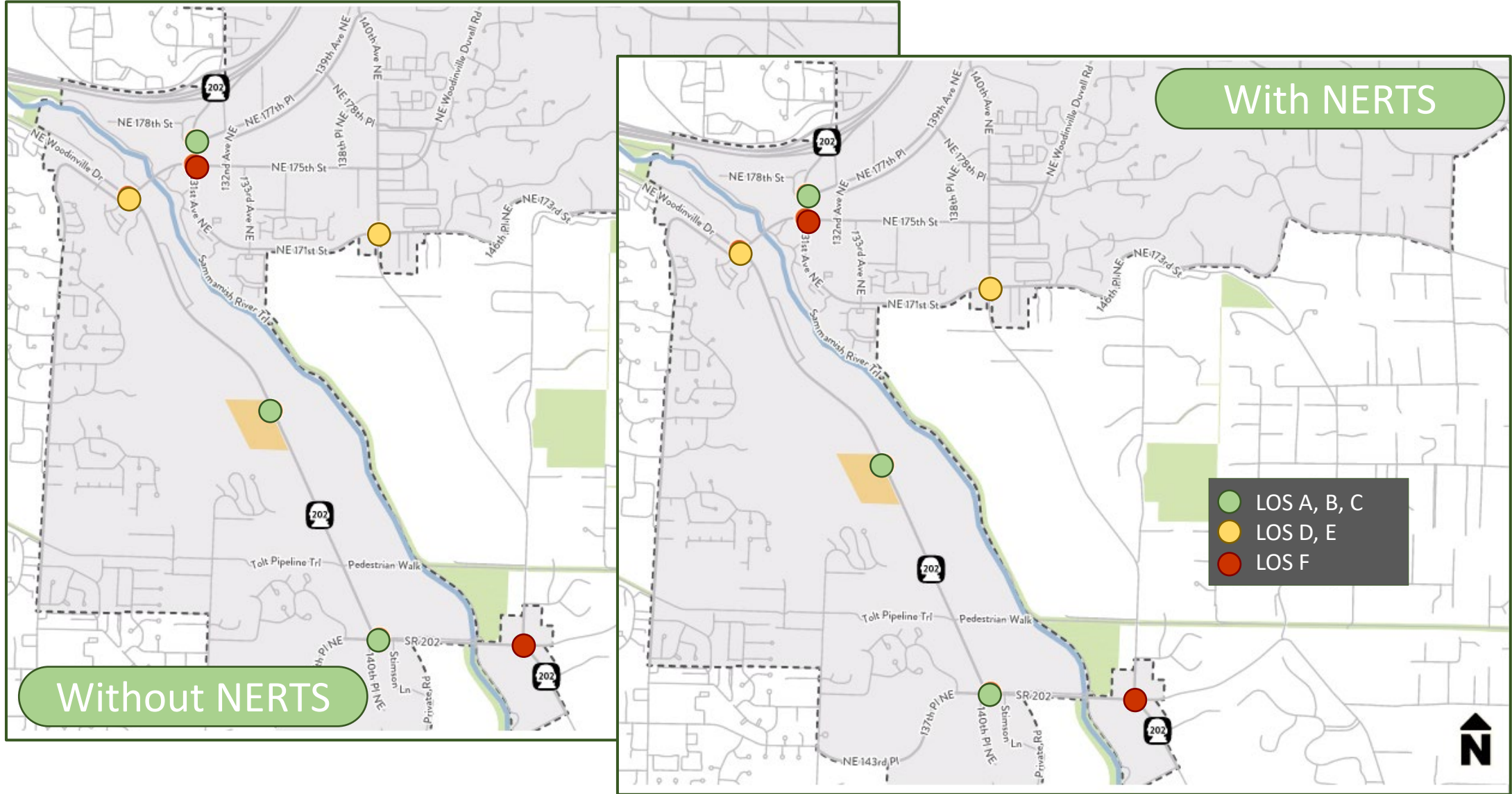
	2028		2038	
	Weekday	Weekend	Weekday	Weekend
Trucks	14	2	16	2
Self Haul	50	40	64	54
Employee	2	2	2	2
Total	66	44	82	58

50% In – 50% Out

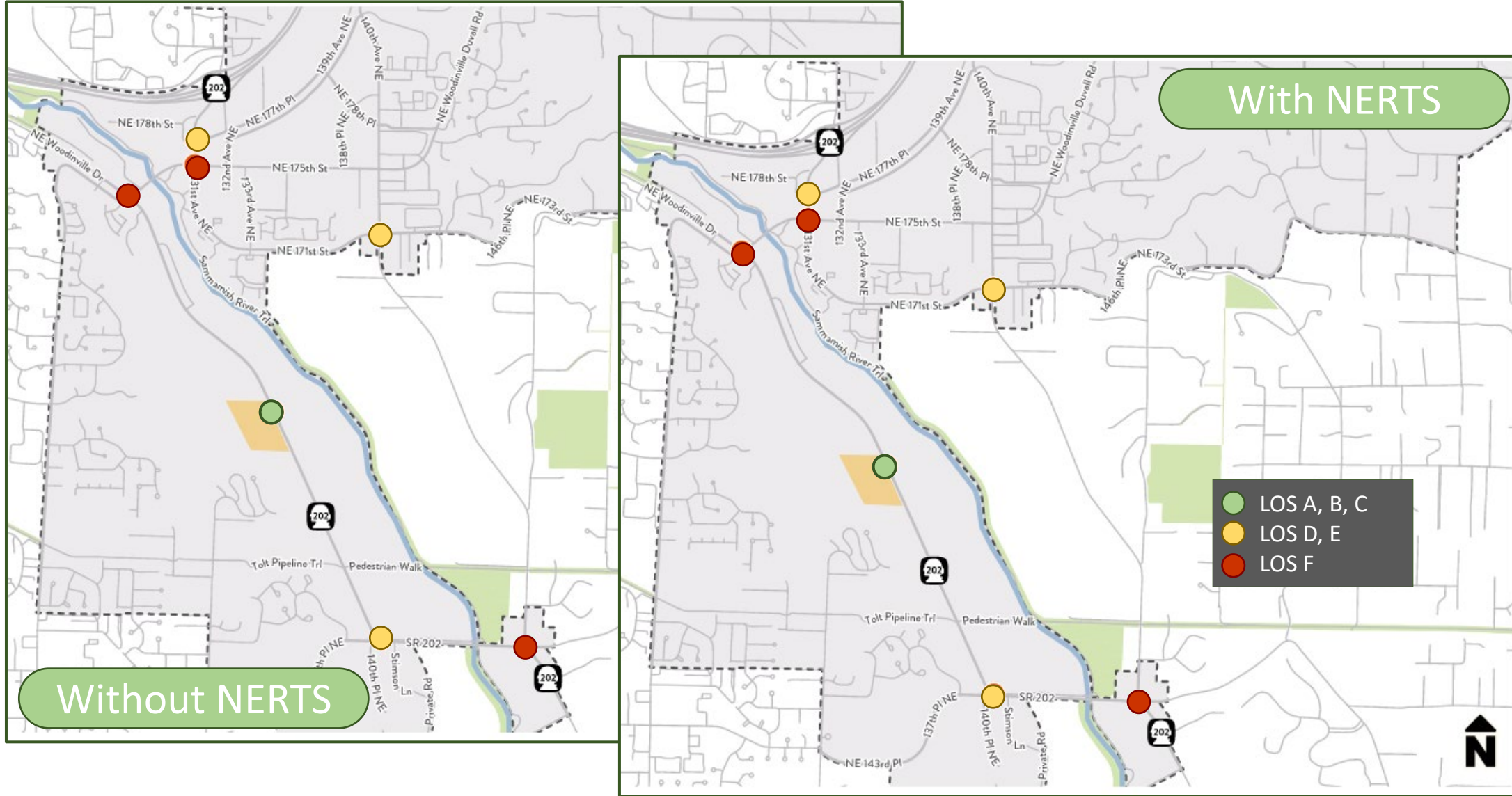
Where is traffic coming from?



Opening Year (2028) Operations Forecast



Design Year (2038) Operations Forecast



Takeaways

NERTS is not the primary cause of future congestion.

Traffic in the future is expected to operate at or below standards.

This is expected to happen with or without the NERTS development.

NERTS traffic will add to future congestion.

Traffic from the site will travel through congested pinch points.

Small amounts of traffic at congested intersection creates exponentially more delay.

NERTS traffic has no other paths.

The proposed site is between two pinch points to the north and south that are expected to be congested in the future.

There are few other options due to geography.