

**The draft Environmental Impact Statement (EIS) of the two proposed locations for Northeast Transfer and Recycling Station (NERTS) has been released for public comment.**

**The Sammamish Valley location will also include a Hazardous Waste facility.**

One proposed location is on the west side of Sammamish Valley in the 15000 block of Woodinville-Redmond Road NE (map below). The other is the current NE Transfer Station location in Houghton/Kirkland right off I-405 at 11724 NE 60th St.

There will be three opportunities for the public **to provide input on the draft EIS:**

- **Wednesday March 6, 6pm-8pm** at Lake Washington High School in Kirkland
- **Thursday March 7, 6pm-8pm** virtual public hearing
- **Wednesday March 13, 6pm-8pm** at Woodinville High School

Kirkland citizens have been very organized in opposing an upgrade to the current Kirkland location and have turned out in droves at meetings. We need to turn out or we will lose what is ultimately a political battle. **We strongly encourage you to attend and hopefully some of you will provide public comment.**

Below is more information on the Woodinville site and comments you can select from regarding issues with the draft environmental analysis (EIS). Note that an EIS includes impacts to both the built environment (e.g., roads, homes, businesses) as well as the natural environment (e.g., water, air, farmland, wildlife).

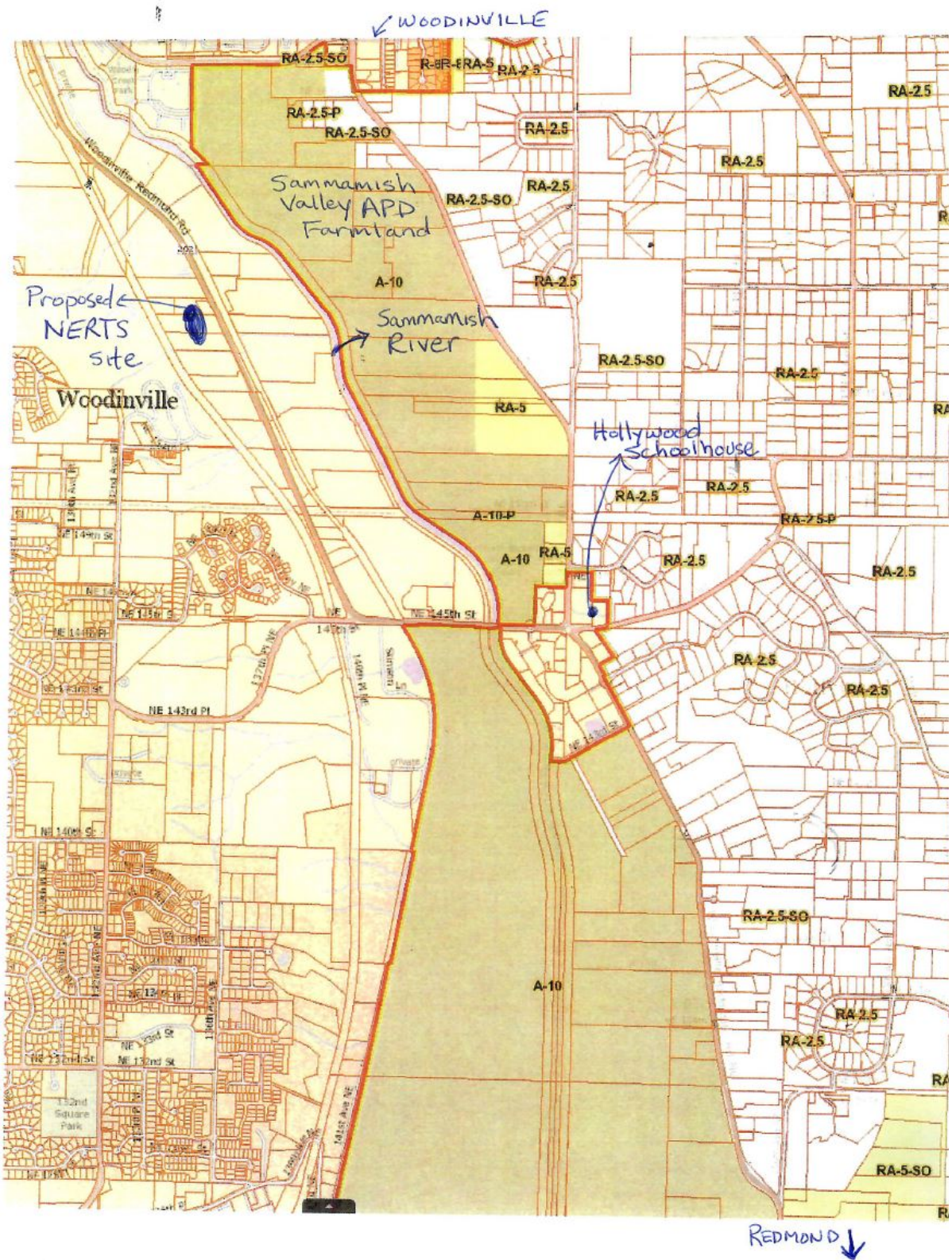
## **Site Information**

**We just learned that the Sammamish Valley location will include, in addition to the Transfer Station, a Hazardous Waste (MRW) collection and storage facility** for *pesticides, glues and adhesives, antifreeze, aerosols, automotive products, fuels, rechargeable batteries, button batteries, pool and spa chemicals, oil-based paints, hobby chemicals, mercury devices, thinners and solvents, fluorescent bulbs, toxic cleaning products, fuel cylinders (under five gallons), lithium batteries, and alkaline batteries*. The Kirkland location upgrade alternative does not include a Hazardous Waste facility.

The NERTS building itself will be 80,000 to 125,000 square feet and up to 70 feet high, equivalent to a 7-story building.

The site will generate over 1000 vehicle trips in and out of the facility each day. Vehicles will include large semi-trucks transferring waste out of the facility to Cedar Hills Landfill in South King County, as well as trucks and cars hauling garbage into the facility from residents, businesses, and waste haulers.

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## **Draft EIS Inadequacies for Sammamish Valley Location**

The Draft EIS does not include any impacts generating from the Hazardous Waste facility that would be built only at the Sammamish Valley (SV) location. It must include risks related to transporting, sorting, and storing hazardous waste.

The draft transportation analysis in the EIS does not include increased traffic from the 365 dwellings, 165 hotels rooms, and retail that will come from the Harvest development at the main Redmond-Woodinville Rd roundabout, or the DR Horton Legacy Farms townhome development (the old Arabian horse farm up the hill west of Chateau Ste Michelle). Traffic from both developments will impact waste hauler routes.

It disregards waste hauler routes from Duvall and eastern King County. These haulers will travel west and southbound to the NERTS site and traverse through the SV.

It disregards additional traffic that will result from an increase in residential units in Redmond, as well as the soon-to-open Redmond Sound Transit train station. This congestion will impact waste hauler routes emanating from south of NERTS that traverse the SV.

The EIS must include estimates of future crashes along the study routes. WSDOT reports 416 crashes along the Woodinville/SV study routes between 2018-2022, including one fatal crash, and 10 serious injury crashes. By comparison there were 75 crashes within the Kirkland/Houghton study area from 2018-2022.

It does not acknowledge that the SV site does NOT align with King County's Climate Greenhouse Gas reduction goals. The SV site location would require an additional 154,000 gallons of fuel for King County haulers between 2029-2040, due to the additional 8.5 miles distance one-way to the SV location vs Houghton from the Cedar Hills landfill. Taxpayers also foot the bill for this gas.

It does not include impacts on the Sammamish Valley APD farm economy, nor impacts to our regional food security.

The EIS must include impacts to the Sammamish Valley farm businesses from pollution

generated by the facilities and waste hauler vehicles such as toxic cadmium (from tires), oil drips, antifreeze and lost garbage from loads being deposited along roads next to the SV APD farmland, as well as air pollution. These toxins poison the farmland soil, surface water, and streams running into the Sammamish River. These calculations must also include additional pollution from slowed traffic idling in the Valley due to additional waste hauler traffic.

It must consider impact to farm businesses trying to gain ingress/egress to their fields from additional waste hauler traffic, particularly large trucks.

It must consider impacts to the environment, from microbial life in the soils to wildlife such as gophers and birds that are critical to the success of nearby SV farms practicing regenerative agriculture. These farms rely on a healthy natural environment for business success.

The EIS must consider losses to local food banks from reduced farming success in the SV due to conflicts generated from pollution and increased traffic.

It must include impacts to the 83 SV bird species documented by Eastside Audubon from poisonous waste, increasing light, noise, impervious surface area, and traffic, as well as decreasing wetlands and water quality. The Draft EIS contained no documentation of the bird species that use the Sammamish River Valley as both a habitat and as a migratory pathway.

It must include impacts to the fish and wildlife in the Sammamish River Valley from pollution, noise, dust and light. The SV site includes a wetland connecting to a stream flowing into the nearby Sammamish River. The river is a major migration route for endangered Salmonid species. Although standard BMPs will be in place to prevent leaks and spills from reaching these water bodies, leaks and spills are inevitable. Especially with the potential for hazardous waste spills, the EIS must address impacts of a spill or leak, however minor, to a major waterway and bird and fish migration corridor. Spills could directly harm critically endangered salmonid species and their habitats. Because salmon are a keystone species, and critical food to the endangered SR Orca, all potential risk of contamination must be considered.

As you can plainly see, the Draft EIS is woefully inadequate in capturing the full scope of the impact of the NERTS facility on the Sammamish Valley. Please try to attend one of this week's events to make your voice heard!

You can always reach us at [contact@friendsofsammamishvalley.org](mailto:contact@friendsofsammamishvalley.org) if you have any questions or comments.

- *The Friends of Sammamish Valley Team*