

# **North Transfer Station Stakeholder Group Compendium**

## **Chapter 3: Workshop 0**



## Stakeholder Workshop Documents

### *Conceptual Design Documents*

#### Workshop 0: July 29, 2010

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## North Recycling and Disposal Station Stakeholder Group

### Agenda

July 29, 2010

6:00 – 8:00 pm

Nalanda West Center  
3902 Woodland Park Avenue N  
Seattle, WA 98103

[Map and Directions](#)

### Purpose

- Introduce the HDR support services team
- Transition the community involvement and stakeholder facilitation from Triangle Associates to EnviroIssues
- Review the Design Program
- Review the timeline and process for technical work and public involvement
- Review the tentative schedule for subsequent stakeholder group meetings

### 6:00 Welcome and Introductions

*Jennifer Howell, Triangle Associates*

*Penny Mabie, EnviroIssues*

- Triangle convenes meeting and asks everyone to introduce themselves
- Recap of October meeting and action items
- Review agenda and purpose of meeting
- Pass baton to Penny

### 6:15 Project Update

*Bill Benzer, Tim Croll; Seattle Public Utilities*

- Recap and status of issues of interest

### 6:30 Design Program

*Dan Costello, Deb Frye; HDR Engineering*

### 7:10 Public Involvement Process

*Penny Mabie, Erin Tam; EnviroIssues*

- Stakeholder group
- Community involvement and outreach
- Schedule

### 7:50 Recap Next Steps and Adjourn

*Penny Mabie, EnviroIssues*

- Next stakeholder group meeting: September 14 (TBD)



# Stakeholder Group Workshop #0

**Nalanda West Center**

**July 29, 2010**



## Project Overview

- Since our last meeting we have:
  - Selected and retained a support services consultant
  - Held a meeting on traffic calming measures
  - Addressed new additions to the Issues of Interest Matrix



## Support Services Contract Overview

- HDR Consultant Team is composed of:
  - HDR – Engineering/Conceptual Design/Procurement
  - JR Miller – Conceptual Design
  - EnviroIssues – Community Involvement
  - Others to assist with specific components



## Support Services Contract Overview

- Consultant team scope includes:
  - Conceptual design (establish design criteria)
  - Community and stakeholder engagement
  - Pre-design technical and analytical support
  - Development of the Design-Build procurement documents, including Requests for Qualifications and Proposals
  - Follow-up support services through design and construction of station



## Conceptual Design Process

- Four design workshops with stakeholders
- Establish constraints and criteria for Design-Build Contractor
- Opportunity for stakeholders to provide input



## Stakeholder Group Conceptual Design Process

Meeting	Timeframe	Items Presented	Outcomes
Workshop #0	July 29, 2010	<ul style="list-style-type: none"> <li>• 7 initial scenarios</li> <li>• Scope &amp; timeline of stakeholder involvement &amp; preliminary design concept development process</li> </ul>	<ul style="list-style-type: none"> <li>• Introduce consultant team</li> <li>• Understand scope of analysis, steps &amp; the stakeholder group's role</li> </ul>
Workshop #1	September 14, 2010	<p>Initial analysis of 7 concepts</p> <ul style="list-style-type: none"> <li>• Site plans</li> <li>• Massing perspectives from key viewpoints</li> <li>• Traffic handling/throughput</li> <li>• Green factor</li> <li>• Advantages/disadvantages               <ul style="list-style-type: none"> <li>– Operational</li> <li>– Customer</li> <li>– Community impacts</li> </ul> </li> <li>• Recycling capability</li> </ul>	<p>Stakeholder group gives input on:</p> <ul style="list-style-type: none"> <li>• 3 concepts to eliminate</li> <li>• 4 concepts to further develop</li> <li>• Up to 5 new concepts for further consideration</li> </ul>



## Stakeholder Group Conceptual Design Process

Meeting	Timeframe	Items Presented	Outcomes
Workshop #2	October 2010	<p>Initial analysis of the 5 new concepts added at Workshop #1</p> <ul style="list-style-type: none"> <li>• Site plans</li> <li>• Massing perspectives from key viewpoints</li> <li>• Traffic handling/throughput</li> <li>• Green factor</li> <li>• Advantages/disadvantages               <ul style="list-style-type: none"> <li>– Operational</li> <li>– Customer</li> <li>– Community impacts</li> </ul> </li> <li>• Recycling capability</li> </ul> <p>Higher-level analysis of the 4 remaining concepts from Workshop #1</p> <ul style="list-style-type: none"> <li>• Revised layouts</li> <li>• Odor and noise</li> <li>• Update initial analysis</li> <li>• LEED Gold certification options</li> </ul>	<p>Stakeholder group gives input on:</p> <ul style="list-style-type: none"> <li>• 4 concepts to eliminate</li> <li>• 5 concepts to further develop</li> </ul>



## Stakeholder Group Conceptual Design Process

Meeting	Timeframe	Items Presented	Outcomes
Workshop #3	December 2010	<p>Further development of 5 concepts from Workshop #2:</p> <ul style="list-style-type: none"><li>• Revised layouts</li><li>• Capital costs and any significant operational cost differences</li><li>• Update initial analysis</li><li>• More detailed floor plan</li><li>• Architectural elevation views including different architectural treatments</li><li>• Visual analysis including flyover</li><li>• LEED Gold certification options</li></ul>	<p>Stakeholder group gives input on:</p> <ul style="list-style-type: none"><li>• 3 concepts to eliminate</li><li>• 2 concepts to further develop</li></ul>
Workshop #4	February 2011	<p>Final analysis of 2 concepts from Workshop #3:</p> <ul style="list-style-type: none"><li>• Investigate challenges and issues identified for each concept</li></ul>	<p>Stakeholder group gives input on selection of preferred concept</p>



# Existing Site Conditions



# Scenario 1: Base



## Scenario 2: Maximum



## Scenario 3: No Rezone/No Street Vacation



## Scenario 4: Buffer Status Quo



## Scenario 5: Green Roof



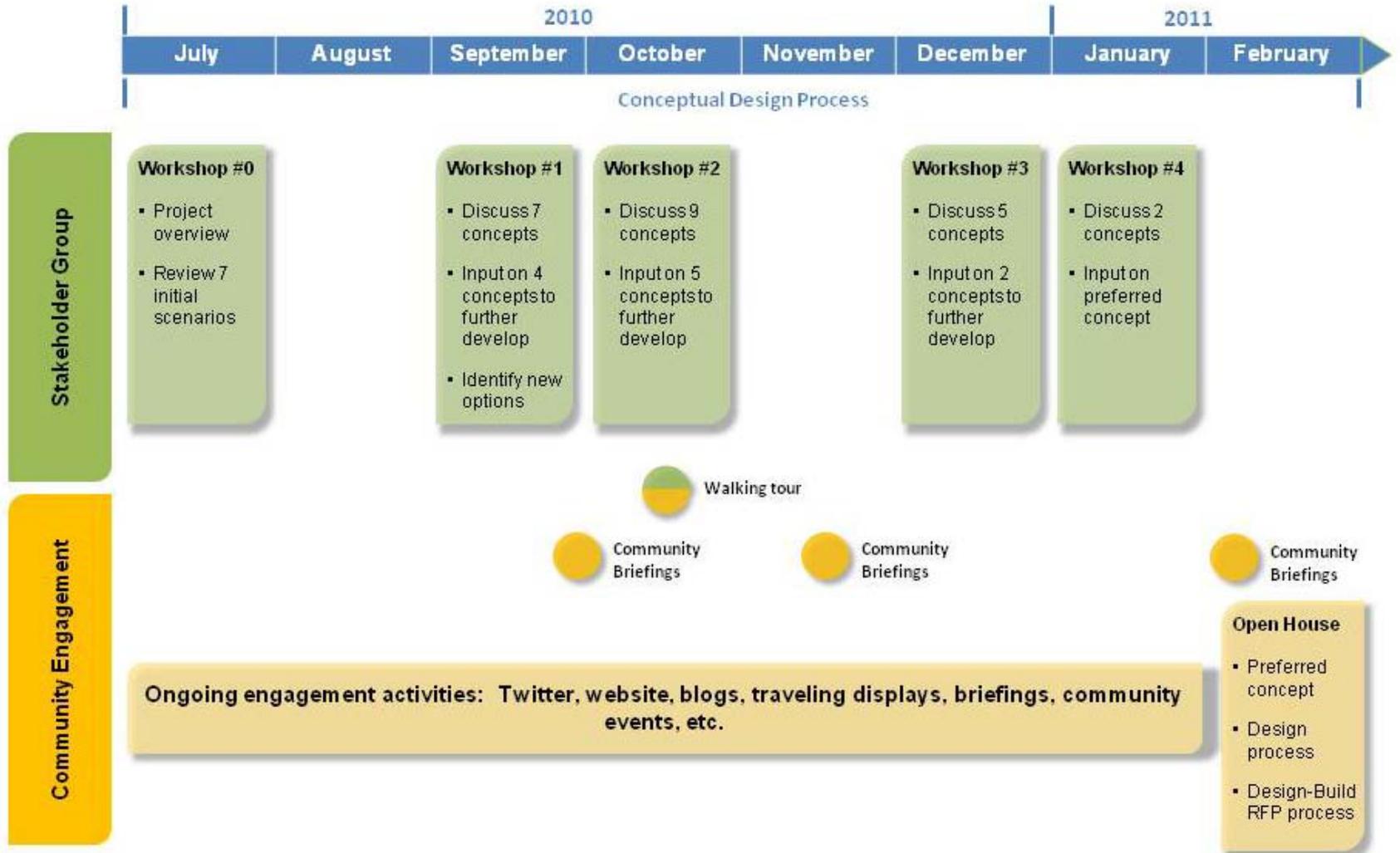
## Scenario 6: Western Shift



## Scenario 7: Narrow



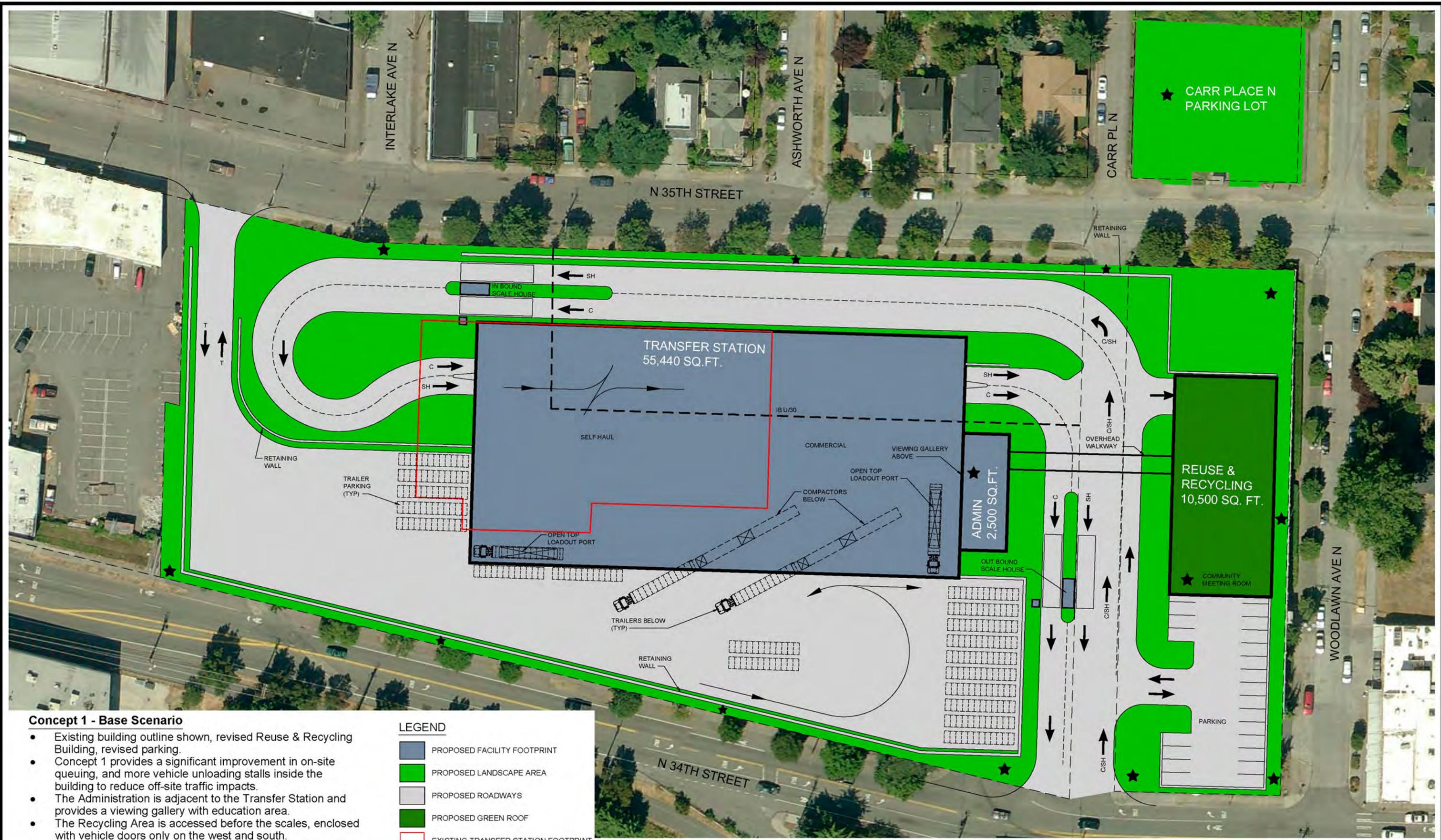
## Stakeholder Group Conceptual Design Process





## Community Engagement

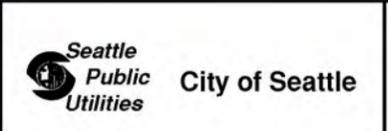
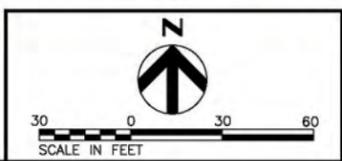
- Outreach and involvement objective is to allow ample opportunity for community feedback from:
  - Broader community
  - Rate payers
  - Facility users
- Tools and techniques include:
  - Community briefings
  - Social media
  - Community events
  - Walking tours



**Concept 1 - Base Scenario**

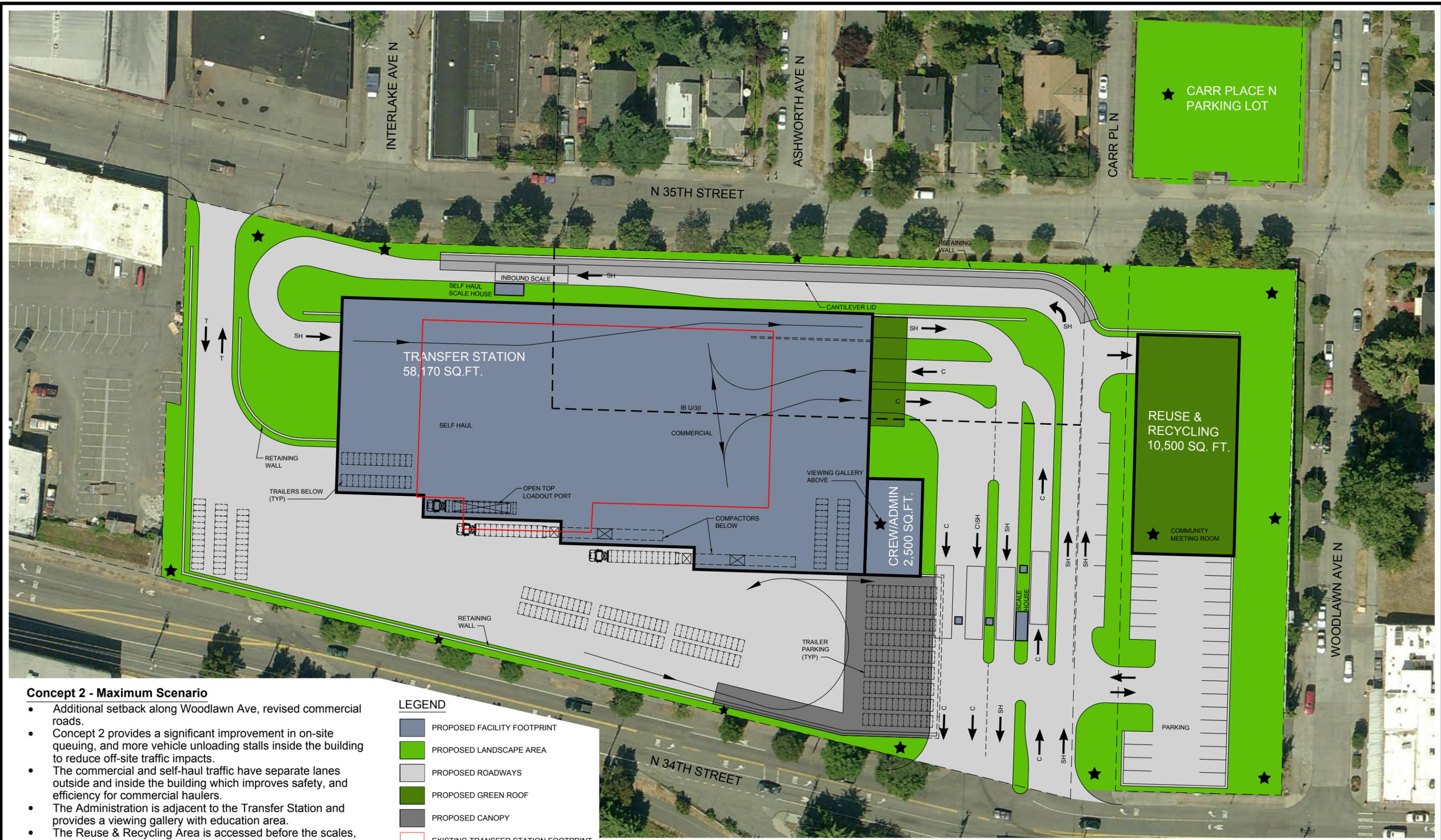
- Existing building outline shown, revised Reuse & Recycling Building, revised parking.
- Concept 1 provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- The Administration is adjacent to the Transfer Station and provides a viewing gallery with education area.
- The Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 1 would require rezone of industrial buffer, 1550 property rezone and street vacation to allow recycling.

LEGEND	
	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	EXISTING TRANSFER STATION FOOTPRINT
	INDUSTRIAL BUFFER
	POTENTIAL COMMUNITY AMENITY
	COMMERCIAL
	SELF HAUL
	TRAILERS



**CONCEPT 1  
BASE SCENARIO**

OCTOBER, 2010



**Concept 2 - Maximum Scenario**

- Additional setback along Woodlawn Ave, revised commercial roads.
- Concept 2 provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- The commercial and self-haul traffic have separate lanes outside and inside the building which improves safety, and efficiency for commercial haulers.
- The Administration is adjacent to the Transfer Station and provides a viewing gallery with education area.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 2 would require rezone of industrial buffer, 1550 property rezone and street vacation to allow recycling.

**LEGEND**

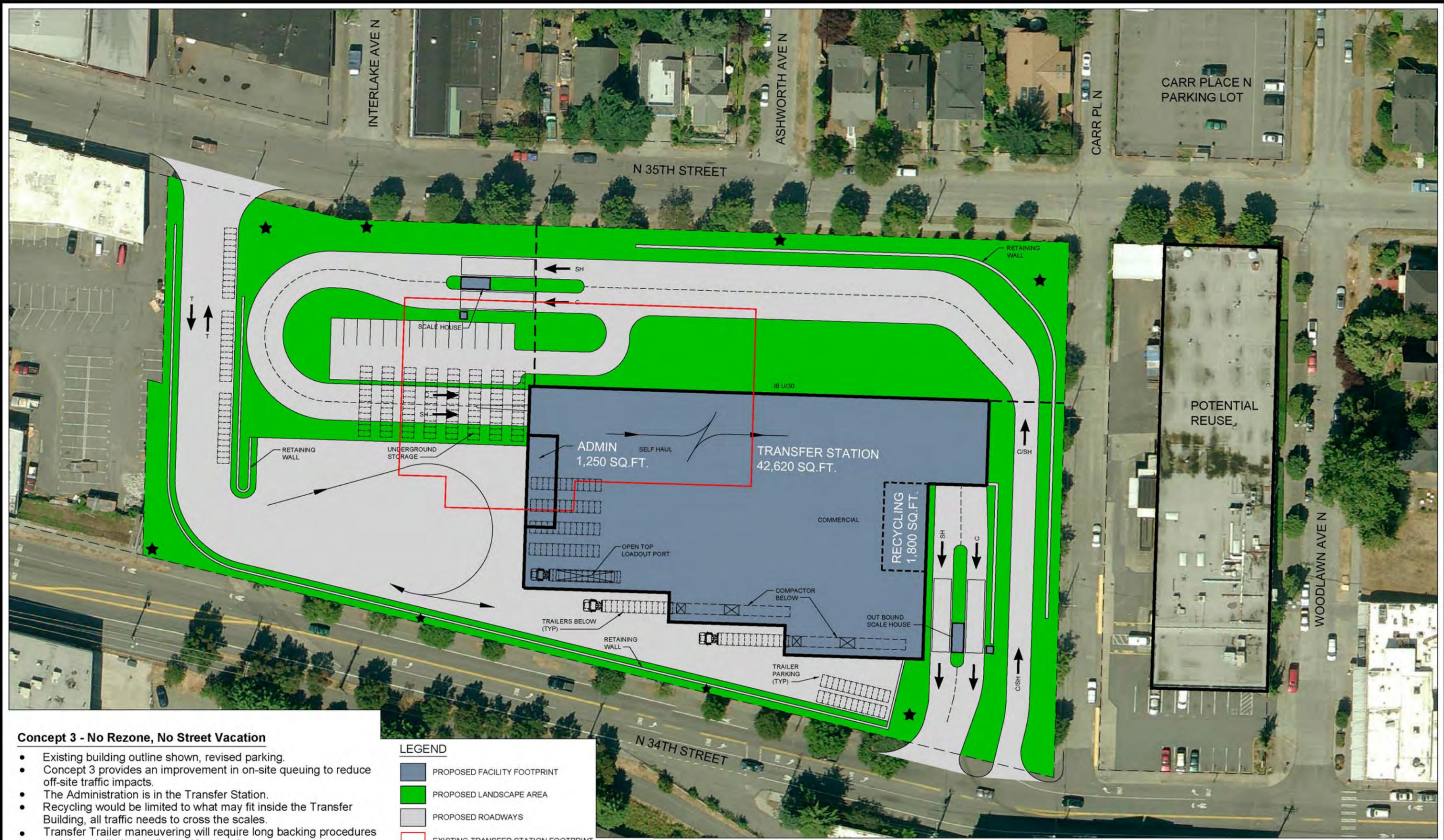
- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- PROPOSED GREEN ROOF
- PROPOSED CANOPY
- EXISTING TRANSFER STATION FOOTPRINT
- INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

NOVEMBER, 2010

SCALE IN FEET

City of Seattle

**CONCEPT 2  
MAXIMUM SCENARIO**

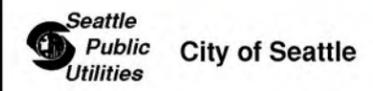
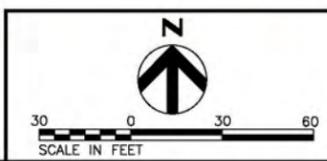


**Concept 3 - No Rezone, No Street Vacation**

- Existing building outline shown, revised parking.
- Concept 3 provides an improvement in on-site queuing to reduce off-site traffic impacts.
- The Administration is in the Transfer Station.
- Recycling would be limited to what may fit inside the Transfer Building, all traffic needs to cross the scales.
- Transfer Trailer maneuvering will require long backing procedures and there is limited trailer parking on-site.
- There is only space for one open top, which will require additional storage/processing time.
- A Reuse Facility may be developed within the existing 1550 building.
- The Carr Place Parking Lot is not available for the community.

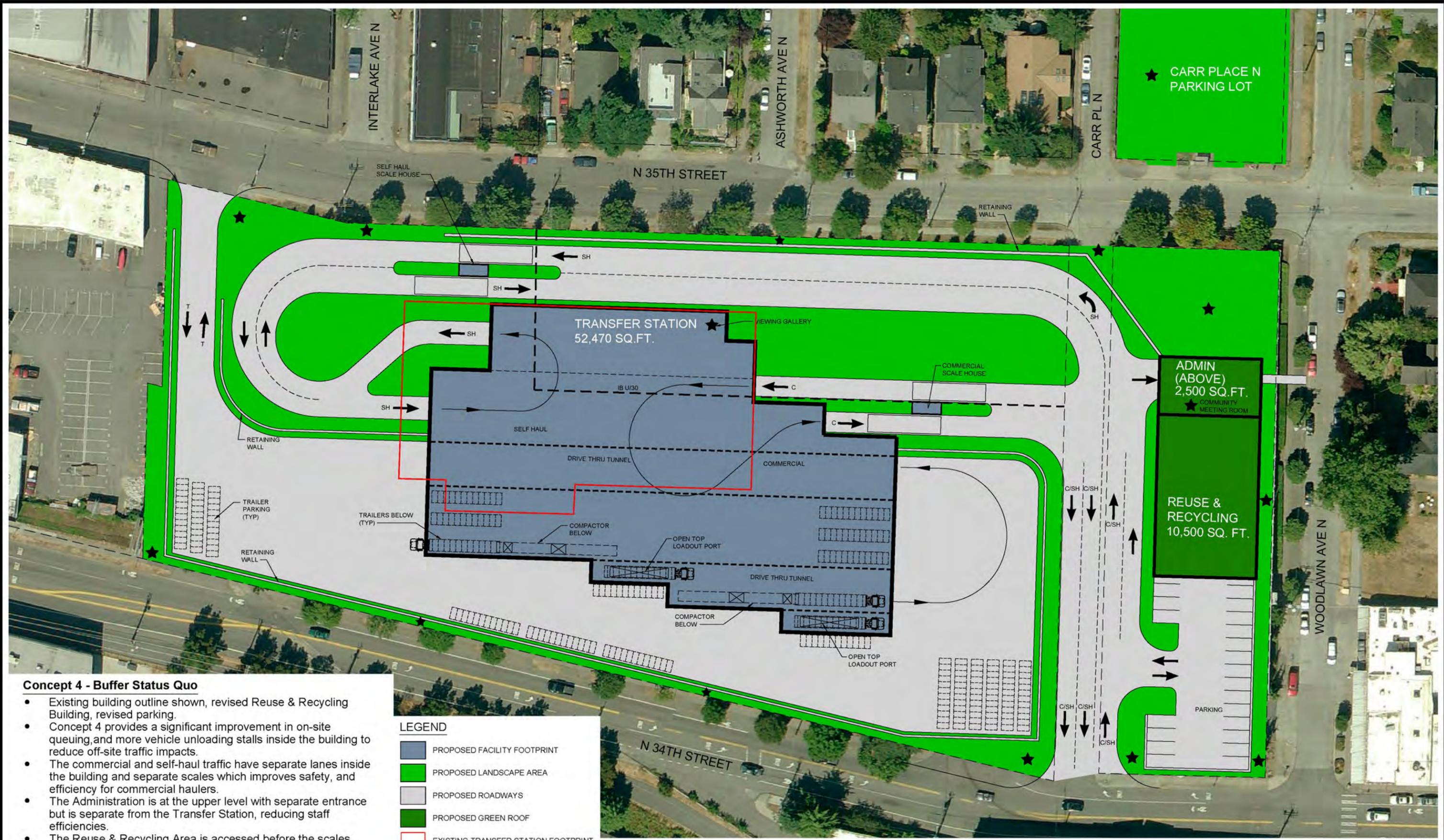
**LEGEND**

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- EXISTING TRANSFER STATION FOOTPRINT
- INDUSTRIAL BUFFER
- POTENTIAL COMMUNITY AMENITY
- COMMERCIAL
- SELF HAUL
- TRAILERS



**CONCEPT 3  
NO REZONE  
NO STREET VACATION**

OCTOBER, 2010

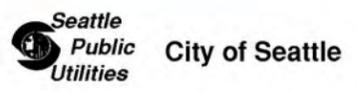
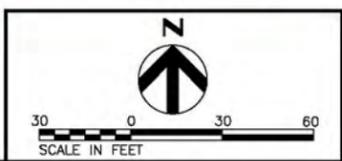


**Concept 4 - Buffer Status Quo**

- Existing building outline shown, revised Reuse & Recycling Building, revised parking.
- Concept 4 provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- The commercial and self-haul traffic have separate lanes inside the building and separate scales which improves safety, and efficiency for commercial haulers.
- The Administration is at the upper level with separate entrance but is separate from the Transfer Station, reducing staff efficiencies.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 4 would require rezone of industrial buffer, 1550 property rezone and street vacation to allow recycling.

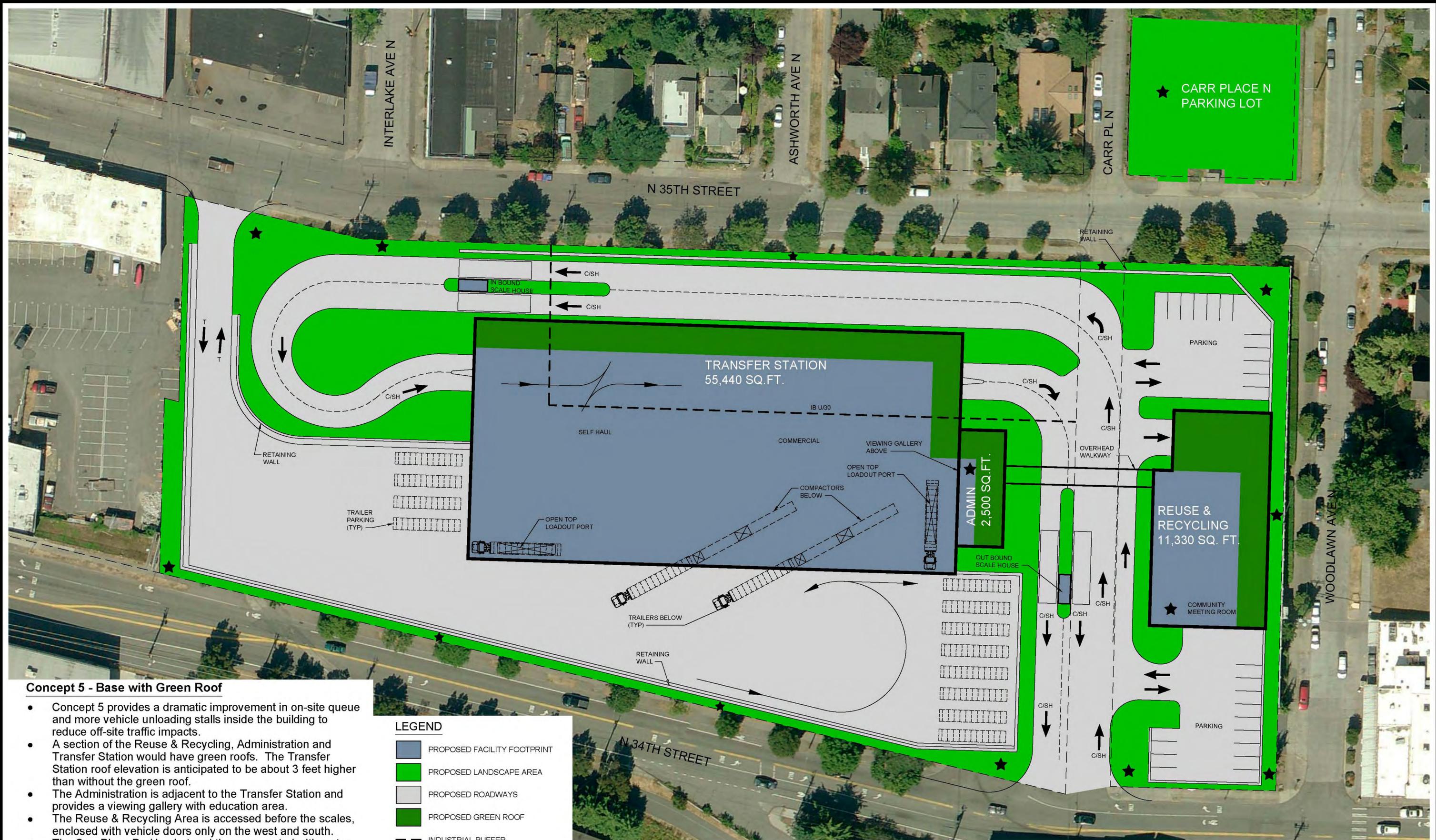
**LEGEND**

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<span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span>	PROPOSED ROADWAYS
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span>	PROPOSED GREEN ROOF
<span style="display:inline-block; width:15px; height:15px; border:1px solid red;"></span>	EXISTING TRANSFER STATION FOOTPRINT
<span style="display:inline-block; width:15px; border-bottom:1px dashed black;"></span>	INDUSTRIAL BUFFER
★	POTENTIAL COMMUNITY AMENITY
C	COMMERCIAL
SH	SELF HAUL
T	TRAILERS



**CONCEPT 4  
BUFFER STATUS QUO**

OCTOBER, 2010

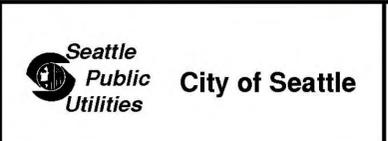
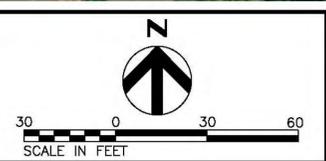


**Concept 5 - Base with Green Roof**

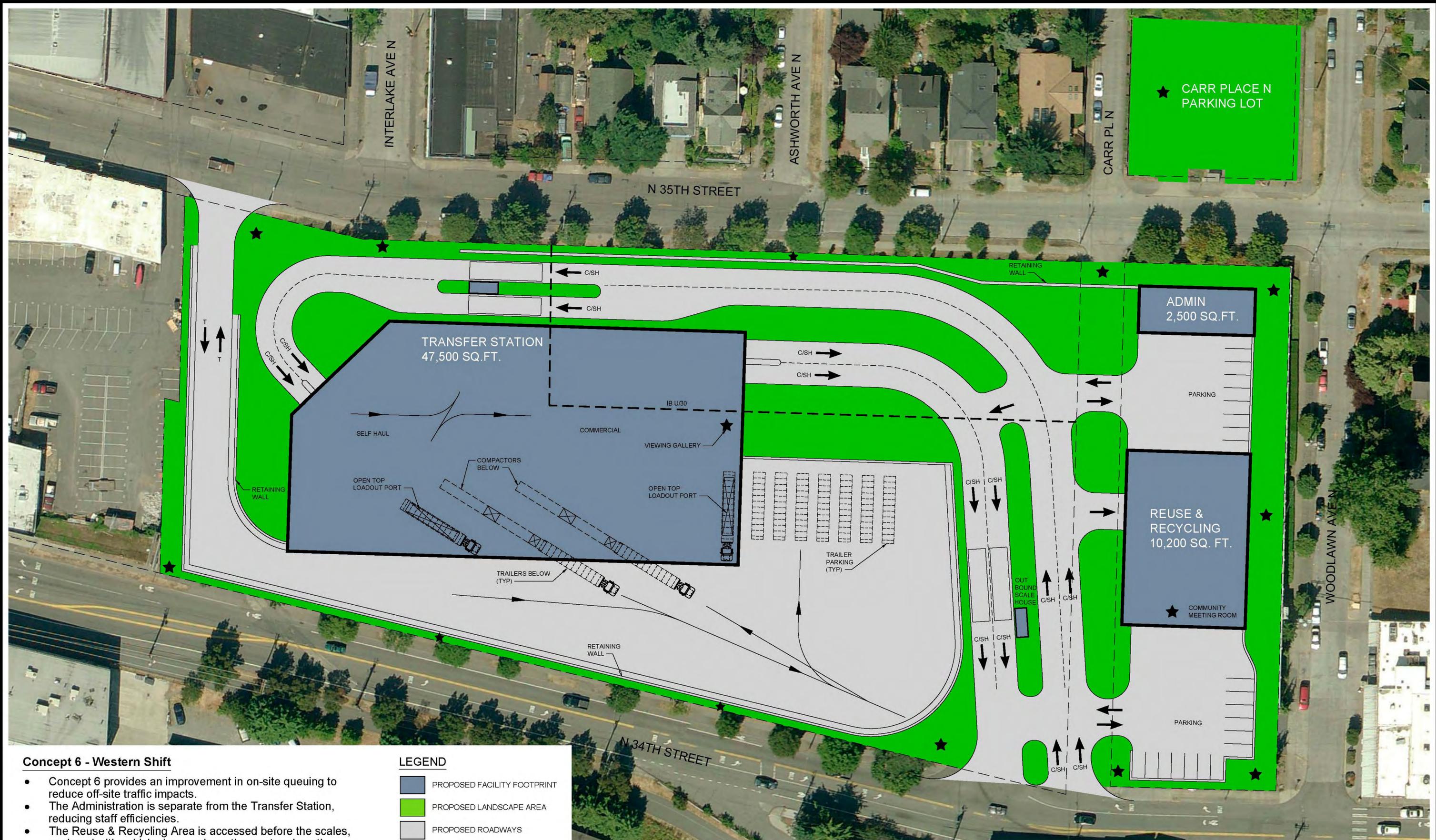
- Concept 5 provides a dramatic improvement in on-site queue and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- A section of the Reuse & Recycling, Administration and Transfer Station would have green roofs. The Transfer Station roof elevation is anticipated to be about 3 feet higher than without the green roof.
- The Administration is adjacent to the Transfer Station and provides a viewing gallery with education area.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 1 would require rezone of industrial buffer, 1550 property rezone or text amendment and street vacation to allow recycling.

**LEGEND**

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- PROPOSED GREEN ROOF
- INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS



**CONCEPT 5  
BASE SCENARIO  
WITH GREEN ROOF**

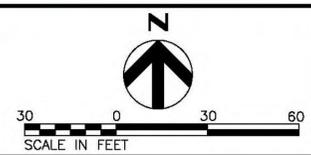


**Concept 6 - Western Shift**

- Concept 6 provides an improvement in on-site queuing to reduce off-site traffic impacts.
- The Administration is separate from the Transfer Station, reducing staff efficiencies.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- Areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 6 would require rezone of industrial buffer, 1550 property rezone or text amendment and street vacaion to allow recycling.

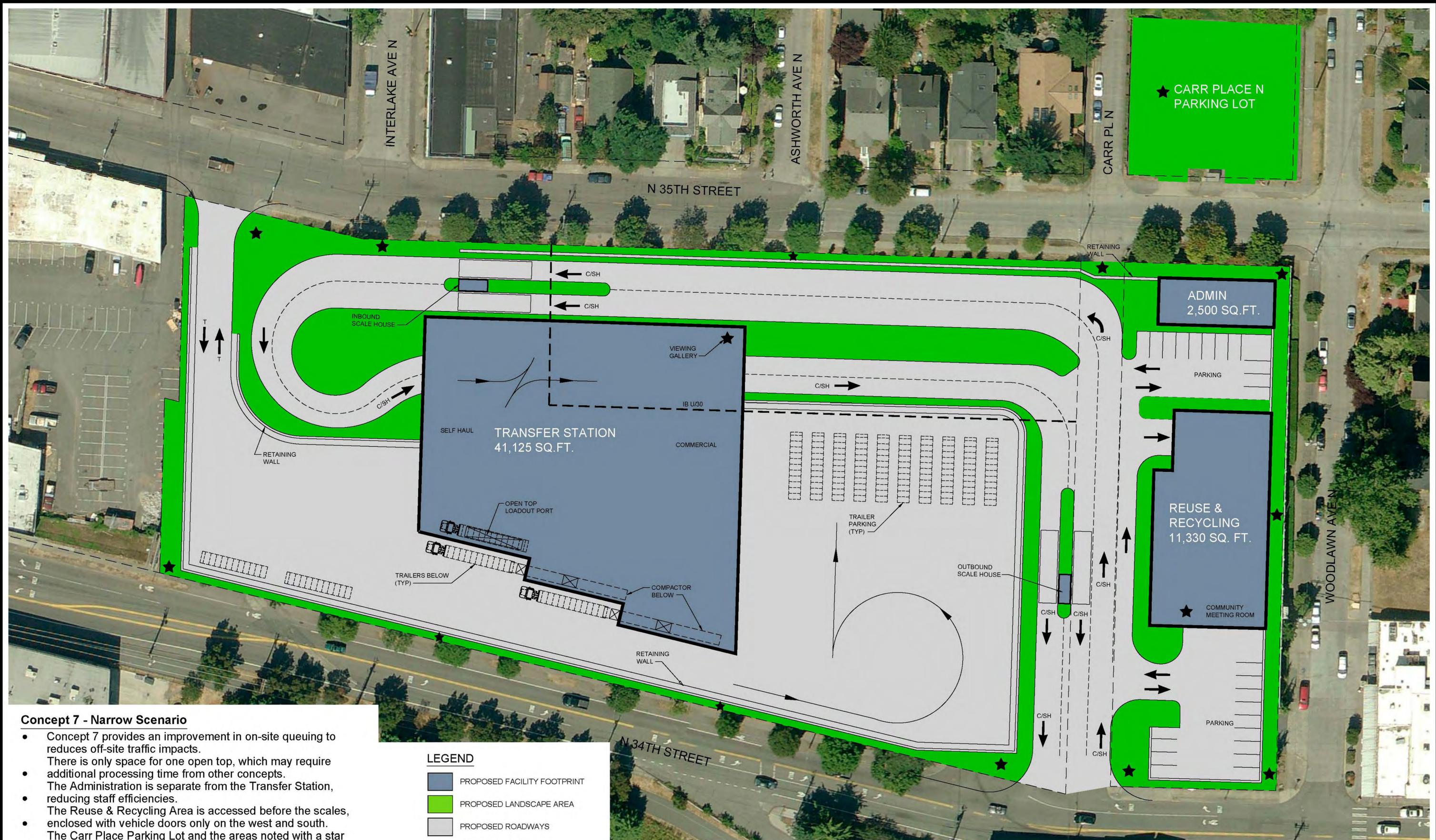
**LEGEND**

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- - - INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS



City of Seattle

CONCEPT 6  
WESTERN SHIFT

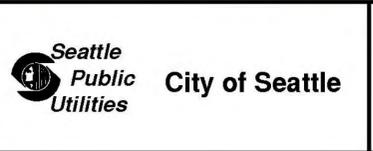
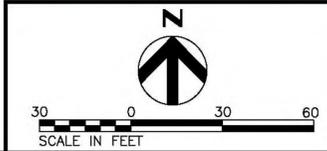


**Concept 7 - Narrow Scenario**

- Concept 7 provides an improvement in on-site queuing to reduce off-site traffic impacts.
- There is only space for one open top, which may require additional processing time from other concepts.
- The Administration is separate from the Transfer Station, reducing staff efficiencies.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 7 would require rezone of industrial buffer, 1550 property rezone or text amendment and street vacation to allow recycling .

**LEGEND**

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- INDUSTRIAL BUFFER
- POTENTIAL COMMUNITY AMENITY
- COMMERCIAL
- SELF HAUL
- TRAILERS



**CONCEPT 7  
NARROW**

## **North Transfer Station**

Stakeholder Workshop #0 Summary

July 29, 2010

Nalanda West Center • 6 to 8 PM

### **ATTENDEES**

#### **Stakeholders**

Bill Bergstrom  
Eric Johnson  
Trish McNeil  
Eric Pihl  
David Ruggiero  
Rob Stephenson  
Cathy Tuttle  
Jessica Vets  
Paul Willumson

#### **Seattle Public Utilities**

Nancy Ahern  
Bill Benzer  
Tim Croll  
Jeff Neuner  
Ken Snipes

#### **EnviroIssues**

Penny Mabie (facilitator)  
Erin Tam (presenter)

#### **HDR**

Dan Costello (presenter)  
Deb Frye (presenter)  
Olivia Williams

#### **JR Miller & Associates**

Jim Miller  
Clark Davis

#### **Triangle Associates**

Jennifer Howell

#### **Observers**

Richard Floisand  
Allison Hogue  
Gary Rea  
Nancy Rottle  
Barbara Luecke

### **MEETING PURPOSE**

The purpose of this meeting was to introduce the HDR support services team and transition the community involvement and stakeholder facilitation from Triangle Associates to EnviroIssues. The meeting also aimed to define work to be done in future stakeholder group meetings, and review the timelines and activities associated with design, technical work, and community outreach.

### **AGENDA ITEMS AND DISCUSSION**

#### **Welcome and Introductions**

*Jennifer Howell, Triangle Associates*

*Penny Mabie, EnviroIssues*

Jennifer Howell convened the meeting, asked everyone to introduce themselves, recapped the last stakeholder workshop and summary (October 2009), and reviewed the agenda and purpose of the meeting. She then turned facilitation of the meeting over to Penny Mabie.

One stakeholder asked that a change be made to page 6 of the October 2009 workshop summary, which indicates that the group came to agreement on traffic impacts due to the

vacation of Carr. The stakeholder also did not recall the group reaching agreement on the Carr Place vacation. This section was edited and the updated version of the October 20, 2009 Meeting Summary was posted on the project website

Penny introduced herself and shared a brief description of her role as facilitator. Referencing the issues matrix developed during the stakeholder group's first seven workshops, Penny explained that the transition to the HDR/EnviroIssues team is a continuation of that work done to date, rather than the start of a new process. She reviewed the group's charter and explained that the group was being asked to commit to an additional four workshops. The group agreed that they were dedicated to the extra time being requested.

## **Project Update**

*Bill Benzer, Tim Croll; Seattle Public Utilities*

Bill Benzer provided an overview of the role of the HDR team, including subconsultants EnviroIssues (public involvement) and JR Miller & Associates (architecture), as the support services consultant. He explained that the HDR team will not develop a final design for the North Transfer Station, but rather work with Seattle Public Utilities and the community to develop design criteria or guidelines to include in the Design/Build procurement. The support services process will ensure the Design/Build contractor has enough detail to design a new station that is fully functional and meets SPU, customer, and community needs to the extent possible.

Bill Benzer also gave a brief status update on some of the key issues of interest and some of the related activities that have occurred since the October stakeholder group workshop:

In response to the community's concerns about traffic issues in the area, Seattle Department of Transportation (SDOT) held a traffic calming meeting on May 13.

The community identified the intersections of 36th Street and Interlake Ave N, and N 34th Street and Woodlawn Ave N as problem areas. In response, Seattle Public Utilities will fund traffic calming circles at both intersections.

In response to the community's concern that the project's traffic study may not have accounted for growth, the Department of Planning and Development has reviewed the study and determined that it did appropriately account for Urban Village growth.

A stakeholder expressed concern that the traffic study did not look at impacts to Woodlawn Ave N or Densmore Ave N; she requested that this issue remain on the issue matrix and that these streets be added to the traffic study.

Although the use of the 1550/Orowheat site is yet to be determined - it could be used for recycling or administrative use - any structure that goes on the site will have a roof elevation no higher than the existing building. This decision is in response to community concerns about view corridors. Any new structure will also have an east edge setback 10 feet greater than the existing building, regardless of whether or not Carr Place is vacated.

A stakeholder asked if the use of the 1550/Orowheat site would be determined before the Design/Build process begins. Seattle Public Utilities said the decision would be made prior and would become a parameter for the Design/Build contractor.

Related to the potential Carr Place vacation, a stakeholder asked if the site at Carr Place and N 35<sup>th</sup> Street that is currently being used for parking is still intended to be used to provide a community benefit, such as a park. Bill Benzer said that Seattle Public Utilities would prefer to use the space to provide a community benefit.

Later this summer/early fall, Seattle Public Utilities will conduct a survey of recycling customers at the North Transfer Station to identify who is using the station for recycling and why/what they are recycling at the station.

A stakeholder asked whether the results of the recycling survey would be available at the next stakeholder workshop (September 14). Bill and Jeff Neuner explained that due to the schedule of the surveys, it was unlikely the results would be available until after the meeting; Seattle Public Utilities will try to have the results available for the October stakeholder workshop.

## **Design Program**

*Dan Costello, Deb Frye; HDR Engineering*

Dan Costello discussed the HDR team's responsibilities and role. The team will be responsible for establishing a preferred conceptual design/design criteria, community and stakeholder engagement, technical and analytical support, development of the Design/Build procurement, and follow-up support services through design and construction.

Deb Frye reviewed the team's conceptual design process, provided to the stakeholder group as a handout and included as an attachment for reference. She described the process for including narrowing the seven existing site scenarios to a preferred concept and desired outcomes of each of the four future stakeholder workshops. She then provided an overview of the existing site conditions and introduced each of the following seven site scenarios that are the starting point; the scenarios were provided to the stakeholder group as a PowerPoint handout and are attached to the summary for reference.

An observer asked when Seattle Public Utilities would engage the Department of Planning and Development in the State Environmental Policy Act (SEPA) process. Tim Croll explained that Seattle Public Utilities would be working closely with the Department of Planning and Development throughout the process. If the preferred concept involves a rezone or a text amendment, it will require SEPA analysis, which the Department of Planning and Development would be involved in.

## **Questions and Comments about Each Site Scenario**

### **Scenario 1 - Base**

A stakeholder asked whether the blue area labeled "Transfer Station Limits" refers to the potential building boundary or the property boundary. Deb Frye answered that it refers to the area that the building would fit into.

An observer asked if this scenario assumes a rezone and vacation of Carr Place. Deb Frye answered that it does and referred the group to the notes provided with each scenario.

### **Scenario 2 - Maximum**

No questions or comments

#### Scenario 3 - No Rezone/No Street Vacation

An observer asked if roadways are allowed in the industrial buffer; her understanding is that they are not. Tim Croll answered that Seattle Public Utilities' understanding, based on information from the Department of Planning and Development, is that roadways are allowed. Seattle Public utilities will verify for the September 14 meeting.

#### Scenario 4 - Buffer Status Quo

No questions or comments

#### Scenario 5 - Green Roof

A stakeholder asked how much higher the roof elevation would need to be in order to support the added weight of the green roof. Dan Costello answered approximately 3 to 5 feet.

#### Scenario 6 - Western Shift

A stakeholder asked if the reason for aligning the eastern edge of the building to Ashworth Ave N is to protect views. Tim Croll answered yes.

#### Scenario 7 - Narrow

No questions or comments

#### **General Questions and Comments**

A stakeholder suggested that Seattle Public Utilities first determine if it is feasible to locate the station and all of its operations on the existing site, before looking at Carr Place vacation and rezoning the 1550/Orowheat site for recycling.

An observer said she doesn't want to see a very loud use, such as commercial recycling, on the 1550/Orowheat site.

A stakeholder said this process will be a matter of trade offs; no single scenario can accommodate everything. He also asked if the Carr place vacation and 1550/Orowheat rezone could be separated. Tim Croll answered that they could do one without the other.

A stakeholder asked where "clean green" would be handled. Tim Croll answered that it would be located in the main (tipping) building.

A stakeholder urged the team to look at landscaping early so that it doesn't become an afterthought at the end. Bill Benzer said that the City Council's green factor requirements will apply to the project and that the landscaping will be an important element.

An observer asked the team to make sure that community amenities, such as education and open space, are considered as part of the basic program elements for the site - make this station a community benefit, not just something for the neighborhood to live with.

An observer asked the team to consider that the intent behind the industrial buffer is to maintain neighborhood character and create separation between industrial and residential uses, and that same intent should be applied to the 1550/Orowheat site if it becomes an industrial use, such as recycling. Trish McNeil agreed and thought the team should look at all zoning restrictions that apply to the site as concepts are developed.

A stakeholder suggested considering walkability, especially along N 34th Street. She suggested adding amenities such as artistic fencing or seating areas to break up the expanse of the transfer station.

An observer asked what is currently compacted at the site and if it has an influence on the size of the facility and the number of hauling trips from the site. Tim Croll explained that the station currently compacts most of the material brought to the site except yard waste, glass and metal; Seattle Public Utilities is exploring the possibility of yard waste compaction at the new facility.

Following the overview of the scenarios, Penny Mabie reminded the group that the HDR team will bring more detailed versions of these scenarios to the September 14 meetings for further, more in-depth discussion.

## **Public Involvement Process**

*Penny Mabie, Erin Tam; EnviroIssues*

Penny Mabie and Erin Tam provided an overview of the stakeholder group workshop and community involvement processes, as described in the attached PowerPoint presentation. EnviroIssues has reviewed the issues matrix, summaries of prior stakeholder group workshops, community blogs, and other documentation to get a clear understanding of progress, areas of concern, areas of agreement, commitments, etc. Between now and the September 14 workshop, Penny will schedule interviews with individual members of the stakeholder group to ensure that she has a full understanding of each stakeholder's areas of concern and expectations moving forward. Penny explained that she will provide the third party facilitation for the stakeholder group and Erin will be primarily responsible for community outreach activities that extend the project and opportunities for public input beyond the stakeholder group.

Penny recapped the goals for each of the four stakeholder workshops. At the workshops, the stakeholders will work with Seattle Public Utilities and the HDR team to identify advantages and disadvantages, identify potential trade-offs, etc. The issues log will be of great help to inform these discussions. The end product will be a pretty detailed presentation of the best two concepts, and the accompanying design guidance or parameters that each demonstrates. At the fourth workshop, the stakeholders will provide final feedback to the team; Seattle Public Utilities will then select what it plans to move into the Design/Build procurement.

Erin Tam discussed outreach to the broader community and how it interacts with the stakeholder group workshops. The goal of the community outreach is to ensure broader community input that includes rate payers, facility users and other community members who have not participated in the process to date. Outreach tools are planned to include a mix of online opportunities - such as Twitter, the Seattle Public Utilities website, sharing information through community blogs, and email updates - and in-person outreach such as a station walking tour, community events, a public open house, briefings, and traveling displays. Erin opened the discussion to solicit the stakeholder's suggestions and ideas for outreach to be incorporated into the project's public involvement plan. Suggestions included:

Signage at the transfer station to tell people about the project and how to learn more or get involved.

Share information through TV and newspaper media outlets as well.

Community blogs are a good idea, they are very active.

Partner with the Fremont Chamber and farmers markets to get businesses and residents involved.

Be creative, the community is active and wants to be involved in this design process.

## **NEXT STEPS**

*Penny Mabie, Envirolssues*

The next stakeholder group workshop will be held on September 14 (location TBD). The group discussed meeting time and decided that two-hour workshops may not be long enough. They decided that the September (and possibly October) workshop should start an hour earlier to allow more time; the workshop will run from 5 to 8 PM. They also liked the idea of making the September 14 workshop interactive, such as breakout sessions. Envirolssues will send the group a Doodle poll to decide on a date and time for the October meeting and will plan a more interactive format for the September 14 meeting.

Some of the stakeholders requested materials ahead of the workshops so that they can come to the workshops prepared for the discussion. Envirolssues will work with Seattle Public Utilities to identify the best way to share materials with the stakeholders in advance of the workshops.



# Stakeholder Group Workshop #0

**Nalanda West Center**  
**July 29, 2010**



## Project Overview

- Since our last meeting we have:
  - Selected and retained a support services consultant
  - Held a meeting on traffic calming measures
  - Addressed new additions to the Issues of Interest Matrix



## Support Services Contract Overview

- HDR Consultant Team is composed of:
  - HDR – Engineering/Conceptual Design/Procurement
  - JR Miller – Conceptual Design
  - EnviroIssues – Community Involvement
  - Others to assist with specific components



## Support Services Contract Overview

- Consultant team scope includes:
  - Conceptual design (establish design criteria)
  - Community and stakeholder engagement
  - Pre-design technical and analytical support
  - Development of the Design-Build procurement documents, including Requests for Qualifications and Proposals
  - Follow-up support services through design and construction of station



## Conceptual Design Process

- Four design workshops with stakeholders
- Establish constraints and criteria for Design-Build Contractor
- Opportunity for stakeholders to provide input



## Stakeholder Group Conceptual Design Process

Workshop #0	July 29, 2010	<ul style="list-style-type: none"><li>• 7 initial scenarios</li><li>• Scope &amp; timeline of stakeholder involvement &amp; preliminary design concept development process</li></ul>	<ul style="list-style-type: none"><li>• Introduce consultant team</li><li>• Understand scope of analysis, steps &amp; the stakeholder group's role</li></ul>
Workshop #1	September 14, 2010	<p>Initial analysis of 7 concepts</p> <ul style="list-style-type: none"><li>• Site plans</li><li>• Massing perspectives from key viewpoints</li><li>• Traffic handling/throughput</li><li>• Green factor</li><li>• Advantages/disadvantages<ul style="list-style-type: none"><li>– Operational</li><li>– Customer</li><li>– Community impacts</li></ul></li><li>• Recycling capability</li></ul>	<p>Stakeholder group gives input on:</p> <ul style="list-style-type: none"><li>• 3 concepts to eliminate</li><li>• 4 concepts to further develop</li><li>• Up to 5 new concepts for further consideration</li></ul>



## Stakeholder Group Conceptual Design Process

Workshop #2	October 2010	<p>Initial analysis of the 5 new concepts added at Workshop #1</p> <ul style="list-style-type: none"><li>• Site plans</li><li>• Massing perspectives from key viewpoints</li><li>• Traffic handling/throughput</li><li>• Green factor</li><li>• Advantages/disadvantages<ul style="list-style-type: none"><li>– Operational</li><li>– Customer</li><li>– Community impacts</li></ul></li><li>• Recycling capability</li></ul> <p>Higher-level analysis of the 4 remaining concepts from Workshop #1</p> <ul style="list-style-type: none"><li>• Revised layouts</li><li>• Odor and noise</li><li>• Update initial analysis</li><li>• LEED Gold certification options</li></ul>	<p>Stakeholder group gives input on:</p> <ul style="list-style-type: none"><li>• 4 concepts to eliminate</li><li>• 5 concepts to further develop</li></ul>
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## Stakeholder Group Conceptual Design Process

Workshop #3	December 2010	Further development of 5 concepts from Workshop #2: <ul style="list-style-type: none"><li>• Revised layouts</li><li>• Capital costs and any significant operational cost differences</li><li>• Update initial analysis</li><li>• More detailed floor plan</li><li>• Architectural elevation views including different architectural treatments</li><li>• Visual analysis including flyover</li><li>• LEED Gold certification options</li></ul>	Stakeholder group gives input on: <ul style="list-style-type: none"><li>• 3 concepts to eliminate</li><li>• 2 concepts to further develop</li></ul>
Workshop #4	February 2011	Final analysis of 2 concepts from Workshop #3: <ul style="list-style-type: none"><li>• Investigate challenges and issues identified for each concept</li></ul>	Stakeholder group gives input on selection of preferred concept



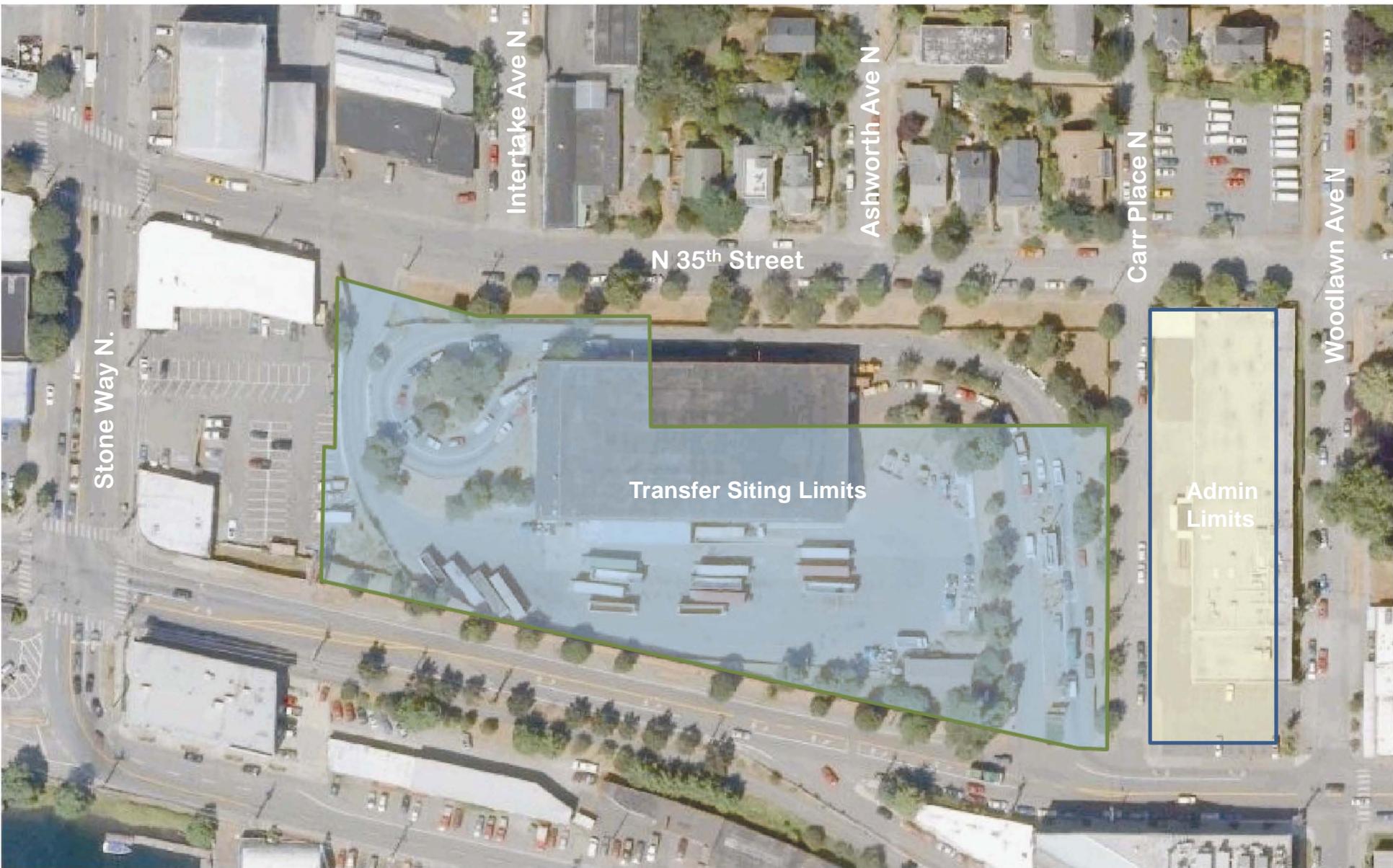
# Existing Site Conditions



# Scenario 1: Base



## Scenario 2: Maximum



## Scenario 3: No Rezone/No Street Vacation



## Scenario 4: Buffer Status Quo



## Scenario 5: Green Roof



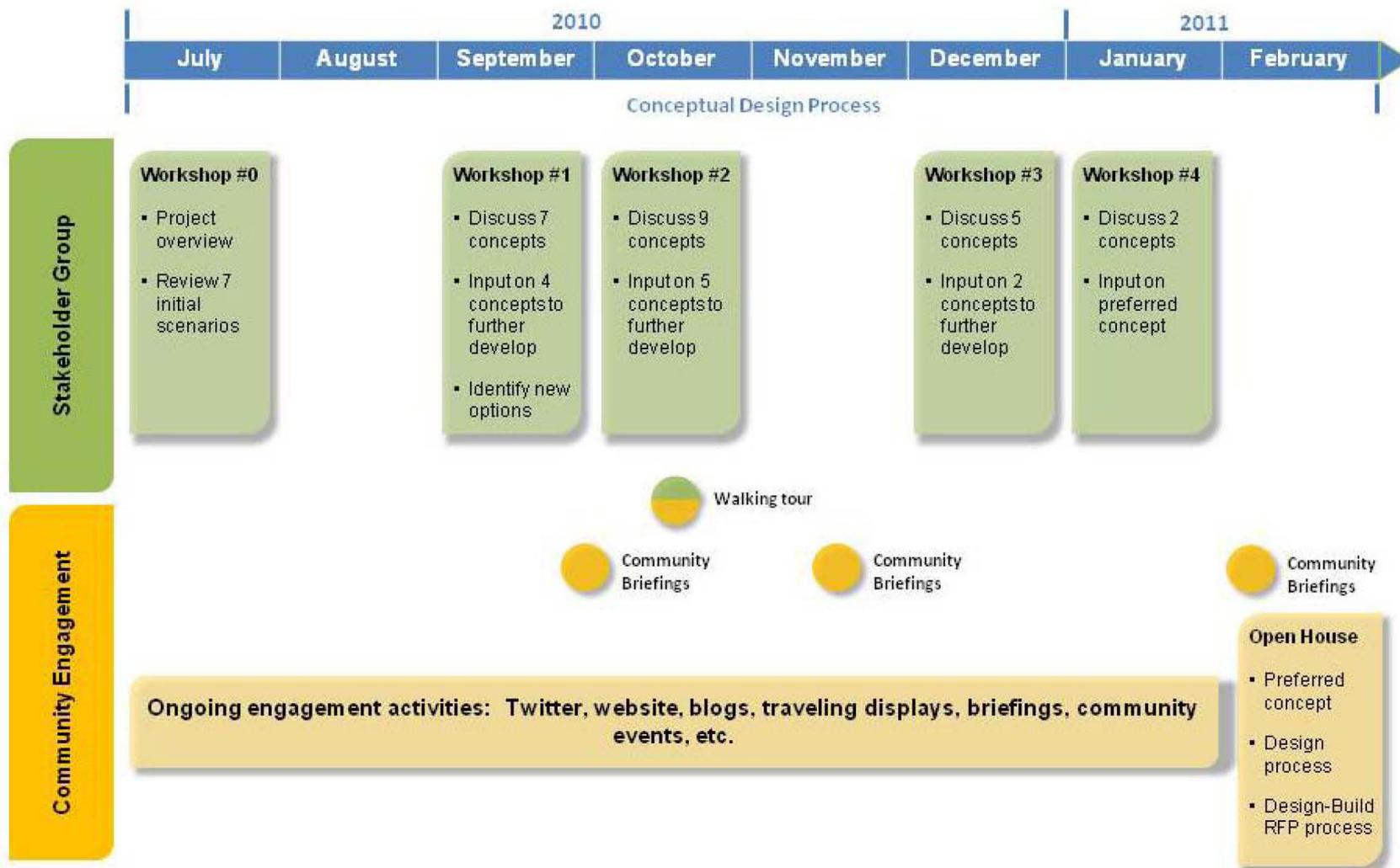
## Scenario 6: Western Shift



## Scenario 7: Narrow



## Stakeholder Group Conceptual Design Process





## Community Engagement

- Outreach and involvement objective is to allow ample opportunity for community feedback from:
  - Broader community
  - Rate payers
  - Facility users
- Tools and techniques include:
  - Community briefings
  - Social media
  - Community events
  - Walking tours