North Transfer Station Stakeholder Group Compendium

Chapter 4: Workshop 1

Stakeholder Workshop Documents

Conceptual Design Documents

Workshop 1: Sept. 14, 2010

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North Recycling and Disposal Station Stakeholder Group

Seattle Public Utilities

Meeting Agenda
September 14, 2010
5:00 – 8:00 p.m.

Meeting Location
Institute for Systems Biology – note new location!
837 N 34th St

Meeting Purpose
- Review site concepts based on seven original scenarios
- Understand functional needs of the station
- Apply community values to the various concepts, identify tradeoffs, and recommend narrowing from seven to four concepts
- Recommend up to five potential concepts to develop

5:00 p.m. **Welcome and Introductions,** *Penny Mabie, EnviroIssues*
- Introductions
- Recap of July 29 meeting and action items
- Review July 29 draft meeting summary
- Review agenda and purpose of meeting
- SPU updates

5:15 p.m. **Seven Concepts Workshop, part 1,** *Deb Frye, HDR*
- Overview of layouts and what's different from the original scenario (full group)

5:35 p.m. **Seven Concepts Workshop, part 2,** *Stakeholders and technical team*
- Individuals review each concept by visiting stations; record comments, questions, concerns and likes

6:3o p.m. **Break**

6:40 p.m. **Seven Concepts Workshop, part 3,** *Penny Mabie, EnviroIssues & technical team*
- Discussion of comments, questions, concerns and likes
- Stakeholder group discussion and development of recommendations on narrowing concepts

7:15 p.m. **New Concepts,** *Penny Mabie, EnviroIssues & Technical Team*
- Discussion with stakeholder group on potential new concepts or specific elements to combine into new concepts
- Develop recommendations on up to five new concepts to develop

7:50 p.m. **Review Action Items and Next Steps**
- Review workshop schedule, confirm October date

8:00 p.m. **Adjourn**

North Recycling and Disposal Station Stakeholder Group

Seattle Public Utilities

Selected Meeting Ground Rules

Roles and responsibilities of members

- All participants recognize the legitimacy of the concerns and interests of others whether or not they are in agreement with them.

- Members will seek to state their own concerns and interests clearly, listen carefully to others and explore issues from all points of view before forming conclusions.

- Members are encouraged to express all points of view and perspectives on issues and alternatives and to seek to identify areas of agreement as well as reasons for different points of view in providing their advice to the City.

- Members are asked to represent the points of view of their general interest area, including but not limited to the particular organization from which they come.

- Members will seek to share discussion time, encouraging everyone to participate fully.

Observers

Stakeholder group meetings are open to the public. Observers are welcome at all stakeholders group meetings but will not be seated at the table or participate in discussions. A time may be set aside in the agenda of each meeting for comments or questions from observers.

Meetings

Meetings will begin and end on time.

Stakeholder Group Workshop #1

Institute for Systems Biology

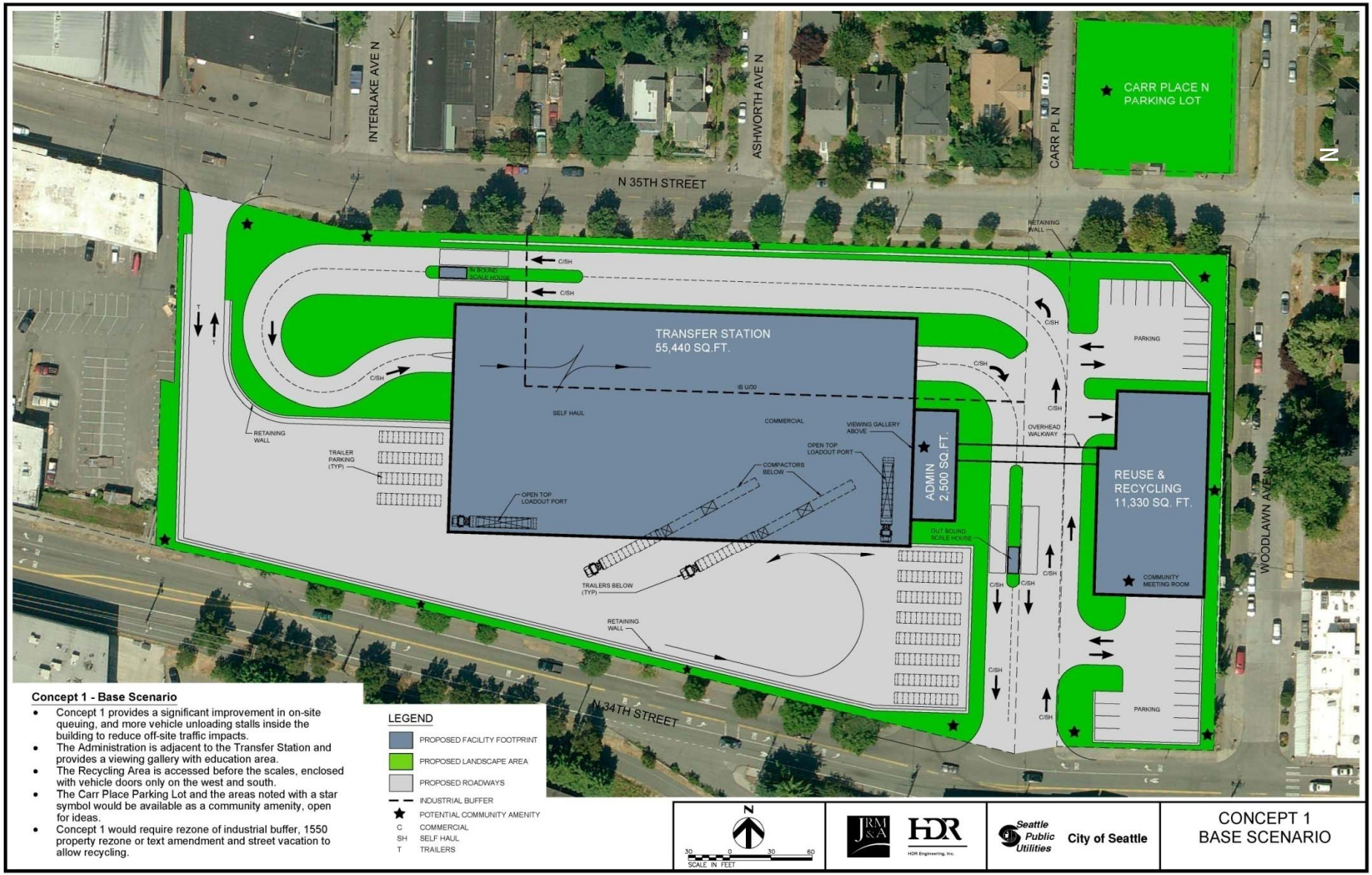
Sept. 14, 2010

Seven Concepts Workshop

- Part One, *Full Group*
  - Overview of layouts and what's different from the original scenarios
- Part Two, *Individuals*
  - Individuals review each concept by visiting stations; record comments, questions, concerns and likes
- Part Three, *Full Group*
  - Discussion of comments, questions, concerns and likes
  - Stakeholder group discussion and development of recommendations on narrowing concepts

Updates

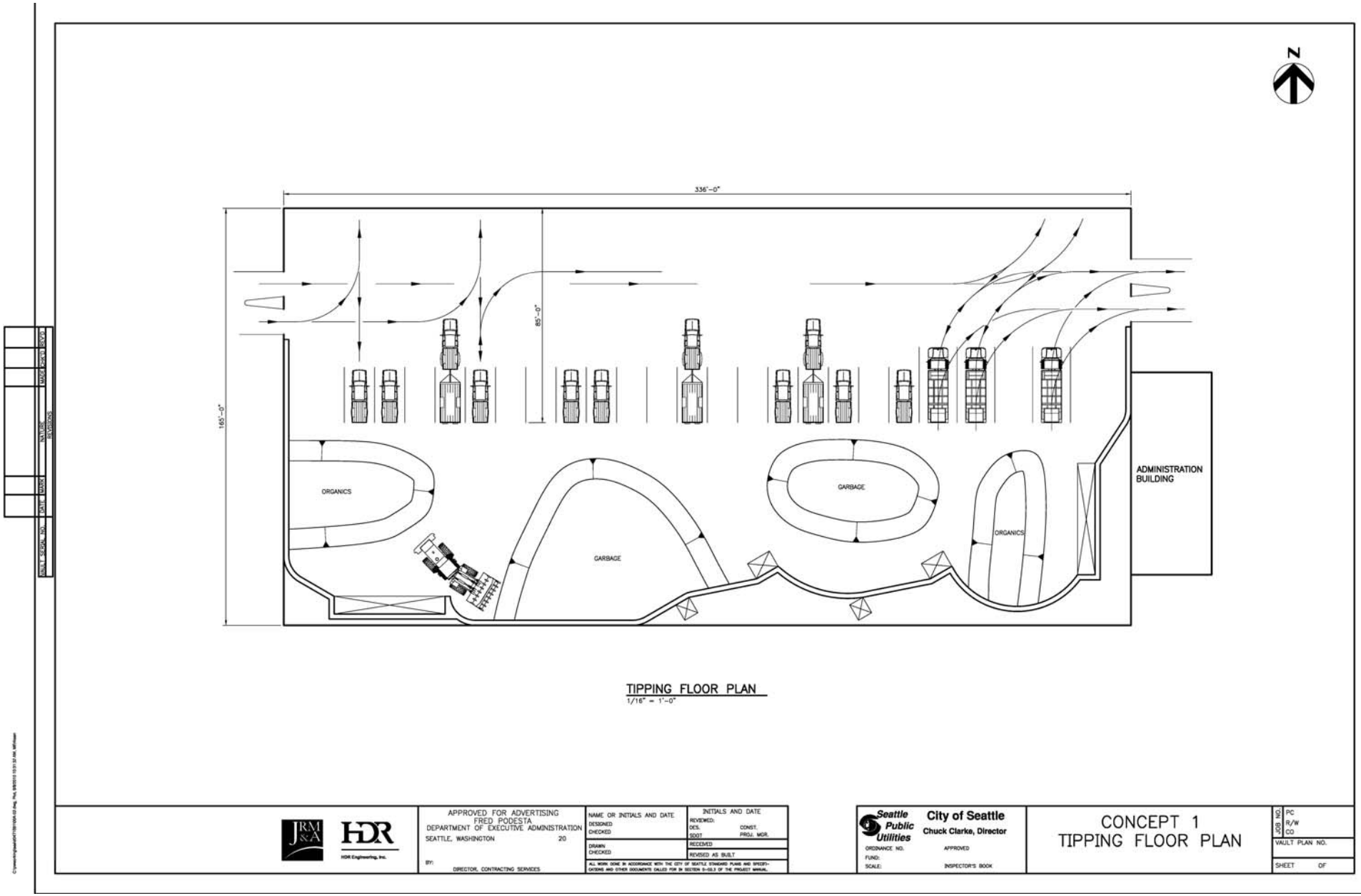
- Traffic Calming
- New URL for the project website - www.seattle.gov/util/transferstations
- Zoning on the 1550 property
- Changes to Option 3
- Rezoning versus a Contract Rezone



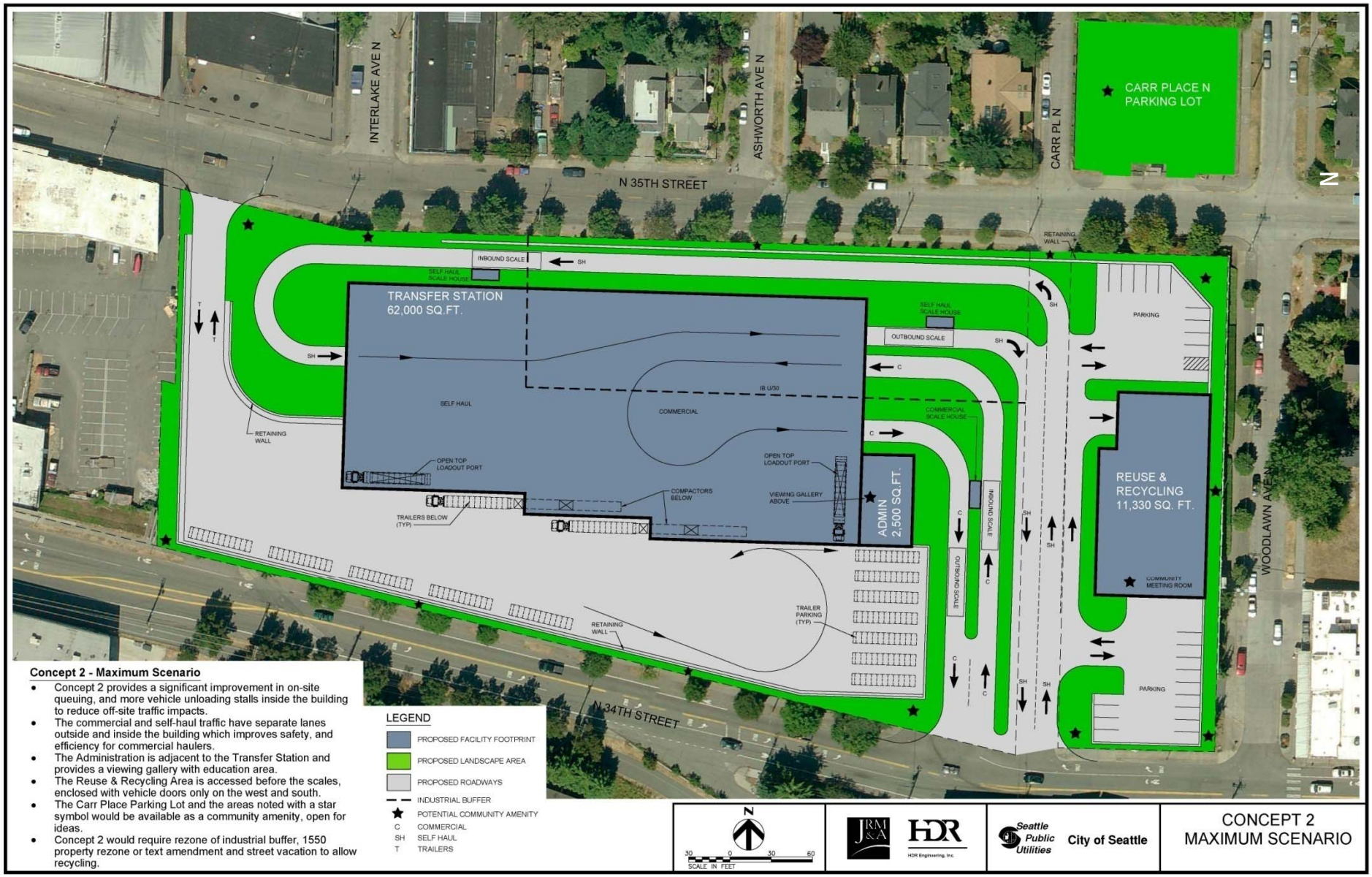
Concept 1 - Base Scenario

- 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 or text amendment and street vacation to allow recycling.

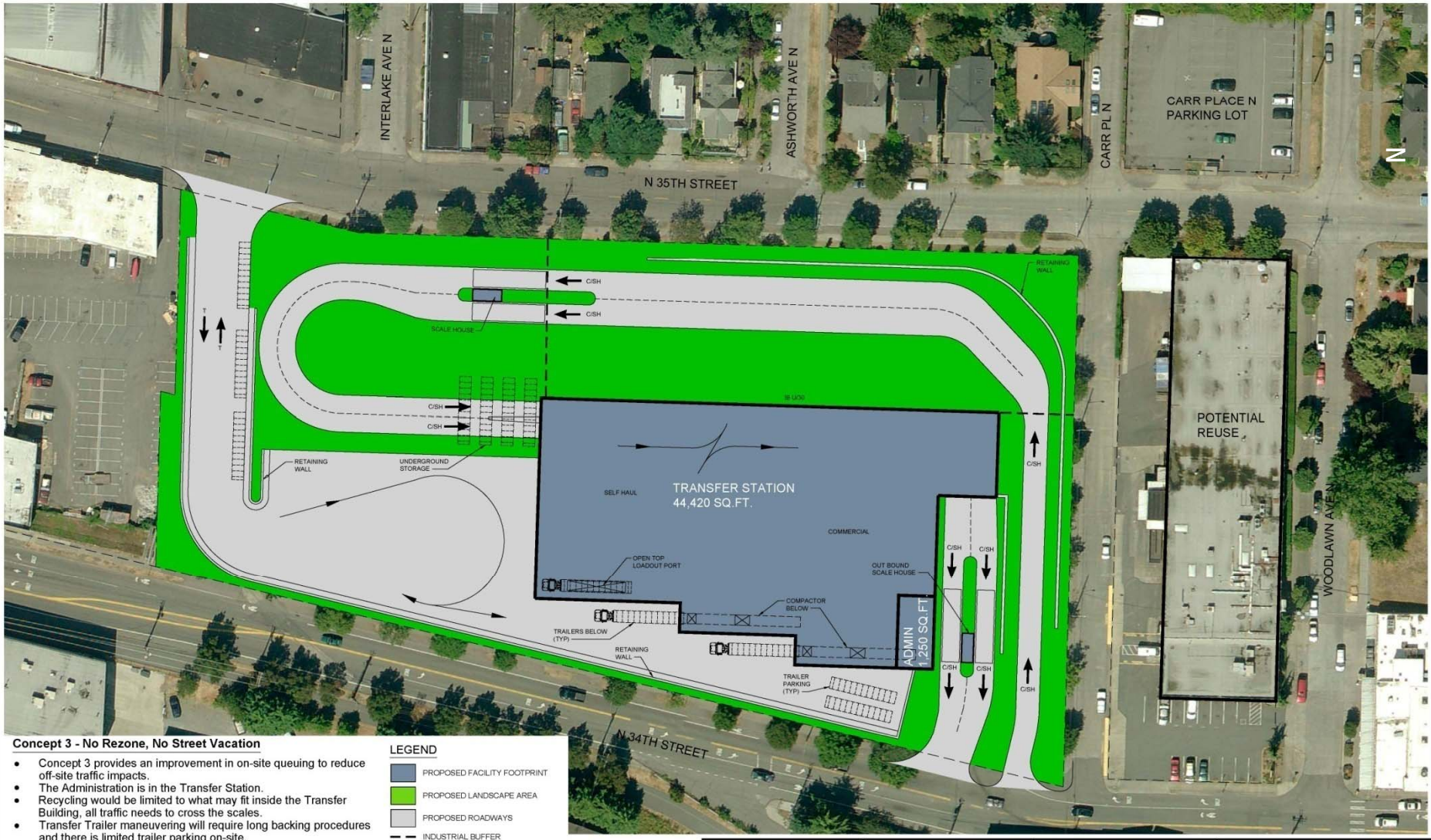
Concept 1: Base



Tipping floor



Concept 2: Maximum



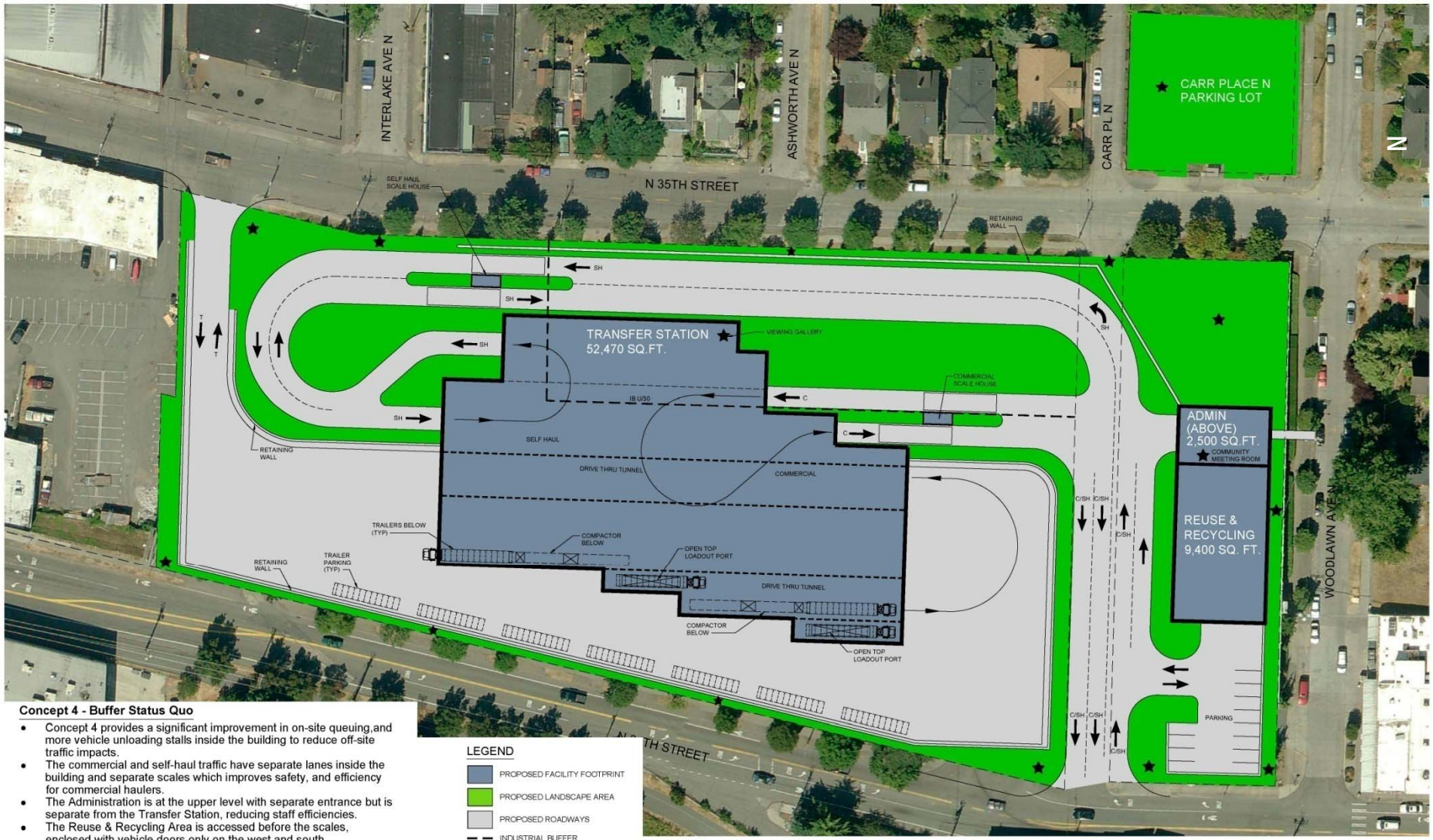
Concept 3 - No Rezone, No Street Vacation

- 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
- INDUSTRIAL BUFFER
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

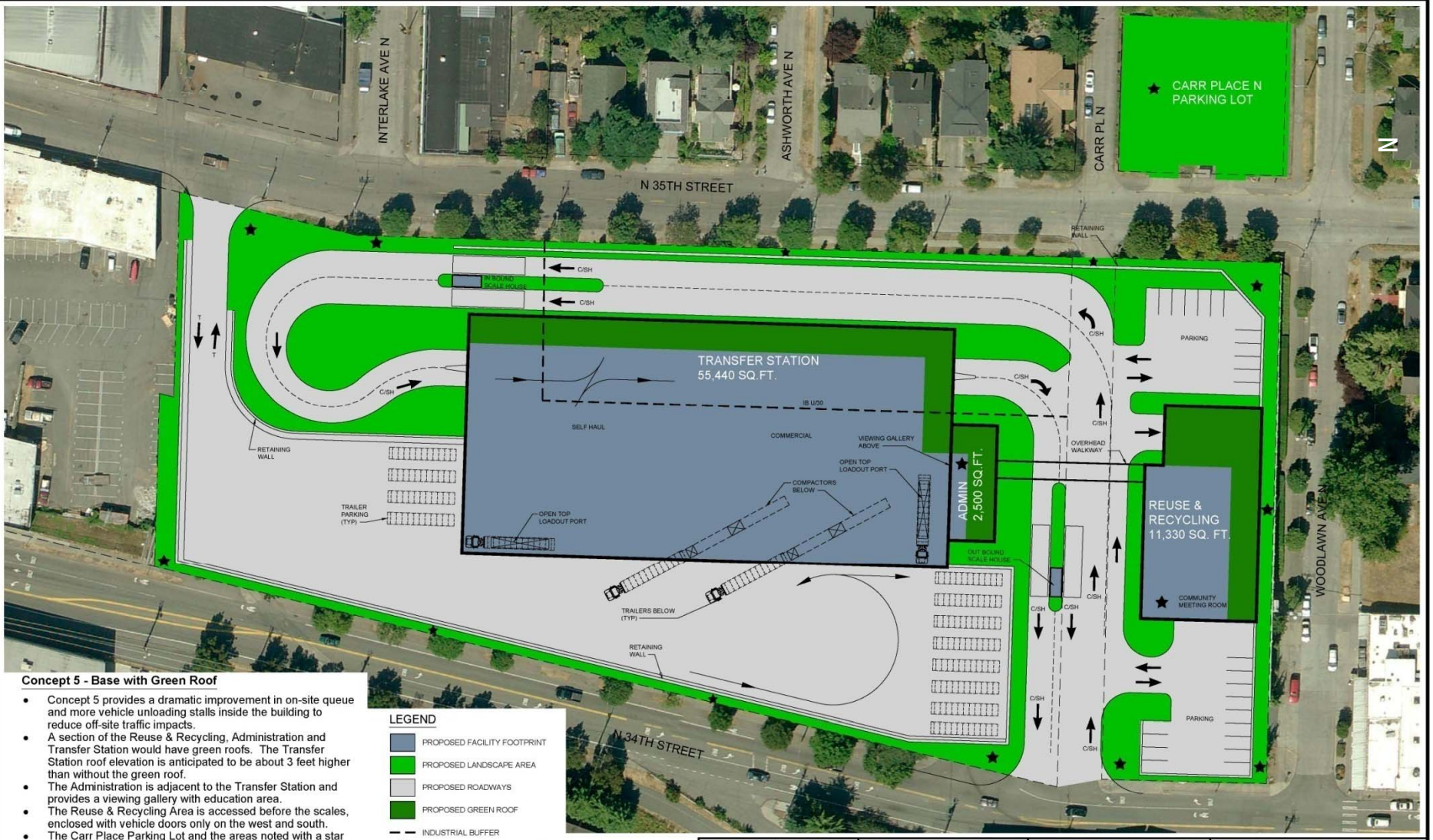
Concept 3: No Rezone/No Street Vacation



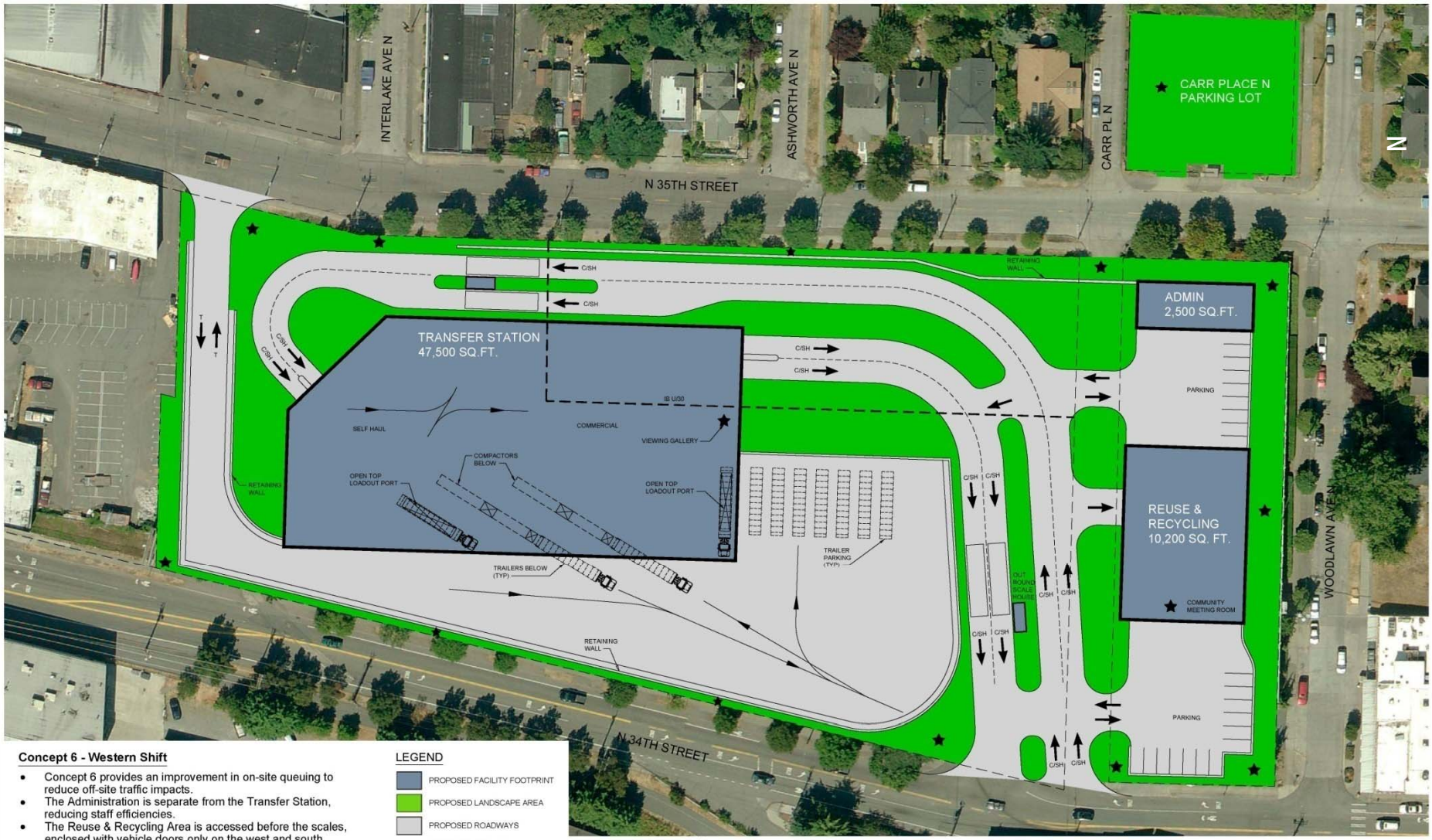
Concept 4 - Buffer Status Quo

- 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 or text amendment and street vacation to allow recycling.

Concept 4: Buffer Status Quo



Concept 5: 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.

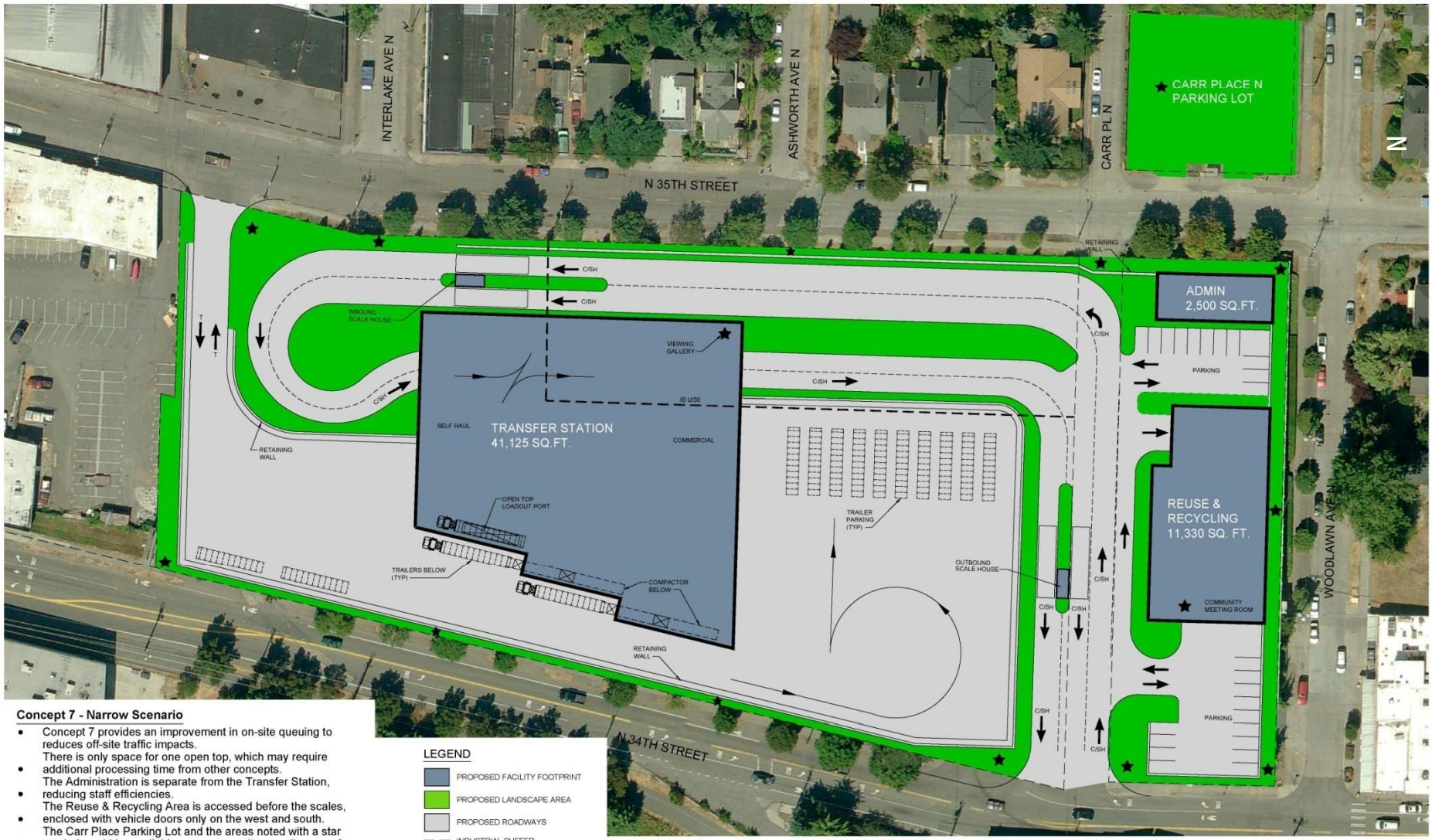
LEGEND

- 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

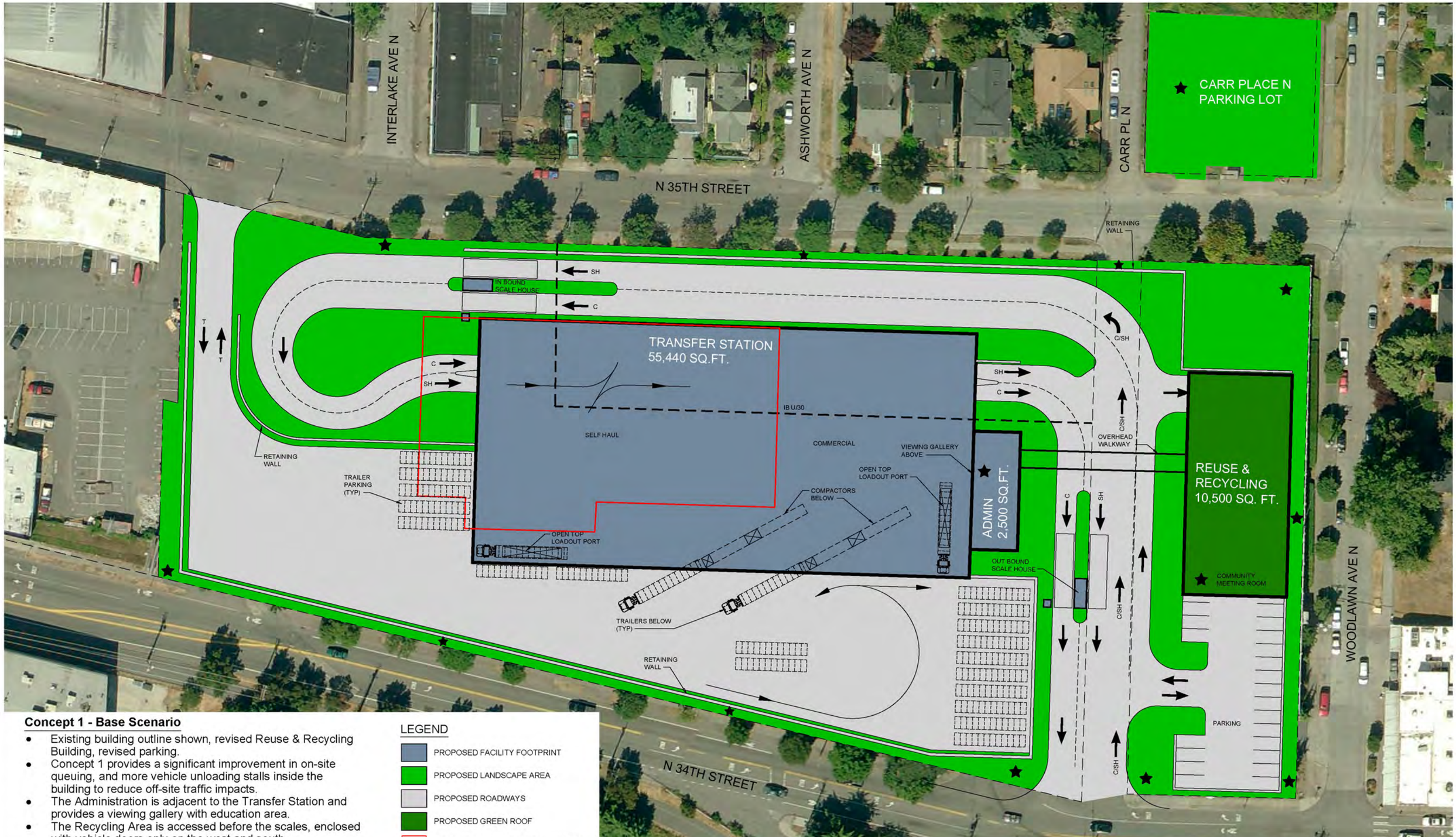
Concept 6: Western Shift



Concept 7 - Narrow Scenario

- Concept 7 provides an improvement in on-site queuing to reduces 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 .

Concept 7: Narrow



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
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

N

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SCALE IN FEET

JRM J&A

HDR
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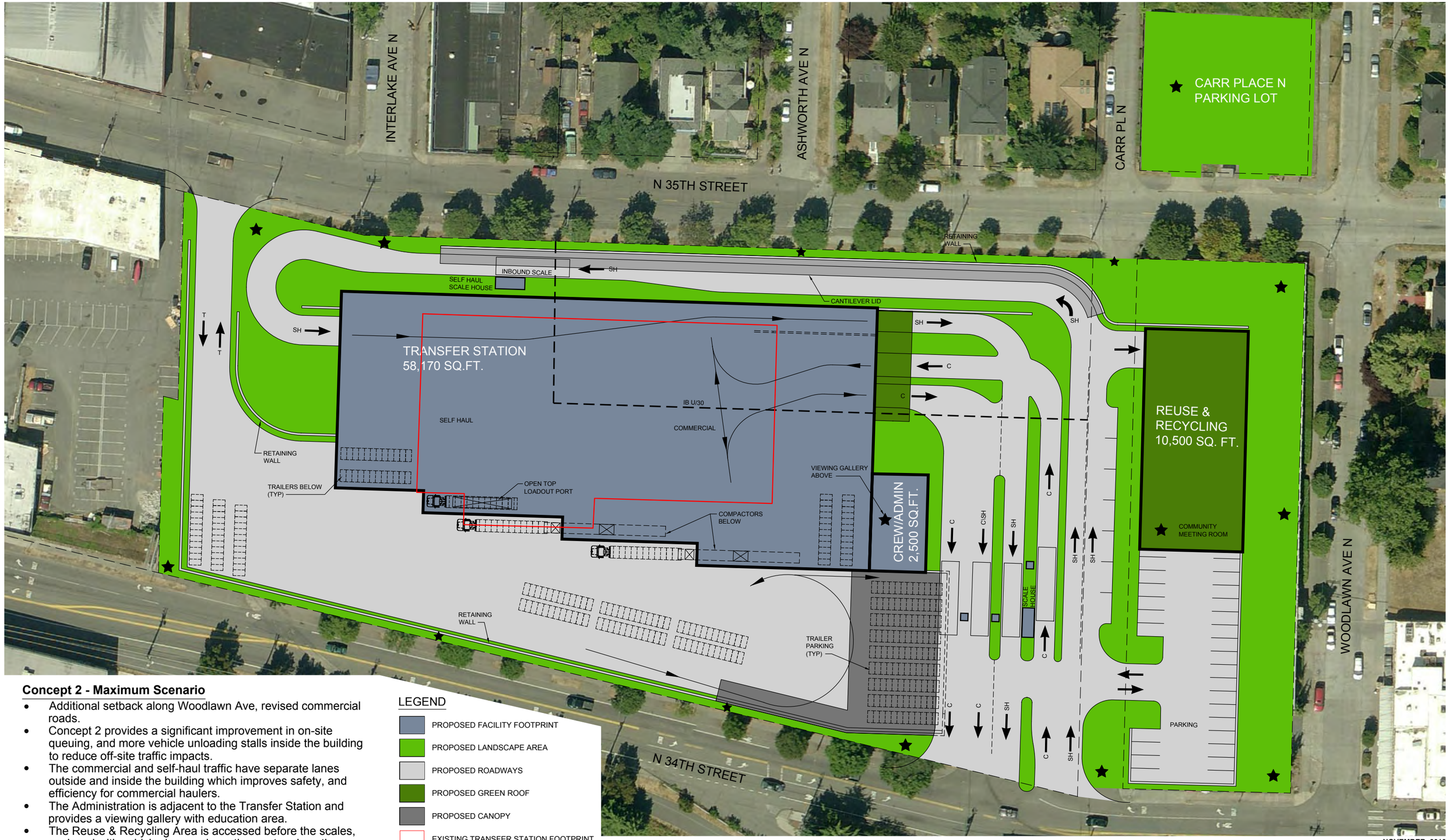
Seattle Public Utilities
City of Seattle

OCTOBER, 2010

CONCEPT 1 BASE SCENARIO



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

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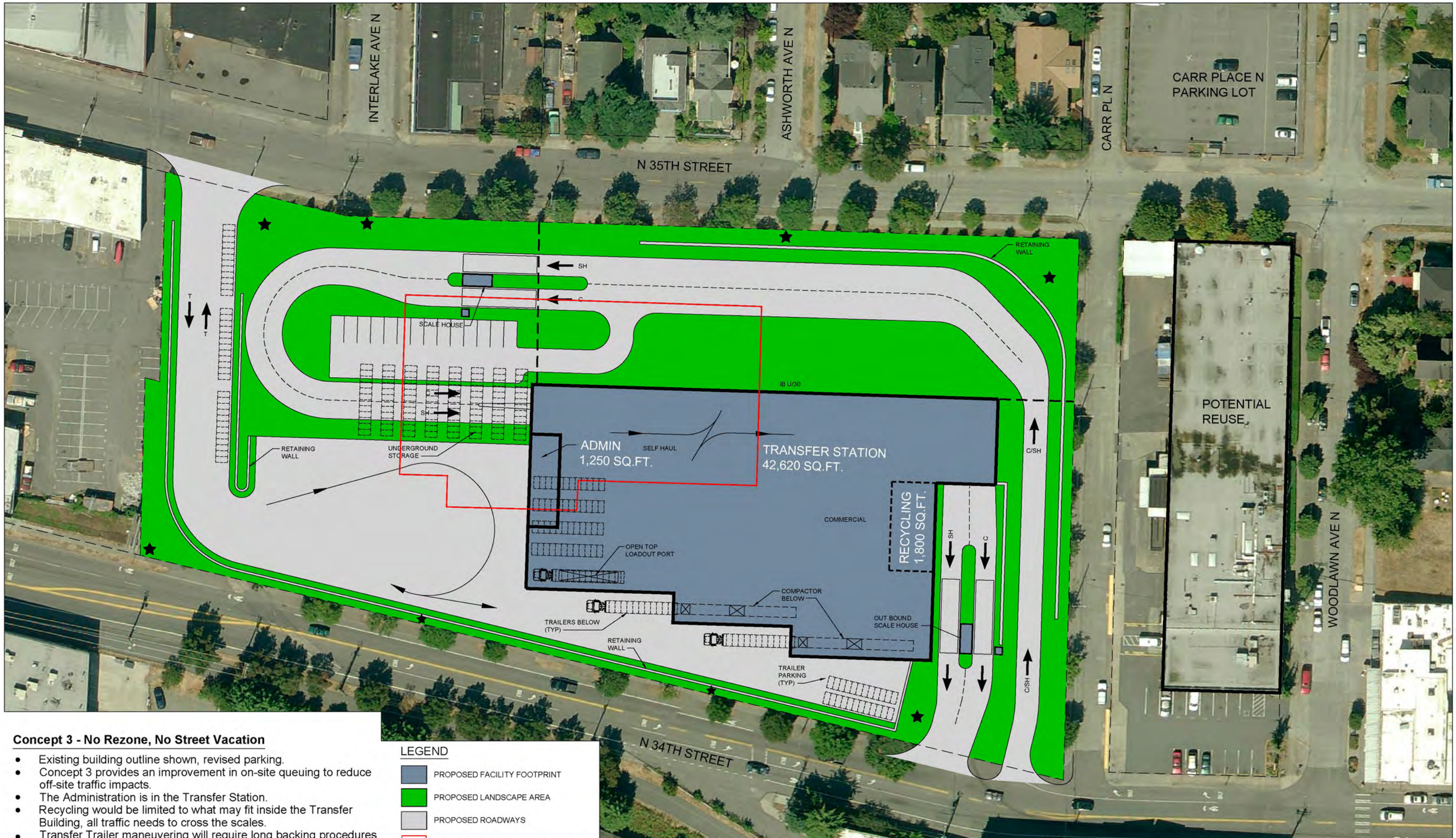
City of Seattle

NOVEMBER, 2010

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

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SCALE IN FEET

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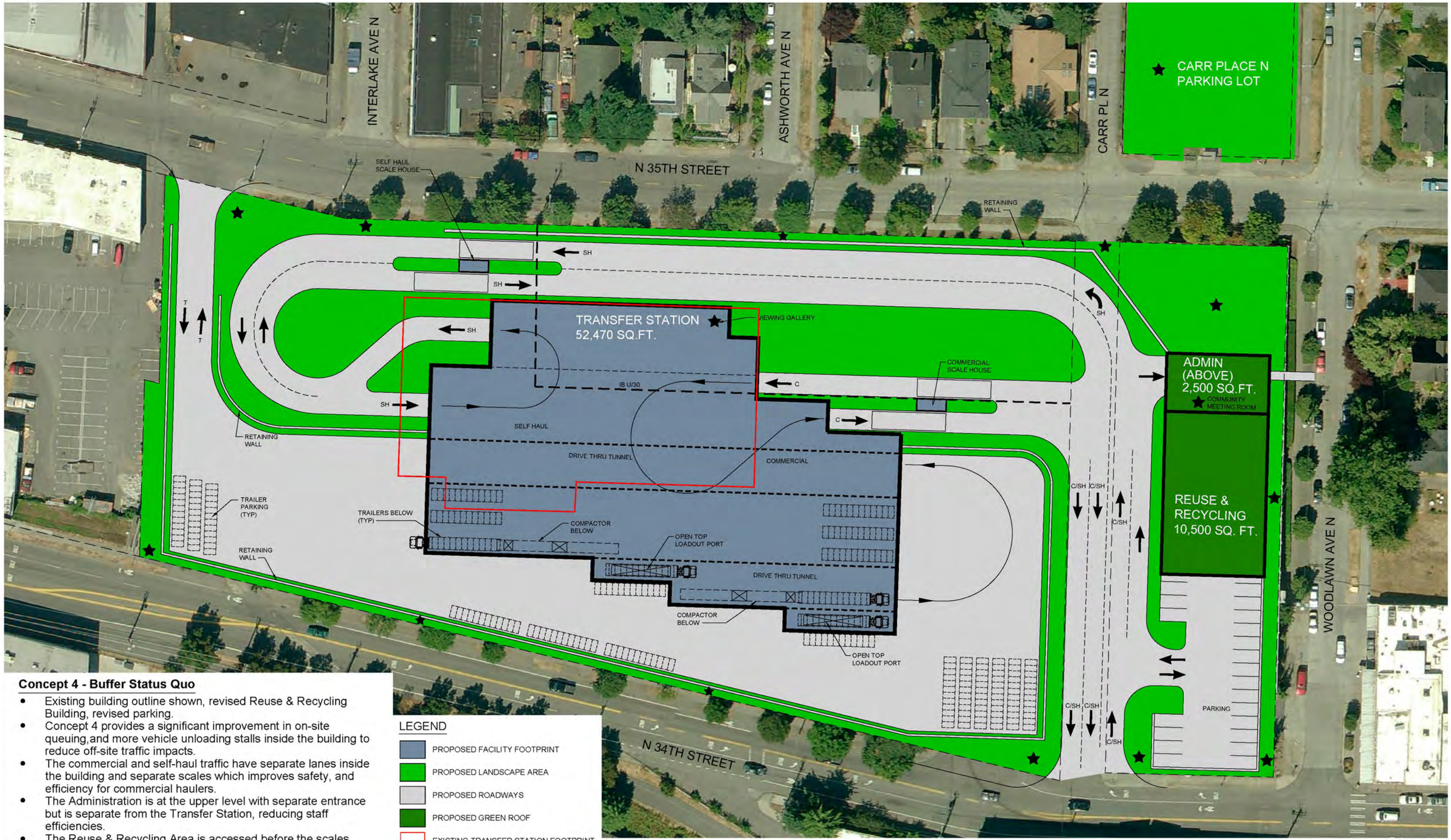
City of Seattle

OCTOBER, 2010

CONCEPT 3
NO REZONE
NO STREET VACATION



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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- C COMMERCIAL
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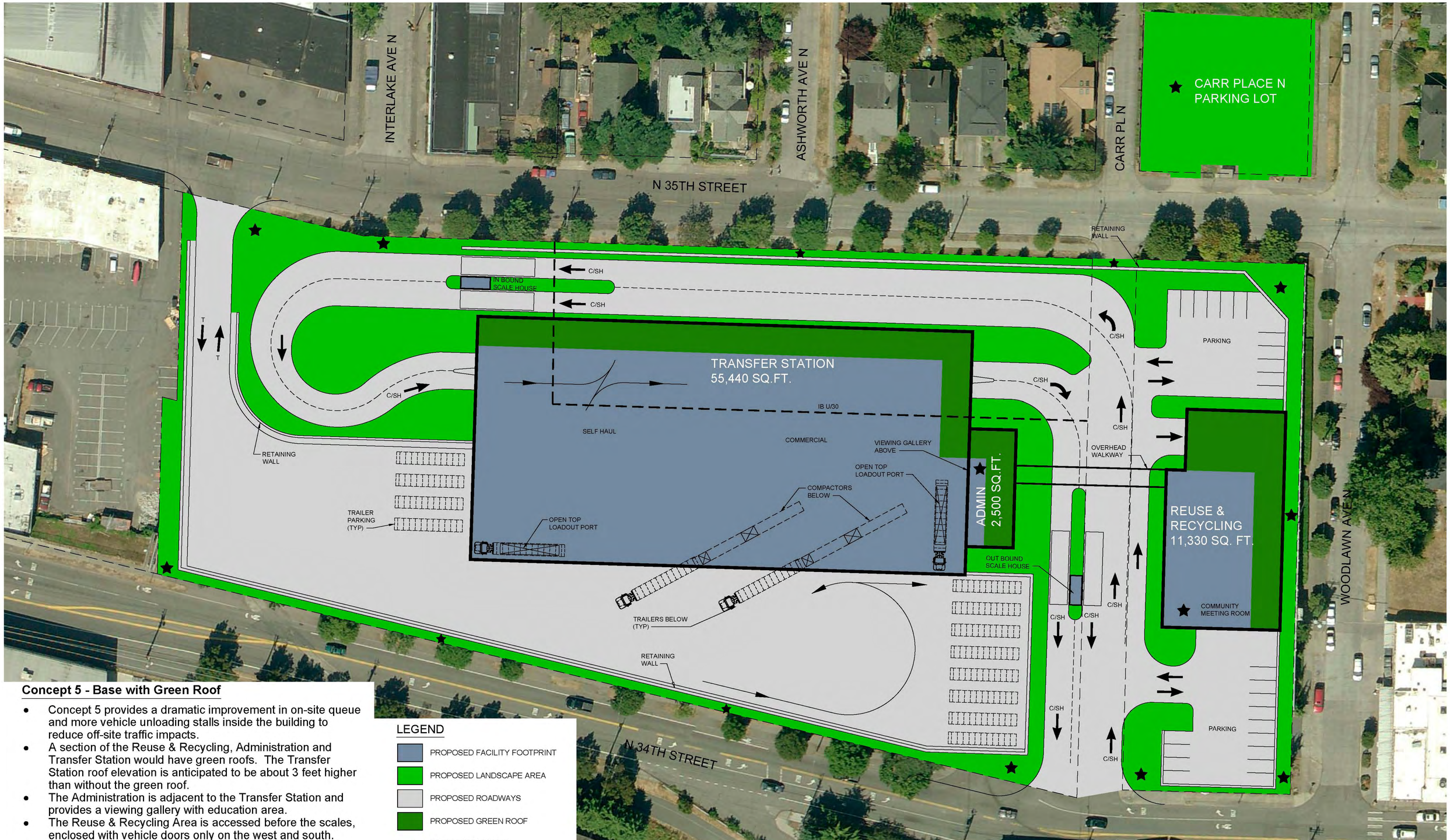
Seattle Public Utilities

City of Seattle

OCTOBER, 2010

CONCEPT 4 BUFFER STATUS QUO



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
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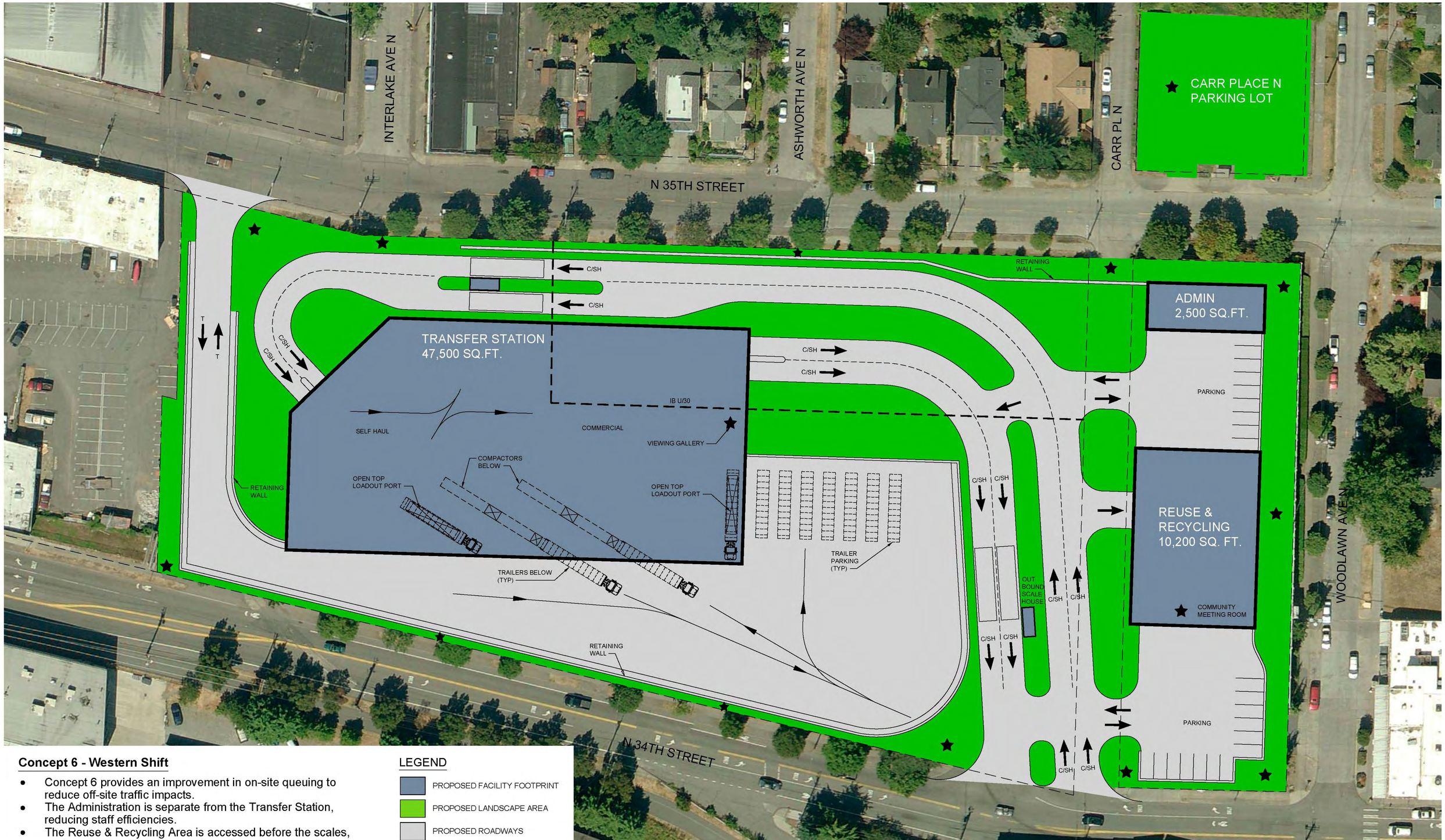
City of Seattle

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.
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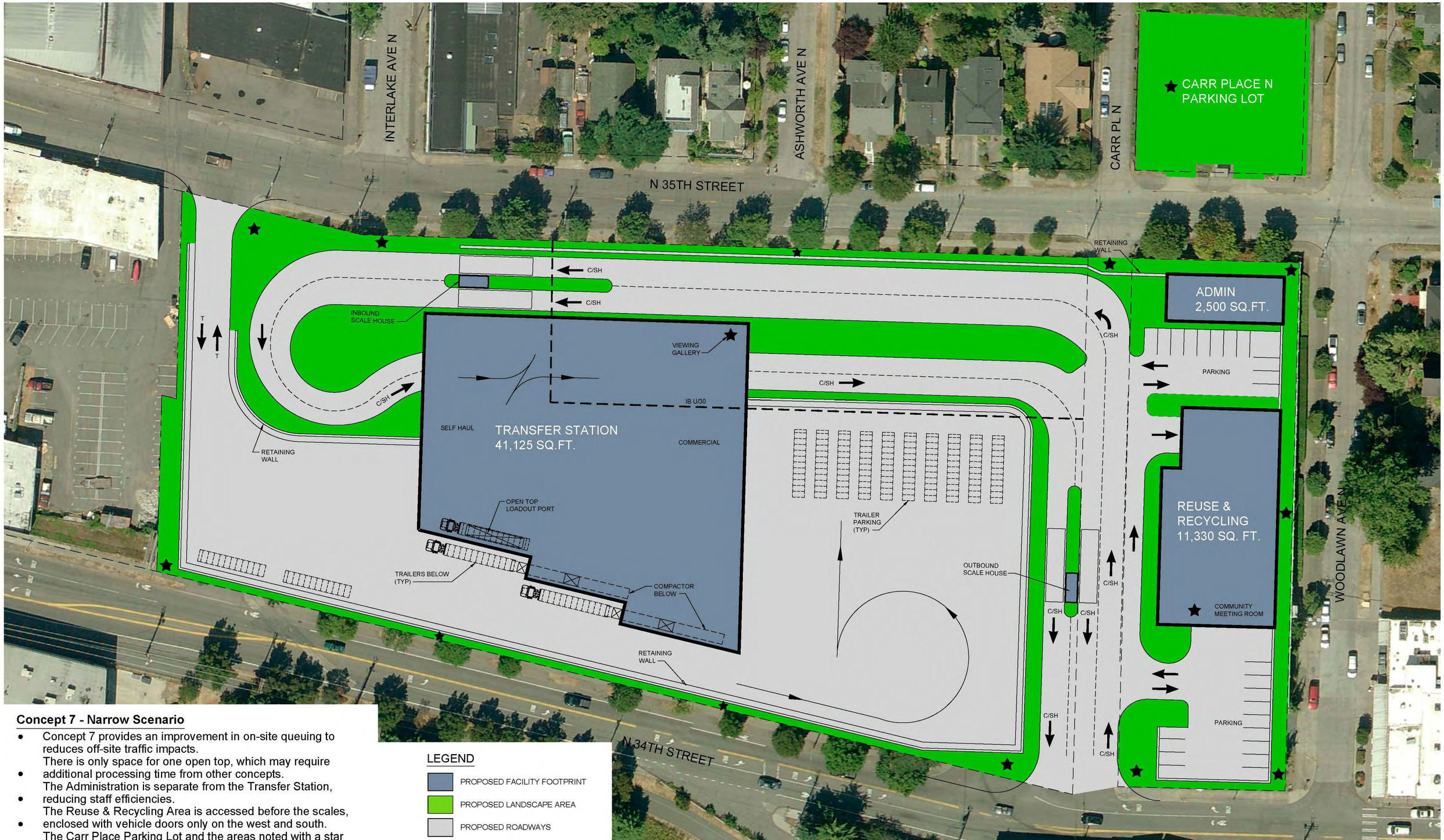
CONCEPT 6
WESTERN SHIFT



Concept 7 - Narrow Scenario

- Concept 7 provides an improvement in on-site queuing to reduces 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.
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SCALE IN FEET

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City of Seattle

CONCEPT 7
NARROW

North Transfer Station
Stakeholder Workshop #1 Summary
Sept. 14, 2010
Institute for Systems Biology • 5 to 8 PM

ATTENDEES

Stakeholders
Bill Bergstrom
Pat Finn Coven
Eric Johnson
Barbara Luecke
Trish McNeil
Erik Pihl
Bob Quinn
David Ruggiero
Rob Stephenson
Toby Thaler
Jessica Vets

Seattle Public Utilities
Nancy Ahern
Bill Benzer (presenter)
Tim Croll
Jeff Neuner
Ken Snipes

EnviroIssues
Penny Mabie (facilitator)
Erin Tam
Alissa VandenBerghe

HDR
Dan Costello
Deb Frye (presenter)
Olivia Williams

JR Miller & Associates
Jim Miller
Clark Davis

Observers *(based on those who signed in)*
Rob Schwartz
Terry Bendrick
Glyn Slattery
Pamela Rose
Robert Vets
Mike Ruby
Maria Wagoner
Emily Allen
Julie Watling
Taylor
Erika Bigelow
Terrill Chang
S. Brinley
Allison Hogue

MEETING PURPOSE

The purpose of this meeting was to update the stakeholders on the NTS project, present seven design concepts, obtain input on the concepts, eliminate three options, and add up to five new concepts.

AGENDA ITEMS AND DISCUSSION

Welcome and Introductions
Penny Mabie, EnviroIssues

Penny Mabie convened the meeting and asked everyone to introduce themselves. She then explained the change of the project acronym from NRDS to NTS was to differentiate the existing transfer station from the future station. Penny reviewed the Workshop #0 summary, as well as the agenda and purpose of Workshop #1 meeting.

A stakeholder asked that a change be made to page 2 of the Workshop #0 summary to reflect that the traffic circle would be located at N. 36th Street, not N. 34th Street.

Bob Quinn presented a letter from the Wallingford Community Council (dated Sept. 1, 2010) presenting recommendations for developing the NTS site. The Mayor, Councilman O'Brien and the stakeholder group were copied.

Tim Croll indicated that it is unclear if SPU will apply for and get the NTS permits before or after a new Solid Waste Comprehensive Plan is adopted.

Project Update

Bill Benzer, Seattle Public Utilities

Bill Benzer provided an update on some of the key issues that were discussed at Workshop #0 in July:

> The project has a new, shorter URL that should make it easier to access the project website: www.seattle.gov/util/transferstations.
>
> The project team is continuing to work with the Seattle Department of Transportation (SDOT) to plan traffic circles on N. 36th Street and Woodlawn Avenue and N. 36th Street and Interlake Avenue. SDOT requires a certain number of signatures before they can move forward. Some neighborhood businesses have raised concerns about moving trucks through the proposed traffic circle at the intersection of Interlake Avenue and N. 36th Street. SPU is also working with SDOT to create better crosswalk visibility at N. 34th Street and Woodlawn Avenue that could include curb bulbs to shorten distance to cross street and improve visibility for pedestrians.
>
> SPU and SDOT are working on improving current signage for directing people to the transfer station.
>
> At the last meeting SPU also made a commitment to check with the Department of Planning and Development (DPD) regarding the 1550 building. They found out that the current zoning (commercial, C2) prohibits any transfer station uses, including administrative areas and employee parking. This was different from the previous understanding, which precluded only recycling in association with a transfer station. Concept 3 has been revised to reflect this.
>
> There are two types of rezones – general and contract. Both require SEPA review and City Council action. Contract rezones are project-specific, subject to property use and development agreements, and require a higher level of design for approval.

Seven Concepts Workshop, Part 1 – Concept Introduction

Deb Frye, HDR

Deb Frye gave a brief overview of the concepts:

- Concept 1 - Base
- Concept 2 - Maximum
- Concept 3 - No Rezone, No Street Vacation
- Concept 4 - Buffer Status Quo
- Concept 5 - Green Roof
- Concept 6 - Western Shift
- Concept 7 - Narrow

Penny explained that these are the same concepts from the last meeting, and that following Deb's overview the stakeholders will have the opportunity to visit stations around the room to view and comment on individual concepts. Penny also handed out a comparison table of the concepts that provided information on functionality and usability.

Seven Concepts Workshop, Part 2 – Stakeholder Review

Entire group

The stakeholders and observers walked around to the different stations to view each concept and ask questions of the project team. They used post-its to provide comments and questions about each concept.

Seven Concepts Workshop, Part 3 – Stakeholder Input/Summary

Penny Mabie, EnviroIssues

A stakeholder asked what will happen in the recycling building and how the materials will be transferred from the station into trailers. Bill Benzer explained that the recycling building will be a public drop-off center and the transfer station will recover items from the tipping floor. Recycling recovered in the tipping building includes organics, some wood and large metal pieces.

Several stakeholders asked if there was a recycling program that was driving the size of the facility and if there is a need for a separate building. Nancy Ahern said SPU does need to develop a program for the recycling building and the tipping floor. This will be an important part of the next workshop.

Questions and concerns for all concepts:

- On-site stormwater collection, use, treatment
- Noise and odors
- How many trailer truck parking slots are needed? Could some be off-site?
- How does recycling get hauled away if it is detached from the transfer station?
- How many employee parking spaces will really be needed?
- What will happen inside recycling/reuse center? How will noise and smell be mitigated?
- Where is the list of criteria – quantified functions that need to be met?
- Add an outline of the existing transfer station footprint to each concept drawing.
- Without good numbers on rates and use that you can share with the public, how can you have any confidence in the utilization models? Concepts don't seem very effective for moving materials?
- Include renderings that show views of the transfer station, not just views around it. Especially the view from N. 34th Street; from a neighborhood "image" perspective this matters.

Penny explained that there will not be answers to all of these questions at this point in time. As we narrow the concepts we will have more time to discuss each of the concepts.

One stakeholder mentioned that none of the concepts are perfect and that individual parts of each could be combined to create new and better concepts.

Another stakeholder asked what the focus of stakeholder comments should be. Penny answered that this portion of the workshop is to see if there are any big, unanswered questions or concerns, and to share the comments with the group.

A stakeholder asked whether inbound lanes for commercial and self haulers would be segregated. Bill Benzer replied that during weekdays the lanes would be separated and on the weekends they would all be for self haulers.

A stakeholder asked what noise mitigation measures would be used. Tim Croll answered that the site will be sunken and enclosed. The doors will face away from residences, and they have looked at using fast-acting doors, non-metal bins and electric-powered equipment.

One stakeholder asked if there would be a ventilation system or mechanical equipment on the roof of the recycling/reuse building. If the roof is almost level with Woodlawn Avenue, it will be important to consider how this is designed. Clark Davis replied that the ventilation system can be contained in a penthouse directed away from Woodlawn Avenue, or potentially on the side of the building.

Below are comments and questions that the stakeholders (S) and observers (O) wrote for each concept. Text in the brackets is used to help clarify.

Concept 1 - Base

- (S) Parking lot in the northeast corner could open neighborhood to increased noise.
- (S) Why not add more parking to south side of building?
- (S) Exit from transfer station too close to the northeast corner for doors that will always be open – noise, smell.
- (O) What types of community amenity do you envision on a small strip of land between N. 34th Street and where trucks are hauling trash?

Concept 2 - Maximum

- (S) Too much roadway.
- (S) There is a big turning radius in concept 1 as you enter the building but a much smaller one in concept 2. Why is there a need for so much space in concept 1?
- (S) What would extra space be used for within the station?
- (S) If buffer here [on N. 34th Street] was 20 ft instead of 10 ft we could have real retail.
- (S) I like to separate commercial from self haul (completely).
- (S) Transponders on trucks for regular visits by self haulers with dump truck capability.
- (O) There is not enough buffer at Woodlawn Avenue, remove parking at the northeast corner, develop truck entry at N. 34th Street – move all west.
- (O) This parcel (Interlake Avenue and N. 35th Street) should become a community center/community amenity, in exchange for street vacation.

Concept 3 - No Rezone/No Street Vacation

- (S) Why not move transfer building farther west?
- (S) If Carr Place is closed, what other options might be considered?
- (S) Can all vehicles use one entrance? Delete the entrance at N. 35th Street and make one route for all off N. 34th Street, including large trucks. Consider vacating Carr Place but keep recycling on [the transfer station] site.
- (S) Why couldn't there be a viewing gallery on this site? There's one in Concept 6 and it's a smaller building.
- (O) Concern regarding the [1550] building that will probably be sold to developers – this will probably worsen the parking and traffic problems. Parking is already terrible for homeowners.

(O) Why can't you or haven't you explored a concept that does not rezone 1550 but allows a better design of the facility? The presentation implied that the no rezone gave the least useful facility.
(O) Look at only taking over Carr Place and add a park to Carr Place parking.
(O) Look at Allison's scheme.
(O) Too much back up.

Concept 4 - Buffer Status Quo

(S) Why not have self haul and commercial haul take the same route and both drive through building? More efficient use of floor space.
(S) Pit for pick up size dump truck to dump in rather than on tipping floor
(S) Separate lane for self haulers with dump truck capability?
(S) This concept proposes 9400ft^2 for recycling/reuse. Is this adequate? Why propose 11,330 ft^2 in other options?
(S) Green space at the northeast corner with parking below = good idea!
(S) How important is it to have the administrative building connected to the station? Is it as important if Carr Place is closed?
(S) Why not extend building farther south? Do you gain efficiencies in trailer/cargo storage and tipping floor internalizing the open circulation south of the building?
(S) There seems to be a lot of unused space in the southeast corner of the transfer station site. Why couldn't trucks/containers be parked there?
(S) What's the extra cost for underground drive-through tunnel?
(S) Clean green doesn't need sorting – so why not dump clean green in an open top trailer (pit)?
(O) Not enough buffer at Woodlawn Avenue, develop entry to N. 34th Street for trailers, show buffer status quo without rezone or use of 1550.
(O) Why not stack drive lanes over turn around space?
(O) Can the building shift south to internalize the drive-though and trailer parking and pull the building out of the buffer?
(O) Can trailer exit here [southwest corner]?

Concept 5 - Green Roof

(S) Why is the large turning space necessary after cars cross the scale? See option 2 with smaller turning space.
(O) Green roofs are a great idea; however, every city project does not seem to take them seriously despite rhetoric from city leaders.
(O) Could this [transfer station] move west?
(O) Green roof rim seems less effective.
(O) Not enough buffer at Woodlawn, too much employee parking near residential, move everything west, develop N. 34th Street entry for trailers

Concept 6 - Western Shift

(S) 10,200ft^2 proposed for recycling, now the range is from 9,200-11,330 – what's the difference in usage?
(S) View impacts on these homes [on N. 35th Street between Interlake Avenue and Ashworth Avenue] not just the view corridor on Ashworth Avenue.
(S) Administrative building in northeast corner seems least efficient.
(O) Have you thought of tilting the building to give more space along N. 34th Street for retail? Retail or other pedestrian friendly amenity [along N. 34th Street].
(O) Look at trucks entering from N. 34th Street.

(O) Too much trailer parking, too much employee parking, administrative building should be on top of recycling, not enough buffer at Woodlawn Avenue.
(O) How are the edges of the property considered community amenities?
(O) Why can't the entire facility shift west (including reuse and recycling)?

Concept 7 - Narrow
(S) Seems like a huge amount of space is devoted to truck trailer turnaround and parking.
(O) What will the noise pollution be from all the trucks (trailer parking)?
(O) What about slowing down traffic on N. 35th Street – going to the transfer station?

Penny asked the stakeholders if this discussion was useful. Many stakeholders nodded.

A stakeholder asked why trailers couldn't go in through the southwest corner. A team member replied that it would be too steep of a grade for the trucks.

A stakeholder commented about the concern of noise and smell and wondered if it would be possible to put the recycling on the west side of the property.

The group took a straw vote to see which options the stakeholders wanted to move forward:

- Concept 1 - Base (keep: 7, eliminate: 4)
- Concept 2 - Maximum (keep: 7, eliminate: 5)
- Concept 3 - No Rezone, No Street Vacation (keep: 7, eliminate: 4)
- Concept 4 - Buffer Status Quo (keep: 10, eliminate: 1)
- Concept 5 - Green Roof (keep: 6, eliminate: 3)
- Concept 6 - Western Shift (keep: 1, eliminate: 10)
- Concept 7 - Narrow (keep: 1, eliminate: 10)

Penny noted that the majority disliked concepts 6 and 7 and checked with the two stakeholders that voted for those two options to see if they were in agreement with the group to recommend the options be eliminated. Both stakeholders agreed. Concepts 6 and 7 are being recommended to be removed.

Since concepts 1 and 5 are so similar, a stakeholder suggested recommending the elimination of concept 5 with the caveat that the group would like more green roof options to be considered.

New concepts

Several stakeholders presented different pieces of concepts that they would like to see in other options.

One new concept was to bury the recycle and reuse facility, have public space on top (level with Woodlawn Avenue) and include parking underground. This new concept would help limit noise and smell. This plan could also expand the buffer along N. 34th Street at the western portion to 20 ft, which could be used as a promenade, farmers market, retail, or community space. Also consider a "lid" at street grade over trailer parking to create a buffer on the south property line.

A stakeholder asked about the difference in the amount of parking in some of the scenarios. Tim Croll replied that in some of the concepts, the parking is underground. The team is still working on getting an answer about the required number of parking stalls from the Department of Planning and Development.

One stakeholder expanded on the buried facility concept by adding more green roofs and space to the recycling center. This would meet the stakeholders' request of having a green roof, and would create a green vista all the way to the vacated Carr Place parking lot. The roof could be available to the public if possible.

The stakeholders agreed that they liked the green roof option but it can mean many things to different people. Nancy Ahern suggested getting more information on the various types of green roofs and what a green roof could entail for the transfer station. The team needs to investigate the possibilities more.

Another stakeholder suggested an alternative to the no-rezone concept. The turning lanes would be stacked to maximize circulation and space. The transfer station would be shifted south (out of the industrial buffer and the recycling facility would be shifted southwest. The physical buffer would be maintained and could become green space or a single story office or artist space. The core of this plan is pulling the recycling center off of the 1550 building location and consolidating the space by stacking the customer (in and out) lanes over the truck traffic below. Two variations of this idea will be examined: absolutely no rezoning and a minimum rezone.

A stakeholder asked if it was the position of the neighboring community that if the commercial zone stays commercial and gets redeveloped, is that better than creating the community amenity there. Penny asked that the group table that question until further into the process.

An observer commented that development on the 1550 building property could have an impact on neighborhood parking.

Penny asked if there were any more than these three new concepts. The group is allowed to suggest up to five, but the consultant team could also come up with some having heard tonight's discussion.

A stakeholder asked if there was a concept that was more "efficient" (i.e. where the whole site is a drive through). Vehicles would enter in the northwest corner and exit in the southeast. Tim Croll answered that so far SPU and HDR have not found a feasible alternative to the existing traffic pattern. Efficiency can be measured in a number of ways, including queuing lines upstream of the scales. The semi-trailers and cars cannot be safely combined either.

A stakeholder asked that the consultants think creatively and outside the box. The stakeholder suggested letting the consultants come up with options having heard what the group has said. Penny told the group that they'll see more ideas from the consultant team at the next meeting.

A stakeholder asked that the group be able to see different tipping floor options. Penny reminded the group that the level of detail won't increase at the next meeting because we are still at a stage of many options. The stakeholder replied that it is difficult for the group to narrow the concepts without knowing what the impacts on the interior programming will be.

Another stakeholder expressed concern with what the outside edge of the property will look like. Views of what the neighbors will look at would help the group select their preferred options.

A stakeholder suggested that the consultant team provide a list of menu items that could be added to the scenarios.

Several observers would like to see a concept that combines the buried facility and the stacked turning lane option along with the additional green space.

One of the stakeholders would like there to be an island in the crosswalks along N. 34th Street for pedestrians in all the options.

A stakeholder suggested that the buildings be kept together because the use of the facilities may change over time this would allow the opportunity to add more space to recycling in the future.

Another stakeholder asked at what point the group would begin considering cost and prioritizing. Tim Croll reminded the group that after they have narrowed the options to five, the consultant team will be able to provide cost and outside appearances of the facility.

NEXT STEPS

Penny Mabie, EnviroIssues

The next stakeholder group meeting will be held at 5:00 pm on October 21, 2010 at the Institute for Systems Biology (837 N. 34th St.). At the meeting, SPU will present the four refined and up to five new concepts. All stakeholder group meetings are open to the public.

Penny asked the group if this workshop format worked for them. Most of the group agreed that it did.

For more information visit: www.seattle.gov/util/transferstations

COMMENT FORMS RECEIVED

Please see attachment for the comment forms submitted at this meeting.

COMMENT FORMS RECEIVED

Three comment forms were submitted at this meeting. Below is the verbatim content of the forms. Names have been omitted.

Comment 1:
Parcel at NW corner of 35th and Interlake should be repurposed as a community center/community entity, in exchange for the street vacation of Carr Pl N. (the parcel is owned by a department of the city). This concept has excellent support among the 36th/Ashworth block watch neighbors' group, and these neighbors could be organized as necessary to persuade decision makers to pursue this path. Thank you for the opportunity to comment. Excellent workshop!

Comment 2:
The diagrams make it look like there is a very physical separation of the NRDS site from the residential area on the north side of 35th. In fact, cars and trucks often queue up on Ashworth, turn left on 35th and go around the block to the entry of the transfer station. If vehicles could be clearly directed from the north down Stone Way, it would remove idling trucks and fumes from in front of my house. Is there some way to slow down speeding traffic on 35th? A curb bulb at 35th and Ashworth (where the stop sign is) would also help

Comment 3:
1. Need references to existing (sq ft) to make comparisons more relevant.
2. Need to include approach from east and west on N. 34th to go with proposed views. Perception of impact of the facility to the neighborhood (property values as a result) are heavily influenced by this "view" as it is heavily travelled by foot, bike, car…
3. Disappointed that the data used to scale and model utilization, throughput, and material flow is not available to review. Don't understand how you can be fair about the impact assessments if you don't have confidence enough in your data to share.
4. Circulation/utilization models may not be correct – don't just trust them
5. Don't need to tie 1550 rezone with the IB U/30 rezone – need more concepts
6. Providing low cost small (small sq ft) commercial spaces (stall) – or something akin to an active space – along 34th would minimize impact of the station – that it looks like a big, nasty, smelly dump from the main bike, foot, car corridor is what has the biggest impact on the extended neighborhood – not just the immediate/adjoining properties. Something like this could generate rent and be an innovative solution (they do similar things in Tokyo – specifically, I am thinking of train trestles in the Ginza and etc.)

Seattle Public Utilities

North Transfer Station
Stakeholder Workshop #1
Comment Form

Parcel at NW corner of 35th & Interlake should be repurposed as a community center/community amenity, in exchange for the street vacation of Carr. Pl. N. (The parcel is owned by a dept. of the city.) This concept has excellent support among the 36th/Ashworth block watch neighbors' group, and these neighbors could be organized as necessary to persuade decisionmakers to pursue this path. Thank you for the opportunity to comment. Excellent workshop!

If additional space is required, please use the back of this form.

Name (optional): Emily Allen

Contact information (optional): allenemilyh@gmail.com
(206) 391-8653

Seattle Public Utilities

North Transfer Station
Stakeholder Workshop #1
Comment Form

The diagrams make it look like there is a very physical separation of the NRDS site from the residential area on the north side of 35th. In fact, cars and trucks often queue up on Ashworth, turn left on 35th and go around the block to the entry of the transfer station. If vehicles could be clearly directed from the north down Stone Way, it would remove idling trucks and fumes from in front of my house. ~~I like the~~ Is there some way to ~~proposed median on 35th.~~ ~~[illegible]~~ slow down speeding traffic on 35th? A curb bulb at 35th & Ashworth (where the stop sign is) would also help.

If additional space is required, please use the back of this form.

Name (optional): Pamela Rose

Contact information (optional): (206) 545-4213

purplefence@aol.com

Seattle Public Utilities

NOTE
SIGNAGE TO MEETING FROM PARKING AREA LACKED THE "UP" FOR THOSE NOT ACQUAINTED WITH 837

North Transfer Station
Stakeholder Workshop #1
Comment Form

1. NEED REFERENCES TO EXISTING (SQ FT) TO MAKE COMPARISONS MORE RELEVANT

2. NEED TO INCLUDE APPROACH FROM EAST & WEST ON N 34TH TO GO WITH PROPOSED VIEWS. PERCEPTION OF IMPACT OF THE FACILITY TO THE NEIGHBORHOOD (PROPERTY VALUES AS A RESULT) ARE HEAVILY INFLUENCED BY THIS "VIEW" AS IT IS HEAVILY TRAVELLED BY FOOT, BIKE, CAR...

3. DISAPPOINTED THAT THE DATA USED TO SCALE & MODEL UTILIZATION, THROUGHPUT, AND MATERIAL FLOW IS NOT AVAILABLE TO REVIEW. DON'T UNDERSTAND HOW YOU CAN BE FAIR ABOUT THE IMPACT ASSESSMENTS IF YOU DON'T HAVE CONFIDENCE ENOUGH IN YOUR DATA TO SHARE.

3A. CIRCULATION/UTILIZATION MODELS MAY NOT BE CORRECT - DON'T JUST TRUST THEM.

4. DON'T NEED TO TIE 1550 REZONE WITH THE 1B W/SO REZONE - NEED MORE CONCEPTS.

5. PROVIDING LOW COST SMALL (SMALL SQ FT) COMMERCIAL (STALLS) SPACES (OR SOMETHING AKIN TO AN ACTIVESPACE) ALONG 34TH WOULD MINIMIZE IMPACT OF THE STATION - THAT IT LOOKS LIKE A BIG NASTY, SMELLY, DUMP FROM THE MAIN BIKE, FOOT, CAR CORRIDOR IS WHAT HAS THE BIGGEST IMPACT ON THE EXTENDED NEIGHBORHOOD - NOT JUST THE IMMEDIATE/ADJOINING PROPERTIES. SOMETHING LIKE THIS COULD GENERATE RENT AND BE AN INNOVATIVE SOLUTION (THEY DO SIMILIAR THINGS IN TOKYO - SPECIFICALLY, I AM THINKING OF TRAIN TRESSELS IN THE GINZA & ETC)

If additional space is required, please use the back of this form.

Name (optional): Robert Vitts

Contact information (optional):

September 1, 2010

Seattle Public Utilities
Attn: Bill Benzer, NRDS Project Manager
700 Fifth Avenue, Ste 4900
Seattle, WA 98124

Cc: NRDS Stakeholders
Mayor Mike McGinn
Councilmember Mike O'Brien, Chair,
Seattle Public Utilities and Neighborhoods
Committee

Dear Mr. Benzer:

The Wallingford Community Council understands that SPU will soon be selecting a design and siting strategy for the expanded North Recycling and Disposal Station that is proposed to be built on the parcels located at 1350 North 34th Street (zoned Industrial Commercial (IC-45) and Industrial Buffer (IB-U/30)), 1550 North 34th Street (zoned Commercial 2 (C2-40)) and Carr Place N in Wallingford. Please see attached map.

The sites for the expanded NRDS are bounded by single family residences to the north and east. In the late 1990s, the Wallingford neighborhood participated in the City of Seattle's neighborhood planning process and produced the Wallingford Neighborhood Plan that was adopted by City Council. In 2002, the neighborhood broadened the plan to outline land use recommendations for the South Wallingford neighborhood. The resulting South Wallingford Amendment offered specific recommendations for the 1550/Oroweat parcel and the existing transfer station site. The Amendment recommended down zoning the 1550/Oroweat parcel from C2 to Neighborhood Commercial-2 to encourage mixed use development on the site, preserve views, and foster pedestrian activity in the area. The Amendment also recommended that, if the City were to vacate the transfer station, the site be converted to community use, such as a park, play fields or other community facility. The policy recommendations listed in the Amendment sought to preserve the character and integrity of our neighborhood's residential areas and view corridors, as well as encourage small business growth, pocket parks, and pedestrian oriented development to better link the residential areas of the neighborhood to the waterfront and Gasworks Park.

Since the City of Seattle appears committed to rebuilding the transfer station at its current location, we request that the City respect the objectives of the South Wallingford Amendment as it considers whether or not to expand into the Industrial Buffer and Commercial 2 parcels. The South Wallingford Amendment was the result of a year long community effort and was undertaken at the behest of Seattle City Council.

Towards that end, we request that the City adopt the following guidelines for the NRDS planning process:

- Confine the recycling and transfer station facility to the existing IC-45 zone. At the last stakeholder meeting, SPU proposed 7 facility siting options, 6 of which include expanding operations beyond the IC-45 and into IB-U/30 and/or C2-40. We oppose this, as it diminishes the physical buffer between the bulk and operations of the waste and recycling facility and the adjacent residential blocks. Additionally, the changes run counter to the South Wallingford Amendment. Please do not rezone or change the land use code to enable the facility's expansion into IB-U/30 or C2-40.
- Preserve the C2-40 site for offices and employee parking as necessary. Provide significant landscaped setbacks on the north and east sides of building.
- Rebuild all new buildings at no more than the existing building heights as recommended by SPU at the last stakeholder meeting.
- Preserve the Industrial Buffer zone and landscape.
- Create a public park at the corner of 35th and Woodlawn Ave N at the existing parking lot as recommended by SPU at the last stakeholder meeting.
- Maintain (or do not extend) station operating hours.

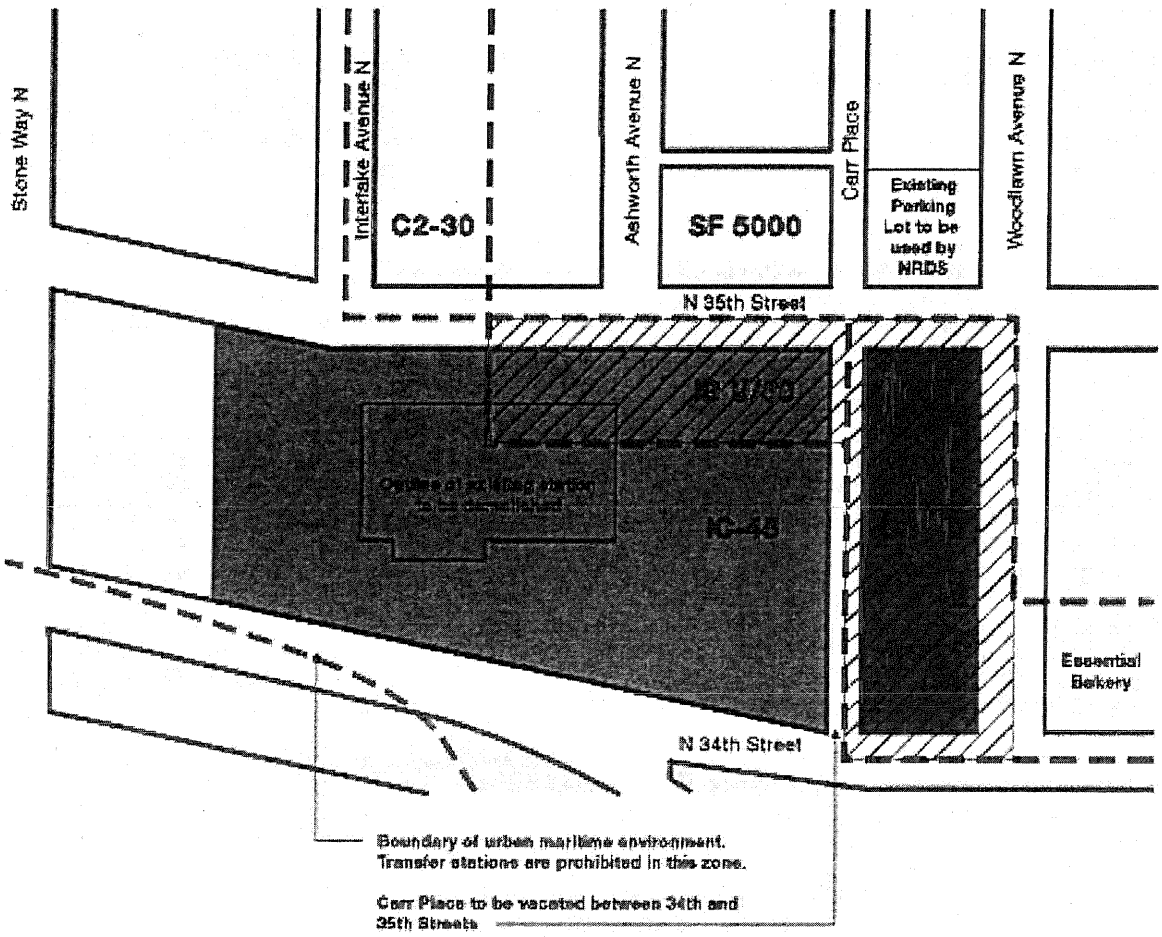
Finally, we request that the City contact us whenever considering land use changes that will impact our neighborhood, so that we may ensure neighborhood feedback is included in the process. Thank you for your consideration of our request.

Wallingford Community Council Board of Directors

For follow up please contact Eric Fisk, Wallingford Community Council President, at wccprez@wallingford.org

NORTH RECYCLING AND DISPOSAL STATION

EXISTING ZONING MAP



APPROXIMATE NRDS SITE MAP

Not to Scale

SF 5000: Single Family Residence 5000

IC-45: Industrial Commercial 45' height limit: Transfer Station allowed through conditional use permit

IB U/30: Industrial Buffer Unlimited 30' height limit: Transfer Station use and recycling accessory to a Transfer Station is prohibited

C2-40: Commerial2-40' height limit: Transfer Station use and recycling accessory to a Transfer Station is prohibited

C2-30: Commerial2-30' height limit: Transfer Station use and recycling accessory to a Transfer Station is prohibited

EXISTING TRANSFER STATION SITE

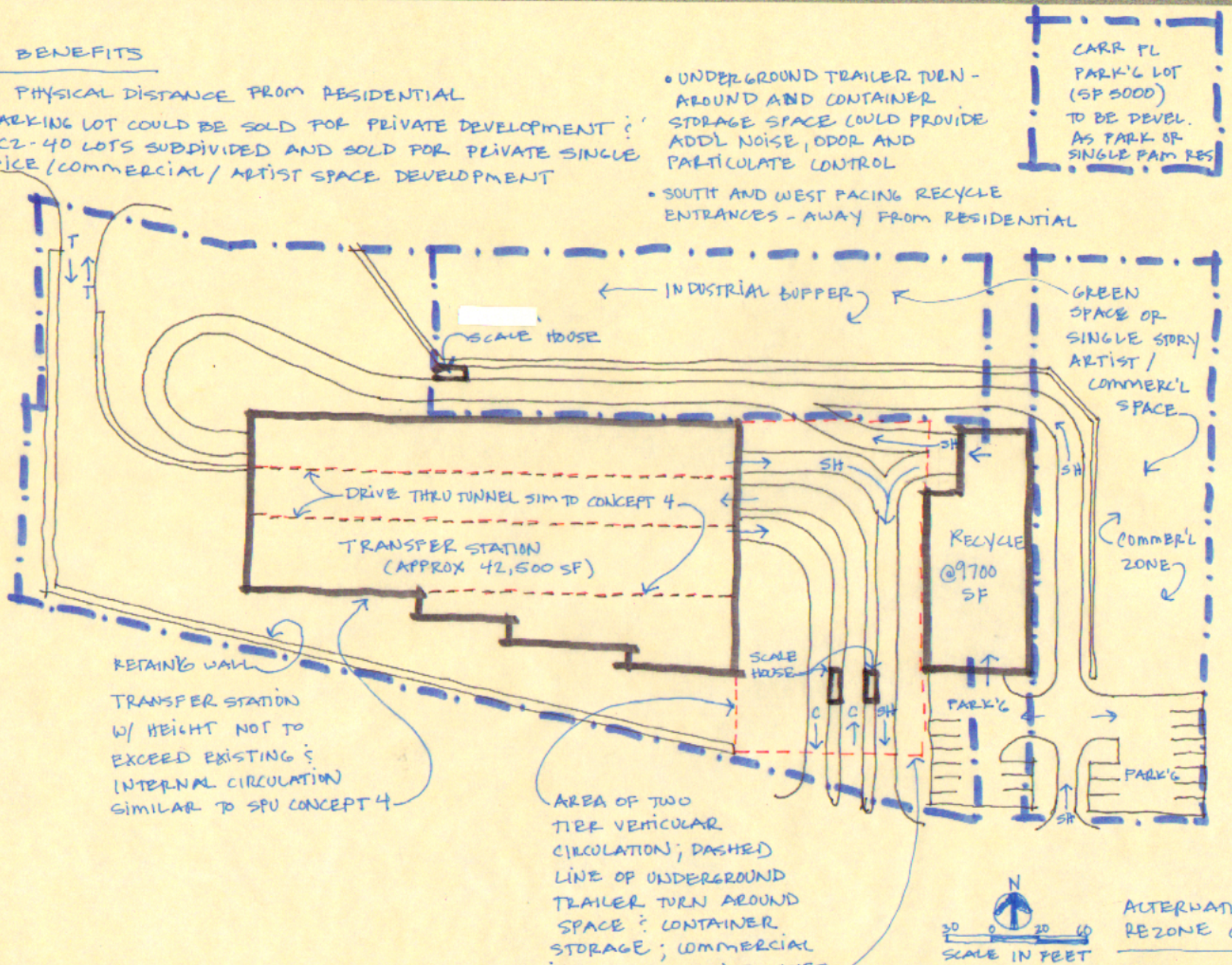
OLD OROWEAT BAKERY / NRDS EXPANSION SITE

CURRENT ZONING MUST BE CHANGED OR OVERRIDDEN TO ALLOW NRDS TO EXPAND INTO THESE AREAS

ZONE BOUNDARIES

POSSIBLE BENEFITS

- MAINTAINS PHYSICAL DISTANCE FROM RESIDENTIAL
- CARR PL PARKING LOT COULD BE SOLD FOR PRIVATE DEVELOPMENT ? IB U/30 ; C2-40 LOTS SUBDIVIDED AND SOLD FOR PRIVATE SINGLE STORY OFFICE / COMMERCIAL / ARTIST SPACE DEVELOPMENT
- UNDERGROUND TRAILER TURN-AROUND AND CONTAINER STORAGE SPACE COULD PROVIDE ADD'L NOISE, ODOR AND PARTICULATE CONTROL
- SOUTH AND WEST FACING RECYCLE ENTRANCES - AWAY FROM RESIDENTIAL



ALTERNATIVE NO REZONE CONCEPT