

North Transfer Station Stakeholder Group Compendium

Chapter 9: Workshop 4



Stakeholder Workshop Documents

Conceptual Design Documents

Workshop 4: May 16, 2011

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North Transfer Station Stakeholder Group

Workshop 4 - Meeting Agenda

May 16, 2011

5:00 – 8:00 p.m.

Meeting Location

Nalanda West Center

3902 Woodland Park Ave. N

Meeting Purpose

- Review community feedback received to date
 - Using criteria from Workshop 3a and input from community, evaluate and score two concepts to inform down-select to one concept to carry forward
 - Discuss and draft outline for Stakeholder Recommendations Report
-

5:00 p.m. Welcome and Introductions, Penny Mabie, *EnviroIssues*

- Introductions
- Recap of Workshop 3b (March 14) and action items
- Review agenda, purpose of meeting and ground rules

5:10 p.m. What's New with the Two Concepts, Deb Frye, *HDR*

- Review of changes and additions to concepts
- Qualitative analysis of noise

5:25 p.m. Public Outreach Update, Erin Tam, *EnviroIssues*

- Overview results of briefings, station surveys, walking tour and community meeting

5:35 p.m. Hybrid Concept Introduction, Deb Frye, *HDR*

- Overview of the hybrid, Concept C

5:45 p.m. Review architectural element preferences, Clark Davis, *JR Miller*

6:00 p.m. Break

6:15 p.m. Evaluating the Three Concepts, *Stakeholders*

- Overview of the down select process options
- Discuss recalibrating weighting factors based on community feedback
- Discuss weighted scores and develop recommendation

7:00 p.m. Amenities prioritization and process, Penny Mabie, *EnviroIssues*, Tim Croll, *SPU*

- Review amenities suggested to date
- Recommend priorities for suggested amenities
- Discussion regarding process for amenities selection and refinement

7:40 p.m. Stakeholder Recommendations Report

- Discuss purpose of document and proposed contents

North Transfer Station Stakeholder Group

7:50 p.m. Review Action Items and Next Steps

- Discuss next steps
- Review action items

8:00 p.m. Adjourn

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.

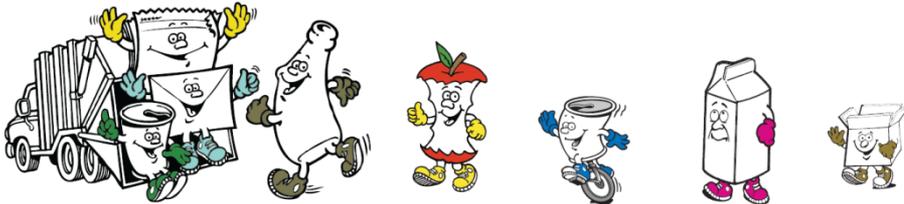
Meetings

Meetings will begin and end on time.

SEATTLE PUBLIC UTILITIES NORTH TRANSFER STATION

North Transfer Station

Rebuilding for the Future



Learn how you can get involved: www.seattle.gov/util/transferstations

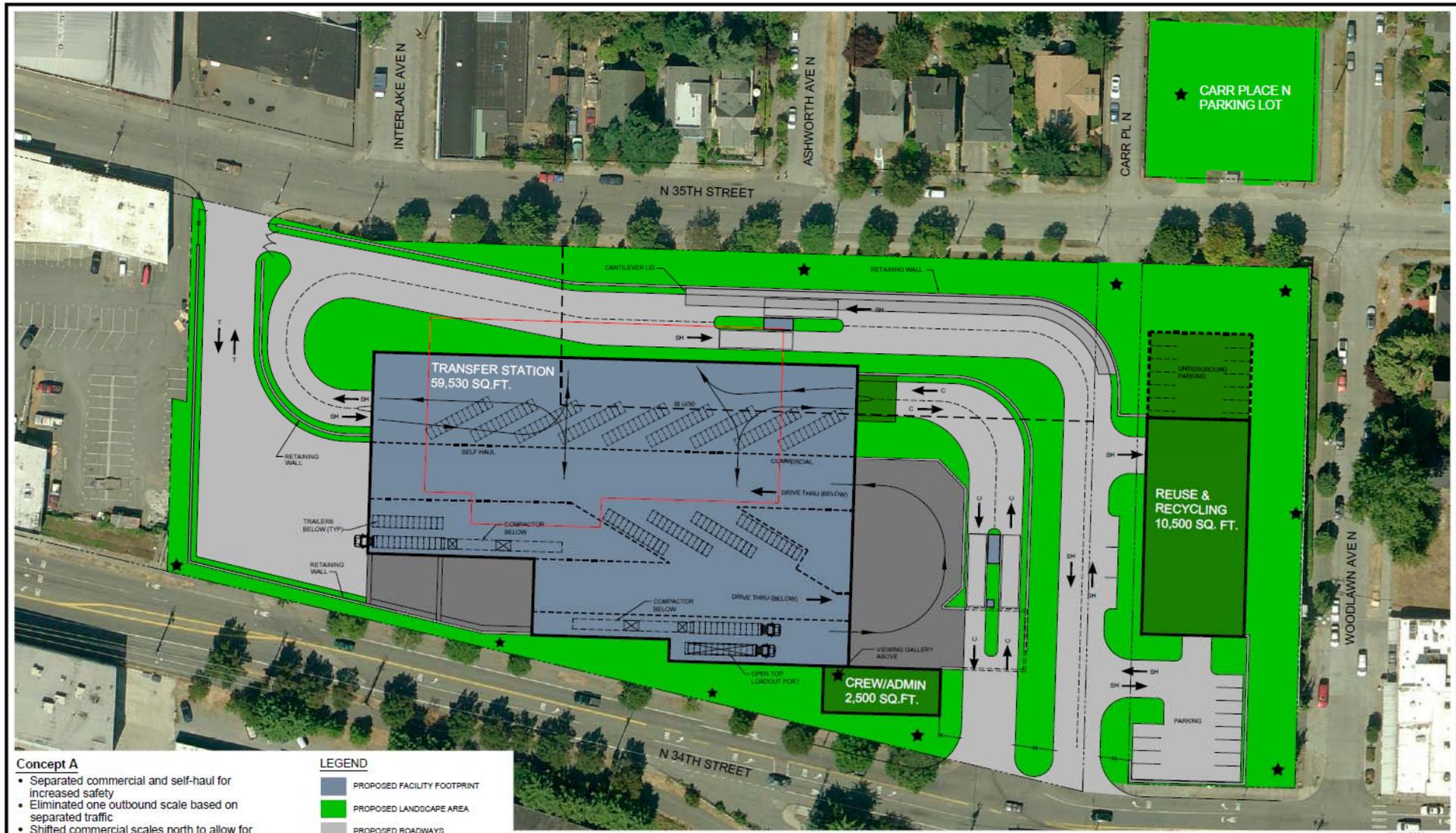
Stakeholder Workshop #4

May 16, 2011

WORKSHOP #4

Meeting Purpose:

- Review updates to Concepts A and B (former Concept 8/9A and 8/9B)
- Public outreach update
- Introduce hybrid of Concepts A and B (Concept C)
- Selection of preferred concept
- Discuss community amenities
- Introduce Stakeholder Process Report



MAY, 2011

- Concept A**
- Separated commercial and self-haul for increased safety
 - Eliminated one outbound scale based on separated traffic
 - Shifted commercial scales north to allow for additional site entry queuing
 - Shifted self-haul scales east based on outbound queuing requirements
 - Added perimeter fencing and retaining/screening walls

LEGEND

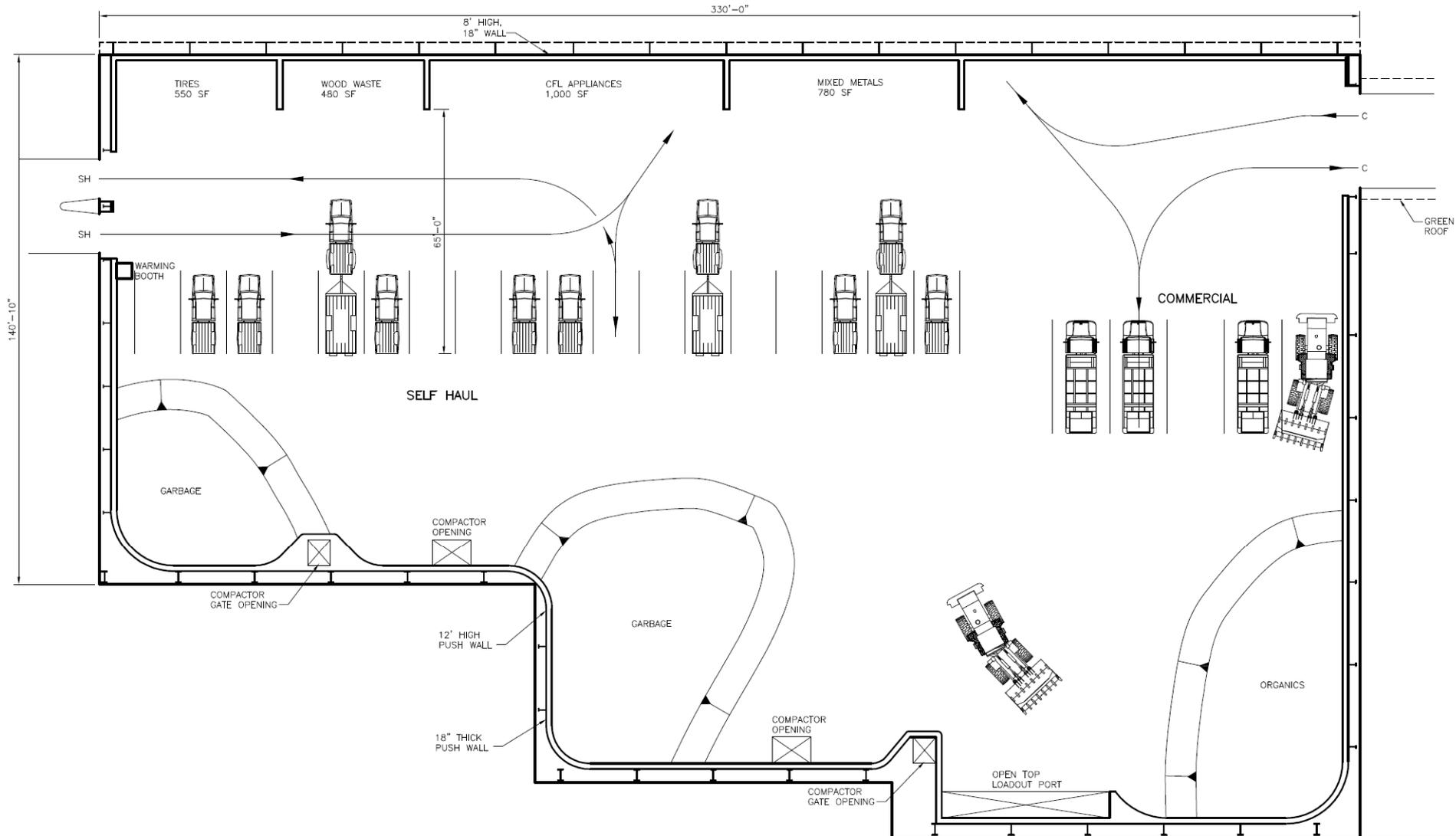
	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	PROPOSED CANOPY
	EXISTING TRANSFER STATION FOOTPRINT

- | | |
|--|-----------------------------|
| | INDUSTRIAL BUFFER |
| | POTENTIAL COMMUNITY AMENITY |
| | COMMERCIAL |
| | SELF HAUL |
| | TRAILERS |

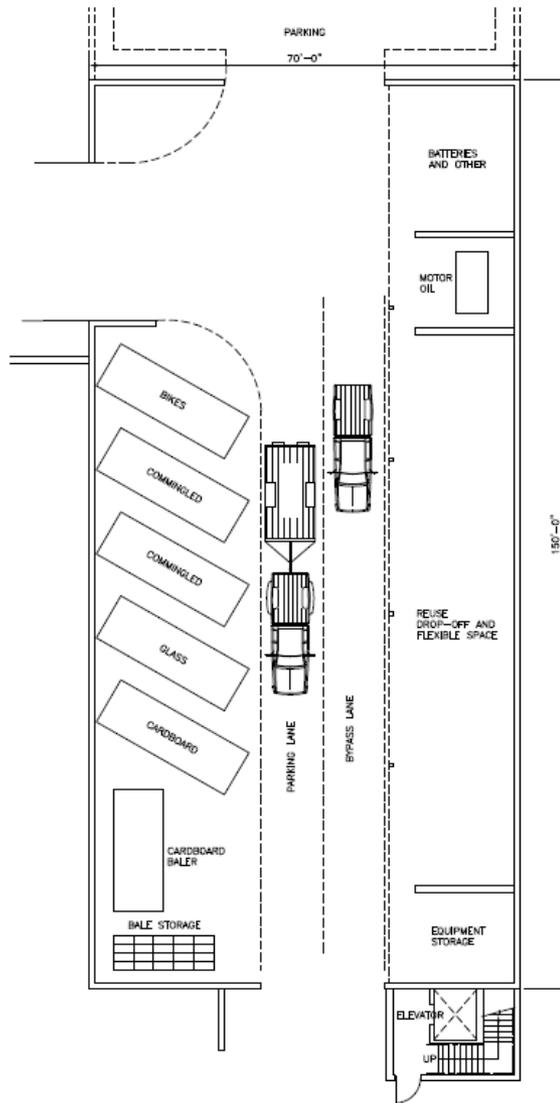


CONCEPT A

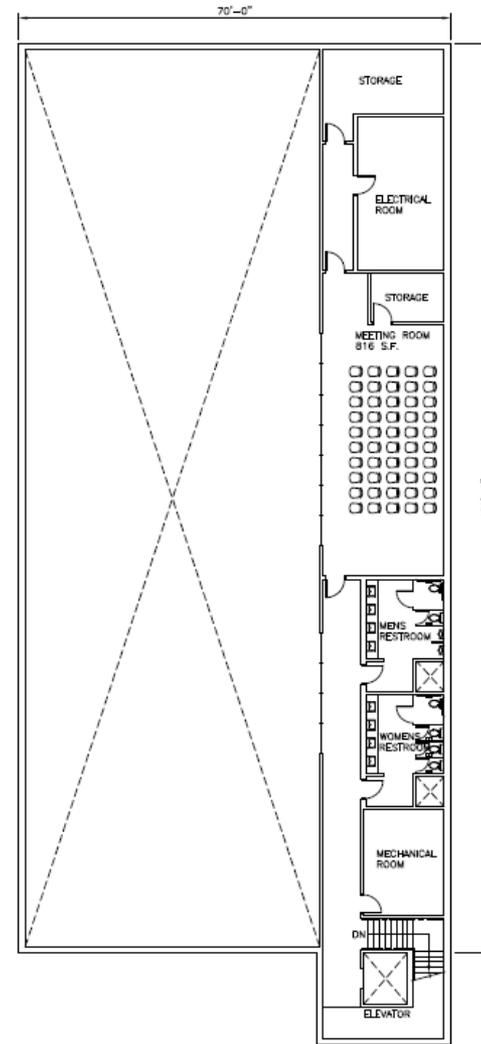
TIPPING FLOOR PLAN – CONCEPT A



REUSE & RECYCLING FLOOR PLAN – CONCEPT A



FIRST FLOOR PLAN
3/32" = 1'-0"



SECOND FLOOR PLAN
3/32" = 1'-0"



CONCEPT A VIEWS



NORTH



NORTH EAST



EAST

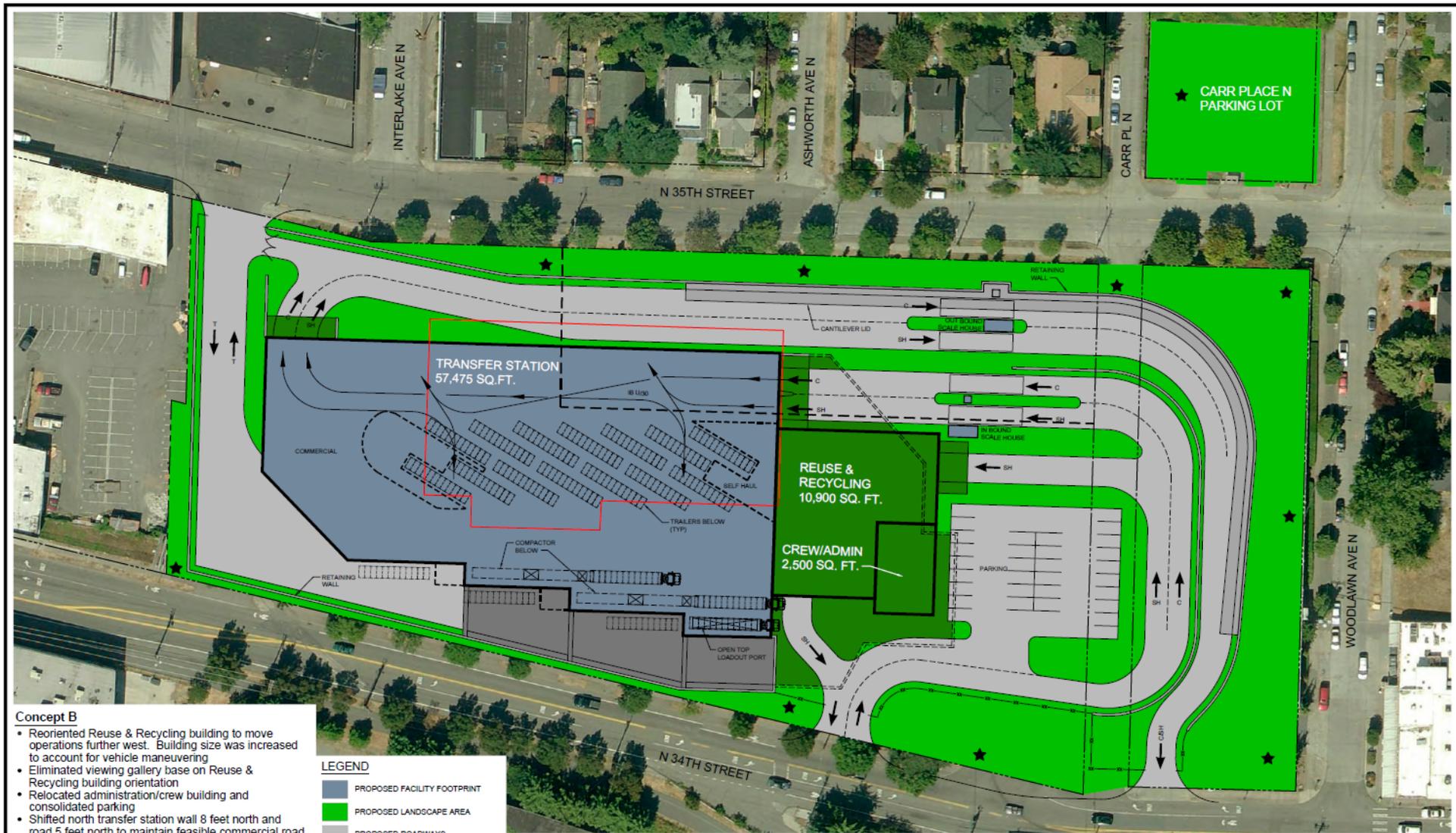


SOUTH WEST



SOUTH EAST

Architectural renderings for Workshop #4 are to provide representative views of the future North Transfer Station and are for discussion only.

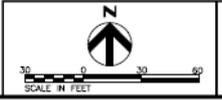


- Concept B**
- Reoriented Reuse & Recycling building to move operations further west. Building size was increased to account for vehicle maneuvering
 - Eliminated viewing gallery base on Reuse & Recycling building orientation
 - Relocated administration/crew building and consolidated parking
 - Shifted north transfer station wall 8 feet north and road 5 feet north to maintain feasible commercial road grades and improve maneuvering inside transfer station
 - Tightened outbound road turn to northeast corner of site
 - Added perimeter fencing and retaining/screening walls

LEGEND

	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	PROPOSED CANOPY
	EXISTING TRANSFER STATION FOOTPRINT

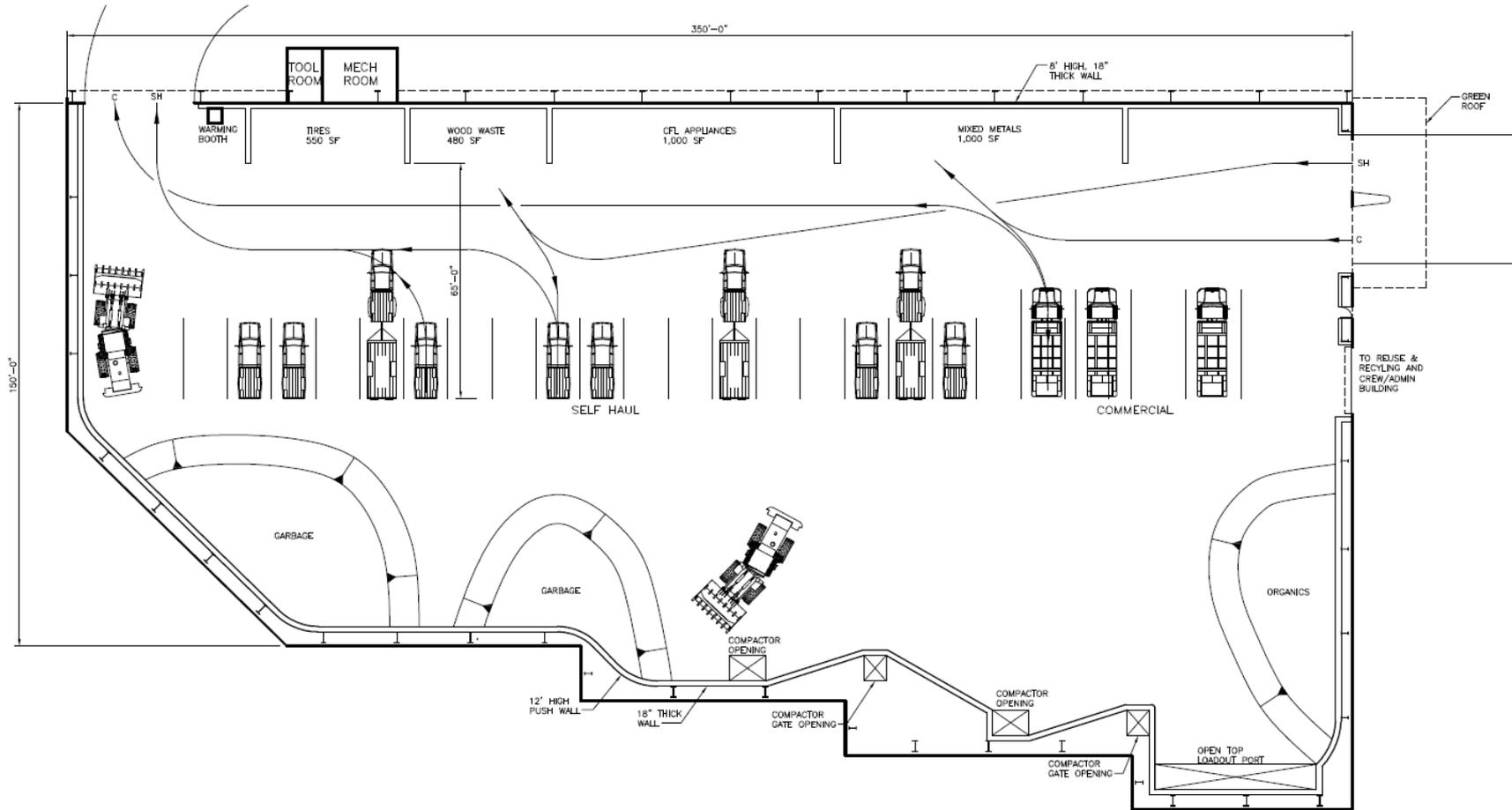
	INDUSTRIAL BUFFER
	POTENTIAL COMMUNITY AMENITY
	COMMERCIAL
	SELF HAUL
	TRAILERS



CONCEPT B

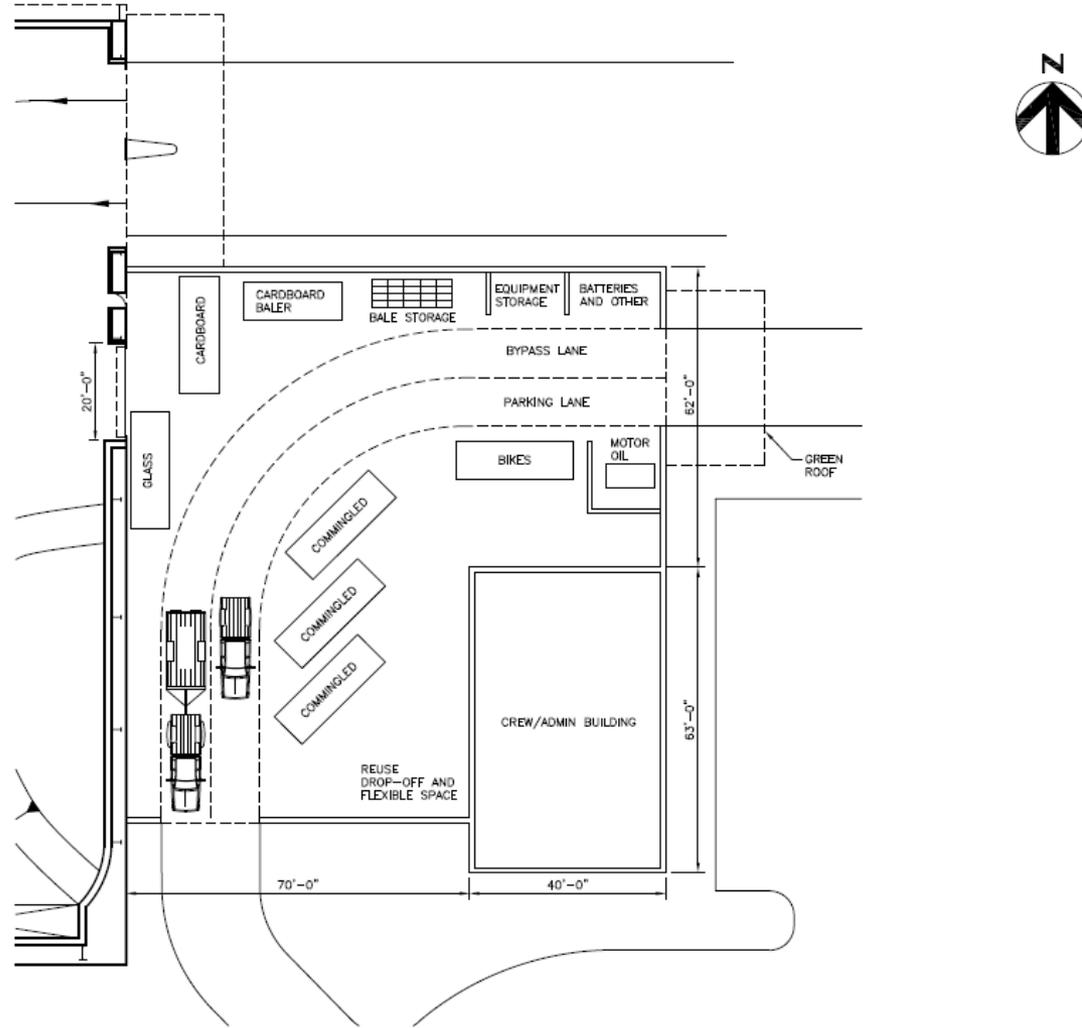
MAY, 2011

TIPPING FLOOR PLAN – CONCEPT B



TIPPING FLOOR PLAN
 1/16" = 1'-0"

RECYCLING FLOOR PLAN – CONCEPT B



FIRST FLOOR PLAN
1/16" = 1'-0"

CONCEPT B VIEWS



NORTH



NORTH EAST



EAST



SOUTH WEST



SOUTH EAST

Architectural renderings for Workshop #4 are to provide representative views of the future North Transfer Station and are for discussion only.

COMMUNITY OUTREACH

- Goal: Incorporate station and community feedback into the stakeholder process

COMMUNITY OUTREACH

- Targets
 - Fremont and Wallingford communities
 - Station users
 - Near neighbors and businesses

COMMUNITY OUTREACH

- Activities
 - Briefings
 - Fremont Neighborhood Council (3)
 - Wallingford Community Council (3)
 - Fremont Sunday Street Market (5 dates, more than 160 visitors)
 - Transfer Station User Survey (more than 400 responses)
 - Walking Tour and Community Meeting (40 attendees)
 - Traveling display, mailing, flyers

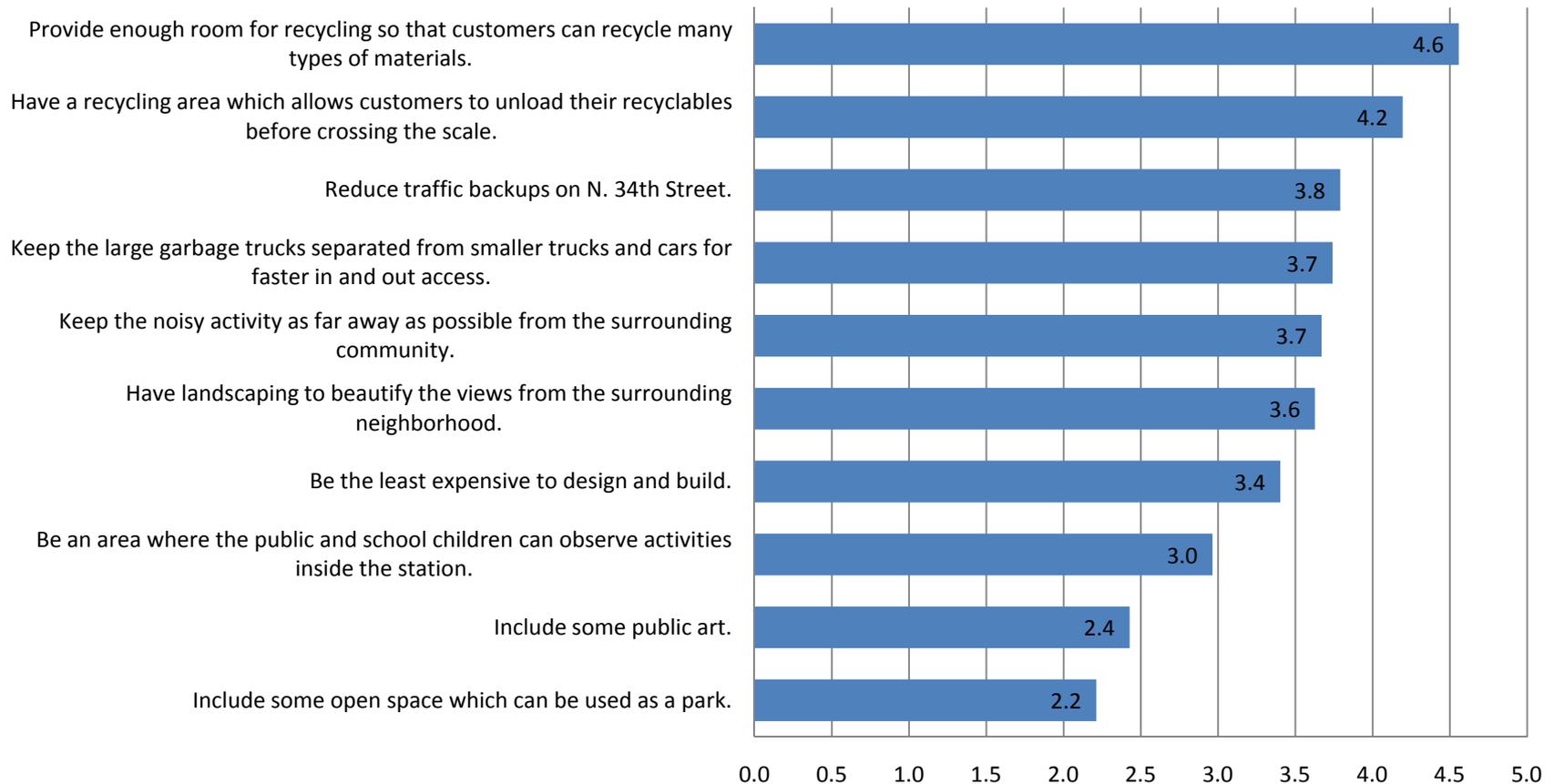
WHAT DID WE HEAR?

- Through more than 600 interactions with the community and station users...
- 68% of survey respondents told us they prefer Concept A
- There was a general preference among the community meeting, walking tour, and Fremont Sunday Street Market visitors for Concept A, there was also some interest in a hybrid concept

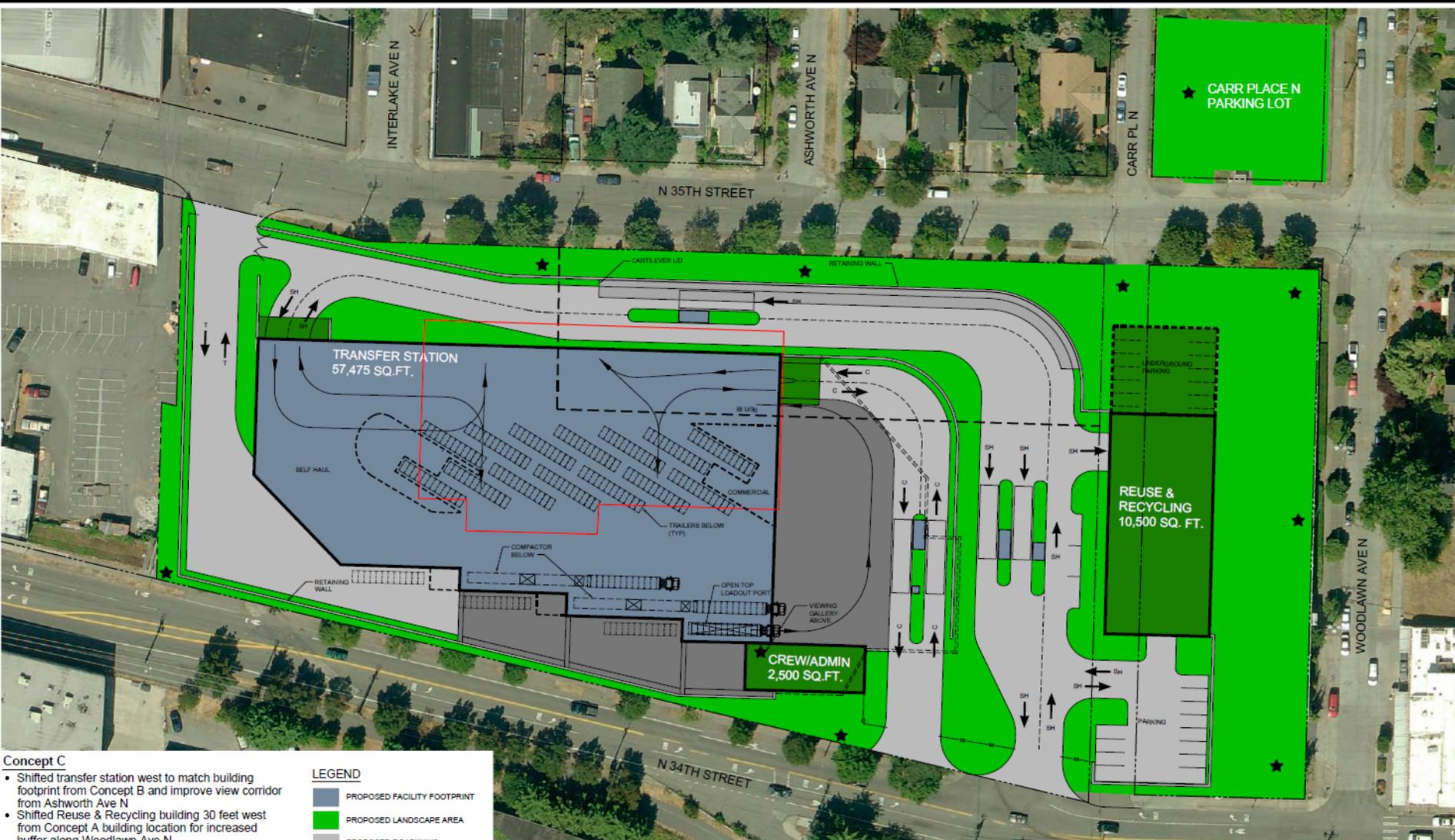
WHAT DID WE HEAR?

Design Factors

Please rate each of the following on a scale of 1 to 5 where: 1 = Not at all important and 5 = Very important



HYBRID CONCEPT INTRODUCTION

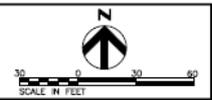


- Concept C**
- Shifted transfer station west to match building footprint from Concept B and improve view corridor from Ashworth Ave N
 - Shifted Reuse & Recycling building 30 feet west from Concept A building location for increased buffer along Woodlawn Ave N
 - Maintained separated commercial and self-haul traffic
 - Separated commercial and self-haul roads to reduce site access congestion on N 34th St.
 - Separated inbound/outbound self-haul scales based on queuing requirements

LEGEND

	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	PROPOSED CANOPY
	EXISTING TRANSFER STATION FOOTPRINT

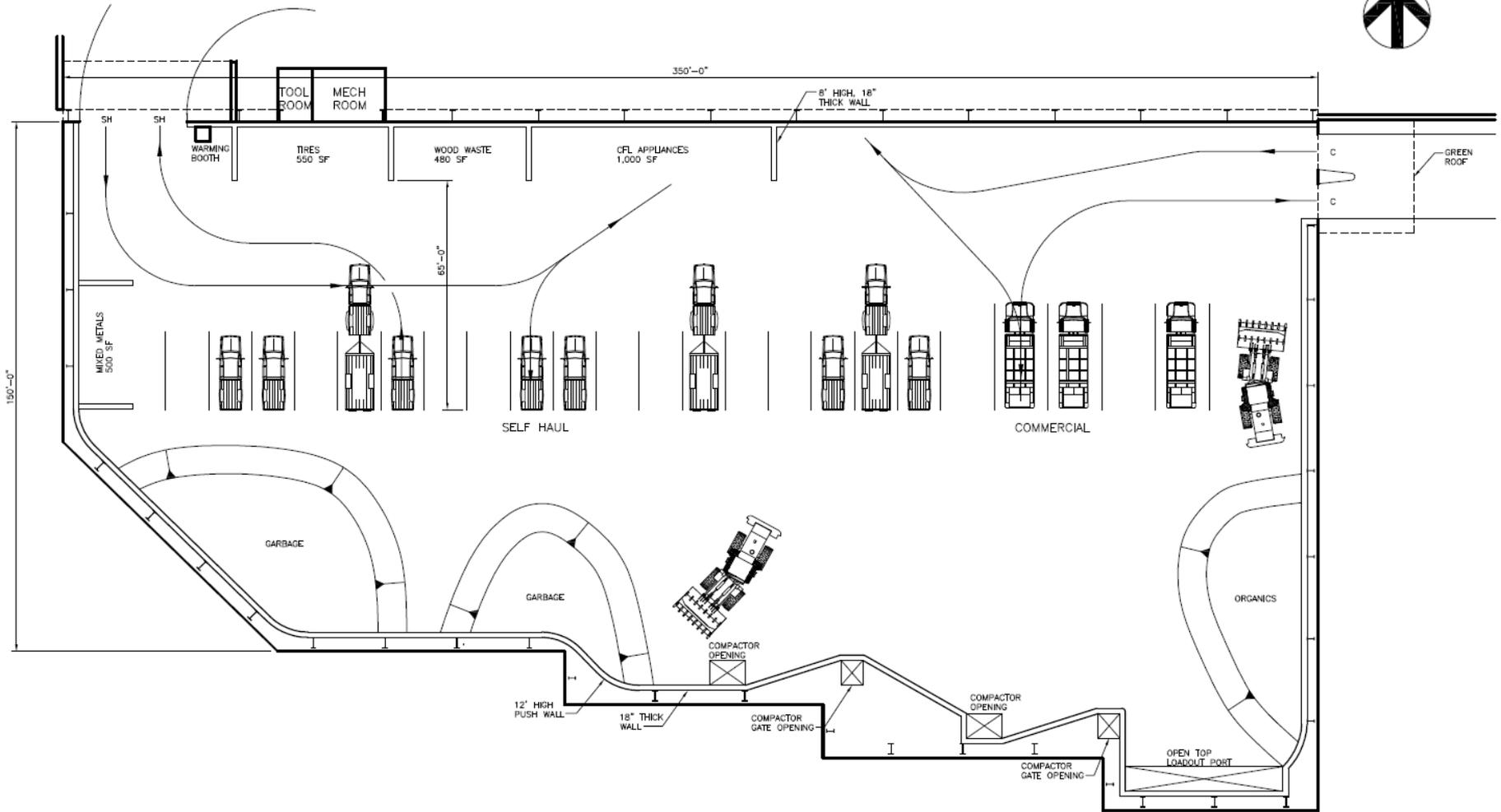
	INDUSTRIAL BUFFER
	POTENTIAL COMMUNITY AMENITY
	COMMERCIAL
	SELF HAUL
	TRAILERS



CONCEPT C

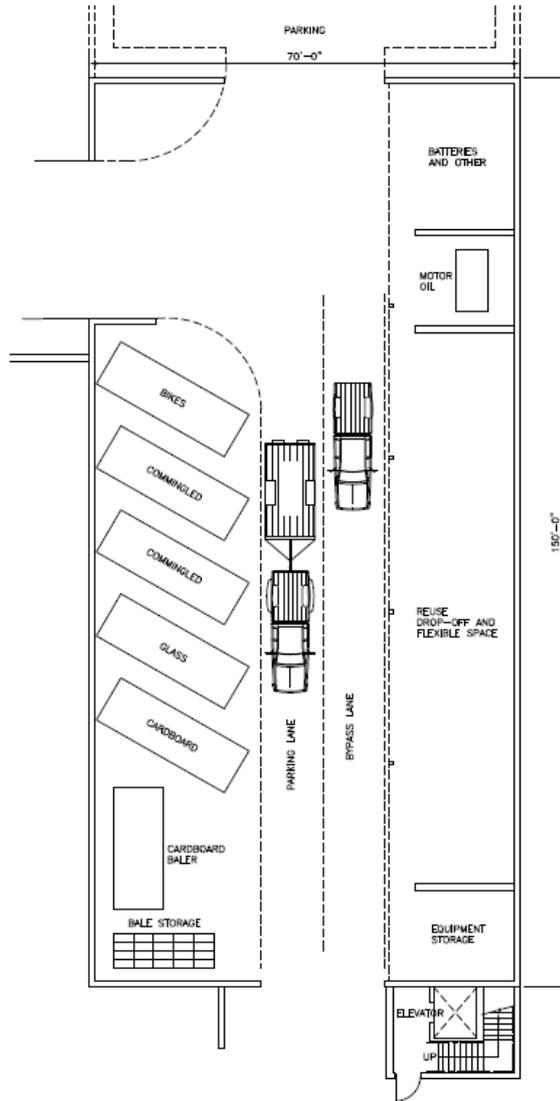
MAY, 2011

TIPPING FLOOR PLAN – CONCEPT C

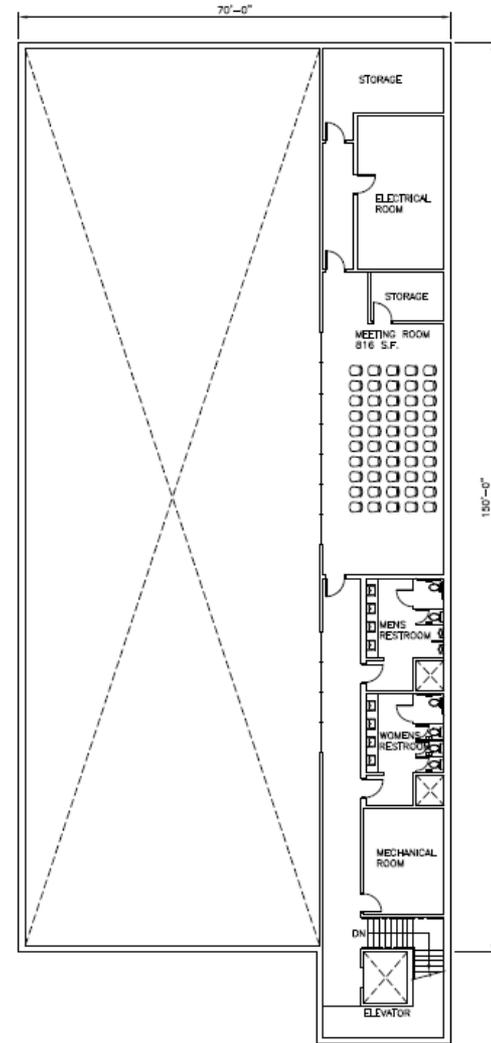


TIPPING FLOOR PLAN
1/16" = 1'-0"

REUSE & RECYCLING FLOOR PLAN – CONCEPT C



FIRST FLOOR PLAN
3/32" = 1'-0"



SECOND FLOOR PLAN
3/32" = 1'-0"



CONCEPT C VIEWS



NORTH



NORTH EAST



EAST



SOUTH WEST



SOUTH EAST

Architectural renderings for Workshop #4 are to provide representative views of the future North Transfer Station and are for discussion only.

VIEWS FROM ASHWORTH AVE N



EXISTING



CONCEPT A



CONCEPT B



CONCEPT C

ASHWORTH N VIEW CORRIDOR – EXISTING



ASHWORTH N VIEW CORRIDOR – CONCEPT A



ASHWORTH N VIEW CORRIDOR – CONCEPT B



ASHWORTH N VIEW CORRIDOR – CONCEPT C



ARCHITECTURAL ELEMENTS

CANOPIES—OVERHANGS



Canopies



None

FINISH

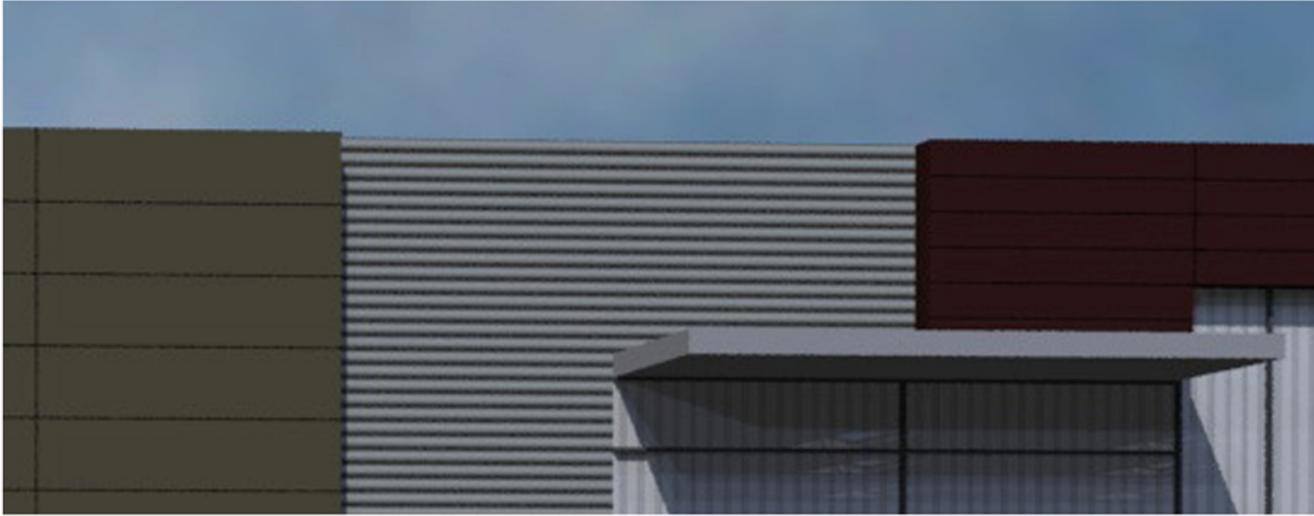


Smooth



Rough

METAL EXTERIOR

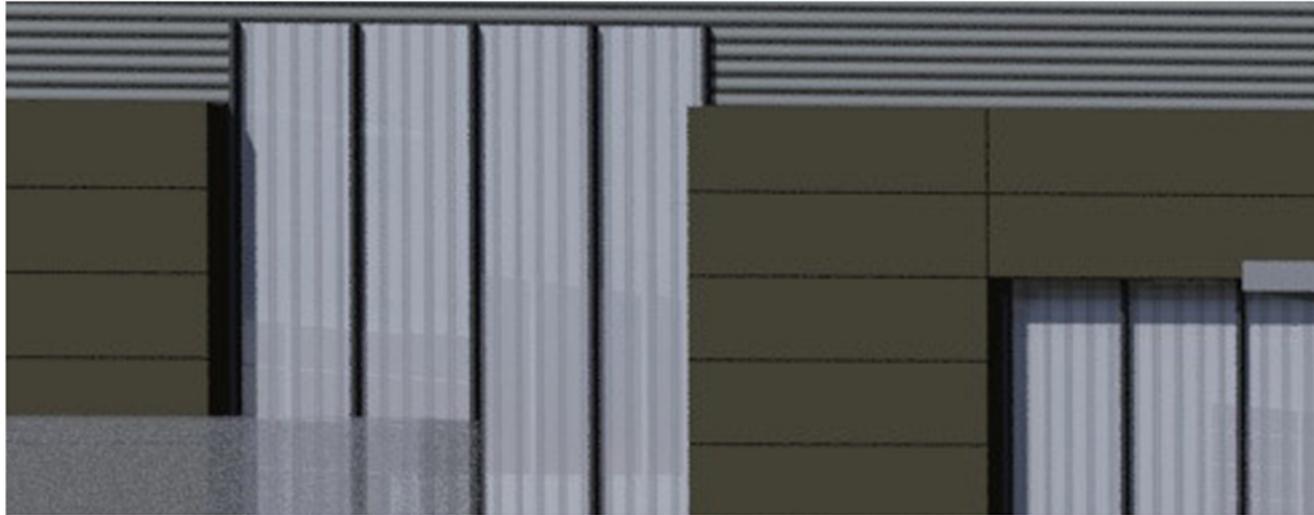


Horizontal
Rib Panels

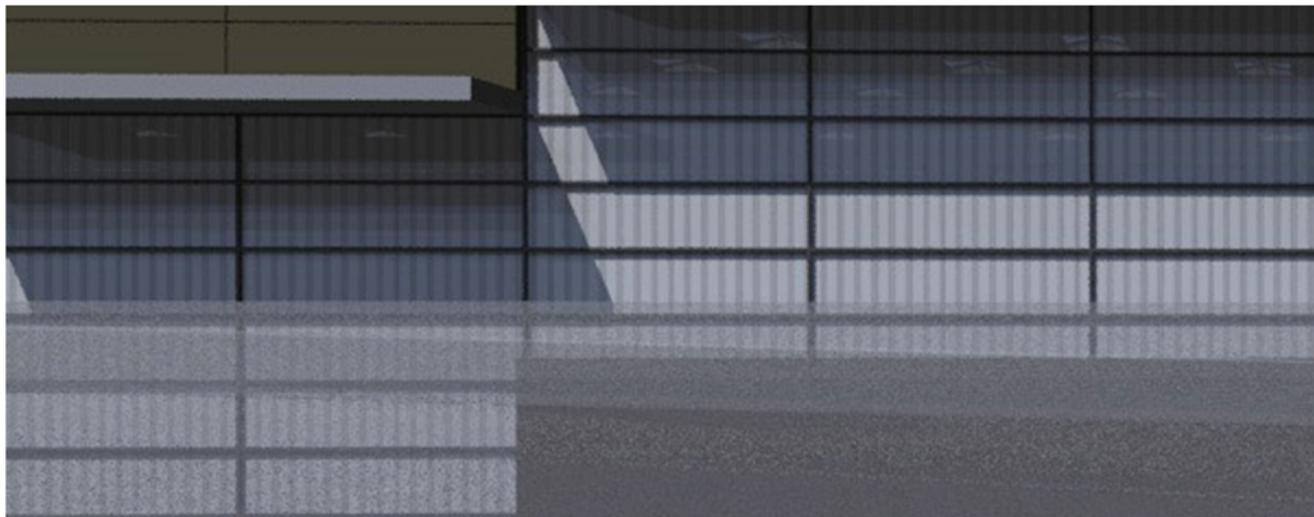


Wide Flat
Panels

HORIZONTAL/VERTICAL COMPONENTS

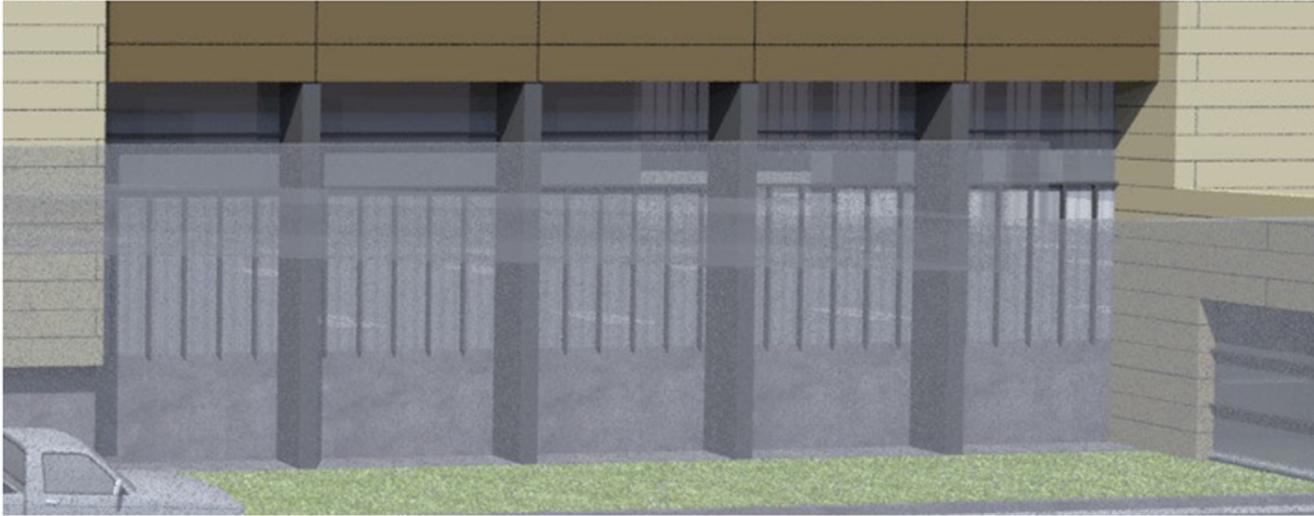


Vertical
Components

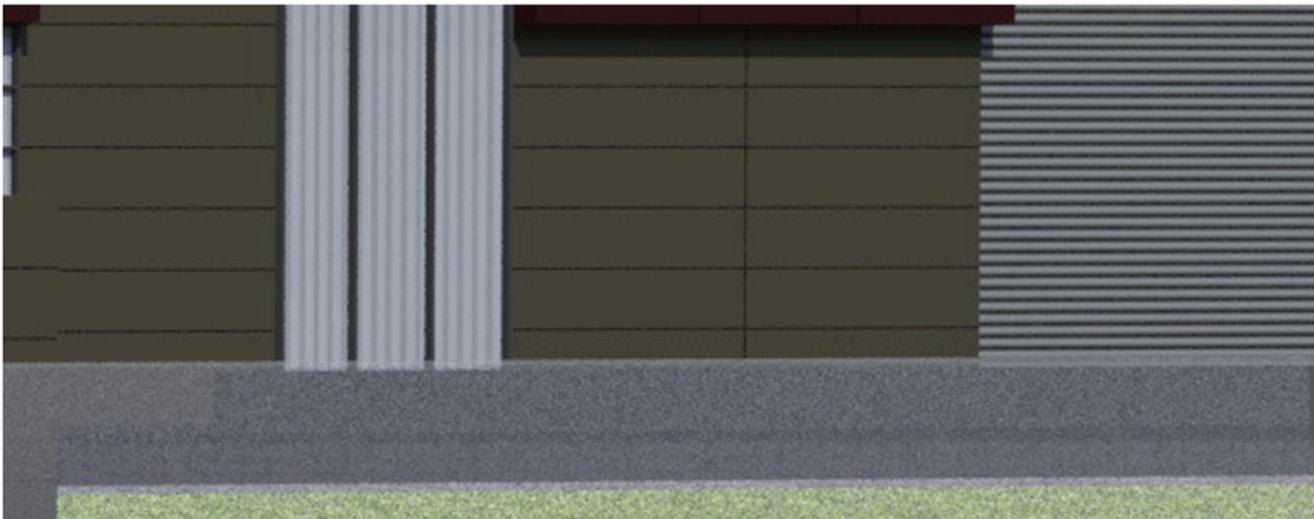


Horizontal
Components

COLUMNS

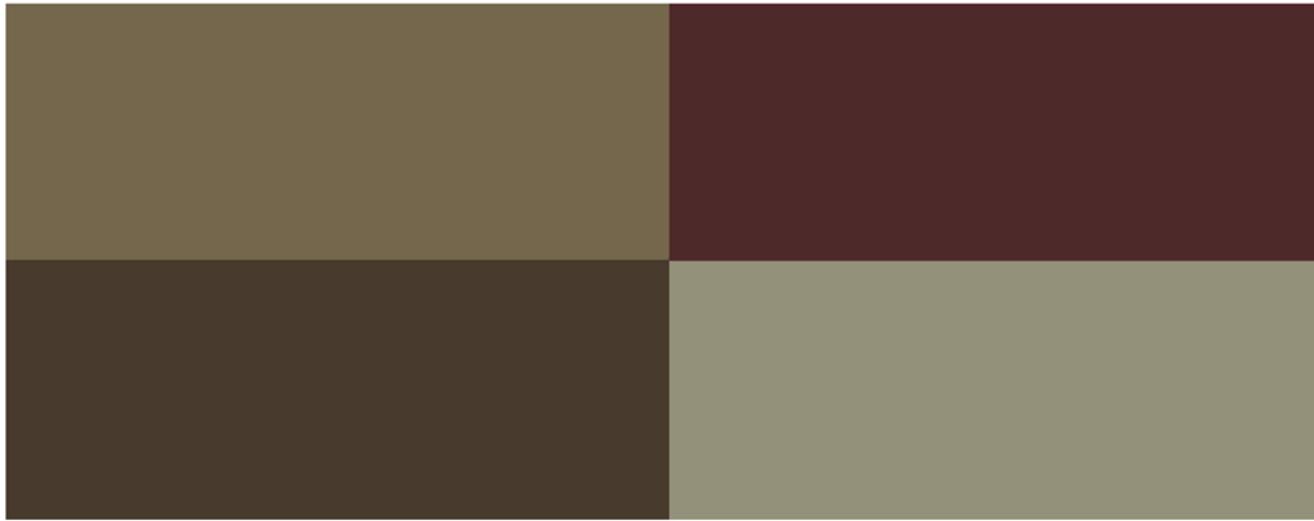


Exterior



Interior

COLOR PALETTE



Muted



Bold

MODULATION



Horizontal

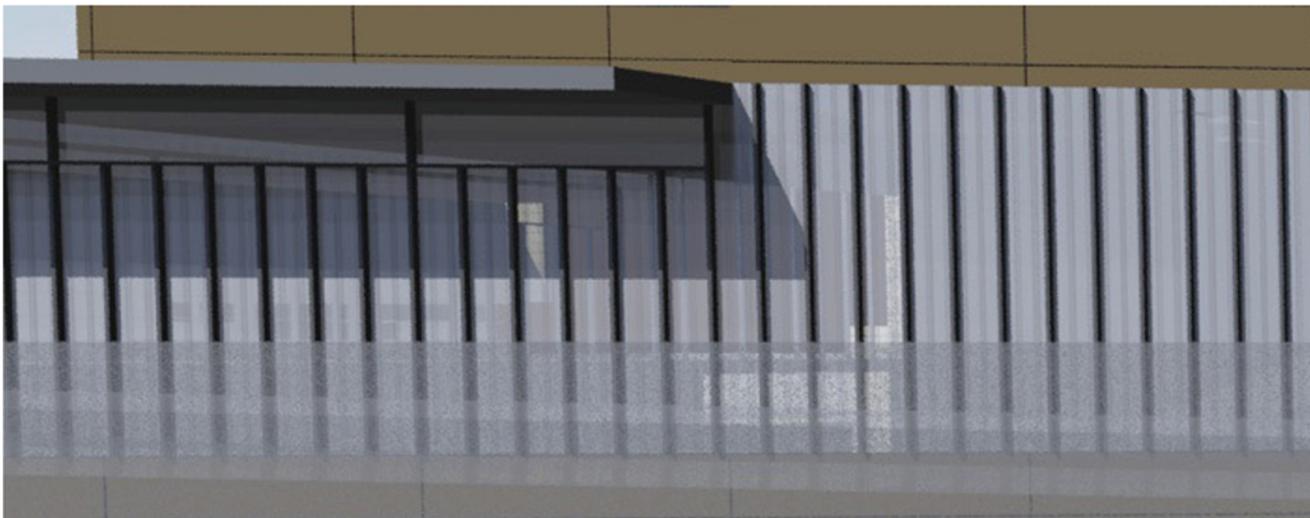


Vertical

DAYLIGHTING



Limited



Extensive

ARCHITECTURAL ELEMENT PREFERENCES

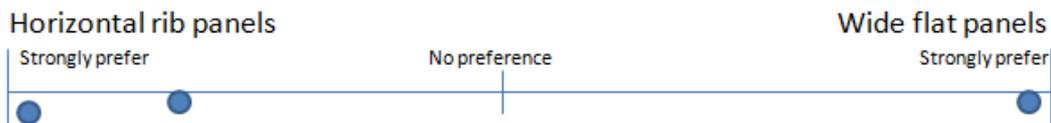
- **Canopies vs. Overhangs**



- **Finish**



- **Metal Exterior**



- **Horizontal/Vertical**

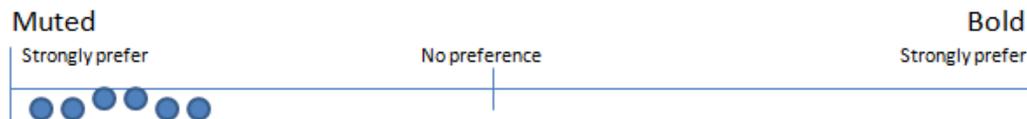


ARCHITECTURAL ELEMENT PREFERENCES

- **Columns**



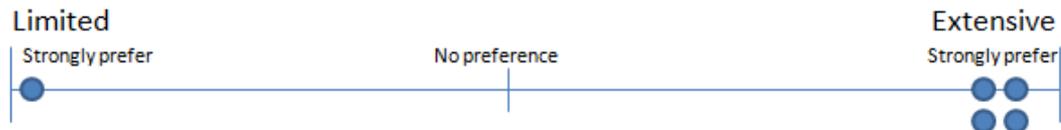
- **Color Palette**



- **Modulation**



- **Daylighting**



BREAK – 15 MINUTES

CONCEPT DOWN SELECT

- How would you like to proceed?

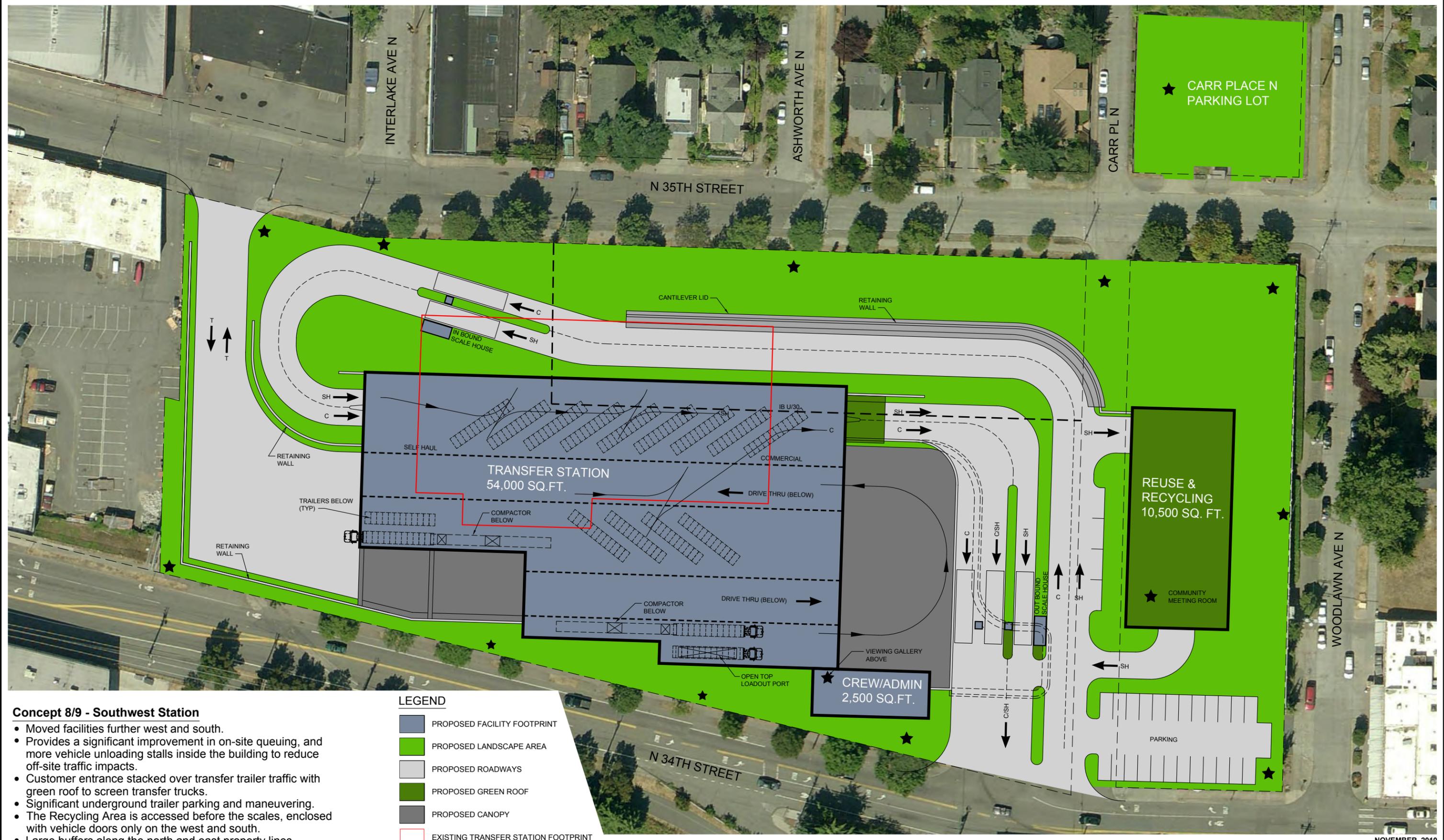
COMMUNITY AMENITIES PROCESS

- Review amenities suggested to date
- Recommend priorities for suggested amenities
- Discussion regarding process for amenities selection and refinement

	<u>Amenity</u>	<u>Ranking</u>
A	Public art	Already required by ordinance
B	Landscaped perimeter	
C	Pedestrian amenities along N. 34th, Woodlawn, N. 35th, such as: <ul style="list-style-type: none"> • Benches along perimeter • Exercise stations along perimeter • Community information kiosk 	
D	Replace parking lot at Carr Place N. and N. 35th Street with community open space such as: <ul style="list-style-type: none"> • A park • P-Patch/community garden • Children's play area (Includes ongoing maintenance)	
E	Community Supported Energy (CSE) program/solar panels on station roof	
F	Green roofs on recycling building and admin building	
G	Rain gardens	
H	Viewing room/education area for the public and school children	
I	Crosswalk warning lights and/or curb bulbs at N. 34th Street and Woodlawn Avenue N.	
J	Community meeting room <i>[only for station options A or C]</i>	
K	Green space around perimeter for community use	
L	Improved sidewalks around perimeter	

ACTION ITEMS AND NEXT STEPS

- Stakeholder Process Report
- Community amenities process
- Future workshops

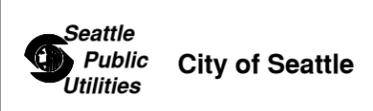
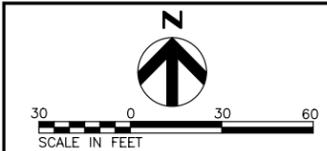


Concept 8/9 - Southwest Station

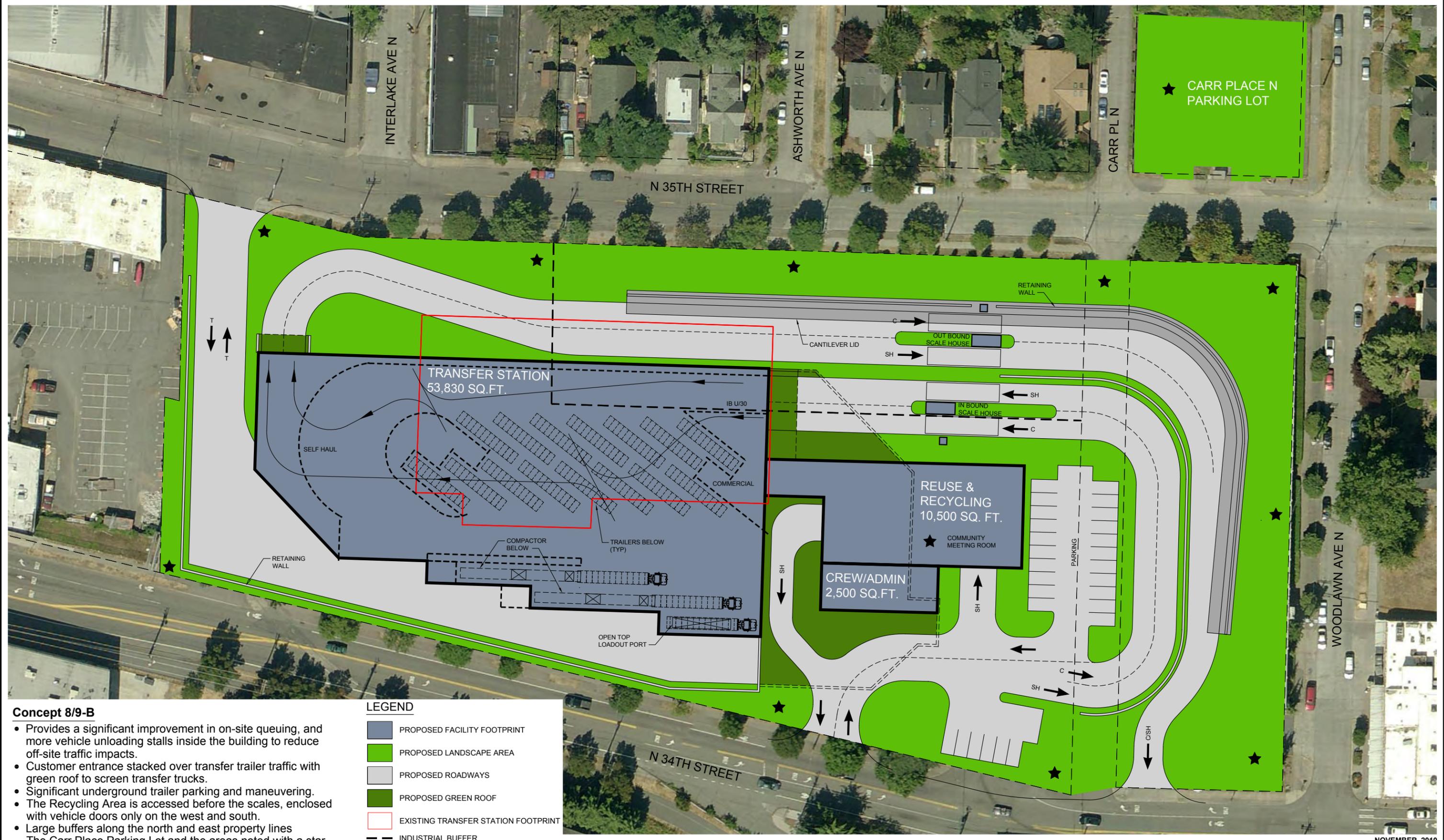
- Moved facilities further west and south.
 - Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
 - Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
 - Significant underground trailer parking and maneuvering.
 - The Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
 - Large buffers along the north and east property lines
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 8/9 would require 1550 property and IB 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
	COMMERCIAL
	SELF HAUL
	TRAILERS



**CONCEPT 8/9-A
SEPARATE RECYCLING**



Concept 8/9-B

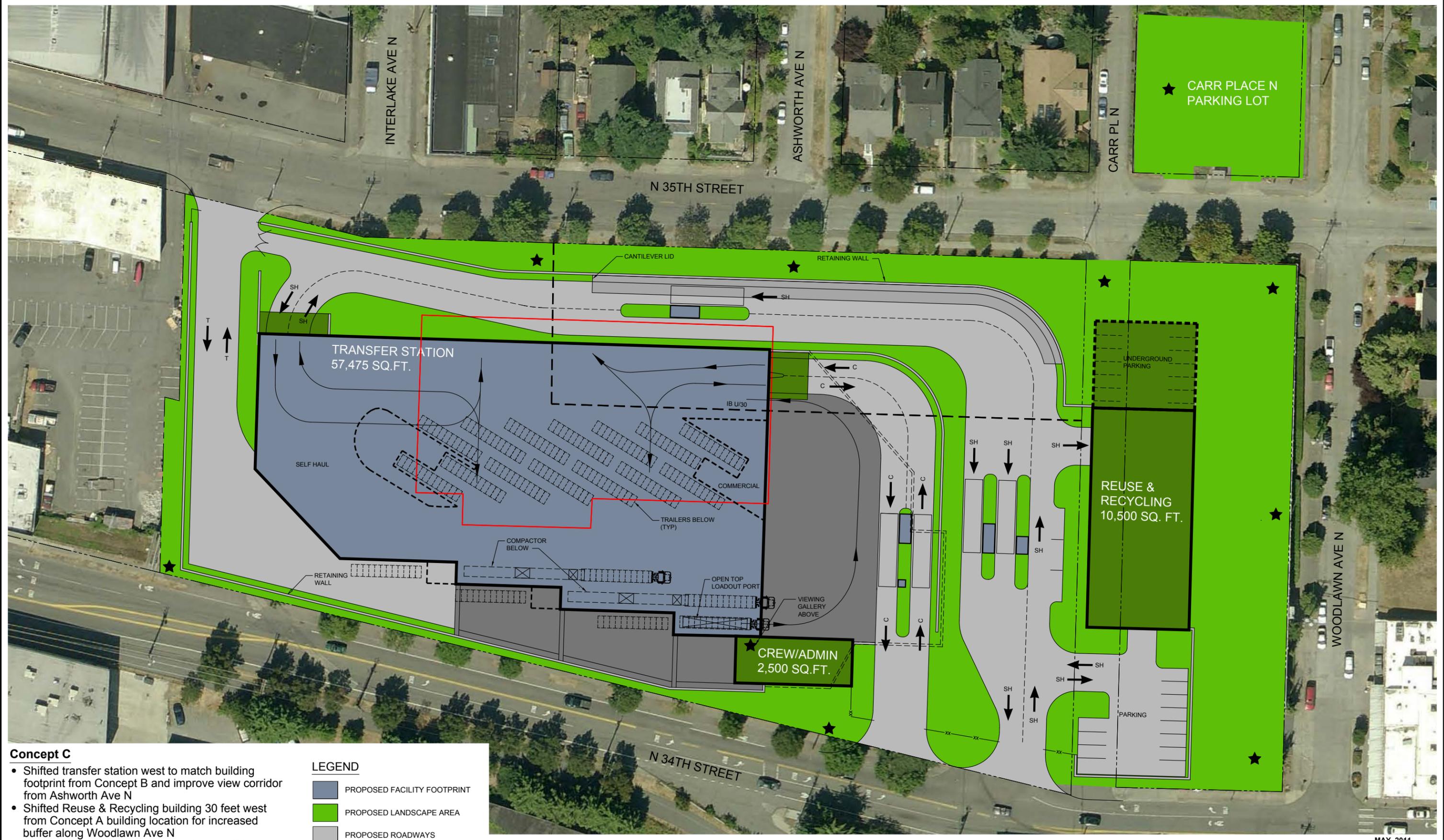
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- Large buffers along the north and east property lines
The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 8/9-b would require 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
	LIMITS OF LOWER LEVEL
	COMMERCIAL
	SELF HAUL
	TRAILERS

NOVEMBER, 2010

 SCALE IN FEET				<p>CONCEPT 8/9-B ATTACHED RECYCLING</p>
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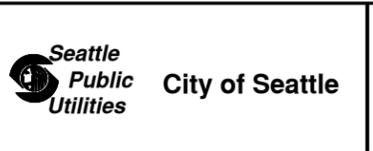
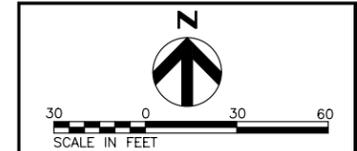


- Concept C**
- Shifted transfer station west to match building footprint from Concept B and improve view corridor from Ashworth Ave N
 - Shifted Reuse & Recycling building 30 feet west from Concept A building location for increased buffer along Woodlawn Ave N
 - Maintained separated commercial and self-haul traffic
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 - Separated inbound/outbound self-haul scales based on queuing requirements

LEGEND

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	EXISTING TRANSFER STATION FOOTPRINT

	INDUSTRIAL BUFFER
	POTENTIAL COMMUNITY AMENITY
	COMMERCIAL
	SELF HAUL
	TRAILERS



CONCEPT C

MAY, 2011

Prioritized community amenities

Ranked in order of priority, as determined by the Stakeholder group.

Community amenity:	Stakeholder ranking:
Replace parking lot at Carr Place N. and N. 35th Street with community open space such as: <ul style="list-style-type: none"> • A park • P-Patch/community garden • Children’s play area (Includes ongoing maintenance)	Top priority
Pedestrian amenities along N. 34th, Woodlawn, N. 35th, such as: <ul style="list-style-type: none"> • Benches along perimeter • Exercise stations along perimeter • Community information kiosk 	2
Public access-active-on green roof over parking lot - integrated into open space	3
Crosswalk warning lights and/or curb bulbs at N. 34th Street, N. 35th Street and Woodlawn Avenue N.	4
Green space around perimeter for community use	5
Viewing room/education area for the public and school children	6
Community Supported Energy (CSE) program/solar panels on station roof (already able to support solar panels already assumed)	7
Improved sidewalks around perimeter	8
Community meeting room, beyond transfer station operating hours <i>[only for station options A or C]</i>	9
Rain gardens, demonstration area	10
Jogging/running trail around station	11
Public art	Required
Landscaped perimeter	Required
Green roofs on recycling building and admin building	Required

ATTENDEES

Stakeholders

David Ruggiero
Paul Willumson
Barbara Luecke
Eric Johnson
Trish McNeil
Pat Finn Coven
Rob Stephenson
Bob Quinn
Erik Pihl
Toby Thaler
Cathy Tuttle

Seattle Public Utilities

Nancy Ahern
Tim Croll
Bill Benzer
Ken Snipes
Jeff Neuner
Suzanne Hildreth
Hui Yang

EnviroIssues

Penny Mabie (facilitator)

Alissa VandenBerghe
Emily Reardon
Erin Tam

HDR

Dan Costello
Deb Frye

JR Miller and Associates

Clark Davis

Observers

Norm Davis
Erika Bigelow
Alison Hogue
Tom Aura
Terrill Chang
Jennifer Howell
John Teutsch
Brent Anderson
Tom Cole
Steve Moddemeyer
Kim England
DJ Dean

MEETING PURPOSE

The purpose of stakeholder workshop #4 was to review community feedback received to date; review Concepts A, B and C; select one concept to recommend to SPU; and discuss the outline for the Stakeholder Recommendations Report.

AGENDA ITEMS AND DISCUSSION

Welcome and Introductions

Penny Mabie, EnviroIssues

Penny welcomed everyone to the meeting and asked for introductions from staff and meeting attendees. She reviewed meeting #3b and explained that the two remaining concepts, 8/9 A and 8/9 B are now called A and B. Penny pointed stakeholders to the summaries for Workshops #3a and #3b, and asked for comments or corrections to the summaries. She gave a brief overview of community outreach that happened since the last stakeholder meeting, said that Concept C, a hybrid of A and B, would be presented tonight, and continued that after this meeting, the stakeholder group will have the concepts narrowed to one final recommendation.

What's New with the Two Concepts

Deb Frye, HDR and Clark Davis, JR Miller

Deb Frye and Clark Davis reviewed the updates to the site plans, tipping floor plans and perimeter views of Concepts A and B. The bullets below detail the updates they discussed:

Concept A:

- Separated commercial and self-haul access for increased safety
- Eliminated one outbound scale based on separated traffic
- Shifted commercial scales north to allow more room for trucks to line-up on site
- Shifted self-haul scales east to allow more room for vehicles to line-up without overflowing into the station building
- Added perimeter fencing and retaining/screening walls

Concept B:

- Reoriented the Reuse & Recycling building to move operations further west; building size was increased to account for vehicle maneuvering
- Eliminated viewing gallery based on Reuse & Recycling building orientation
- Relocated administration/crew building
- Consolidated parking
- Shifted the north wall on the transfer station eight feet further north and the north road five feet further north to keep lanes flat enough for commercial trucks and to improve maneuvering inside the transfer station
- Tightened outbound road turn in northeast corner of site
- Added perimeter fencing and retaining/screening walls

Following review of the updated and hybrid concept, Clark explained the floor plans and showed perimeter views of Concept B, pointing out the narrower green strip on the eastern side.

Deb reviewed the noise memo handout and said that while both concepts control and capture noise well, Concept A would have a slightly lower noise impact to the neighbors. A stakeholder asked how significant the difference is, and Dan Costello, HDR, explained that it is a very subtle difference.

One stakeholder asked if the noise study looked at noise in comparison to the thickness of the walls and whether noise would escape through the walls. Clark explained it would be negligible and that it can be controlled and captured. Another stakeholder asked about the impact of noises outside of the station, including the noise of trucks reversing and Dan explained that the concepts have the trucks underground when they would be reversing.

A stakeholder stated that when the final recommendation is made, they would like to see everything that has been discussed and agreed upon incorporated into the final design. Penny explained that a report of the stakeholder's recommendations would be discussed in detail later in the meeting. At that point, a stakeholder suggested creating a decibel threshold that could possibly be part of the recommendation report. Additionally, an observer asked about whether the noise study looked at how

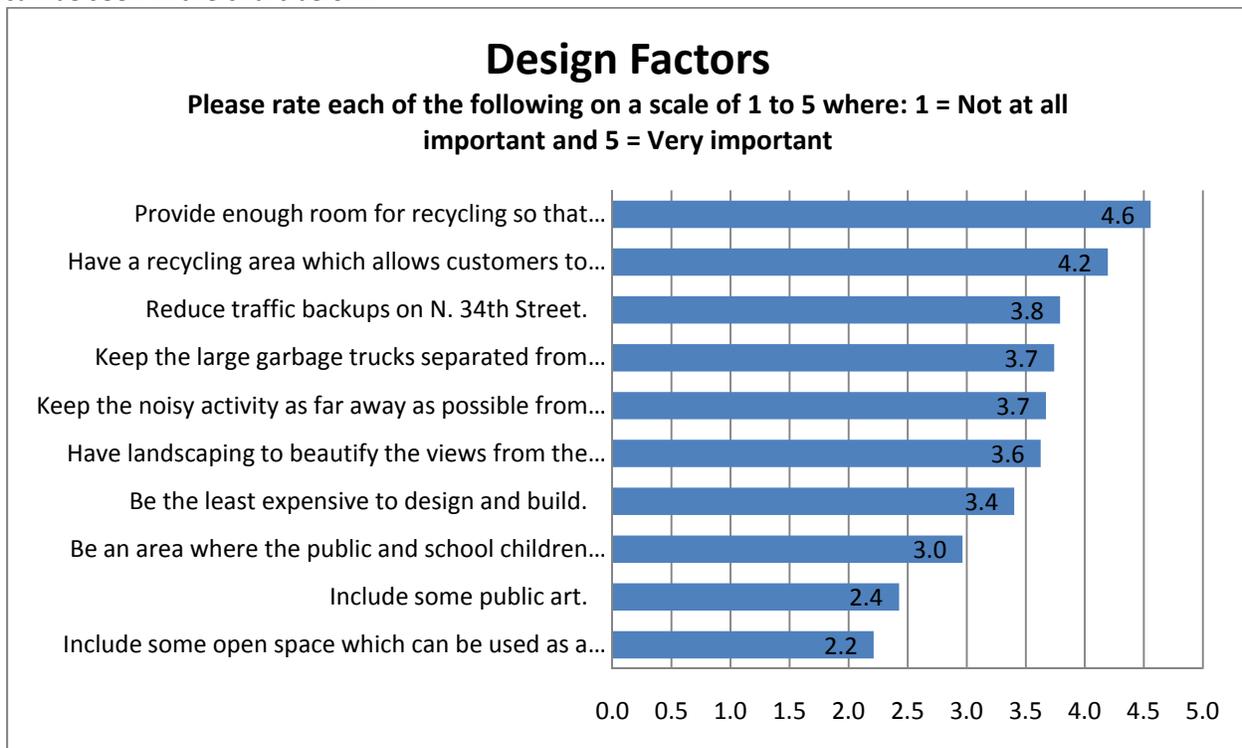
much noise would reach the surrounding neighbors and Dan Costello, HDR, explained that the noise study was qualitative and that level of detail had not been studied.

Public Outreach Update

Erin Tam, EnviroIssues

Erin Tam presented recent public outreach efforts and activities, including briefings to the Wallingford Community Council and Fremont Neighborhood Council, attendance at the Fremont Sunday Street Market, a walking tour and community meeting, and a North Transfer Station customer survey. She reviewed the results of the survey and explained that the survey respondents reviewed the versions of Concept A and B shown at Workshop #3b, but that they had not reviewed the new updated concepts being presented tonight.

She directed stakeholders to the Executive Summary of outreach for additional information and said that a high-level look at responses included a 68% preference for Concept A. She pointed out the design factors that were given to the station users and reviewed the averages, from highest to lowest, which can be seen in the chart below.



An observer asked whether station users were told about the rezone process and Erin answered that because of time restrictions and survey respondents' level of project knowledge, land use and regulatory details were not always discussed, but that survey administrators did explain the basic street vacation and rezone elements of each concept.

A stakeholder asked whether respondents' preference of concept was deduced from the design factors, and Erin clarified that they were asked a separate, specific question about which concept they preferred, which is where the 68% preference for Concept A came from.

A stakeholder asked whether commercial haulers were included in the survey and Erin answered that some commercial haulers had taken the survey, although it was a mix of small-business self-haulers and commercial.

One stakeholder stated that the survey results offer a wealth of good information coming from a different perspective than nearby neighbors. He went on to say that it doesn't need to weigh any more or any less than the stakeholder group but that it simply helps inform the stakeholder discussion rather than dictating the concept recommendation.

The full survey report can be seen at www.seattle.gov/util/transferstations.

Hybrid Concept Introduction

Deb Frye, HDR

Deb presented the hybrid Concept C, which was developed after receiving input from the community and the stakeholder group. One of the goals in developing Concept C was to keep the view shed for Ashworth Ave N open. In Concept C, the station footprint is moved further to the west, opening up the view corridor from Ashworth Ave N. Additional information about Concept C was discussed including:

Concept C:

- Shifted transfer station west to match building footprint from Concept B and improve view corridor from Ashworth Ave N
- Shifted Reuse & Recycling building 30 feet west from location in Concept A for increased buffer along Woodlawn Ave N
- Maintained separated commercial and self-haul traffic
- Separated commercial and self-haul roads to reduce the possibility of vehicle over-flowing onto N 34th St
- Separated inbound/outbound self-haul scales based on queuing requirements to allow more room for vehicles to line-up on site and not over-flow into buildings or onto N 34th St

A stakeholder asked how many feet further west it was and Deb answered that it is around 70 feet of additional space opened up. The outbound scale house has been moved in Concept C and Clark pointed out that the reuse and recycling building in Concept C is like Concept A, separated from the main transfer building and at the same elevation.

A stakeholder asked why there are now two outbound scales. Deb said that a second one was added to help with traffic lines, but it may be possible to provide only one. Stakeholders asked questions about the grades in Concept C and what the new cost estimates are for the concepts. Deb explained that detailed grade studies have not yet been done and Dan clarified that Concept A is still the least expensive but that detailed costs have not been calculated.

One stakeholder asked about storm water run-off and if there was a detailed stormwater management plan included in the cost estimates. Deb answered that there is an allowance for run-off in all the cost estimates, but that these details have not been thoroughly studied and designed. A stakeholder asked about access to the meeting room after station hours and whether it would be feasible to include.

Following questions about the meeting room, the stakeholder group had a discussion about the pillars on the lower level and why the columns would be needed in Concept C and not in Concept A. There was concern expressed about how columns would limit the transfer trailer turnaround access. Clark explained that additional support would probably be needed in Concept C, but that the columns could potentially be taken out. The group looked at tipping floor plans and the spans and columns and discussed the possibilities of open space on the tipping floor.

An observer asked if Concept A would require a fence around the Reuse and Recycling building to prevent people from accessing the roof. Tim Croll, SPU, explained that the height of the Reuse and Recycling building is about 15 feet in the southeast corner.

Review architectural element preferences

Clark Davis, JR Miller

Clark showed potential architectural elements for the station, initially presented at Workshop #3b, including: Canopies/overhangs, Finish, Metal exterior, Horizontal/Vertical Components, Columns, Color Palette, Modulation, and Daylighting.

Evaluating the Three Concepts

Stakeholders

Penny announced that SPU received a letter from the Wallingford Community Council on May 16, 2011. Bill Benzer, SPU, added that SPU is reviewing the letter and preparing a response.

Prior to evaluation of the three concepts, Penny reiterated that these concepts are part of the early design phase and reminded stakeholders to not become attached to the specifics of the various concepts. She asked for initial thoughts on the concepts and four stakeholders answered that Concept C meets all of the criteria, meets the needs of those who preferred Concept A, and has made improvements for self-haulers. Nancy Ahern, SPU, asked whether Concept C reduces some maneuverability for the transfer trailers, and the answer was that it would slightly reduce maneuverability.

One stakeholder mentioned that Concept C seems to have less paved area than the other concepts, which is preferable. Penny asked each stakeholder if they were comfortable recommending Concept C and the group unanimously agreed. She then asked everyone again to address any hesitation they may have before officially recommending Concept C.

A stakeholder used this opportunity to ask SPU if they see any problems with Concept C. Nancy Ahern replied that SPU could be quite happy with Concept C; she suggested that Concept A may be easier for

the transfer trailers to turn around. It was added that Concept C will meet SPU's zero-waste goals going into the future.

A stakeholder asked if SPU had talked to the property owner west of the station and whether they had an opinion about the building moving further west. It was confirmed that the owners have been informed. Another stakeholder asked if the additional scale house identified in Concept C would require additional staffing, thereby raising the operational cost. Dan Costello said that if the extra scale house is necessary, it probably would not need to be staffed all of the time; the cost impact would likely be minimal. Nancy Ahern said that operations will need a closer look as the design process continues.

Wrapping up the evaluation process, Penny asked if Concept C is the recommended concept and received a unanimous response that is.

Before moving to the next agenda item, Penny introduced a boy scout in the audience who is working toward his citizenship badge and interviewed her during the break. . One of his questions was how can kids be involved in the project and noted it was a good question to be considered as amenities are selected. She thanked him and the stakeholders for their work and participation.

Amenities Prioritization and Process

Penny Mabie, EnviroIssues and Tim Croll, SPU

Penny explained that prioritizing amenities is the next step in the process. She referred stakeholders to their amenities handout and asked if anyone saw anything missing on the handout that needed to be added before undertaking a prioritization discussion

There was a discussion about which amenities would automatically be included in the design and whether those items should be removed from the prioritization list since they are "givens." The group agreed to remove the following amenities from the prioritization list: public art; a landscaped perimeter and; green roofs on recycling and administration building.

Additional adjustments were made to the amenities prioritization list, including:

- Addition of "demonstration area" to the rain garden amenity
- Including afterhours access to the meeting room amenity
- Changing the Community Supported Energy (CSE) program/solar panels on station roof to assume that the roof will be able to support solar panels and if chosen as a priority, it would be to 'actively pursue' the CSE program
- Addition of N. 35th to the crosswalk warning light and/or curb bulbs amenity
- New addition of a jogging/running trail around the station
- New addition of integrating the green roof over parking lot as an active public space area

It was suggested that having financial information about each amenity would help the process and it was concluded that that information would be available as the amenities are prioritized and further developed.

**North Transfer Station
Stakeholder Workshop #4 Summary
May 16, 2011
Nalanda West 5:00 – 8:00 PM**



As the discussion on amenities continued, a stakeholder commented that in Concept C, there are now almost two parks across from each other, the community amenity of the park and the large green strip/buffer on the eastern side. This is preferable as it will appear as more continuous green space in conjunction with one another. A stakeholder asked whether the community could, at a later date, develop the open space into something else. Tim answered that by the time SPU knows which amenities will be included, they will have additional information about operations and maintenance requirements for the amenities. The stakeholder clarified that the question was about changing use of open space (or adding additional amenities to the open space) after the transfer station rebuild was done if funded by the community. Tim responded that SPU is open to those kinds of conversations with the community.

A stakeholder asked about the City’s One Percent for Art Program and whether that money could be put into some of the amenities that are being discussed, such as benches or exercise areas. Tim replied that while artists are often looking for synergy with the design firm, art funding should not be relied upon for specific items as a bench.

Stakeholders asked if sidewalks would be an amenity or if they were required. It was clarified by SPU that if improved sidewalks were required they would be constructed to City standards. If new or enhanced sidewalks were desired by the community but not required as part of the project approval process they would be considered as a potential amenity. Any sidewalk amenity would be evaluated along with the other amenities being considered for the street vacation.

The idea of having small food vendors as an amenity surrounding the station was discussed. The notion of providing space for small vendors was added to the pedestrian amenities category, and SPU clarified this did not mean they would fund a vendor program or specific activities.

Following the amenities discussion and making changes to the worksheet, Penny asked the stakeholder group to rate the remaining amenities by priority, with 1 = Low Priority and 11 = High Priority. The results can be seen below, in descending order of priority:

Replace parking lot at Carr Place N. and N. 35th Street with community open space such as: <ul style="list-style-type: none"> • A park • P-Patch/community garden • Children’s play area (Includes ongoing maintenance)	90
Pedestrian amenities along N. 34th, Woodlawn, N. 35th, such as: <ul style="list-style-type: none"> • Benches along perimeter • Exercise stations along perimeter • Community information kiosk 	76
Public access-active-on green roof over parking lot - integrated into open space	75
Crosswalk warning lights and/or curb bulbs at N. 34th Street, N. 35th Street and Woodlawn Avenue N.	70
Green space around perimeter for community use	68

Viewing room/education area for the public and school children	52
Community Supported Energy (CSE) program/solar panels on station roof (already able to support solar panels already assumed)	39
Improved sidewalks around perimeter	39
Community meeting room, beyond transfer station operating hours <i>[only for station options A or C]</i>	36
Rain gardens, demonstration area	33
Jogging/running trail around station	16

After the prioritization, the stakeholder group had a discussion about pedestrian amenities along the perimeter of the station and determined that the broadest use for the public should be sought, although an agreement was not reached about how much say the nearest neighbors would have in deciding the amenity and whether the broader community would be involved in the decision-making process. It was stated that the potential park amenity would be more like a pocket park than a magnet park such as Magnuson or Gasworks. Nancy Ahern stated that we would need to decide how far the net will be cast when it comes to including the community in the design of the amenities at that location.

The discussion wrapped up and the stakeholder group had no changes to the final prioritized list.

Stakeholder Recommendations Report

Penny Mabie, EnviroIssues

Penny pointed stakeholders to a draft table of contents as an example of what the Stakeholder Recommendation Report might include. She explained that the report would document the stakeholder group process, with an appendix of all meeting materials and summaries. She said a draft would be developed and sent to stakeholders for rounds of review and edits and that one final meeting would be needed to have stakeholders officially sign the report and formally submit it to SPU. The report will provide language able to be translated into the procurement process specifications.

One stakeholder asked that the draft reflect the opinion of some stakeholders that the City has not evaluated the site properly and that the language of that fact be stated clearly in the report. Penny asked that stakeholder to draft that specific language.

A stakeholder suggested that the report be accompanied by a letter signed by all Stakeholder Group members supporting the process and the recommendations, so that there would be accountability from the group. This proposed addition was approved and will be added to the report structure.

The stakeholders agreed to meet one final time to approve and sign the report. Nancy Ahern stated that more information about the amenities decision-making process will be provided at the next workshop. It was discussed whether stakeholders that have not participated in the meeting would be asked for their final say and it was determined that if a stakeholder has not participated in the process, then their input would not be sought for the final report.

**North Transfer Station
Stakeholder Workshop #4 Summary
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Final dates were discussed and a timeline will be developed, although a tentative time frame was determined as being between 4-6 weeks from Workshop #4. Tim Croll was asked when SPU would be going to City Council and responded that it would probably be during the first quarter of 2012 and that the time frame for the construction of community amenities would be similar to the time frame for the construction of the station.

Review Action Items and Next Steps

Penny Mabie, EnviroIssues

The stakeholder group will receive dates and the timeline for the stakeholder recommendation report, as well as potential dates for the final workshop, tentatively determined to be held sometime in mid or late June.

Attn:
Bill Benzer
Tim Croll
Nancy Ahern

Dear SPU:

Thank you for your continued willingness to seek input from the Wallingford Community Council (WCC) and the public at large at your recent walk-around and public forum.

Because three revised proposals for the North Transfer Station will be presented at the Stakeholders' Meeting on May 16, the WCC would like to take this opportunity to present our thoughts for your consideration.

Concepts A & C present options for a separate Transfer Station (TS) and Recycling and Reuse building (RR). Of the two, the WCC greatly prefers the siting configuration shown in Concept C. Concept C incorporates comments made by neighbors at the recent public forum. It opens the view corridor along Ashworth Avenue N to the extent it was blocked by the TS, significantly increases the east setback from residential and offers public park space both north and south of N 35th Street along Woodlawn Avenue N.

It is critical that Concept C include the following: the roof of the underground parking area must be accessible to the public and designed as part of a public park; the RR roof must be designed and maintained as a green roof, the north wall of the RR building should extend no more than 8-10' above grade, and noise emissions from the RR building should be minimized.

With regard to Concept B, the WCC would like to investigate a configuration in which the two lanes of outbound traffic are reduced to one lane prior to making the NE turn, thus reducing the paved area and enlarging the landscaped NE corner space. We would also like to see an Education and Observation component worked into the scheme so the public and school field trips can observe the operations of the station and learn about the city's efforts towards sustainability.

Additionally, we want to emphasize the fact that neighbors, WCC members and Stakeholders have donated countless volunteer hours researching, analyzing, meeting and conveying information about the project. In moving forward, we ask SPU to commit to the following:

- Transfer Station (TS) and Reuse and Recycling (RR) building footprints and setbacks will conform to those specified in the selected concept, with setbacks to residential zones maximized. The TS and RR should be located no further north and east than is shown in the May 13th versions of Concepts A, B, and C.
- The height of the new building(s) will not exceed the height of existing buildings on the site and will conform to the heights noted in each concept, unless lower heights are deemed feasible.
- The TS will be stacked over the tractor trailer yard to maximize TS setbacks to residential; the yard will be enclosed.
- Equipment, such as mechanical equipment, will not be located on the top of either the RR or TS buildings; solar panels may be located on the TS.

- The buildings and their uses will not be expanded or extended on the existing IB and C2 properties in the future without providing additional environmental review and impact assessment.
- City and state code requirements and regulations placed on the existing IB and C2 parcels will run with the land, and be considered a minimum baseline for impact assessment, except where future zoning and environmental code regulations apply more stringent code requirements.
- SPU will limit allowable noise emissions from buildings and roadways developed on the existing C2 property to those allowed in the current commercial zone and will make every effort to abate TS & RR noise.
- SPU will provide on-going security, traffic and environmental monitoring and publish results to the public at least once each year. This monitoring should begin prior to the new transfer station being built, so as to establish a baseline for comparison. We are not prescribing the monitoring regimen - we ask that you come to the WCC or hold an open meeting where a proposed regimen can be reviewed.
- A public park will be developed and maintained at the Carr Place Parking lot. The design and primary uses of the park should be done in consultation with a Stakeholder Group that includes immediate neighbors.
- Public green spaces that are marked as community amenities in the concepts will be developed and maintained; these spaces should promote a quiet and pleasant pedestrian experience along N. 35th Street and Woodlawn Avenue N.
- Station operating hours will not exceed current operating hours except in the case of a major disaster.
- Traffic circles will be installed along N 36th Street at Interlake and Woodlawn.
- Conditional on SDOT approval, the WCC asks that a 4 way stop and pedestrian crosswalk be installed at N 35th Street and Woodlawn and a highlighted crosswalk, warning light and curb bulbs be installed at N 34th Street and Woodlawn.

Finally, we ask SPU to pursue changes to the existing zoning through a contract rezone. We have weighed the pros and cons of both a text amendment and a contract rezone and believe that the contract rezone offers the greatest protection for the community and the environment as the process moves forward.

While we cannot say the list above is final, we think it does reflect the current wishes of near neighbors and those most impacted. We are also concerned that groups which are not impacted by the TS and RR may choose to use this opportunity to seek funding for related community projects. We would oppose such efforts.

Thank you for your consideration.

-The Wallingford Community Council