North Transfer Station Stakeholder Group Compendium

Chapter 12: Community Outreach

Community Outreach

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The North Transfer Station (NTS) needs to be replaced

- Currently, about 800 thousand tons of solid waste are generated in the City of Seattle each year
- Built in the mid-1960s, the station is past the end of its useful life
- The current station does not provide enough space or circulation for current or future recycling and solid waste transfer operations
- Seattle Public Utilities plans to replace the current station at the existing location, 1350 N 34th St, Seattle, Washington

Schedule and Process

2008:
- Environmental studies completed
- Stakeholder committee formed

2009:
- Stakeholder committee continued to meet
- Additional trees planted in front of existing transfer station

2010:
- Station concepts created
- Stakeholder committee continued to meet

2011:
- Stakeholder committee continues to meet
- Preferred concept to be chosen

2012:
- Final design will begin

Comparing concepts to design the new North Transfer Station

In 2008, SPU formed a stakeholder group made up of neighbors, community members and station users to provide input on station concepts and help SPU identify a preferred concept that will guide the design-build process. SPU is now seeking feedback from the community on the final two concepts before identifying the preferred concept.

Notable Similarities

- Zoning changes and closure of Carr Place North between North 34th and North 35th Streets which need Seattle City Council approval
- Modern, enclosed buildings to reduce noise and odor
- 10,500 square foot reuse and recycling building
- New community amenity at Carr Place North
- Access to reuse and recycling before crossing scales
- Transfer trailer parking and maneuvering underground
- Improvements to pedestrian experience and perimeter landscaping

Notable Differences

- Location of reuse and recycling building
  - **Concept 8/9A** – separate from main tipping floor
  - **Concept 8/9B** – attached to the main tipping floor
- Education area
  - **Concept 8/9A** – located in separate reuse and recycling building
  - **Concept 8/9B** – located between tipping floor and attached reuse and recycling building
- View corridor
  - **Concept 8/9A** – extends further east
  - **Concept 8/9B** – located further west, providing view corridor for Ashworth Avenue North
- Distance of roads or buildings from Woodlawn Avenue North
  - **Concept 8/9A** – 55 feet
  - **Concept 8/9B** – 50 feet
- Square feet of landscaped area
  - **Concept 8/9A** – 102,000
  - **Concept 8/9B** – 92,000

North Transfer Station

Rebuilding for the Future of Solid Waste

Seattle Public Utilities

Get Involved

Community meeting

April 30, 2011 • 12 p.m. - 2 p.m.

Hamilton International Middle School
1610 N 41st Street
Seattle, WA

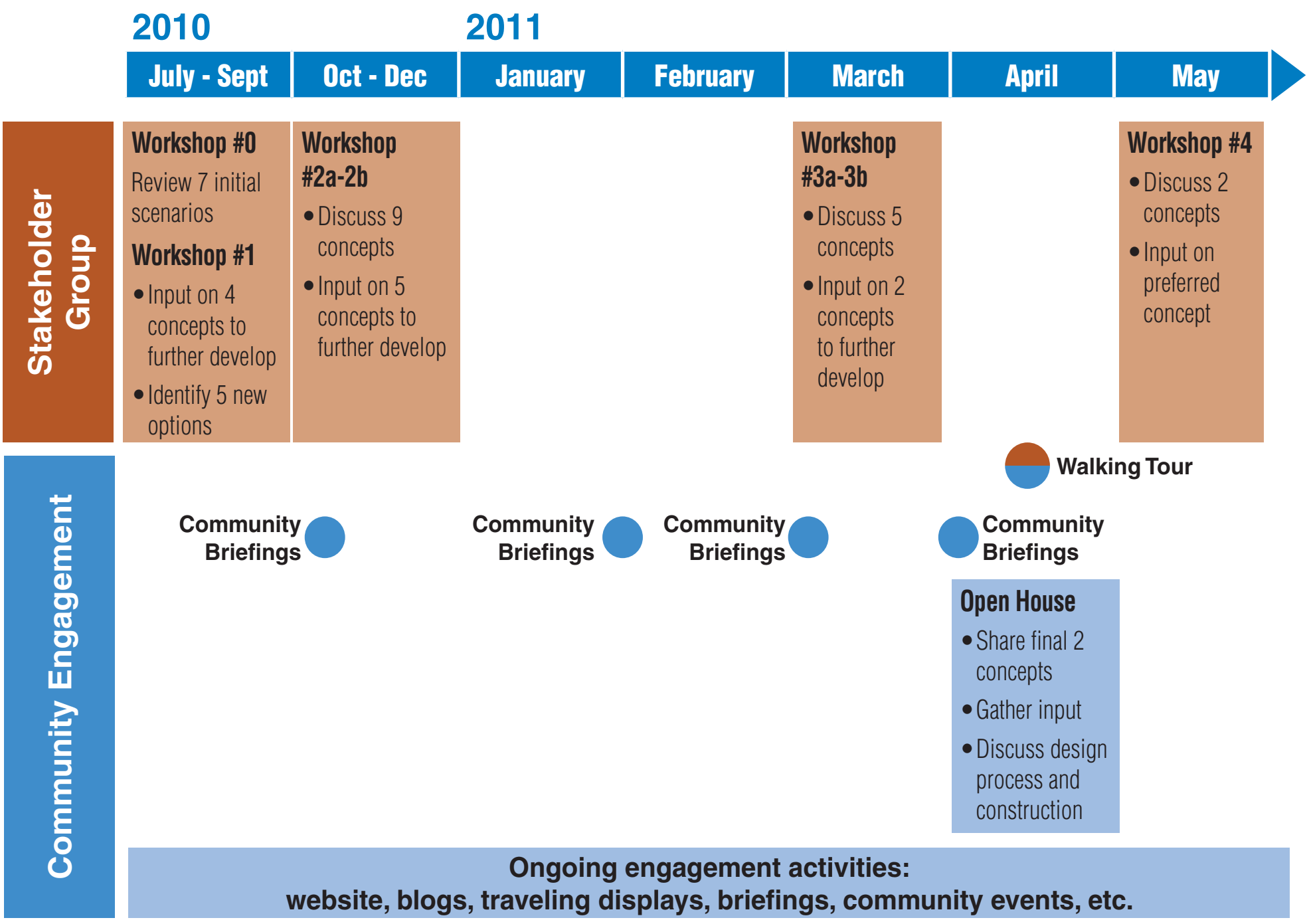
Walking tours of the perimeter of the transfer station

April 30, 2011 • 9:30 a.m. - 11 a.m.

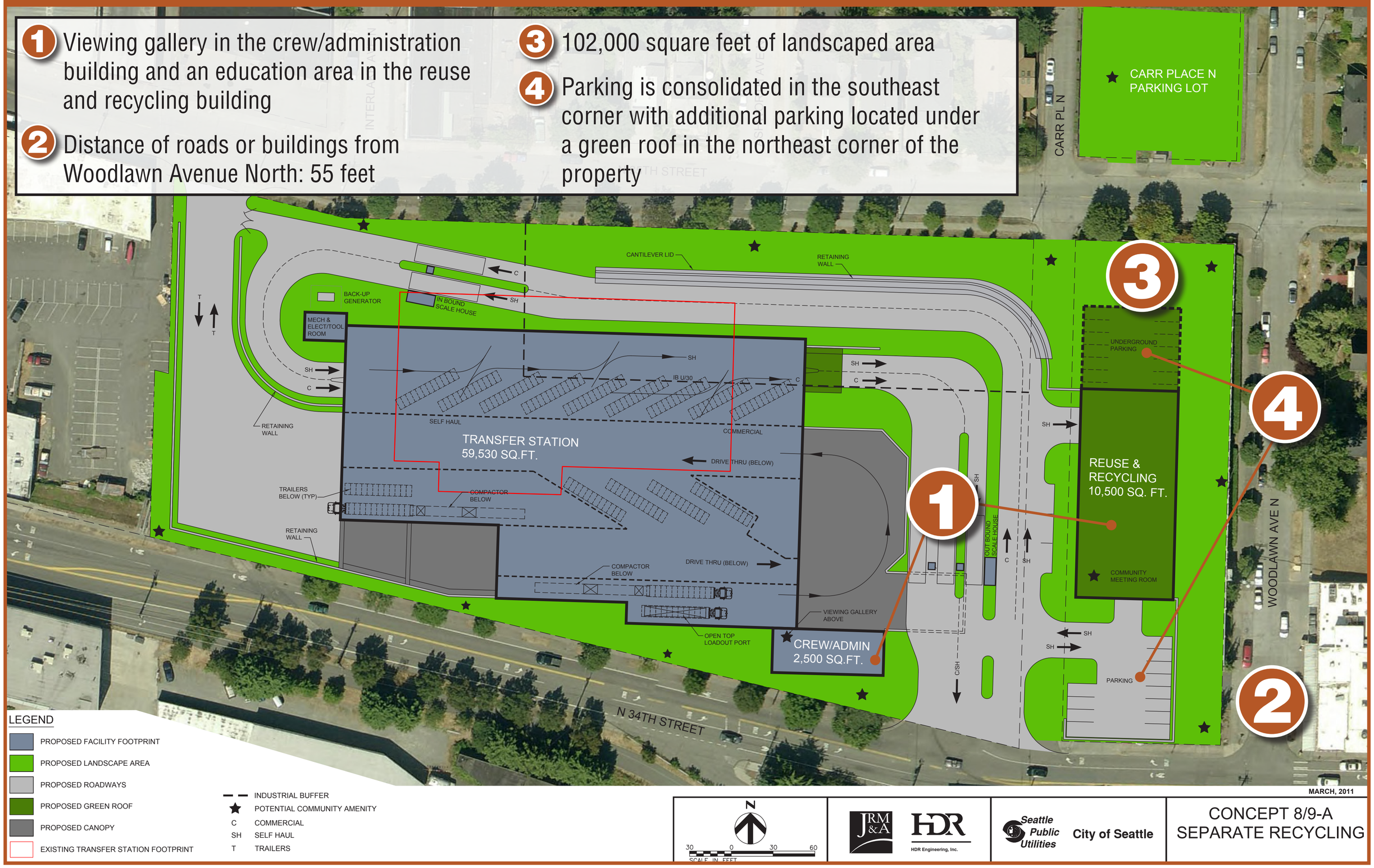
Corner of N 34th St and Carr Place N
Seattle, WA

Visit our website for more information:
www.seattle.gov/util/transferstations

Schedule



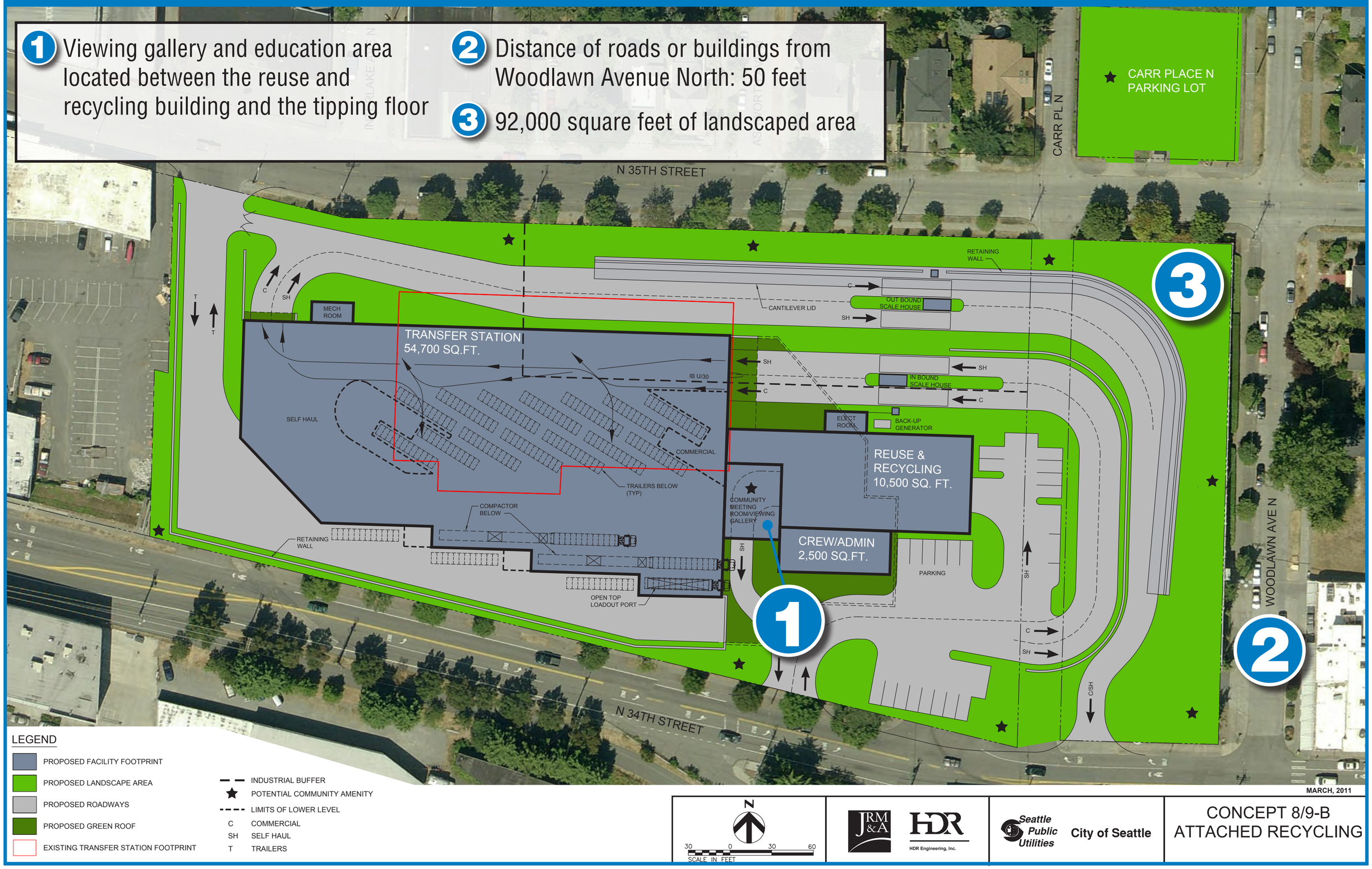
8/9A Separate Recycling



Key Attributes:

- The reuse and recycling building is separate from the main building and located on the eastern side of the property
- All entrances to the reuse and recycling building and transfer building face south or west to minimize noise to neighbors
- Located as far southwest on the property as possible while maintaining room for trailers to turn
- To reduce traffic back ups on North 34th Street, there will be more space for vehicles to line up on site and to unload in the station

8/9B Attached Recycling



Key Attributes:

- The reuse and recycling building is attached to the main building
- The entrance to the transfer building faces east
- The entrance to the reuse and recycling building faces east to minimize noise to neighbors
- Located as far southwest on the property as possible while maintaining room for trailers to turn
- To reduce traffic back ups on North 34th Street, there will be more space for vehicles to line up on site and to unload in the station

Seattle Public Utilities

Executive Summary of Community Outreach, February – May 2011

This executive summary provides an overview of the public outreach conducted February – May 2011 as part of the Seattle Public Utilities (SPU) North Transfer Station (NTS) project. The results presented in the summary provide a high-level report of community preferences regarding the rebuild of the station, emerging themes from the NTS station customer survey responses, and key feedback from the public walking tour and community meeting to help determine the final design concept recommendation from the SPU NTS stakeholder group to SPU.

The community outreach activities conducted to date have reached out to various audiences and have included regular attendance at the local Fremont Sunday Street Market, where staff engaged booth visitors with informational materials and the concepts being considered in the NTS conceptual design process; creation and administration of a 19-question survey, conducted over twelve days at the existing transfer station; and hosting a public walking tour and community meeting aimed at generating project interest, increasing community knowledge of the final two concepts, and soliciting feedback about design factors being considered. The purpose of this overview is to relay key feedback heard by the public involvement consulting team throughout the engagement process.

Community Preferences

Drawing from **more than 600 interactions** with community members and interested citizens about the NTS project, community input regarding the rebuild of the station has been multi-faceted and led to many robust conversations about the future of the station, the surrounding community, and Seattle's solid waste stream.

Interactions at the Fremont Sunday Street Market encouraged booth visitors to review the concepts being considered and learn more about the overall process of the project. Some visitors were not aware that the station was being rebuilt, but were interested in learning more about the concept differences and in some cases, had additional input about potential amenities. While visitors were not specifically asked about their design factor or concept preferences, several expressed opinions regarding the process. A sample of common questions and comments can be seen below:

- *"Will there be an effort to reduce odor at the new station?"*
- *"If there is a separation of the reuse and recycling building, visitors may not be inclined to make both loops. Also, not having it all in one facility may make it more difficult to retrofit in the future as Seattle moves toward zero-waste."*
- *"Having a separate reuse and recycling building has more utility for use and recreation."*
- *"When will construction start? Will the station be closed during construction?"*
- *"I prefer Concept 8/9A because of the increased square footage. I also like the circulation and additional onsite queuing capacity for customers."*

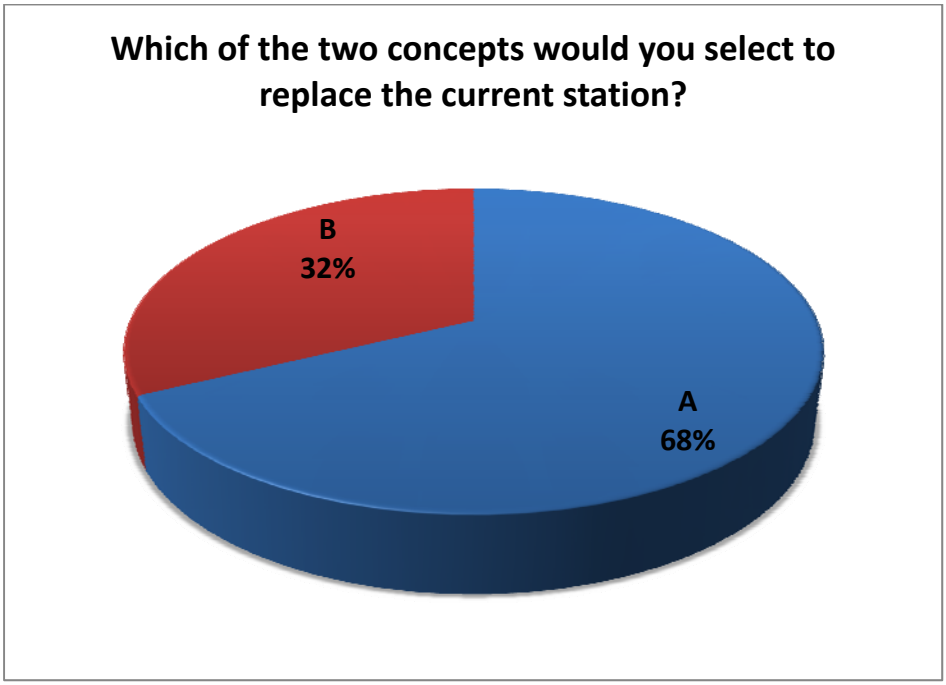
In summary, attending the Fremont Sunday Street Market allowed visitors to learn more about the project background and need, the timeline, and the major differences between the two concepts being considered. With a lot of information provided and many opinions heard, the outreach at the market was done subsequently with the survey conducted at the station, which was aimed at generating specific input, particularly on design factors and concept preference, summarized below.

NTS Customer Survey Summary

In April and May of 2011 more than 400 station users took surveys administered electronically using Survey Gizmo on iPads. The 19-question survey consisted of general questions about why customers visited the station, solicited feedback on design factors, and gathered demographic information about station users. The survey was available in English, Spanish, Chinese, Vietnamese, Tagalog and Somali. Spanish interpreters were onsite to provide translation services. Respondents were also presented with site plans for Concepts A and B (formerly Concepts 8/9A and 8/9B, respectively), and were asked to weigh in on their preferences.

Preference between Concepts A and B

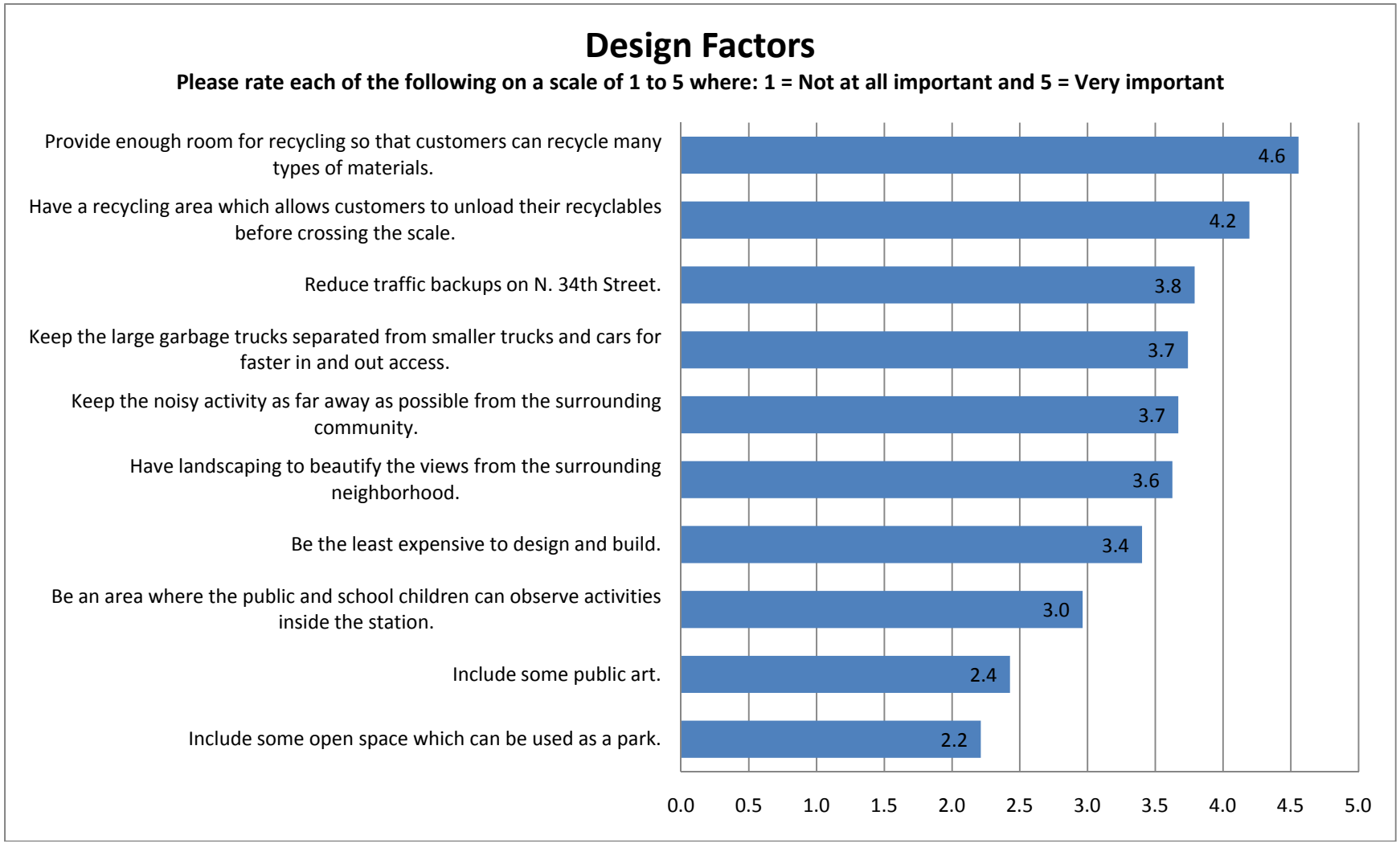
When asked their preference of the two concepts to replace the current station, a majority of respondents (68%) answered Concept A. Some respondents declined to answer this question because they did not feel qualified to make a judgment, or needed further information about operational and structural details.



Preferences among Design Factors

When asked about design factors being considered in the design of the new station, station users generally responded that recycling factors were most important, while neighborhood amenities were viewed as less important. The chart below presents the averages of the rated factors, with 1 = Not at all important and 5= Very important.

Seattle Public Utilities



Emerging themes from the NTS Survey

Of over 400 responses received:

- **217** were using the station for **business** purposes
- **106** brought **garbage**
- **Most** recyclers brought **cardboard and metal**
- **83%** were not previously aware that SPU is planning to rebuild the station
- **68% preferred Concept A**
- **Most** survey respondents were **white males between the ages of 35-54**
- **96%** of survey respondents **speak English at home**
- **47 respondents** speak a language **other than English** at home

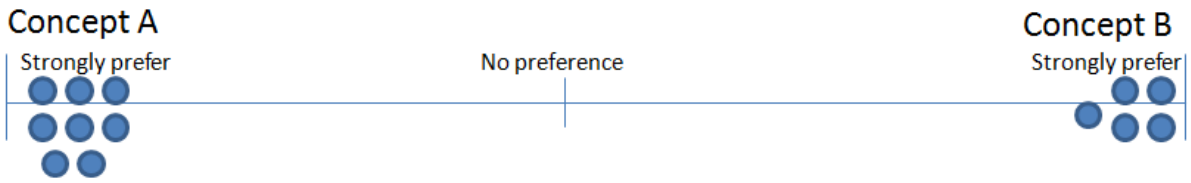
Walking Tour and Community Meeting

Neighbors, community members and businesses in the area were invited to attend a self-guided walking tour around the perimeter of the NTS. At viewpoints around the perimeter, architectural renderings, site plans, view corridors and cross sections were displayed to help attendees visualize what the new station would look like compared to the current station. SPU and consultant staff members were also available at each viewpoint to answer questions and record comments. The number of visitors at the tour varied by viewpoint location, but averaged approximately 20 people.

A community meeting was held in conjunction with the walking tour, where attendees listened to a presentation from Tim Croll, SPU, and learned more about the history of the project as well as the two concepts currently under consideration. Meeting participants provided feedback through a variety of methods including a question and answer period, an interactive open house, and a comment form available at both the walking tour and the community meeting.

Community meeting concept preference

At the community meeting, attendees had the opportunity to express their opinion about concept preference, seen in the image recreated below.



In addition to providing input on concept preference, walking tour and meeting attendees had questions and comments regarding the project, a sample of which is given below:

- *"Concept A has best opportunity to shelter or "contain" site activity and noise."*
- *"Prefer Concept A recycling location and green space"*
- *"Prefer building location and size of Concept B"*

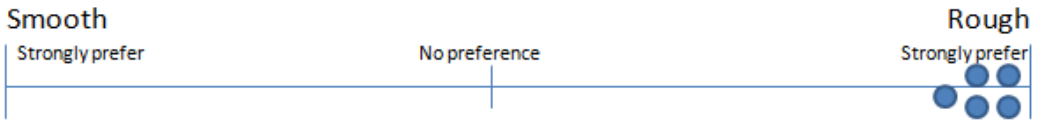
- *"Can you study a hybrid of Concepts A and B to maintain the view corridor through Ashworth Avenue N. while having the separate recycling building?"*
- *"I would prefer a contract rezone and not a text amendment so that the community is formally allowed to request specific benefits be included in the rezone. "*
- *"The crosswalk at N. 34th Street and Woodlawn Avenue N. needs to be improved."*
- *"Mitigation for airborne particulates during construction should be a high priority. It's not safe for the neighborhood. "*

Architectural Treatments Preference

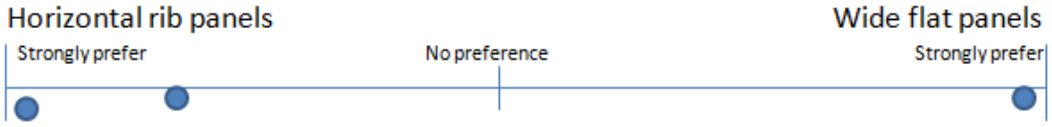
Meeting attendees viewed the proposed architectural and design elements and placed a dot to show their preference between two architectural elements.

Canopies vs. Overhangs

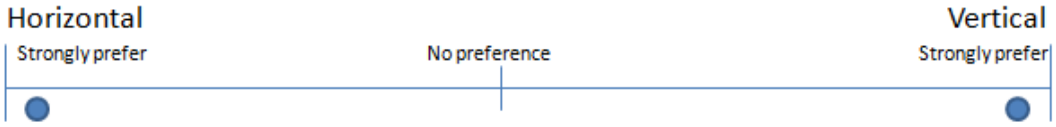
Finish



Metal Exterior



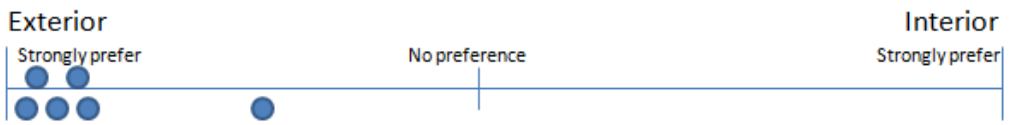
Horizontal/Vertical



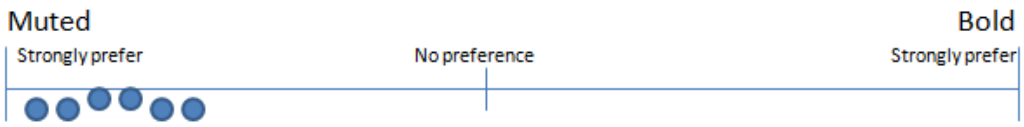
North Transfer Station
Community Outreach Executive Summary
May 12, 2011

Seattle Public Utilities

Columns

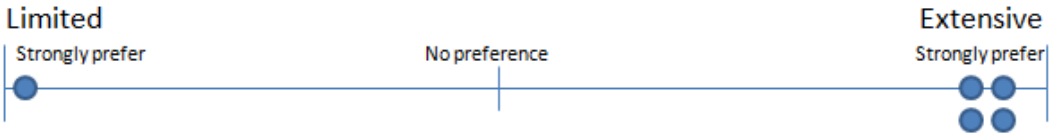


Color Palette



Modulation

Daylighting



The public outreach consultant team encouraged thorough input throughout the process by creating in-person interactions and providing translated materials to ensure that information was available to many audiences. While this summary provides high-level emerging themes and key points regarding the input received, full summaries of the following can be found at www.seattle.gov/util/transferstations:

- *Fremont Sunday Street Market outreach summary*
- *North Transfer Station Customer Survey Report*
- *Walking Tour and Community Meeting summary*

SPU NTS Outreach 2011
Fremont Sunday Street Market
Outreach Summary
February – April 2011

Overview

Established in 1990, the Fremont Market has evolved into a thriving and diverse, European-style, street market that goes all year round indoors and outdoors every Sunday. The market hosts anywhere up to 180 exhibitors who continue to delight the crowds and treasure-hunters week after week with everything you can imagine and some things you can't. The market is located in the heart of Fremont along N. 34th Street and is attended by hundreds of visitors each Sunday throughout the year.

The North Transfer Station booth was at the market five times through February, March and April leading up to the community meeting. The specific dates were **February 20th and 27th, March 27th, and April 10th and 17th.** In total, booth staffers talked to more than 160 people about the project and answered several questions at each event.

Comments and Questions

Many booth visitors were interested in hearing general information about the project, such as the timeline and need for rebuild. Several other attendees were interested in getting information about the general solid waste stream and often had questions about where their own garbage and recycling goes. Dozens of people were engaged by staff and many stayed for several minute to hear about the concepts, the major differences between them, and where SPU and the stakeholder group is in the down-select process. Many suggestions were made regarding the rebuild of the station and staffers captured questions and comments on iPads. The iPads were also used to administer brief surveys aimed at gathering contact information for those interested in receiving more information about the project. The surveys were translated into six different languages for the events.

A sample of common questions and comments received at the Fremont Sunday Market include:

"Will there be an effort to reduce odor at the new station?"

"Will there be more bays located in the new station?"

"I prefer Concept 8/9A because of the increased square footage. I also like the circulation and additional onsite queuing capacity for customers."

"I would like to see a chance to reclaim discarded materials in the reuse and recycling building."

"I'm happy to see that the station will be rebuilt in its current location instead of being moved to a lower-income area with environmental justice issues."

"I am concerned about the flat tipping floor. What if someone is dumping nails?"

"If there is a separation of the reuse and recycling building, visitors may not be inclined to make both loops. Also, not having it all in one facility may make it more difficult to retrofit in the future as Seattle moves toward zero-waste."

"Having a separate reuse and recycling building has more utility for use and recreation."

"Do both concepts provide equal amounts of onsite queuing?"

"When will construction start? Will the station be closed during construction?

"How will neighborhood traffic be impacted by both of these plans?

"What are the operational differences between the two concepts?"

Booth Materials

With the goal of zero-waste in mind, the booth was staffed using iPads and a reusable traveling display board that presented the different concepts as well as general project information, background and need, schedule and timeline, and ways to get involved. In the weeks prior to the walking tour and community meeting, postcards were handed out to raise awareness of the upcoming events. In addition, a "Where does it go?" handout was available in six different languages.

SPU North Transfer Station Rebuild Project and Community Amenity Requests

This is an excerpt of the 7/28/2010 "Issues of Interest Table" and it has been updated based on discussions with the North Transfer Stakeholder Group.

WCC request	SPU response
1. Commit to the new station footprint in the form of setbacks so that the facility does not creep outwards during design development or as a result of future remodeling.	Agree.
2. Limit the height of the rezoned lots to the height of the existing station to maintain and enhance view corridors.	Agree that structures on existing transfer station parcel will be no higher than the present tipping building elevation – with the exception of any solar panels or green roof elements. Any building on 1550 parcel will be considerably lower than existing building. We are checking on 1550 recycling building roof elevation vs. present tipping building elevation.
3. Specify an aesthetically pleasing roof as it is very visible to the community, ideally including a green roof or solar elements.	Roof will be aesthetically pleasing. SPU is tentatively willing to offer roof of main tipping bldg for community solar as a portion of the community benefit for street vacation and rezone (pending further discussion on the complete set of community amenities for street vacation/rezone.) SPU is tentatively willing to include a green roof on the recycling building as a portion of the community benefit for street vacation and rezone (pending further discussion on the complete set of community amenities for street vacation/rezone.).
4. Develop a quiet, pleasant and heavily landscaped pedestrian experience along Woodlawn Ave N and N 35th Street to encourage pedestrian activity in the area.	Will develop such landscaping to comply with new transfer station landscaping requirement. SPU is tentatively willing to make such landscaping area accessible to the public as a portion of the community benefit for street vacation and rezone (pending further discussion on the complete set of community amenities for street vacation/rezone.).
5. Develop the streetscape along N 34th Street to encourage future commercial development.	SPU is tentatively willing to establish a pedestrian-friendly experience along 34th with amenities as a portion of the community benefit for street vacation and rezone (pending further discussion on the complete set of community amenities for street vacation/rezone.)

6. Provide an ongoing security, traffic, and environmental monitoring process and regularly publicize results.	SPU is willing to establish some sort of such a monitoring process, but would like to talk more with WCC about the details of what might be desired.
7. At the Carr place pocket park SPU should develop and fund maintenance for a playground, a P-patch, or a combination of the two.	SPU is tentatively willing to: make the space available, further plan it with the community, develop it, and fund the maintenance of such a public space as a major portion of the community benefit for street vacation and rezone (pending further discussion on the complete set of community amenities for street vacation/rezone.)
8. Add and operationally fund an engaging Education and Observation Component 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 agree that the community meeting room should be eliminated from the designs; we do not believe it will be an asset to the neighborhood.	SPU agrees that a community meeting room does not make that much sense within the station's perimeter. SPU is tentatively willing to include an <u>educational viewing room</u> as a portion of the community benefit for street vacation and rezone (pending further discussion on the complete set of community amenities for street vacation/rezone.). Ongoing staffing of the educational facility is still under consideration.
9. Do not exceed existing station operating hours.	SPU has no plans at this point to increase the open hours or the operating hours, short of a major disaster such as an earthquake.

Various Other Amenity Suggestions	
Idea	**Comment**
A) A crosswalk warning light and/or curb bulbs at N 34th St and Woodlawn Ave N	This was suggested by several station neighbors at a community traffic meeting. What is the view of WCC?
B) If recycling bldg is put on 1550 parcel, prebuild enough strength so that a later third story could be added as some type of community center accessed off of Woodlawn, if funding were to become available.	This was suggested at Fremont Neighborhood Community meeting. SPU has not yet costed this out. What is the view of WCC?

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.

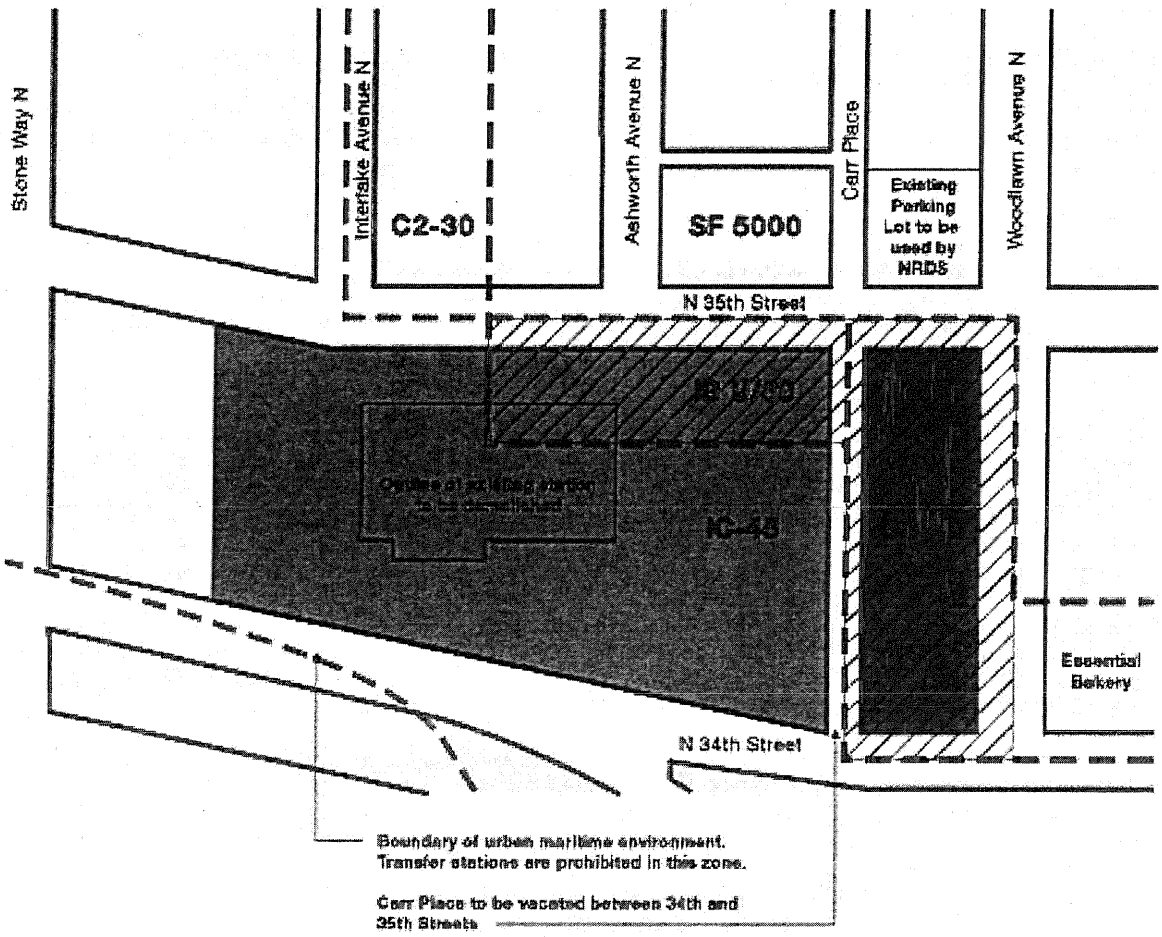
Finally, we request that the City contact us whenever considering land use changes that will impact our neighborhood, so that we may ensure neighborhood feedback is included in the process. Thank you for your consideration of our request.

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

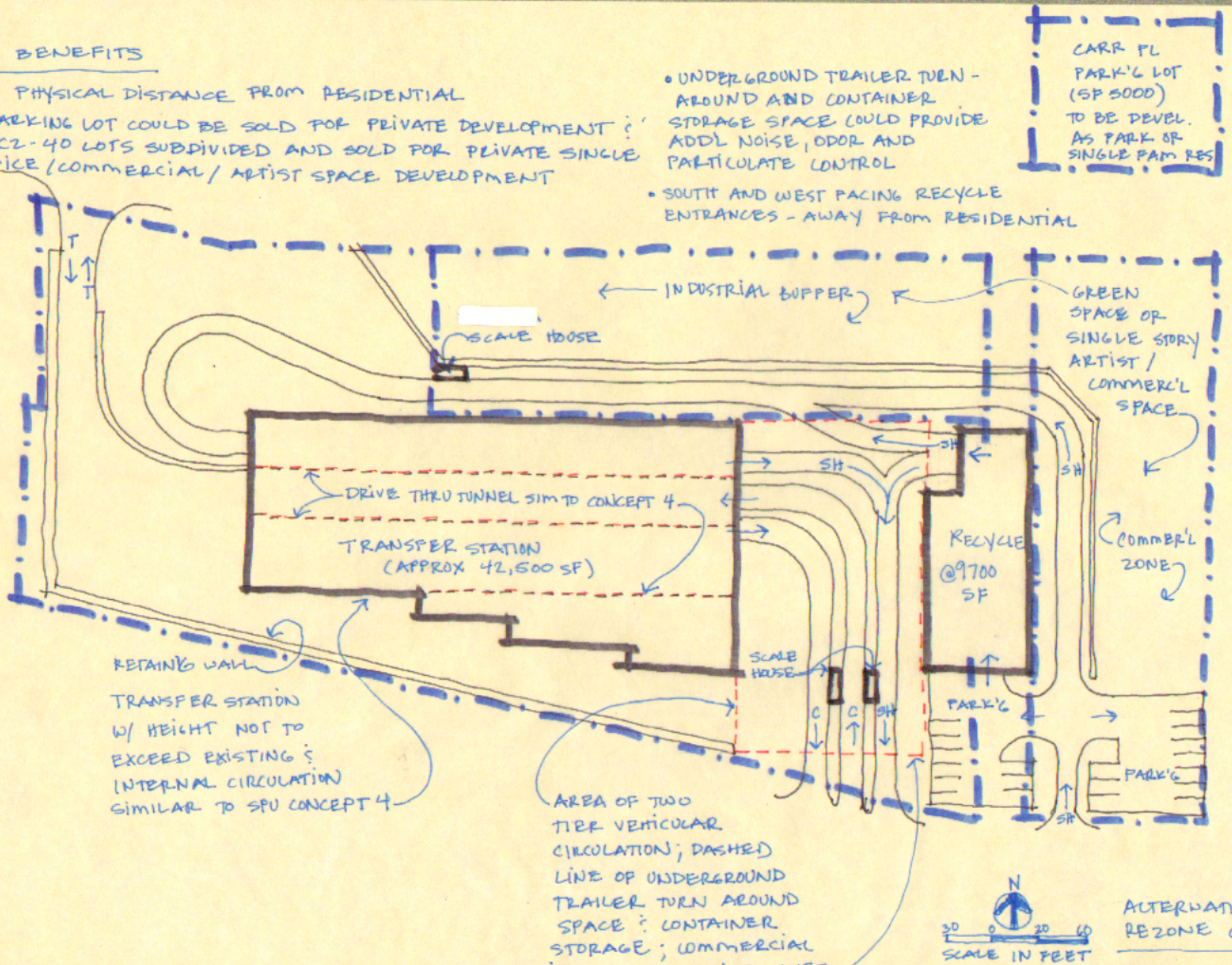
OLD OROWEAT BAKERY / NRDS EXPANSION SITE

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

We recorded a number of questions asked at the Wallingford Community Council Meeting on 10/6/10. The questions asked and answers from SPU are presented below:

- Why did SPU not consider moving the transfer station to Interbay? The Solid Waste Management Plan adopted by the City Council in 1998 states that the NRDS would be upgraded at its existing location. Also, in response to citizen requests made when SPU was preparing the draft Solid Waste Facilities Mater Plan in 2003, SPU considered whether there were other sites in the north end of the City that could be used for a Transfer Station. The outcome of this evaluation was that there was not clear benefit to our ratepayers to move the station. This is documented in Appendix L, page 1 of the draft Solid Waste Facilities Master Plan.
  http://www.seattle.gov/util/groups/public/@spu/@usm/documents/webcontent/cos_001793.pdf

  The City Council reiterated its earlier decision to rebuild the North and South Transfer stations in their present locations when it adopted Ordinance 122447 on August 3, 2007.

- Why did SPU condemn and purchase the 1550 property (Oroweat) over the property located to the West? As part of the Solid Waste Facilities Master Plan SPU looked at a number of potential layouts for the future North Transfer Station and all of our solid waste facilities. These initial layouts were evaluated based on a number of factors including improving accessibility of reuse and recycling drop-off area for customers, space for offices and employee facilities. It was decided that purchasing property to the east of the existing station best met these goals.

- Why do we need a north Transfer Station in the first place? SPU did evaluate an alternative that did consider closing the North Transfer Station in the Solid Waste Facilities Master Plan. On page 1 of Appendix L. "However, Seattle Public Utilities has a mandated responsibility to provide solid waste services for the City of Seattle, and part of that responsibility is to provide a place for people to drop off waste and recyclables. The two City Recycling and Disposal Stations receive a total of over 400,000 customer visits per year. Therefore, there is a clear demand for this service. Despite efforts to provide alternatives to the transfer stations, many customers rely on these facilities to dispose of their waste. Closing the stations is not in the public's interest and is likely to hurt the city economically". SPU finds that there is efficiency and environmental benefit to having two transfer stations since it reduces the miles driven to dispose of waste and recycling. SPU also has a responsibility to provide equitable, fairly distributed solid waste services to our ratepayers. The City as a whole is committed to a policy of social justice and social equity. It is more equitable and a

fairer distribution of impacts for different parts of the city to share the benefits and downsides of having one transfer station in the north part of the city and one in the south part of the city.

- Did the noise study performed as part of the SEPA analysis adequately characterize the noise associated with the new station? The noise study performed for the SEPA analysis did anticipate that the future transfer station building could extend into the industrial buffer the same amount as the existing structure currently does. It also assumed that the 1550 property would be used for recycling, reuse, offices and employee facilities. The study concluded that noise from the new facility would be less apparent to the neighborhood than it is today. The project team is aware that potential noise from a rebuilt station is a concern of the adjacent neighbors and will include mitigation measures, such as enclosing the station, as design concepts move forward.

- Is SPU considering an overall landscaping plan along the perimeter of the site? The landscaping ordinance for transfer stations will require a high level of landscaping and screening around the new station. We have heard from our Stake Holder Group the idea of making N 34th Street more walkable. We think this is feasible without moving the transfer station building further north.

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

February 14, 2011

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

Dear Mr. Benzer:

On January 5, 2011, the Wallingford Community Council (WCC) met to discuss the proposed North Transfer Station (NTS) rebuild and expansion project located at 1350 & 1550 North 34th Street and Carr Place N in Wallingford. At the meeting, our WCC Members on the NTS Stakeholder Group presented the 5 options under consideration for the facility rebuild. We shared the results of that discussion with you at our February 2nd meeting and are sending this updated letter to also share the results with the city council, mayor, and stakeholder group.

The WCC is committed to a vibrant neighborhood in South Wallingford that supports a mix of community, business and residential development to foster pedestrian activity in the area, link the neighborhood to Gas Works Park and the waterfront, maintain views, encourage small business growth, and preserve the character and integrity of the neighborhood's residential areas. Seattle Public Utilities and the City must design a facility that will accomplish these objectives.

4 Concepts require rezones and/or land use changes and extend beyond the 1350 parcel to also develop Carr Place, the 1550 parcel and the Carr Place Parking lot. Of those 4 concepts, the opinion of the WCC is that Concept 8/9B-Attached Recycling best addresses our concerns. The option:

- Sites the Transfer Station further south and no further east than the existing station and locates the Reuse and Recycling Facility next to the transfer station on the 1350 parcel.
- Offers the greatest separation between the adjacent residential neighborhood and NTS buildings and their internal operations.
- Caps the internal operations of the Transfer Station by stacking the customer entrance and recycling facility over the transfer trailer traffic to reduce noise, odor and pollution exiting the facility.
- Creates a cantilevered lid to redirect noise from the drive lanes.
- Maintains a significant landscaping area along N 35th and Woodlawn Avenue N.
- Provides Carr Place Parking Lot as a Community Amenity.

In addition, the WCC believes the following should be committed to as part of the rezoning/land use approval process:

- Commit to the new station footprint in the form of setbacks so that the facility does not creep outwards during design development or as a result of future remodeling.
- Limit the height of the rezoned lots to the height of the existing station to maintain and enhance view corridors.
- Specify an aesthetically pleasing roof as it is very visible to the community, ideally including a green roof or solar elements.
- Develop a quiet, pleasant and heavily landscaped pedestrian experience along Woodlawn Ave N and N 35th Street to encourage pedestrian activity in the area.
- Develop the streetscape along N 34th Street to encourage future commercial development.
- Provide an ongoing security, traffic, and environmental monitoring process and regularly publicize results.
- At the Carr place pocket park SPU should develop and fund maintenance for a playground, a P-patch, or a combination of the two.
- Add and operationally fund an engaging Education and Observation Component 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 agree that the community meeting room should be eliminated from the designs; we do not believe it will be an asset to the neighborhood.
- Do not exceed existing station operating hours.

We are opposed to bringing forward Concept 2. Shallow landscape buffers, such as those proposed in Concept 2, should also not be marked as a community amenity in design proposals. Additionally, the Board believes the other two rezoning options will be higher impact to the community and require substantial changes to be acceptable.

Thank you for your consideration,

The Wallingford Community Council (please contact wccprez@wallingford.org for follow up)

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