North Transfer Station Stakeholder Group Compendium

Chapter 13: Stakeholder Group Report

Stakeholder Group Reports

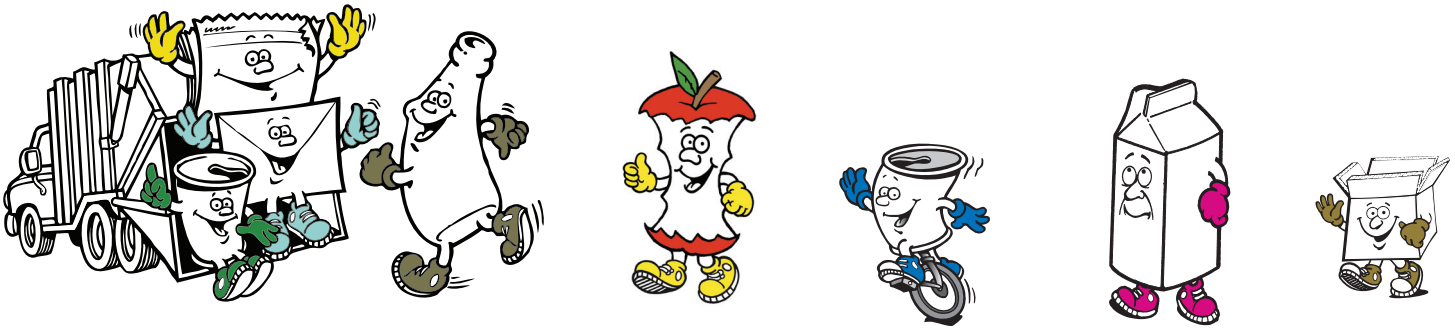
2011 North Transfer Station Stakeholder Group Recommendations Report……..….3

Director Hoffman Decision…….……..……..……...20

North Transfer Station

Rebuilding for the Future

Seattle Public Utilities



Stakeholder Group Recommendation Report

Prepared by: EnviroIssues

Table of Contents

Cover Letter	1
Introduction	4
Project Background	4
Project Specifications	5
Stakeholder Group Background	6
Stakeholder Group Activity Prior to Conceptual Design	7
Recommendations of the Stakeholder Group	12

Stakeholder Group
North Transfer Station
Seattle, WA

June 29, 2011

Ray Hoffman
Director
Seattle Public Utilities
700 Fifth Avenue, Suite 4900
PO Box 34018
Seattle, WA 98124-4018

Dear Director Hoffman,

Through a collaborative process with Seattle Public Utilities (SPU) and the design team, we have completed our work as the North Transfer Station Stakeholder Group.

The purpose of the following report is to provide an overview of the Stakeholder Group process, document the work and exchange between SPU and our group, and formally submit our final recommendations to SPU to help guide the design of the North Transfer Station.

The siting of a replacement for the aging North Transfer Station has been considered by SPU since at least 1998. In that year, a Solid Waste Plan was adopted by the Seattle City Council. The 1998 plan did not address North Transfer Station siting issues. Notwithstanding dispute over the adequacy of the process leading to selection of the current site, we have come to consensus on how best to replace the current facility using the existing site.

We stakeholders conditionally support the needed zoning changes to develop a campus for the transfer station contingent upon implementation of the recommendations in the following report. We recommend using the 1550 building, vacating Carr Place N, with the expectation of community amenities including a park at the Carr Place N parking lot, and creating a separate reuse and recycling building. We also recommend moving the buildings as far southwest as practical. See Recommendations of the Stakeholder Group for a detailed summary of the stakeholders' recommendations.

This Stakeholder Group Recommendation Report was reviewed and agreed upon by the undersigned members of the North Transfer Station Stakeholder Group, with the following caveat:

Two key issues have dominated the stakeholders' discussions to rebuild the North Transfer Station at this location: (1) the impact on the surrounding residential neighborhood and (2) zoning restrictions on the use

of the parcels being considered for the redesign and rebuild. Not all of the zoning restrictions were identified early in the transfer station design discussions. These restrictions are important as they inform the future development of the property and its effect on the surrounding neighborhood. We agree to support zoning changes and a street vacation for the new facility based on implementation of our recommendations that limit the impact on the surrounding neighborhood. Should these recommendations be disregarded as the project goes forward, some stakeholders may withdraw their support for the project. We believe that the process would have been more efficient if accurate information on zoning restrictions had been used to guide the process from its inception.

We appreciate the opportunity to have participated in this collaborative process.

Sincerely,

The North Transfer Station Stakeholder Group
(see signatures on the next page)

Bill Bergstrom

David Ruggiero

Pat Finn Coven

Rob Stephenson

Eric Johnson

Toby Thaler

Barbara Luecke

Cathy Tuttle

Patricia McNeil

Jessica Vets

Erik Pihl

Paul Willumson

Bob Quinn

Introduction

Seattle Public Utilities' (SPU) North Recycling and Disposal Station (NRDS), located at 1350 N 34th Street in the Wallingford/Fremont area, is outdated and needs to be replaced. A replacement has been under consideration for more than 13 years.*

In 2008, SPU formed a stakeholder group of interested neighbors, station users, and community members to participate in the design and rebuild of the North Transfer Station. The Stakeholder Group was tasked with working collaboratively with SPU to provide detailed input for the design of the new transfer station and recycling facility.

The purpose of this report is to provide an overview of the Stakeholder Group process, document the work and exchange between SPU and the Stakeholder Group, and submit the final recommendation to SPU to help guide the design of the North Transfer Station.

This report details the collaboration between SPU, the design consultant and the Stakeholder Group, and reflects the understanding and consensus reached throughout the conceptual design process. This process resulted in the final recommendation of a concept site plan, Concept C, which encapsulates desirable, efficient design features suiting the Stakeholder Group and SPU, chosen from more than 12 options.

**Currently known as the North Recycling and Disposal Station, the future station will be referred to as the North Transfer Station for the purposes of this report.*

Project Background

One of two solid waste handling facilities in Seattle, the North Transfer Station is an integral component of the solid waste system in Seattle yet it lacks the capacity and technology to serve the City of Seattle and its residents. In its current location since the 1960s, the age and inadequate capacity of the station presents substantial issues to station users, the nearby community, SPU and the city as a whole and does not comply with Seattle's Zero Waste Strategy, Resolution 30990, passed in 2007 (see the North Transfer Station Process Compendium).

A rebuild of the two existing transfer stations for improved recycling and increased capacity was deemed a main component of the strategy. SPU has worked collaboratively with the stakeholder groups for both transfer stations to ensure that the final recommendations will meet the needs of the surrounding community.

The current facility.

Project Specifications

The proposed North Transfer Station rebuild site consists of four total properties: the existing station at 1350 N 34th Street, the former Oroweat Bakery property at 1550 N 34th Street, Carr Place N between the 1350 and 1550 properties, and the property to the northeast corner of the existing facility, currently a parking lot at the N 35th Street and Woodlawn Avenue N intersection. The total size of the proposed rebuild footprint is 5.8 acres.

The combined site requires changes in the zoning code in order for the project to move forward. First, the former Oroweat Bakery property at 1550 N 34th Street is zoned C-2. Second, the north end of the 1350 property is zoned as an Industrial Buffer (IB). Neither zone allows a transfer station or City recycling facility to be built on them. Both areas of the site need code amendments to allow transfer stations and their accessory uses. Zoning changes will require approvals from the Department of Planning and Development and the City Council.

The zoning dictates the development standards and uses allowed on a parcel. For example, the zoning can dictate a building's allowable height, degree of transparency, and traffic access.

Although the Determination of Non-Significance (DNS), State Environmental Protection Act (SEPA) Checklist and associated environmental studies evaluated the impacts of the proposed project, they did not directly assess the impact of the proposed zoning changes.

As the rezoning issues were described to the stakeholders, careful attention was given to the impacts of each issue in making the final recommendations for an expanded North Transfer Station on the site. Any adjustments to the criteria recommended by the stakeholders could jeopardize the carefully developed consensus arrived at by the stakeholders.

Concept views displayed at the April 30 community meeting.

The following parameters were included in the Preliminary Design Program for Reconstruction of the NRDS (see Compendium), a 2009 document that also outlined the major basic components to be included in the North Transfer Station:

- Scale facilities (inbound and outbound scales, scalehouses for attendants, and bypass lanes)
- Transfer building (unloading areas for commercial and self-haul vehicles, waste handling and temporary storage, waste compaction and trailer-loading equipment)
- Recycling and reuse drop-off area (containers

for a variety of materials, vehicle parking and maneuvering areas)

- Administrative/employee facilities (offices, meeting room, restrooms and locker rooms)
- Roadways and landscaped buffer areas

The proposed site will also include a street vacation of Carr Place N between the current facility and the 1550 N 34th Street property. A street vacation will be required to incorporate the two properties. This process will require SPU, as the owner of both abutting properties, to obtain approval from the Seattle Department of Transportation (SDOT) and the City Council to acquire public right-of-way for private use. Further information about street vacations can be found at www.seattle.gov.

Due to the elimination of a public right-of-way, the Stakeholder Group and SPU discussed potential community amenities to be included in the final design that will benefit the nearby neighborhood. As community amenities are a chief factor in the rebuild process, the Stakeholder Group and SPU worked jointly to develop a prioritized list of feasible amenities that will make the North Transfer Station a better neighbor to the surrounding community. For more information about the prioritized community amenities, please see the Compendium.

Stakeholder Group Background

The group first convened in 2008 as the North Recycling and Disposal Station Stakeholder Group. This group was tasked with the responsibility of providing input to SPU on the design and rebuild of a new transfer station at the current location, and supported SPU engagement of the broader community in the process. In 2008 and 2009, the group met several times, with a recess during the City Examiner Hearing appeal process. In July 2010, the Stakeholder Group began the conceptual design process led by SPU and the design consultant team, HDR, in response to a design process request from the Stakeholder Group. This report focuses on the work of the 2010-2011 Conceptual Design Process and the stakeholders present during those meetings.

The Stakeholder Group is comprised of nearby neighbors, representatives of the Fremont Neighborhood Council, the Wallingford Community Council, the Solid Waste Advisory Committee, frequent station users and other interested community members. The stakeholders volunteer their time and are expected to report back to their respective constituencies. Over the past three years, several stakeholders have left the group and have been replaced. The names listed below are the stakeholders who have been involved in the North Transfer Station planning and conceptual design process.

Present through the Conceptual Design Process:

Bill Bergstrom, Seattle Lawn and Garden

Patt Finn Coven, ReStore

Eric Johnson, University of Washington – Recycling & Solid Waste-Manager

Barbara Luecke, Fremont Arts Council

Patricia McNeil, Neighbors for an Environmentally Safe Transfer Station

Erik Pihl, Fremont Neighborhood Council

Bob Quinn, Wallingford Community Council

David Ruggiero, Solid Waste Advisory Committee

Rob Stephenson, Wallingford Community Council

Toby Thaler, Fremont Neighborhood Council

Cathy Tuttle, Seattle Tilth Board of Directors

Jessica Vets, Fremont Chamber of Commerce

Paul Willumson, South Wallingford Resident

Project staff explain the concepts to a meeting observer.

Members of the stakeholder group at a workshop.

Stakeholder Group Activity Prior to Conceptual Design

Upon initially convening in 2008, stakeholder interviews were conducted in order to identify key themes and questions regarding the rebuild of the North Transfer Station. Recurring topics of interest were generated from these interviews and discussed during the first Stakeholder Group meeting in early 2008. These interviews were the beginning of a robust dialogue with the group, which went on to include a series of stakeholder meetings and sharing of information between the group and SPU.

An overview of the work completed in 2008 and 2009 can be found below, focusing on stakeholder interviews and the development of an Issues Matrix (see Compendium) used to inform the initial design guidelines. All of the meetings held from 2008 until July 2010 were facilitated by Triangle Associates.

Key Themes and Questions from Stakeholder Interviews, January 2008 (for a complete list, see Compendium)

- The existing North Recycling and Disposal Station needs to be fixed
- Early information and opportunity for public input is important to the community
- Station cohesion and integration with the neighborhood
- Traffic impacts are a major concern
- Environmental impacts need to be addressed
- Show how a new facility will benefit the community
- Construction and closure impacts are also a concern

The Stakeholder Group expanded on the issues of interest during discussions and developed a comprehensive list of issues related to the design, construction and operation of the North Transfer Station rebuild. Input from community members and station users, as well as feedback received at public meetings, was used to develop a comprehensive list of issues that need to be addressed in the rebuild. SPU submitted a formal response to the identified issues, which can be found in the complete matrix (see Compendium).

Issues Matrix, last amended November 2009

Environmental issues

- SEPA process
- Noise and odor
- Transportation and traffic impacts
- Traffic management
- Street vacation and design
- Drainage/surface water/groundwater
- Contaminated soil/hazardous waste
- Illegal dumping/littering
- View corridors
- Construction and closure impacts

Community issues

- Compatibility/integration into neighborhood
- Accessibility/safety

Facility design

- Building design
- Landscaping
- Services
- Access for regular customers/clean green
- Community participation and process
- Information sharing

Following the SEPA process and environmental review in 2008, the Stakeholder Group took a hiatus while outstanding legal issues regarding the DNS and SEPA appeal were initially resolved. Agreeing to reconvene in early 2009, it was decided that the Stakeholder Group would continue to work with SPU and the support services consultant to clarify design issues and solicit ideas to address concerns that could be incorporated into the final conceptual design recommendation.

Stakeholder Group Activity during Conceptual Design

In July 2010, the Stakeholder Group reconvened. In total, seven stakeholder meetings were held between July 2010 and May 2011. During these meetings, the work of the Stakeholder Group was robust, detailed and comprehensive. The group and SPU worked closely through environmental, operational and community issues to narrow a total of fifteen concepts down to one final recommendation. During the Stakeholder Group process, additional outreach took place. Stakeholders received input from community members through comments made at a community meeting, a walking tour, a survey at the transfer station, and a booth at the Fremont Sunday Street Market. The Wallingford Community Council also provided comments to the Stakeholder Group and the City in three letters (see Compendium for complete submissions). The following is an outline of the significant work and decision making completed by the Stakeholder Group in the conceptual design process.

Workshop #0

At Workshop #0 the stakeholders were introduced to the design team and the public involvement team and were also presented with seven initial site scenarios from the Support Services Request for Proposals. The complete meeting summary and scenarios can be found in the Compendium.

Workshop #1

Stakeholders reviewed and provided input on the seven initial site scenarios presented at Workshop #0. At this workshop, the stakeholders concluded this was the beginning of a down-select process that would end with combining the right aspects of each scenario into a final concept that the Stakeholder Group would recommend to SPU.

The stakeholders also made recommendations for concepts and site features they would like to see in the development of new concepts for the site. A full summary of Workshop #1 and the four concepts can be found in the Compendium.

Stakeholder Jessica Vets discusses a concept with Jeff Neuner, SPU.

Workshop #2a

Nine concepts were presented and reviewed at Workshop #2a, consisting of four concepts refined from the previous workshop and five new concepts developed by the design team based on input from the Stakeholder Group.

Following the presentation and review of the updated and new concepts, SPU began the selection process of the concepts by grouping the concepts into similar categories. At this point, the group discussed the option of creating hybrid concepts and it was decided by a straw poll that five concepts would be further developed and brought to Workshop #3a. A full summary of the discussion and down-select process at Workshop #2a and the concepts can be found in the Compendium.

Workshop #2b

Prior to Workshop #2b, the design team reviewed all of the comments made by stakeholders and observers at Workshop #2a. HDR met with the operations staff at SPU and also made changes based on their input. The following concepts were presented and took into consideration the feedback received by the stakeholders and the SPU operations staff:

- Concept 2 – Maximum Scenario
- Concept 8/9 A – Separate Recycling
- Concept 8/9 B – Attached Recycling
- Concept 10 – Stacked Without Rezone
- Concept 12 – Western Entry

At Workshop #2b, stakeholders were given an additional opportunity to provide input on the concepts for the design team to consider. This meeting was focused on discussing the five proposed concepts, understanding the changes, trade-offs and constraints in the concepts, and reaching approval to carry the five concepts forward for additional development and review. SPU determined a formal down-select method was necessary for the next workshop and the stakeholders and SPU would work together to develop the criteria upon which each concept would be weighted at the next workshop. A full summary of Workshop #2b and the concepts presented can be found in the Compendium.

Workshop #3a

After narrowing the concepts to five, SPU and the Stakeholder Group developed the criteria below to evaluate the concepts. More information regarding the criteria can be found in the Compendium.

- SPU and hauler operational efficiency
- Self-haul customer experience
- Long-term environmental efficiency of station/ zero-waste flexibility
- Community and environmental amenities
- Neighborhood impacts and aesthetics

After applying weighting to the criteria, detailed in Table 1, the Stakeholder Group then determined their individual scores before Workshop #3b.

Table 1

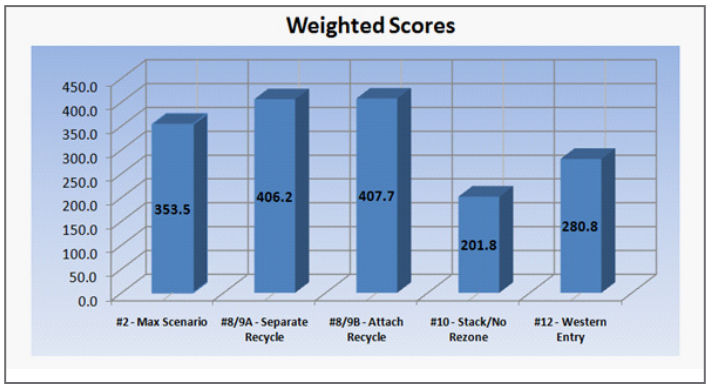
Criterion	Weight
Long-term Environmental Efficiency of Station/ Zero-Waste Flexibility	27%
Neighborhood Impacts and Aesthetics	24%
Community and Environmental Amenities	19%
SPU and Hauler Operational Efficiency	17%
Self-Haul Customer Experience	13%

Workshop #3b

Workshop #3b was held in conjunction with #3a as the second part of a down-select process based on a formal scoring process (Figure 1) that was used to determine how well each concept met the agreed upon criteria. The five concepts can be viewed in the Compendium, along with meeting summaries from Workshop #3a and #3b.

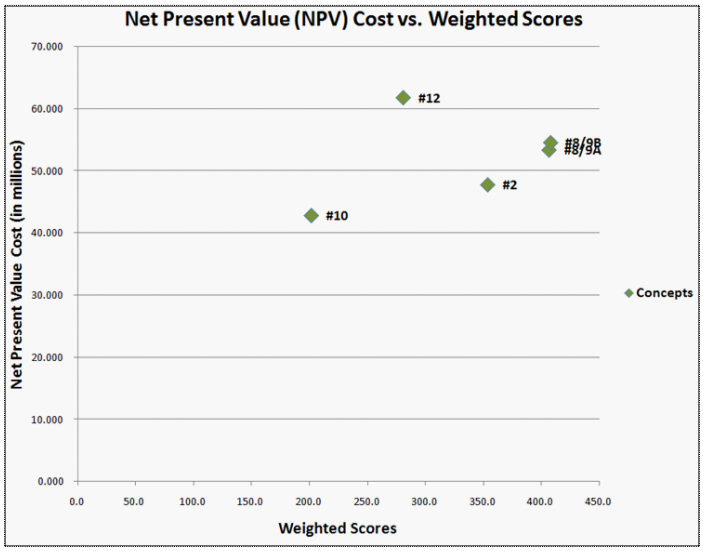
As shown in Figure 1, Concepts 8/9A and 8/9B received the highest score. Based on preliminary cost estimates from the consultant team, each concept's weighted score was compared to the Net Present Value (NPV) Cost. Figure 2 depicts how each concept rated, with the bottom right quadrant representing the area where the least expensive, yet highest scoring concept would be located. All concepts were located in the top right quadrant, with 8/9A and 8/9B having

Figure 1



the best scores. Specific recommendations received during the conceptual design process are discussed later in the report, although the main difference between 8/9A and 8/9B was the separation of the reuse and recycling building, which existed in 8/9A. Concept 8/9B still had the facility attached to the eastern side of the transfer building.

Figure 2



The Stakeholder Group unanimously agreed that Concepts 8/9A and 8/9B would be advanced for further development, with consideration of elements from the rejected concepts that could potentially be incorporated into the final designs. Key discussion points included exploring ways to maximize the separation of commercial and self-haul customers,

a comparison of noise buffering between the two selected concepts, maximizing the building distance from residential neighborhoods, and consideration of the Ashworth Avenue N view corridor, and green roof treatments.

The group also discussed the architectural treatments presented at Workshop #3a and had the opportunity to provide input to the design team on elements of the themes. The specific elements reviewed were modulation, daylighting, structural columns, color, canopies and finish (materials) of the station.

Workshop #4

Between Workshop #3b and #4, a public walking tour of the station and a community meeting were held to solicit public input regarding the rebuild. Additionally, a customer survey was administered at the station, gathering over 400 responses from station users about Concepts 8/9A and 8/9B, renamed Concepts A and B. This community feedback was presented to the stakeholders prior to the discussion of the final recommendation and was intended to help inform the group about what was heard from the community and station users.

Between Workshops #3b and #4, the design team developed Concept C, a hybrid of A and B, based on input received at Workshop #3b and the community meeting. Concept C (see Compendium) maintains the western and southern location of the transfer building on the site, as provided in Concept B, includes the separated reuse and recycling building from Concept A, provides more community green space along the eastern edge of the property than either of its predecessors, and provides an improved view corridor from Ashworth Avenue N.

The Stakeholder Group unanimously recommended Concept C as the preferred concept to guide replacement of the North Transfer Station. Following the recommendation, stakeholders had an in-depth discussion regarding amenities that would be associated with the vacation of Carr Place N between N 34th and N 35th Streets as part of the new station design. The group evaluated and prioritized a list of several possible amenities (see Compendium). The top three priorities were replacing the Carr Place N parking lot with community open space, providing pedestrian amenities along N 34th Street, Woodlawn Avenue N and N 35th Street, and creating publicly-accessible space on the green roof of the underground parking. SPU will review the stakeholders' recommendations for community amenities and will develop a process for the programming of additional community amenities as the design process continues. See the Compendium for a full meeting summary of Workshop #4.

Concept C provides the key criteria that will guide the design process. These criteria, described in the following recommendations, must be incorporated into the North Transfer Station.

Members of the community view concept maps and renderings near the Carr Place N Parking lot at the April 30 Walking tour.

Recommendations of the Stakeholder Group

Concept Preference

The Stakeholder Group has been working jointly with SPU to ensure the concept for the new North Transfer Station meets the criteria and expectations of SPU, the Stakeholder Group, station users and the community, and will allow the North Transfer Station to continue to play a fundamental role for solid waste management in the City of Seattle. By recommending Concept C to guide the design and construction of the station, the Stakeholder Group is committed to supporting the criteria and design details included in Concept C, and grants approval of the concept specifications as reached through the conceptual design process. Concept C can be seen in Figure 3.

Design Guidelines

The detailed recommendations from the Stakeholder Group to SPU have been under discussion since the start of the process and are products of understanding and agreement that Concept C meets the Stakeholder Group's identified key issues, while also meeting the design and operational standards for SPU.

Key recommendations for the future North Transfer Station are outlined below, while a detailed matrix of design specifications and summary table can be found in the Compendium.

Buildings

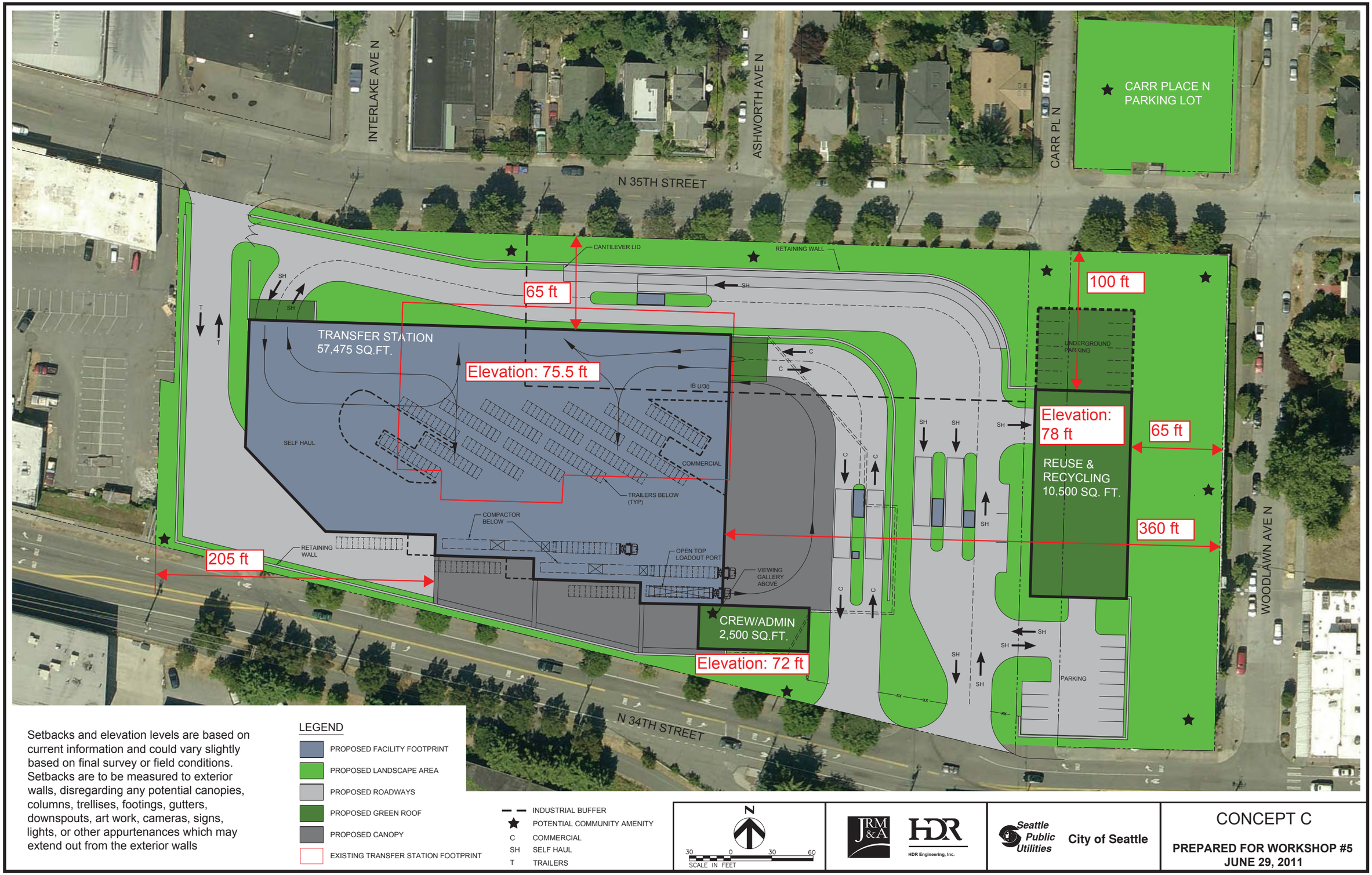
- The reuse and recycling building will be set back 65 feet for an increased buffer along Woodlawn Avenue N and greater separation between the adjacent residential neighborhood and the North Transfer Station (see Figure 3)
- The transfer station building within the Industrial Buffer (IB) will be minimized and will not exceed 7,000 square feet. The transfer station building shall be set back a minimum of 65 feet from the north property line and 360 feet from the east property line (see Figure 3)
- The elevation of the transfer station building roof will not exceed the elevation of the roof of the current station (see Figure 3)
- Mechanical equipment will not be located on the roof or north or east walls of the reuse and recycling building
- The north wall of the reuse and recycling building will extend no more than 10 feet above grade
- Green roofs will be included on the reuse and recycling and administration buildings
- The transfer station building roof will be able to support solar panels
- The transfer station building will be shifted west to create a view corridor from Ashworth Avenue N (see Figure 3)

NOTE: SPU states that setbacks and elevation levels are based on current information and could vary slightly based on final survey or field conditions. Setbacks are to be measured to exterior walls, disregarding any potential canopies, columns, trellises, footings, gutters downspouts, art work, cameras, signs, lights, or other appurtenances which may extend out from the exterior walls.

Traffic

- Commercial and self-haul traffic will be separated to reduce site access congestion on N 34th Street
- Parking areas will be consolidated to limit congestion of traffic across the site
- Access points facing nearby residential areas will be limited to roadway trucks at Interlake Avenue N and N 35th Street and an emergency pedestrian exit on N 35th Street
- The facilities will be designed so vehicles will not back up off-site on peak days with a 95% confidence level

Figure 3


INTERLAKE AVE N
ASHWORTH AVE N
CARR PL N
CARR PLACE N PARKING LOT
N 35TH STREET
N 34TH STREET
WOODLAWN AVE N
CANTILEVER LID
RETAINING WALL
65 ft
100 ft
TRANSFER STATION 57,475 SQ.FT.
Elevation: 75.5 ft
IB U/30
SELF HAUL
COMMERCIAL
TRAILERS BELOW (TYP)
COMPACTOR BELOW
RETAINING WALL
205 ft
OPEN TOP LOADOUT PORT
VIEWING GALLERY ABOVE
CREW/ADMIN 2,500 SQ.FT.
Elevation: 72 ft
UNDERGROUND PARKING
Elevation: 78 ft
65 ft
REUSE & RECYCLING 10,500 SQ. FT.
360 ft
PARKING
SH
C
T
Setbacks and elevation levels are based on current information and could vary slightly based on final survey or field conditions. Setbacks are to be measured to exterior walls, disregarding any potential canopies, columns, trellises, footings, gutters, downspouts, art work, cameras, signs, lights, or other appurtenances which may extend out from the exterior walls
LEGEND
PROPOSED FACILITY FOOTPRINT
PROPOSED LANDSCAPE AREA
PROPOSED ROADWAYS
PROPOSED GREEN ROOF
PROPOSED CANOPY
EXISTING TRANSFER STATION FOOTPRINT
INDUSTRIAL BUFFER
POTENTIAL COMMUNITY AMENITY
C COMMERCIAL
SH SELF HAUL
T TRAILERS
N
30 0 30 60
SCALE IN FEET
J&A
HDR
HDR Engineering, Inc.
Seattle Public Utilities
City of Seattle
CONCEPT C
PREPARED FOR WORKSHOP #5
JUNE 29, 2011

Noise

- To reduce noise, lids or canopies will be installed over transfer station entry and exit points and the recycling and reuse building entry and exit points that face residential properties
- The reuse and recycling building will be sited partially below grade and will limit noise emissions to those allowed in a commercial zone
- The facility will comply with the City of Seattle noise ordinance
- Portions of the truck yard areas will be fully enclosed to reduce noise and enhance aesthetics as specified by "*Proposed Canopy*" shown on Figure 3; the only outside vehicular entrance to the truck yard may be located on the western extent of Figure 3.

Members of the community view concept maps and renderings at the April 30 Walking tour.

Community

- SPU will work with nearby neighbors regarding aesthetics of fencing and walls surrounding the reuse and recycling building
- The publicly accessible green area between the recycling and reuse building and Woodlawn Avenue N will follow the grade of the sidewalk along Woodlawn Avenue N
- The new station will not exceed existing station operating days and hours
- 44,000 square feet of landscaped area will be publicly accessible outside of the fenced station perimeter

Amenities

Community amenities to be included in the final recommendation stem from the required rezone and street vacation of Carr Place N, and aim at making the station a more compatible neighbor to the surrounding community. While many amenities were suggested and discussed, the list below is a result of the prioritization of amenities during Workshop #4. While some design guidelines resembling community amenities are already included in the discussed rebuild of the station, these prioritized amenities are meant to be additions that relate to the street vacation to improve the station's presence in the community.

The amenities are listed in order of priority as determined by the Stakeholder Group at Workshop #4. Through a prioritization process, the Stakeholder Group selected the amenities that were most important to the group. Numbers 1-3 involve the green space along Woodlawn Avenue N and should be considered as a continuous park area, not as separate parcels.

1. Replace the parking lot at Carr Place N and N 35th Street with community open space, such as a park, P-patch, community garden, or children's play area. This amenity assumes comprehensive development and maintenance.
2. Pedestrian amenities along N 34th Street, Woodlawn Avenue N and N 35th Street, such as benches and exercise stations along the perimeter, or other opportunities for pedestrians to interact with the green space. This space should serve as a connection between the neighborhood and the waterfront. The setback along Woodlawn Avenue N should act as an extension of the Carr Place N community open space.
3. An active, publicly accessible green roof over the north underground parking lot of the reuse and recycling building shall also act as an extension of the Carr Place N community open space.

4. Crosswalk warning lights and/or curb bulbs at N 34th Street and a crosswalk at N 35th Street and Woodlawn Avenue N.
5. A green space around perimeter for community use.
6. A viewing room/education area for the public and school children.

Architectural Treatments

The Stakeholder Group had the opportunity during Workshop #3b to discuss and make recommendations regarding the architectural treatments of the station. This process gave architecturally thematic parameters to the final recommendation, on top of design guidelines and community amenities. The stakeholders were presented with varied options for thematic elements including: Modulation, Daylight, Columns, Color Palette, Canopies/Overhangs, Finish, Metal Exterior, and Horizontal/Vertical components. Given the option to indicate majority preference as a group, the stakeholders opted for the following elements:

- ***Modulation*** – preference for horizontal modulation over vertical
- ***Daylighting*** – preference for extensive daylighting over limited
- ***Columns*** – preference for exterior columns instead of interior
- ***Color palette*** – muted color palette preferred over bold, with possibility of muted with bold accents
- ***Canopies*** - functional canopies strongly preferred as opposed to overhangs
- ***Finish*** – preference for rough finish over smooth
- ***Metal exterior*** – moderate preference for wide, flat panels instead of horizontal rib panels

The architectural treatment discussion concluded with the group expressing that, in the end, all of the design elements should blend well together, and not appear as a mish-mash of treatments. The group generally agreed, that in order to be a community asset, the station will need to be a handsome and iconic building. The stakeholders would like to see a co-existence in the design between residential, commercial and light industrial, as well as a possible maritime feel or wood-look accent, reflecting its proximity to the water. It was recommended by the group that the station have a distinguished look, a pedestrian-friendly feel by breaking down the overall building mass, utilizing architectural features to make the building appear more commercial than industrial and that it be something the community is proud to show visitors.

Members of the community view concept maps and renderings on the south side of the station at the April 30 Walking tour.

Community Engagement

SPU will work with the surrounding community and other interested parties to program and design the open space amenities.

SPU will engage with the community as necessary and appropriate during desig n, construction and operations to ensure effective implementation of these recommendations.

After thirteen meetings over a period of more than three years and considering over a dozen project options, Seattle Public Utilities' North Transfer Station Stakeholders Group has made a unanimous recommendation to me to pursue what has been called Option C for the reconstruction of the North Transfer Station in Wallingford (see attached diagram of Option C). The Stakeholder Group has done a superb job of studying the alternatives, asking for data, listening to each other, and creatively establishing a win-win solution that optimizes community and environmental protection with solid waste and recycling function.

I am pleased to announce that SPU has accepted the Stakeholder Group's recommendations on the station configuration and community amenities and will proceed to implement them.

This concept includes:

- extensive setbacks and about an acre of landscaped and publically-accessible open space
- preservation of priority views
- reduced noise, dust, odors from current levels
- a great reduction of customer vehicle backups onto the public street
- increased traffic safety inside the station
- expanded recycling
- more flexibility to address an evolving solid waste future
- a facility that will meet the LEED Gold standard
- additional public benefits such as crosswalk improvements, pedestrian amenities, and an educational viewing room
- high quality architectural design

Moving forward, SPU will:

- continue to work closely with community groups and local neighbors to refine the programming for the public open space
- incorporate the Stakeholder Group's project parameters into the documents for selecting and contracting with a project designer/constructor
- work with our sister city departments and the City Council to address zoning issues and the vacation of a block of Carr Place North

I want to recognize again the hard work and civic mindedness of the North Transfer Station Stakeholders Group in developing their excellent recommendation. Necessary utility infrastructure projects are not always easy to deal with; finding the solution that works well for both the local community as well as all of our customers is a great achievement.

Between the new South Transfer Station, now well under construction in South Park, and the future North Transfer Station, Seattle customers will have a solid waste system that will serve them well, through the middle of this century.

Ray Hoffman, Director
Seattle Public Utilities
700 5th Avenue, Suite 4900
P.O. Box 34018
Seattle, WA 98124-4018
(206) 684-5852
ray.hoffman@seattle.gov