

On Tuesday, October 1, 2013 Seattle Public Utilities (SPU) hosted a community meeting to:

- share the design progress with the community, and
- engage attendees with the design team.

About 17 people attended the community meeting, five of whom were part of the Green Group.

**Penny Mabie**, EnviroIssues, welcomed attendees to the meeting, explained the meeting format and purpose, and introduced SPU staff members, Kelly Pajek from the City of Seattle Arts & Cultural Affairs office, and the design team - Greg Lindstadt, CDM Smith, Pierce Mc Vey, Mahlum and Dean Koonts, HBB Landscape Architecture.

**Tim Croll**, Solid Waste Director, SPU, gave a brief presentation on the project's background and need. He explained the plan to demolish the existing station and build a new one that caters to modern day waste needs. He reminded attendees about the work done since 2008 with the Stakeholder Advisory Group and the Green Group and the commitments made with Wallingford Community Council.

**Greg Lindstadt**, CDM Smith, explained the objective of the meeting is to show the design progress of the facility and demonstrate that the agreements made with Wallingford Community Council and the Fremont Neighborhood Council are being fulfilled. Greg pointed out elements of the station and showed the site circulation inside the Transfer Station complex and the tipping building for both commercial and self-haul users. Greg noted that at the next community meeting the final design will be essentially established; they will have results of noise, odor and dust studies and they will show how these results have been included into the design.

**Pierce McVey**, Mahlum, reminded the group of the architecture goals to create an environment that is suitable to the surroundings and reflects the industrial nature of the facility. Pierce mentioned that using more color was raised at the last meeting. He pointed out that color is used for way-finding and circulation between self haul and commercial haul. Pierce showed some of the textures and patterns designed for the new station. The use of concrete panels to the north of the tipping building and recycle building will help control sound and light from the building, as requested in the agreements. Some surfaces will have metal and translucent panels to contrast with the concrete. Pierce showed many views of the station, internally and externally.

Pierce mentioned the project's sustainability strategy in terms of energy and materials. The station will have a lot of natural light through skylights so there will be little need for artificial lighting during the day. While the solar panels will not provide all of the energy need to run the station, they will help in that regard. Pierce highlighted the use of sustainable materials that are robust and have a long life and many will have recycled content. Other materials are being locally sourced. All these factors contribute

to the station's Leadership in Energy and Environmental Design (LEED) score. The station is being designed to achieve LEED gold certification.

**Kelly Pajek**, City of Seattle Arts & Cultural Affairs office, gave an overview of the process used to select the artist for this project. The city called for artist applications which were reviewed by members of the Fremont Neighborhood Council, Wallingford Community Council, other artists and architects. The applications were narrowed down to four artists who were then interviewed. The successful artist is Jean Shin who is known for her reuse of materials in her work. Kelly showed some images of the artist's work using broken ceramic and glass, plates and bottles. The artist's current thinking is that the art is will be situated along 34<sup>th</sup> Street and in the station plaza to give identity to a long thoroughfare. On behalf of the artist, Kelly asked meeting attendees for feedback on examples of durable objects that would represent local historical events/stories that resonated with the community.

**Dean Koonts**, HBB Landscape Architects, showed the landscape plan for the open space and playground associated with the rebuild of the station. He point out the major elements of the landscape plan and mentioned that at this stage of the design they are focusing more on the detail of materials and finishes.

The playground at Carr Place N has a significant elevation change. The S-shaped path and grading design has been reworked so that the playground is accessible per the Americans with Disabilities Act (ADA) accessibility standards. This has resulted in a reduction of the original retaining wall heights and makes the playground more open and visible; which was a concern raised at the previous community meeting. Dean highlighted the permeable surfaces at the sports court and along the path ways internal to the site. He also pointed out the cobble swale which is designed to facilitate water-runoff from the green roof on the recycle building. Dean pointed to some new features of the stepped plaza at Woodlawn and 34th, like the addition of a planter strip and the reduction in terrace seating to help reduce the hard surfaces and minimize skateboard attractants, another community concern raised at the last meeting. Textures of the concrete seating will be shared at the next community meeting. Dean went through a number of cross sections of the site showing the steep gradient running from north to south, demonstrating the landscape buffer, and highlighting the green roof and solar panels. He also highlighted some of the site materials that will be used, such as the fitness stations.

**Greg Lindstadt**, CDM Smith, announced the design team schedule to reach 90% design by winter 2014, with the possibility of early construction starting spring 2014. Tim announced that the North Transfer Station will be closing in preparation for its demolition in the first quarter of 2014 and that SPU will be coordinating with station users and customers on construction impacts and mitigation measures.

#### **Question and Answer Period**

Following the presentation, community members were provided an opportunity to ask the Design Team questions. These included:

- Has the self-haul door always been on the north side of the new building? It is currently on the west side of the existing building, why will that not be maintained in the rebuild?
  - Tim Croll, SPU, explained the move of the self-haul entrance and exit has to do with the internal circulation of the tipping floor. Currently, the circulation is counter-clockwise and is unsafe for backing up. In order to make a more safe and efficient tipping floor, circulation is being adjusted to clockwise. This change was brought to the Wallingford Community Council and a community meeting in January 2013.
- Where are the compactor locations and how will the noise from them be mitigated?
- What far does the sound wall extend on N 35<sup>th</sup>?
- How high is the sound wall on N 35<sup>th</sup> Street?
- How high above the tipping floor roof level will the solar panels extend?
- Concern about noise from the self-haul entrance and exit.
  - Tim Croll, SPU, highlighted that there is a decibel guarantee agreement with Wallingford Community Council which is more stringent than the city's noise ordinance. He also noted that baffle walls will be used on the inside the station to help reduce noise.
- How long will it take for the trees on N 35<sup>th</sup> Street to mature?
- Who will be responsible for the maintenance of the landscaping and the playground?
- Concern about the amount, size and type of trees on the east side of the site along Woodlawn and blocking views.
- Concern about the skylights becoming roosting areas for pigeons, crows and other birds.
- What are the detailed sustainability aspects of the project that are included in the strategy?

Following the presentation and question and answer period, attendees participated in an open house. Meeting participants provided feedback through a variety of methods including a question and answer period, open house, and a comment form available at the meeting.

### **Open House**

During the open house portion of the meeting, community members viewed the 60% design elements and talked with the Design Team. Below are some of the comments the team heard:

- Excited about the direction that the play area is going, as well as the lawn areas in the park for passive play.
- Appreciate the team's efforts of working with the gradient to realize the community's vision in the open space. Could the concrete cube seating be designed with wood slats on top to make it more inviting to sit on? Also, could the concrete seating be arranged in "L" shapes or in conversational arrangements; like in the Woodlawn and N. 34th St. plaza, but in other areas, if possible?
- Concern about the trees being planted on the property and that they'll block current views and potential views from adjacent properties across the Transfer Station property and towards the

west. Would prefer small trees if trees are to be planted at all. The Globe Norway Maple street trees (12 ft. to 15 ft. tall) that exist along the west side of Woodlawn are okay as an example.

### **Comment Forms**

Comment forms were also provided for the community members. Five comment forms were received. Below are the responses received:

What do you think about the 60% design of the new station shown at tonight's meeting? Please explain what elements you liked or disliked.

- Like the vertically textured concrete panels, old parking lot park design and sound wall and placement/design for the compactors.
- Concern over the noise from the planned sports court, especially in the evenings, and the noise emanating from the north side entrance.
- The children's area looks like it will be fun! Especially like your idea of the natural tree house and the nature areas. Will there be places for toddlers and seating for adults to comfortably gather and watch their kids? Also, a sandbox would be wonderful - it could be lidded and only open when someone wants to use it.
- Do not like the self-haul entrance and exit on the north side of the building. Everything else seems ok.
- It's beautiful (looks like a community college) but I think the 35<sup>th</sup> street elevation needs more attention. Recommend some art on the sound wall and fast growing trees.

Please share your comments and concerns.

- The eastern park area looks boring with regular lines of trees and few permanent invitations for various kinds of activity. Can you make it more dynamic?
- The plaza area looks weak – couldn't this be better designed to facilitate neighborhood gathering and social interaction? The seating should be comfortable, not concrete cubes!
- Concerned about the noise and dust coming from the car entrance and exit. Hopefully the ameliorating measures will be effective.
- Concerned about the size and height of the trees that will be planted in the public space to the east of the station.
- Opposed to the design that essentially creates a wall of trees on the west side of the transfer station that will block westerly views from any properties.
- Concerned about maintenance of the park and landscaping. Hope there will be enough budget to take care of it.
- Very concerned about the two bays on the north side, specifically vehicles queuing up, engines idling, noise and particulates. Please provide more details about traffic mitigation control.