

A black and white photograph of railroad tracks receding into the distance, serving as a background for the title text.

the Werner

APARTMENT BUILDING

3046 17th Avenue West
DPD project # 3020381

Early Design Guidance August 19th, 2015



Photography Bogdan Darev

TABLE OF CONTENTS

INTRODUCTION	3	SILHOUETTES	21
SURVEY	4	ALTERNATIVE CONCEPT 1	22
SITE PLAN	5	ALTERNATIVE CONCEPT 2	22
PROJECT DESCRIPTION	6	ALTERNATIVE CONCEPT 3	22
ZONING DIAGRAM	7	RENDERINGS	25
DEVELOPMENT OF THE AREA	8	LANDSCAPE DESIGN - STREET	26
NEIGHBORHOOD CONTEXT	9	LANDSCAPE DESIGN - TERRACES	27
CURRENT ZONING ANALYSIS	10	LANDSCAPE ELEMENTS	28
DISTANCES/MAIN ARTERIES DIAGRAM	11	BUILDING ELEMENTS	29
EXISTING LAND USE/TRAFFIC	11	BUILDING ELEVATIONS CONCEPTS	30
AREA CHARACTER	12	ELEVATIONS	31
IMMEDIATE NEIGHBORHOOD	14	MASSING STUDY	32
MULTIFAMILY BUILDINGS IN THE NEIGHBORHOOD	15	RENDERINGS	34
MULTIFAMILY BUILDINGS INSPIRATION	16	SUN EXPOSURE AND SHADOW	35
DESIGN GUIDELINE ANALYSIS	18	DETAILED SITE PLAN	36
STREETSCAPE	19	FLOOR PLANS CONCEPTS	37
DESIGN STUDY SKETCHES	20	SECTION	41
WATER COLOR SKETCHES	20	POSSIBLE DEPARTURES	41

INTRODUCTION

PROPERTY ADDRESS

3046 17th Ave W,
Seattle 98199

PROPERTY OWNER

Kamin Properties
3445 16th Ave W, S-te 3
Seattle WA 98199
Contact: Brandon Kamin
360 426 0003

CONTACT PERSON

Diana Wellenbrink AIA, LEED AP
Diagonal D LLC
2514 W McGraw Street,
Seattle WA 98199
206 282 4416

LOCATION

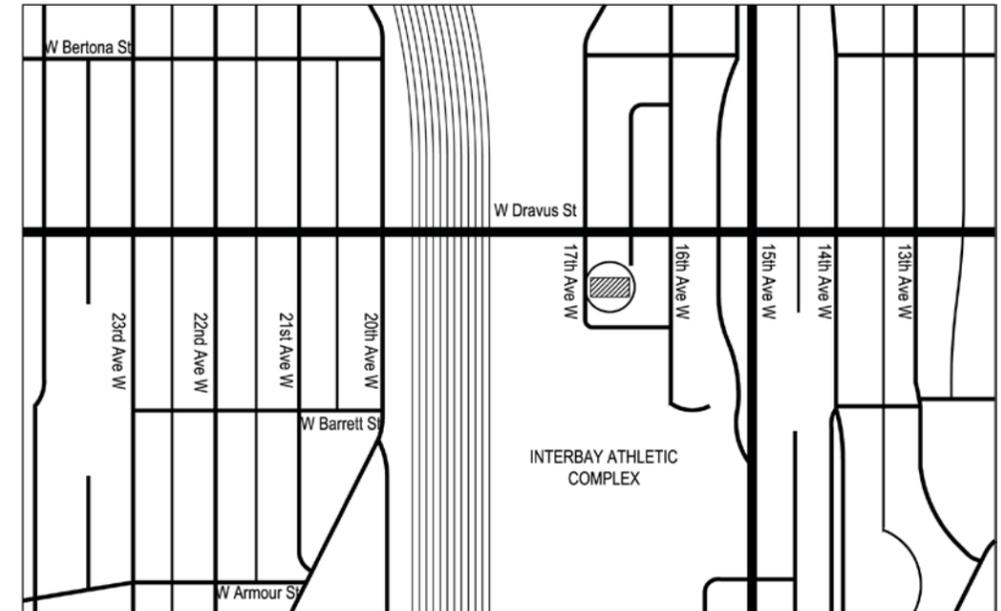
The lot is located with 50 ft. frontage toward 17th Ave W, alleys on the South and East side and a property line at the North side.

EXISTING LOT CONDITIONS

The property is undeveloped. It was used for staging during the construction of the adjacent building and is currently surfaced with gravel and surrounded by chain link fencing. The street sidewalk and landscape strip was finished as part of the construction of the neighboring Slate Apartments.

TOPOGRAPHY

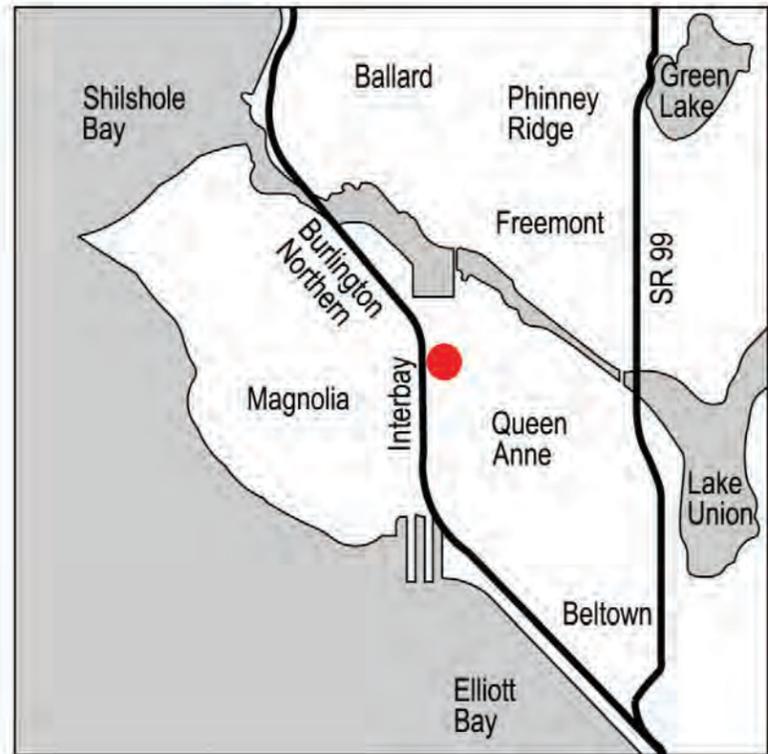
The grade changes gradually along 17th Ave W approximately 1.5 feet north /south and approximately 8 feet east/west. The grade change will be used to provide entrances to the two separate parking levels (that are not interconnected).



Street view from 17th Ave W

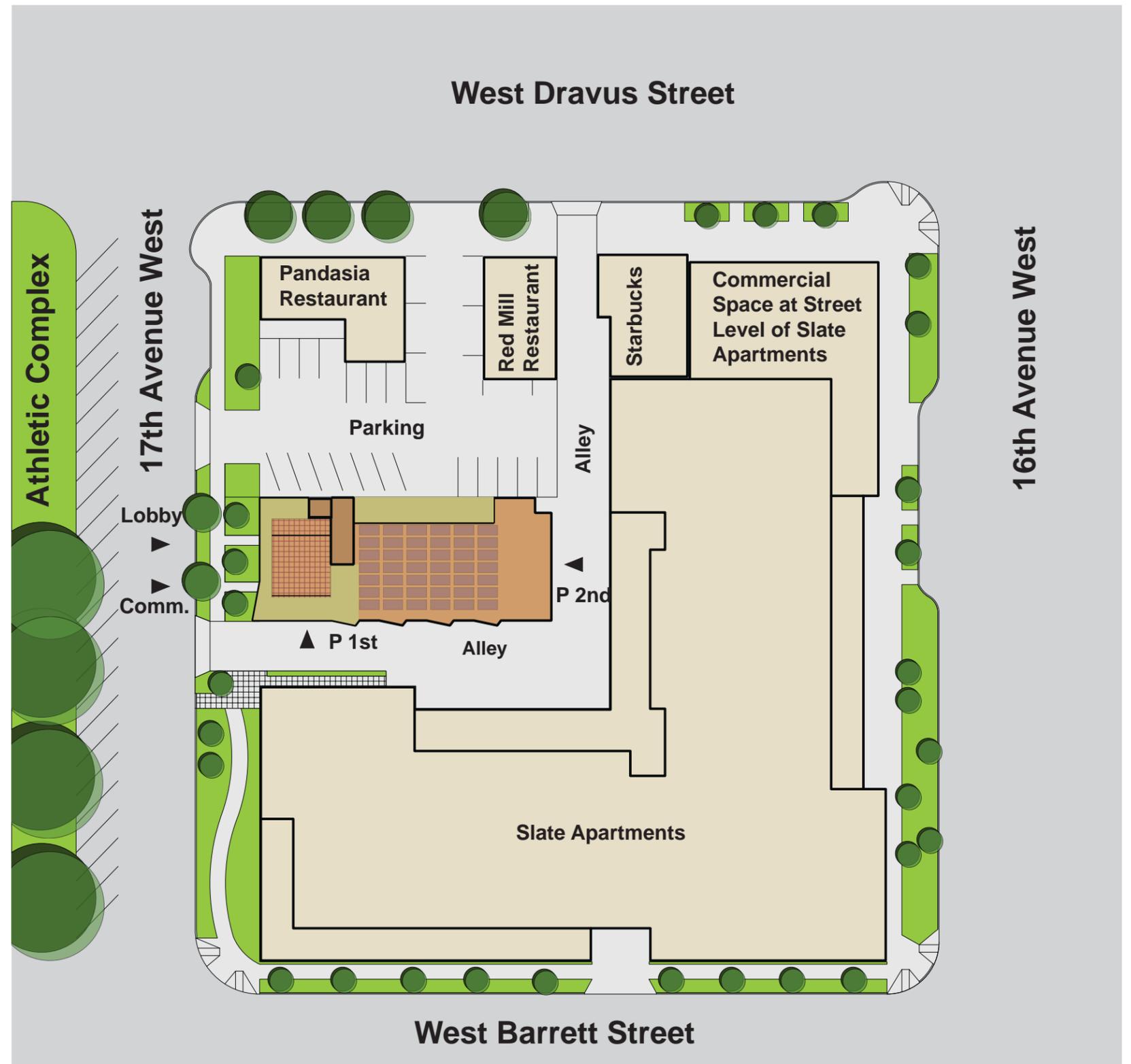


South Alley and corner of Slate Apartments



Vicinity Map

SITE PLAN



SW corner



West side



East side



PROJECT DESCRIPTION

PROJECT VISION STATEMENT

The project is located in Interbay, an area that is in transition from an industrial port area to a higher density residential neighborhood. The vision for the Werner Apartment Development is to provide quality, affordable housing that strikes a balance between standing out and fitting in through imaginative design and refined detail.

PROJECT OBJECTIVE

The proponents' project objectives are to create a development that contributes to the emerging vibrant character of the neighborhood. Specific objectives are:

- Strengthen the streetscape with a well-designed new building.
- Reinforce character and activity of the neighborhood.
- Think holistically about the design of the building and its setting, envisioning the next step in the development of the area.
- Provide affordable residential units that will serve the increasing number of young professionals and will bring increased activity to the neighborhood.

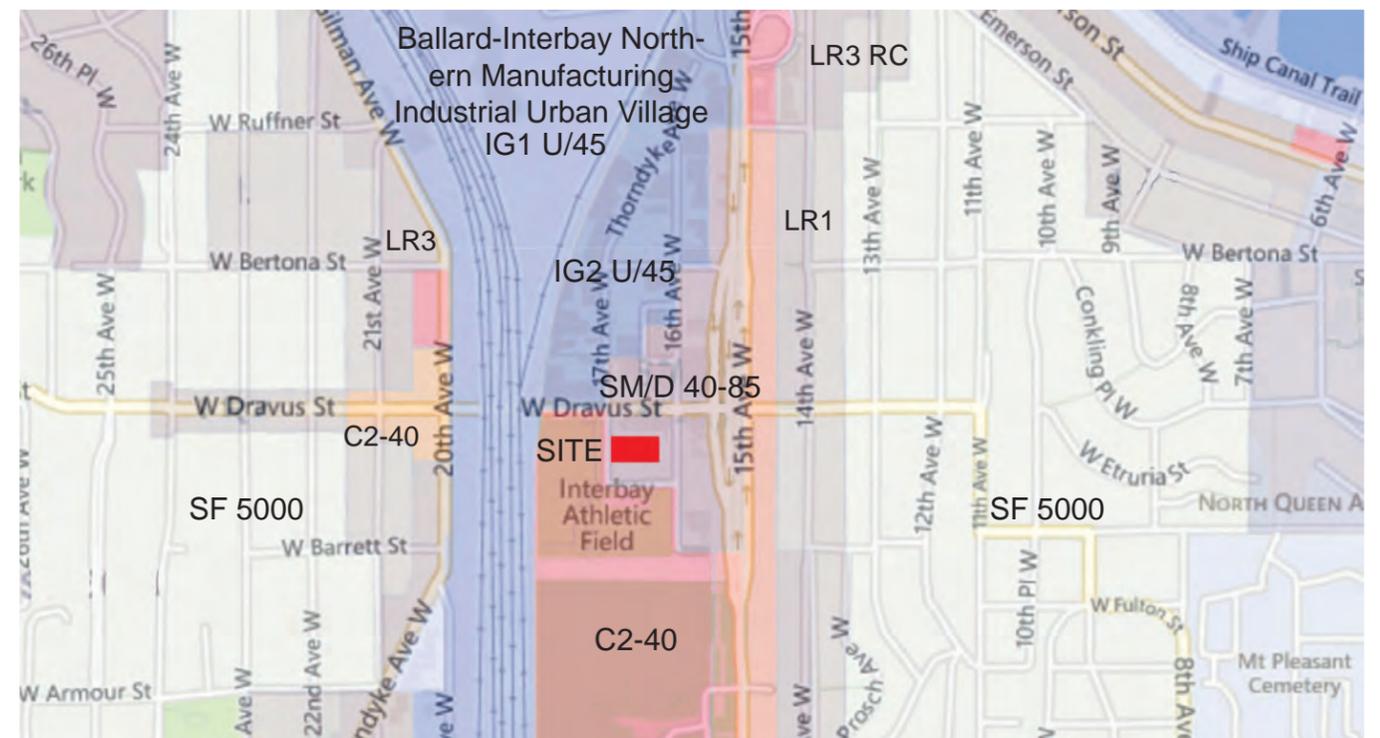
PROJECT DATA

Use	Residential - apartment efficiency units; Commercial space at street level; Parking only for residents.
Lot Size	6,010 sq.ft.
Area	8,165 sq.ft. parking / accessory spaces 1,070 sq.ft. commercial 25,785 sq.ft. residential 35,020 sq.ft. total
Levels	2 levels of parking with residential lobby and commercial space along 17th Ave W 5 levels of residential units partly usable roof
Units	59 efficiency units
Parking	6 stalls total 10 medium size 1 ADA for van 17 total 25 bicycle spaces
Garbage/ Recyclable	In parking level Access from East Alley
Common Space	2nd floor music/get together room 750 sq. ft. roof top terrace
Green Factor 0.3	Street landscape areas; Street Trees; Creeping vegetation on NE corner. Vegetated planters on terraces above parking and roof;

ZONING DIAGRAM

Zoning	SM/D 40-85 Seattle Mixed / West Dravus Area
Urban Village	No
Overlay	No
Pedestrian Zone	No
Environmental Critical	Liquefaction; abandoned landfill.
Adjacent Zoning North	SM/D 40-85
Adjacent Zoning East	SM/D 40-85
Adjacent Zoning South	SM/D 40-85
Adjacent Zoning West	C2-40
Existing Alley Width	South 20 feet; East 18 feet.
Required Alley Width	20 feet
Permitted Uses	23.48.004.A. All uses are permitted outright, except those
Street Level Uses	The lot does not abut street designated as Class 1 Pedestrian. No required street uses per 23.48.004.D.
FAR	No limit per Table A for 23.4.8.009
Structure Height	23.48.010.C. Base height limit 40 feet. Maximum height of 85 feet
Rooftop Features	23.48.010.H.2. Open railing planters, parapets may extend up to 4 feet.
Street Level Standards	23.48.014.A.1. Primary pedestrian entrance. 23.48.014.D.2 Street facing facade between 2 and 8 feet above sidewalk a minimum of 30% must be transparent. 23.48.014.B.2.b. Blank facades are limited to 30 feet wide. Any blank segment shall be separated by transparent areas at least 2
Amenity Area	23.48.020.B. Area of 5% of total gross residential area. 23.48/20.C Maximum 50% may be enclosed. Minimum size is 225 sq.ft. minimum horizontal dimension is 15 feet.
Utility Setbacks	10 feet to overhead power lines

Landscaping	Green Factor score of .30 or greater
Parking Access	23.48.034.D.1. Access to parking and loading shall be from the
Required Parking	23.54.015. Table B (I) 1 space per 2 efficiency dwelling units. 23.54.020.F.2 Transit reduction of 50% for all uses when located within 1320 feet of street with frequent transit service. 23.54.015.D.2. No parking is required for the first 1,500 of each business establishment.
Bicycle Parking	23.54.015. Table E (D2) 0.75 per small efficiency dwelling unit





Current Aerial View

Archive photographs from the area



DEVELOPMENT OF THE AREA

Most of the area known as Interbay was originally a marshy extension of the tide flats of Elliott Bay. Interbay has included shipping and related maritime industries since the turn of the century, and also includes piers for the Port of Seattle and numerous railway lines. For decades Interbay has been an industrial neighborhood, tucked between the rail yard and Queen Anne hill.

Currently it is undergoing rapid change, and could become a desired destination in the coming years. Some people call it the next South Lake Union after Expedia announced that it takes over the former Amgen campus in the heart of Interbay. Providing housing in walking proximity and on the bike trail will ease the already-busy commuter corridor.





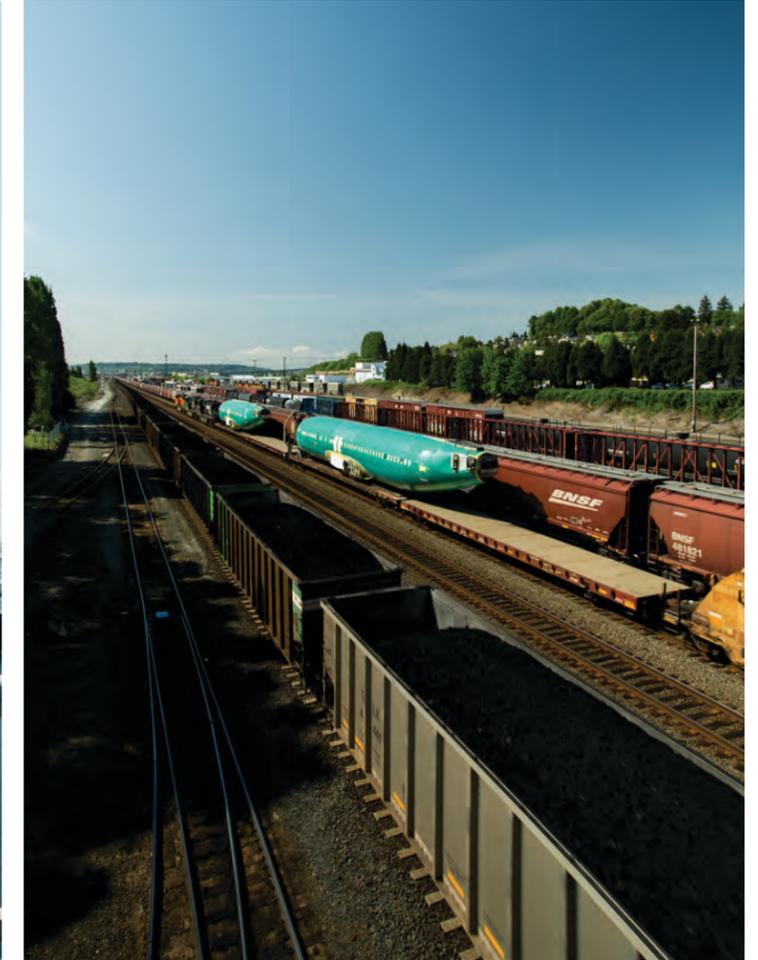
Interbay in the 80's

NEIGHBORHOOD CONTEXT

The subject property is located in the Seattle Mixed Dravus zone is between the rail tracks of Burlington Northern and 15th Avenue West at the foot of Magnolia and Queen Anne Hill. The site is adjacent to the Slate Apartments - a large multi-family development that was completed about 3 years ago, and two one-story restaurants to the North with surface parking spaces. The neighborhood is a mix of new residential apartment buildings and existing commercial uses including restaurants, offices, a grocery store and a gas station. Other amenities in the area include the Interbay golf course, Interbay stadium, the P-Patch and an evolving retail area that includes Whole Foods. The property is located on the bike trail to Downtown, along shipcanal to South Lake Union and across Ballard Bridge to University District.



Cruise Ship Terminal 91



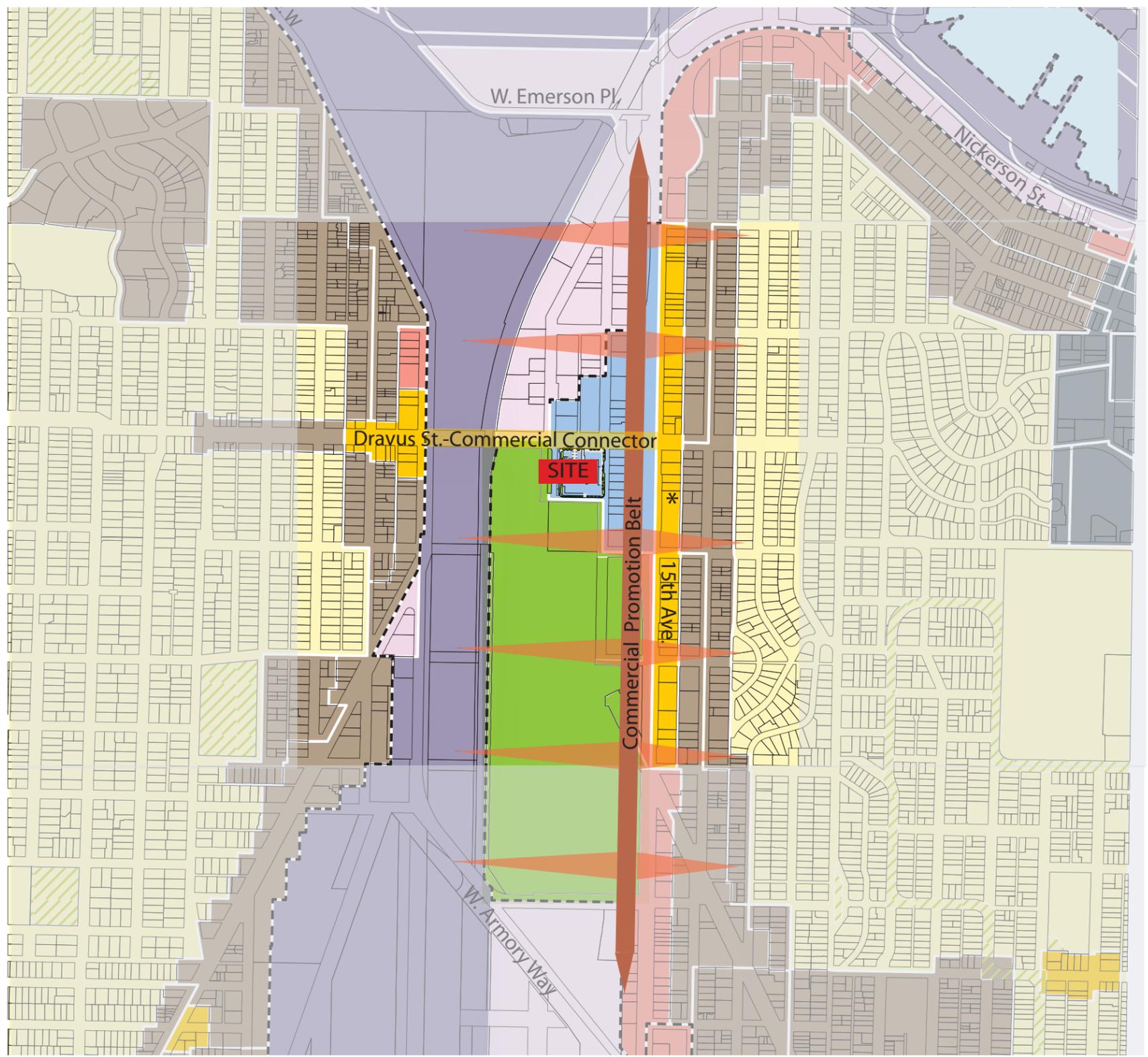
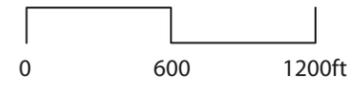
Burlington Northern Santa Fe Railway

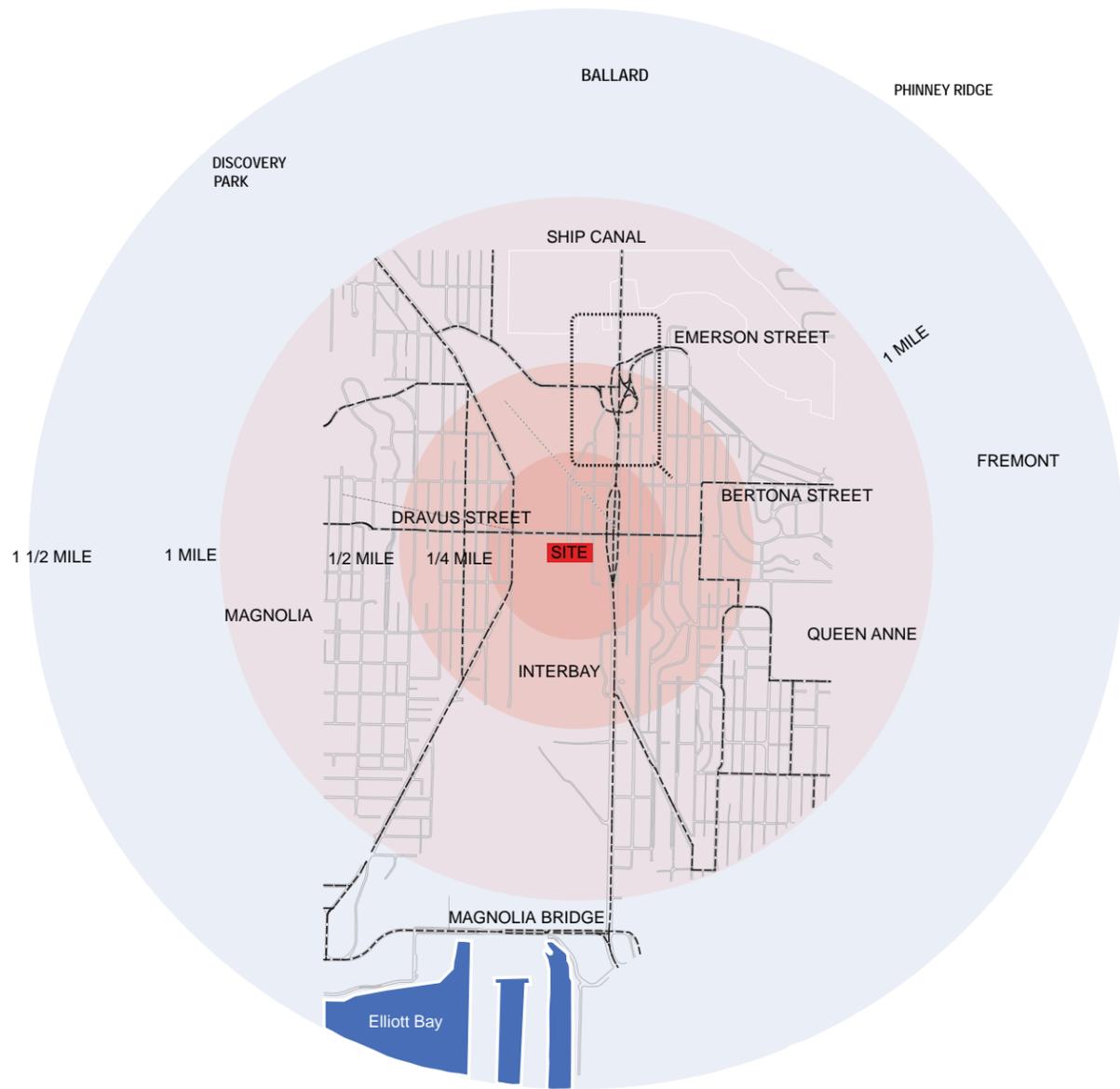
transformation
movement
impact
inspiration



CURRENT ZONING ANALYSIS

- Industrial General : IG1, IG2
- Industrial Commercial and Industrial Buffer
- Commercial: C1, C2
- Neighborhood Commercial: NC1/2/3
- * Indicates "potential pedestrian zone" Neighborhood Commercial area
- Seattle Mixed Dravus: SM-D**
- Major Institutional Overlay: MIO
- Lowrise Multifamily: LR1, LR2, LR3
- Single Family Residential: SF5000
- City Parks / Open Space (not a zoning designation)





DISTANCES / MAIN ARTERIES

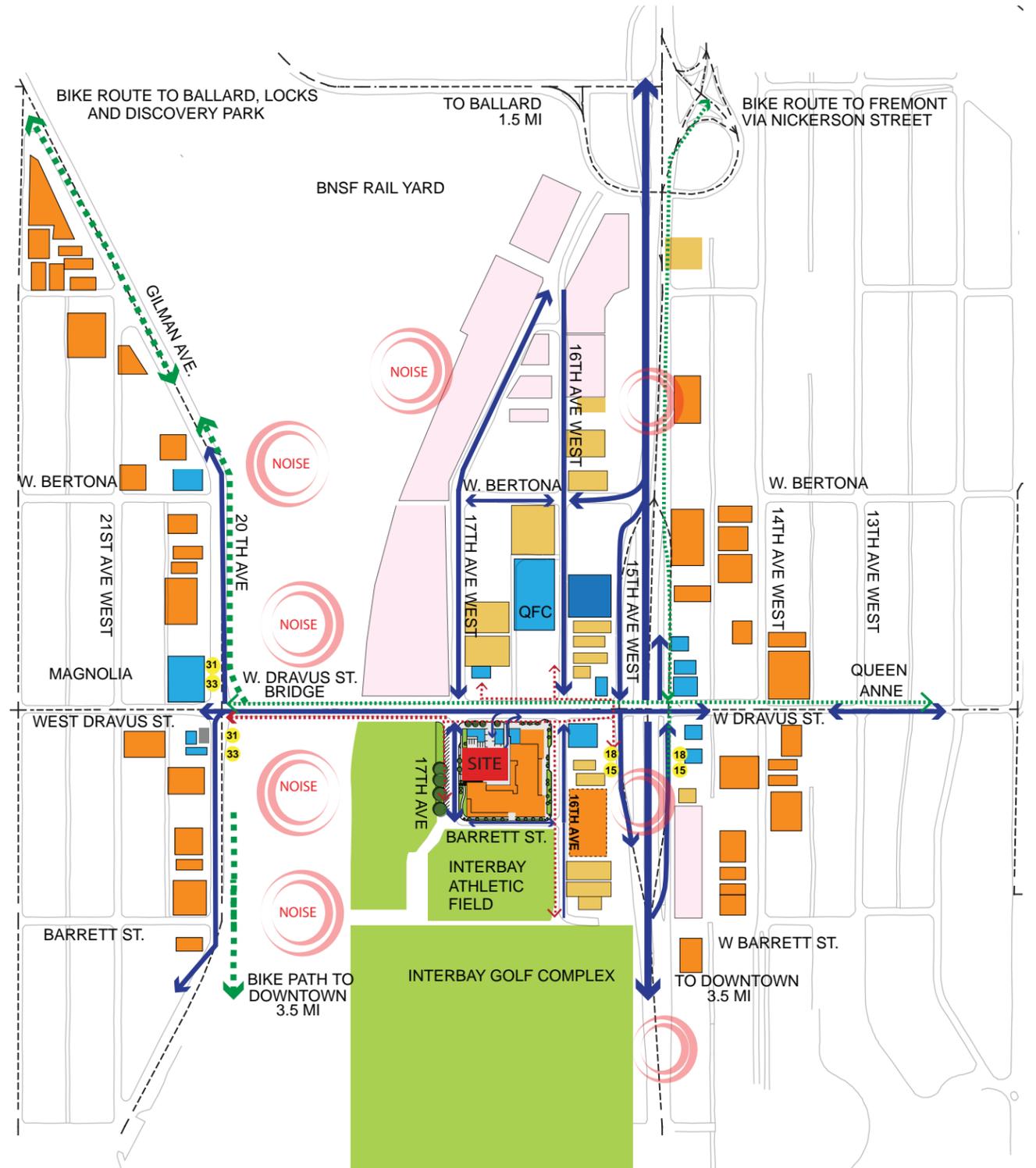


EXISTING LAND USE / TRAFFIC

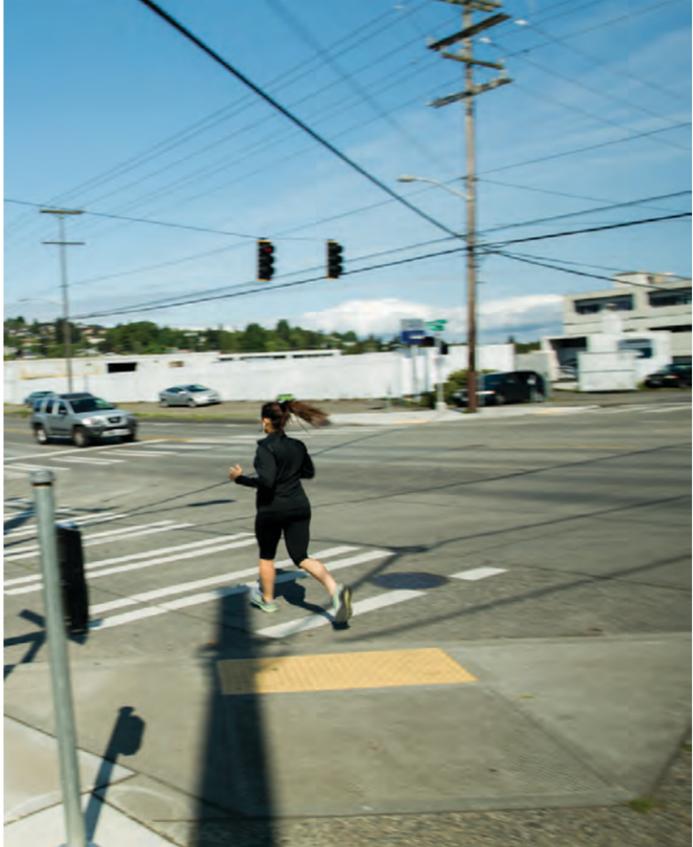


- Industrial and Commercial
- Retail/Restaurants
- Office
- Civic
- Parks
- Residential- Multi-family

- Bicycle routes
- Pedestrian routes
- Vehicle traffic
- Bus stop



humane
artistic
diverse
vibrant



create
explore
discover
appreciate
experience

CHARACTER



nature
energy
joy
spirit



CHARACTER





- 1. Site
- 2. Slate Apartments
- 3. Pandasia Restaurant
Red Mill Restaurant
Starbucks
- 4. Pagliacci Pizza
- 5. QFC
- 6. New Development
- 7. 76 Gas Station
- 8. The Flats at Interbay
- 9. Commercial Offices and Show Rooms
- 10. Interbay T-Ball Field
- 11. Interbay Soccer Facility



IMMEDIATE NEIGHBORHOOD





Slate Apartments



The Flats at Interbay



Canvas Apartments
600 Elliott Ave W



Tempo Apartments
2015 W Dravus St



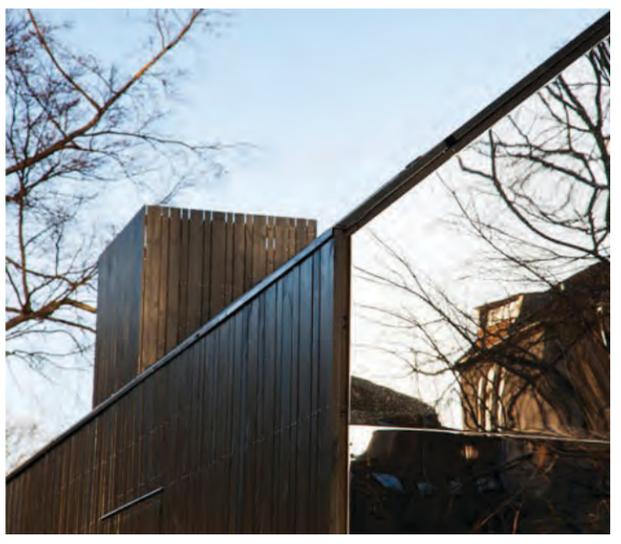
3045 20th Ave W Apartments



3048 14th Ave W Apartments

Perceptive geometric expression.
Simple and refined detail.
Composition of color planes.

MULTIFAMILY BUILDINGS IN THE NEIGHBORHOOD

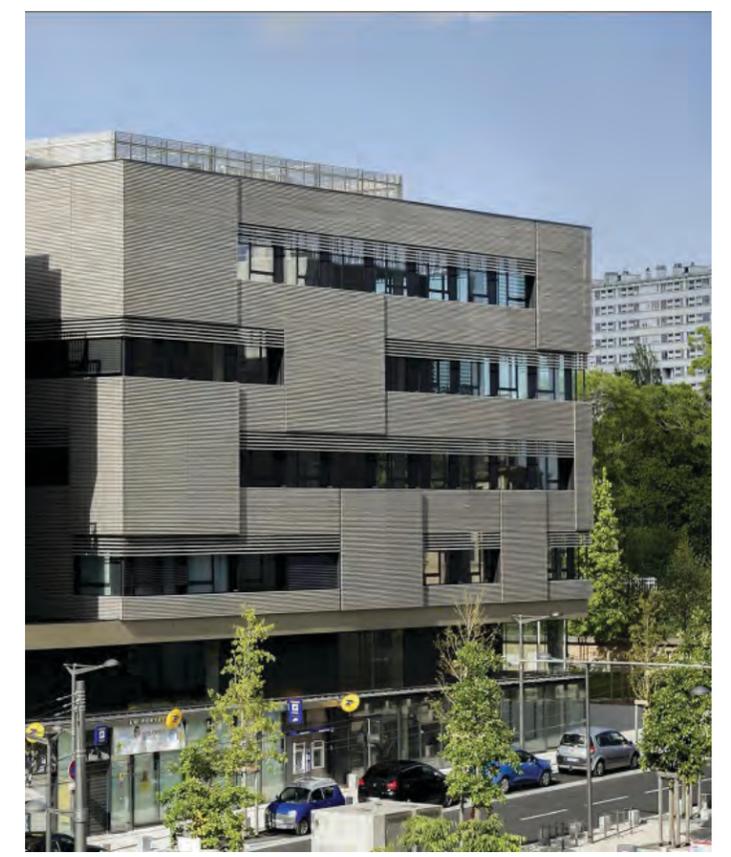
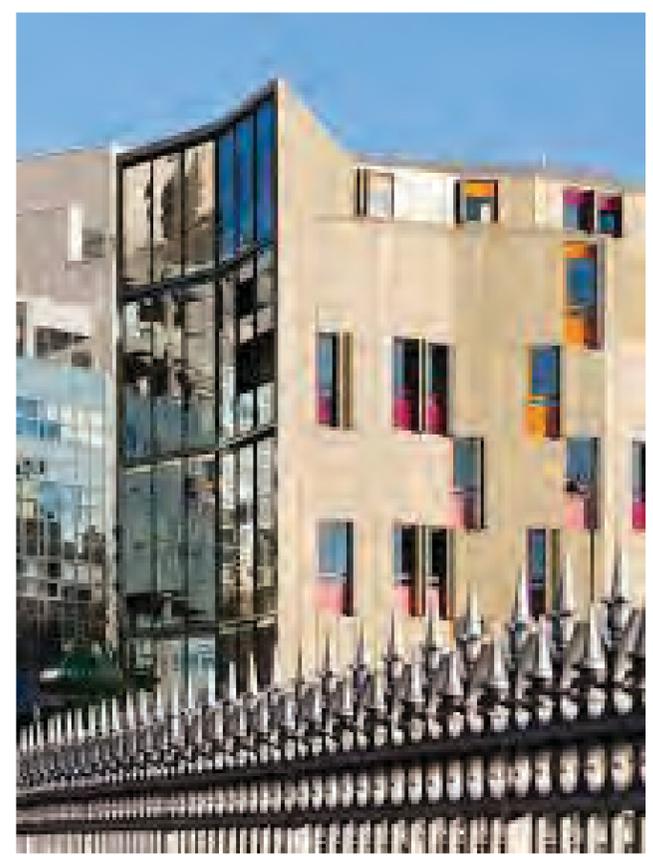


The esthetics was inspiring with its combination of bold lines with playful and visually interesting palette.

MULTIFAMILY BUILDING INSPIRATION



sculptural
secure
playful





texture
color
movement
light
form
openness
relation



DESIGN GUIDELINE ANALYSIS

CONTEXT AND SITE

CS1. NATURAL SYSTEMS AND SITE FEATURES

• B. SUNLIGHT AND NATURAL VENTILATION

Daylighting and ventilation for the residential units is maximized through a configuration of units with varying depth(s) and larger openings.

• D. PLANTS AND HABITAT

The project includes improvement of the existing street landscape with the planting of new street trees. New small trees will also be planted in the landscaped areas directly in front of the building on 17th Ave W.

• E. WATER

The building will have vegetated planter areas on two levels - above the parking and at third level.

CS2. URBAN PATTERN & FORM

• A. LOCATION IN THE CITY AND NEIGHBORHOOD

The project will have a unique identity that complements the neighboring multifamily building.

• B. ADJACENT SITES, STREETS, AND OPEN SPACES

The primary architectural features are oriented toward the street (17th Ave. W.) and the park.

• C. RELATIONSHIP TO THE BLOCK

Special attention is given to the treatment of the NE corner and North side which is visible from West Dravus Street, in order to create an interesting and identifiable urban edge. The street corner is angled, and this angle is used throughout the building layout for visual interest and to create a sense of direction. The long elevations are modulated to avoid a monolithic presence.

• D. HEIGHT, BULK & SCALE

The scale of the development is consistent with the existing multi-family buildings in close proximity. The selected architectural vocabulary will visually break the mass to proportions closer to those of the single family structures located to the west of the property.

CS3. ARCHITECTURAL CONTEXT & CHARACTER

• A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

The project will utilize contemporary and traditional Northwest materials in a modern application, which is consistent with the architecturally eclectic neighborhood.

PUBLIC LIFE

PL1. CONNECTIVITY

• B WALKWAYS AND CONNECTIONS

The project will enhance the pedestrian experience through amenities such as landscaping, street trees, lighting and street furniture.

PL2. WALKABILITY

• B SAFETY AND SECURITY

Doors, windows, and terraces will encourage natural surveillance. The access to service spaces inside the building is located off the alley. The parking access will be provided with mirrors to navigate traffic.

PL3. STREET-LEVEL INTERACTION

• A ENTRIES

The main entry to the building is identified by vertical fenestration, which turns into a horizontal canopy. The retail space has windows and entry that is visible and accessible from 17th Ave. W.

PL4. ACTIVE TRANSPORTATION

• B. PLANNING AHEAD FOR CYCLISTS

The development will accommodate amenities for bicyclists, such as street racks and storage on the parking level. The site is adjacent to a well traveled (and flat) bicycle route providing access to downtown Seattle, Ballard and other surrounding neighborhoods.

DESIGN CONCEPT

DC1. PROJECT USES AND ACTIVITIES

• B. VEHICULAR ACCESS AND CIRCULATION

The parking will be provided on two levels within the building, with access from the alleys on the east and south sides of the property.

• C. PARKING & SERVICE USES

Garbage and recyclable space will be in the enclosed space of the parkade.

DC2. ARCHITECTURAL CONCEPT

• A. MASSING

The design utilizes recesses and projecting segments in the facades, bay windows, terraces and canopies to reduce the overall mass of the building and create a more human scale.

• B. ARCHITECTURAL AND FACADE COMPOSITION.

The design was developed with a strong emphasis on architectural expression of the building as a whole.

Blank walls are avoided by the use of window openings and rustication in the concrete. The balcony railings and opening screens also provide detail, scale and texture.

• C. SECONDARY ARCHITECTURAL FEATURES

The building will fit roof line of the existing building, It will use some of the articulation of its fenestration pattern.

• D. SCALE AND TEXTURES

The texture of the building is developed on the principle of abstract composition of lines, shapes and color.

DC3. OPEN SPACE CONCEPT

• B. OPEN SPACE USES & ACTIVITIES

The roof terraces are designed to have areas for gathering and areas for solitude and relaxation. Canopies are provided for short term protection.

• C. DESIGN

A combination of hardscape and planting will be used throughout the site, emphasizing a flow through the property.

DC4. EXTERIOR ELEMENTS AND FINISHES

• A. BUILDING MATERIALS

Building materials will be selected to complement the quality of the neighborhood in a contemporary way.

• B. SIGNAGE

The signage is coordinated with the character of the building and is an active part of the design concept.

• C. LIGHTING

Lighting will be used to increase site safety and to highlight features such as canopies, planting, and art.

• D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

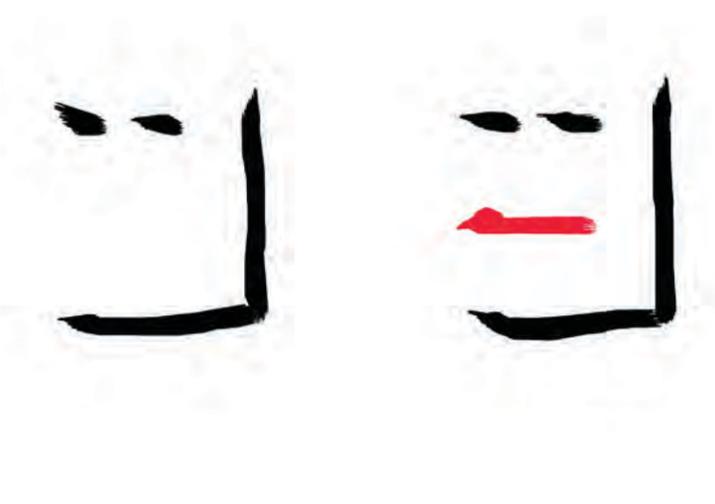
In keeping with the sustainable principles most of the vegetation will be indigenous.



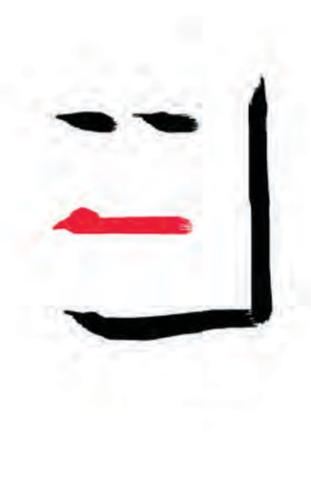
STREETSCAPE



DESIGN STUDY SKETCHES



Building Interrelation Existing Building



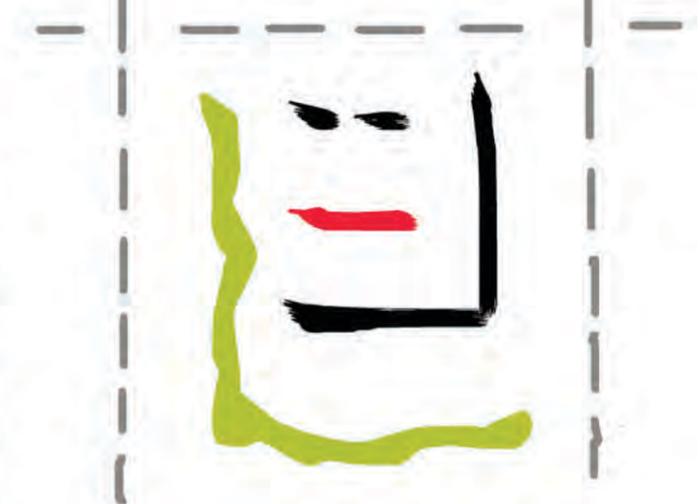
Building Interrelation New Building



Park Interrelation



Traffic



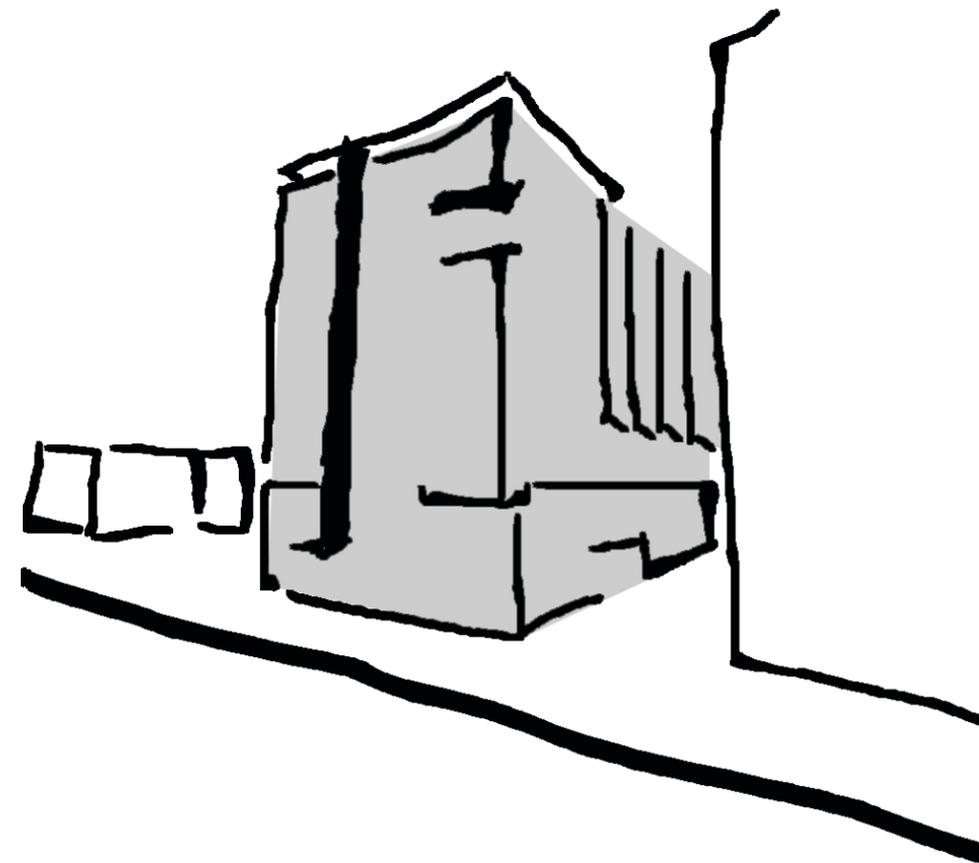
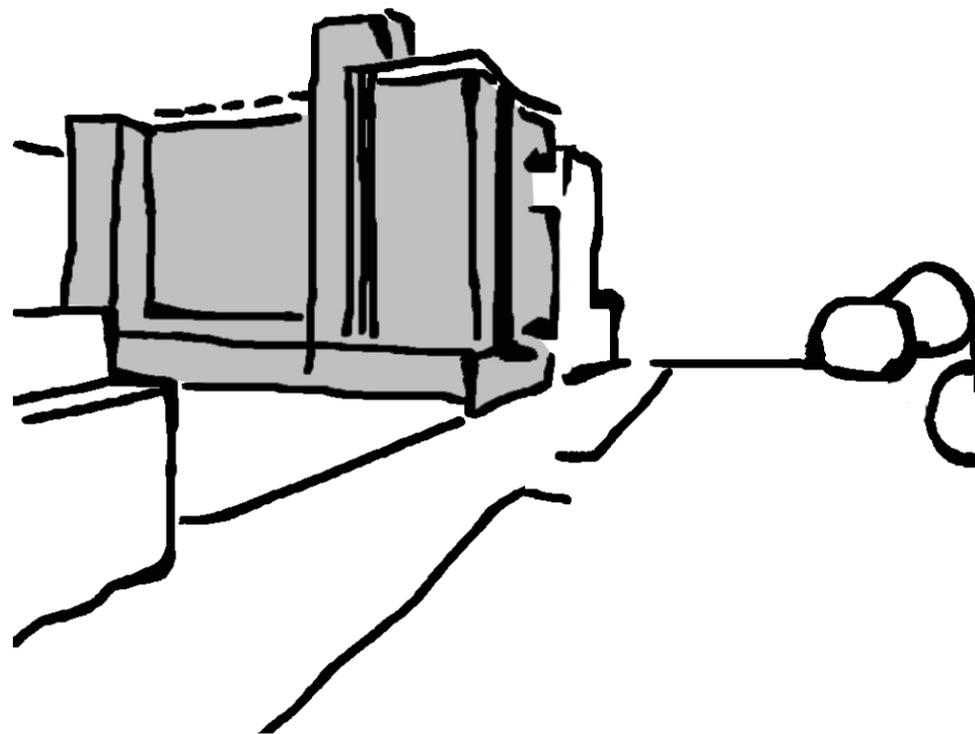
Traffic and Connections



WATER COLOR SKETCHES



SILHOUETTES



diagonal/d



First Floor



Second Floor



Residential Floor



Roof



Section

ALTERNATIVE CONCEPT 1 Village

The idea of random pattern of bay windows on west and south side came as a reaction to the close proximity of the project to the two predominantly single family hills of Queen Anne and Magnolia. The concept will mimic the character of those areas as well as juxtapose to the surrounding orthogonal pattern.

The idea of the village will be conveyed also by developing the entire street frontage as a space for the residents including lobby and amenity area. The upper mezzanine will be part of this space creating various possibilities for interior layout design.

The stairs in this concept are identical both oriented north-south. They will both extend to roof, though not required by building code to visually embrace the random pattern.

PROS

- Creates scale appropriate to the single family neighborhood.
- North side creates sense of proportion and stability.

CONS

- Not enough visual interest from Dravus Street West.
- Opportunity to create space usable not only by the residents and enhance the neighborhood is missed.

DEPARTURES

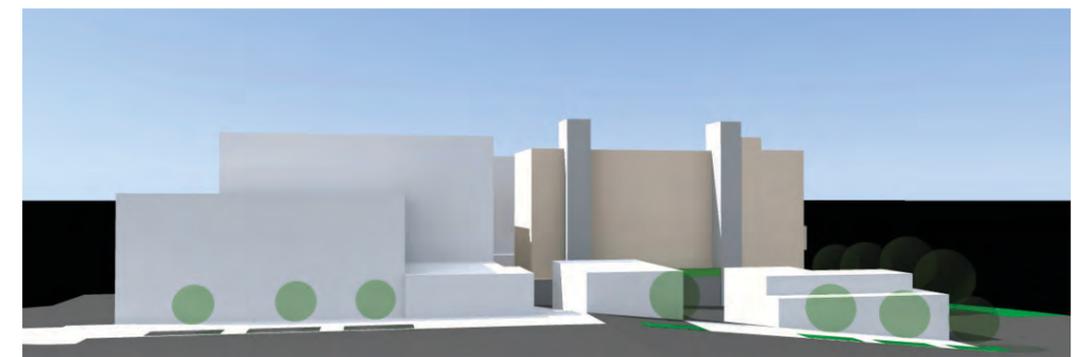
- All of the amenity space to be inside rather than up to 50%.



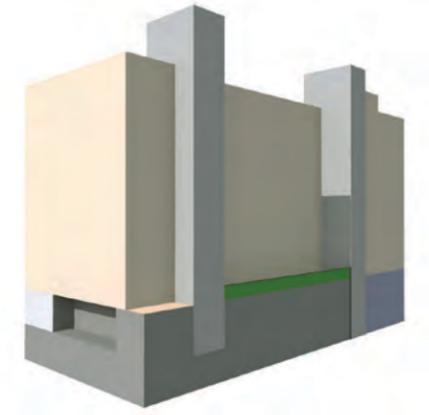
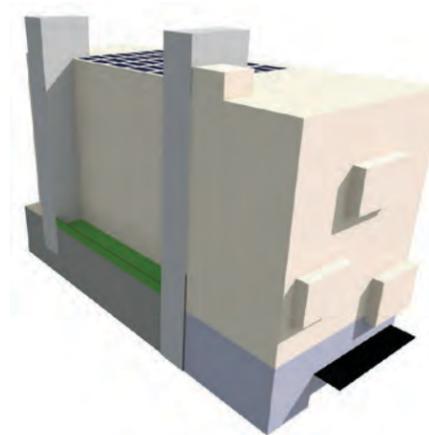
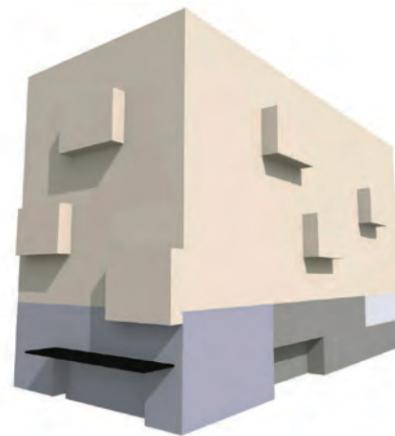
17th Ave W View

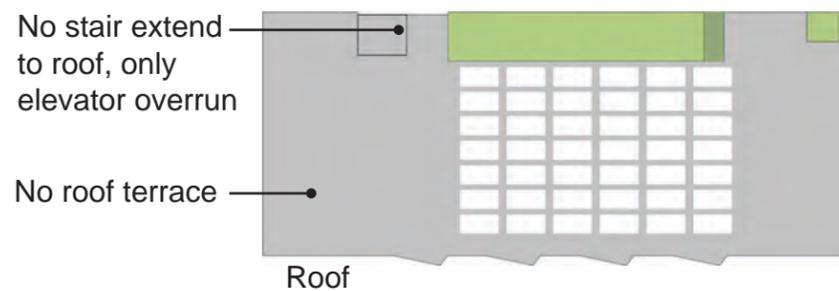
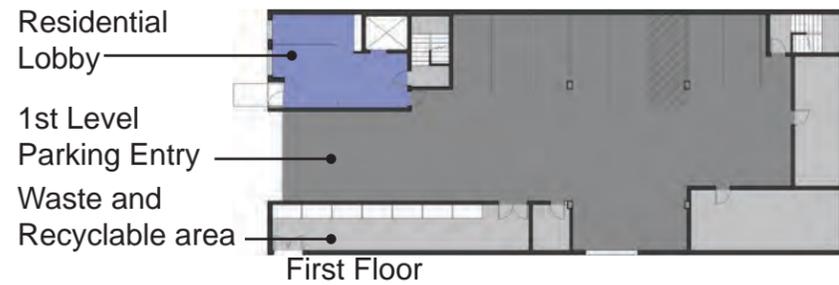


View from the corner of W Dravus St and 17th Ave W



W Dravus St View





ALTERNATIVE CONCEPT 2 Rationality

The second concept is the most rational in solving the functional scheme of the project. The Land Use code allows for a parking entry from 7th Avenue West and because of the change in grade this will be the lowest point of entry. Following this scheme the need of sloping the slab on grade down in order to create enough headroom for the entry from the east side on the second floor will be eliminated.

The amenity space is on the second floor facing the street and it is interconnected with the mezzanine level of the Lobby.

The residential floors are with long and narrow units arranged along the south side.

The bay windows at west side is a rotated square. A landscaped wall along the west side of the NE Stair will create a visual angle with the landscaped terraces on 3rd floor.

PROS

- Driveway layout and concrete work are simpler.
- The bay window creates the sense of 3-dimensional rotation.
- No north facing units.
- Easier access to waste and recyclable area.

CONS

- Street experience is worsen by having a parking entry.
- The number of units makes the project less feasible.
- Visual interest from Dravus is mainly for car and pedestrians moving out of Magnolia.

DEPARTURES

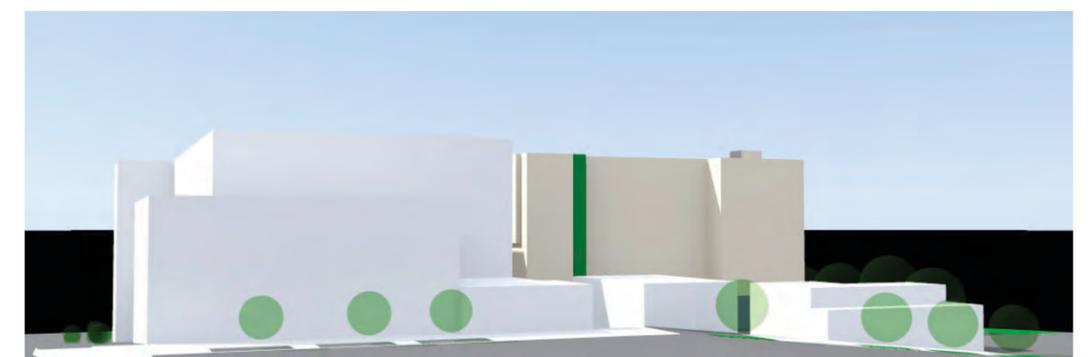
- All of the amenity space to be inside rather than up to 50%.



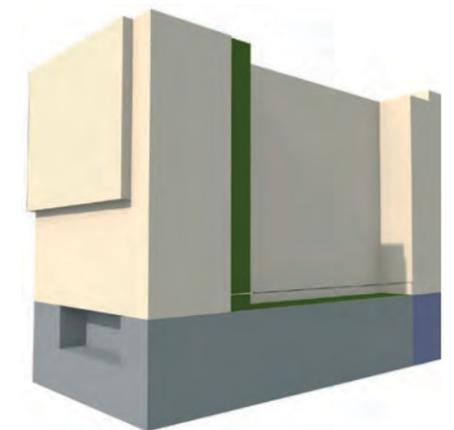
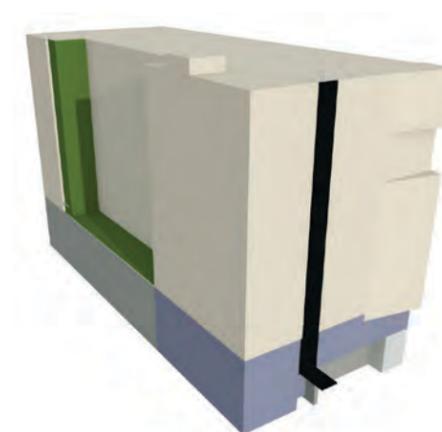
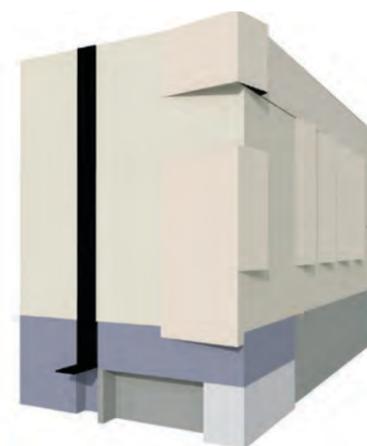
17th Ave W View



View from the corner of W Dravus St and 17th Ave W



W Dravus St View



diagonal/d



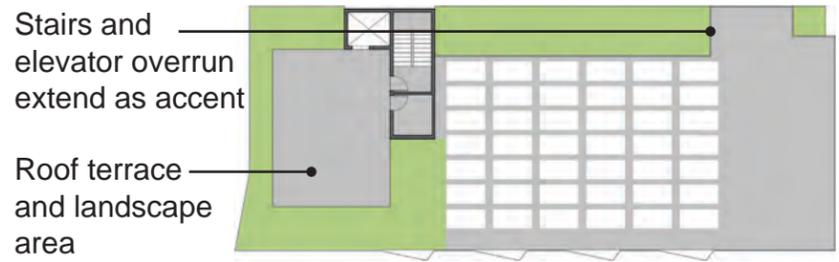
First Floor



Second Floor



Residential Floor



Roof



Section

ALTERNATIVE CONCEPT 3 Energy PREFERRED

Commercial space is provided in the southwest corner although it is not required by the Zoning Code. Lobby and mezzanine are situated in the NW corner. The mezzanine gallery will honor the people of the neighborhood after the name of Mr. Werner, previous owner of the lot. Roof terrace with landscape area will be provided to meet the requirements for 50% amenity space outside of the building. Bay windows are similar on the west and south side of the building. The NW stair with the elevator shaft form one vertical element with the illusion of building wrapping around it and opportunity for a subtle illumination at dark. NE Stair is pulled from the corner to create an area for landscape and visual interest.

PROS

- Enhanced street experience by providing commercial space and possible outside area.
- Scale appropriate for the neighborhood.
- Roof top terrace with landscape area and views toward the Bay area and Fishermen's Terminal to create an attractive amenity space.
- Strong architectural elements to visually enrich the views from the streets.

CONS

- South elevations is problematic to meet the alley clearance.
- Two parking entrances form the alleys.



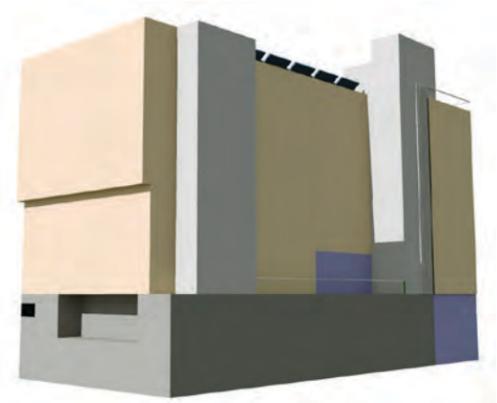
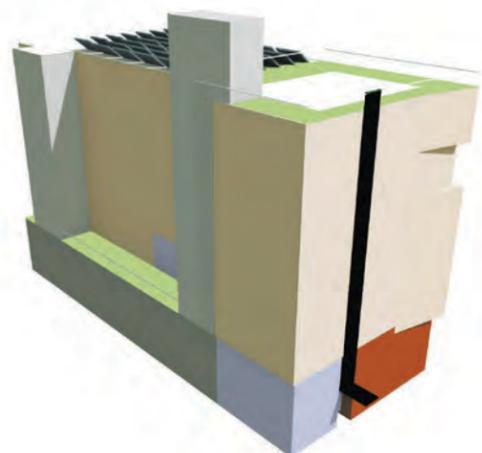
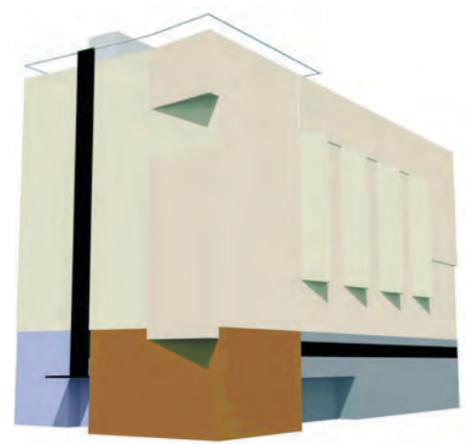
17th Ave W View



View from the corner of W Dravus St and 17th Ave W

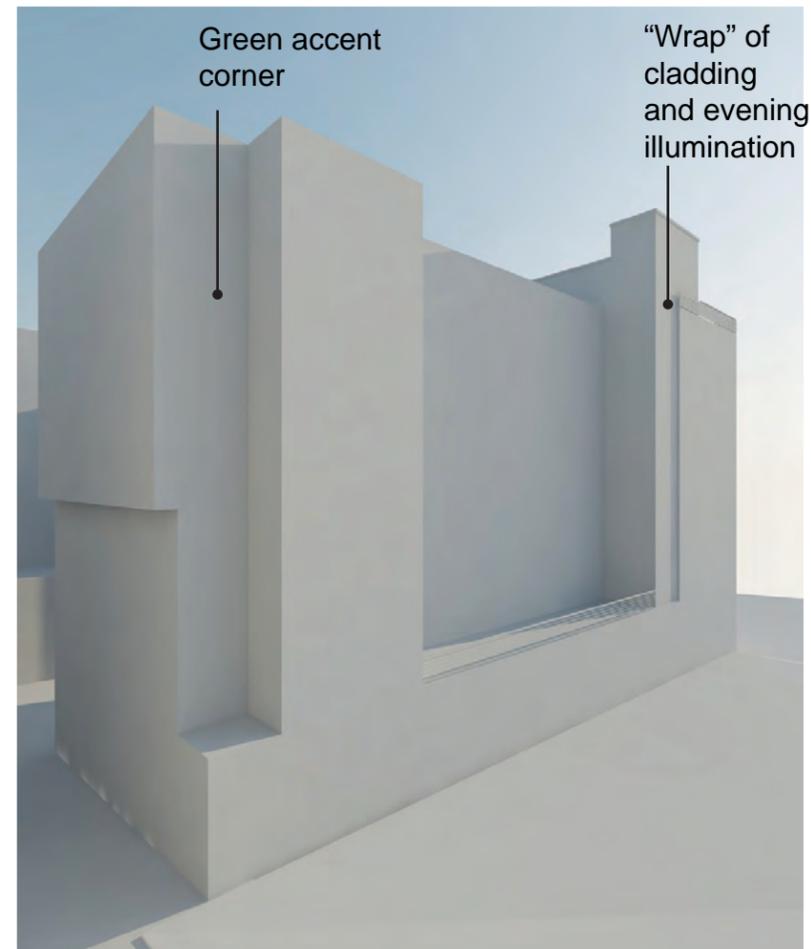
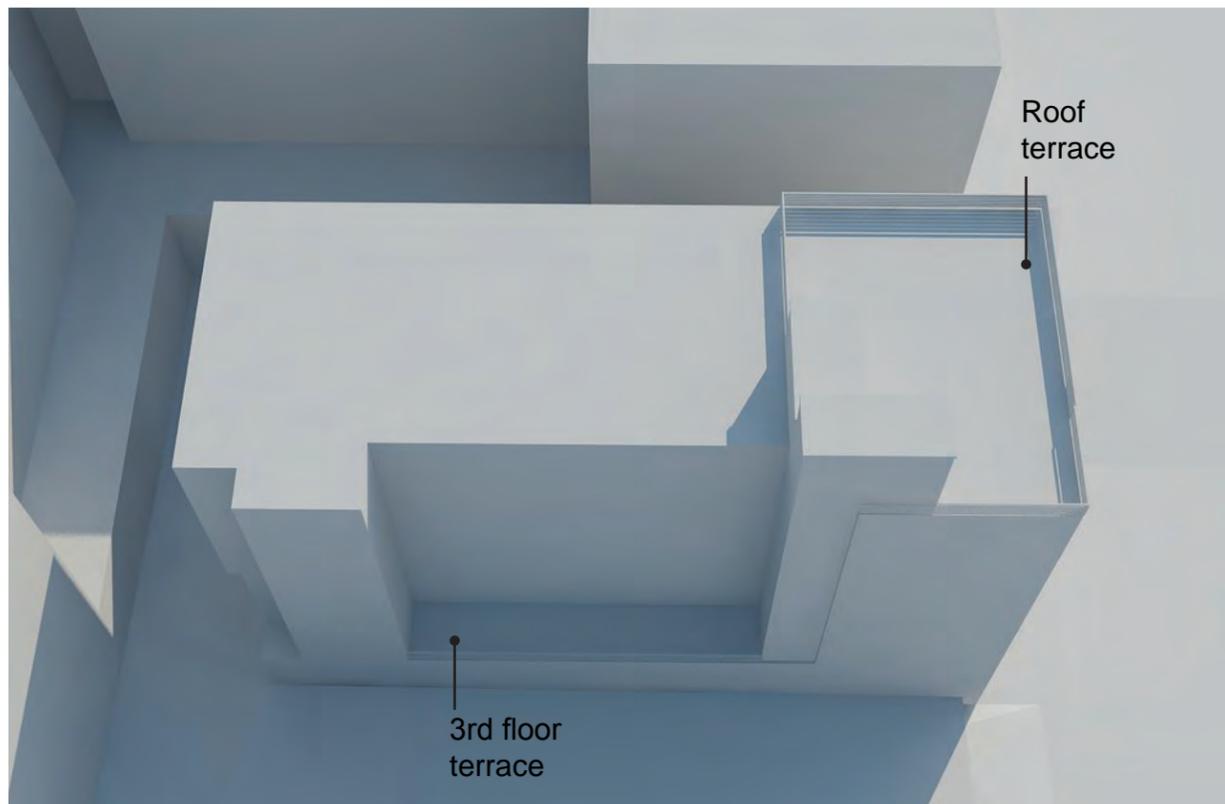
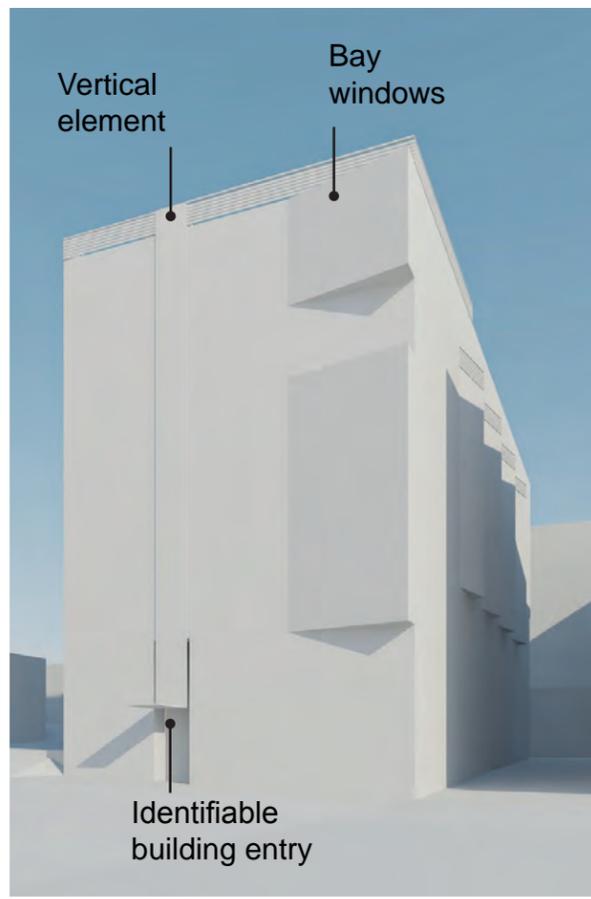
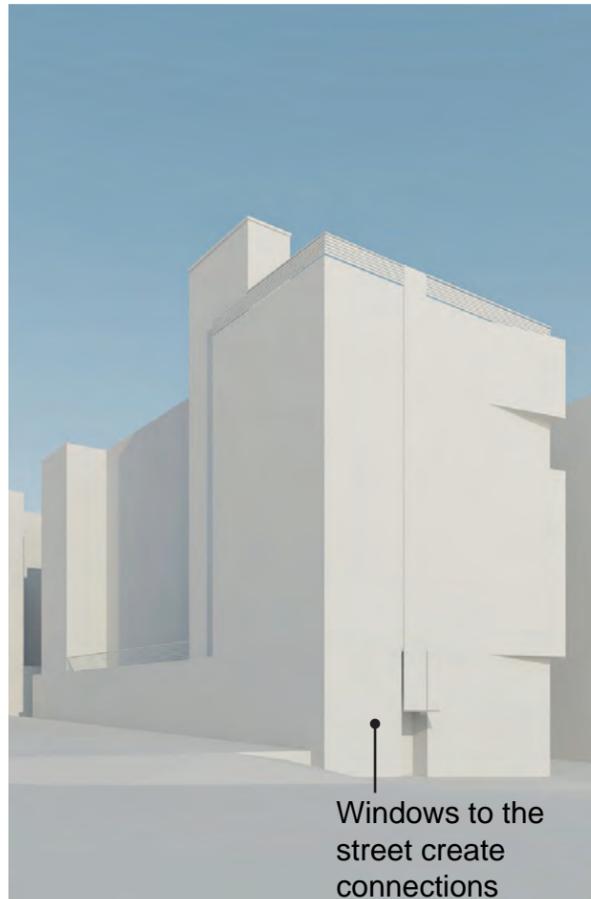


W Dravus St View



RENDERINGS

Dynamics in relations between mass and visual perception.



LANDSCAPE DESIGN



17th Ave W

24" + depth native/drought tolerant planting area (192 sf)

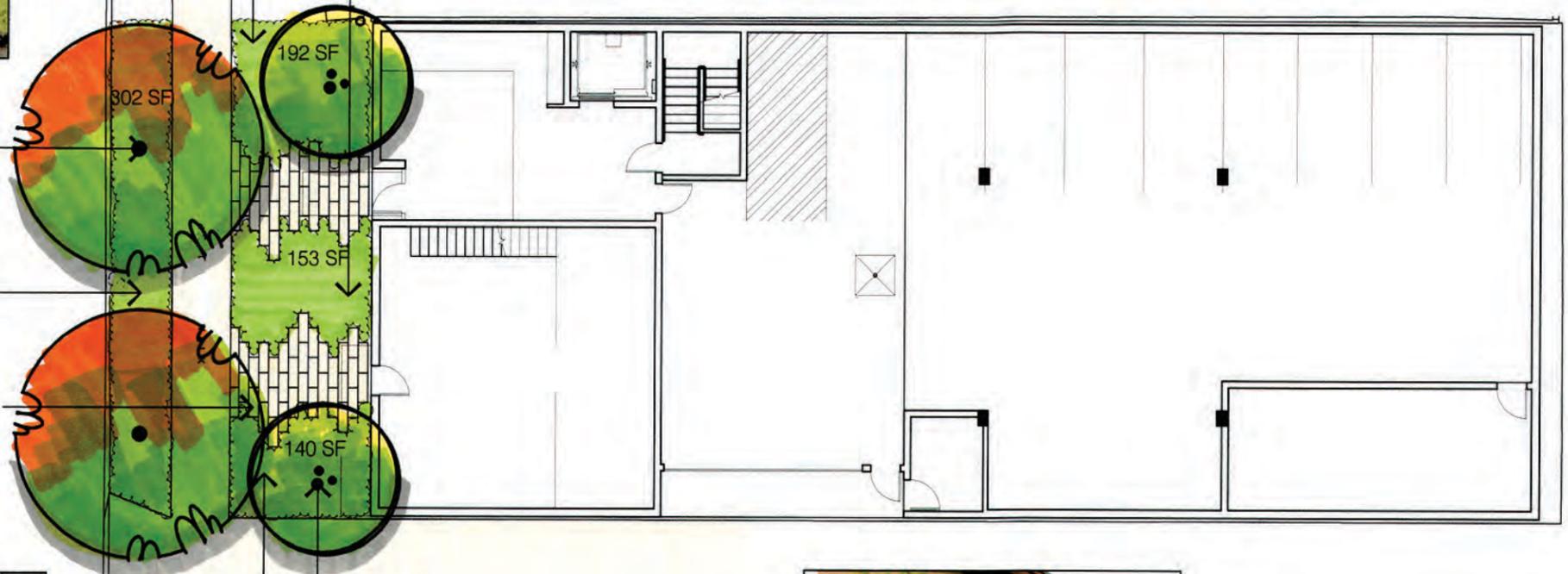
24" + depth native/drought tolerant planting area (153 sf)



Medium sized SDOT approved street tree (typ.)

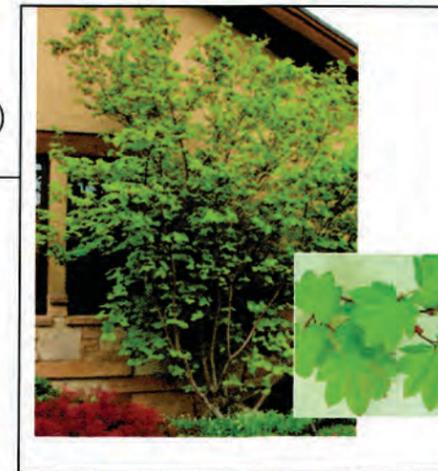
24" + depth native/drought tolerant planting area (302 sf)

36" x 12" x 2" large narrow precast concrete pavers (typ.)



Small native deciduous tree (2 total)

24" + depth native/drought tolerant planting area (140 sf)





10'-0" l x 3'-0" w x 50" h
concrete bioretention
planters w/ native plantings
(28 sf) (typ.)



Carl Stahl GREENCABLE stainless steel
cable trellis system on each face of corner of
building (6' w x 20' h) (typ.) (240 SF)



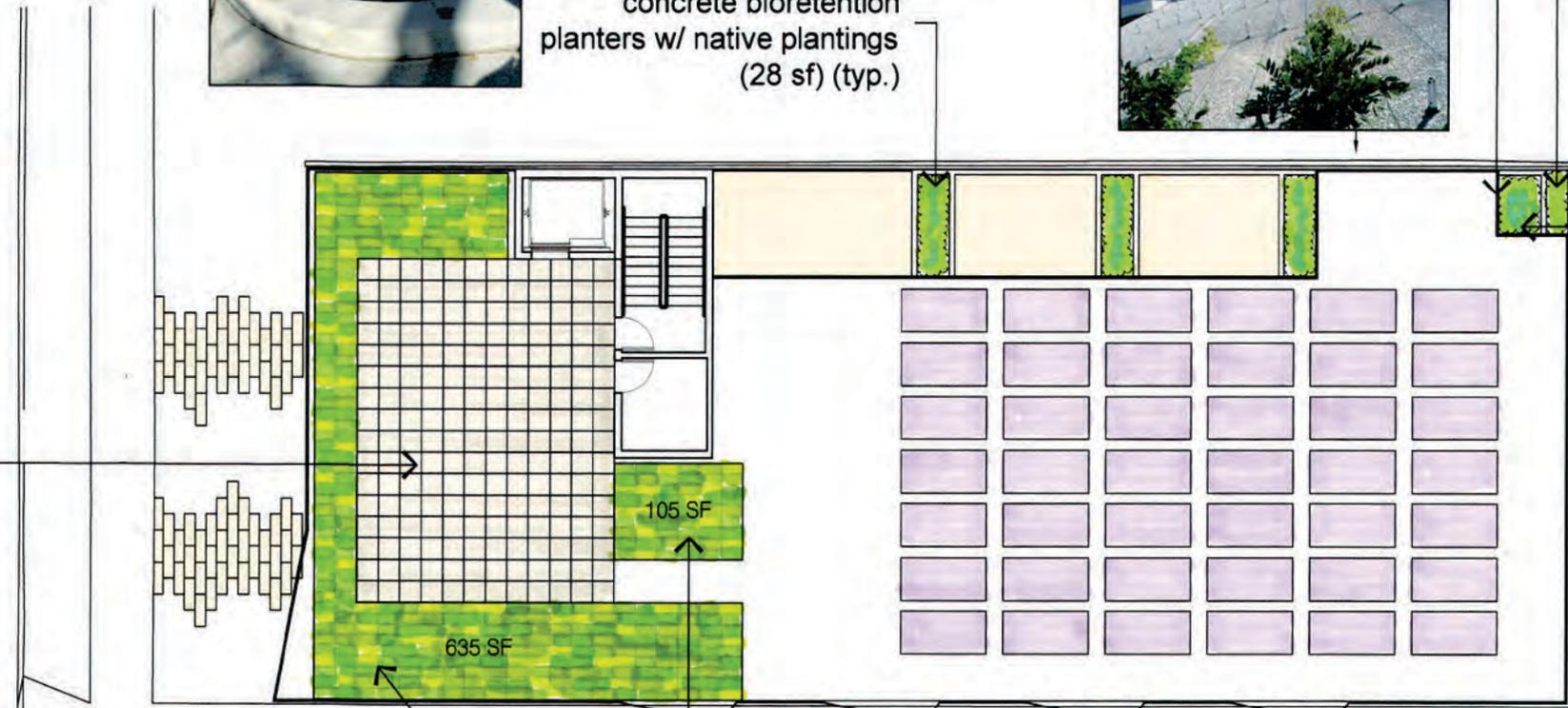
< 24" depth
native/drought
tolerant plant
area (13 sf)



5'-6" l x 4'-0" w x 50" h
concrete bioretention
planter w/ native plantings
(22 sf) (typ.)



community space:
pedestal set pre-cast
concrete pavers with
outdoor furniture and
planters

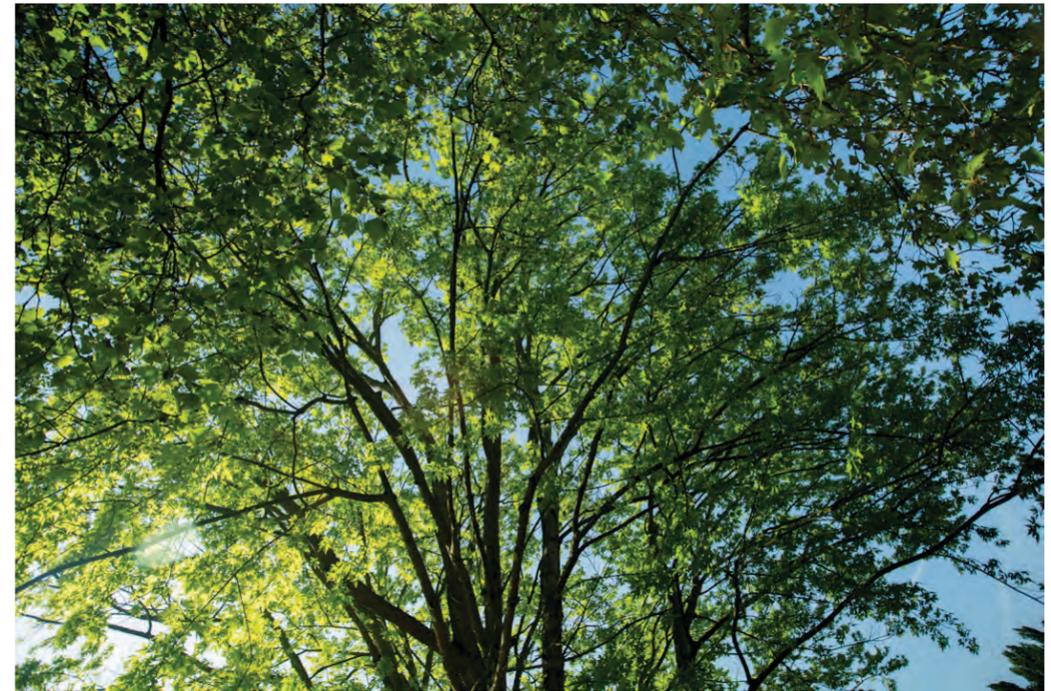


(740 sf) LiveRoof green roof system
2'-0" x 1'-0" trays with 4.25" depth
planting medium comprised of native
and drought tolerant planting species
(typ.)





TREES across the street from the proposed building along 17th Ave W.



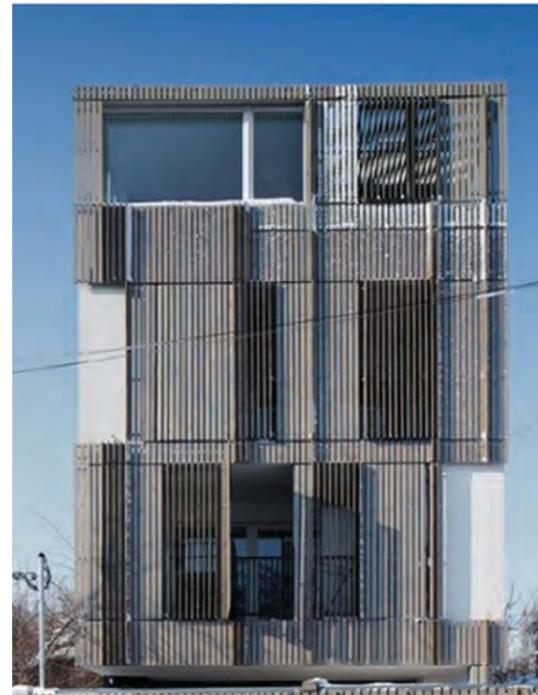
STREETSCAPE EXAMPLE FROM ACROSS THE STREET
Bioretention landscape area along 16th Ave W.



ROOF TERRACES
Geometric shape frames the landscape areas and transforms the building language.



DIFFERENT materials creates illusion of depth in flat plane



WOOD adds texture and warmth



SLATS build sense of transparency



COLOR enhances variety and interest



RAW color combination of concrete, wood, black steel and accent of stained glass

COLOR glass forms interest in both exterior and interior of building.

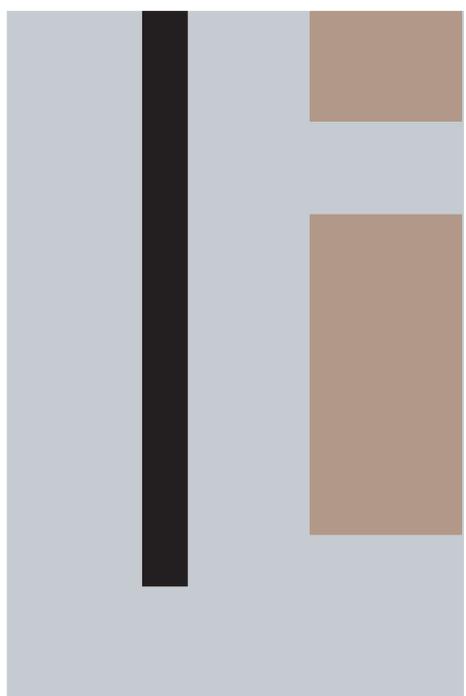


**BUILDING
ELEMENTS**

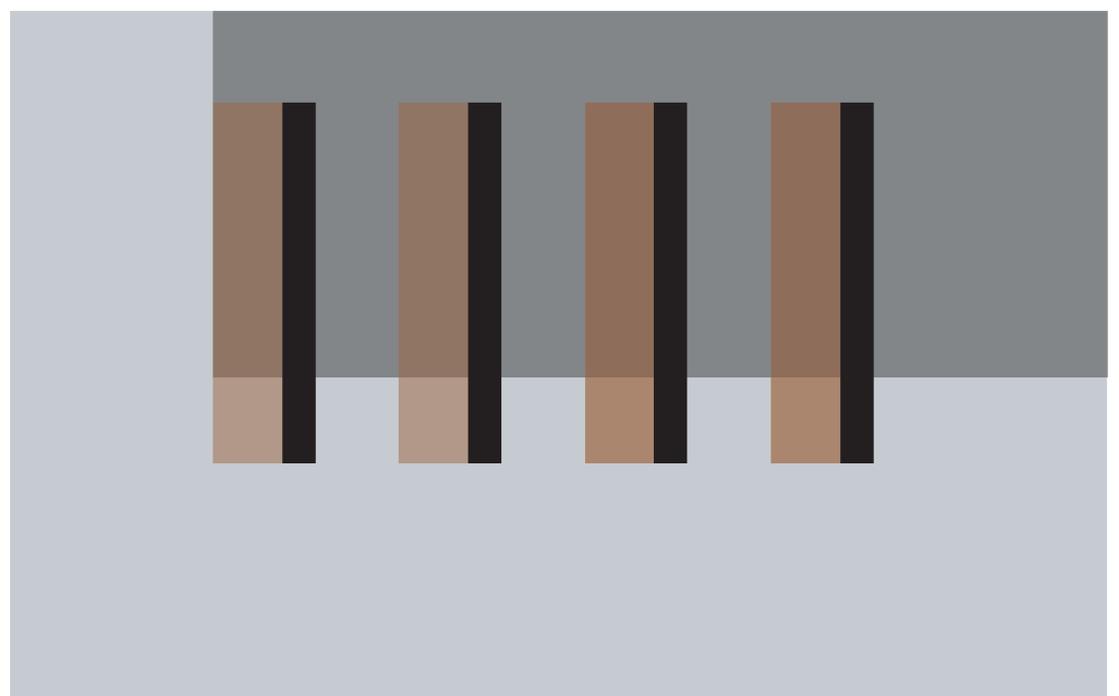
diagonal/d

ANALYTICAL SCHEME OF THE DIMENSIONAL RELATIONSHIP BETWEEN THE ELEMENTS AND

- Strong vertical element
- Repetition of similar bay windows
- Stair and elevator towers as organizational elements



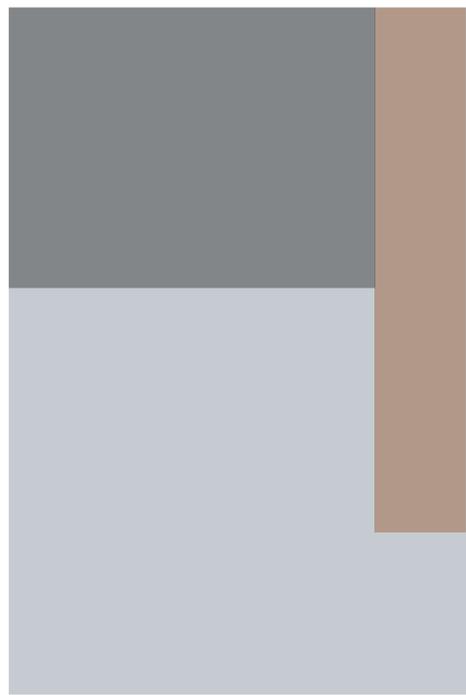
WEST FAÇADE



SOUTH FAÇADE

BUILDING

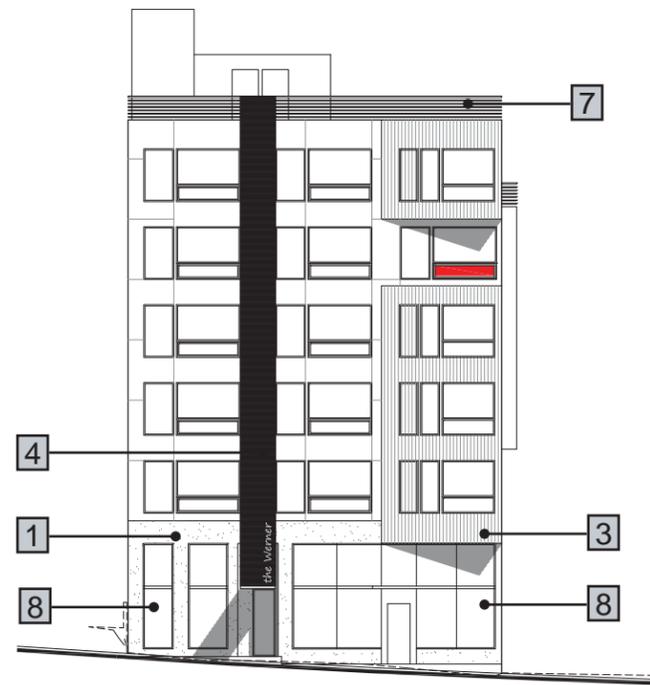
ELEVATION CONCEPTS



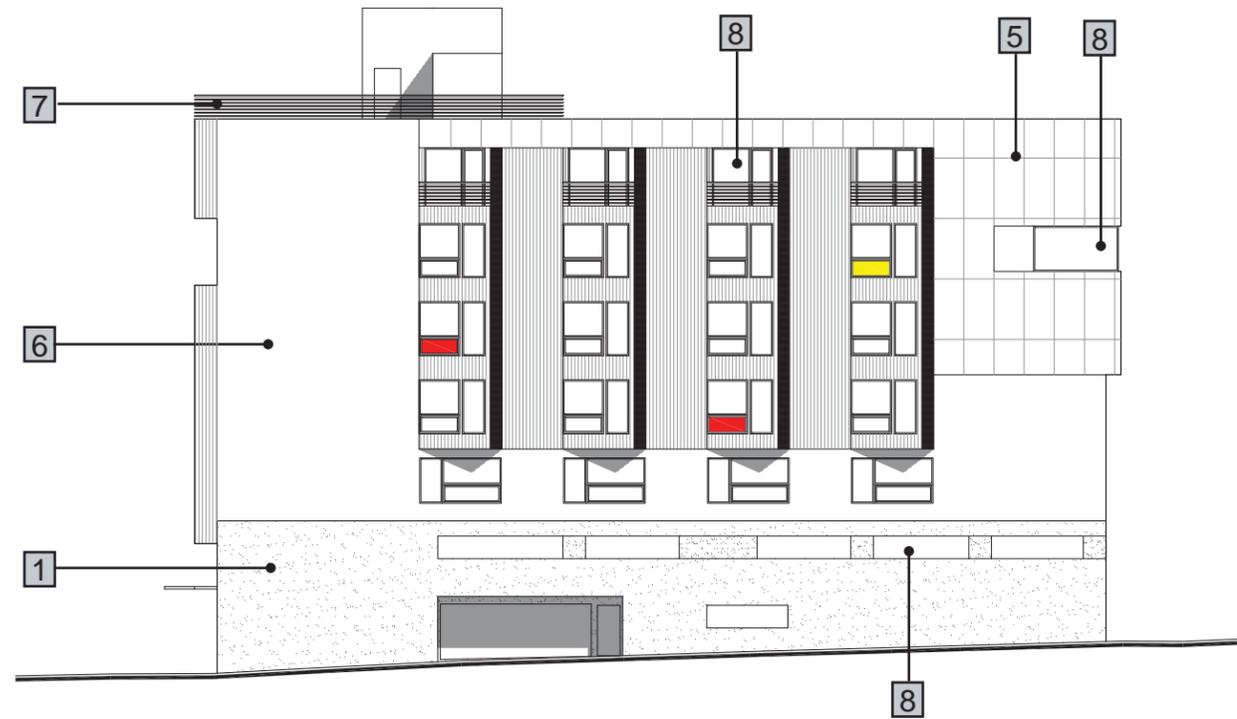
EAST FAÇADE



NORTH FAÇADE

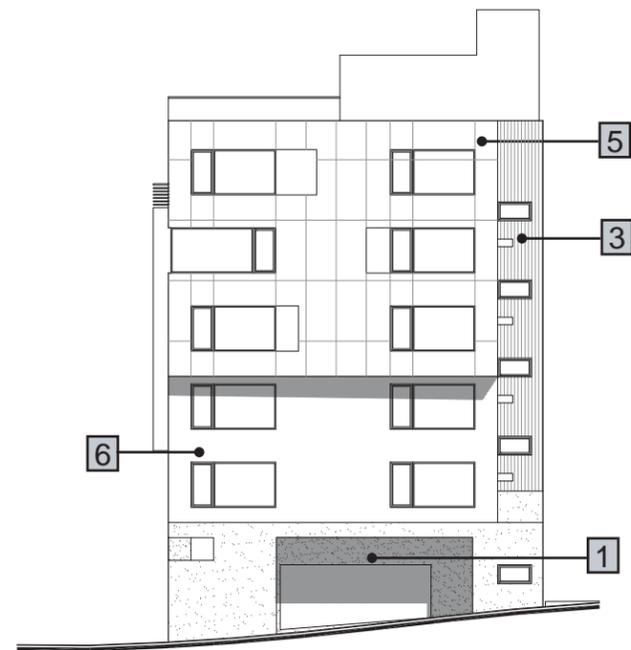


WEST FAÇADE

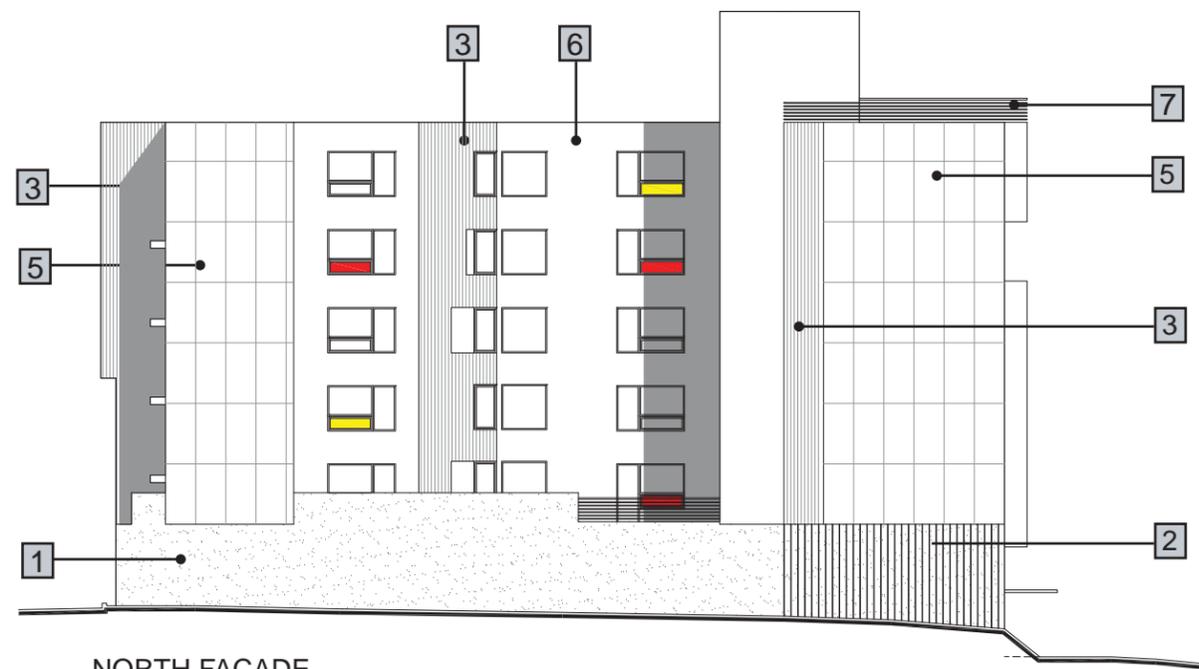


SOUTH FAÇADE

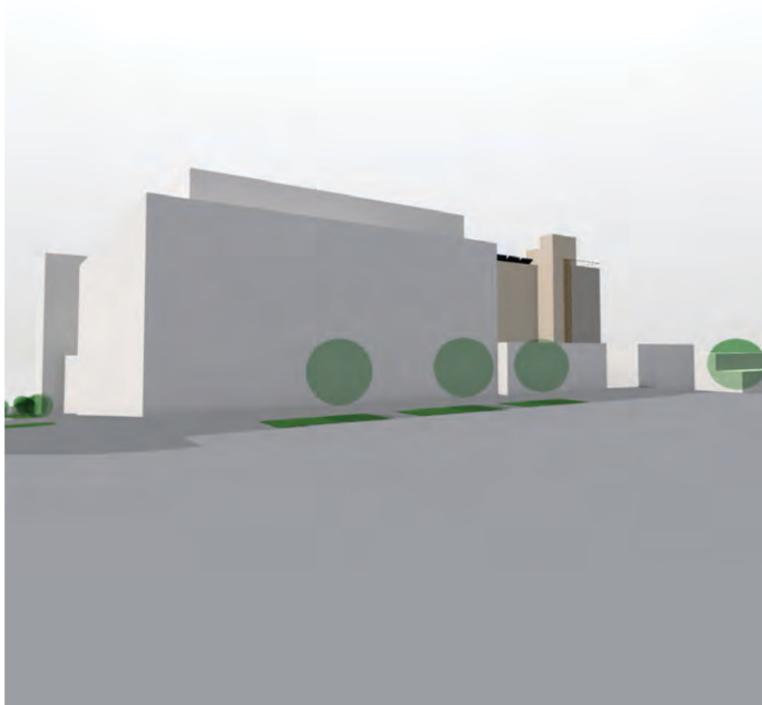
- 1. Concrete, clear coated
- 2. Concrete, accent finish
- 3. Wood, weathered
- 4. Black steel, clear coated
- 5. Cement panel, color 1
- 6. Cement panel, color 2
- 7. Steel Guardrail
- 8. Glazing / dark color clad



EAST FAÇADE



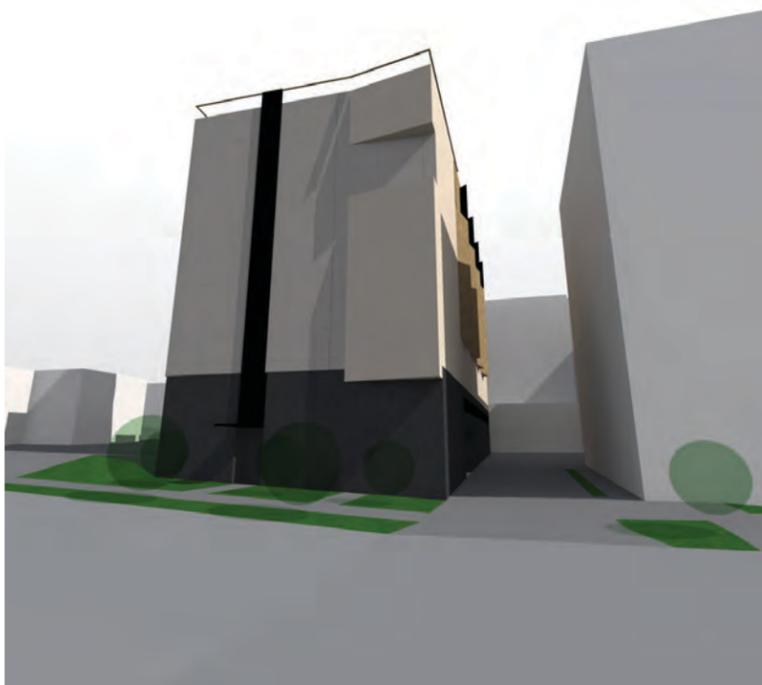
NORTH FAÇADE



View of the main approach to Magnolia on Dravus Street



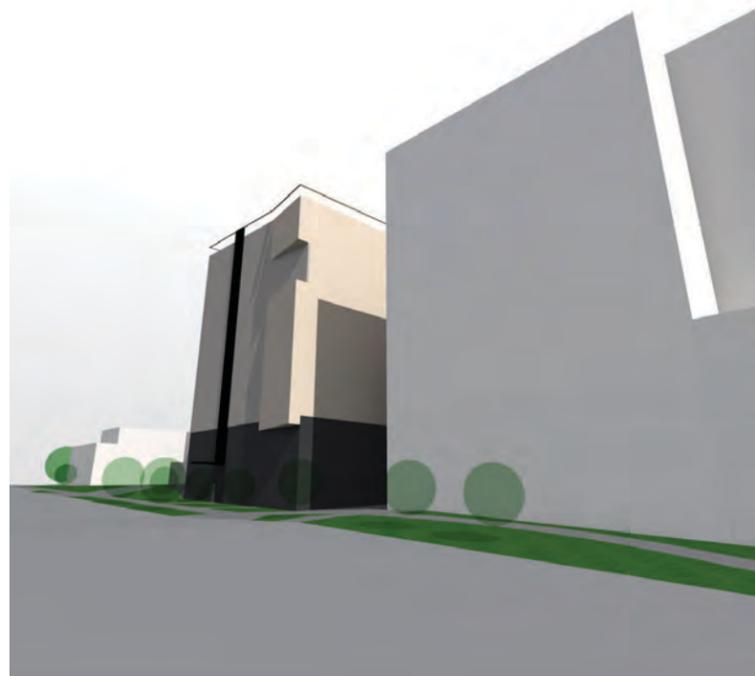
View across Dravus St from new development under permitting and QFC commercial plaza



View of alley between Slate Apartments and proposed development from Interbay Athletic Complex

MASSING STUDY





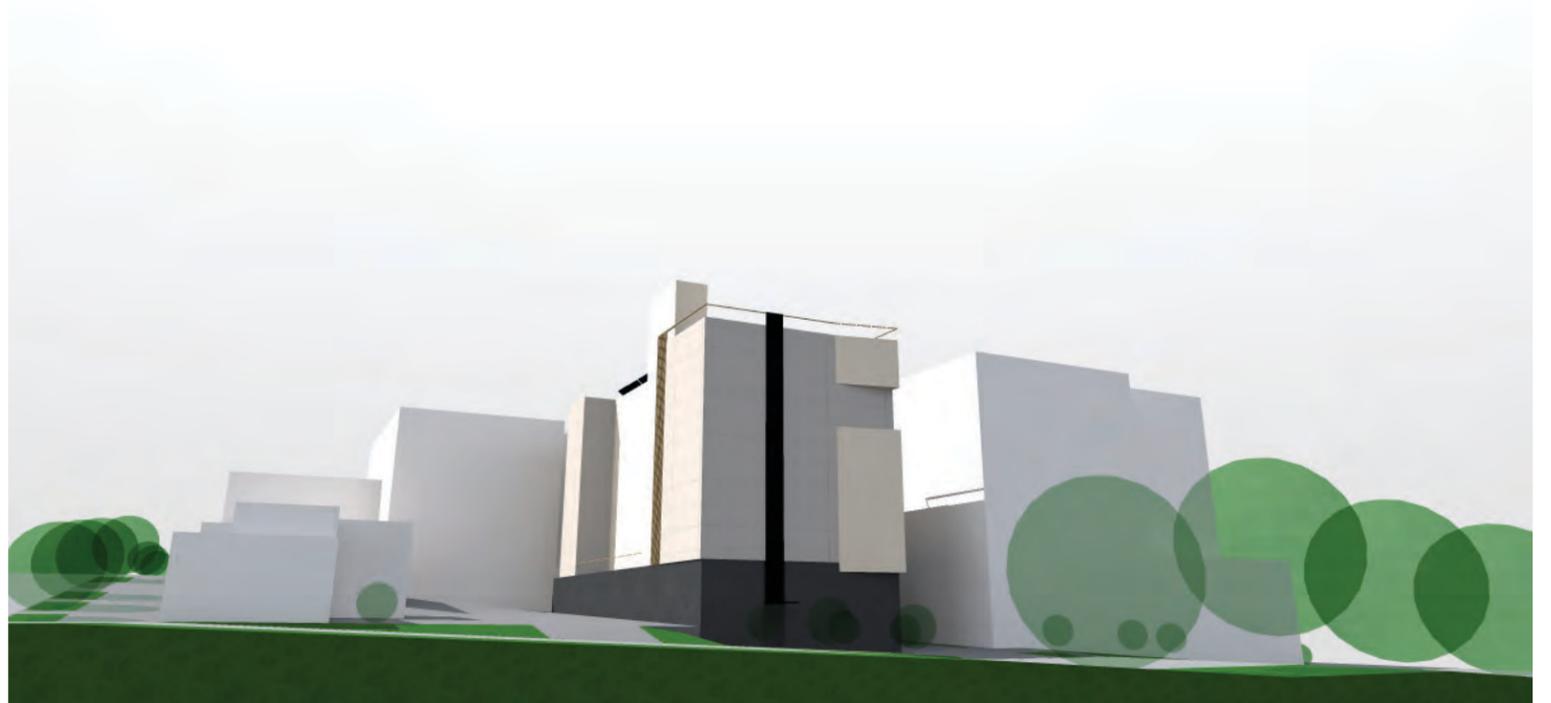
Approach from Play fields and 17th Ave



View from the corner of Dravus St. and 17th Ave



Exiting Magnolia on Dravus St at dusk



View from the Baseball/Softball Field



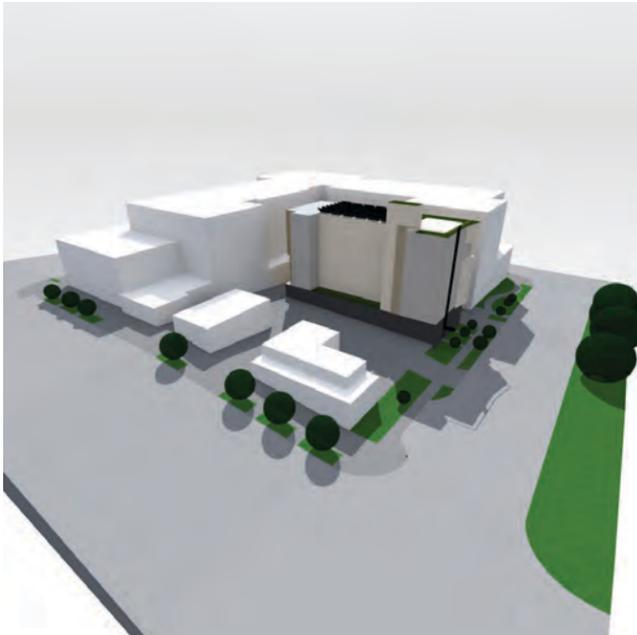
View from Interbay Athletic Complex and above railway tracks of BNSF



Slate Apartments and proposed development at alley corner



Alleys' intersection



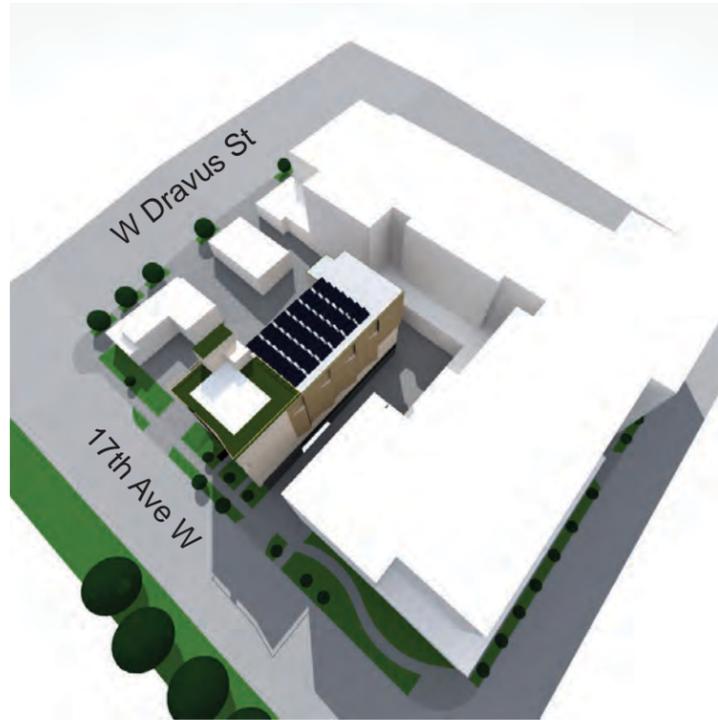
Corner of Dravus St. & 17th



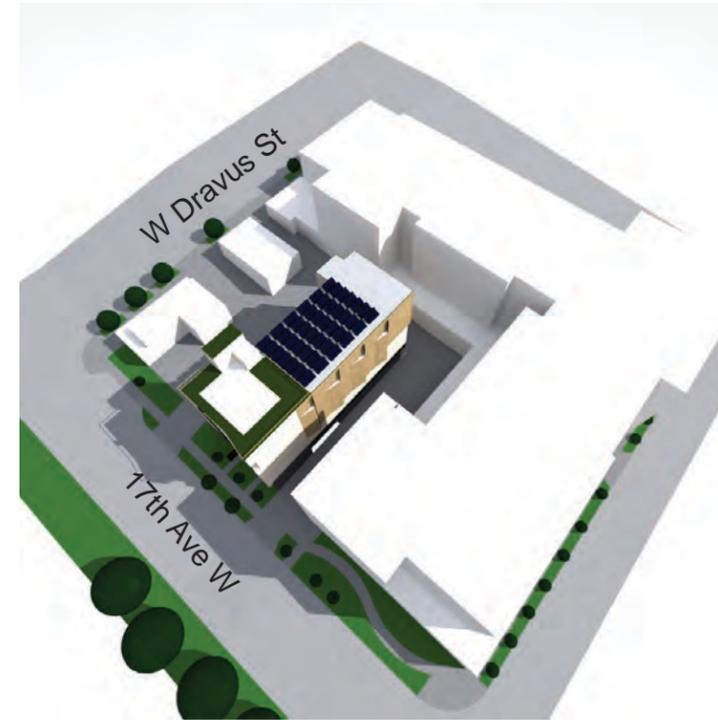
Main approach to building

RENDERINGS

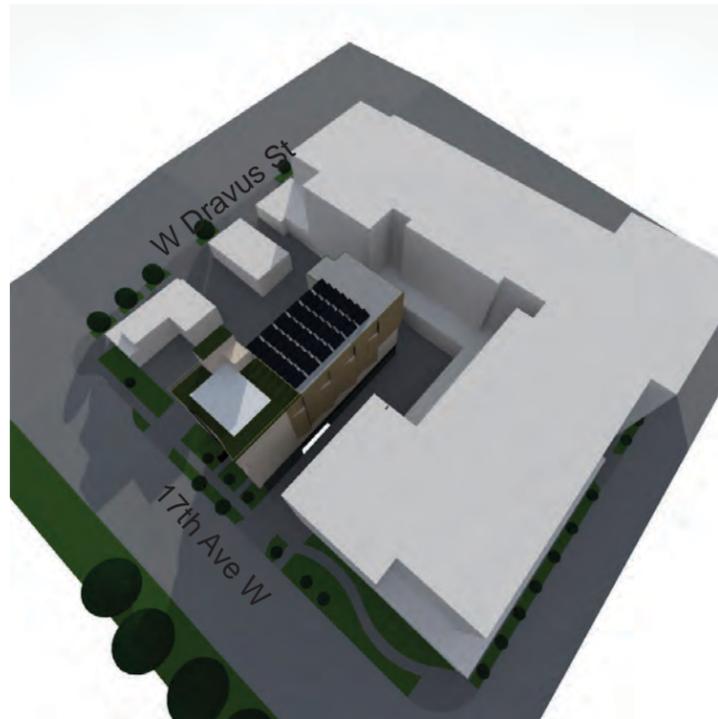




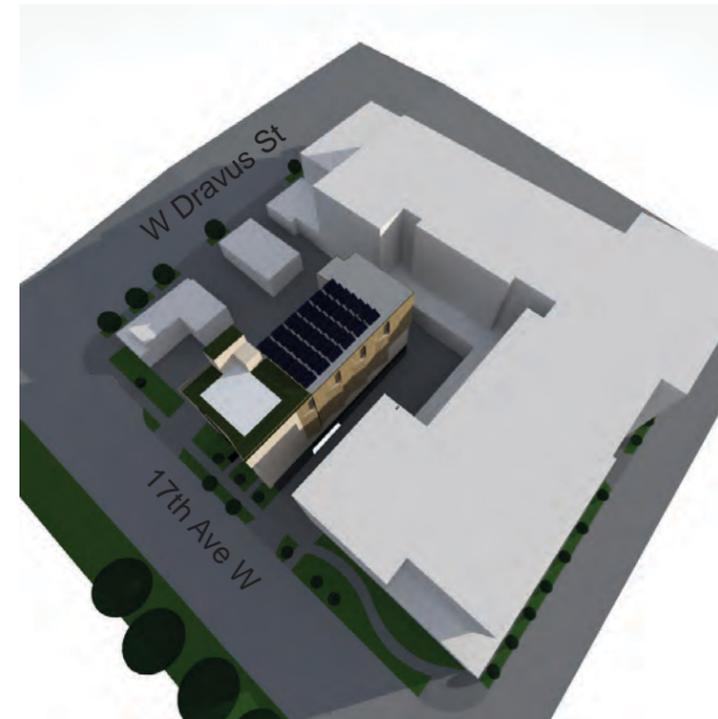
SUMMER 10 A.M.



SUMMER 3 P.M.



WINTER 10 A.M.



WINTER 3 P.M.

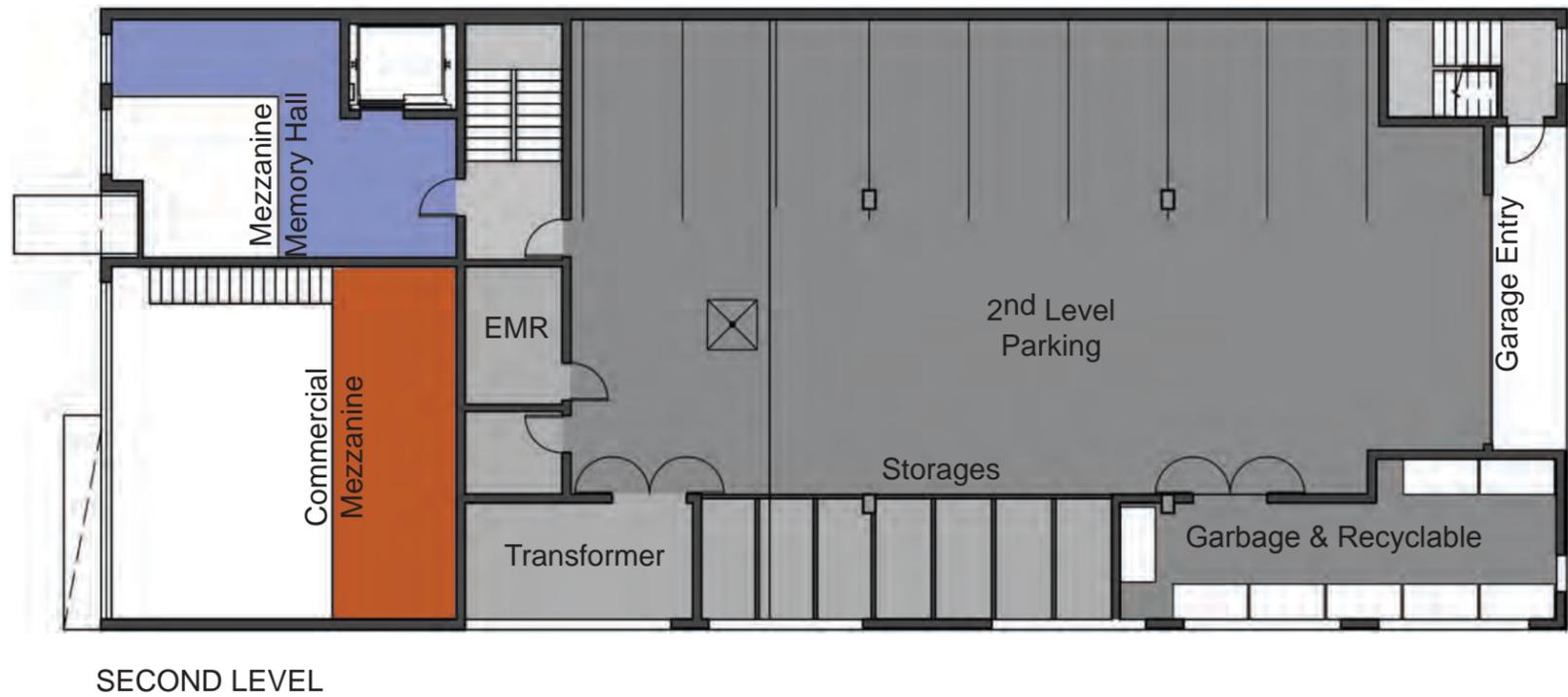
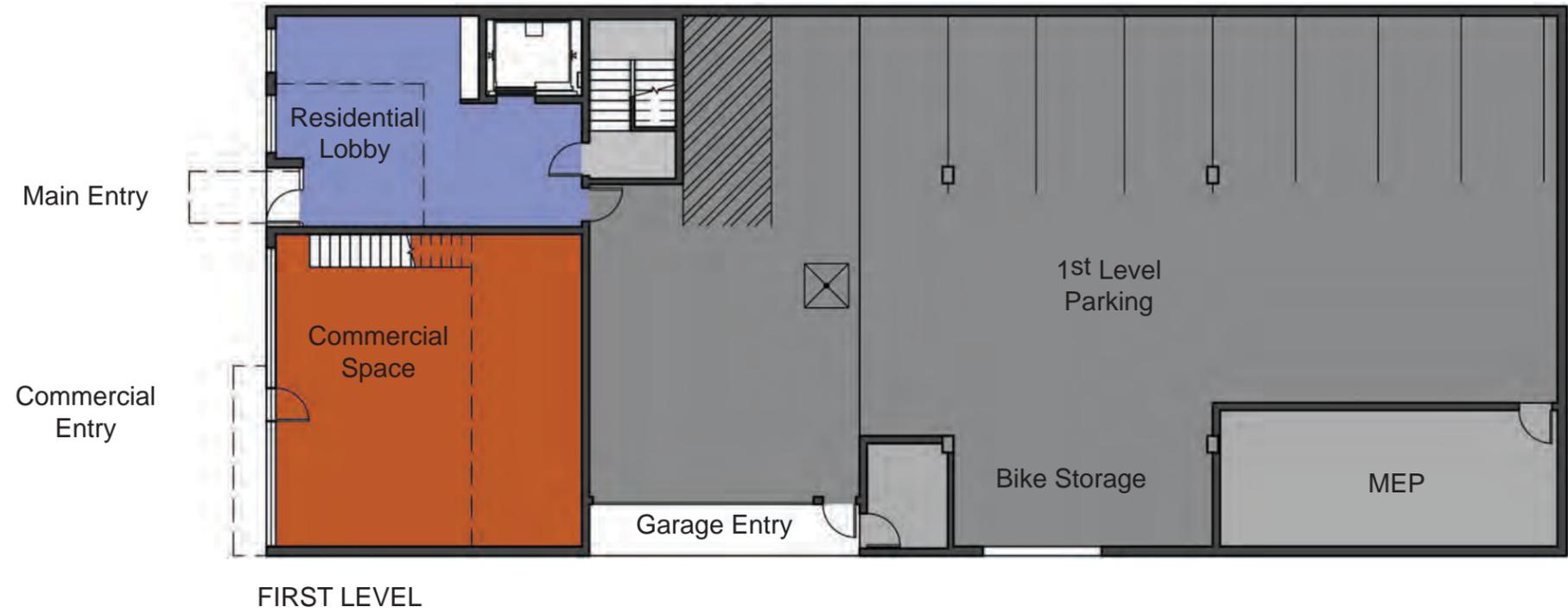
DETAILED SITE PLAN

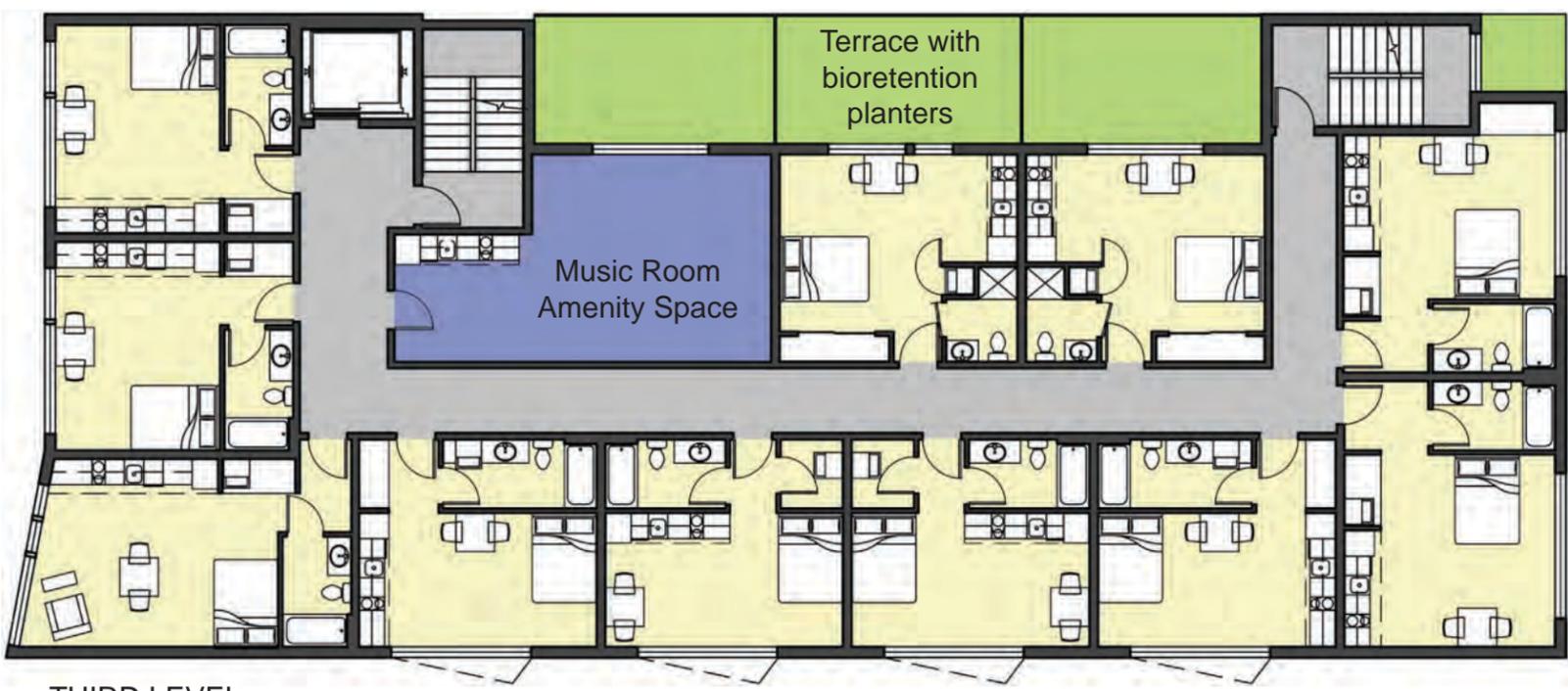
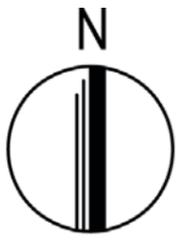


BUILDING FLOOR PLANS

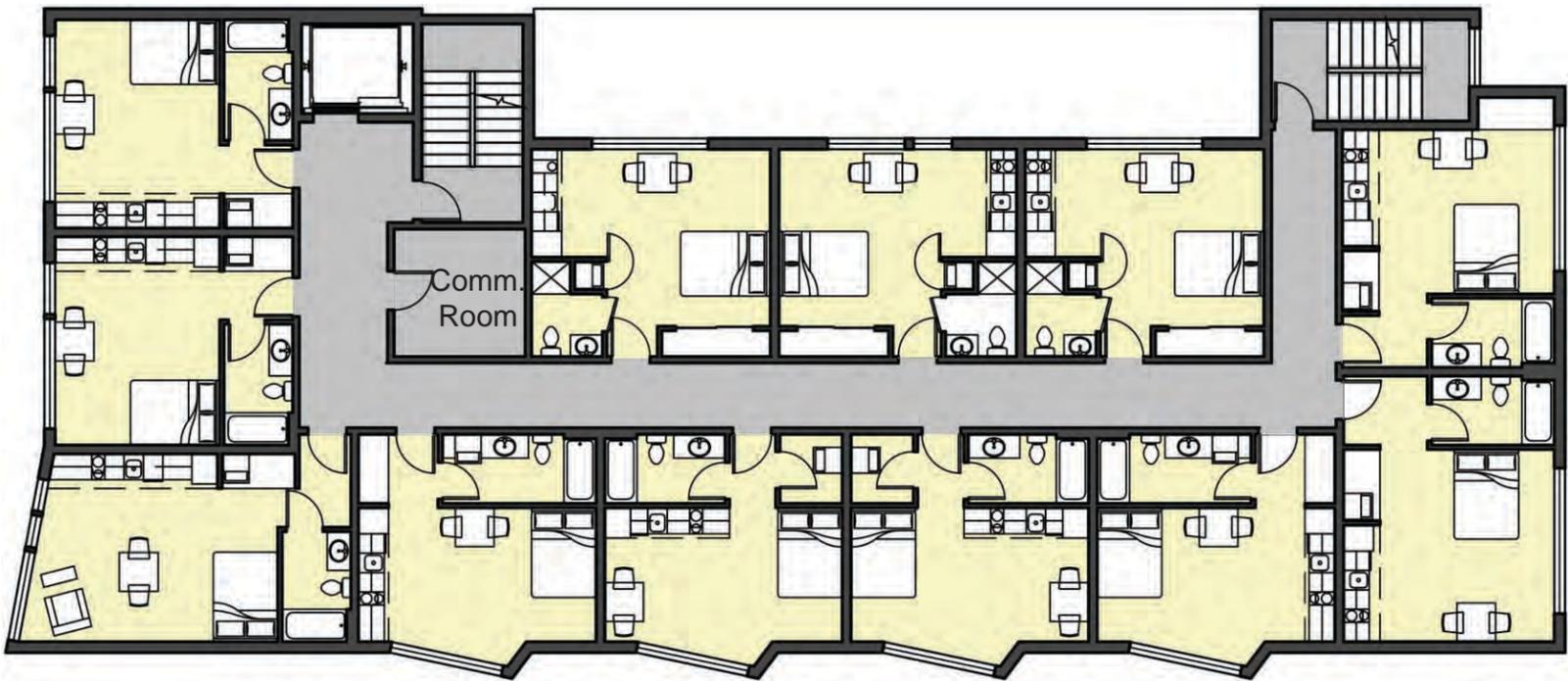


CONCEPT

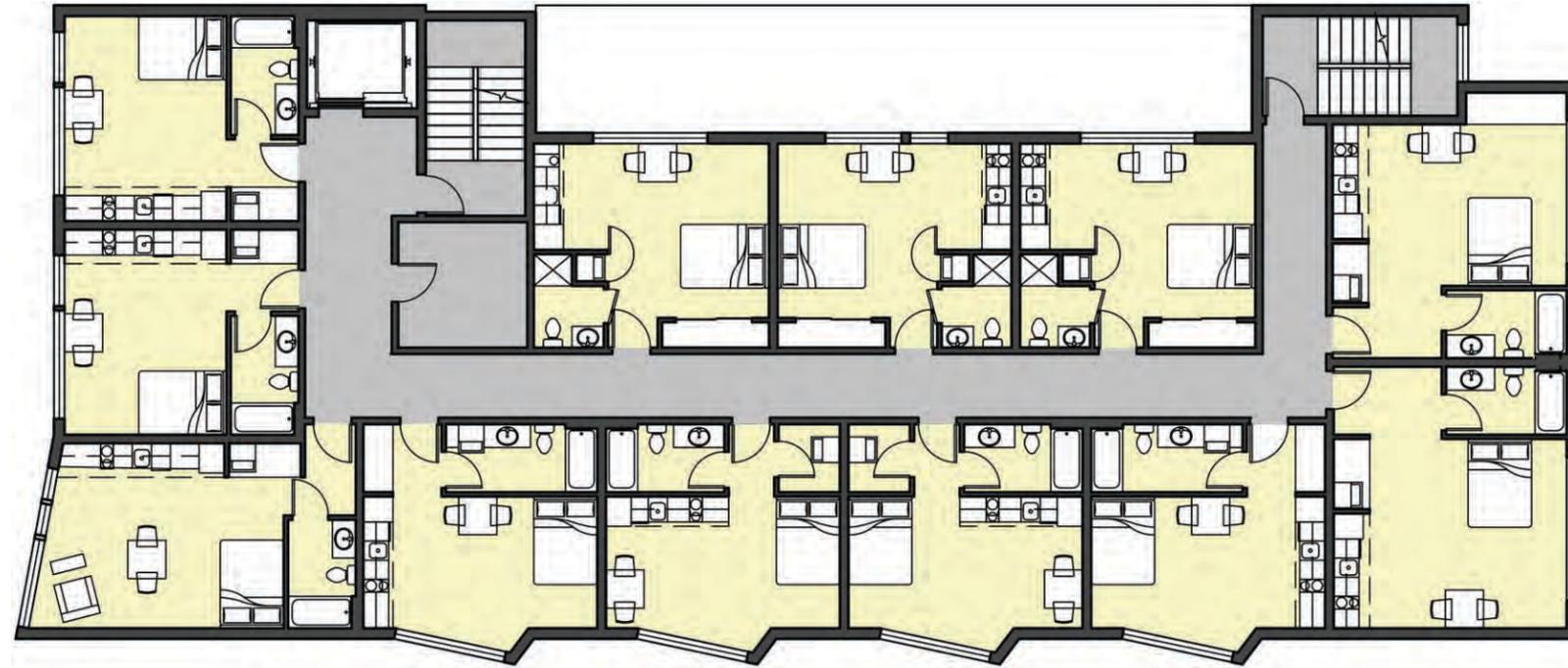




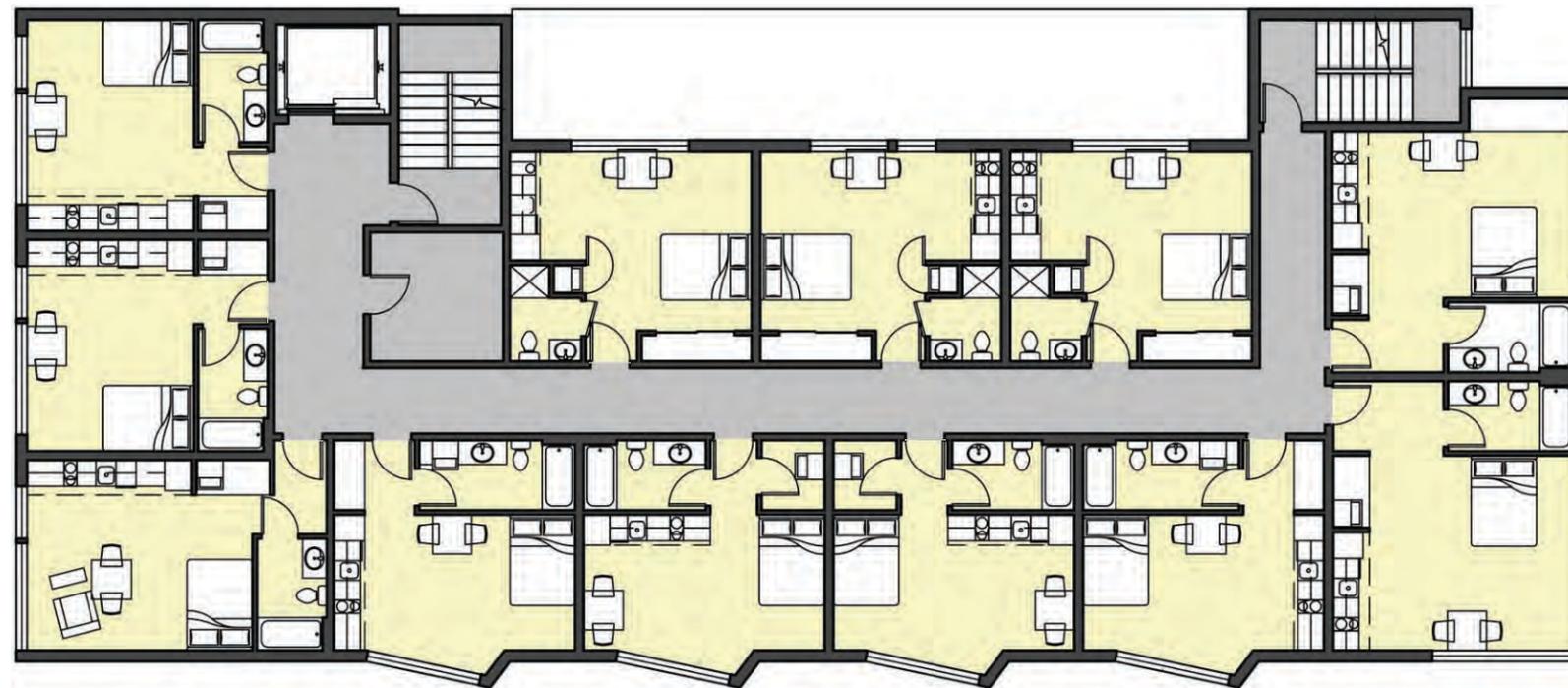
THIRD LEVEL



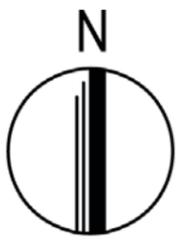
FOURTH LEVEL



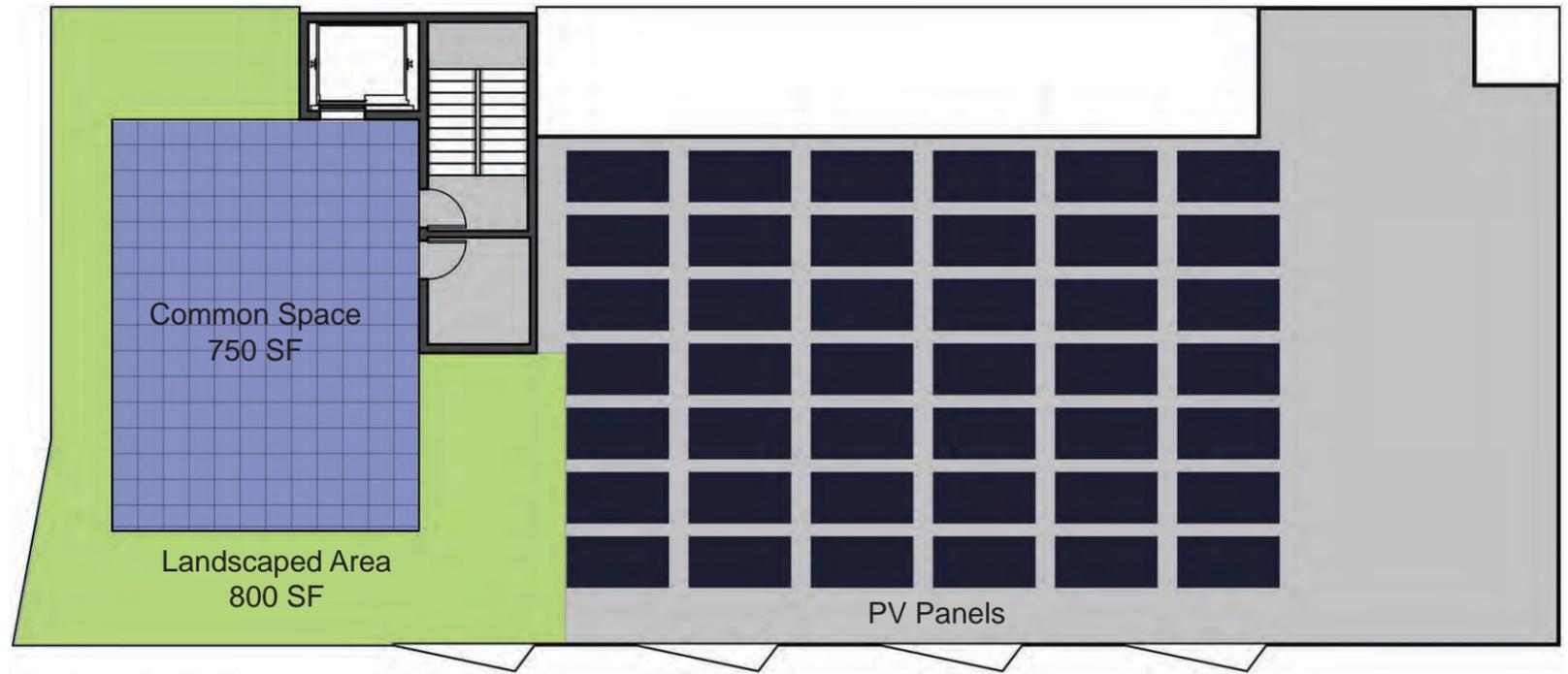
FIFTH LEVEL



SIXTH LEVEL



SEVENTH LEVEL



ROOF LEVEL

SECTION



POSSIBLE DEPARTURES

1. SMC 23.48.011 Earning of LEED Silver rating

Reference

SMC 23.48.011.E.1.a. Except as described in 23.48.011.E.1.b, the applicant will earn a LEED Gold rating or meet a substantially equivalent standard, and shall demonstrate compliance with that commitment, in accordance with the provisions of Section 23.48.025.

SMC 23.48.011.E.1.b. An applicant may choose to earn at least a LEED Silver rating, if the Director of the Office of Sustainability and Environment determines that the development is served by a district energy provider.

Proposed

Earn LEED Silver rating without meeting this exception as the plan for district energy provider was never developed.

Rationale

The building will provide affordable housing for people in close proximity to work centers and earning LEED Silver is more appropriate with the goal and program for such type of building.

2. SMC 23.54.040. Reduction of space for solid waste and recyclable material

Reference

SMC Table A 23.54.040. 25-50 dwelling units require 375 sq.ft. minimum space. For every unit above 50 shall be provide 4 sq.ft.

Proposed

Provide 345 sq. ft. of space.

Rationale

All of the proposed units are efficiency units with expected one resident per unit. The proposed space accommodates seven 2-yard dumpsters, which should be enough per the recommendation of Waste Management.