NORTH TRANSFER STATION
DRAFT Stakeholder Meeting #3b Summary
March 14, 2011
Institute for Systems Biology 5:00 – 8:00 PM

ATTENDEES

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

Seattle Public Utilities
Nancy Ahern
Tim Croll
Bill Benzer
Ken Snipes
Jeff Neuner

EnviroIssues
Penny Mabie (facilitator)
Alissa VandenBerghe
Emily Reardon
Erin Tam

HDR
Dan Costello
Deb Frye
Olivia Williams

J R Miller and Associates
Clark Davis (presenter)

Observers
Gary Rea
Julie Watling
John Richards
Allison Hogue
Brent Anderson
DJ Dean
Jennifer Howell
Tom Aura
Tom Cole
Terrill Chang
Marcia Wagoner
David Hewitt
Erika Bigelow
Nancy Rottle
Sian Roberts

MEETING PURPOSE

This workshop was a continuation of Workshop #3a. The purpose of the workshop was to use the weighting criteria, which was determined at Workshop #3a, to evaluate and score the five concepts. Additionally, the stakeholders will recommend two concepts for advancement to the next level of development and discuss the architectural treatments presented in Workshop #3a to provide input to the design team on potential elements of the themes.

AGENDA ITEMS AND DISCUSSION

Welcome and Introductions
Penny Mabie, EnviroIssues

Penny Mabie welcomed everyone to the meeting, asked everyone to introduce themselves and reviewed the agenda and purpose of the meeting. She provided an overview of the down-select process and explained that after tonight, two concepts would be recommended for advancement. She also reviewed ground rules while the stakeholder score sheets were collected and entered into the decision matrix.

Evaluating the Five Concepts
Stakeholders

While the scores were continuing to be collected and calculated, Olivia Williams showed the architectural flyover simulations for each concept that were first presented at Workshop #3a. Stakeholders had the opportunity to ask questions about each concept while the simulations were being shown. A stakeholder asked about the existing height of the station and how that compares to concept 8/9a. Olivia explained the elevations and grade for concept 8/9A and the fact that the new station would not have a higher roof elevation than the existing station. Tim Croll answered another stakeholder question regarding measures to prevent people from accessing the roof of the transfer station. He explained that there will be measures to restrict access, but that the type of fence is not yet decided upon, although it would not be something solid. Clark Davis added that the retaining wall could be tall enough to deter people from accessing the roof. Penny reminded the group that the simulations are still just guidelines that will go into the design document, and that specific features are not set in stone.

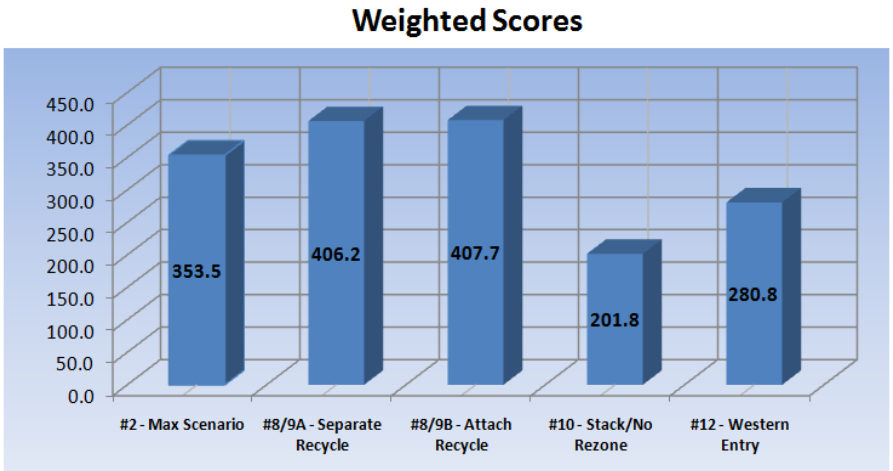
Clark answered a question from an observer regarding the south elevation on North 34th Street and the possibility of interchangeable elements once the final concept is decided upon. The observer then asked if the access points could be shifted in the concept. Clark explained that the architectural elements would be further considered as the concepts are developed and that softening elements could be used to lessen the drastic elevation change.

A stakeholder asked how noise would factor into the design of the open spaces. Clark responded that the doors in Concept 12 face south and he explained the measures that were taken to ensure that location. He added that that is one of the reasons Concept 12 is more expensive.

As the flyover simulations ended, Penny reiterated the down-select process and how the weighted criteria from Workshop #3a will be applied into the concept scores entered tonight. A stakeholder asked if the scores will be compared to costs later and Penny answered that they would be. Penny explained that the design team thought it would be a good process to look at values first, and then compare it to costs later.

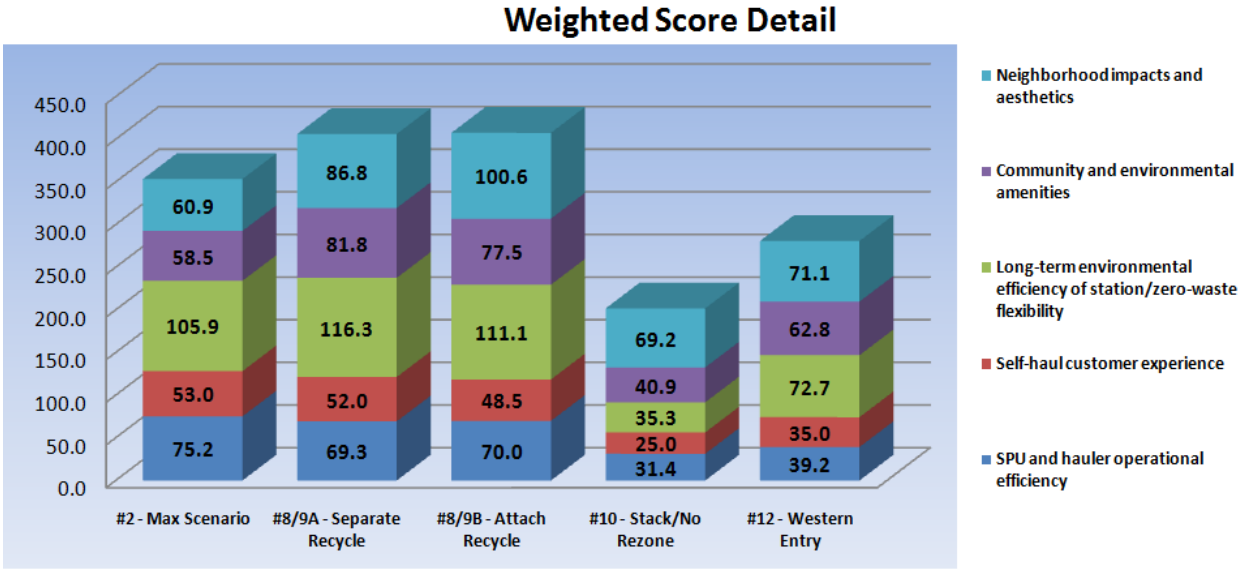
The final scores, seen below, were displayed and Penny went through the concepts to show how they were weighted. The final scores were:

Concept	2	8/9A	8/9B	10	12
Raw Score	18.0	20.3	20.2	10.1	14.0
Weighted Score	354.5	406.2	407.7	201.8	280.8

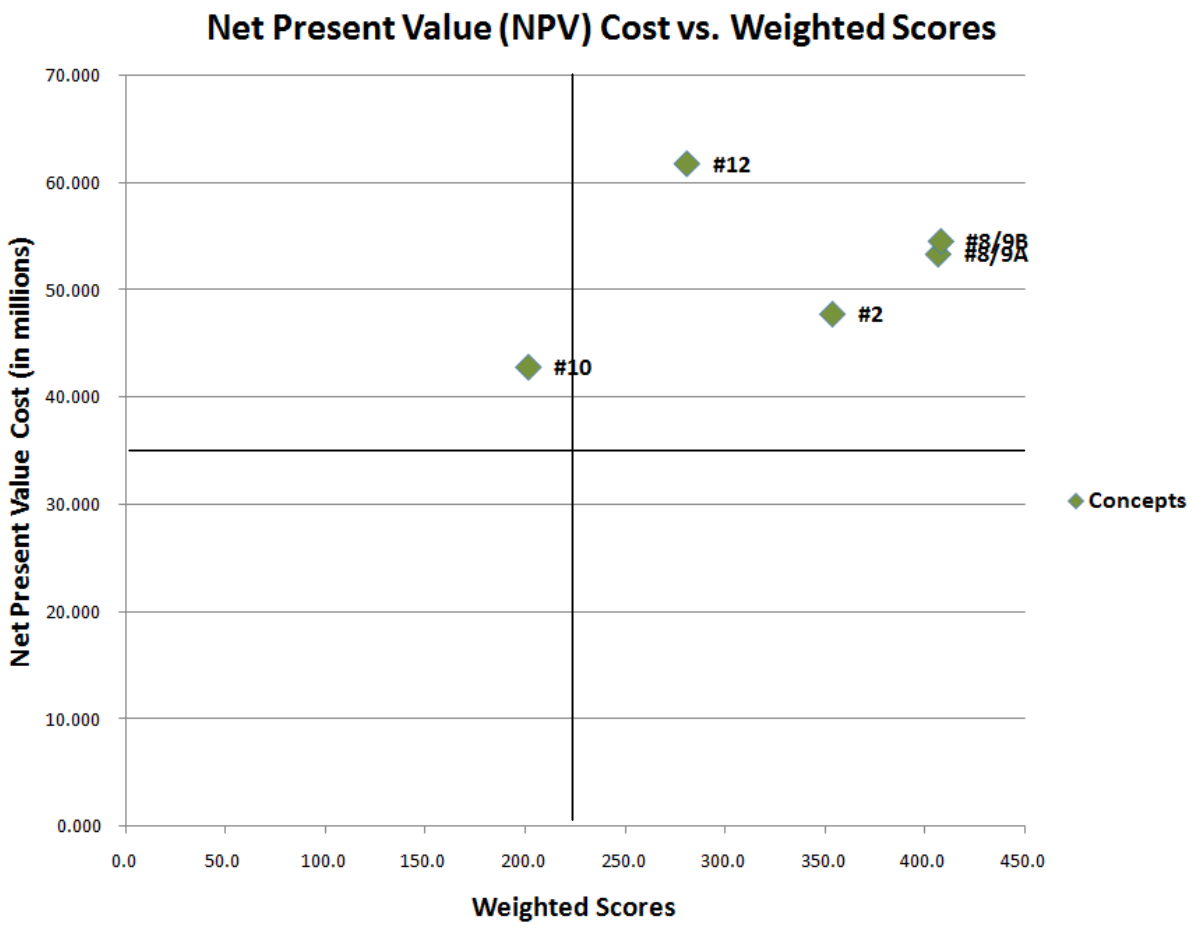


Penny asked the stakeholders for their initial thoughts and a stakeholder asked her to point out the total unweighted scores on the screen. It was noted that the only change between weighted and unweighted scores was a slight switch between 8/9A and 8/9B, but both of them still scored the highest. A stakeholder commented that the Neighborhood Impacts and Aesthetics criterion was the largest difference between 8/9A and 8/9B. Another stakeholder noted that Concept 2 scored the highest from an operational standpoint and asked which of the operational efficiencies of Concept 2 could be incorporated into the final design.

The second graph of weighted score detail, seen below, was shown and a stakeholder commented that the visual representation was a good way to view the results.



Next, the stakeholders were shown the Net Present Value (NPV) Cost vs. Weighted Scores scatter plot. Penny explained that the 'sweet spot' on the graph was the bottom right-hand corner, where the least expensive station providing the most value would be found.



After reviewing the results, Penny asked the stakeholders if they were comfortable moving Concept 8/9A and 8/9B forward into the next step of the process. The stakeholders agreed, but a robust discussion followed about the elements from the rejected concepts that could potentially be incorporated into the final designs.

A stakeholder asked about the operational efficiencies of Concept 2, specifically the complete separation of commercial and self-haul. The floor plans of the concepts were discussed in light of the commercial and self haul separation comment and it was remarked that these are still preliminary designs. The arrangement of the interior will be designed in a way that promotes the most efficient functionality and safety for operators working inside the station. The design team will further explore the possibility of increasing the separation of self haul and commercial traffic as the concepts are further refined.

A stakeholder asked to review the matrix again and pointed out that Concepts 2, 8/9A and 8/9B are all workable, but asked if additional funds could be added to Concept 2 to improve the community amenities. Tim explained that the cheaper cost of Concept 2 is due to the fact that it is built on the ground, avoiding costly underground open space under the tipping floor, not that it lacks the same community amenities as the other concepts. A stakeholder remarked that from a neighborhood perspective, the most important aspect is that the buffer is as large as possible to avoid smell and particulate matter. It was then stated by a stakeholder that the station should be sited in Interbay to avoid smell and particulate matter entirely.

Concept 12 was reviewed and noted for its southern entrances. A stakeholder asked whether the tipping floor could be moved further south in 8/9A in order to further separate the self haul and commercial areas. It was explained that it is already pushed to the southern boundary of the building and Olivia went on to explain the traffic patterns of 8/9A and 8/9B. A stakeholder asked if there could be an analysis of the number of trucks that maneuver in the building on an average weekday and how the beeping of a truck in reverse could be reduced for neighbors. It was mentioned that an additional 10 feet for maneuvering might make a large difference in noise emission within the station.

The community room in Concept 8/9B was mentioned as not being used to its full capacity if it is not open during the weekend and did not have any daylight exposure. A stakeholder remarked that Concept 8/9B can be made even better and another stakeholder asked about the noise emission from trucks picking up recycling at the detached facility and taking it to the tipping floor. Ken Snipes explained that the boxes fill up and would need to be transported into the main facility only two or three times a week. The design team said they would consult an HDR acoustic specialist to ascertain if any difference between the two concepts could be identified..

The discussion then turned to the sightline, green space, and the option of public art available in each concept. It was noted that 8/9A seems to offer a greater appearance of green space and ideas were suggested to include public art, including a functional trellis suspended over the lanes. It was requested that the design team investigate moving 8/9A further west as an option that could improve the Ashworth sightline in the neighborhood. Penny reminded everyone that there will be future opportunities to reflect on the specific design elements of the two concepts. She asked the group to focus on identifying the elements of Concepts 2, 10 and 12 that they would like to potentially see incorporated into concepts 8/9A and 8/9B going forward.

It was decided that the operational efficiency of Concept 2 is important to consider implementing in 8/9A and 8/9B, along with elements working to deflect sound. Concept 12 was commended for its compact parking. The stakeholders agreed that Concept 8/9A and 8/9B would be carried forward for further development. A stakeholder asked if cost concerns could cause SPU to have to abandon either of these concepts and retrench to less expensive design. Nancy explained that at this point, the costs are apples to apples and that SPU is not expecting prohibitive costs to appear once the final design is chosen.

Discussion of Architectural Treatments

Clark Davis, JR Miller and Stakeholders

Clark presented four architectural themes to the stakeholders and solicited their feedback on the treatments. The thematic elements presented included:

- **Theme 1** which expressed a linear feeling and translucent patterns for daylight. This theme features canopies and expressed columns. An element of continuity highlights the length of the building.
- **Theme 2** exhibited a shorter pace and rhythm to the façade. The colors alternate, are shorter, and allude to historical smaller lots. A shorter pace breaks up the building with a choppy, fragmented feeling. The stakeholders mentioned that they think it looks like a warehouse, is perhaps disingenuous and trying to hide that it is a transfer station.

- **Theme 3** exudes an appearance of flow and highlights the length of the building. This theme uses translucent panels and the introduction of other materials. Muted, dark, earth tones are used in the theme.
- **Theme 4** is meant to be a counterpoint, exhibiting more solid, durable properties such as stone and concrete to give a rusticated appearance. This theme has roof overhangs that were noted by the stakeholders as an attractive element.

A stakeholder asked what materials will be used in the themes. Clark answered that the design team will avoid materials that are suggestive of residential buildings, including vinyl siding and cement board; and that brick might even be questionable. The stakeholders were interested in how a wood composite material would work, to give a counterweight to the industrial feel of the station. It was suggested by an observer that specific noise-reduction materials be used. Clark passed around an example of polycarbon panel that would be used for its translucent property, increasing daylight in the station. A stakeholder asked how the station will be lit at night and Tim responded that some light would need to be used for security measures. The design team will look into materials for reducing noise and past projects that have been successful in deflecting noise.

It was asked if the concepts could be shown with the perspective of a grey, wet day. Clark answered that the design team can play with the lighting and that color as it related to material is important. An observer questioned whether the existing urban design conditions within Fremont/Wallingford will be taken into consideration, specifically mentioning that a maritime color coordination might accentuate the station with a characteristic of the neighborhood. The design guidelines of Wallingford and Fremont were discussed and stakeholders wondered if any existing neighborhood themes will be applied into the final design.

A stakeholder asked how the architectural treatments would fit into the design-build model. Clark explained that right now, the team is trying to determine preferences and apply them to new themes. The process right now is aiming to give some architecturally thematic parameters to the design-build team. The group discussed how the wall will look in comparison to the façade and it was explained that the wall will blend into the overall look of the station. Tim explained that this process will be similar to the South Transfer Station project – once the design-build team is on board, the architectural discussion will continue. The group mentioned that they would like to see some brick, as there is a lot in the surrounding neighborhood, and that seeing a visualization of how the station will look in the future would be helpful to get a feel of how the landscape might mature.

Discussion of Architectural Elements

Clark Davis, JR Miller and Stakeholders

Architectural elements were presented by Clark, while Penny tallied the stakeholders' opinions on the elements presented. Stakeholders were shown two possibilities of elements and were then asked to indicate whether they had a strong, moderate or no preference for each of the two thematic elements presented. The element categories were Modulation, Daylight, Columns, Color, Canopies/Overhangs, Finish, Metal Exterior, and Horizontal/Vertical components. The stakeholder added in the category of Wood and whether the building should look Iconic or not. Below is a table summarizing their preferences, with notes indicated by an asterisk (*):

Modulation:

Horizontal				Vertical
Strong	Moderate	None	Moderate	Strong
5	1	2		3

Daylighting:

Limited				Extensive
Strong	Moderate	None	Moderate	Strong
	1	3	1	6

Columns:

Exterior				Interior
Strong	Moderate	None/Mix	Moderate	Strong
7	4	1		3

Color Palette:

Muted				Bold
Strong	Moderate	None	Moderate – Bold color accents	Strong
8			3	2

*Some stakeholders mentioned that they would like to see muted, but with bold accents.

Canopies/Overhangs:

Canopies				Overhangs
Strong	Only at top/functional canopies	Moderate	None	Moderate Strong
6	5	1	2	0

*The option of 'functional canopies' was discussed, and whether canopies are higher maintenance, which they are not.

Finish:

Smooth				Rough
Strong	Moderate	None	Moderate	Strong
1		2	3	6

*****Wood could be rough or smooth, stakeholders like the feeling of wood. Clark explained that a rougher material hides aging better and that the wood used would be of a composite material and not cut directly from a tree, responding to a question of whether the wood would be sustainable.

Metal Exterior:

Horiz. Rib Panels				Wide flat panels
Strong	Moderate	None	Moderate	Strong
1			9	

*****Many stakeholders did not like either.

Horizontal/Vertical

Horizontal				Vertical
Strong	Moderate	None	Moderate	Strong
1	6		1	2

Wood-look accent

Strong	Moderate	None	Moderate	Strong
4	2	3	1	3

'Iconic'-look

Strong	Moderate	None	Moderate	Strong

10		1		1

The architectural treatment discussion was brought to a close 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 treatment. The group seemed to generally agree that, to be a community asset, the station will need to be a handsome and iconic building, but not try to hide the fact that it is a solid waste facility. 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, reflecting its proximity to the water. The station would preferably have a distinguished look, something the community can be proud to show visitors.

Public Outreach

Alissa VandenBerghe, EnviroIssues

Alissa VandenBerghe provided an overview of the public outreach schedule, including upcoming events and what has been done thus far. An open house will be held in late April with the opportunity for a walking tour around the station. Staff will be on site to answer questions and materials will be provided at both the walking tour and open house. A traveling display board was on hand at the meeting, and will be on regular rotation at various locations in the community. She asked for ideas about additional places where the display board can be located.

The stakeholders were interested to know if they will be able to see the further developed concepts prior to the open house. The design team answered that they would do their best to provide the concepts to the stakeholders a few days before the meeting. The stakeholders were encouraged to attend the public walking tour and open house and to help staff answer questions, specifically about the down-select process.

NEXT STEPS

Penny Mabie, EnviroIssues

Stakeholder Jessica Vets announced that on March 16th, the Fremont Chamber of Commerce is hosting a Utility Taxes & Rates panel discussion featuring Seattle City Councilmember Mike O'Brien, SPU Director Ray Hoffman, and Seattle City Light CFO Phil Leiber.

Penny reminded stakeholders that they will have another chance to pull elements from each concept at the next workshop. A stakeholder asked if there will be an opportunity to say, "We're not quite there yet". Tim and Nancy explained that the process is to go out to the community so that they can provide some input for the stakeholders to consider, and that the public involvement activities are an opportunity for the stakeholders to come and support the project.

The group will not be coming back to the table after the final workshop so it is important to listen to the community and consider their input. A stakeholder requested that SPU should be prepared to answer the question of noise deflection and reduction elements in the recommended concepts. Another stakeholder stated that community-supported energy is an element that should be included in the final concept, and an observer asked about shifting the recycling center to the west.

Penny announced that dates for Workshop 4 are being considered and more information will follow. All stakeholder workshops are open to the public.

For more information visit: www.seattle.gov/util/transferstations