North Transfer Station Stakeholder Group Compendium

Chapter 7: Workshop 3a

Stakeholder Workshop Documents

Conceptual Design Documents

Workshop 3a: March 7, 2011

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Presentation...……..……..…...5

Concepts...…….……..…...37

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Seattle Public Utilities

North Transfer Station Stakeholder Group

Workshop 3a - Meeting Agenda

March 7, 2011
5:00 – 8:00 p.m.

Meeting Location

Institute for Systems Biology
837 N 34th St

Meeting Purpose

- Review additional details and information developed for five site concepts
- Develop weighting of criteria for use in down-select from five to two concepts
- Review renderings of architectural themes

5:00 p.m. **Welcome and Introductions,** *Penny Mabie, EnviroIssues*

- Introductions
- Recap of Workshop 2b (November 22, 2010) and action items
- Review Workshop 2b draft meeting summary
- Review agenda, purpose of meeting and ground rules

5:10 p.m. **Five Concepts,** *Deb Frye, HDR and Bill Benzer, SPU*

- Description and overview of each of the five concepts
  - Changes to layouts (updated site plans)
  - Tipping floor plans
  - Reuse and recycle floor plans
  - LEED features
  - Construction costs
- Discussion and questions about the concepts

6:00 p.m. **Break**

6:10 p.m. **Decision Criteria Weighting,** *Penny Mabie, EnviroIssues*

- Review approved decision criteria
- Develop weighting allocations for each criterion

7:20 p.m. **Introduce Architectural Themes,** *Clark Davis, JR Miller*

- Presentation of architectural themes
- 3D flyover model
- Views of architectural treatments

7:50 p.m. **Meeting wrap up and next steps**

- Preparation work for Workshop 3b, March 14
- Action item review and wrap up

8:00 p.m. **Adjourn**

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North Transfer Station Stakeholder Group

Selected Meeting Ground Rules

Roles and responsibilities of members

- All participants recognize the legitimacy of the concerns and interests of others whether or not they are in agreement with them.

- Members will seek to state their own concerns and interests clearly, listen carefully to others and explore issues from all points of view before forming conclusions.

- Members are encouraged to express all points of view and perspectives on issues and alternatives and to seek to identify areas of agreement as well as reasons for different points of view in providing their advice to the City.

- Members are asked to represent the points of view of their general interest area, including but not limited to the particular organization from which they come.

- Members will seek to share discussion time, encouraging everyone to participate fully.

Observers

Stakeholder group meetings are open to the public. Observers are welcome at all stakeholders group meetings but will not be seated at the table or participate in discussions. A time may be set aside in the agenda of each meeting for comments or questions from observers.

Meetings

Meetings will begin and end on time.

Seattle Public Utilities
North Transfer Station

Stakeholder Workshop #3a

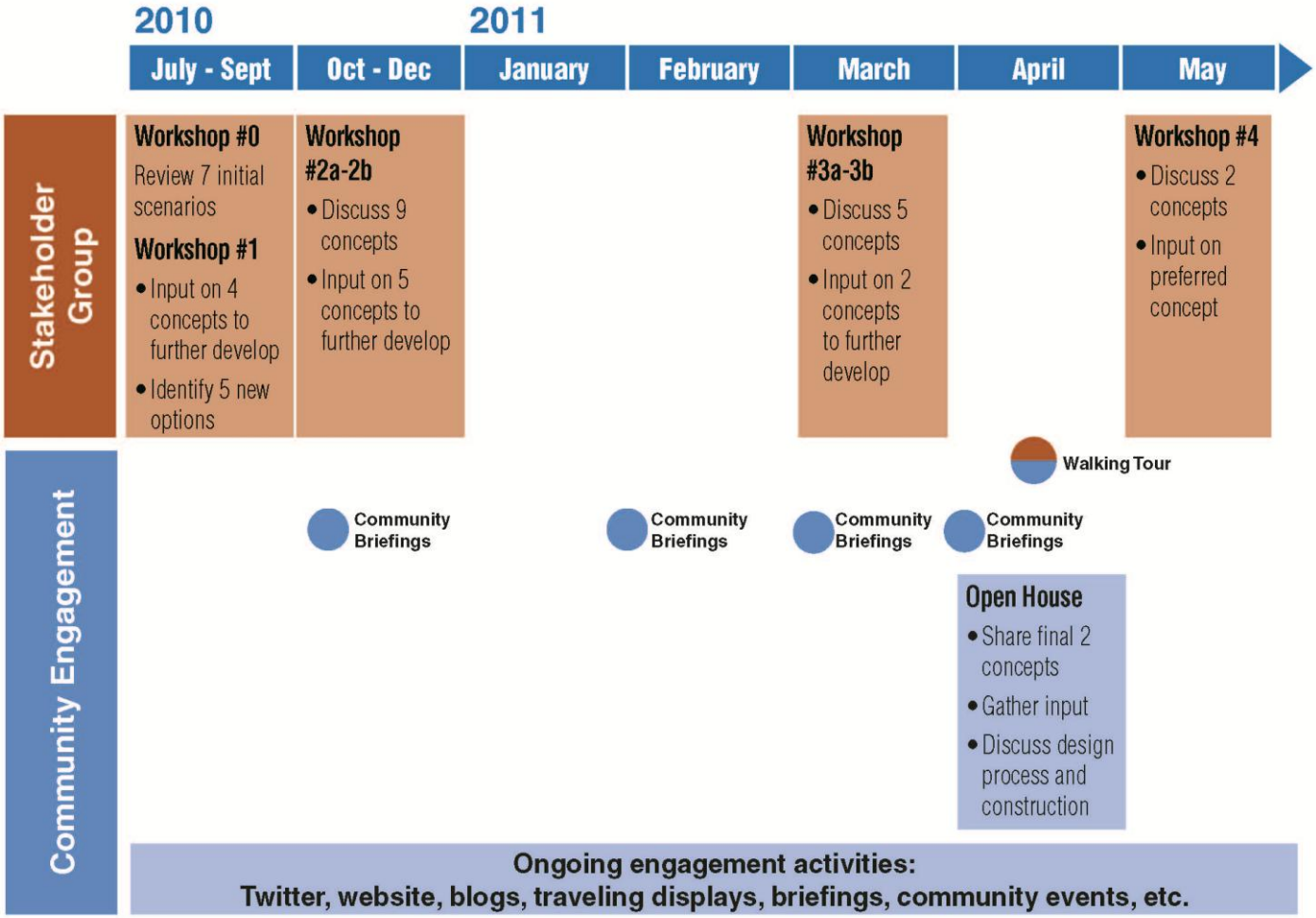
March 7, 2011

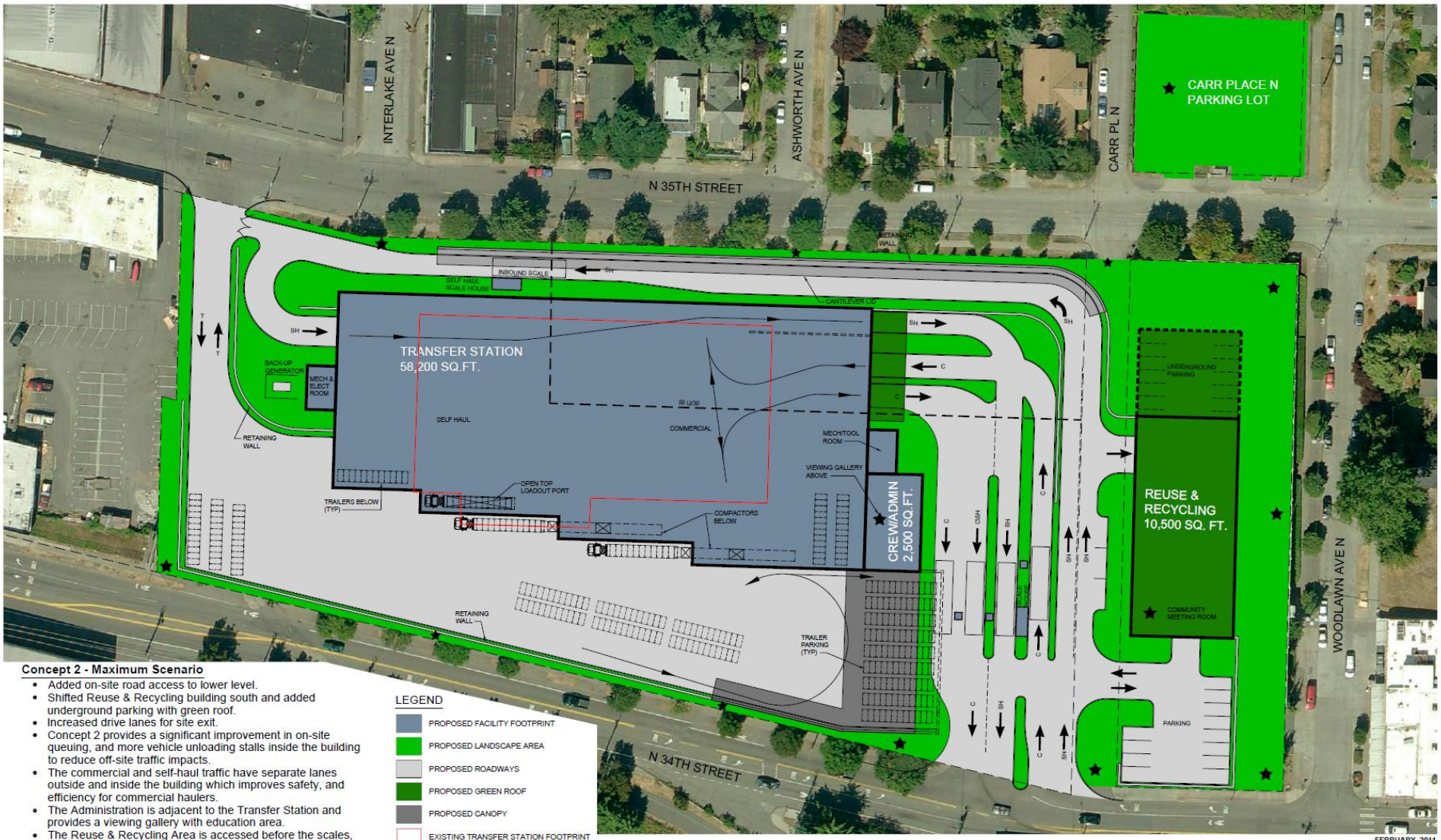
Workshop #3a

Meeting Purpose:

- Review additional details and information developed for five site concepts
- Develop weighting of criteria for use in down-select from five to two concepts
- Review renderings of architectural themes

Schedule


2010
2011
July - Sept
Oct - Dec
January
February
March
April
May
Stakeholder Group
Workshop #0
Review 7 initial scenarios
Workshop #1
• Input on 4 concepts to further develop
• Identify 5 new options
Workshop #2a-2b
• Discuss 9 concepts
• Input on 5 concepts to further develop
Workshop #3a-3b
• Discuss 5 concepts
• Input on 2 concepts to further develop
Workshop #4
• Discuss 2 concepts
• Input on preferred concept
Community Engagement
Walking Tour
Community Briefings
Community Briefings
Community Briefings
Community Briefings
Open House
• Share final 2 concepts
• Gather input
• Discuss design process and construction
Ongoing engagement activities:
Twitter, website, blogs, traveling displays, briefings, community events, etc.



Concept 2 - Maximum Scenario

- Added on-site road access to lower level.
- Shifted Reuse & Recycling building south and added underground parking with green roof.
- Increased drive lanes for site exit.
- Concept 2 provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- The commercial and self-haul traffic have separate lanes outside and inside the building which improves safety, and efficiency for commercial haulers.
- The Administration is adjacent to the Transfer Station and provides a viewing gallery with education area.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 2 would require rezone of industrial buffer, 1550 property rezone and street vacation to allow recycling.

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

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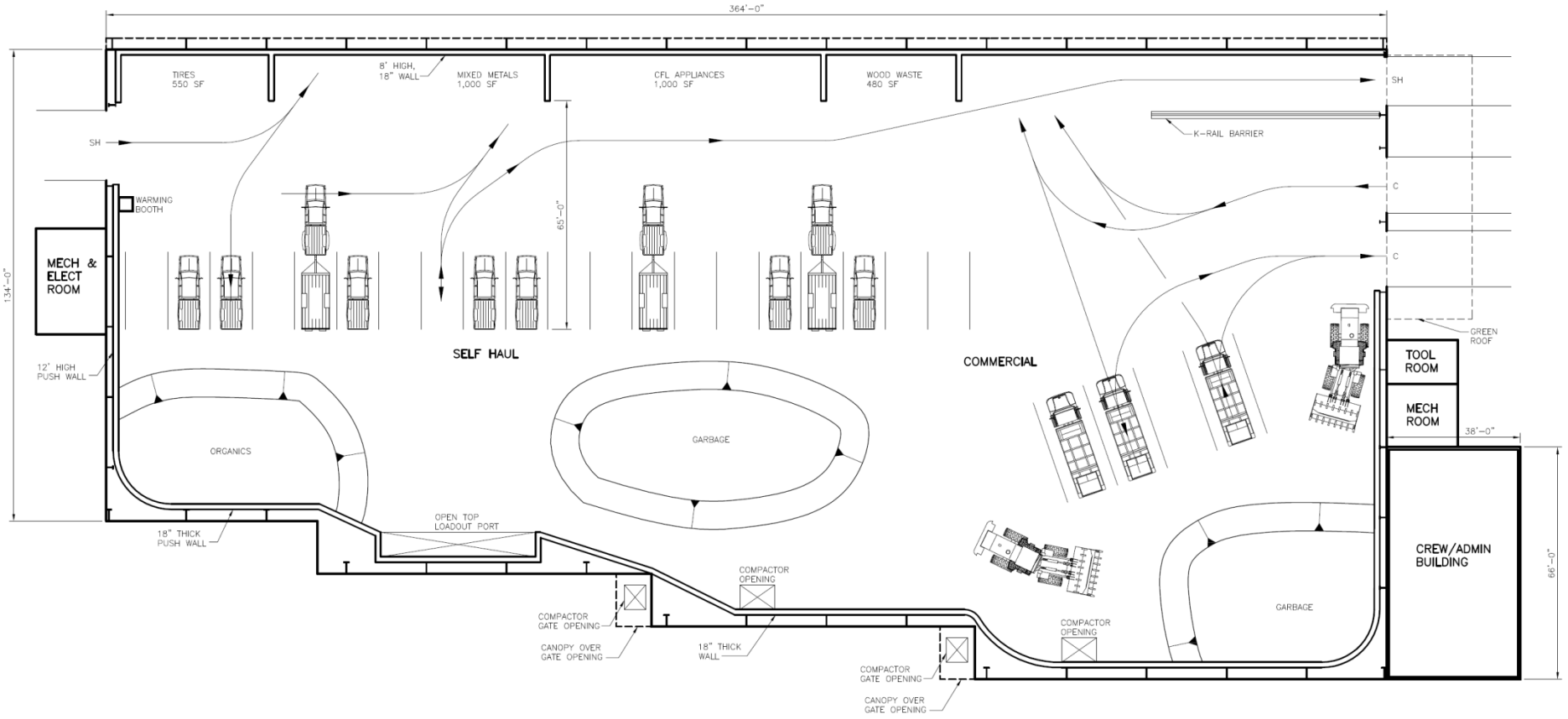
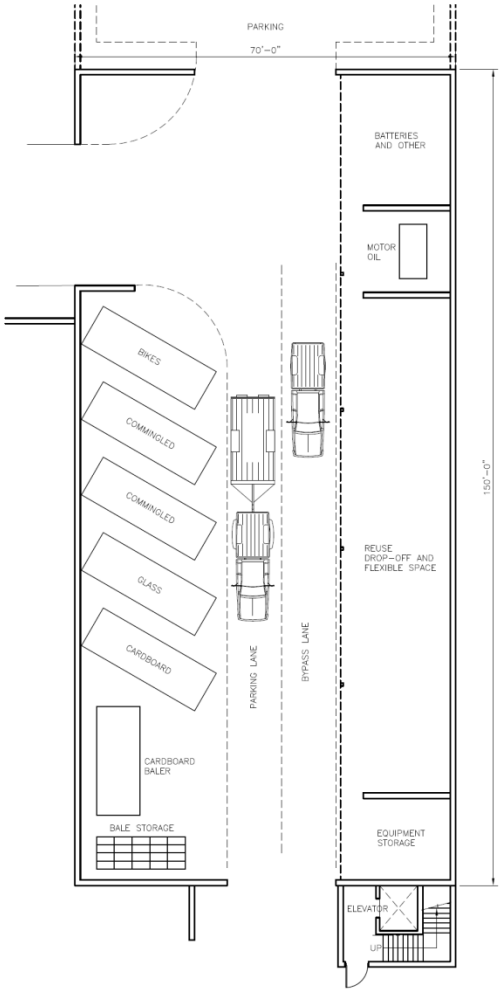
CONCEPT 2
MAXIMUM SCENARIO

Tipping Floor Plan – Concept 2

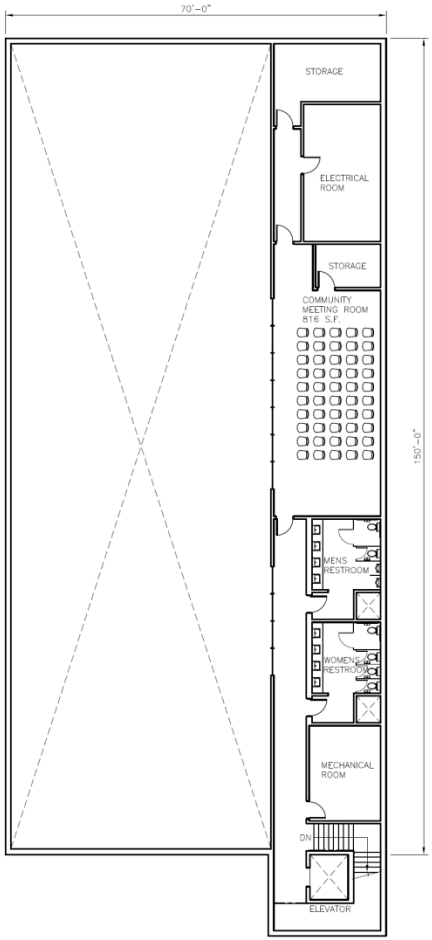


TIPPING FLOOR PLAN
1/16" = 1'-0"

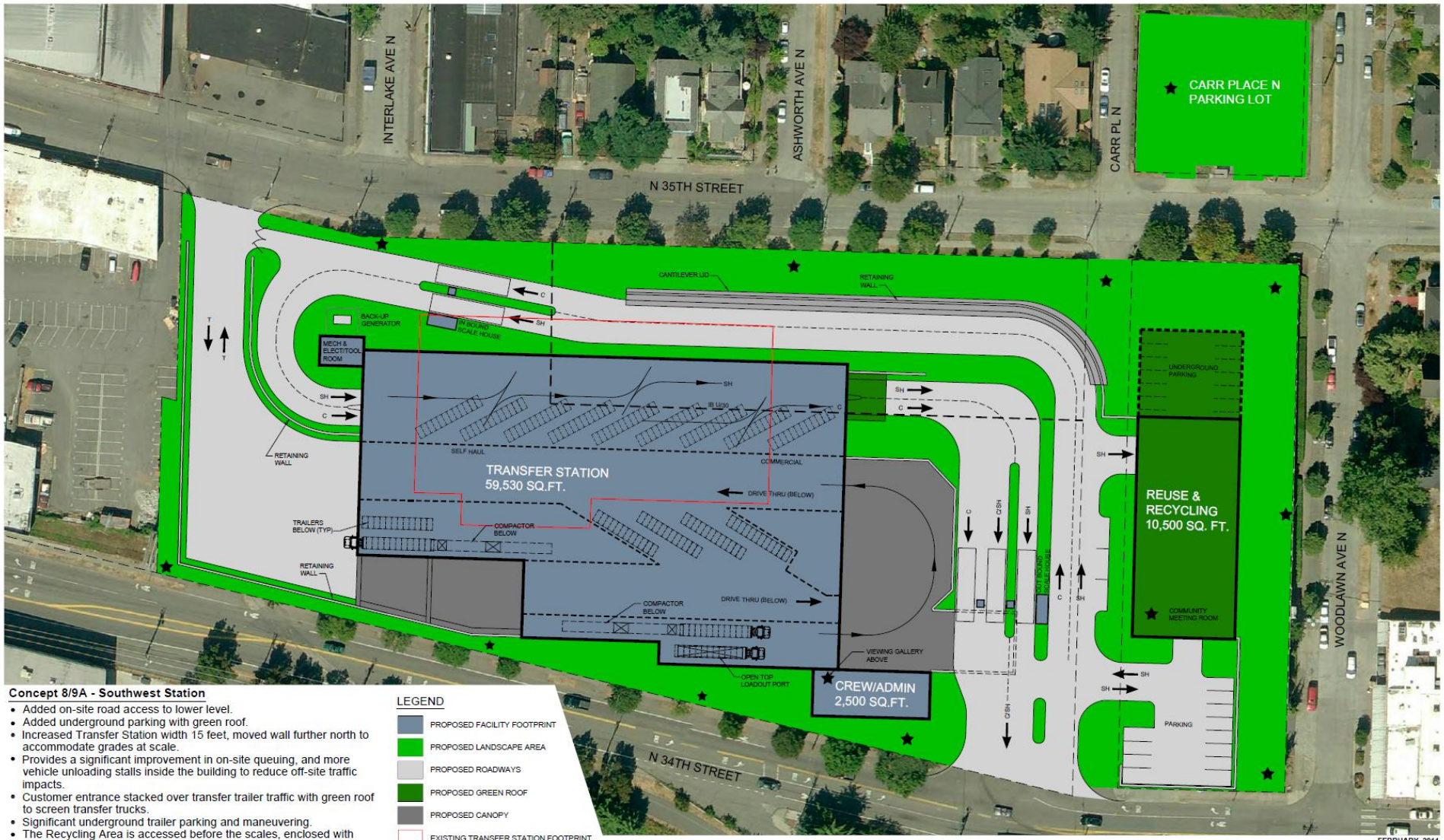
Recycling Floor Plan – Concepts 2 & 8/9A



FIRST FLOOR PLAN
3/32" = 1'-0"



SECOND FLOOR PLAN
3/32" = 1'-0"



Concept 8/9A - Southwest Station

- Added on-site road access to lower level.
- Added underground parking with green roof.
- Increased Transfer Station width 15 feet, moved wall further north to accommodate grades at scale.
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- Large buffers along the north and east property lines
  The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 8/9A would require 1550 property and IB rezone and street vacation to allow recycling.

LEGEND

- PROPOSED FACILITY FOOTPRINT
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- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

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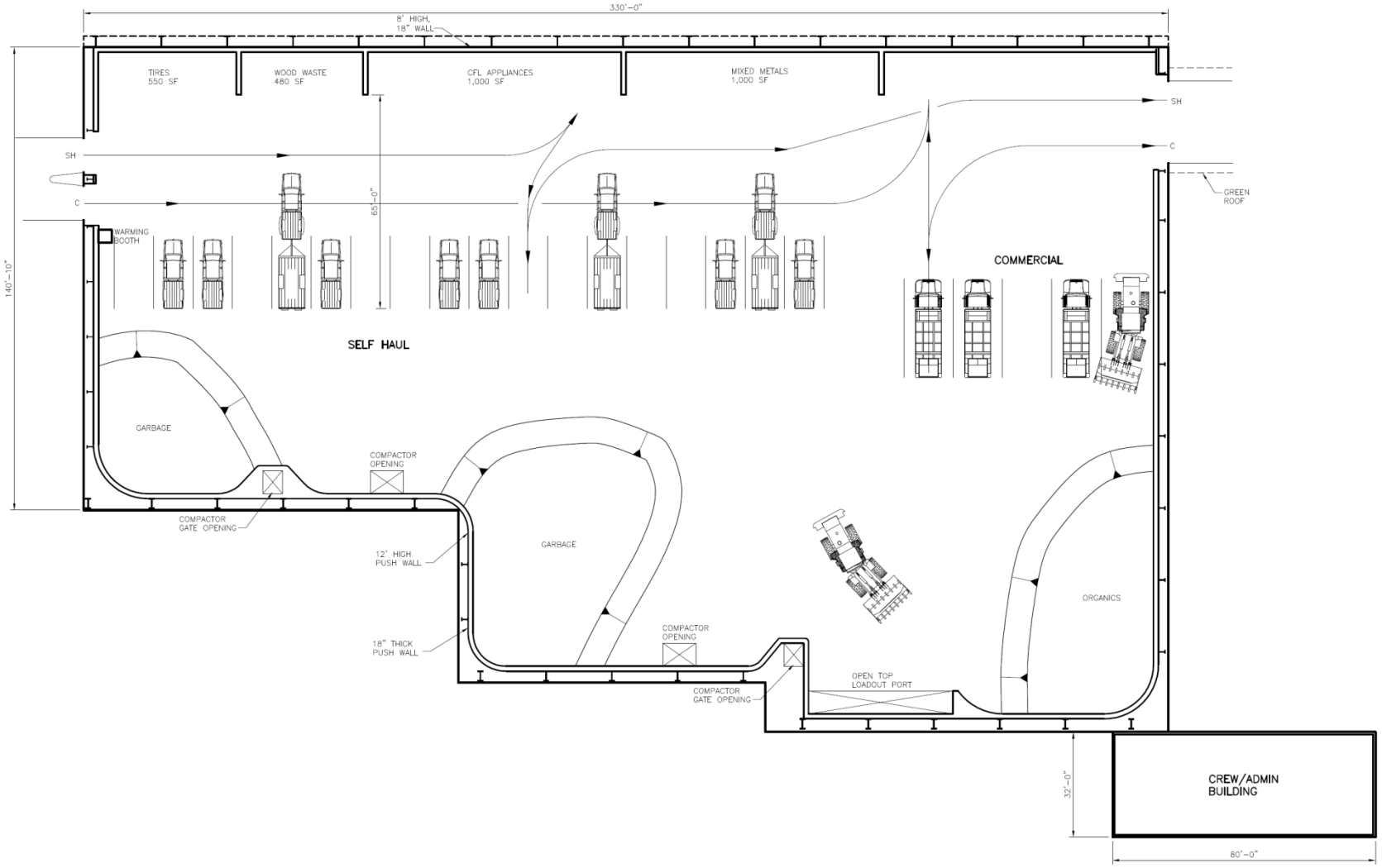
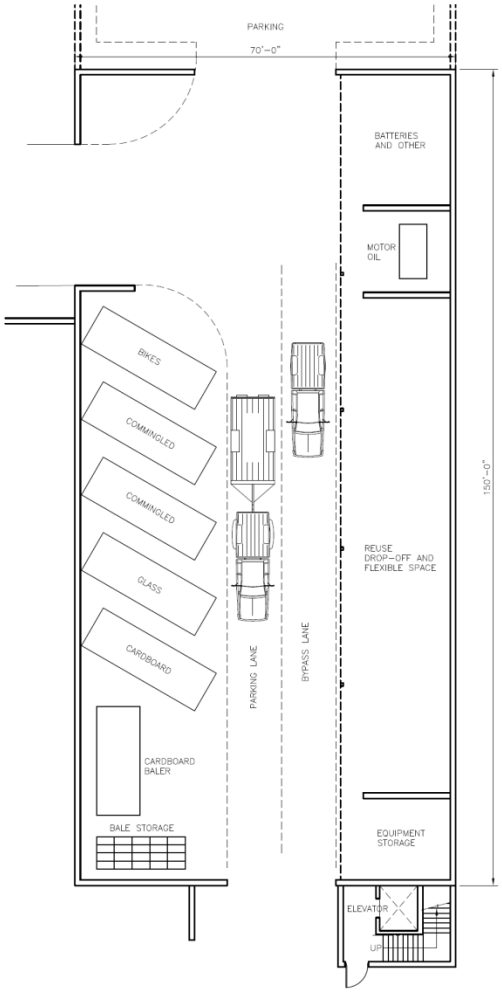
CONCEPT 8/9-A SEPARATE RECYCLING

Tipping Floor Plan – Concept 8/9A

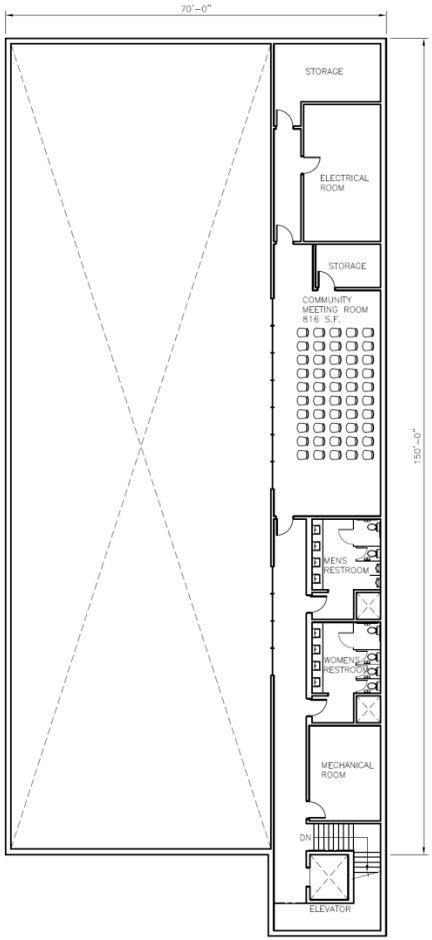


TIPPING FLOOR PLAN
1/16" = 1'-0"

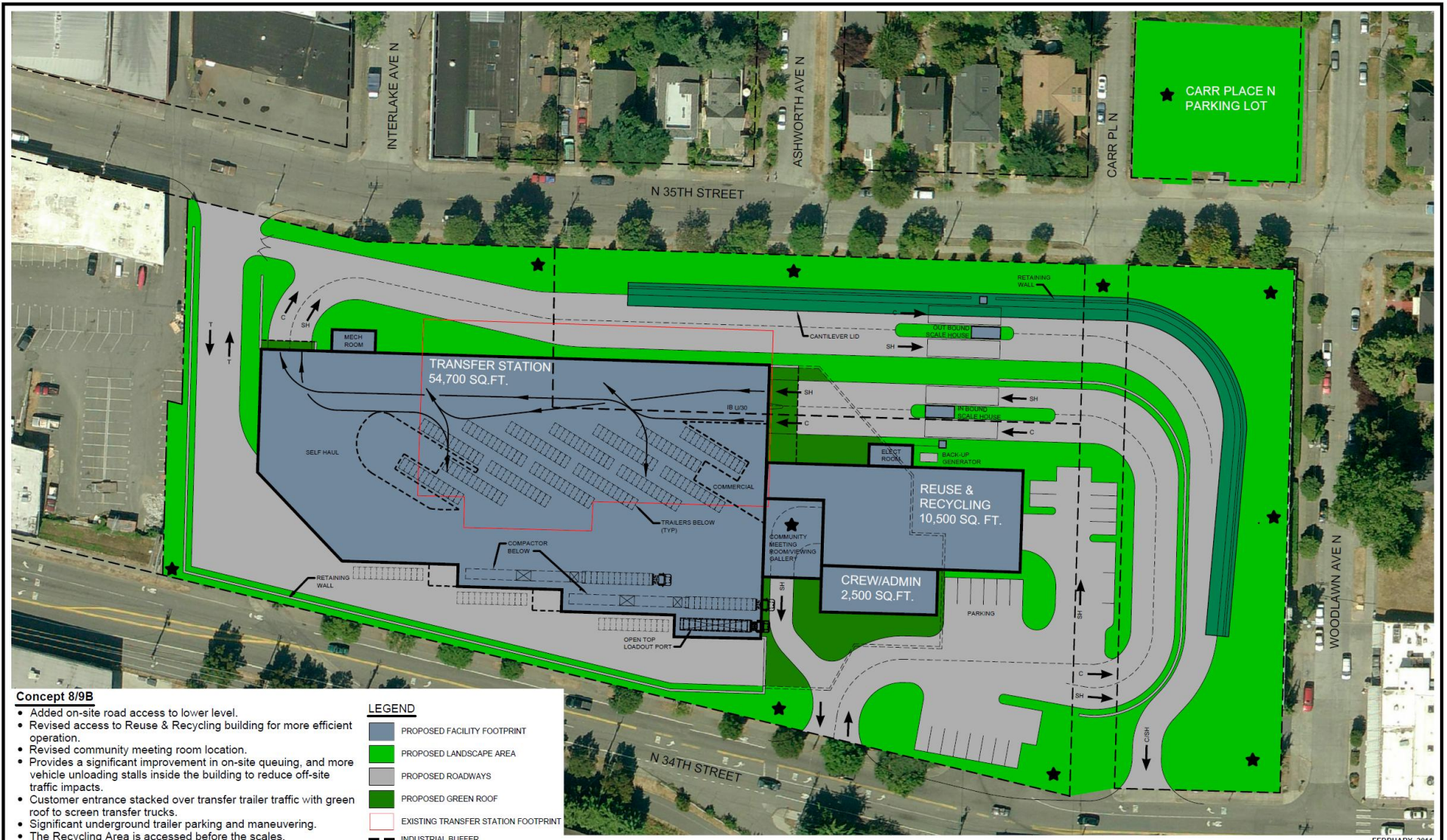
Recycling Floor Plan – Concepts 2 & 8/9A



FIRST FLOOR PLAN
3/32" = 1'-0"



SECOND FLOOR PLAN
3/32" = 1'-0"



Concept 8/9B

- Added on-site road access to lower level.
- Revised access to Reuse & Recycling building for more efficient operation.
- Revised community meeting room location.
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is accessed before the scales.
- Large buffers along the north and east property lines
  The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 8/9B would require 1550 property rezone and street vacation to allow recycling.

LEGEND

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- LIMITS OF LOWER LEVEL
- C COMMERCIAL
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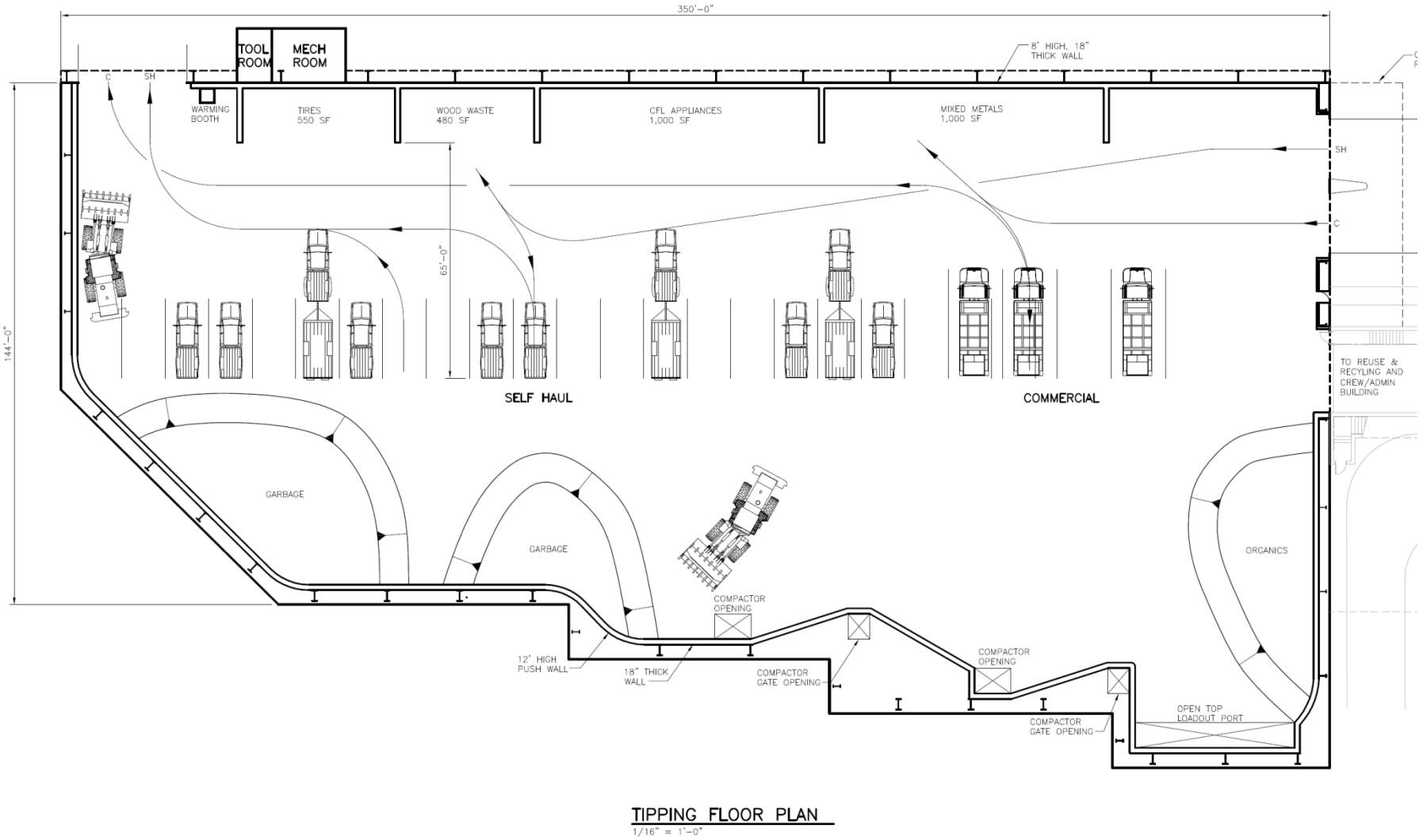
CONCEPT 8/9-B ATTACHED RECYCLING

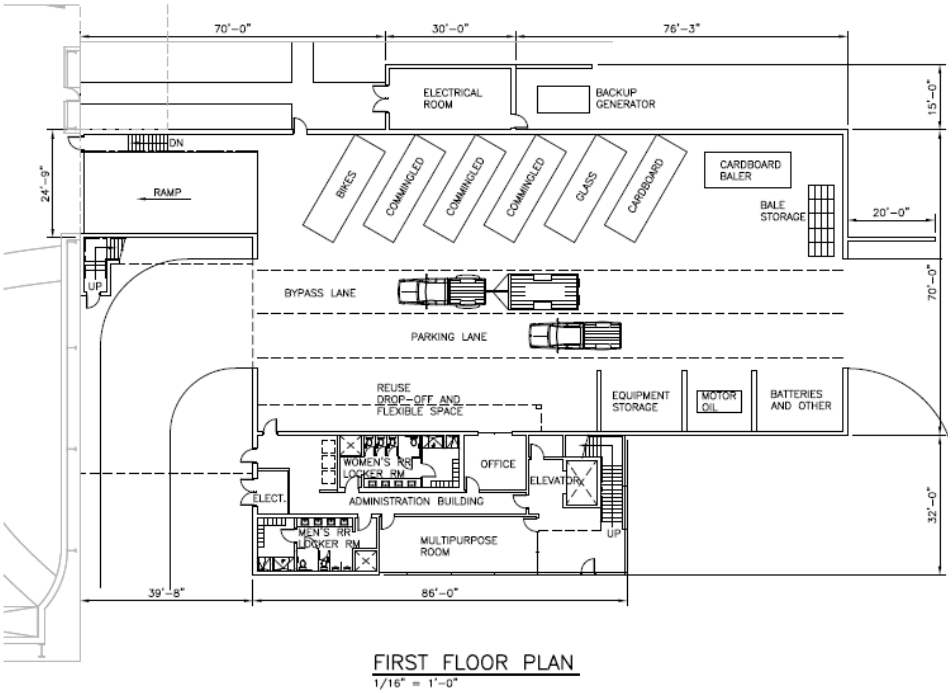
Tipping Floor Plan – Concept 8/9B



TIPPING FLOOR PLAN

1/16" = 1'-0"

Recycling Floor Plan – Concept 8/9B



FIRST FLOOR PLAN
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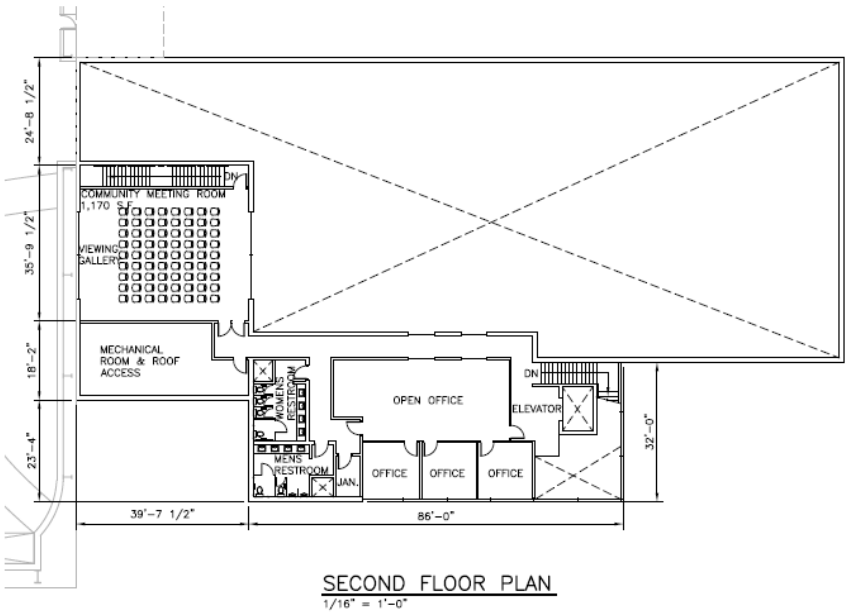
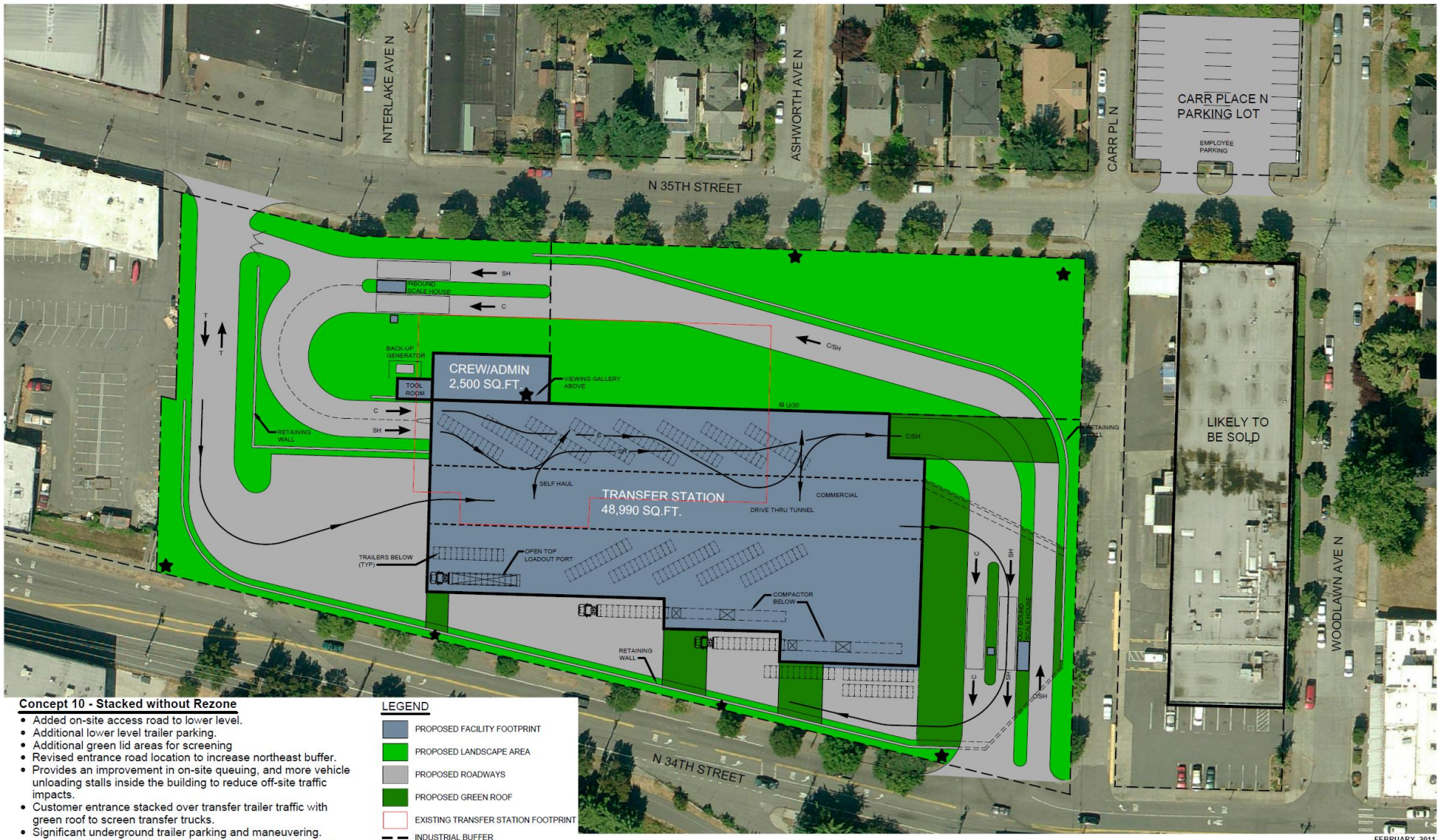


SECOND FLOOR PLAN
1/16" = 1'-0"



Concept 10 - Stacked without Rezone

- Added on-site access road to lower level.
- Additional lower level trailer parking.
- Additional green lid areas for screening
- Revised entrance road location to increase northeast buffer.
- Provides an improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- Recycling would be limited to what may fit inside the Transfer Building, all traffic needs to cross the scales.
- A Reuse Facility may be developed within the existing 1550 building.
- The areas noted with a star symbol would be available as a community amenity, open for ideas.

LEGEND

- PROPOSED FACILITY FOOTPRINT
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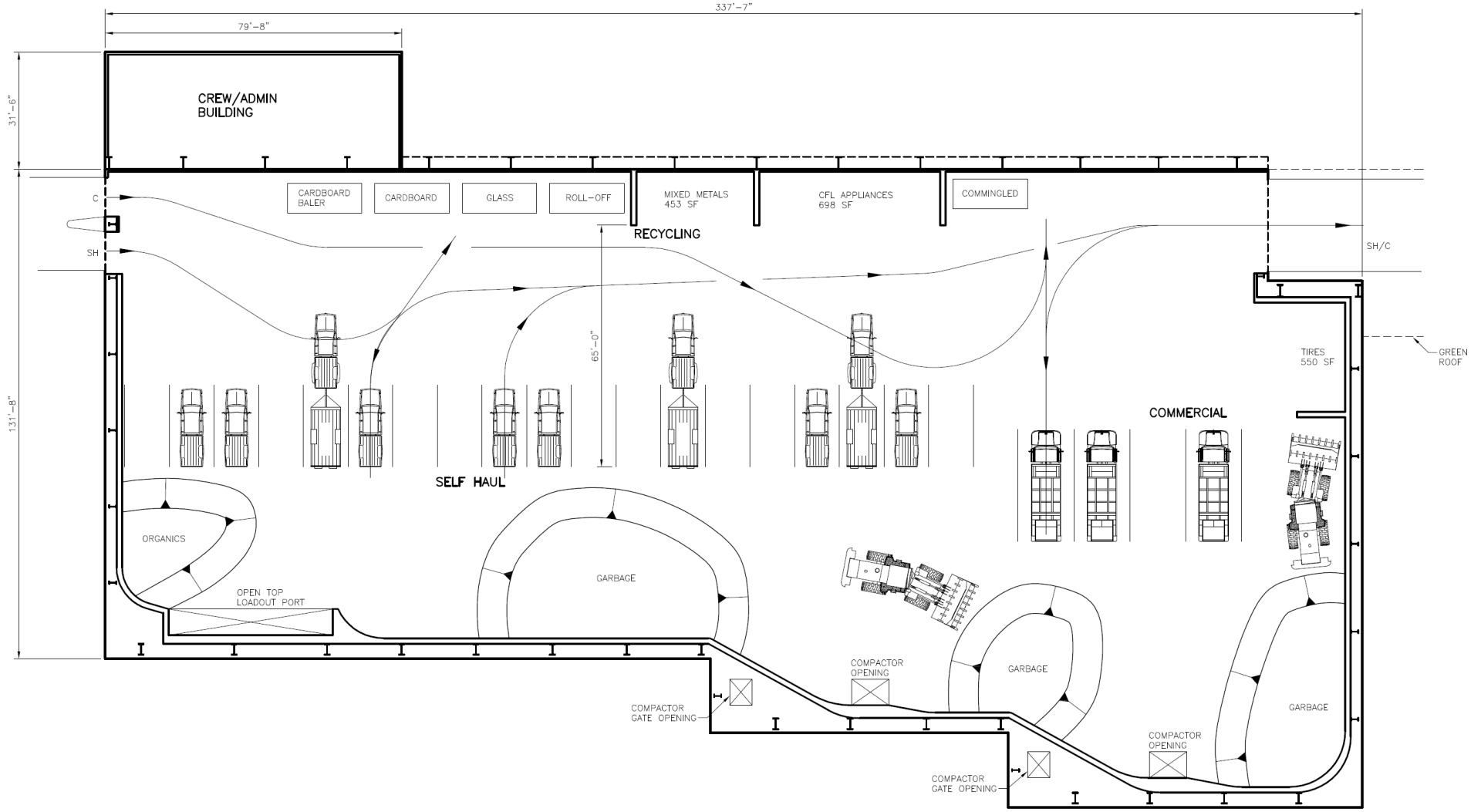
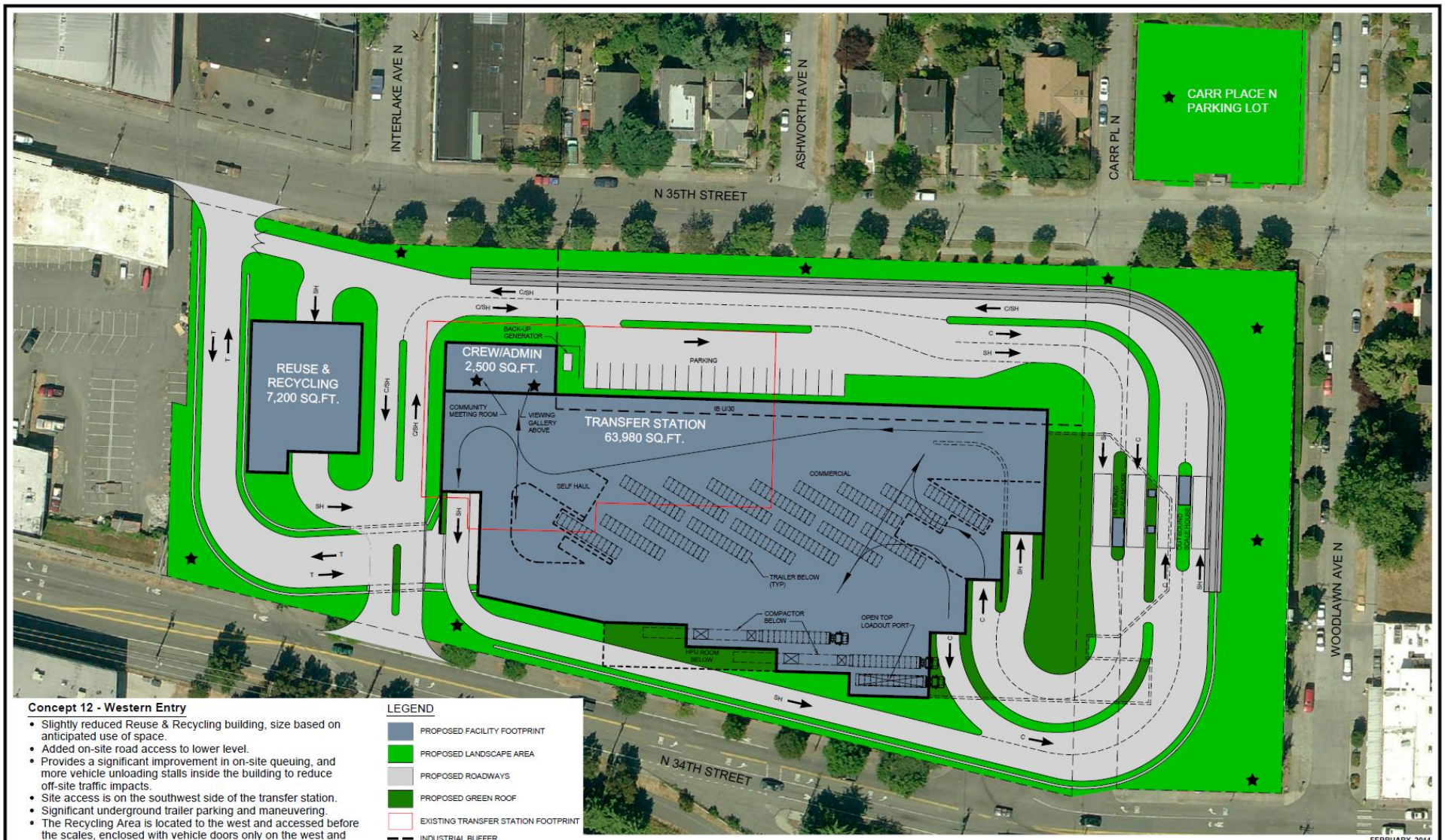
CONCEPT 10 STACKED WITHOUT REZONE

Tipping Floor Plan – Concept 10



TIPPING FLOOR PLAN

1/16" = 1'-0"



Concept 12 - Western Entry

- Slightly reduced Reuse & Recycling building, size based on anticipated use of space.
- Added on-site road access to lower level.
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Site access is on the southwest side of the transfer station.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is located to the west and accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 12 would require rezone of industrial buffer, partial 1550 property rezone and street vacation.

LEGEND

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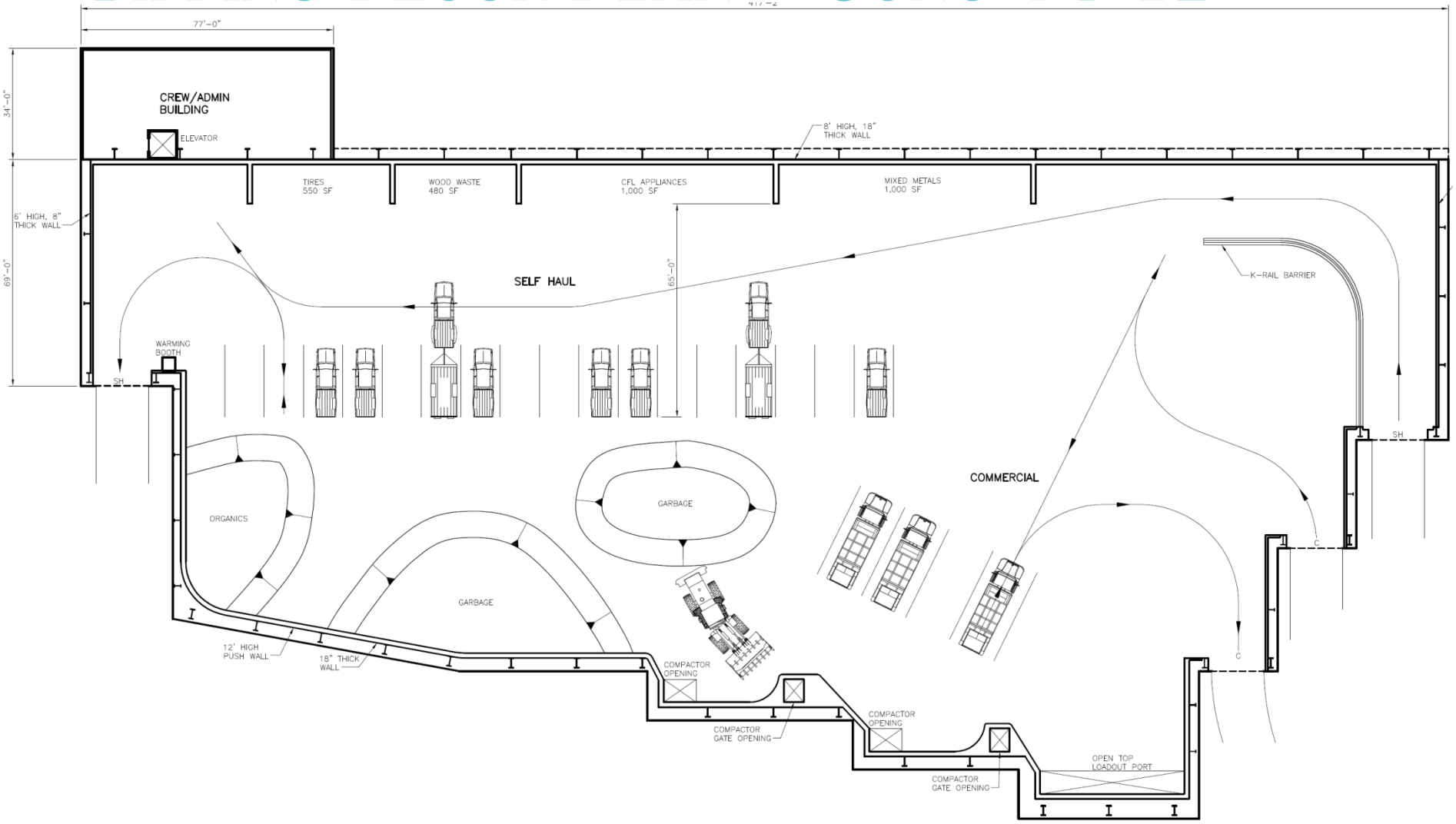
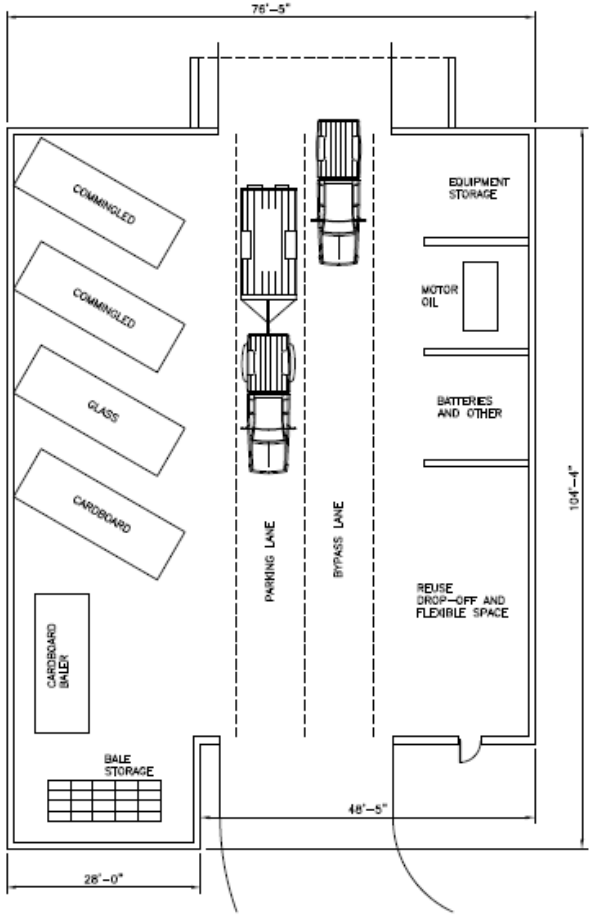
CONCEPT 12
WESTERN ENTRY

Tipping Floor Plan – Concept 12



Recycling Floor Plan – Concept 12



FIRST FLOOR PLAN
3/32" = 1'-0"

Preliminary Cost Estimates

Concept	2	8/9A	8/9B	10	12
Capital Costs (Design & Construction	$46,150,000	$48,456,000	$50,702,000	$42,014,000	$57,080,000
Property Sale Value (est.)				($5,000,000)	
Total Capital Cost (Design & Construction)	$46,150,000	$48,456,000	$50,702,000	$37,014,000	$57,080,000
Distinguishing Differences in Annual O&M Costs Versus Current	$152,400	$343,000	$286,000	$360,000	$344,000
50 Year NPV of Capital and Differential O&M Costs	$47,713,000	$53,288,000	$54,493,000	$42,764,000	$61,726,000

PRELIMINARY PLANNING LEVEL COST ESTIMATE

BREAK

Down-Select Evaluation Process, Part 1

- Establish key criteria (via email prior to workshops)
- Assign importance to criteria and develop weighting of criteria (3a)
- Score each concept against each of the key criteria to develop "value scores" (homework and 3b)

Name:

Criteria List	Value of Importance (1 - 5)	Total Value of Importance Score (all stakeholders)	Prioritized List	Weighting Percentage (Starting Point)	Final Weighting Value
SPU and hauler operational efficiency			(TBD)	(TBD)	(TBD as group)
Self-haul customer experience			(TBD)	(TBD)	(TBD as group)
Long-term environmental efficiency of station/zero-waste flexibility			(TBD)	(TBD)	(TBD as group)
Community and environmental amenities			(TBD)	(TBD)	(TBD as group)
Neighborhood impacts and aesthetics			(TBD)	(TBD)	(TBD as group)
TOTAL					

INSTRUCTIONS: In the highlighted column above (Value of Importance), please rank the criteria from 1 through 5 where 5 is the most important criterion and 1 is the least important criterion. (Please only use each number once). The third column represents the sum total value from all stakeholders, upon which the fourth column (Prioritized List) will be based.The fifth column (Weighting Percentage) is meant to provide a starting point for determining the Weighting Value to assign the criteria in the last column (Final Weighting Value).

The Final Weighting Value, as determined today, will be used in Workshop #3b to score the concepts based on how well they meet the criteria. The master decision matrix used in Workshop #3b will use raw scoring multiplied by the Final Weighting Value giving each concept a total weighted value score.

Evaluation Process, Part 2

- Apply criteria weighting factors to criteria scores
- Total all scores / produce average value scores for each concept
- Review and discuss concept value scores
- Compare concept value scores to concept planning level cost estimates
- Review and discuss results in order to develop down-select recommendation from five to two concepts

Name:					
SPU North Transfer Station Workshop #3b	Concepts				
	#2 - Max Scenario	#8/9A - Separate Recycle	#8/9B - Attach Recycle	#10 - Stack/No Rezone	#12 - Western Entry
Criteria List	Scoring	Scoring	Scoring	Scoring	Scoring
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					
Total (Max of 25 points per concept)					

Architectural Themes, Renderings, and 360° Flyovers

Workshop #3A
- Architectural Design Talking Points/Themes

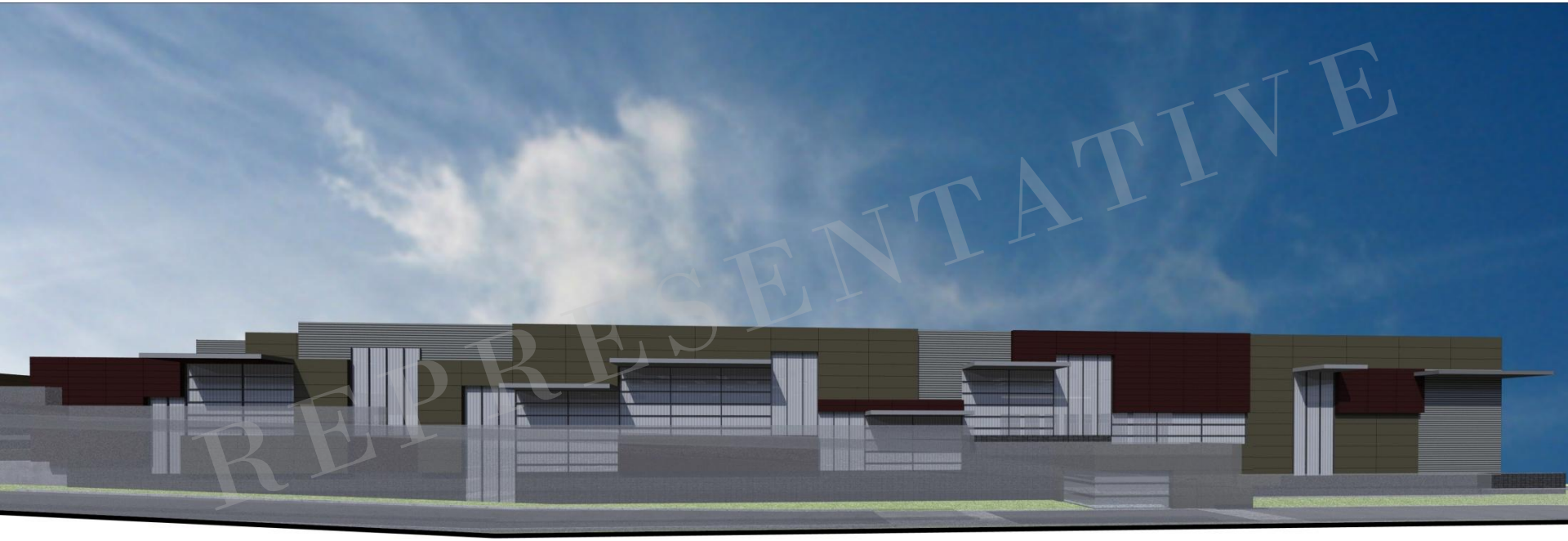
Workshop #3B
- Stakeholder Input

Workshop #4A
- New Design Themes

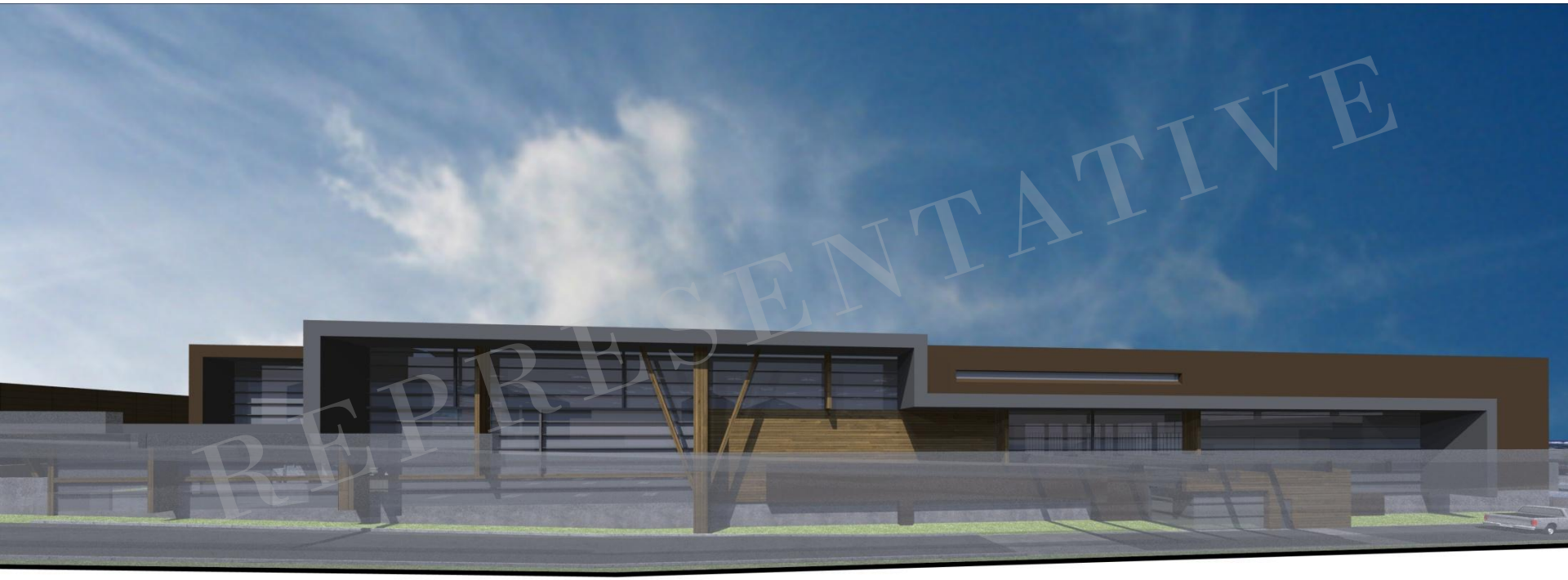
Workshop #4B
- Design Program and Guideline for the Design Builder

Theme Comparison– Theme 1

Theme Comparison– Theme 2



Theme Comparison– Theme 3



Theme Comparison– Theme 4

Architectural Views– Concept 2

VIEW - A

VIEW - B

VIEW - C

VIEW - D

CONCEPT 2
VIEWS

Architectural Views– Concept 8/9A

VIEW - A

VIEW - B

VIEW - C

VIEW - D

Architectural Views – Concept 8/9B

VIEW - A

VIEW - B

VIEW - C

VIEW - D

Architectural Views– Concept 10

VIEW - A

VIEW - B

VIEW - C

VIEW - D

Architectural Views – Concept 12

VIEW - A

VIEW - B

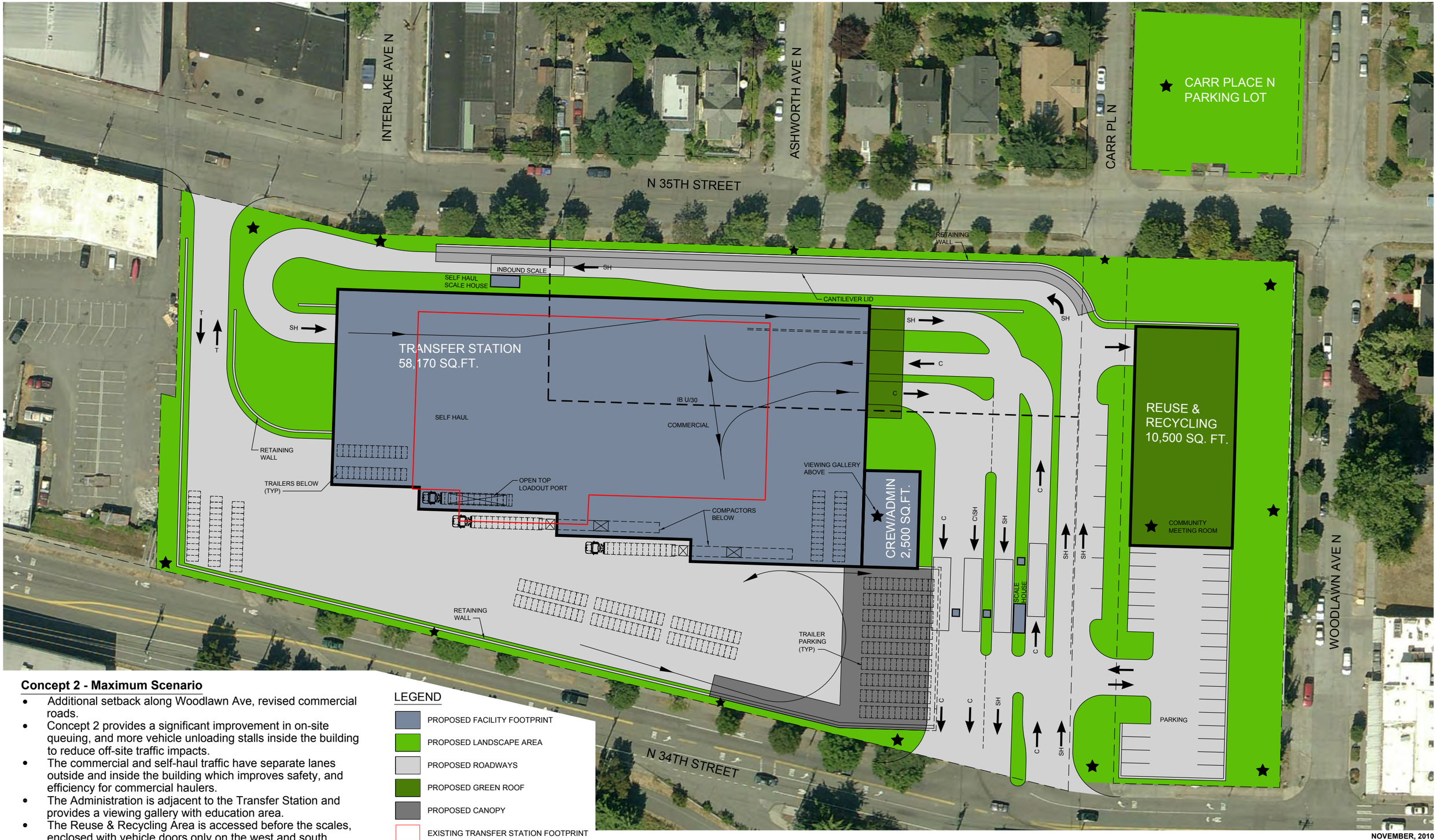
VIEW - C

VIEW - D

CONCEPT 12
VIEWS

Next Steps

- Review concepts and criteria prior to next meeting
- Workshop #3b
  - March 14th, 5-8pm
  - Institute for Systems Biology - 837 N 34th St



Concept 2 - Maximum Scenario

- Additional setback along Woodlawn Ave, revised commercial roads.
- Concept 2 provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- The commercial and self-haul traffic have separate lanes outside and inside the building which improves safety, and efficiency for commercial haulers.
- The Administration is adjacent to the Transfer Station and provides a viewing gallery with education area.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 2 would require rezone of industrial buffer, 1550 property rezone and street vacation to allow recycling.

LEGEND

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
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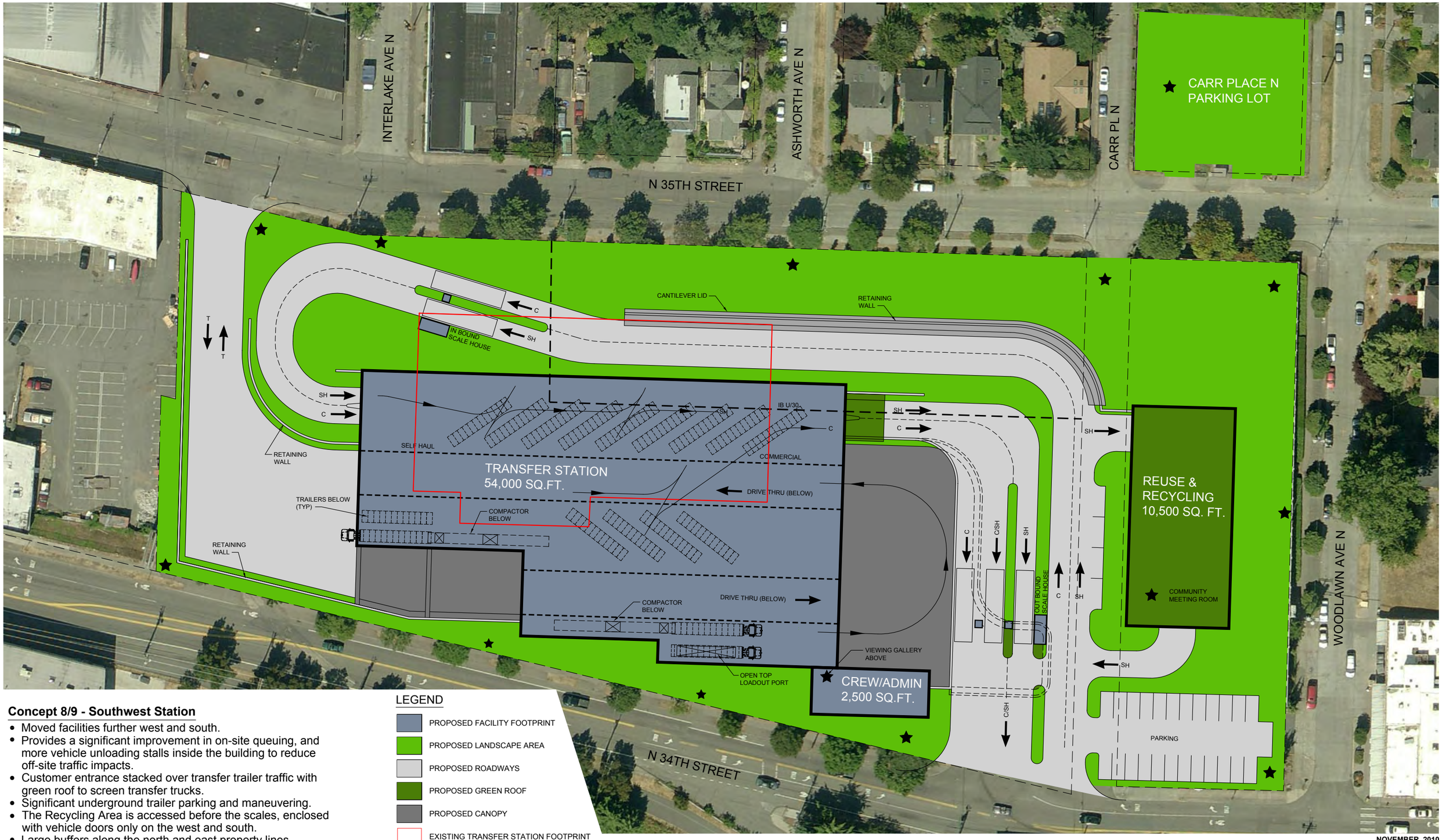
CONCEPT 2
MAXIMUM SCENARIO

NOVEMBER, 2010



Concept 8/9 - Southwest Station

- Moved facilities further west and south.
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- Large buffers along the north and east property lines
  The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 8/9 would require 1550 property and IB rezone and street vacation to allow recycling.

LEGEND

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
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- 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

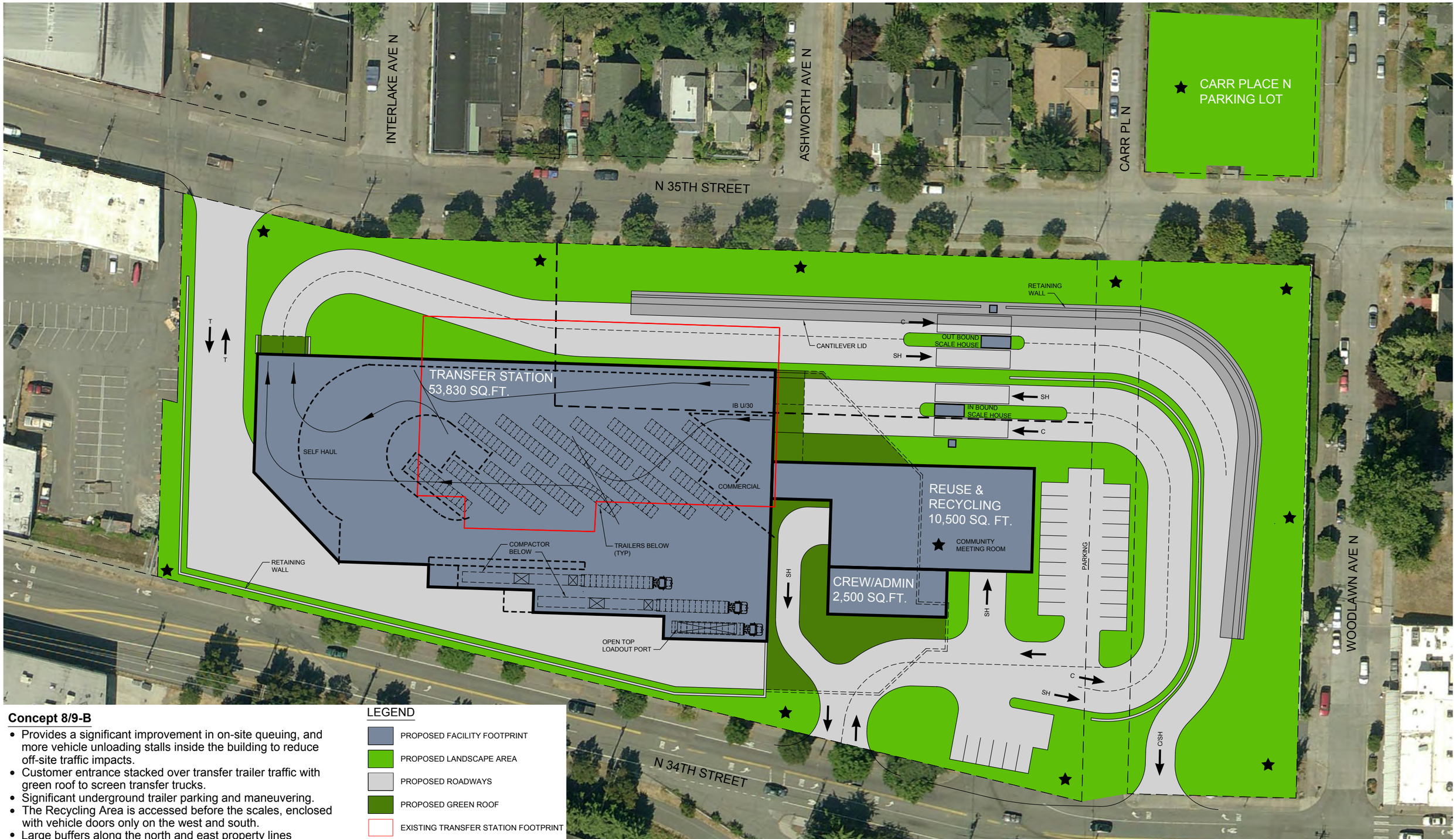
JRM J&A

HDR
HDR Engineering, Inc.

Seattle Public Utilities
City of Seattle

CONCEPT 8/9-A
SEPARATE RECYCLING

NOVEMBER, 2010



Concept 8/9-B

- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- Large buffers along the north and east property lines
  The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 8/9-b would require 1550 property rezone and street vacation to allow recycling.

LEGEND

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- PROPOSED GREEN ROOF
- EXISTING TRANSFER STATION FOOTPRINT
- INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- LIMITS OF LOWER LEVEL
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

N

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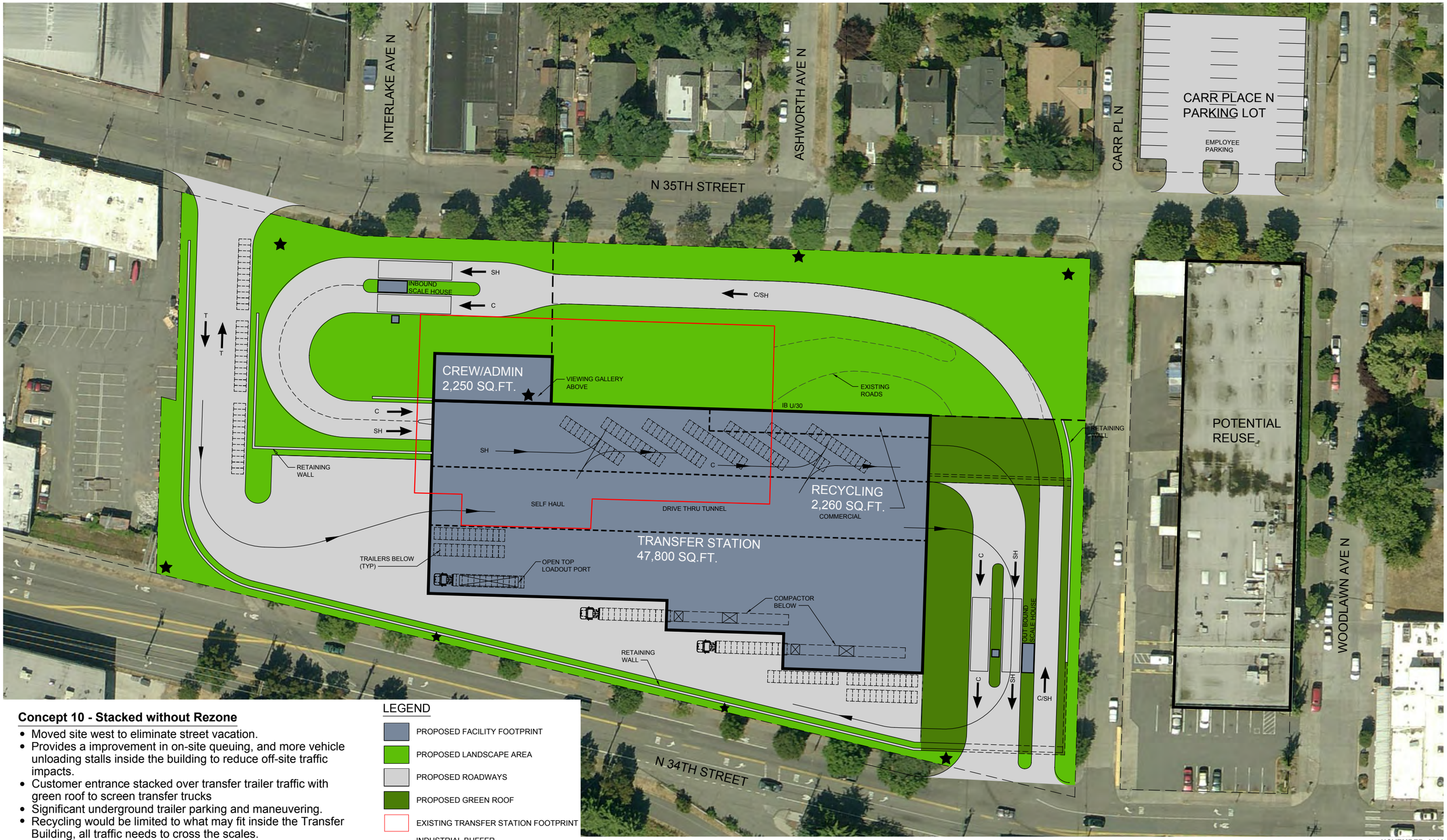
SCALE IN FEET

JRM J&A HDR HDR Engineering, Inc.

Seattle Public Utilities City of Seattle

CONCEPT 8/9-B ATTACHED RECYCLING

NOVEMBER, 2010



Concept 10 - Stacked without Rezone

- Moved site west to eliminate street vacation.
- Provides a improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks
- Significant underground trailer parking and maneuvering.
- Recycling would be limited to what may fit inside the Transfer Building, all traffic needs to cross the scales.
- A Reuse Facility may be developed within the existing 1550 building
- The areas noted with a star symbol would be available as a community amenity, open for ideas.

LEGEND

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- PROPOSED GREEN ROOF
- EXISTING TRANSFER STATION FOOTPRINT
- INDUSTRIAL BUFFER
- POTENTIAL COMMUNITY AMENITY
- LIMITS OF LOWER LEVEL
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

N

30 0 30 60

SCALE IN FEET

JRM&A

HDR

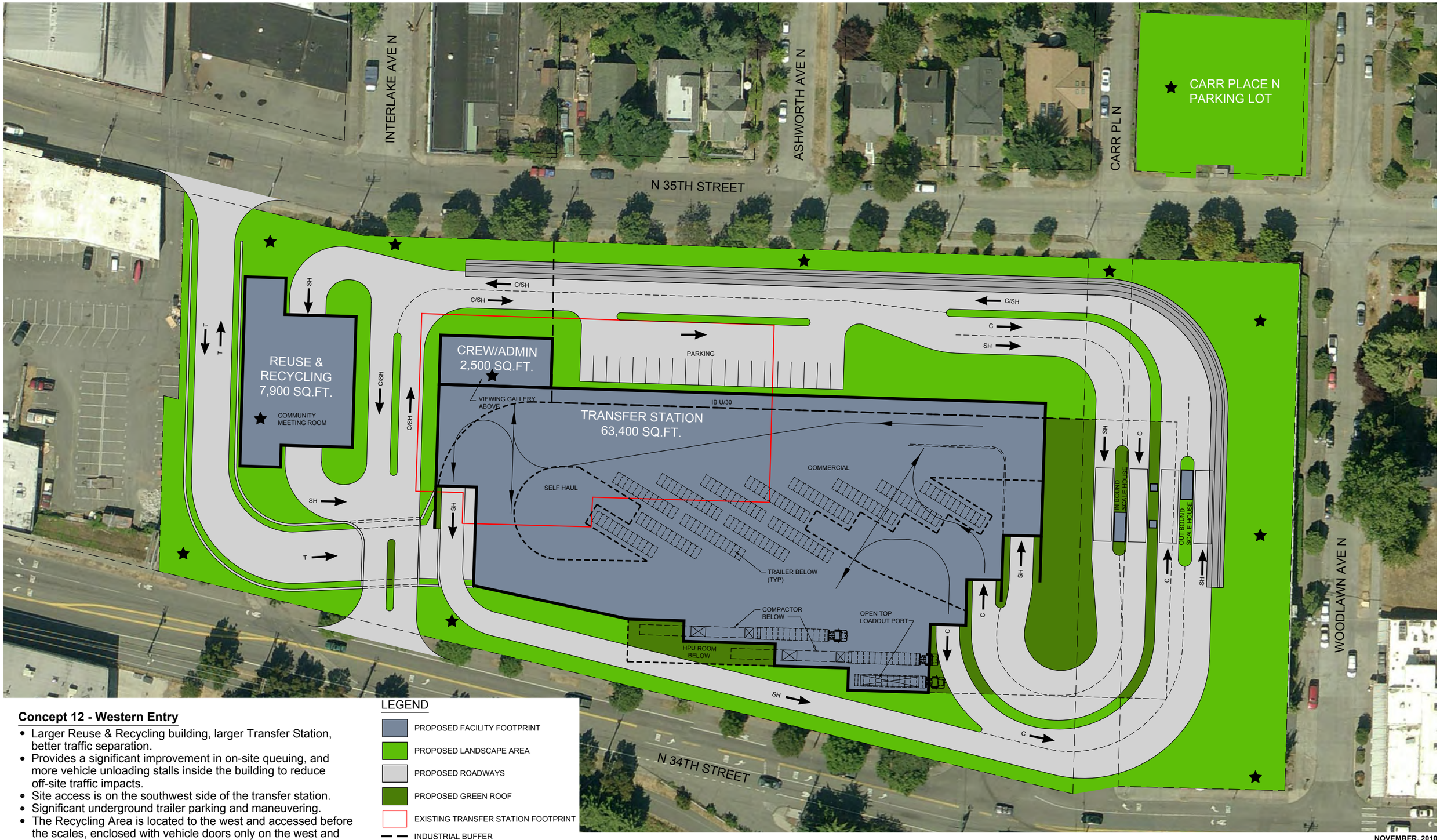
HDR Engineering, Inc.

Seattle Public Utilities

City of Seattle

CONCEPT 10 STACKED WITHOUT REZONE

NOVEMBER, 2010



Concept 12 - Western Entry

- Larger Reuse & Recycling building, larger Transfer Station, better traffic separation.
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Site access is on the southwest side of the transfer station.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is located to the west and accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 12 would require rezone of industrial buffer, partial 1550 property rezone and street vacation.

LEGEND

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- PROPOSED GREEN ROOF
- EXISTING TRANSFER STATION FOOTPRINT
- INDUSTRIAL BUFFER
- POTENTIAL COMMUNITY AMENITY
- LIMITS OF LOWER LEVEL
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

N

30 0 30 60

SCALE IN FEET

JRM J&A HDR HDR Engineering, Inc.

Seattle Public Utilities City of Seattle

NOVEMBER, 2010

CONCEPT 12
WESTERN ENTRY

Name:

Concept Scoring Worksheet

SPU North Transfer Station Workshop #3b	Concepts				
	#2 - Max Scenario	#8/9A - Separate Recycle	#8/9B - Attach Recycle	#10 - Stack/No Rezone	#12 - Western Entry
Criteria List	Scoring	Scoring	Scoring	Scoring	Scoring
Self-Haul Customer Experience					
Neighborhood Impacts & Aesthetics					
Community and Environmental Amenities					
SPU & Hauler Operational Efficiency					
Long-term Environmental Efficiency & Zero Waste Flexibility					
Total (Max of 25 points per concept)					

Please score each of the the above concepts for each of the criteria based on the following scoring table:

Scoring Key

5 points = Exceeds the criterion

4 points = Meets the criterion completely

3 points = Mostly meets the criterion

2 points = Mostly doesn't meet the criterion

1 point = Completely fails to meet the criterion

Value Weighting Worksheet

Name:

Criteria List	Value of Importance (1 - 5)	Total Value of Importance Score (all stakeholders)	Prioritized List	Weighting Percentage (Starting Point)	Final Weighting Value
SPU and hauler operational efficiency			(TBD)	(TBD)	(TBD as group)
Self-haul customer experience			(TBD)	(TBD)	(TBD as group)
Long-term environmental efficiency of station/zero-waste flexibility			(TBD)	(TBD)	(TBD as group)
Community and environmental amenities			(TBD)	(TBD)	(TBD as group)
Neighborhood impacts and aesthetics			(TBD)	(TBD)	(TBD as group)
TOTAL					

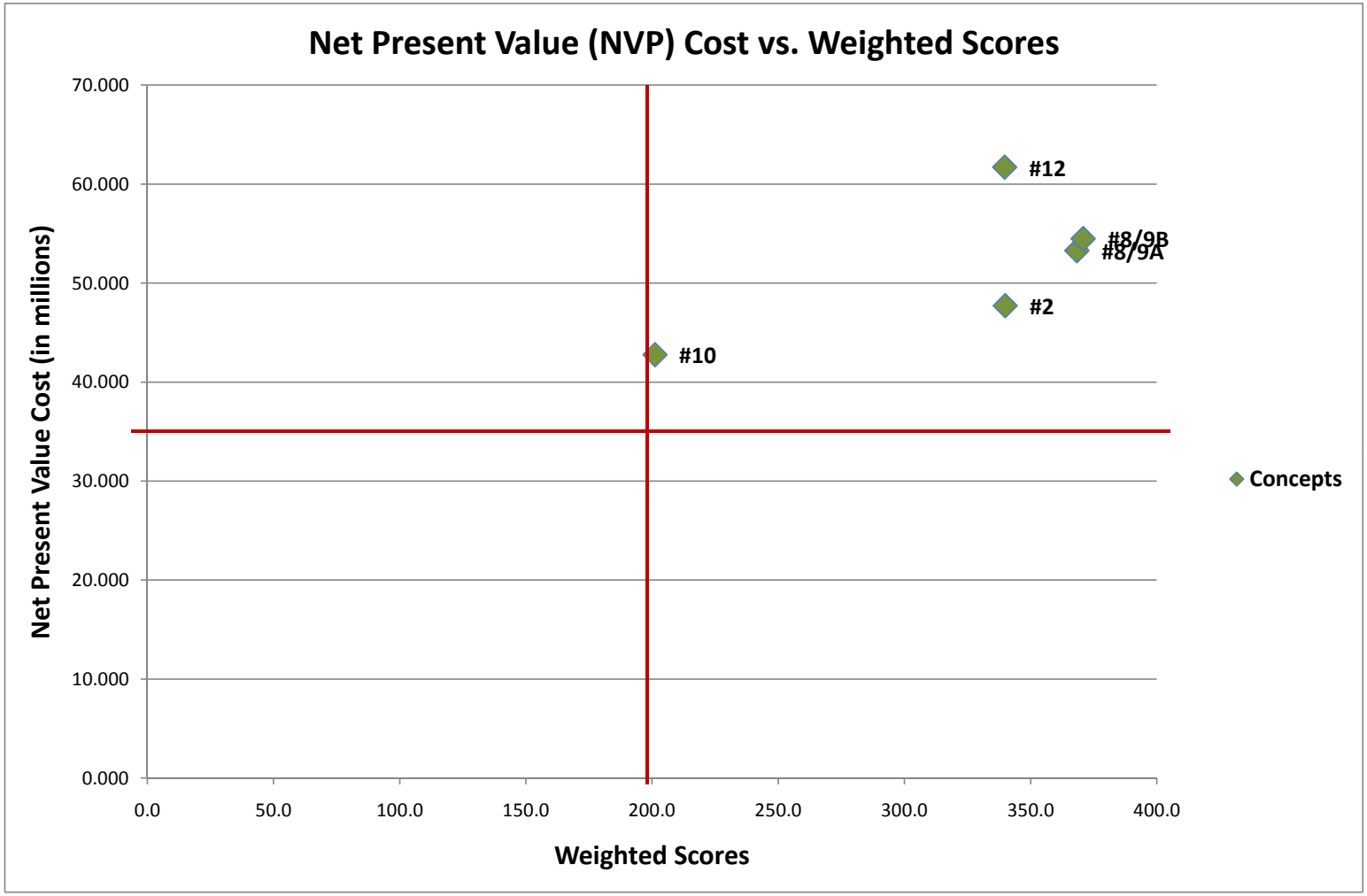
INSTRUCTIONS: In the highlighted column above (Value of Importance), please rank the criteria from 1 through 5 where 5 is the most important criterion and 1 is the least important criterion. (Please only use each number once). The third column represents the sum total value from all stakeholders, upon which the fourth column (Prioritized List) will be based.The fifth column (Weighting Percentage) is meant to provide a starting point for determining the Weighting Value to assign the criteria in the last column (Final Weighting Value).

The Final Weighting Value, as determined today, will be used in Workshop #3b to score the concepts based on how well they meet the criteria. The master decision matrix used in Workshop #3b will use raw scoring multiplied by the Final Weighting Value giving each concept a total weighted value score.

Combined SPU/HDR Results with Stakeholder Weighting- Cost Value

3/09/2011

Best Cost Value	Concepts				
	#2 - Max Scenario	#8/9A - Separate Re	#8/9B - Attach Recycle	#10 - Stack/No Rezone	#12 - Western Entry
Net Present Value Cost (in millions)	47.713	53.288	54.493	42.764	61.726
Total Weighted Score	340.0	368.4	370.9	201.2	339.7



North Transfer Station

Stakeholder Meeting #3a Summary
March 7, 2011
Institute for Systems Biology • 5:00 to 8:00 PM

ATTENDEES

Stakeholders
David Ruggiero
Paul Willumson
Bill Bergstrom
Eric Johnson
Trish McNeil
Jessica Vets
Pat Finn Coven
Rob Stephenson
Bob Quinn
Erik Pihl
Toby Thaler

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

EnviroIssues
Penny Mabie (facilitator)
Alissa VandenBerghe
Emily Reardon

HDR
Dan Costello
Deb Frye (presenter)
Olivia Williams

VanDevanter and Associates
Mark VanDevanter

J R Miller & Associates
Clark Davis (presenter)

Observers
Karl Hufnagel
DJ Dean
Allison Hogue
Tom Cole
Steve Moddemeyer
Sarah Saviskas
Gary Rea
Erika Bigelow
Monica Wagoner
David Hewitt
S. Bukojemsky
Kirby Lindsay
J. Hall
Julie Wattling
Brent Anderson
Tom Aura

MEETING PURPOSE

The purpose of this meeting was to review additional details and information developed for the five site concepts, develop weighting of criteria for use in down-select from five to two concepts, and review renderings of the architectural themes.

AGENDA ITEMS AND DISCUSSION

Welcome and Introductions
Penny Mabie, EnviroIssues

Penny convened the meeting, asked everyone to introduce themselves, and reviewed the agenda and purpose of the meeting. She also briefly discussed the process that will be used to reduce the number of concepts from five to two.

Bill Benzer provided updates from Seattle Public Utilities (SPU). In December, SPU met with the Seattle Design Commission (SDC) to review the plans to replace the North Transfer Station (NTS). SPU provided the SDC with the same materials that were handed out at Workshop #2b. The SDC urged SPU to consider what is best for Seattle and to think outside the box. Bill told the group that SPU would return to the SDC at a later date to provide an update and receive more input. Since the last workshop, SPU has also met with the Wallingford Community Council (WCC). The WCC sent SPU a draft letter after reviewing the five concepts and since then they have provided a formal letter that was sent to SPU, City Councilmember Mike O'Brien and Mayor Mike McGinn. According to the letter, the members of the WCC prefer Concept 8/9B out of the four rezone concepts. Bill reported the Court of Appeals upheld the ruling that there is no Environmental Impact Statement needed for this project.

A stakeholder asked how the SDC's recommendations will be incorporated into the stakeholder process and how seriously their recommendations should be taken. Nancy Ahern replied that the SDC's recommendations are not binding; the commission reacted to the materials available at this very preliminary phase of the project. She added that SPU will have more interaction with the SDC in the future. The stakeholder then asked if the SDC's comments could be disregarded. Nancy told the group that the recommendations are considered advice, especially with regard to concept selection.

A stakeholder asked to clarify what will be accomplished by the end of the meeting. Penny replied by the end of the next workshop (on March 14th) the stakeholder group will have recommended two concepts for further development. Tonight will be spent weighting the criteria and learning about the architectural themes that can be applied to the concepts.

Five Concepts

Deb Frye, HDR and Bill Benzer, SPU

Deb Frye provided a brief overview of the five concepts. She also explained the changes made by HDR and SPU since the last workshop. Some of the major changes included that the design team completed a Leadership in Energy and Environmental Design (LEED) analysis and determined that all concepts can reach the LEED goal of Gold certification. A LEED row was added to the summary and decision matrices. The design team also developed the recycling floor plans for each concept and all are available online.

Deb then presented the cost information for each concept. She explained that the biggest factor influencing cost is adding underground operating space.

Bill explained the cost chart. The first line represents the capital costs, including design and construction. Since Concept 10 doesn't include a rezone or any transfer station associated use of the 1550 property or the vacation of Carr Place, there is an estimated net gain of $5 million from the sale of the 1550 property based on estimated current market value. The cost table also includes the differences in annual operations and maintenance (O&M) costs. A stakeholder asked what causes differences in staffing costs. Bill explained that an example of those differences is the smaller capacity in Concept 10 would require there be more drivers removing the waste. Another stakeholder asked if SPU received any contractor input into the capital costs estimates. Tim replied that HDR estimated the costs.

Bill then explained the Net Present Value (NPV) row, which calculated the future dollars for the project. A stakeholder asked if bond costs were accounted for in the NPV. Tim replied that the interest from bonds matches inflation, which is included in the estimate. Another stakeholder reminded the group that bonds were used for capital costs only and not operating costs. Tim added that the NPV is used to compare the concepts easily. A stakeholder asked if these costs are what SPU expected and has budgeted. Bill said that Concept 2, 8/9A, and 8/9B are just about at the budget in the city's Capital Improvement Projects. Concept 12 is above what is budgeted and Concept 10 is below.

A stakeholder asked the group to consider the cost of future reconfiguration to match changes in the future waste and recycling needs. He also asked SPU and HDR to capture those changes somehow, if it is possible. He added that some sites seem to be more amenable to change than other concepts. The stakeholder believed that Concept 2 should be easier to reconfigure since it's flat and open as opposed to Concept 12 which is compact and stacked. Tim replied that there would be a lot of speculation in those assumptions. Clark Davis asked the stakeholder to clarify if he meant building out parts of the property. The stakeholder replied that building out the property was what he meant.

Nancy reminded the group that these costs are based on 0% design and in very preliminary stages – this is not meant to be a tight cost estimate. It's more than likely that the costs of all concepts could move in the same direction across the board. A stakeholder commented that it's encouraging the cost estimates are within the reasonable expectations.

A stakeholder asked what caused the differences in capital costs. Bill replied that since Concept 2 is at grade, there isn't as much earthwork or support necessary which makes the construction cost much lower than the other concepts. Dan Costello added that any slight change in the location of the building can cause fluctuations in cost due to the varying grades of the property.

Another stakeholder asked how these costs compare to the South Transfer Station. Jeff Neuner replied that the South Transfer Station cost approximately $46 million. A stakeholder noted that the South Transfer Station was much larger than this project. An observer asked if operational efficiencies were factored into the O&M costs. Bill replied that the efficiencies in the scale houses were incorporated into the costs.

Decision Criteria Weighting

Penny Mabie, EnviroIssues

Penny introduced the process that will be used to help the stakeholder group make their recommendation on concepts to move forward. Last November, when the stakeholder group narrowed nine concepts to five concepts, an informal voting procedure was used. Now, with the goal of selecting just two concepts and eventually one concept the team has provided a procedure. The hope is to accomplish a defined evaluation process that will produce a way to value the subjective and nonselective elements.

Next week, concepts will be scored and then each score will be weighted based on this discussion. That will produce a "value score" which will be compared to cost. For this step, the group will weigh the criteria based on its importance to stakeholders and their constituents. This will provide a basis for discussion. Penny reminded the group that this is not a decision tool – it's still up to the stakeholders to view the results of the value score and the cost comparison and make a recommendation.

Penny then explained the worksheet and asked the stakeholders to fill out the worksheet with their opinions.

A stakeholder asked if there would be a separate design process with the design builder selected for the project. Tim replied that it would be a separate process to decide what the building will actually look like.

Penny showed the stakeholder group the results of the weighting process.

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%

Penny explained that mathematically, what is shown in these results is that the most important criteria to the stakeholder group as a whole is long-term environmental efficiency of the station/zero waste flexibility. Penny asked the group if they believed the results were representative of the group. A stakeholder replied that the weights seemed accurate and that they represented the community. Another stakeholder added that it is a testament to the neighborhood and the community that we put zero waste flexibility was weighted more than neighborhood impacts and aesthetics.

A stakeholder said he felt the need to represent the rest of the City. He said that Wallingford has about 3,000 people in it and criteria related to the Wallingford community received 43% of the weighting (this includes the neighborhood impacts and aesthetics and the community and environmental amenities criteria). But the operational efficiency criteria (includes SPU and hauler operational efficiency and self-haul customer experience), which affects the 600,000 residents of Seattle, only received 30% of the weighting. A stakeholder added that the reason the neighborhood and community criteria are so high is that the location of the station is wrong – it should be sited in Interbay. If the station were in Interbay, the neighborhood wouldn't be an issue. Another stakeholder added that many Seattleites drive past the transfer station on N. 34th Street to get to Gasworks Park and other parts of the neighborhood. One stakeholder noted that it's not just self haulers that are affected by an inefficient station; it's all the rate payers in the city.

Another stakeholder commented that it seems that the city's environmental and efficiency goals can be met by some of the goals of the neighborhood. Other stakeholders seconded him and said the zero-waste goals are a positive benefit to Seattle

Penny asked SPU if they were satisfied with the results. Nancy Ahern said she was happy with the 30% that operational efficiency and self-haul customer experience received. She pointed out the need to balance efficiency, the environment and the neighborhood. Nancy also said the results were very informative.

Penny then asked the stakeholders if they were okay with the results as they stand. Several stakeholders expressed concern that the SPU and Hauler Operational Efficiency wasn't given a higher weighting but

they could all live with the results. One stakeholder noted that SPU and Hauler Operational Efficiency and Neighborhood Impacts and Aesthetics are interrelated because they impact one another. Backups and idling caused by an inefficient station can be a detriment to the neighborhood.

Another stakeholder commented that the stakeholder group as a whole has come a lot closer together than they were at the beginning. All of the stakeholders agreed to keep the results as they were.

Penny handed out the scoring worksheet and asked the stakeholders to score each concept against the criteria.

A stakeholder asked if the community meeting room would have outdoor windows and outside access. Bill replied that some of the concepts had community meeting rooms with outdoor windows but none had outside access due to security issues. The stakeholder mentioned that a lot of people were very positive about the meeting room and viewing area until they found out it wouldn't be available after 5 p.m. The Wallingford Community Council felt that that shouldn't be considered an amenity.

Introduce Architectural Themes

Clark Davis, JR Miller

Clark Davis presented some architectural themes and flyover models of each of the concepts. He explained that the purpose of the presentation was to preview the themes, and that more in-depth discussion would occur at the next workshop. Clark also asked stakeholders and observers to bring their values and preferences to the next workshop so they can be discussed and dissected.

Clark showed the themes and flyovers for each of the concepts.

A stakeholder asked if it would be possible to see a walking view around the perimeter. Mark VanDevanter said it was possible, but explained it would take some time to get the street level shots. An observer asked if the neighborhood view was left out and the flyover only showed the perimeter of the station. Mark said a limit to showing a walking view was that the visualization was based on aerial photographs of the area and that pictures of the sidewalk view were not readily available, particularly of the concepts.

An observer asked if there were any opportunities to incorporate the SDC's suggestions into these themes. Clark responded that there is a huge range of what could be done, but we would have to work with SPU on the feasibility of the options. He then reminded stakeholders to bring all of their ideas to the next workshop. Penny suggested the stakeholders mark up their copies of the architecture views and reminded the stakeholders that their suggestions will help inform the design guidelines not to design the station. A stakeholder asked if SPU could put the flyovers on their website. Olivia Williams with HDR responded that the files are very large. Bill said SPU would look into putting the flyovers on the website.

A stakeholder asked if the green space will be accessible to the public. Tim replied that the green areas (except the green roofs) on the site plans are currently planned to be accessible. Another stakeholder reminded the design team of the importance of community-supported energy systems. She said she was happy to see plans for solar panels on the roof but wanted the community to own a piece of it.

NEXT STEPS

Penny Mabie, EnviroIssues

Penny reminded the stakeholders to fill out their individual scoring worksheets before the next stakeholder workshop. She also told the stakeholders if anyone is not able to attend the meeting they can send their scores in and they will be included in the down-select process.

The next stakeholder workshop will be held at 5:00 pm on March 14, 2011 at the Institute for Systems Biology (837 N. 34th St.). At the meeting, the stakeholder group will score the criteria and will discuss which concepts they recommend to move on for further development. All stakeholder workshops are open to the public.

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

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

February 14, 2011

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

Dear Mr. Benzer:

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

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

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

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

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

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

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

Thank you for your consideration,

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