

## North Recycling and Transfer Station Rebuild Project

Issues of Interest	SPU's Response
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This list of issues related to the design, construction, and operation of the North Transfer Station rebuild was created from interviews with stakeholders, community members, station users, and feedback at public meetings related to the project and has been augmented by the Stakeholder Group. The second column includes responses and/or proposed measures from Seattle Public Utilities to date that address those issues. New issues were added from the October 20, 2009 stakeholder meeting and will be addressed prior to the next meeting.

<b>Environmental Issues</b>		
<b>1.0</b>	<b>SEPA Process</b>	
1.1	Whether SPU should prepare an EIS.	Input from the stakeholder group assisted SPU in identifying environmental issues to be studied as part of the SEPA threshold determination. SPU conducted detailed studies of traffic, noise, air quality and visual effects. The Hearing Examiner ruled that an EIS was not required.
1.2	Concern that SPU has already decided where the new North station will be built and that SPU should look at alternative locations for a rebuilt facility	SPU's proposed action has always been to rebuild both the North and South RDSs at their present locations. That is why this was the proposed action for the SEPA environmental checklist and threshold determination for NRDS.
<b>2.0</b>	<b>Noise and Odor</b>	
2.1	Will the new station create more noise and odor?	Noise, odor, and dust control are important design concerns. The new station will reduce noise and odor by more fully enclosing the station. Much of the presently uncovered truck operations are likely to be covered by the building expansion.
2.2	Concern regarding potential noise from the separate recycling center.	
<b>3.0</b>	<b>Transportation and Traffic Impacts</b>	
3.1	Concern about traffic around the existing site particularly at the intersection of 34 <sup>th</sup> and Stone Way.	The proposed project is expected to improve traffic flow around and through the site by a variety of design features and operational methods such as additional stalls in the transfer building. The project will not adversely affect the level of service at the intersection of N. 34 <sup>th</sup> St. and Stone Way N. Total trips to and from the site are expected to be about the same with or without a new station.

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3.2	Describe what traffic impacts may occur based on projected usage and increased recycling—how many trucks, how they enter and leave the site. Will these be changing?	Any projected increase in traffic is less than a 2 percent increase in total trips by 2030 compared to the no action alternative and is mostly associated with recycling activities. The proposal <u>will</u> improve traffic flow by reducing vehicle queues. The entrance/exit for customers will probably include part of what is now Carr Place North, and will certainly remain on N. 34 <sup>th</sup> .
3.3	Examine idling cars and impact on greenhouse gas emissions.	Reducing queue time will reduce the total amount of vehicle idling and greenhouse gas emissions. Increased recycling and reuse will also contribute somewhat to lower greenhouse gas emissions.
3.4	Request to have SPU look at the cumulative impact of the transfer station traffic and the anticipated traffic from the proposed urban village in Fremont.	
3.5	What are SPU's assumptions regarding garbage and recycling generation in 2030 and how does this relate to the traffic projections?	
<b>4.0</b>	<b>Traffic Management</b>	
4.1	Desire for better traffic analysis/management plan – look at volume and routing.	An onsite traffic management plan will be developed as part of the design contract to minimize queuing time. SPU is willing to work with the stakeholder group and SDOT to see if existing public traffic routing to nearby non-arterial streets can be addressed as part of this project.
4.1.1	At present, many people cut through residential streets.	SPU will continue to provide directions to the stations that direct customers to use arterial routes. (See also 4.1)
4.2	Access to site is difficult.	Access to the facility will be improved with the new station and will include multiple entrance and exit lanes and more room for queuing on site.
4.3	Concern that area for queuing needs improvement.	The area for queuing will be improved with additional space as well as other improvements that will decrease wait time.
4.4	Pedestrians have difficulty crossing entrance area, particularly when trucks are lined up outside.	Crosswalk markings in front of the station on North 34 <sup>th</sup> Street will be added to improve pedestrian safety and appearance.
4.5	Interest in making Woodlawn Avenue a one-way street	SPU will consult with SDOT and look into ways to deter cut-through traffic. (See 4.1.1)

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	<b>Street Vacation and Design</b>	
5.1	Concern that vacation of Carr Place will make a bigger barrier in the neighborhood.	Although removing Carr Place North as a north-south access route will make the contiguous transfer station block larger, the block to the west is only about half a block wide. The sidewalk dead ends at N. 34 <sup>th</sup> St. as a north-south corridor and pedestrians must travel east or west anyway. Traffic studies showed that this segment of road receives relatively low levels of traffic. This is an example of the type of issue that will be evaluated when the street vacation is considered.
5.2	What street improvements are under consideration?	SPU plans to improve the landscaping and walkways around the station.
5.3	What are the plans for the existing parking lot?	The plan is for the parking lot to remain for employee parking.
5.31	Can SPU site part or all of the existing parking on the facility site and use the parking lot for community benefit?	
<b>6.0</b>	<b>Drainage/Surface Water/Groundwater</b>	
6.1	How will roof water be used?	It is unknown at this phase of the design; however, the reuse of roof water for onsite wash water is common at newer transfer stations and could be implemented as one of the LEED features of the new station.
6.2	How might water be reused at the station?	Vehicle wash water could be reused several times before it is directed to the sanitary sewer for disposal
6.3	Examine quantity of water – Combined Sewer Overflows (CSOs) are a problem.	Water use and methods to minimize water contamination will be a part of the new station design. These efforts will minimize the amount of wastewater discharged to the sanitary sewer. CSOs are a result of intense rainstorms and not related to individual facilities.
6.4	What happens to water used to hose off trucks? Where does debris go?	All water that comes into contact with waste or waste byproducts will be directed to the sanitary sewer. The water may be reused before it is discharged to sanitary sewer. All debris will be disposed of as solid waste.
6.5	What are Metro's requirements for water treatment?	There are industrial pre-treatment standards that the station will be designed to meet. At a minimum, this includes removal of oil, grease, and solids.

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6.6	Will construction associated with the rebuild impede or affect the groundwater flow?	The rebuilt station is not expected to affect the flow of groundwater to Lake Union.
<b>7.0</b>	<b>Contaminated Soil/Hazardous Waste</b>	
7.1	Concern regarding what has been dumped on the site. Request that SPU conduct subsurface tests to see what is on the site	Current environmental information is available at: <a href="http://www.seattle.gov/util/stellent/groups/public/@spu/@usm/documents/webcontent/spu01_004981.pdf">http://www.seattle.gov/util/stellent/groups/public/@spu/@usm/documents/webcontent/spu01_004981.pdf</a>
7.2	Concern regarding potential for on-site contaminants to be exposed during rebuild	The existing buildings that will be demolished will be inspected for hazardous materials. It will be easy to remove these materials or manage them during demolition in a manner that prevents environmental exposure. The waste disposal pit in the station is lined in concrete with an asphalt top layer. The top layer of this floor and any waste products it may have absorbed is removed and repaved annually. No part of the floor is bare soil. (See also 7.1)
7.3	Concern regarding any hazardous waste disposed of at the transfer station and any potential impact on neighbors.	SPU prohibits hazardous waste at the transfer stations. The staff is trained to screen for hazardous waste, and if something gets by, they are also trained and certified to respond in an appropriate manner to prevent public and environmental exposure to the waste. SPU works hard to keep hazardous wastes out of our transfer station, most often because of the impacts they could cause from ongoing exposure to our workers or chronic releases to the environment such as in the landfill. However, almost all of these items are present in homes, businesses, and hardware stores throughout the city. Almost none of the items represent an acute danger in the transfer station, let alone beyond the facility.
7.4	Request for waste stream analysis and the amount of hazardous waste disposed at the station.	This information is available on the web at: <a href="http://www.seattle.gov/util/About_SPU/Garbage_System/Reports/Waste_Composition_Reports/index.asp">http://www.seattle.gov/util/About_SPU/Garbage_System/Reports/Waste_Composition_Reports/index.asp</a>
7.5	Concern regarding any potential emergency due to hazardous wastes on site. What is the number of incidents that occur on an annual basis?	This information is available in the July 2007 Operations Plan for the City of Seattle Public Utilities North Recycling & Disposal Station report. The City does not accept hazardous waste at the site. When an unknown substance is discovered at the station that is suspected as being hazardous waste, the station is closed until the nature of the unknown waste is verified and managed properly. These incidents are infrequent and average around one every four years.

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<b>8.0</b>	<b>Illegal Dumping/Littering</b>	
8.1	Littering or debris from self-haulers and trucks is a problem.	<p>SPU will continue to enforce the covered/secured load requirement at the facility entrance and provide information about the requirement to customers. Additional warning signs about the covered load requirement may be posted along arterials used to access the site.</p> <p>SPU could commit to regular foot litter patrols on the following streets:</p> <ul style="list-style-type: none"> <li>• N 35th from Stone Way to Wallingford</li> <li>• Stone Way from N 34th to N 35th</li> <li>• Wallingford from N 34th to N 35th.</li> </ul>
8.2	Concern how litter or waste from trucks might impact water quality in Lake Union.	See above 8.1. Generally any litter that might come off self-haul vehicles would either be picked up or screened by catch basins before entry into drainage system. The biggest input of pollution to Lake Union from transportation would be vehicle drips and emissions from throughout the watershed.
<b>9.0</b>	<b>View Corridors</b>	
9.1	Concern that the height may increase and impact view corridors.	SPU recognizes that building height and view corridors are important issues for some residents. The building height will comply with zoning requirements. An attempt will be made to maintain view corridors, but it may not be possible to maintain all current views because a larger building is needed. Our design process will include an objective to preserve view corridors and it will be a factor in the selection process.
9.1.1	Concern regarding view from Woodlawn N. over proposed recycling center building. Suggestion to keep building at existing height of 1550 Building or lower, move building further south and/or west.	
9.2	Question whether SPU has considered the view of the facility from the Aurora Bridge.	
<b>10.0</b>	<b>Construction and Closure Impacts</b>	
10.1	What will be the neighborhood impacts during construction and how will they be mitigated?	As with any new construction, it is likely that there will be increased noise and air emissions during the construction period, but procedures will be implemented to keep these impacts to a minimum. The SEPA environmental checklist addresses these impacts in detail. Nighttime activities will be limited to activities that do not create noise.

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10.2	Traffic, noise, hours of construction are all of a concern.	All of our projects include plans to minimize the potential impacts from construction activities. We will also comply with all applicable permits and best management practices. The hour restrictions of the noise ordinance as applies to the abutting residential area will be observed.
10.3	Where will people bring their waste during construction and closure of the North station?	SPU will direct customers to the South station while the North station is being rebuilt. SPU will keep the old transfer station as well as the new South station open to increase capacity during this time. Other stations in the region may also be available to customers, such as King County's Shoreline station.
10.4	An interim, a local recycling area is desirable.	If possible, SPU will attempt to provide improved recycling in the interim period before the station is taken out of service for reconstruction. It is likely that the entire area will be used for reconstruction and it may not be possible to provide a recycling area during the period the station is closed – however this will be done if possible.
10.5	Increased curbside pick-up could be helpful.	SPU will continue to promote the fact that customers can put out additional garbage for a fee and that the extra fee is often less than the minimum fee for using the station. Also, SPU will continue with the bulky item pickup program. Several companies also provide junk cleanup and removal services for a fee and SPU is now developing a program to promote these alternatives – and not just for the NRDS construction period.
<b>Community Issues</b>		
<b>11.0</b>	<b>Compatibility/Integration into Neighborhood</b>	
11.1	Concern that a transfer station doesn't fit in the community as it exists now. Does SPU see any opportunity for community connection and educational opportunities?	SPU plans to improve the appearance of the facility to fit in better with the neighborhood. Also, the new station will include educational components such as information on reuse and recycling as well as a viewing room. These features will align better with some of the community goals. We are open to suggestions.

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11.2	<p>Explain any variances or zoning changes that SPU might be seeking.</p> <p>SPU is seeking to vacate Carr Place North between N. 34<sup>th</sup> and N. 35<sup>th</sup> St. SPU plans to continue with the conditional use permit that allows the lots north of N. 35<sup>th</sup> St. between Carr Pl. N. and Woodlawn N. to be used as a parking lot. SPU may also seek to modify the industrial buffer on the existing site and seek clarification or modification of zoning provisions regarding recycling in association with solid waste transfer stations.</p>
11.3	<p>Make aesthetics a high priority</p> <p>SPU will make aesthetics a high priority.</p>
11.4	<p>The height, bulk and scale of the facility are important.</p> <p>How will the size of the facility, the building footprint, and capacity impact the community?</p> <p>SPU plans to include a goal in the design solicitation to minimize the height of the building to the extent practical while meeting all other objectives, such as providing sufficient ceiling height for garbage trucks to unload. We do not anticipate that larger garbage trucks will be used in the future or that they will need to tip up any higher than existing trucks; therefore, it should be possible to build the new station about the same height or lower.</p> <p>At this point, height appears to be an easier concern to address than overall footprint, which needs to expand.</p>
11.5	<p>Consider growing vegetation on the building</p> <p>SPU will look at this as a possibility. (See 14.2)</p>
11.6	<p>Will aesthetics of the building be compromised in a design-build process? How can SPU ensure that aesthetics are prioritized?</p> <p>A final decision on the project delivery method has not been made. The design-build process does not define the project outcome. It is just a delivery method. The project scope defines the end product and the aesthetic appearance will be defined in the scope of work. The stakeholder group will have the opportunity to discuss and make recommendations regarding aesthetic goals. The proposers' aesthetic plans will be known before final contractor selection is made and will be an important criterion in making that selection.</p>
11.7	<p>Desire to make the city block more useful/appealing to the neighborhood.</p> <p>SPU will attempt to improve the appearance of the block through architectural design and landscaping.</p>
11.71	<p>Consider adding a buffer between the new recycling building and Woodlawn Ave N.</p>
11.8	<p>Encourage retail along 34th that complements the station</p> <p>It is unlikely that SPU could accommodate retail services at the Station because space is extremely limited, but other public services could be relocated to 1550 Building if space is available.</p>

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11.9	Consider amenities such as a playground, community center, or educational facilities/structures as compensation for street vacation.	The City Council will identify the public benefits related to the street vacation.
<b>12.0</b>	<b>Accessibility/Safety</b>	
12.1	Desire to improve pedestrian safety on 34th and provide a good crosswalk. Trucks pile up outside and it's hard to walk.	See 3.4. Trucks will not pile up outside the station or block the cross-walk except during extreme peak conditions (a few hours per year).
<b>Facility Design</b>		
<b>13.0</b>	<b>Building Design</b>	
13.1	How will the transfer station design be consistent with the zero-waste policy?	We are interested in a facility that fits the zero waste policy by maximizing flexibility to accommodate changing uses in the future. The station should be able to deal with today's solid waste stream without closing off options for dealing with greater levels of resource recovery in the future. This would imply a flat floor without any vertical separation between the unloading area and waste handling area. This is something that SPU is seriously considering at this time for the South RD Station. We would also integrate the functioning of this facility into the city's broader educational, recycling, and reuse program designed to move us toward zero waste.
13.2	Will office space be constructed on the site?	Yes. Administrative offices are a component of the station at the 1550 Building.
13.3	Will the facility be fully covered?	This could be examined in the design process Much of the presently uncovered truck operations may be covered by building expansion to the south, but a design has not been prepared yet.
13.4	How might green building be incorporated into the new facility?	As part of the LEED goal, it is likely that several aspects of green building will be incorporated into the design; to determine the most cost effective way to incorporate these aspects into the design in an environmentally sound manner.
13.5	The look and size of the facility will be important—it should "disappear" or be a showplace for the community.	It is not likely to disappear due to the size required, but a design goal will be to make it one of the more attractive facilities in the area.
13.6	Longevity of materials is important.	SPU agrees. The design lifetime of the facility is estimated to be about 50 years, but may vary depending on operations and maintenance.

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13.7	How will the project reduce carbon emissions?	Overall building and equipment energy use would be important for this. Reducing idling time in queues is an expected outcome of the project. LEED – Reuse of materials.
13.8	Which LEED certification criteria will be adopted?	It is the City's goal that all municipal facilities meet Silver LEED status, but SPU has decided to go for the Gold. There are a variety of ways for the contractor to achieve this. SPU will encourage to contractor to develop the most cost effective and environmentally sound ways to achieve this goal.
<b>14.0</b>	<b>Landscaping</b>	
14.1	Desire to beautify the area with artwork, sculpture, and lighting.	SPU agrees with the goal to improve the perimeter appearance with artwork, landscaping, and suitable lighting. A resident artist has been hired to add art features to the station will work with the community.
14.2	Consider including a green or living roof on the transfer station building or the recycling center building to enhance the view of the roof.. Consider a viewing platform on top of the facility.	A green roof on the transfer facility may present considerable difficulties due to the weight of the soil on a large span support structure. It may be more feasible on the recycling/reuse building  SPU's concerns about a viewing platform on the roof would be viewer safety, managing compatibility with the operations of the building, and overall liability. However, we would be willing to discuss this further if that was a stakeholder group priority.
14.3	Will SPU keep or replace the trees on 35 <sup>th</sup> that act as a screen of the facility?	The trees were placed to maximize the chances that they would be preserved. Our design goal for the rebuilt station is that with a combination of setback, exterior materials and design, and plantings (existing, additional , or replacement) the new building would be either well screened, or attractive, or both.
<b>15.0</b>	<b>Services</b>	
15.1	How will the new facility capture more for recovery and take steps towards zero-waste?	The new stations (North and South) are estimated to provide up to a total of 4% of the 60% waste diversion goal. This could be achieved by providing separate areas for customers to drop off pre-sorted recyclables. See also 13.1.
15.1.1	Services such as recovering materials for reuse and recycling and household hazardous waste disposal are important.	The new facility will be designed with a separate area to drop off recyclables and reuse items, which will make it easier and more convenient for customers. Household hazardous waste (HHW) will not be collected at the station, but will be accepted at the existing North HHW facility.

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15.1.2	What plans exist for sorting reusable materials?	There will be very little waste processing at the North station because of limited space; however, more space will be provided to drop off pre-sorted materials for reuse and recycling.
15.2	Interest in providing free drop-off area for reusables before proceeding to the disposal station.	A reuse drop-off area will be provided outside (“upstream of”) the scale access area.
15.3	Desire for household hazardous waste (HHW), drop-off so that people don’t have to make appointments.	HHW drop-off is available during scheduled hours at the South Recycling and Disposal Station or by appointment at the North HHW. Appointments are no longer necessary at the North HHW.
15.4	Interest in having one place to bring everything (electronics etc.).	The types of materials generated by the public and collected by the station for reuse and recycling will change over time. Some types of waste may be addressed through other programs, such as a Producer Responsibility program that will encourage manufacturers and retailers to take back materials they sell, such as compact fluorescent light bulbs, electronics, paint, etc.
15.5	Consider process for separation of materials similar to what is done at the curb.	The drop-off area for recyclables will have separate bins and areas for different materials. But recycling that is mixed in one bin at the curb will similarly be mixed at the station.
15.6	Consider providing metal recycling in the recycling center upstream of the scale area.	
15.7	Provide education that encourages reuse and recycling.	
<b>16.0</b>	<b>Access for Regular Customers/Clean Green</b>	
16.1	Recommendation to give priority for clean green haulers to access the site.	The entrance area will be designed with multiple lanes that can be adjusted to prioritize certain customer types on an as needed basis to maximize flow through efficiency.
16.2	Interest in express lane for dump trucks.	See 16.1.
16.3	Use rolling scales, radio detection technology, or other techniques to increase efficiency for regular customers.	SPU will use a variety of design and operational methods to expedite traffic flow through the station.
<b>17.0</b>	<b>Community Participation and Process</b>	
17.1	Community participation in city decisions is important to the community.	Based on this input, SPU decided to organize a stakeholder group and intends to provide additional opportunities for public input as we move through the process.

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17.2	Will community members be involved in the contractor selection process?	SPU's main concern would be to maintain a confidential selection process for the design or design/build firm to avoid any accusations of unfairness. SPU is willing to discuss with the stakeholder group how to involve the community in an advisory role as long as the plan complies with City procurement requirements.
17.3	How will the community be involved in the design process using the Design Build process?	SPU believes the best way to address community concerns is to focus on the parameters of the station, and for SPU to make commitments to reasonably address, with reasonable specificity, the community concerns. These commitments will be incorporated into the Request for Proposals and will become part of the design contract.
17.4	Clarify how public input will be used—don't waste people's time.	SPU has committed to receiving and using the stakeholder group's advice as a resource for making decisions and to reporting back how the group's advice was used in decision-making. If the advice cannot be used, the City will explain why.
17.5	Some assert that people who live near the station have the most at stake.	SPU has included representatives from the communities in the stakeholder group. In addition, we will keep the community and other interested parties notified through the list serves, community newsletters, fact sheets, and other sources of information. Station staff and customers also have an important stake in the project and have also been included in the stakeholder group.
17.6	Community members need to understand how the new facility will benefit the community in a positive way.	This information will be included in the public information material and website.
17.7	Utilizing a variety of outreach methods such as direct mail, flyers, door hangers, list serves, websites, etc. will be most effective.	SPU has a public outreach strategy that includes all these techniques. SPU will use flyers and direct mail or door hangers prior to the open house. SPU will continue to update the Facility Update page as new information becomes available.
17.8	Notify station users well in advance of the station closure in order to plan alternatives.	SPU will notify station users at least six months in advance of the station closure and will identify alternative locations to recycling and dispose of waste.
<b>18.0</b>	<b>Information Sharing</b>	
18.1	Share information from both the South and North stakeholder meetings. Distribute meeting summaries to both stakeholder groups.	SPU will provide copies of the summaries to each group.