



**Meeting Summary**  
**NORTH RECYCLING AND DISPOSAL STATION REBUILD PROJECT**  
Stakeholder Group Meeting 1  
History House, 790 N 34th St, Seattle  
January 16<sup>th</sup> 6:00 to 8:00 PM

**ATTENDEES**

**Stakeholders**

Brandi Gaines  
Paul Willumson  
Michael Jerrett  
Toby Thaler  
Thomas Hobson  
Bill Bergstrom  
Pat Finn  
Eric Johnson

**Seattle Public Utilities**

Tim Croll  
Henry Friedman

**Triangle Associates**

David Harrison  
Jennifer Howell  
Renee Stern

**MEETING PURPOSE**

The purpose of this meeting was to convene the North Recycling and Disposal Station Stakeholder Group to get input on the design and building of a new transfer station in the Wallingford/Fremont community. Stakeholders will also help Seattle Public Utilities (SPU) understand how to engage the larger community in this process.

**SUMMARY OF ACTION ITEMS**

- The next facilitated meeting will take place in February or March. At this second meeting, SPU will address in detail the issues of interest described by the stakeholders.
- Triangle Associates, Inc. will work with the stakeholders to schedule a field tour of more modern recycling and disposal facilities.

**AGENDA ITEMS AND DISCUSSION**

**WELCOME AND INTRODUCTIONS**

Facilitator David Harrison welcomed the stakeholders and outlined the purpose of the meeting and what SPU hopes to achieve. Stakeholder members introduced themselves.

**PROJECT BACKGROUND**

Henry Friedman, SPU Solid Waste Facilities Project Manager, provided a historical overview of the City’s solid waste system as well as the current functions and status of North and South Stations. He explained that transfer stations are critical to protecting public health and essential to a healthy economy.

SPU’s many goals for the new facility were outlined. Design goals include meeting customer needs, transferring materials in an economical and environmentally sound manner, and providing flexibility for waste stream changes, regulatory requirements and new technologies. SPU intends to minimize adverse impacts, provide benefits to the community and ensure the new facility is

aesthetically appealing. Environmental goals for SPU include complying with regulation and fulfilling the silver LEED (Leadership in Energy and Environmental Design) criteria.

The design process was reviewed and design and performance specifications were explained. SPU Solid Waste Director Tim Croll stated that for larger projects, SPU has found that the Design-Build process is generally more efficient and cost-effective than the Design-Bid-Build process. In the Design-Bid process, an architecture and engineering firm teams with a construction contractor to compete for the project.

In the design of the new station, SPU will work with the selected firm to ensure that it is fully enclosed, has a compressed entry and improved capacity to get vehicles through at a faster rate. There will also be educational components to the new facility.

### **DISCUSSION OF PROJECT BACKGROUND**

Henry Friedman stated that SPU is interested in receiving feedback on traffic concerns around the station. SPU intends to provide more stalls which will help move customers off the street. One stakeholder asked if SPU has run numbers on cost savings from improved energy use. SPU stated that they haven't run numbers yet, but other groups have. Part of receiving LEED silver points involves conserving electricity.

The construction schedule was discussed. SPU stated that construction at the North station would not begin until 2012 at the earliest. The design process takes about one and a half years and construction of the North is contingent on the construction schedule of the South station. The old Oroweat building may be demolished, but that decision will be up to the chosen contractor. The original building is in good shape, but the south section added on later is not so usable.

The concern was raised about the design-build process and the community involvement and control over the final design would be less using this process than in the design-bid-build process, where the community is able to review the design as it unfolds. How can the City ensure that the design would be compatible with the neighborhood? Moreover, the lag time between the design and construction of the South station and North Station might also be problematic.

Tim Croll responded that it would be ideal if one contractor were assigned to both the North and South stations—part of the City's goal is to have the same quality at each station in addition to equipment and signage; however if there are delays or schedule changes in one station, it may be more cost effective not to link the two projects. Community involvement or a design charette could be required as part of the specifications for the design-build contract.

The group also addressed the design of the new building. Some stakeholders expressed concern regarding the height of the building and its impact on view corridors. SPU stated that part of the design goal is to maintain the view corridor. In designing the RFP, SPU may stipulate that firms receive extra points if the building could be made slim in the east/west direction. SPU also explained that dumping will be done a flat floor because it allows for more flexibility. One stakeholder expressed concern that when dumping yard waste, his vehicle is unable to reach enough of an angle to effectively dispose of the materials and he has to rake it out of his truck.

Henry Friedman echoed this concern and stated that the garbage truck drivers he had spoken to prefer a drop-off. It may be possible to provide an area with this service.

The issue regarding conducting a full EIS was raised. Both the Wallingford Community Council and the Lake Union District Council have requested that SPU prepare an EIS and not start the Stakeholder process until this was complete. The concern is that SPU has made a decision and is moving forward before it has complete information in front of them. The question was raised whether the City had responded formally to this request.

Tim Croll stated that he appreciated the concern and participation, but does not agree that SPU pre-determined the decision. In addition, he believed the Mayor had responded to the Councils and will make sure the letters have been sent. He also noted that a similar process had already started for the South station and that the intent was share ideas and issues between the two stations. While each station had specific issues of interest and sites, creative ideas could be shared between the two. It was agreed that the materials between the two groups would be shared.

### **STAKEHOLDER GROUP CHARTER AND GROUND RULES**

David Harrison reviewed the stakeholder charter and ground rules outlining the role of the stakeholder group. One stakeholder asked if an environmental group was part of the composition of the group as listed in the ground rules. Jennifer Howell stated that she had not identified an environmental group for Wallingford/Fremont as existed in South Park but would continue to pursue any suggestions from the group to explore participation from a local environmental group.

### **ISSUES OF INTEREST**

During this portion of the meeting, the group identified and expanded on the themes identified earlier during the initial interviews with stakeholders and other community representatives and customers. Topics included environmental, economic, and design issues.

*The following is an expanded list of issues of interest.*

#### **Environmental issues**

- **SEPA Process**
  - View that process should not continue until a SEPA checklist is complete.
  - Concern that SPU has predetermined the best location for a new facility.
  - Suggestion that SPU should look at alternative locations.
  - The size of the facility, the building footprint, and capacity and how that might impact the community need to be evaluated.
    - Will the new station create more noise, traffic, litter, odor?
- **Transportation and traffic impacts**
  - Concern about traffic around the existing site particularly at the intersection of 34<sup>th</sup> and Stone Way.

- Recommendation that SPU 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?
- Recommendation that SPU examine idling cars and impact on greenhouse gas emissions.
- **Traffic management**
  - Prepare a traffic analysis/management plan – look at volume and routing.
    - At present, many people cut through residential streets.
  - Consider improvements such as separating the recycling from the disposal and the garbage trucks from the self-haulers to increase efficiency and allow users to get in and out faster.
  - Note that access to site is difficult
  - Area for queuing needs to be improved.
  - Pedestrians have difficulty crossing entrance area, particularly when trucks are lined up outside.
- **Street Vacation and Design**
  - Concern that vacation of Carr Place makes a bigger barrier in the neighborhood.
  - What street improvements are under consideration?
- **Drainage/surface water**
  - How will roof water be used?
  - How might water be reused at the station?
  - Examine quantity of water – CSOs are a problem.
  - What happens to water used to hose off trucks? Where does debris go?
  - Which LEED certification criteria will be adopted?
  - What are Metro’s requirements for water treatment?
- **Illegal dumping/littering**
  - Littering or debris from self-haulers and trucks is a problem.
- **View corridors**
  - Recommendation that the height should not increase or impact view corridors.
- **Design and landscaping**
  - Beautify the area with artwork, sculpture, and lighting.
  - Consider including a green or living roof.
  - Make the station a showplace for the community.
- **Construction and closure impacts**
  - What will be the neighborhood impacts during construction and how will they be mitigated?
  - Traffic, noise, hours of construction are all of a concern.
  - An interim, local recycling area is desirable.
  - Increased curbside pick-up could be helpful.

## Community Issues

- **Compatibility with and integration into the neighborhood**
  - Concern that a transfer station doesn't fit in the community as it exists now.
  - Explain any variances that SPU might be seeking.
  - Make aesthetics a high priority
  - Will aesthetics of the building be compromised in a design-build process? How can SPU ensure that aesthetics are prioritized?
  - Encourage retail along 34th that complements the station (re-use store)
  - Make the city block more useful/appealing to the neighborhood.
    - Consider amenities such as a playground as compensation for vacation.
- **Accessibility/Safety**
  - Improve pedestrian safety on 34th and provide a good crosswalk. Trucks pile up outside and it's hard to walk.
- **Show how a new facility will benefit the community.**
  - New technology, better appearance, safer facility, and improved landscaping are all examples of how a new station will be beneficial.
  - Provide funding for community groups to educate each other on solid waste issues.

## Facility design

- **Green Building**
  - Incorporate green building into the new facility.
  - The look and size of the facility will be important—it should “disappear” or be a showplace for the community.
- **Services**
  - Services such as recovering materials for reuse and recycling and household hazardous waste disposal are important.
    - What plans exist for sorting reusable materials?
  - Provide free drop off area for reusables before proceeding to the disposal station.
  - Provide HHW drop-off so that people don't have to make appointments.
  - Interest in having one place to bring everything (electronics etc.).
  - Process for separation of materials should be similar to what you do at the curb.
- **Access for regular customers/clean green**
  - Recommendation to give priority for clean green haulers to access the site.
  - Provide express lane for dump trucks

## Community outreach

- Community participation in city decisions is important to the community.
- Be clear about how you will use public input—don't waste people's time.

- People who live near the station have the most at stake.
- People who use the station and live in the community want to know what is planned, what the schedule is, and how the station fits into the overall solid waste system and into the Zero Waste Strategy.
  - Community members need to understand how the new facility will benefit the community in a positive way.
- Utilizing a variety of outreach methods such as mailings, list serves, websites, etc. will be most effective.
  - Use direct mail, flyers and door hangers to reach out to residents.
  - Update the project website.
- Station users need to be notified well in advance in order to plan alternatives.

### **Information sharing**

- Share information from both the South and North stakeholder meetings. Distribute meeting summaries to both stakeholder groups.

### **BROADER OUTREACH**

Jennifer Howell reviewed the proposed outreach schedule, noting that the schedule may change depending on whether an EIS was required or not. Stakeholders recommended including direct mail or door hangers to inform the larger community as well as keeping the project website updated. Members did not feel that translating materials into other languages as needed for the South Transfer Station was necessary.

### **ADJOURN**

Meeting participants discussed the option of taking a field tour of a newer recycling and disposal station in Shoreline. Many stakeholders were interested in the tour. Triangle Associates will work with the stakeholders to set up a time that works best for the tour.

Facilitator David Harrison reviewed the outcomes of the meeting, thanked the parties for their participation and adjourned the meeting.