

Meeting Summary
NORTH RECYCLING AND DISPOSAL STATION REBUILD PROJECT
Stakeholder Group Meeting 2
BF Day Elementary, 3921 Linden Avenue North Seattle
March 18th 6:00 to 8:00 PM

ATTENDEES

Stakeholders

Brandi Gaines
Paul Willumson
Toby Thaler
Bill Bergstrom
Eric Johnson
Cathy Tuttle
Ross Minshull
Bob Quinn
Jessica Vets

Seattle Public Utilities

Tim Croll
Henry Friedman

Triangle Associates

David Harrison
Jennifer Howell
Renee Stern

Heffron Transportation

Laura Van Dyke

Observers

Norton Davis
Beverly Davis

MEETING PURPOSE

The purpose of this meeting was for SPU to address in detail the issues of interest developed by the Stakeholder Group. Stakeholders were asked to indicate what issues they felt had been addressed sufficiently and what needed further review. Results of this meeting will be incorporated into the environmental review as appropriate and inform the discussion and development of design/RFP specifications.

SUMMARY OF ACTION ITEMS

- The next facilitated meeting will take place after the outcome of the SEPA review. At this third meeting, SPU will address outstanding issues of concern and launch a discussion of design and performance specifications.
- SPU will provide the draft SEPA checklist and accompanying information at the earliest possible date for review by the stakeholders prior to its release
- SPU will respond to the following questions/issues raised by the stakeholders and revise the community concern response RFP document:
 - Survey the station and 1550 building and provide the stakeholders with information on the height, bulk and scale of the facilities.
 - Communicate with SDOT regarding the possibility of changing Woodlawn Avenue into a one-way street and/or other ways to deter cut-through traffic.
 - Look into the desired public benefits recommended by the stakeholders such as the building of a community center.
- Following the third stakeholder meeting, SPU will provide briefings to local community organizations and present information on the project.

AGENDA ITEMS AND DISCUSSION

WELCOME, AGENDA REVIEW AND RECAP

Facilitator David Harrison welcomed the stakeholders, led introductions and outlined the purpose of the meeting.

Reflections on the Shoreline Transfer Station

David Harrison asked the stakeholders that attended the field tour of the Shoreline Recycling and Disposal Station to share their impressions with the group.

Stakeholders made the following comments regarding the newly built Shoreline station:

- The station is very clean.
- The wall is a big negative because it's too small and there is not enough room for vehicles to back up.
- The building design is appealing, but too industrial for the North station.
- Misting system, capping garbage was impressive.
- Wished clean green could go into the main pit. Didn't like the pit section at north end with safety chain.
- Like the truck washing system and natural lighting.
- Air flow was good.
- No clear way to monitor water collection.
- Electricity from solar panels could be increased.
- Bird mitigation seemed an afterthought.
- Liked all the room available for sorting but aren't using it.

Project History

David Harrison briefly reviewed the project history to correct an misunderstanding in the Wallingford Wallpaper newsletter to clarify that SPU had always intended to rebuild the North and South Stations in conjunction with the proposed intermodal facility near Georgetown, and Beacon Hill. The Council directed SPU to rebuild the existing facilities and continue to contract for intermodal transfer. The ordinance is included in stakeholder's notebooks.

ENVIRONMENTAL ISSUES

David Harrison then led the group through the table that SPU had prepared to outline how they anticipate responding to issues of interest raised by the stakeholders at the previous meeting or in the community interviews.

SEPA

One stakeholder requested that the full traffic data and analysis be made available. SPU promised to send that when it is completed. Reports on noise, air quality, and visual impacts will also be made available on the SPU website.

A stakeholder pointed to a letter from the Lake Union District Council and asked how this SEPA process fits within the context of phased review and the zero waste strategy. The current program is different than when SPU first decided to proceed. SPU stated that the Council set a

new goal regarding zero waste; looked at station configuration alternatives and decided to build a larger NRDS and SRDS rather than a third station at the railhead. SPU's planning for the South and North stations is consistent with the Council's Resolution 30990 to support waste reduction and recycling. Furthermore, the examination of alternative sites hinges on the SEPA threshold determination. If the SEPA threshold determination is one of non-significance, then alternative sites will not have to be considered. One of the goals of the meetings with stakeholders is to identify and address community issues.

Building Size and Height/View Corridors

The group discussed the height of the current and future facility. SPU stated that they are in the process of surveying the building to determine its current height. SPU also plans to demolish the 1550 Building and replace it with a new recycling and administration facility. Several stakeholders expressed concern that this was the first they had heard from SPU that the 1550 Building would be demolished. SPU explained that the building is not suitable to meet all the future needs. The contractors may reuse some of the building materials in the 1550 building in an effort to receive LEED silver points. It was asked that SPU survey the 1550 building in addition to the current station and SPU agreed.

Several stakeholders emphasized that the height, bulk and scale of the new facility are important to the community. SPU stated that they will assign points to design-build teams that are able to find creative solutions to height, bulk and scale issues on the site.

Traffic Management

One stakeholder asked if it would be possible to make Woodlawn Avenue a one-way street. Station customers often cut through Woodlawn to reach the facility resulting in unwanted neighborhood traffic. SPU stated that they would ask SDOT about this issue. Laura Van Dyke from Heffron Transportation mentioned that making Woodlawn a one-way would not change any of their conclusions regarding traffic impacts. She also stated that it is possible that if Woodlawn became a one-way street, then the next street over may become a cut-through. SDOT may have other suggestions to deter cut-through traffic such as traffic circles.

Transportation and Traffic Impacts

Henry Friedman from SPU introduced Laura Van Dyke of Heffron Transportation. Heffron was hired by SPU to perform a transportation study and examine transportation scenarios for low, medium and high traffic volume.

Ms. Van Dyke presented highlights of their analysis. The study was based on construction of a new transfer station building on the existing site; expansion of the site's recycling facilities within the vacated portion of Carr Place N, construction of new employee facilities and offices on the property east of Carr Place; and parking in the SPU-owned parking lot northeast of N 35th Street/Carr Place N. As part of the study Heffron documented background (Existing and No-Action) transportation conditions, added projected NRDS trips for three traffic scenarios (high, medium, and low) and evaluated transportation changes with the Action condition.

Heffron concluded that there would be no significant adverse transportation impact as a result of the project. The net change in site-generated trips is projected to be slightly higher with the

Action condition compared to the No-Action condition, ranging from 14 to 40 daily trips depending upon the analysis day and the traffic scenario. This change is mostly due to an increase in SPU employees making daily trips. Heffron further concluded that there would be no adverse impacts to any off-site intersection or roadway due to the project and driveway intersections would operate at LOS C or better during the PM peak hour in 2030. On-street queuing impacts would not be an issue since number of scales and transfer building stalls would increase with project and there would no significant impacts to roadway network due to vacating Carr Place.

Ms. Van Dyke stated there would be no transportation impacts during the closure and rebuild of NRDS since existing station traffic will be diverted to other facilities during construction. Parking for construction workers will be onsite or in the SPU-owned parking lot northeast of N 35th Street/Carr Place N. As no adverse transportation impacts were identified, no transportation mitigation would be required.

One stakeholder asked how many trips were made today on average at the North station. Ms. Van Dyke cited 1100 vehicle trips (each vehicle generates two trips—one coming and one leaving) on average per day. Peak days average 1370 vehicle trips. Another stakeholder asked about the net effect of queuing improvements at the station. Heffron stated that it is difficult to estimate. SPU will include queuing reduction as a performance requirement for the design contractor. The group will further discuss performance goals for reduced queuing in the next meeting.

Ms. Van Dyke stated that traffic around the station is higher during the week, but that queuing is longer on weekend. Heffron used the weekday data for traffic analysis, but noted that weekend data should be used for the queuing analysis. Traffic volumes on 34th were taken into account and during the peak hour there is an average of 565 vehicles per hour.

Street Vacation

SPU noted that vacation of the Carr Place North allows SPU to use utility funds to provide a public benefit in compensation for removing the public right-of-way. SDOT states that there is no specific formula in determining the appropriate benefit and SPU has some flexibility in working the community to meet their needs. SPU mentioned that the South stakeholder group has made many requests for public benefits such as litter pick-up, creation of a viewing room, coffee shop, new sidewalks, etc.

One stakeholder asked about the traffic impacts as a result of the vacation of Carr Street. Laura Van Dyke stated that traffic volume on Carr Street is low, about 90 cars per day and vacating the street would not present a significant adverse impact. Another stakeholder asked if this would impact pedestrian safety. Heffron reviewed historical accident data surrounding the site and did not identify a safety problem with the vacation of Carr.

Desired Public Benefits

The facilitator asked the stakeholders to briefly consider what public benefits they might like to see as a result of the street vacation. Their responses included:

- Purchase the 3500 Interlake building on behalf of the community of south Wallingford

- Build a community center
- Create a playground and walking path near the facility
- Ensure that views are not obstructed by the building of the new facility
- Create bike lanes
- Invest more money in quality art work
- Provide area to watch fireworks
- Community pea patch
- Create a park near Woodlawn
- Provide open and accessible avenues for learning about resources and zero-waste
- Include meeting spaces, resource centers, viewing areas

Illegal Dumping

The group reviewed issues concerning illegal dumping. One stakeholder stated that the 3500 Interlake building is where many people illegally dump materials. Gasworks Park is also a common place for illegal dumping. SPU will post additional warning signs about covered load requirements along arterials used to access the site. SPU will also perform weekly litter patrols in areas near the station.

Construction Impacts

While the North station is closed, Seattle residents will be encouraged to use the South station or the Shoreline station. The duration of construction is estimated to last about 18 months.

Aesthetics

It was asked if vegetation could grow on the building. SPU stated that it is a possibility. The building may not be made of metal and the fencing will be improved. One stakeholder stated that sound is an issue and it would be appreciated if fencing could be used to reduce sound.

Building Design

The group discussed in more detail aspects of building design. One stakeholder emphasized that the longevity of materials is important to consider when constructing the new facility. SPU agreed and stated that the design lifetime of the building is estimated to be around 50 years, depending on how it is used and maintained.

Tim Croll asked the stakeholders if they would prefer to see the new facility or obstruct it from view. One stakeholder stated that he would prefer the building to be set down low to hide it from view. Another stakeholder maintained that it could be a showcase facility integrated into the community. The stakeholders agreed that neighbors on the north side seek a muted presence with regards to the new facility, but that the south side facing 34th could be more of a showcase.

One stakeholder voiced his concern regarding building a public space on the site. He urged caution in bringing people to an industrial site and stated that playgrounds or other public areas near the station may pose a safety risk.

Other comments regarding building design included:

- Include a drop-off for household batteries and florescent light bulbs.

- Consider rolling scales, radio frequency detection or other ways to increase efficiency.
- Allow frequent customers and clean green to use an account card and express lane.
- Build-in flexibility for waste-stream changes
- Encourage recycling

Community Outreach

Jennifer Howell reviewed recent community outreach activities for the project. A public open house for the South Transfer Station is scheduled for March 25th from 6-8pm at the South Park Community Center. SPU will discuss plans for the South station and address any public questions or comments. A flyer and direct mail piece was distributed throughout the South Park community and the south stakeholders were encouraged to participate. An open house will be scheduled for the North station after meeting three is completed by the north stakeholder group. The schedule will depend on if an EIS is needed.

One stakeholder suggested that SPU brief local groups and councils to present information on the project. SPU agreed to visit the Wallingford Chamber of Commerce, Lake Union District Council and Fremont Community Council following the third stakeholder meeting. At these meetings, SPU can discuss the nature of public benefits and ideas for the design of the new facility.

ADJOURN

Facilitator David Harrison reviewed the outcomes of the meeting. He stated that SPU would send information regarding the SEPA checklist as soon as possible. If there is no EIS, then the checklist will be used as the scorecard for meeting three. At meeting three, the group will revisit the issue of public benefits, further discuss the height, bulk and scale of the facility, and launch a discussion of design specifications. Mr. Harrison then thanked the parties for their participation and adjourned the meeting.