



Seattle Design Commission

Approved

MINUTES OF THE MEETING

September 7 2006

Gregory J. Nickels,
Mayor

David Spiker
Chair

Pam Beyette

Adam Christiansen

John Hoffman

Karen Kiest

Anindita Mitra

Sheri Olson

Nic Rossouw

Dennis Ryan

Darrell Vange

Guillermo Romano
Executive Director

Layne Cubell,
Senior Staff

Convened: 8:30am

Adjourned: 3:00pm

Projects Reviewed

SPU Solid Waste Transfer Facility Master Plan – PreDesign

Planning Division Update – Briefing

Hancock Fabrics/Fauntleroy Place, West Seattle – Alley Vacation

Commissioners Present

David Spiker, Chair

Pam Beyette

Adam Christiansen

Karen Kiest

Anindita Mitra

Nic Rossouw

Dennis Ryan

Darrell Vange

Staff Present

Guillermo Romano

Layne Cubell

Tom Iurino

Valerie Felts



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Development

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07 September 2006 Project: SPU Solid Waste Facility Master Plan

Previous Reviews: none

Phase: PreDesign

Presenters: Henry Friedman, Seattle Public Utilities

Time: 1 hour (SDC Ref. #169/RS0607)

Action

The Design Commission thanks SPU for the excellent presentation and approves the early design thinking on 3 related projects covered under the Master Plan, as presented, with the following recommendations:

- **Commission would like the City to recognize this as a compelling set of projects, that it has a responsibility to deal with its waste in a manner that improves safety and environmental concerns, and to view the program for its long term intent**
- **For the intermodal facility, the Corgiat site is excellent for intermodal use, is not visible from the surrounding neighborhood, is already surrounded by noise-intensive activities such as from I-5, but urge collaboration with WSDOT to improve ramp access in the future, as traffic flow near highways is both a local and state concern.**
- **Make the intermodal facility stand out perhaps by designing the building as an icon or through innovative visual technologies**
- **Program is completely aligned with City goals to deal with environmental concerns, but SPU should explore all sustainable systems strategies such as the use of methane effectively in the South Park Landfill site; appreciate consideration of energy reduction techniques such as use of natural lighting and responsible treatment of water, but take it further – solar lighting, and green roofs.**
- **Cautions that design/build process may not be appropriate for quality buildings and urges that design be thoughtfully considered all the way through.**

Proponents Presentation

SPU outlined a phased effort of this CIP plan to upgrade two existing transfer facilities in North and South Seattle, and to build a new intermodal transfer facility in SE Seattle. Deteriorating facilities and increasing efficiency of its solid waste and disposal and recycling facilities were described.

Built in the 1966, the existing transfer stations are out of date and need to be rebuilt to meet current environmental standards. The manner in which waste is handled today in comparison to 1960s was described. Waste today is separated into materials that can be recycled and that which will go into a disposal facility. Businesses need new facilities as the cost of hauling waste to Kent Valley can be prohibitive. Each of the two existing stations accommodates approximately 550 self-haul customers on weekdays and 1,000 on weekends.

In 2005 SPU recommended a site on Corgiat Drive in South Seattle as the preferred location for an intermodal facility. The site is adjacent to Interstate-5, BNSF and UP rail lines, and Boeing Field. Challenges of the Intermodal design are:

- Need flexibility to accommodate future changes in waste handling
- Prevent bird attraction, which is hazardous to aircraft safety
- Prevention of litter
- Need to minimize light glare, noise, odors, etc. (indoor natural lighting will be utilized)
- Neighborhood (Georgetown) opposition



The proposed new station would operate in coordination with two other facilities to ship waste out of Seattle by rail. Transfer stations collect waste and load it into shipping containers. The facility would have rail sidings to load/unload, store and repair containers and a rail yard for arriving/departing and building trains. Challenges to this process are: increasing demand and cost for limited rail yard space and decline in service reliability expected with increased rail congestion.

Estimated cost of the 3 facilities is \$160 million. Proposed construction method of the Intermodal facility is Design-Build-Operate. General Contractor-Construction Manager method is proposed for the north and south stations. In terms of sustainable building standards, the team's goal is to receive LEED Silver certification.

Phased project timeline:

1) South Facility, 2) Intermodal Facility, 3) North Facility

2006 – Plan approval

2007 – Property acquisition, design work

2008 – Construction start

Design challenges of the North and South stations were described:

North Station challenges

- Sub-optimal size/site constraints on building
- Residential homes adjacent to facility
- Changing character of neighborhood – less industrial than in the past; need to fit into community

South Station challenges

- Need to keep existing facility open while new station is built
- Special engineering required to build on landfill which contains mud and is subject to liquefaction
- Post-closure design and control of the old landfill
- Opportunity to solve area-wide drainage problems in South Park

Commissioner Comments and Questions

- How will trucks enter the intermodal facility?
 - Direct access from I-5 at the Albro St. exit, through Georgetown
- Would urge the Council to hear this presentation

- Presentation needs projections, both for now and the future to better enlighten people in use of dollars
- Malmo, Sweden's handling of waste offers a global perspective and may be a good example to show Council. It is the City's responsibility to encourage mechanisms for preventing reusable materials from entering the waste stream.
- Phoenix, Arizona's Master Plan is another good example of waste management
- Effort to site transfer station along I-5 and railroad is an excellent site and is aligned with Mayor's Climate Change initiative, but understand why Georgetown residents are unhappy about it
- Siting controversy needs reality check, not really in Georgetown but clearly in industrial area. Site offers an opportunity to rethink I-5 ramps, which should be improved.
- Is the City obligated to take care of waste in its own city? Could waste be taken to another city?
 - It could be done but it would cost more. Other cities would not welcome the idea.
- Facilities should not be hidden. The Public should see how much garbage it is generating. For example, a mile-long train full of trash should be seen.
- Public education is critical; recognize opportunity to expose public's awareness through viewing opportunities and tours.
- Hope methane gas production is done productively
- Is an off-site incineration facility an option?
 - Costs in U.S. are very high. In Europe and Hawaii land is limited and fuel costs are high, so energy generated from incineration is an appealing option. It would not allay the need for transfer stations.
- Design-Build-Operate strategy is all about economics and sometimes has the connotation of lesser quality. An RFQ is critical.
- Recommend an artist in residence. The facility functions could be turned inside out.
- Push all aspects, passive and active, of sustainable design. Biggest challenge now is public relations.
- Since there will be a big, flat roof, perhaps it could be a green roof to showcase LEED principles.

18 May 2006 Project: DPD Planning Update

Phase: Bi-monthly update
Presenter: John Rahaim, Department of Planning and Development

Time: 1 hour (SDC Ref. #220)

Summary

The Commission appreciates John Rahaim's bi-monthly visit. He covered lots of ongoing and prospective work. The Commission hopes for continued involvement in a number of planning initiatives.

Waterfront – work is on hold until Council releases funding. Council will not take action until a decision on the Viaduct is made. Also, the Expert Review Panel's position on the Viaduct is that it is concerned about the non-federal portion of funding.

Green Building Team – a new DPD group, is looking at tailoring LEED to Seattle specific needs related to the City's goals of reducing greenhouse gases. Also, trying to follow up the recommendations of the Green Ribbon Commission. State energy code is too prescriptive as far as what can be done in residential buildings, pushes for electricity usage. Need more progressive approach.

2007 – 2008 Budget – DPD has asked to keep Steve Moddemeyer, a green-infrastructure expert, on staff for another year. DPD will likely be funded next year to work on the Mayor's green infrastructure, urban forest program.

Design Review – next year DPD will also likely be tasked with evaluating the Design Review Program and specifically, what is being built as a result of the program. It would be good to look at what's done in other cities, such as Portland.

Shoreline Code Updates - A State mandate exists to rewrite Shoreline regulations by 2009, which include the City's Shoreline Restoration Plan. DPD will work on this for the next few years. Department of Ecology approval will be necessary for all work done.

Industrial Lands – a one-year Industrial Land Study is also in the budget for the coming year. It will look at how the City uses industrial land, including the economics and needs of industrial users. The results of the study will be worked into the Comprehensive Plan Update.

ACTION ITEMS

A. Timesheets

B. Minutes from 8/3/06/Felts

DISCUSSION ITEMS

C. Recruitment update/Cubell – 5 mins.

D. Public Outreach/Iurino – 5 mins.

E. PSB Site Workshop Debrief/Kiest – 10 mins.

F. Viaduct Update/Cubell – 10 mins.

G. SR-520 DEIS/Rossouw – 15 mins.

H. Outside Commitments/All – 15mins.

ANNOUNCEMENTS

H. Get Engaged Reception, TONIGHT, 5:30-7:30pm

I. GALA at CALA, TONIGHT, 4:30-7pm

J. Occidental Park Re-Opens, TODAY, 12-10pm

K. South Park Library Opening, 9/9, 12-4pm

L. USF – Jonathan Rose, City Hall, 9/20, 7-9:30pm

M. Mayor's Reception for B&C Members, 9/26, 6-8pm

07 September 2006 Project: Hancock Fabrics/Fauntleroy Place, West Seattle

Previous Reviews: none
Phase: Alley Vacation
Presenters: Easton Craft, Bluestar Development
Peter Stricker, Stricker Cato Murphy
Beverly Barnett, Seattle Department of Transportation
Michael Dorcy, Seattle Department of Planning and Development
Moir Gray, Seattle Department of Transportation
Attendees: Lynne Barker, DPD staff, resident
James Blisset, Stricker Cato Murphy
David Cardell, resident
Claude Engman, resident
Barbara Hartley, Bluestar Development
Chuck Iremonger, CNI Consulting
Eric Radovich, BlueStar Development
Austin Sherman, BlueStar Development

Time: 1 hour

(SDC Ref. #170)

Summary

The Commission thanks the proponents for the presentation of the alley vacation but would like to see the project again with accurate information on the proposed vacation and site improvements before weighing in with any opinion. There appear to be too many irregularities to fully assess, at this point.

Proponents Presentation

Proponents presented information on a proposed alley vacation that would unify the southern portion of a mixed-use block at the corner of SW Alaska and Fauntleroy Way SW. The plan proposes to relocate the alley to an L-shaped configuration with an outlet to the East. The reason for the vacation is Pacific Coast Investments Group's intention to develop the property on either side of the bisecting alley between 39th and 40th Sts. SW south of the L-2 zone on 40th St. SW. The developer plans to build a six level, mixed-use residential, retail development. The plan consists of four levels of parking, two levels of retail, including one tenant that requires the entire footprint of the development, and four levels of residential apartments. The proposed development with the alley vacation allows for an esthetically pleasing structure that brings much needed apartment homes to the West Seattle market as well as accomplishing to City's goal of increased housing density. Sustainable design features include open space, rainwater retention, and landscaping improvements on 39th and SW Alaskan Way and Oregon St.



Site and Vicinity

Commissioner Comments and Questions

- Who did the Early Design Guidance?
 - Seattle Design Review Board
- How is the alley now used by the adjoining businesses?
 - Trucks use it to turn onto 40th St. The portion to be vacated is not used much
- Troubled by the urban design aspect, do not see how the alley functions. Troubled by the flow of traffic through the site. Would like SDOT's guidance.
 - SDOT: existing and proposed condition are both challenges.
- Team should come back with more accurate and thorough drawings, there is not enough information provided today.

Public Comments

Lynne Barker, DPD staff and West Seattle resident, encourages the project to be built in accordance with green building standards, either LEED or Built Green. Green buildings benefit the public by reducing the long term environmental impacts of buildings. Also, by developing a green building at this very important location it provides an opportunity to create and identify for West Seattle that communicates the residents' values and interest in environmental stewardship.

Claude Engman, West Seattle resident, expressed concern about circulation and design of street.

David Cardell, West Seattle resident, is generally supportive of the project but is unhappy with BlueStar's communication, which he believes has contained misinformation.

Chuck Iremonger is a land use consultant who represents the lessee of the West Seattle Bowl business from the current owner. He shares concerns of others about information received from developer and is especially concerned about traffic and parking impacts on his business.