



## APPROVED MINUTES OF THE MEETING

**Mike McGinn**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Mary Johnston**  
Chair

**Andrew Barash**

**Julie Bassuk**

**Graham Black**

**Brendan Connolly**

**Lauren Hauk**

**Laurel Kunkler**

**Julie Parrett**

**Norie Sato**

**Donald Vehige**

**Guillermo Romano**  
Executive Director

**Valerie Kinast**  
Coordinator

**Tom Iurino**  
Senior Staff

**June 17, 2010**

Convened 8:30am  
Adjourned 2:45pm

### Projects Reviewed

Pedestrian Scale Lighting Standards  
Lake to Bay Loop Trail  
South Transfer Station

### Commissioners Present

Mary Johnston, Chair  
Andrew Barash  
Brendan Connolly  
Julie Bassuk  
Lauren Hauk  
Norie Sato  
Donald Vehige

### Staff Present

Guillermo Romano  
Valerie Kinast  
Tom Iurino



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June 17, 2010

**Project:** **South Transfer Station**  
**Phase:** Public Benefit and Design Development  
**Last Reviewed:** May 6, 2010; May 20, 2010  
**Presenters:** Henry Friedman, SPU  
 Terrill Chang, URS Corporation  
 Karen Iwasaki, SPU  
 Rob Schwartz, Mortenson Construction  
 Sian Roberts, Miller Hull  
 Barbara Swift, Swift Company  
 Kathy Wesselman, WPA, Inc.  
 Hui Yang, SPU

**Attendees:** Marcia Wagoner, Read/Wagoner  
 Beverly Barnett, SDOT  
 Tom Aura, Mortenson Construction  
 Tim Croll, SPU  
 Gareth Loveridge, Swift Company  
 Jeff Neuner, SPU  
 Gary Rea, Mortenson Construction  
 Chad Zettle, Miller Hull  
 Dave LaClergue, DPD

**Time:** 1.5 hours

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## ACTION

The Commission thanked the design team for their clear presentation of the South Transfer Station, and unanimously approved the street vacation and the project's public benefit package, with the recommendations listed below. The public benefit package consisted of:

- A public viewing room that is 675 sq. ft. with 122 sq. ft. circulation area to the south, and has a 35 ft. wide floor to ceiling viewing window to the tipping floor.
- Sidewalks along the north side of S Kenyon St., which are not otherwise required. This is proposed to create a more finished edge along the frontage and discourage illegal dumping, as requested by the community.
- Directional signage that is above and beyond what would normally be provided in quality and quantity.
- Contract language requiring outreach and first chance at employment positions at the new facility. Also, when the recycling center is built in a later phase, it would require an effort to create a business alliance to link facility to materials reuse opportunities. Contract language would also provide for additional litter patrols than the minimum required, and would forbid certain routes and driving on residential streets for trucks serving the facility.
- A public path east of the building, the length of E Marginal Way, that meanders 10 to 40 ft. from the edge of the roadway in a vegetated swath.
- Landscaping above and beyond what is required by the land use code. Significantly more trees and other plants than the buffering vegetation required in this zone, as illustrated in the presentation presented to the Design Commission on June 17<sup>th</sup>, 2010.

Recommendations for the public benefits:

- **Make stronger linkages between the trail along the east of the site and the viewing room. People should be made aware of the viewing opportunity and drawn into the site.**
- **Consider programming the viewing room so it is optimally used.**
- **The strength of the public path on the east side of the site as a public benefit is tied to whether or not it will be continued south in phase 2 of the project. Continuation of the path south in phase 2 should be a condition of the Master Use Permit and/or the vacation.**
- **In the contract language that is proposed as a public benefit, provide for assurance that the increased service levels will be sustained over time in the long term.**

The Commission appreciated the improvements made to the design since the schematic design review, especially how well the relationship of the three buildings, of such drastically varying scales, has been improved; they are clearly related but unique. Connectivity has been achieved with scale, materiality, and color. The Commission predominately supports the use of a muted color on the building, and a more vibrantly colored landscape in contrast. The folded plane concept for the roof also met with agreement, except for its use on the smaller buildings as commented on below. The Commission unanimously approved the project's design development, with the following recommendations:

- **Create a "bread crumbs" language that will pull people from the trail to the building public area strengthening links between the trail, niche elements and the viewing room.**
- **Consider extending the path into the building.**
- **Extend the use of salvaged/recycled materials employed at the entry to the gabians. Found objects or other reused/recycled materials could be placed within the gabians and interspersed in the wall to create a playful relationship to the other parts of the site.**
- **Tell the story of waste management in a more integrated way.**
- **Increase the scale of the public entry to the administration building. To match the strength of the entry treatment and natural lighting in making the space inviting to the public, the inside should be more gracious.**
- **Reconsider the fenestration of the administration building. It still appears to be caught in the middle and could be distilled down more to create more calmness. The windows are well proportioned on the scale houses and large building, but the administration building's windows need some differentiation, especially in the public rooms. Especially reconsider how the conference room window is executed.**
- **Consider whether a different approach to the roof other than the "folded plane" might be better for the smaller and medium scale buildings.**
- **Provide the highest solar reflective index possible when weighing the choice of building color.**
- **Provide signage images that are more related to the transfer station and location. Consider moving toward more abstraction, and tying the signage into the story of recycling concepts.**