

South Transfer Station Phase II

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Ross Tilghman, Vice Chair

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Commissioners Present

Shannon Loew, Chair
Ross Tilghman, Vice Chair
Brodie Bain
Lee Copeland
Ben de Rubertis
Rachel Gleeson
Laura Haddad
John Savo

Project Description

Seattle Public Utilities (SPU) is proposing to develop Phase II of the South Transfer Station facility, located between 5th Ave S, S Kenyon St, and 2nd Ave S in Seattle's South Park neighborhood. Phase I, located across S. Kenyon St from the proposed site, was completed in 2013. At that time, Phase I was not planned to accommodate all south end solid waste needs. Phase II is a 10-acre site to include a new recycling and reuse center, retain the existing household hazardous waste facility, new solid waste trailer parking, new dewatering facility, and support offices. The additional facility will provide for recycling and dewatering needs for the south end of Seattle.

Meeting Summary

This was the Seattle Design Commission's (SDC) initial review of the project. At the meeting, the commission reviewed the overall concept design for the Phase II expansion and provided feedback to SPU and the design team. At this meeting, the SDC voted 7-1 to approve the concept design with recommendations.

Recusals and Disclosures

Thaddeus Egging recused himself because he is an employee of KPFF, is the technical advisor to the project team

Commissioners Excused

Thaddeus Egging
Theo Lim

May 5, 2016

1:00 - 2:30 pm

Type

CIP

Phase

Concept Design

Previous Reviews

None

Project Team Present

Steve Hamai

SPU

Dean Koontz

HBB Landscape Architects

Alex Rolluda

Rolluda Architects

Kay Yesuwan

SPU

Olivia Williams

HDR

Attendees

Susan Neaton

Rolluda Architects

Jeff Neuner

SPU

Vicky Raya

SPU

May 5, 2016



Figure 1: Project location highlighted in red

Summary of Presentation

Olivia Williams, of HDR, Dean Koontz, of HBB, Alex Rolluda, of Rolluda Architects, and Kay Yesuwan and Steve Hamai, of SPU, presented the project proposal. Kay Yesuwan and Steve Hamai provided background information and site context for the project. The project site is located within Seattle's South Park Neighborhood adjacent to the South Transfer Station Phase I facility (See figure 1). The project site was selected due to its proximity to the Phase I facility as well as the need to expand recycling services in South Seattle. In highlighting potential issues surrounding race and social justice, Steve Hamai addressed SPU's approach to Seattle's Race and Social Justice Initiative and the long-term community impacts on the expanded facility. SPU has committed to make the recycling facility free to the public and have indicated that large trucks serving the facility would not drive through the residential neighborhood unless directly serving those areas.

Phase II of the South Transfer Station is located on an SPU owned property that includes the existing South recycling and disposal station. The project will include a new recycling and reuse center, dewatering facility, solid waste trailer parking, and space for a future material recovery facility. The project will also retain the existing onsite household hazardous waste facility. The facility will include areas that are accessible to the public as well as areas restricted to SPU employees.

Phase II will be surrounded by security fencing and will include five customer gates and four employee gates. Site circulation is designed to separate the publicly accessible area to the north and SPU operational area to the south of the site. The proposed facility includes public entrances and exits located along 2nd Ave S and 5th Ave S. While the public will be able to circulate between Phase I and II of the transfer station, the employee facilities will be located to the south of the site and will not be accessible to the public. Both the recycle facility and crew quarters building are influenced by the design of the Phase I facility. The design will incorporate textures and materials that highlight the industrial nature of the building. See figures 2 and 3 for more detail.

The project site is situated on top of a closed landfill. The site will be covered with either a geomembrane layer, concrete, or asphalt, all of which would separate the landfill from the ground surface. Because the landfill is closed and cannot be

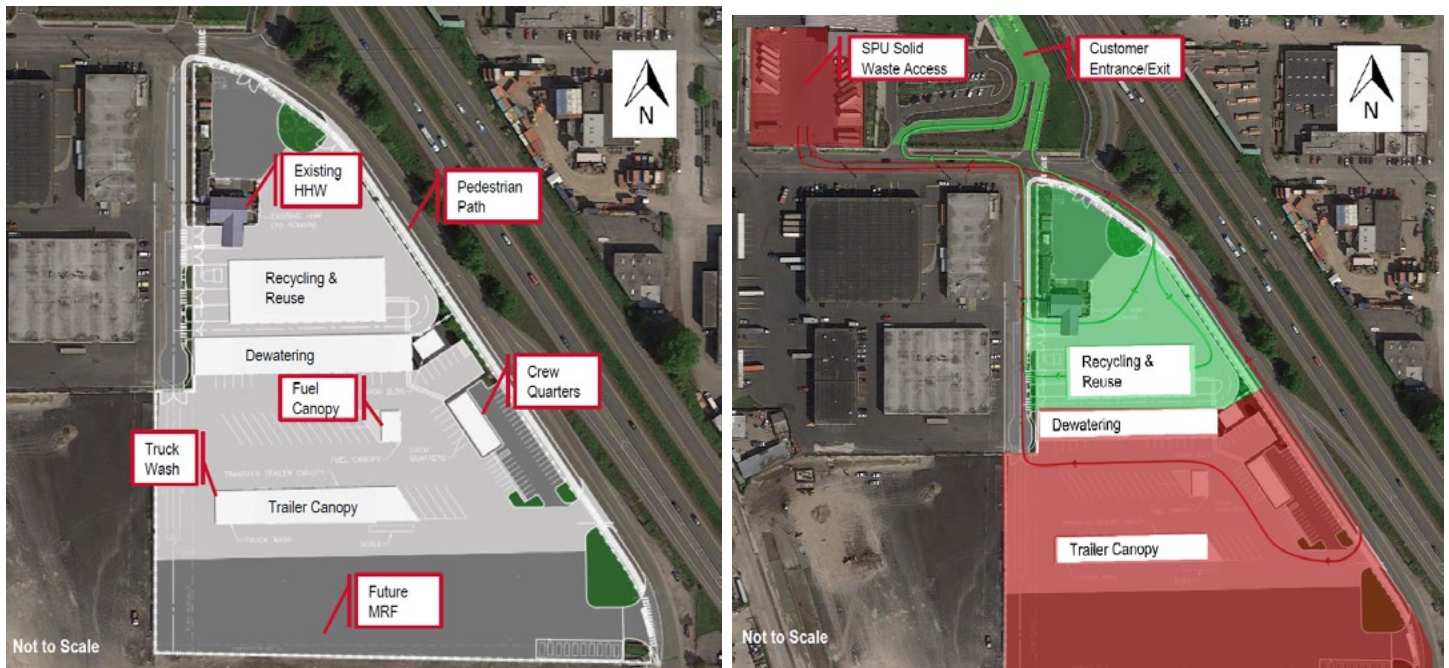


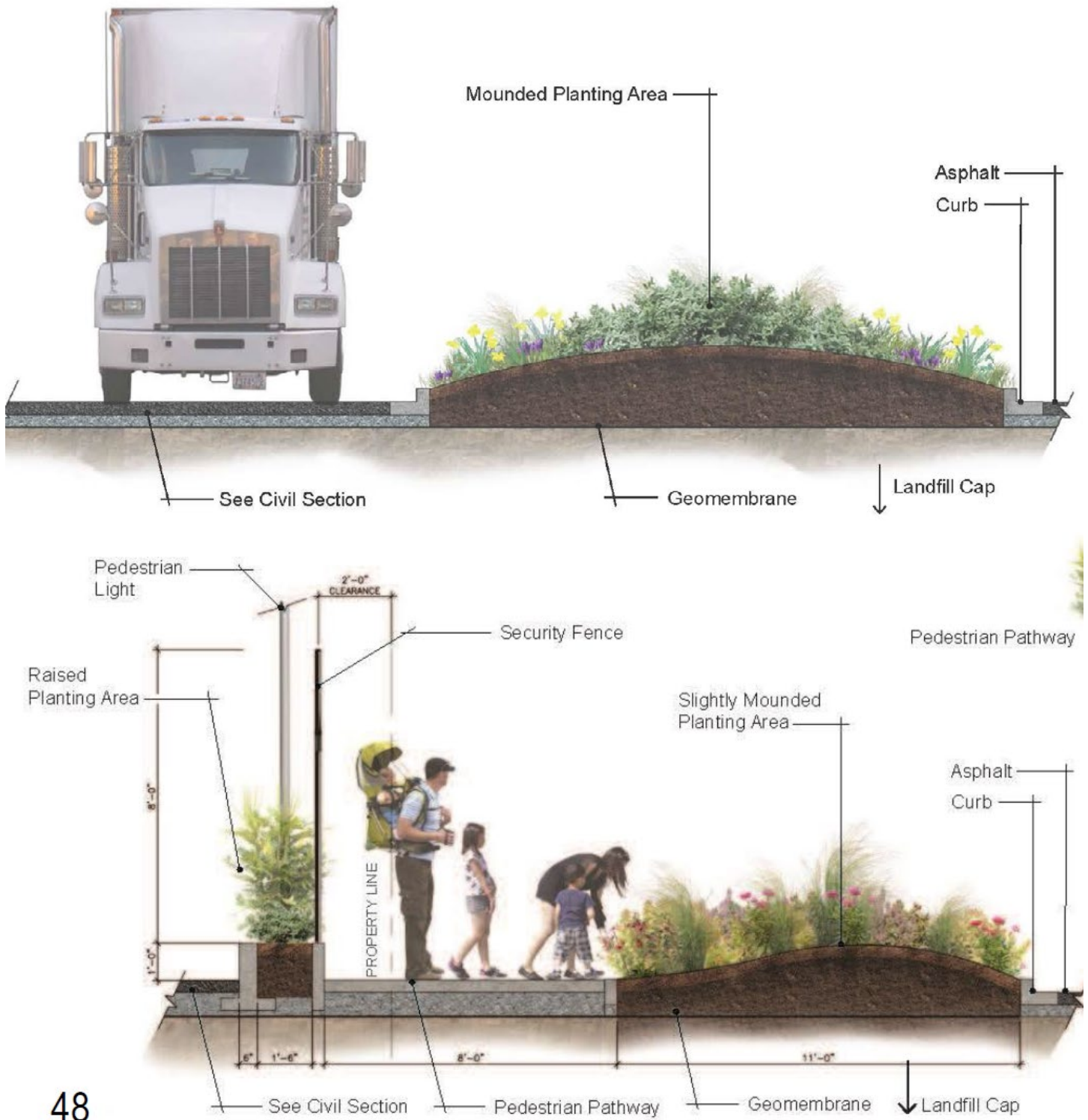
Figure 2: Site programming (left); publicly accessible areas (right) are highlighted in green



Figure 3: Rendering of project proposal

penetrated with new structures or plantings, the landscape design is confined to above ground planting beds, low lying vegetation, and planting materials without deep root systems. A pedestrian pathway will be designed to connect the project to Phase I facilities along the property boundary of 5th Ave S. The pathway will be located east of the site between 5th Ave S and security fencing. The pathway will include a series of mounded planting beds and pedestrian scaled lighting. SPU is actively gathering input from the community on the 5th Ave S pedestrian path, as well as SDOT. See figure 4 for more detail.

Artist Adam Kuby has been selected to work with the project team in providing public art. The design team is currently working with the Office of Arts and Culture to create an artwork program for the site.



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Figure 4: Proposed interior landscaping (top) and pathway landscaping (bottom)

Agency Comments

None

Public Comments

None

Summary of Discussion

The Commission organized its discussion around the following issues:

- Location and connectivity

- Landscape & circulation
- Equity & sustainability
- Building Design
- Art

Location and connectivity

The SDC understands the reasons for the project's site selection. Commissioners appreciated the design team's considerations to providing a safe and accessible pedestrian connection along 5th Ave S.

Landscape and circulation

The SDC is concerned with the uninterrupted length of the pedestrian pathway along 5th Ave S. Commissioners encouraged the design team to incorporate lighting, art, seating, and educational ideas in a way that will create a pedestrian scaled pathway. Commissioners also recommended that the team provide landscaping on both sides of the pathway, specifically between the proposed fencing and path. Commissioners also encouraged the design team to consider adding trees where possible within the surrounding landscape.

Commissioners are concerned with the amount of impervious area needed to facilitate truck movement and have requested more detailed information regarding the need for the proposed amount of impervious surface in this portion of the site. Where impervious surface is not needed for truck movement or turning in the area south of the building, these areas should be converted to landscaping.

Equity & sustainability

The SDC acknowledged the project team's commitment to community outreach and equitable design and encouraged the team to continue engaging with community members as the project progresses. Commissioners encouraged the project team to create a design that exceeds LEED Gold standards, which is the minimum sustainable standard for public facilities. The Commission recommended the team continue to understand how sustainability will play an integral role in the functioning of the facility.

Building Design

The SDC agreed the roofline for the crew quarters is out of scale in comparison with design of the recycling facility structure. The Commission recommends to the project team design a roofline that is better aligned with the scale of the crew quarters.

Art

The SDC appreciated the project team involving an artist during the early stages of the design process. Commissioners recommended artwork be visible to all and not just to those using the facility. Using the Phase I as an example, the Commission encouraged the team to use artwork as a tool for educating the public on the function of the facility.

Action

The SDC thanked the project team for the concept design presentation. The Commission appreciated the work the project team has done regarding community outreach and equity.

The SDC approved the concept design for South Transfer Station Phase II, 7-1, with the following recommendations:

1. Consider using elements such as art, lighting, and seating to visually break up the pedestrian pathway along 5th Ave S
2. Validate the need for the specified amount of impervious pavement to facilitate truck movement through the site to ensure what is shown is necessary. Where impervious surface is not needed, those areas should be converted to landscaping
3. Consider incorporating an educational component that addresses the need and function of the facility
4. Continue to work with community members and organizations to further refine the design of the pathway
5. Consider having plantings between the security fence and pedestrian pathway along 5th Ave S
6. Where possible, minimize and/or narrow curb cuts along 5th Ave S
7. Provide greater clarity regarding the project's sustainability strategy
8. Continue collaborating with the artist throughout the planning and design of the project.

The following are comments from commissioners that voted against the project:

Shannon Loew – I have enormous respect for the proposed project given associated challenges. Several elements are well thought out, which is encouraging, but other elements are not as well thought out. As you continue to think through these elements, they will potentially have effects that will change the concept entirely. Issues around odor, sustainability, and hardscape are core and fundamental to the overall project concept. I would like to have seen sustainable strategies committed to understanding how you handle odor from the dewatering facility as well as further clarification regarding the degree to which the hardscape is required for truck movement.