Clerk File No. 310784

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Petition of Seattle Public Utilities to vacate a portion of 2nd Avenue South lying between West Marginal Way South (also known as SR 99) and South Kenyon Street and a portion of South Chicago Street lying between West Marginal Way South (also known as SR 99) and its terminus at 2nd Avenue South.

Related Legislation File: _____

Date Introduced and Referred:	To: (committee):
May 10, 2010	Transportation
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: 10.4.10	Disposition:

May 4, 2010
Date Filed with City Clerk
Erika M. Sanchez
By

The City of Seattle – Legislative Department

Clerk File sponsored by: No Sponsor Required

Committee Action:

Date	Recommendation	Vote
9/28/10	Pass	TR JG 2-0

This file is complete and ready for presentation to Full Council. _____

Full Council Action:

Date	Decision	Vote
10.4.10	Granted as conditioned (e)(u)	9-0

CF No.310784

Title:Petition of Seattle Public Utilities to vacate a portion of 2nd Avenue South lying between West Marginal Way South (also known as SR 99) and South Kenyon Street and a portion of South Chicago Street lying between West Marginal Way South (also

Date Filed with City Clerk: 20100504

IN THE MATTER OF THE PETITION OF SEATTLE PUBLIC UTILITY FOR THE VACATION OF A PORTION OF 2ND AVENUE SOUTH AND SOUTH CHICAGO STREET

CLERK FILE 310784

The City Council hereby grants approval of the petition of Seattle Public Utilities (hereafter SPU or Petitioner) for the vacation of a portion of 2nd Avenue S and South Chicago Street in the South Park neighborhood, described as:

- **2nd Avenue South, from the north margin of South Kenyon Street to the southwest margin of State Route 99 also known as West Marginal Way South; and**
- **South Chicago Street, from the east margin of 2nd Avenue South to the southwest margin of State Route 99.**

The area proposed for vacation includes approximately 20,000 square feet of right-of-way.

The vacation is granted upon the Petitioner meeting the following conditions. The Petitioner shall demonstrate, to the satisfaction of the City, that all conditions imposed by the City Council have been satisfied, all fees paid, all utility agreements completed, and all documentation completed and recorded as necessary, prior to the passage of the street vacation ordinance.

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. The project must be substantially in conformity with the proposal reviewed by the Transportation Committee in September of 2010.

2. All street improvements shall be designed to City standards and be reviewed and approved by the Seattle Department of Transportation; elements of the street improvement plan and required street improvements to be reviewed include:

   - Driveway access on S Kenyon Street;
   - Signage, lighting and landscaping around the site;
   - Sidewalk or pathway on S Kenyon Street; and
   - Pathway long West Marginal Way S and 5th Avenue S.

3. The utility issues shall be resolved to the full satisfaction of the affected utility prior to the approval of the final vacation ordinance. Prior to the commencement of any development activity on the site, the Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner. Utilities impacted include:

- Seattle Public Utilities;
- King County Wastewater Division; and
- Puget Sound Energy.

4. It is expected that development activity will commence within 18 months of this approval and the development activity will be completed within five years. If the vacation cannot be completed within five years, the Petitioner must request an extension of time from the Transportation Committee. In order to insure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide the Seattle Department of Transportation with Quarterly Reports, following Council approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the conditions. The Petitioner shall not request or be issued a Final Certificate of Occupancy (C of O) for the project until SDOT has determined that all conditions have been satisfied and all fees have been paid.

5. In addition to the conditions imposed through the vacation process, the project, as it proceeds through the permitting process, is subject to SEPA review and to conditioning pursuant to various City codes and through regulatory review processes including SEPA.

6. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and to outline future maintenance obligations of the improvements. The final design of the public benefit elements shall require the review and approval of SDOT and SDOT may request additional review by the Design Commission, if necessary. The public benefit requirement includes the following features as well as corresponding development standards, including specific dimensions, which shall be outlined in the PUDA:

   The public benefit proposal includes:

   - Public viewing area: a viewing room shall be developed to provide the public with an opportunity to view the solid waste transfer operations, the viewing room shall be approximately 675 square feet with a 35-foot wide floor to ceiling viewing window to the tipping floor. A circulation area of approximately 122 square feet supports access to the viewing area. SPU will provide education signage and materials, tours, or programs to support the public understanding of waste impacts and opportunities to reducing or recycling waste.
   - Directional signage to the facility and within the facility: such signage shall be beyond code standards in quantity and material and design quality.

- Sidewalks on the north side of S Kenyon Street: this sidewalk is not required by code but shall be provided to support pedestrian use and provide a finished edge to the site. A pedestrian path may be provided, as determined by SDOT, if a sidewalk cannot be practically installed due to drainage issues.
- Public path along W Marginal Way: a path shall be developed east of the building site, the length of W Marginal Way that meanders 10 to 40 feet from the edge of the roadway in a vegetated swath. In addition, the pathway will be extended during the second phase of development. A sidewalk or path shall be developed along the west side of 5th Avenue S along the perimeter of the solid waste facility when the second phase of work occurs at the site of the current facility.
- Landscaping beyond code: significantly more trees and other plants than the buffering vegetation required in the zone shall be provided. The landscaping plan shall be provided consistent with the presentation made to the Design Commission on June 17, 2010.
- Perimeter design: SPU shall design the perimeter of the station in such a way so as to discourage the opportunities for illegal dumping on the site. Fencing, access controls, pathways and landscaping may be utilized.

SPU has also voluntarily proposes the following additions to its construction contracts and initial operations based on its community commitments:

- Outreach and employment: SPU shall include in its construction contracts language requiring outreach and providing that the South Park community has the first opportunity for construction positions at the new facility.
- Business opportunities: SPU will pursue the development of a business alliance to link the facility to material reuse opportunities and supports local businesses and encourages commerce around the facility to the extent that this is consistent with SPU's core mission.
- Minimize garbage truck traffic: SPU will prohibit haulers in garbage trucks under contract with SPU from using non-arterial streets unless they are collecting on those streets.
- Litter patrols: SPU will provide weekly foot patrols in areas to be identified and weekly drive-by patrols in areas to be identified to clean up litter and illegal dumping. Monthly sweeping routes will also be identified.

Signed by me in ~~open~~ session this 4th day of ~~September~~ October, 2010.

President _____ of the City Council

City of Seattle
Seattle Department of Transportation
Peter Hahn, Director

September 17, 2010

Honorable Tom Rasmussen, Chair
Transportation Committee
Seattle City Council
600 Fourth Avenue
Seattle, Washington 98104

Subject: **Petition of Seattle Public Utilities for the vacation of a portion of 2nd Avenue S and South Chicago Street in the South Park neighborhood**
Clerk File 310784

Dear Councilmember Rasmussen and Honorable Members of the Transportation Committee:

We are returning the petition of Seattle Public Utilities (hereafter SPU or Petitioner) for the vacation of a portion of 2nd Avenue S and South Chicago Street in the South Park neighborhood, described as:

- **2nd Avenue South, from the north margin of South Kenyon Street to the southwest margin of State Route 99 also known as West Marginal Way South; and**
- **South Chicago Street, from the east margin of 2nd Avenue South to the southwest margin of State Route 99.**

The area proposed for vacation includes approximately 20,000 square feet of right-of-way.

BACKGROUND

The project address is 130 S Kenyon Street. The block where the project is located is defined by S Kenyon Street to the south, State Route 99 (SR 99) to the north and east, and the on-ramp to SR 509 to the west. The project is located in the South Park neighborhood and is located within the South Park Neighborhood Planning Area.

The property is zoned for general industrial purposes, (IG2 U/65).

REASON FOR VACATION

The vacation supports the development of the new SPU South Transfer Station project. SPU has acquired four parcels in the South Park area for the construction of a new solid waste facility to replace the existing transfer station. The right-of-way proposed for vacation separates two of these parcels. The vacation allows the consolidation of the four parcels as needed for the development of the new replacement transfer station.

PROJECT DESCRIPTION

The existing South Recycling and Disposal Station is located on an 11.5 acre site at S Kenyon Street and 5th Avenue S and is on the block across the street and to the south of the site of the new proposed facility and proposed vacations. The existing facility is over 45 years old and is becoming more unreliable as it ages. SPU has reported that facilities break down frequently and crowding during peak time creates long lines for customers. SPU reports that even brief delays in collection service can generate a large volume of calls and complaints. The station is needed to transfer solid waste and recyclables from collection trucks and self-haul customers into shipping containers and transfer trailers in order to deliver the waste to recycling, composting, and disposal facilities. A functioning transfer station is necessary to provide for the safe and sanitary disposal of solid waste. SPU provides collection and transfer service 360 days per year.

As the existing facility began to age, SPU considered a number of alternatives which included both repair and replacement of the transfer station. After completing a detailed analysis of alternatives and obtaining public input, SPU published the Solid Waste Facilities Master Plan in 2003. After review of the Plan and additional studies, the City Council approved the proposal to construct a new transfer station to replace the existing outdated station. The new site across the street to the north was found to be the most suitable location for the new transfer station.

The new site was most recently in use as a bus parking lot with maintenance facilities. The nine-and-a- half-acre site was occupied by First Student (a school bus service) and Starline Luxury Coaches (a charter bus service); the site is generally referred to as the "bus yard site." Following SPU's purchase of the site, the site has been cleared of structures and prepared for the construction of the new transfer station.

The property acquired for the new transfer station is adjacent to two street segments which form a "T" shaped street at the eastern portion of the site adjacent to SR 99. The 2nd Avenue S right-of-way runs north/south through the block between SR 99 and S Kenyon Street. A segment of S Chicago Street extends from SR 99 about 30 feet into the site but it terminates at 2nd Avenue S, these two street segments are proposed for vacation. SPU owns all of the property on both sides of both streets.

The new facility would include a transfer station building, access roads, scales, fueling station, parking area, and employee facilities. Vehicular access to the site is currently from S Kenyon Street and SPU proposes all vehicle access remain from S Kenyon Street. The major structure on the site would be the transfer station building, which is a large scale facility estimated to have a surface footprint of about 110,000 square feet. The height of the building would be about 72 feet tall from the base of the building to the highest peak. Smaller facilities will include a building for administrative offices, public viewing area, and smaller scale houses for weighing material to be disposed of and paying fees. The site is designed to provide sufficient space for all trucks and vehicles to load/unload, park and queue on-site. Bus drop-off and about 38 parking spaces are provided. The public benefit proposal includes a public viewing room for educational purposes, landscaping beyond code requirements, and pedestrian enhancements around the site including sidewalks or pathways.

SPU proposes to incorporate sustainable design elements in the project as much as practicable including energy conservation and material reuse. SPU is incorporating sustainable features in the design, construction materials, and landscaping design. SPU is seeking a Gold LEED rating (a program measuring sustainability) for the project.

The existing transfer station would remain open during the construction of the new Transfer Station. After the new facility is completed, the existing transfer station and facilities will be demolished and replaced with recycling facilities, a reuse store, household hazardous waste facility, administrative offices, and other utility functions. This second phase of work will not proceed until the new transfer station is completed.

CIRCULATION/ISSUE IDENTIFICATION (NOT ISSUE RESOLUTION)

The proposed vacation was circulated to various City departments, outside agencies and community groups for comment. The purpose of the broad review of the petition is to identify issues that need to be addressed. The comments, closely reproduced below, reflect the statements made by the reviewers and any issues identified during the initial portion of the review process. The comments reflect a "snapshot in time" when the comments were received and do not reflect any project revisions, updates or responses to comments. All the comments received are a part of the record and are not revised or amended by Seattle Department of Transportation.

The comment section does not reflect the resolution of the issue or subsequent design changes or mitigation. The analysis section will focus on the resolution of any issues, recommended project changes, or conditions to address any issues or concerns.

The following comments were received:

City Departments

Seattle Police Department (SPD): it was determined that the vacation of this area would not significantly hinder public safety efforts provided by the Seattle Police Department.

Seattle Department of Parks and Recreation (Parks): there are no parks or parks facilities affected by the proposed vacation and as a result Parks has no comments.

Seattle Department of Transportation (SDOT) Capital Projects and Roadway Structures (CPRS): has no concerns.

SDOT Street Use: has no issues with the proposed vacation.

SDOT Policy and Planning Division: it is great to see the two new sidewalks incorporated into the project as both sidewalks are identified in the Pedestrian Master Plan (PMP) as tier 1 projects. The sidewalks will need to have ADA accessible curb ramps to ensure that people with disabilities are able to utilize the sidewalks. Sidewalks should be built to code. Any green stormwater infrastructure should be incorporated into the design as well.

SDOT Traffic Management Division: has the following comments;

- Removing the streets proposed for vacation from the street system does not appear to create any concerns for the traffic operations in the area.
- We support the installation of new sidewalks. Sidewalks and other improvements-required by code-should not be considered as public benefit.
- The site is near a shared use trail and we encourage the Petitioner to consider providing facilities for employee who commute by bicycle.

Department of Planning and Development (DPD) Planning Division: As proposed, this street vacation would be beneficial with no negative consequences identified. Rather, positive outcomes would be to eliminate platted but unneeded rights-of-way, and to accommodate an improved solid waste transfer station site plan.

This location is northwest of the South Park neighborhood in General Industrial 2 zone. State Routes 99 and 509 are nearby, immediately east and west of the vicinity, meeting just north of the site along West Marginal Way SW. Given these road conjunctions, the area is relatively hemmed in and separated from other nearby vicinities. Dominant land uses nearby are industrial, heavy commercial, and utility in nature, with warehouses and/or open yards. Residential uses are present a few blocks away, primarily east of SR 99 at the edge of the South Park neighborhood. An existing transfer station is present just south of the site vicinity; also to the south is a closed landfill.

The vicinity is accessed from the north by an exit from SR 99 directly to S Kenyon Street. 5th Avenue S also connects northward from S Cloverdale Street, and Occidental Avenue S runs approximately north/south near SR 509.

East of 2nd Avenue S, the original platting pattern was for single-family residential development with numerous narrow lots and streets arranged in gridiron pattern. With the subsequent overlaying of an SR 99 right-of-way corridor oriented northwest to southeast, a remnant fragment of the gridiron's lot and street pattern west of SR 99 was created, including the proposed 2nd Avenue S and S Chicago Street rights-of-way that are proposed for vacation.

Given the division in land use and platting patterns caused by the nearby highway corridors that bound the subject property, its zoning and current physical conditions (e.g. exposure to heavily traveled highways), there is no practical future use matching the original platted lot pattern. Similarly, there is no practical need for the street rights-of-way proposed to be vacated because they terminate at the SR 99 right-of-way. Access to the area is well provided by the exit route from SR 99 to S Kenyon Street and other available streets and highways. It is clear that the proposed vacation would help to accommodate a site plan that would be functional and have good internal circulation on the site. Without the vacation, such site plans might be more constricted or less effectively arranged.

As described, the proposed public benefit elements of sidewalks provided on S Kenyon Street and 5th Avenue S during two project phases, plus a viewing room within the transfer station

would be beneficial to public safety, comfort and educational purposes. The extent of such sidewalks would provide a tangible improvement to this area for those who might want to reach the area on foot. These appear to be sufficient public benefits in relation to the vacation proposal.

DPD has no problems, and recommends the vacation occur along with the proposed public benefit elements.

DPD Land Use Division: Vacation of two streets is proposed by SPU to facilitate development of a new solid waste facility. Currently the two streets are not used for vehicle or pedestrian access to other sites and are not visibly discernable as public streets; they appear as private property with no surface improvements to indicate public right-of-way. SPU desires the vacations to allow use of the area for pay and scale houses as well as vehicle queuing to support the transfer station programming needs.

The streets in question are located between SR 99 and SR 509, south of S Holden Street off/on ramp and north of S Kenyon Street. S Kenyon Street is the only physical connection to both streets and the overall street grid. 2nd Avenue S is 35' wide (substandard width) and extends approximately 380' north from S Kenyon Street where it dead ends at SR 99 (south off ramp location). S Chicago Street orients east/west and extends west approximately 90' from its intersection with 2nd Avenue S, is 60' in width (compliant width) and also dead ends at SR 99. The approximate total area of right-of-way is: 2nd Avenue S: 13,300 sq ft; S Chicago Street: 5,400 sq ft or 18,700 s2 ft total. SPU would acquire all the vacated right-of-way as they own all of the property abutting the streets proposed for vacation.

Proposed development would be slightly different if the proposed vacation was not approved. SPU holds approximately 400,000 square feet of property without the vacation.

Vehicle access to the site is currently from S Kenyon Street and SPU proposes that this remain the access point for the site. SPU is pursuing LEED Gold certification for the project. The proposed development is consistent with the scale of development anticipated in the General Industrial (IG 2) zoning which surrounds the site by a minimum of 1,000 feet in all directions. The proposed use has no maximum size limit under the Land Use Code and the maximum allowable floor area ratio (FAR) is 2.5. Without including the area of the requested vacation area, the proposal has a FAR of approximately .35, well under the allowable development potential. The site design intends on using the vacation area for vehicle queuing (in and out), pay booths, and scale houses for users of the transfer Station.

The IG2 zoning allows for a wide variety of industrial and limited size non-industrial uses. The Transfer Station site and area of the proposed vacation are located in two environmentally critical areas; liquefaction zone and the site is within 10,000 feet of a methane producing landfill. These ECA's do not limit development potential but do require additional construction techniques to mitigate likely methane gas accumulation and structure stability.

Light and air functions would not be significantly adversely affected by the vacation. Low scale buildings and vehicle queuing are the proposed uses within the dedicated areas, so light and air

in not a concern of DPD. There are existing utilities that cross the rights-of-way in question. SPU should execute the proper easement for portions of those lines that are within the vacation areas to ensure these lines are accessible to the proper agencies.

With the construction and alignment of SR 99, the two rights-of-way were in affect dead-ended, disconnecting them from the overall street grid. The granting of the vacation would not result in a change to circulation or change in access. Neither residential nor commercial development would be intruded upon with approval, as Industrial zoning surround the site in all directions. The size of the site would not be substantially raised when compared to the existing site. The vacation area makes up approximately 5% of the current site's square footage. Also, the existing South Recycling and Disposal Station and Landfill sites are of equal or greater size and scale to the proposed post vacation site. A traffic study and SEPA checklist was submitted for review to DPD with Master Use Permit, which is currently under review.

DPD recognizes that SPU has offered public benefits for the vacation, summarized as follows:

- Provide full sidewalks, curbs on the north side of S Kenyon Street abutting the site.
- Provide a sidewalk on the west side of 5th Avenue S adjacent to the existing SRDS.
- Viewing room for public viewing and education purposes.

DPD supports these elements as proposed and offers further recommendation to include as part of the public benefit the proposed sidewalk/pedestrian path shown in the Design Commission presentation of 5.14.10 and shown in the vacation petition in Figure 7. Beginning at the SE corner of the site and moving north near the east property line where it terminates at the intersection of W Marginal Way (SR 99) and S Holden Street. This intersection is signalized and has crosswalks. Pedestrian connections are important for the future of the site and its permeability as users become familiar with the site. With the proposed improvements to S Kenyon Street and 5th Avenue (2nd phase) it is appropriate to provide further pedestrian amenity and access through the site; not only for future possible pedestrian activity in the area but also for use during educational visits and use by employees. Further, the Land Use Code requires public pedestrian circulation around the site to be provided in the ROW or on private property. Although the State Routes including SR 99, SR 509 and the S Holden on and off ramps are under the purview of WSDOT, DPD and SDOT are hoping to resolve any conflicts during the review process.

DPD recommends that the proposed pedestrian path as described above become part of the public benefit provided by SPU. DPD recommends that proper easements be executed for the utilities located in the streets proposed for vacation.

DPD recommends that the requested street vacation be granted. The streets provide minimal land use related functions for which streets are valuable. Construction of SR 99 limited any possible future connectivity to the street grid. The long term effect of the vacation is minimal as the road is not currently used accept for access to the adjacent lots. A visit to the site showed no characteristics of functioning streets. The vacation will allow SPU to use the space for pay scales and vehicle queuing for the transfer station. The pedestrian path will provide for

pedestrian movements north and south through the site where no pedestrian access currently exists.

Seattle City Light (SCL): has reviewed the vacation petition and visited the site. SCL has no problems with the vacation.

Seattle Public Utilities (SPU): has the following comments:

Water Infrastructure: the proposed street vacations will eliminate three paths of partially developed water distribution system gridding. Pipe has already been installed in two of the three legs affected by the proposed vacation in anticipation of connection. The linkages that will be blocked by the street vacation are as follows:

- 12-inch watermain aligned with 2nd Avenue S, linking S Holden Street, S Chicago Street, and S Kenyon Street (275' stub already installed); and
- 8-inch watermain aligned with S Chicago Street, between 2nd Avenue S, and 5th Avenue S (200' stubbed out and 500' in active service).

Drainage Wastewater: the street vacation will affect:

- The proposed street vacation will affect an existing 15" SPU sewer mainline.

The following conditions are necessary:

1. The Petitioner will install approximately 310 feet of 8" ductile pipe through the proposed site, to connect the existing 8" main in S Kenyon Street with the west end of the existing 8" stub in S Chicago Street, to include re-testing and activation of the existing 8" stub in S Chicago Street, installation of a 4-way gated 12" X 8" cross at 2nd Avenue S and S Kenyon Street, and installation of a fire hydrant at 2nd Avenue S and S Kenyon Street, west of the proposed east driveway.
2. Connection of the east end of the 8" stub in S Chicago Street, with the existing 8" dead end main in S Chicago Street will be accomplished at the Petitioner's expense after reactivation of the stub by the Petitioner's project.
3. No structures at all are allowed over the existing 15" sewer. Proposed scales pit need to be moved outside of the zone of influence.
4. Full access to the existing MHs are required for routine maintenance.

SPU recommends that King County Metro secure a utility easement from the Petitioner for the maintenance and operation of their facility as part of the Street Vacation process.

SPU recommends that the vacation be approved provided the conditions and recommendations are met.

Seattle Design Commission: reviewed this project at its regular meetings of May 20, 2010 and June 17, 2010 and took the following actions:

May 20, 2010: the Design Commission thanked the South Transfer Station team for its presentation on the urban design merit of the street vacation of S Chicago Street between SR 509 and W Marginal Way S, at the north end of 2nd Avenue S between W Marginal Way S and S Kenyon Street at the south. The project team laid out a justification for the urban design merit of vacating the street segments based on the fact that the ROWs have never been developed as roadways and are not needed for travel or utilities in this area. The Design Commission unanimously approved the urban design merit of the street vacation.

The Commission thanked the project team for presenting background information and an overview of the community process on the site, the landscape design changes and the building design updates. The Commission applauds how well the schematic design with a vote of four in favor, one abstaining and one dissenting. The following comments were provided:

- The direction of the administration building is positive, but could be further revised to create more integration;
- The scale houses need to be developed more in terms of geometry;
- Continue to explore color possibilities for the roof, thinking about the potential for light and contrast in the site;
- Also reconsider how the roof connects to the ground;
- Integrate the gabian walls even more into the site;
- Consider how the signage might articulate the character of the neighborhood and relate to what is around it.

The dissenting vote was because of the opinion that the schematic design was not far enough along to be reviewed.

June 17, 2010: 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 square feet with 122 square feet of circulation area to the south, and has a 35 foot wide floor-to-ceiling viewing window to the tipping floor.
- Sidewalks along the north side of S Kenyon Street, which are not otherwise required. This is proposed to keep 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 feet 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 to the Design Commission on June 17th, 2010.

Recommendations for the public benefits:

- Make stronger linkages between the trail along the east side 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 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 place 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 buildings' 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.

Outside Agencies:

King County Department of Transportation/Transit Services: Metro Transit has reviewed the vacation and has no objection to the vacation.

King County Department of Natural Resources & Parks, Wastewater Treatment Division (WTD): a portion of WTD's Renton Effluent Transfer System, a 96-inch sewer force main, is located within the street vacation area. In addition to the subterranean pipe, WTD has a manhole and a corrosion monitoring station within the street vacation area.

WTD requests a permanent utility easement for this infrastructure and will participate in the street vacation process for that purpose. WTD has provided SPU drawings showing its facilities in the right-of-way and a template of easement language that WTD has used in previous street vacations.

Qwest Communications: Qwest does not have existing facilities in the proposed vacation area and does not object nor will an easement be necessary.

Puget Sound Energy (PSE): has conducted a review of its existing facilities within the subject portion of S Chicago Street and 2nd Avenue S. We have confirmed there is an existing 2" STW/PE intermediate pressure natural gas main located within the entire length of 2nd Avenue S. The main extends north beneath SR 99 and the on/off ramps to SR 509, connecting to existing mains in S Holden Street and West Marginal Way S. PSE has operated a natural gas main in 2nd Avenue S since 1957 and upgrades to the main were made as recently as 2008. Current standards prohibit the building of structure on top of the gas main, such as those described in the proposed project.

The gas main is an important looped feed to our customers in the south Seattle neighborhoods. Please do not proceed with the vacation until SPU has made the necessary arrangements with PSE to protect and preserve this gas main.

Community Comments:

Deborah McNeil: I am in favor of this action to allow construction of the new South Transfer Station.

POLICY FRAMEWORK

Street vacation decisions are City Council decisions as provided by State statute and have not been delegated to any City department. There is no right under the zoning code or elsewhere to

vacate or to develop public right-of-way. Vacation of public right-of-way requires discretionary legislative approval that must be obtained from the City Council, and the Council may not vacate public right-of-way unless it determines that to do so is in the public interest. The decisions must assure that potential development and use of the vacated right-of-way is in the public interest. The Council may be guided by adopted land use policies, but the Council is not limited by land use policies and codes in making street vacation decisions and may condition or deny vacation as necessary to protect the public interest.

Rights-of-way are dedicated in perpetuity for use by the residents of Seattle for purposes of public travel and transportation of goods. The dedication carries with it certain public rights to circulation, access, utilities, light, air, open space, and views. City government acts as the public's trustee in administering streets and alleys. The City Council first adopted Street Vacation Policies in 1986 in Resolution 27527. A few sections of the policies were revised in 1991 in Resolution 28387, 1993 in Resolution 28605 and in again in 2001 in Resolution 30297. Significant revisions were made to the Vacation Policies in 2004 in Resolution 30702. The Policies were again amended in 2009 in Resolution 31142 and the Policies are currently contained in Clerk File 310078.

ANALYSIS

The City's Street Vacation Policies provide that vacation requests may be approved only when they significantly serve the public interest. The Street Vacation Policies provide for a three-step review of any vacation petition in order to determine if the vacation is in the public interest.

The Policies define the components of public interest as:

1. Protection of the public trust;
2. Protection from adverse land use impacts; and
3. Provision of public benefit.

The Street Vacation Policies provide that during the review of the petition, the public trust and land use effects of a vacation should be weighed against the mitigating measures and the public benefits provided by the vacation to determine whether the vacation is in the public interest. In balancing these elements of the public interest, primary importance should be placed upon protecting the public trust in rights-of-way.

Protection of Public Trust: The Policies define the public trust functions of rights-of-way as being circulation, access, utilities, light, air, open space, and views. Policy 1 of the Street Vacation Policies addresses the basic purpose of streets. Streets are created to provide for the free movement of people and goods throughout the City, to provide access to individual properties, and to provide space for utility services.

Through the vacation process, an adjacent property owner acquires public street right-of-way for private use or development purposes. Since the vacation is generally about the loss of some portion of a street, the review process must evaluate the loss of that street segment. The review normally looks at the impact on the grid pattern in the area, the impact on the provision of utility

services, how the circulation pattern is altered and how that impacts pedestrians, bicyclists, vehicular movements, emergency services, and commercial activity.

Transportation Impacts:

The two street segments proposed for vacation were platted as part of a larger grid pattern of streets. S Chicago Street is also platted to the east of the project site and 2nd Avenue S is platted both to the north and the south of the project site. However, because of the development of SR 99, the streets no longer connect to the east or to the north. The 2nd Avenue S right-of-way does continue south of the site and is open and in use for approximately two blocks.

With the development of SR 99, these streets are no longer a part of a larger transportation network and instead only serve to provide access to the adjacent parcels. The street vacations would allow SPU, as the owner of all of the property abutting the streets, to design access to the site in the way that best served the development of its new facility, without being limited by the platted location of the streets. The vacations would not affect the larger circulation pattern in the area.

Since the streets do serve as access points for the adjacent properties it was important in the review process to make certain that the new facility provided for adequate access to the site and provided adequate space for the public to line up to wait for service at the scale house. Adequate parking is also needed to provide for the public using the site as well as anticipated groups and school trips visiting the public viewing area.

SPU has designed the facility to manage all traffic onsite and to prevent vehicle lines from backing up onto the public streets. The proposal includes space for vehicles around the edges of the site to provide for the longest queuing space before reaching the scale house or the transfer station. There is sufficient queuing space and an adequate number of scales to accommodate anticipated future traffic at least through 2030. The Transportation Technical Report prepared in 2008 did not find adverse transportation impacts and did not recommend transportation mitigation measures.

After a review of SPU's proposal, and the Street Vacation Policies, SDOT does not find transportation impacts related to the vacation. The vacation should be conditioned to require that SDOT review the proposed driveways, sidewalks, pedestrian path, landscaping, and other elements of the street improvements.

Utility Impacts: In addition to the transportation purposes, street rights-of-way provide space for utility lines and facilities. The vacation review must consider the impact on any public utilities; both current and future impacts must be assessed. If any utilities are located in the right-of-way, it must be possible for the utility to relocate or terminate those facilities or the vacation is not feasible. The utility should not be negatively impacted in its ability to deliver services, now or in the future, to access its facilities for repair or maintenance, or to update or expand services. Any proposal to relocate or alter utility services must be satisfactory to the utility provider and the costs to accommodate the utility needs are the obligation of the Petitioner.

The utility issues identified with this proposal proved to be quite complicated. SPU, King County Wastewater Division, and PSE all identified rather significant impacts to utility facilities located in the area proposed for vacation. After the initial review of the vacation petition, SPU began to work with the individual utilities to determine how to protect the utility infrastructure. The vacation is able to proceed as SPU has reached agreements with each of the impacted utilities. The work includes some design changes such as moving the scale houses so the scale houses will not be over a utility line, as well as easement agreements.

A summary of the work to resolve utility issues includes:

- PSE: SPU has coordinated with PSE to protect and preserve the existing gas main. SPU has redesigned the vehicle scale location so that it is not located above the existing gas main. SPU will grant PSE a 10' wide easement for access and maintenance of the PSE gas main. SPU will establish an agreement to cut and cap the gas main during construction and replace the gas main after the site has been developed.
- SPU Water: SPU will provide the 310' of 8" ductile iron water main to be installed through the proposed site to connect the existing 8" main in S Kenyon Street with the west end of the existing 8" stub in S Chicago Street, to include re-testing and activation of the existing 8" stub in S Chicago Street, installation of a 4-way gated 12" x 8" cross at 2nd Avenue S and S Kenyon Street, and installation of a fire hydrant at 2nd Avenue S and S Kenyon Street, west of the proposed east driveway.
- SPU Wastewater: SPU has moved the proposed vehicle scales to make sure there are no structures over the existing 15" sewer. SPU will ensure that the existing maintenance holes remain accessible for maintenance activities.
- King County Wastewater Division: SPU has reached an agreement with King County to provide an easement for the 96" sewer main, manhole, and corrosion monitoring station.

SPU has been able to address the utility issues related to the vacation. The vacation should be conditioned to require that SPU complete the work to the satisfaction of the impacted utility.

Light, air, open space and views: Because street right-of-way is open and undeveloped, streets and alleys can have value as open space and can be important view corridors. Streets can provide important breathing space in dense urban areas. These particular streets are substandard in width and do not connect to the north or south as part of a larger street grid. There are no views provided by the streets of any natural features or community icons. While the streets are undeveloped space, the streets are not useable for any public purpose other than as access to the adjacent properties. These two street segments do not provide for public views and do not provide for important open space in the area.

Protection from adverse land use impacts: The second step in the review process is to evaluate the land use impacts of the proposed vacation and subsequent development. The land use portion of the Policies, Policy 4, is concerned mainly with ensuring that post-vacation development is consistent with the land use pattern in the area and with City policies and codes. The Policies specifically state that proposed vacations may be approved only when the development potential that is attributable to the vacation would be consistent with the land use

policies adopted by the City Council. The vacation decision will be based on the policies applicable for the type of area where the development is proposed.

The SPU project site is in an area zoned for industrial purposes. Industrial zones are intended to support existing industrial activity and related businesses and to provide for new industrial development. The zoning designation is Industrial General 2 (IG 2/65); this zoning designation is intended for areas that support a broad mix of uses from industrial to a wide variety of heavy commercial uses. The SPU solid waste transfer station is appropriately sited in this location. The facility will see a wide variety of trucks and vehicles bringing materials into the site where the materials will be sorted. The waste will then be delivered to composting, recycling, and disposal facilities. A very large scale, warehouse type building is necessary to accommodate this activity. The size of the site allows SPU to develop a structure that is approximately 110,000 square feet in size.

It is also important to assess whether the loss of the streets creates a building site that allows for a project that is out of scale or character with the area. While a vacation could alter the scale of a project significantly, that is not the case with this vacation. The two streets are at the eastern edge of the site and SPU could likely develop the site without the vacation. The vacation is important because it allows for flexibility in how the site is organized and used. The vacation allows for sufficient space for the public to access the site and wait for weighing and service on SPU property rather than blocking a public street and impacting other commercial or industrial uses. The development of the Transfer Station following the street vacation is not larger than what could be developed without the vacation. The vacation supports SPU's organization of the site in ways that best serve its programmatic needs.

The large scale of the facility is anticipated and is accommodated in industrial areas. The area is characterized by large scale warehouses and commercial structures. SPU has identified that its new facility will be similar in bulk and scale to the buildings in the nearby Kenyon Business Park.

The City Council did review this location in 2007. In Ordinance 122445, the City Council concluded that the existing solid waste facility was inadequate "to deliver cost-effective and environmentally beneficial solid waste reuse, recycling, collection and disposal services" and determined that bus yard properties "are suitable for expansion and improvement of the SRDS and that it is in the public interest to acquire the same..." The Council authorization of the property acquisition was an early step in the development of the new proposed facility.

The acquisition of this property seems ideal. The property is zoned appropriately, the property is sufficient in size to accommodate all access, parking and queuing on site, and it will be across the street from SPU's planned recycling facility and reuse store to be developed at the former transfer station site.

After a review of the zoning designation for the area and the Seattle Comprehensive Plan, SDOT does not find adverse land use impacts associated with the vacation.

Provision of Public Benefit: The Street Vacation Policies note that vacations must provide a long-term public benefit. Vacations will not be approved to achieve short-term public benefits or for the sole benefit of individuals. It is anticipated that the public benefit will include specific and tangible physical elements as the Policies provide that facilitating economic development, meeting code requirements for development or mitigating defined impacts is not a sufficient public benefit.

The Policies provide that there should be a balance between what the public gives up and what the Petitioner acquires through the vacation process. The review should consider the scale of the vacation, the scale of the project, and the identified impacts. If a project is significant in scale, if the vacation is large in size or if the project has significant impacts, then the Policies anticipate that the public benefit proposal must also be significant. While significant issues were not identified during the review, it is recognized that the vacation is an important element of the proposed development. While the public benefit here need not be significant, it still must be clearly defined as exceeding regulatory standards and be something that is of use and value to the general public.

The Policies also recognize that the public nature of a project should be considered as a part of the balancing test. In Policy 5-B the Policies list elements that do NOT constitute a public benefit including specifically "Providing a public, governmental or educational service" but the Policies go on to state "while the nature of the project is a factor in determining the adequacy of a public benefit proposal, it does not in and of itself constitute an adequate public benefit."

SPU worked with its stakeholder committee as it was considering its public benefit proposal. During its community work SPU identified community concerns about truck traffic in the neighborhood, illegal dumping and litter, and job opportunities at the new facility. In its original public benefit proposal, SPU included items such as a weekly litter patrol. Ongoing operational items such as litter pick up routes and schedule, truck haul routes, and community programs are difficult to include as vacation conditions. These types of items are much more difficult to track and monitor over the life of a project. Decisions around the operation of a facility more closely relate to operational needs and budget constraints rather than to vacation impacts. The Design Commission also identified that such commitments relate more to community mitigation than to the public benefit. However, because SPU made commitments to the community and included these items as a part of its public benefit package, the broader community items are included in the public benefits list. It is feasible for the vacation conditions to include commitments that will occur at the construction or initial operation stage of the facility.

The review of the vacation, which includes SDOT and other City staff and Design Commission review, has focused on more tangible elements around the site such as landscaping, signage, and public viewing area. The physical improvements around the site and the proposed public viewing area combine to provide an adequate public benefit for the vacations.

The public benefit proposal includes:

- Public viewing area: a viewing room shall be developed to provide the public with an opportunity to view the solid waste transfer operations, the viewing room shall be

approximately 675 square feet with a 35-foot wide floor to ceiling viewing window to the tipping floor. A circulation area of approximately 122 square feet supports access to the viewing area. SPU will provide education signage and materials, tours, or programs to support public education of waste impacts and opportunities for reducing or recycling waste.

- Directional signage to the facility and within the facility: such signage shall be beyond code standards in quantity and material and design quality.
- Sidewalks on the north side of S Kenyon Street: this sidewalk is not required by code but shall be provided to support pedestrian use and provide a finished edge to the site. A pedestrian path may be provided, as determined by SDOT, if a sidewalk cannot be practically installed due to drainage issues.
- Public path along W Marginal Way: a path shall be developed east of the building site, the length of W Marginal Way that meanders 10 to 40 feet from the edge of the roadway in a vegetated swath. In addition, the pathway will be extended during the second phase of development. A sidewalk or path shall be developed along the west side of 5th Avenue along the perimeter of the solid waste facility when the second phase of work occurs at the site of the current facility.
- Landscaping beyond code: significantly more trees and other plants than the buffering vegetation required in the zone shall be provided. The landscaping plan shall be provided consistent with the presentation made to the Design Commission on June 17, 2010.
- Perimeter design: SPU shall design the perimeter of the station in such a way so as to discourage the opportunities for illegal dumping on the site. Fencing, access controls, pathways and landscaping may be utilized.

SPU has also voluntarily proposes the following additions to its construction contracts and initial operations based on its community commitments:

- Outreach and employment: SPU shall include in its construction contracts language requiring outreach and providing that the South Park community has the first opportunity for construction positions at the new facility.
- Business opportunities: SPU will pursue the development of a business alliance to link the facility to material reuse opportunities that supports local businesses and encourages commerce around the facility to the extent that it is consistent with SPU's core mission.
- Minimize garbage truck traffic: SPU will prohibit haulers in garbage trucks under contract with SPU from using non-arterial streets unless they are collecting on those streets.
- Litter patrols: SPU will provide weekly foot patrols in areas to be identified and weekly drive-by patrols in areas to be identified to clean up litter and illegal dumping. Monthly sweeping routes will also be identified.

The Policies require that the Petitioner provide some factual information about the project site to assist in the review of the public benefit proposal. The goal of including this information is to help in determining if there is an appropriate balance between what the developer achieves from the vacation and what is provided to the general public.

Public Benefit Matrix

Zoning designation	Industrial (IG 2 U/65)
Street classification	Access street
Assessed value of adjacent property	$16.00/square foot (2008 King County assessed value for the property adjacent to the streets)
Lease rates in the vicinity for similar projects	$0.099/square foot/month
Size of project, in square feet	Total size of the project is 392,859 square feet. The size of the new transfer station building is about 110,000 square feet.
Size of area to be vacated, in square feet	2nd Avenue S is about 13,000 square feet and S Chicago Street is about 7,000 square foot for a total to be vacated of about: 20,000 square feet
Contribution of vacated area to development potential	The vacated area is approximately 5% of the total area to be developed.

The element of public education proposed by providing a room with a view of the transfer station activities is consistent with SPU's goals to educate the public about the waste stream and opportunities to reduce waste or reuse it. The sidewalk or pathways and the landscaping will enhance both pedestrian safety and character of the area. The proposal to focus on the public street environment and character seems appropriate as the location does not have any sidewalks or pedestrian pathways currently. The heavy landscaping proposed will make a significant change in the area. The public benefit proposal meets the criteria established by the City Council and can be supported.

RECOMMENDATION

It is recommended that the vacation be granted upon the Petitioner meeting the following conditions. The Petitioner shall demonstrate that all conditions imposed by the City Council have been satisfied and all fees paid, prior to the passage of the street vacation ordinance.

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. The project must be substantially in conformity with the proposal reviewed by the Transportation Committee in September of 2010.

2. All street improvements shall be designed to City standards and be reviewed and approved by the Seattle Department of Transportation; elements of the street improvement plan and required street improvements to be reviewed include:

   - Driveway access on S Kenyon Street;
   - Signage, lighting and landscaping around the site;
   - Sidewalk or pathway on S Kenyon Street; and
   - Pathway long West Marginal Way S and 5th Avenue S.

3. The utility issues shall be resolved to the full satisfaction of the affected utility prior to the approval of the final vacation ordinance. Prior to the commencement of any development activity on the site, the Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner. Utilities impacted include:

   - Seattle Public Utilities;
   - King County Wastewater Division; and
   - Puget Sound Energy.

4. It is expected that development activity will commence within 18 months of this approval and the development activity will be completed within five years. If the vacation cannot be completed within five years, the Petitioner must request an extension of time from the Transportation Committee. In order to insure timely compliance with the conditions imposed by the City Council, the Petitioner shall provide the Seattle Department of Transportation with Quarterly Reports, following Council approval of the vacation, providing an update on the development activity, schedule, and progress on meeting the conditions. The Petitioner shall not request or be issued a Final Certificate of Occupancy (C of O) for the project until SDOT has determined that all conditions have been satisfied and all fees have been paid.

5. In addition to the conditions imposed through the vacation process, the project, as it proceeds through the permitting process, is subject to SEPA review and to conditioning pursuant to various City codes and through regulatory review processes including SEPA.

6. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and to outline future maintenance obligations of the improvements. The final design of the public benefit elements shall require the review and approval of SDOT and SDOT may request additional review by the Design Commission, if necessary. The public benefit requirement includes the following features as well as corresponding development standards, including specific dimensions, which shall be outlined in the PUDA:

   The public benefit proposal includes:

- Public viewing area: a viewing room shall be developed to provide the public with an opportunity to view the solid waste transfer operations, the viewing room shall be approximately 675 square feet with a 35-foot wide floor to ceiling viewing window to the tipping floor. A circulation area of approximately 122 square feet supports access to the viewing area. SPU will provide education signage and materials, tours, or programs to support the public understanding of waste impacts and opportunities to reducing or recycling waste.
- Directional signage to the facility and within the facility: such signage shall be beyond code standards in quantity and material and design quality.
- Sidewalks on the north side of S Kenyon Street: this sidewalk is not required by code but shall be provided to support pedestrian use and provide a finished edge to the site. A pedestrian path may be provided, as determined by SDOT, if a sidewalk cannot be practically installed due to drainage issues.
- Public path along W Marginal Way: a path shall be developed east of the building site, the length of W Marginal Way that meanders 10 to 40 feet from the edge of the roadway in a vegetated swath. In addition, the pathway will be extended during the second phase of development. A sidewalk or path shall be developed along the west side of 5th Avenue S along the perimeter of the solid waste facility when the second phase of work occurs at the site of the current facility.
- Landscaping beyond code: significantly more trees and other plants than the buffering vegetation required in the zone shall be provided. The landscaping plan shall be provided consistent with the presentation made to the Design Commission on June 17, 2010.
- Perimeter design: SPU shall design the perimeter of the station in such a way so as to discourage the opportunities for illegal dumping on the site. Fencing, access controls, pathways and landscaping may be utilized.

SPU has also voluntarily proposes the following additions to its construction contracts and initial operations based on its community commitments:

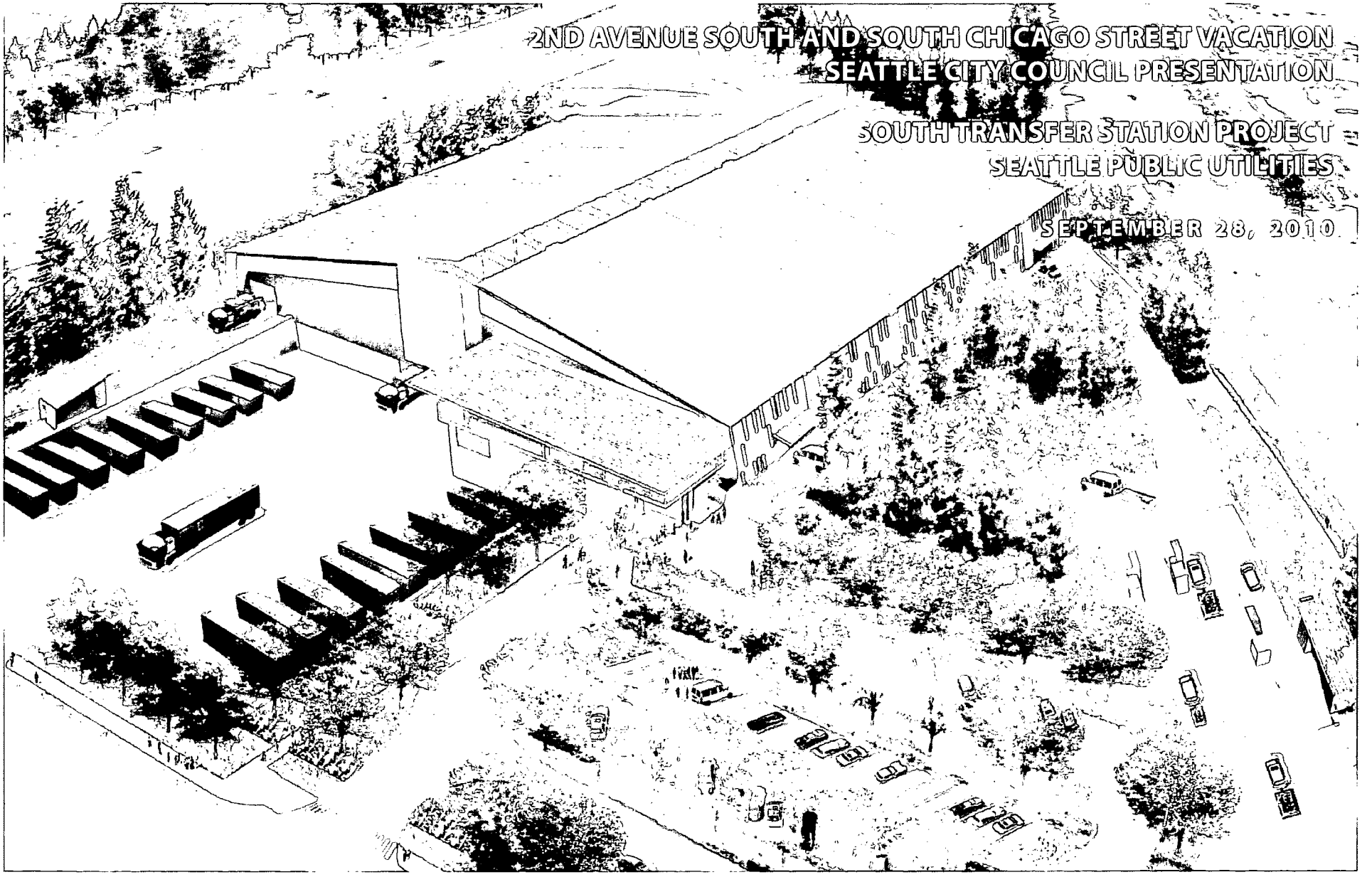
- Outreach and employment: SPU shall include in its construction contracts language requiring outreach and providing that the South Park community has the first opportunity for construction positions at the new facility.
- Business opportunities: SPU will pursue the development of a business alliance to link the facility to material reuse opportunities and supports local businesses and encourages commerce around the facility to the extent that this is consistent with SPU's core mission.
- Minimize garbage truck traffic: SPU will prohibit haulers in garbage trucks under contract with SPU from using non-arterial streets unless they are collecting on those streets.
- Litter patrols: SPU will provide weekly foot patrols in areas to be identified and weekly drive-by patrols in areas to be identified to clean up litter and illegal dumping. Monthly sweeping routes will also be identified.

Sincerely,

Peter E. Hahn, Director
Seattle Department of Transportation

PH:bb

Enclosures



2ND AVENUE SOUTH AND SOUTH CHICAGO STREET VACATION
SEATTLE CITY COUNCIL PRESENTATION

SOUTH TRANSFER STATION PROJECT
SEATTLE PUBLIC UTILITIES

SEPTEMBER 28, 2010

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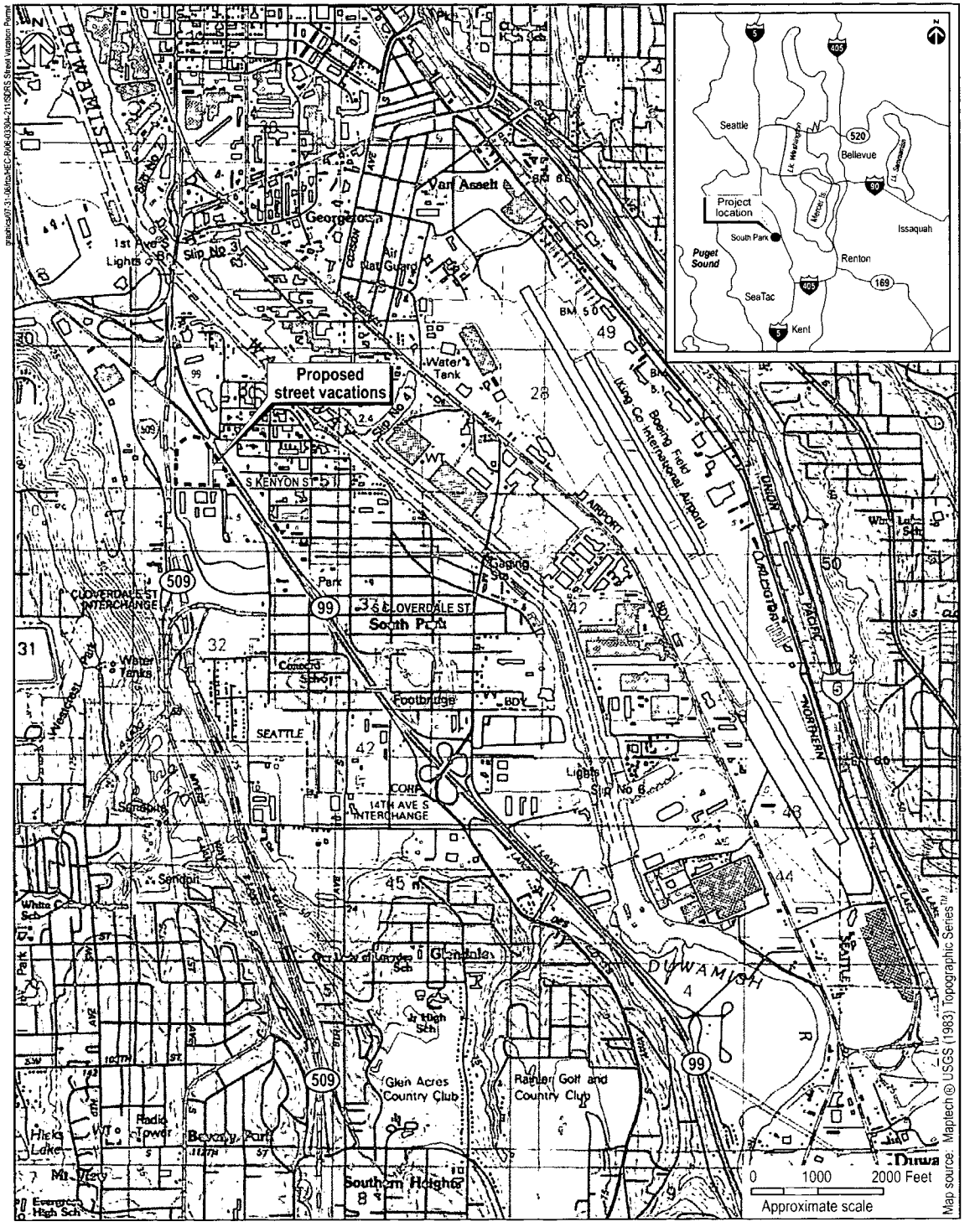
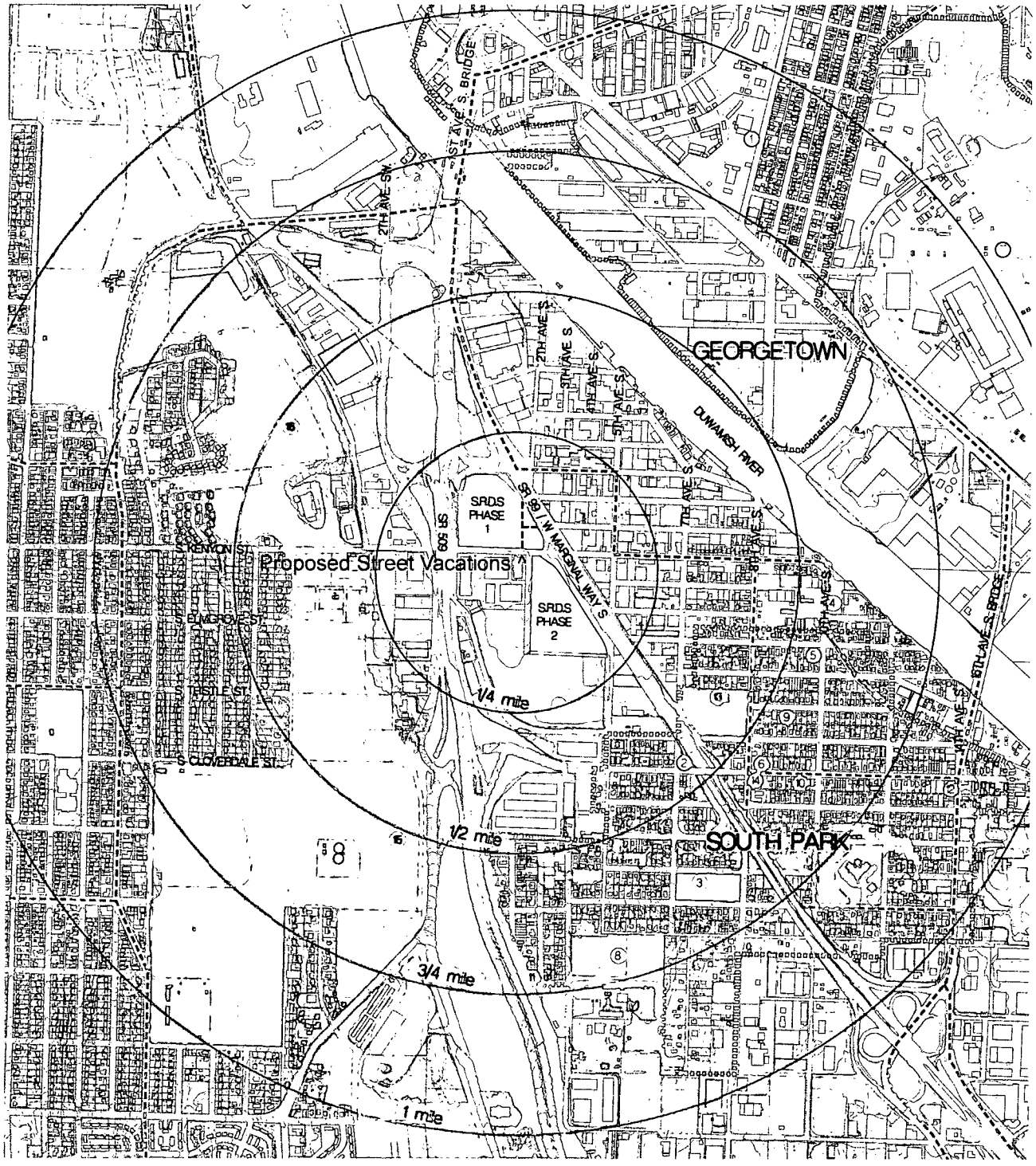


COMMUNITY CONTEXT MAP

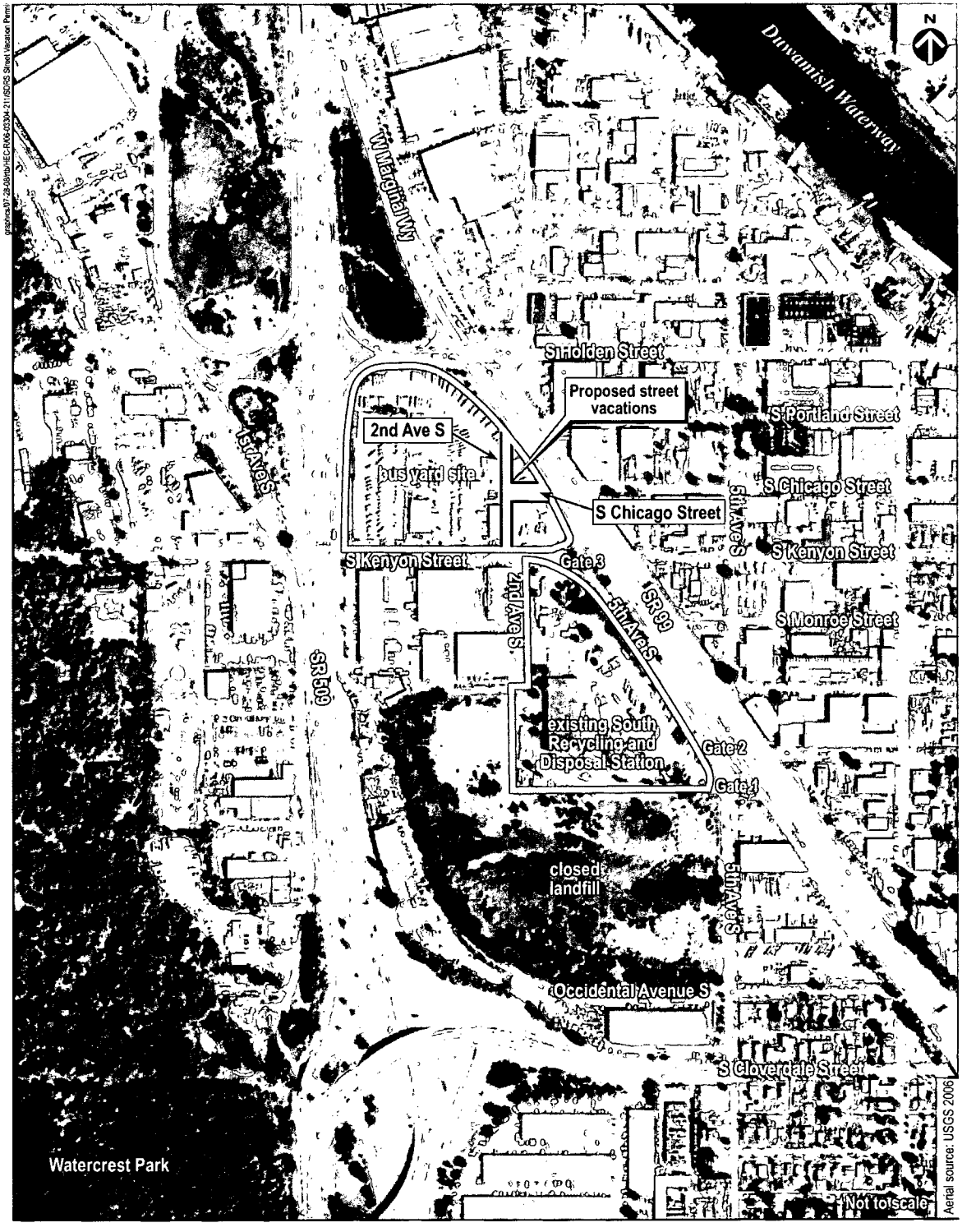


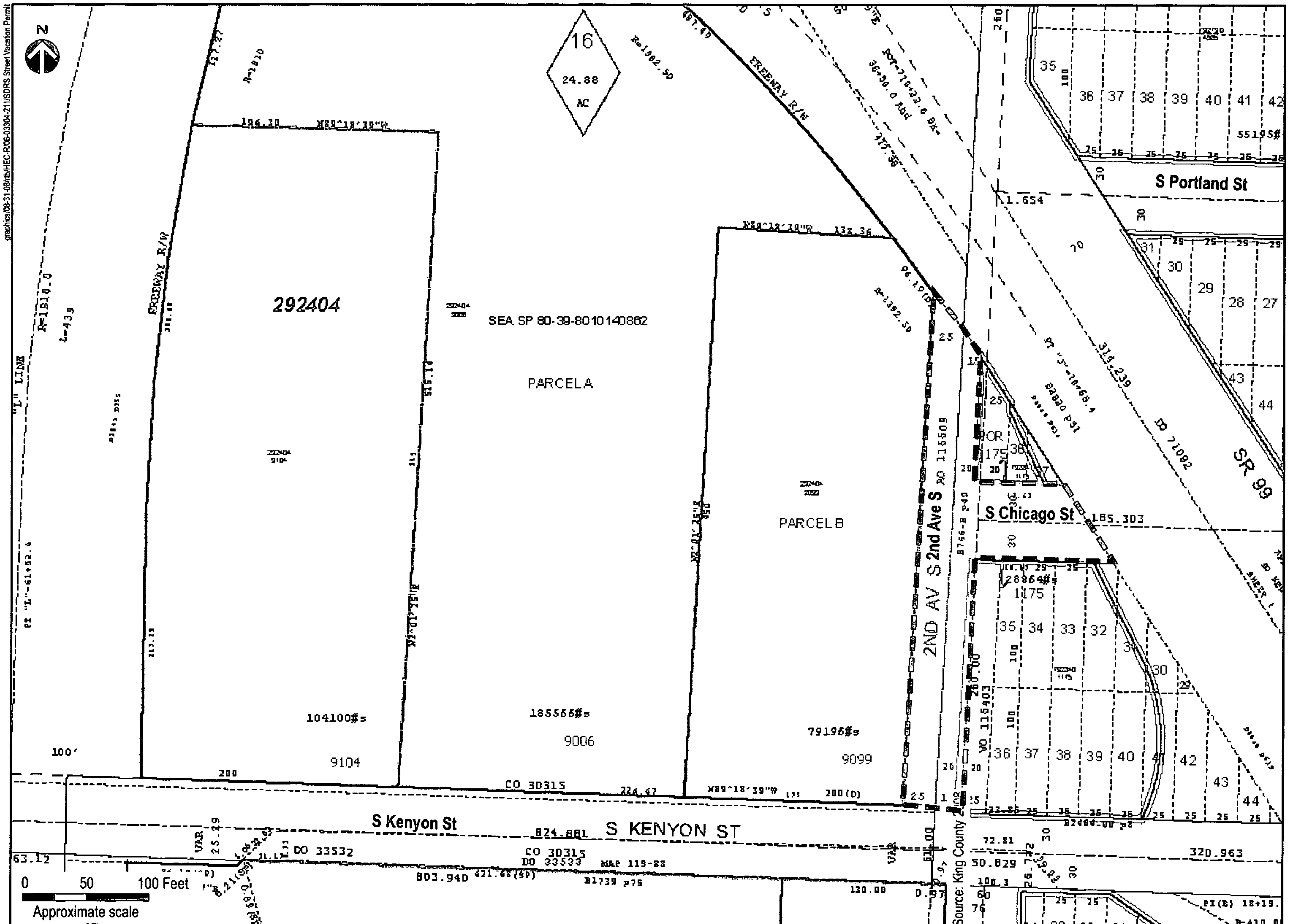
LEGEND

- COMMUNITY AMENITIES
- GREEN SPACE / WETLANDS
- URBAN VILLAGE BOUNDARY
- PATHS / TRAILS

1. CAMPANA QUETZAL
2. CESAR CHAVEZ PARK
3. CONCORD SCHOOL
4. DUWAMISH WATERWAY PARK
5. ENVIRONMENTAL COALITION OF GROWTH ACROSS SEATTLE
6. FIRESTATION
7. KING COUNTY AIRPORT
8. MARRA FARM
9. NEW HOPE PRESBYTARIAN CHURCH
10. OROMO CHURCH
11. SEAMAR BOXING
12. SEAMAR COMMUNITY HEALTH CENTER CLINICA DE COMUNDAD
13. SOUTH PARK COMMUNITY CENTER
14. SOUTH PARK LIBRARY
15. WESTCREST PARK
16. WEST DUWAMISH GREENBELT

EXISTING SITE

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Source: King County


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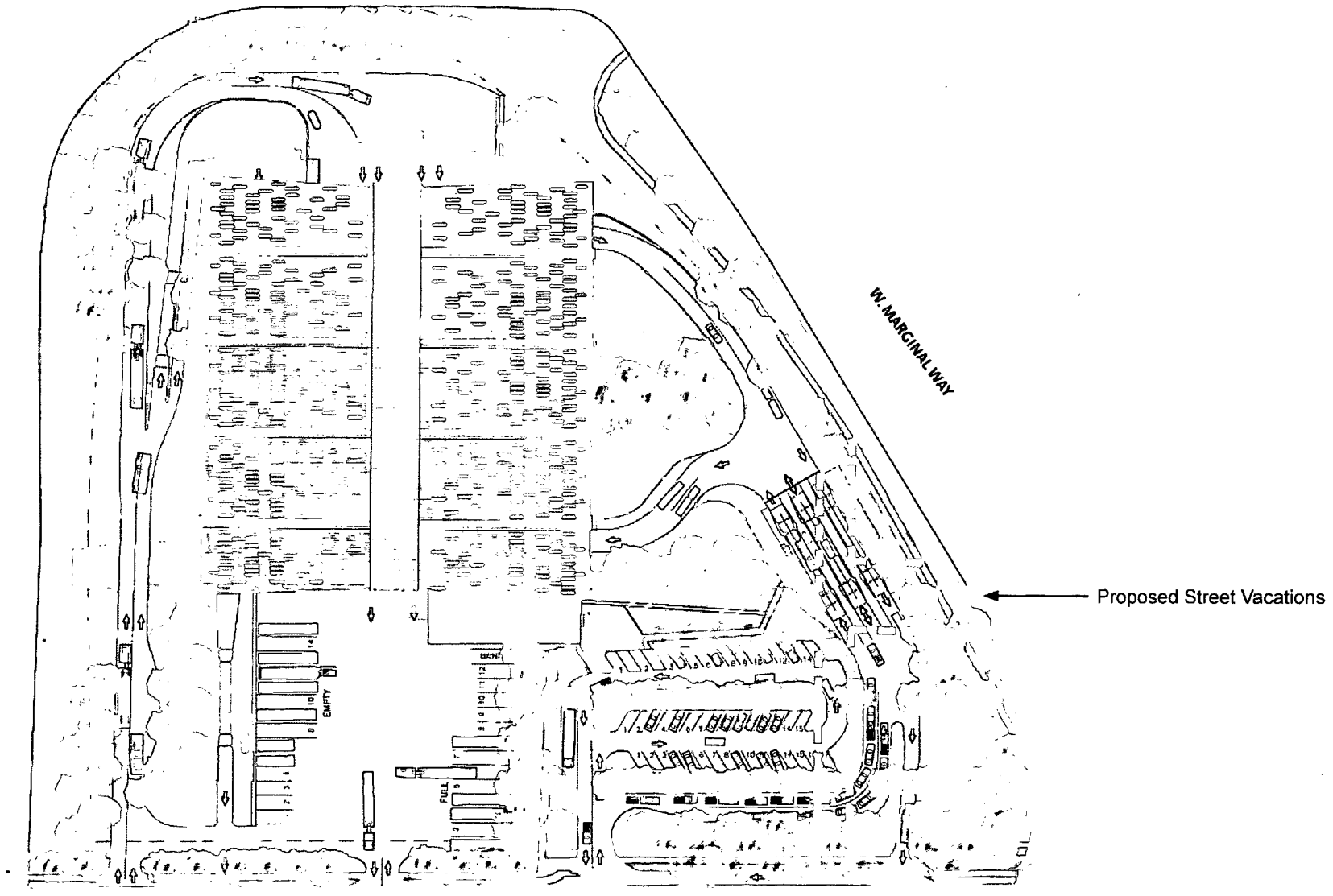
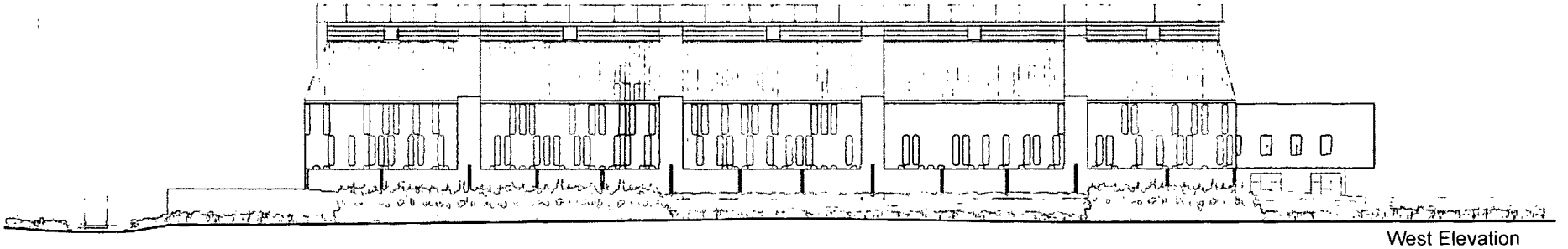
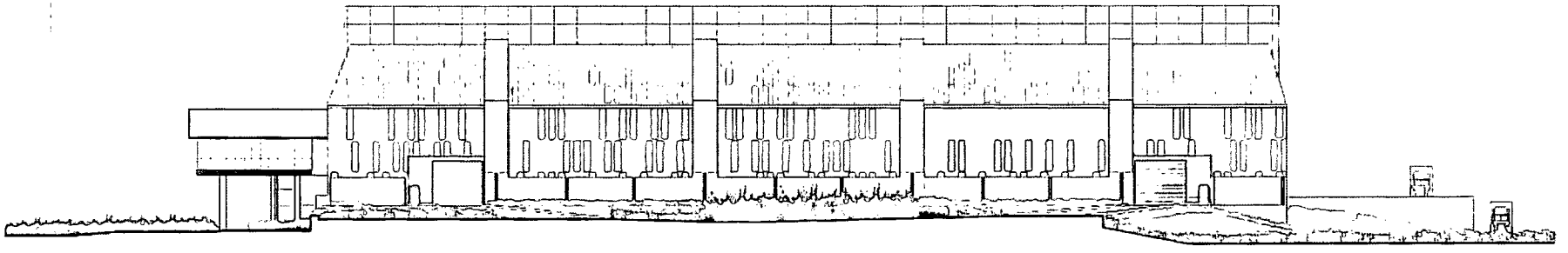
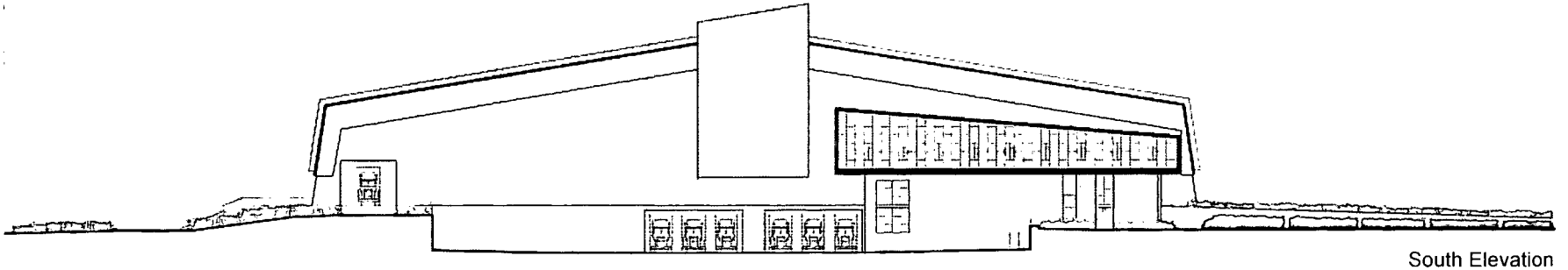

SR 509
W. MARGINAL WAY
Proposed Street Vacations
EMPTY
FULL



West Elevation



East Elevation



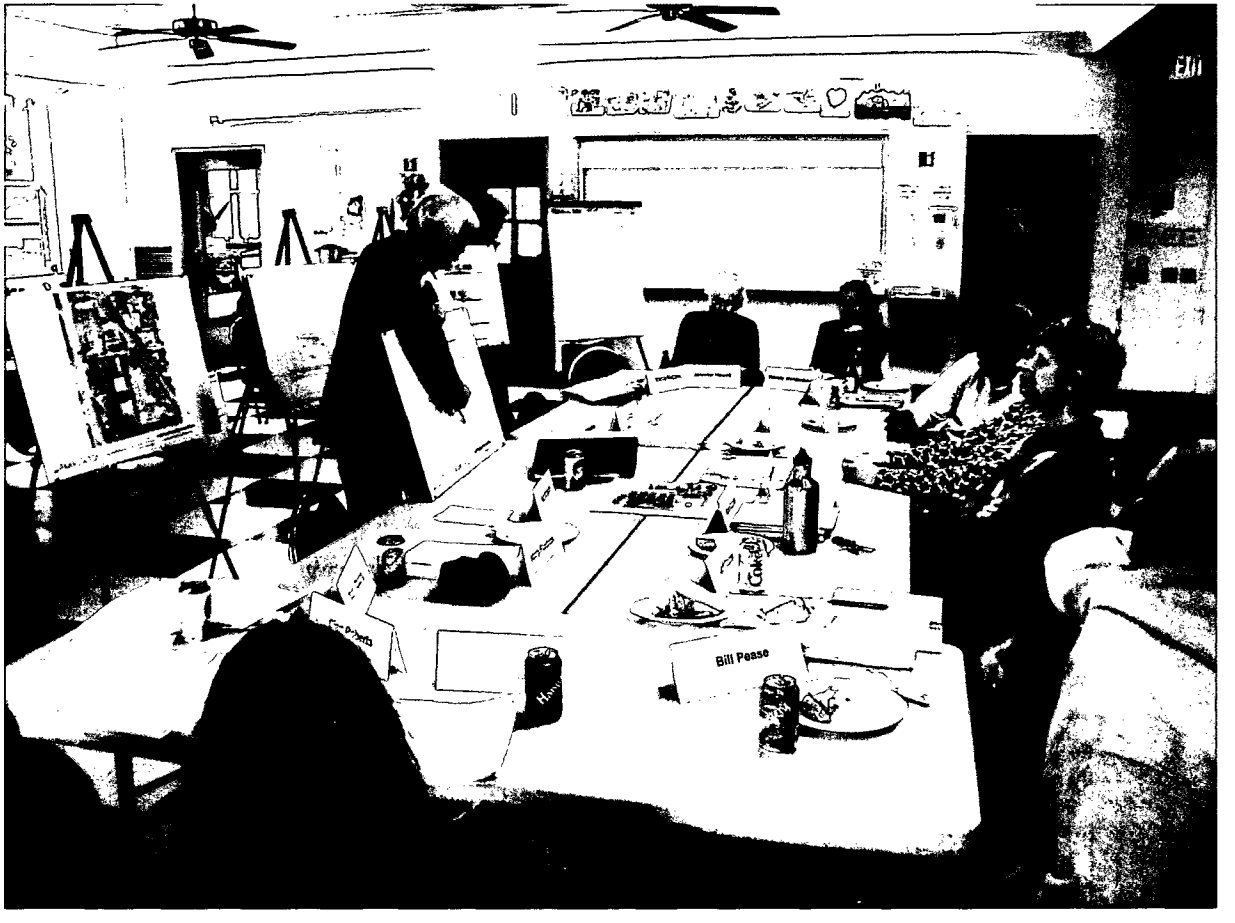
South Elevation

The public benefit proposal includes:

- **Public viewing area:** a viewing room shall be developed to provide the public with an opportunity to view the solid waste transfer operations, the viewing room shall be approximately 675 square feet with a 35-foot wide floor to ceiling viewing window to the tipping floor. A circulation area of approximately 122 square feet supports access to the viewing area. SPU will provide education signage and materials, tours, or programs to support the public understanding of waste impacts and opportunities to reducing or recycling waste.
- **Directional signage to the facility and within the facility:** such signage shall be beyond code standards in quantity and material and design quality.
- **Sidewalks on the north side of S Kenyon Street:** this sidewalk is not required by code but shall be provided to support pedestrian use and provide a finished edge to the site. A pedestrian path may be provided, as determined by SDOT, if a sidewalk cannot be practically installed due to drainage issues.
- **Public path along E Marginal Way:** a path shall be developed east of the building site, the length of E Marginal Way that meanders 10 to 40 feet from the edge of the roadway in a vegetated swath. In addition, the pathway will be extended during the second phase of development. A sidewalk or path shall be developed along the west side of 5th Avenue along the perimeter of the solid waste facility when the second phase of work occurs at the site of the current facility.
- **Landscaping beyond code:** significantly more trees and other plants than the buffering vegetation required in the zone shall be provided. The landscaping plan shall be provided consistent with the presentation made to the Design Commission on June 17, 2010.
- **Perimeter design:** SPU shall design the perimeter of the station in such a way so as to discourage the opportunities for illegal dumping on the site. Fencing, access controls, pathways and landscaping may be utilized.

SPU has also voluntarily proposed the following additions to the public benefit based on its community commitments:

- **Outreach and employment:** SPU shall include in its construction contracts language requiring outreach and providing that the South Park community has the first opportunity for construction positions at the new facility.
- **Business opportunities:** SPU will pursue the development of a business alliance to link the facility to material reuse opportunities and supports local businesses and encourages commerce around the facility to the extent that this is consistent with SPU's core mission.
- **Minimize garbage truck traffic:** SPU will prohibit haulers in garbage trucks under contract with SPU from using non-arterial streets unless they are collecting on those streets.
- **Litter patrols:** SPU will provide weekly foot patrols in areas to be identified and weekly drive-by patrols in areas to be identified to clean up litter and illegal dumping. Monthly sweeping routes will also be identified.



- South Park Neighborhood Association
- Greater Duwamish District Council
- Solid Waste Advisory Committee
- Multi-cultural outreach
- South Transfer Station Stakeholder Group
- Station customers
- Other Interested Individuals

April 14, 2010

Tom Rasmussen
Chair, Transportation Committee
Seattle City Council
PO Box 34025
Seattle, WA 98124-4025

Dear Councilmember Rasmussen,

Members of the South Park community have been working closely with Seattle Public Utilities in developing plans for a new Recycling and Transfer Station in South Park. We have been pleased that the Utilities staff members have listened carefully to our concerns, so that the current plan for the new station reflects our suggestions and requests.

The plans for the new station will require an ordinance allowing the vacation of a segment of 2nd Avenue South and South Chicago Street north of 200 South Kenyon Street.

It is our understanding that the same ordinance will include the guarantees the City is making to the South Park neighborhood to mitigate the effects of having this important public facility here. A copy of those guarantees is included below.

With the understanding that the ordinance will include the commitments made to South Park, the South Park Neighborhood Association is pleased to support the vacation of a segment of 2nd Avenue South and South Chicago Street north of 200 South Kenyon Street.

Seattle Public Utilities' commitments of public benefits to the South Park community for street vacations on the site of the new South Recycling and Disposal Station (aka the "bus yard" site.)

1. The rebuilt South Recycling & Disposal Station (SRDS) will have a viewing room for tour groups and the general public to observe the operation of the tipping floor.

2. The SRDS rebuild project will install curbs and sidewalks on the north side of S. Kenyon St, between SR 99 and Occidental Ave S. Once the present SRDS property is redeveloped, SPU will also construct curbs and sidewalks on the west side of 5th Ave S, adjacent to our facility.

3. SPU will require the design-build contractor and subcontractors to conduct outreach sessions in and accept applications from the South Park community prior to any other advertising for construction-related positions.

4. SPU will pursue the eventual development on the existing SRDS site, of a recycling/reuse resource/commercial destination that supports local businesses and encourages commerce around the facility, to the extent that this is consistent with core SPU uses of the existing SRDS property (recycling and free reuse facility, household hazardous waste facility, etc.).

5. SPU has and will continue to require our contract solid waste collection haulers to:
    a. avoid using the South Park bridge unless the 1st Ave S bridge is up or if they are servicing a collection route which straddles the Duwamish River in the immediate vicinity of the South Park Bridge;
    b. avoid using non-arterial (residential) streets altogether unless they are collecting on that street; and
    c. encourage (by directions, maps, and web-site) self-haul customers from north of the Duwamish River to use the 1st Ave S Bridge to access SRDS instead of the South Park Bridge.

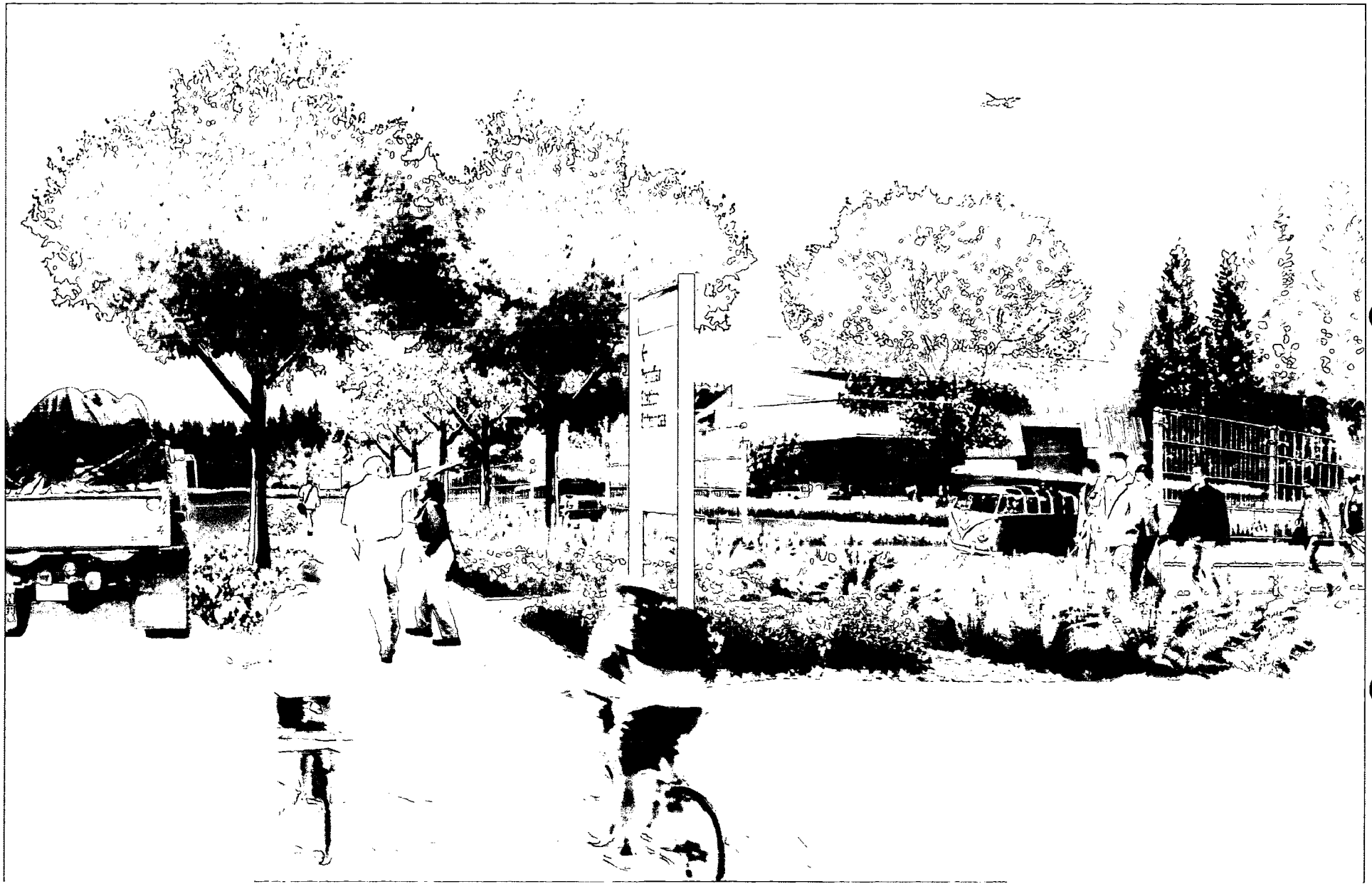
6. SPU will conduct the following activities to keep the neighborhood clean:
    a. Design the perimeter of the station property in such a way (fencing, etc.) so as to discourage illegal dumping on the property;
    b. Conduct weekly foot patrols to identify and then to clean up any litter or illegal dumping in these areas:
        i. Station perimeter along S Holden St between SR 509 and SR 99
        ii. Station perimeter along SR 99 from S Holden to S Kenyon
        iii. Both sides of S. Kenyon from SR 99 to SR 509
        iv. Both sides of 2nd Ave S from S Kenyon to its southern extent
        v. Both sides of 5th Ave S from S Kenyon to S Cloverdale
        vi. Both sides of S Cloverdale St from the exit and entrance ramps of SR 509 to 14th Ave S.
    c. Weekly drive-by patrols to identify and then to clean up any litter or illegal dumping in these areas:
        i. Both sides of 14th Ave S from S Cloverdale St, south to where it continues as Des Moines Memorial Drive to S 96th St
        ii. Both sides of S 96th St from Des Moines Memorial Drive to 8th Ave S.
        iii. Both sides of 8th Ave S from S 96th St to S Trenton St.
        iv. Both sides of S, Trenton St., from 8th Ave S to 5th Ave S.
        v. Both sides of 7th Ave S from S Trenton St to S. Cloverdale St.
        vi. Both sides of 5th Ave S from S Trenton St to S. Cloverdale St.
    d. Monthly street sweeping for these areas:
        i. S. Kenyon from SR 99 to SR 509
        ii. 5th Ave S from S Kenyon to S Cloverdale
        iii. S Cloverdale St from the exit and entrance ramps of SR 509 to 14th Ave S.

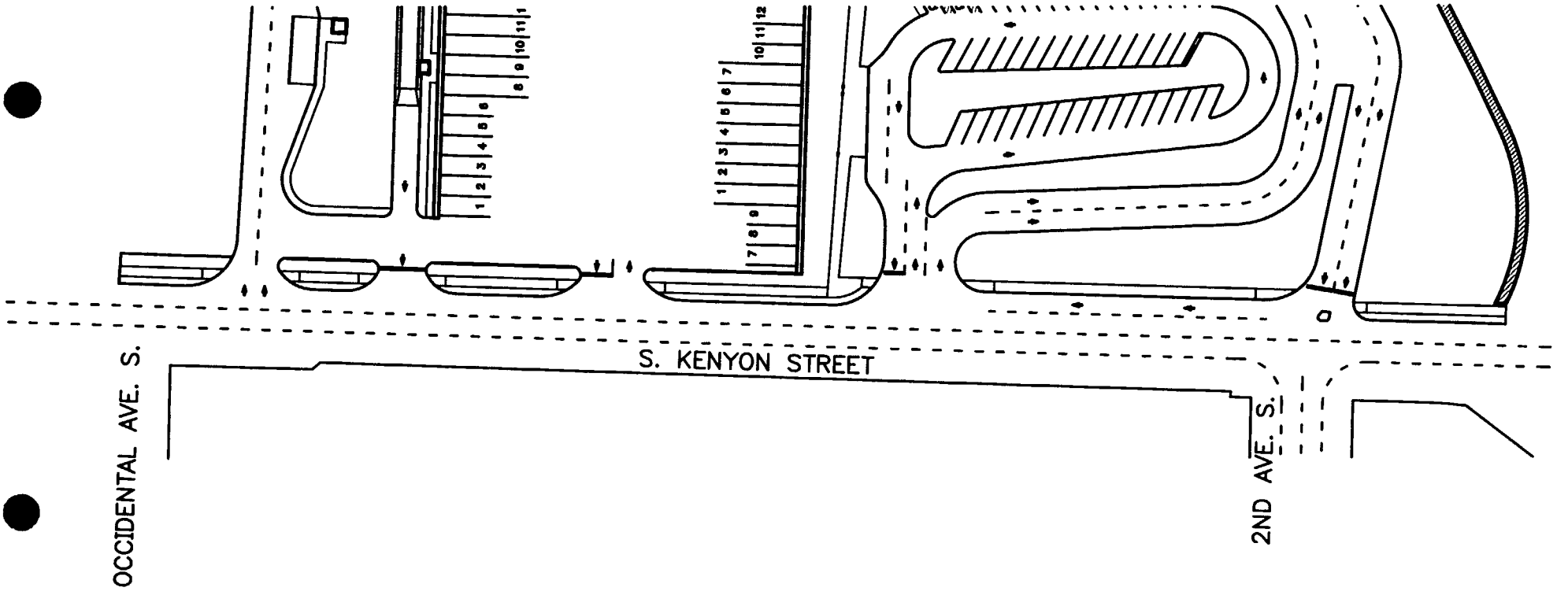
Sincerely,

Dagmar Cronn

Dagmar Cronn, President, on behalf of the South Park Neighborhood Association

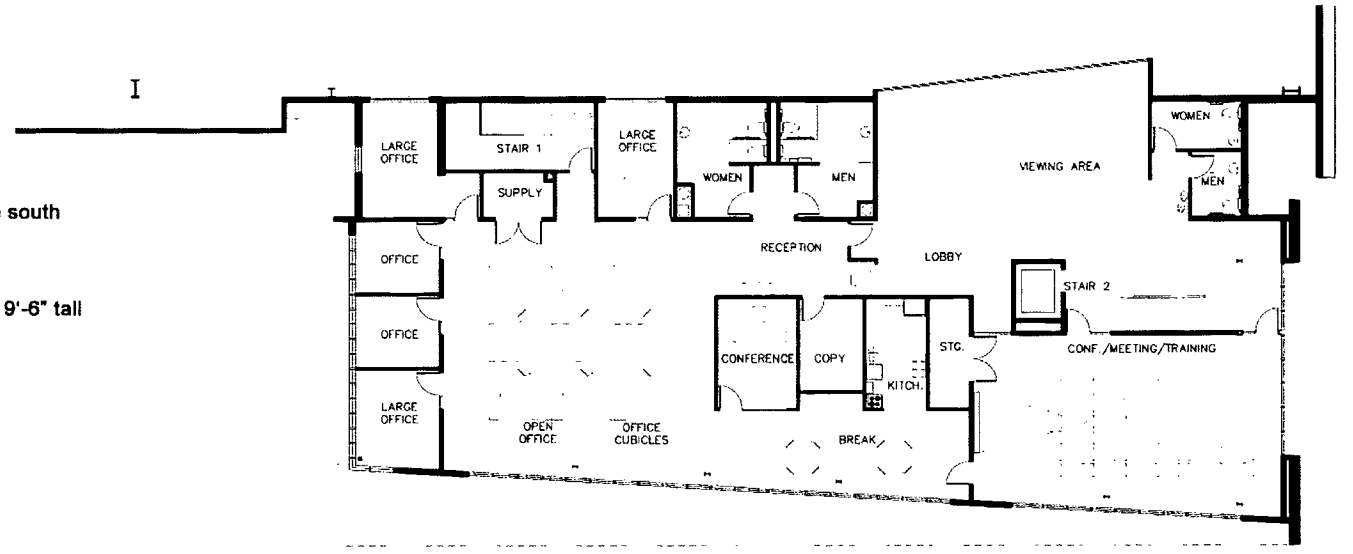
Cc Richard Conlin, City of Seattle Council President
Mike O'Brien, City of Seattle Council Member
Beverly Barnett, SDOT



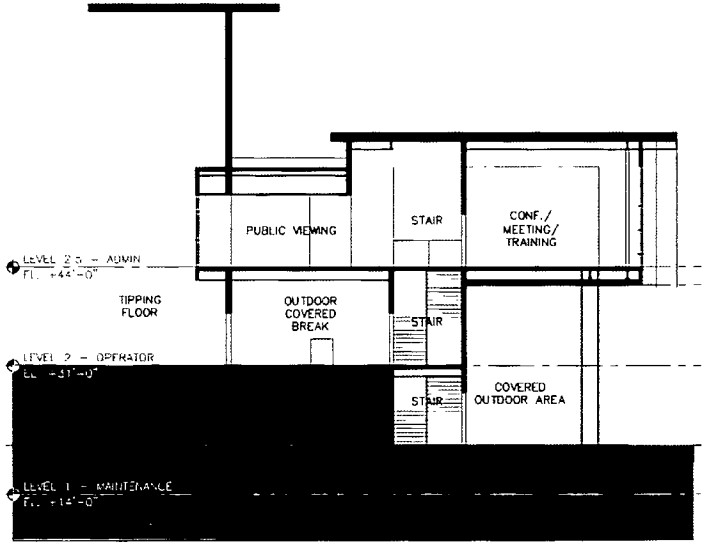

OCCIDENTAL AVE. S.
S. KENYON STREET
2ND AVE. S.

VIEWING AREA

- 650 SF +/- with additional 120 SF circulation zone to the south
- 33' wide x 20' deep +/- viewing area
- 33' wide viewing window +/- with floor to ceiling glazing 9'-6" tall



ADMINISTRATIVE LEVEL FLOOR PLAN



NORTH/SOUTH SECTION D

VIEW TOWARDS TIPPING FLOOR FROM PUBLIC VIEWING AREA

SOUTH TRANSFER STATION	TEAM MORTENSON / URS	City of Seattle Seattle Public Utilities Seattle, Washington	ADMINISTRATION LEVEL FLOOR PLAN Viewing Room Amenity	SCALE: 1/8" = 1' 0"	17 June 2010

Street Vacation Petition
Activity Log (revised 1/15/09)

Project Name/ROW: **South Recycling & Disposal Station / 2nd Ave So. & S Chicago St** CF: **310784**
Petitioner: **Seattle Public Utilities** Contact: **Henry Friedman** Ph: **206 733-9147 or Karen Iwasaki 615-0867**
Email: **henry.friedman@seattle.gov; Karen.iwasaki@seattle.gov**
DPD Project No. **3010411** DPD Contact: **Lucas DeHerrera** IDWork Order: **TWG0648**

REVIEW PHASE			
Date	**Activity**	**Date**	**Activity**
5/4/10	**Petition Filed**	**Y**	**Circulation Complete**
5/10/10	**Council Introduction**	**9/28/10**	**Public Hearing**
5/19/10	**Circulation Out**		**Trans Comm Decision**
6/18/10	**Comments Due**		**Full Council Decision**

DATE	**ACTIVITY**	**STAFF**
Petition Acceptance Activity		**BAB/MJG**
4/28/10	Petition submitted	
4/29/10	Completed Submittal Accepted	
4/14/10	Property ownership verified – at petition application	
2008*	Filing Fee deposited – this is a re-submittal	
-	Notify petitioner not accepted/returned	
5/17/10	Sketch produced – draft to BAB 5/10/10	
	Petition notice to DPD	
5/12/10	E-mailed reviewers in advance of circulation	
5/19/10	Circulation mailed	
	Notes:	
Circulation Review Activity		
7/15/10	Subsequent Requests for Comment	
	Comments Complete	
6/25/10	Comments mailed to petitioner	
	Petitioner's response to Comments	
9/1/10	Utility Coord. Mtg/Plan Submitted	
	Traffic Analysis	
	Land Use Activity	
	Environmental Requirements/Reports	
	Revised Drawings Received	
	Design Commission Meetings: **5/6/10 – station 5/20/10 vacation; 6/17/10 public benefit**	
	Issue/Resolution (as necessary)	
Public Hearing Activity		
x	Mailing labels completed	
X	GMR notice	
31241	PH resolution	
9/8/10	Post site/mail notices	
In file	Public hearing affidavit to City Clerk	
9/28/10	Public Hearing	
	Remove Notices	
	Public Hearing issues – **see conditions**	
	Trans Comm Decision	
	Full Council Decision	

POST APPROVAL PHASE CF		
DATE	**ACTIVITY**	**STAFF**
	Post approval meeting	BAB/MJG
	Condition Letter Mailed	
	Notification to Interested Parties (St. Use, SPU mapping, DPD)	
	Public Hearing fee paid	
	Completed Conditions Verified	
	Documents Recorded	
	Appraisal Completed	
	Street Vacation Fee Paid	
	Appraisal Activity Number Closed	
	Agencies by-off on final status before legislation	
	Final Legislation to Law	
	Notes - CB	
Final Ordinance And File Close Out Activity		
	Ordinance #	
	Mayor's Signature	
	Full Council Approval	
	Transportation Committee Action	
	Signed Legislation in File	
	Ordinance in Ordinance File	
	Signed Legislation sent to Petitioner	
	Notice of Ordinance to Conrad Magbalot (Financial closure)	
	Ordinance sent to King County (Alan Wolfson)	
	Kroll Map Updated	
	File Organized	
	Deeds/Easements Transferred to Clerk	
	Property Use & Development Agreement	
	Access Database Updated	

Quarterly Reports/Schedule:				
1st Year:	1st Q	2nd Q	3rd Q	4th Q
2nd Year:	1st Q	2nd Q	3rd Q	4th Q
3rd Year:	1st Q	2nd Q	3rd Q	4th Q
4th Year:	1st Q	2nd Q	3rd Q	4th Q
5th Year:	1st Q	2nd Q	3rd Q	4th Q
Council Extension				

Issue Documentation: include date issues arose, explanation, point person, date of resolution
Petition –

Circulation –petition
Public Hearing –
Conditions/Appraisal/Fee

Issue Documentation CF _____(cont.): include date issues arose, explanation, point person, date of resolution

Comment Record	CF310784 2nd S & S Chicago	Comments (Due 6/19/10)	Reminders 7/15/10 8/11/10	Sent to Petitioner: 6/25/10

Kristen	Simpson	SDOT Traffic	7/2/10 Approves with pedestrian and bicycle comments.
		SDOT Traffic Operations	
		SDOT Traffic Control Programs	
		SDOT Traffic Management	
		SDOT Pedestrian Bicycle Program	
John	Buswell	SDOT Roadway Structures	5/21/10 A. Molla No issues
Mary	Rutherford	SDOT Plan Review Street Improvement	
Wayne	McPhillips	SDOT Transportation Design	
Greg	Izzo	SDOT Roadway/Structure Design	
Liz	Sheldon	SDOT Street Use	No issues
Casey Sara	Hildreth Robertson	SDOT Planning, Policy, and Major Projects	6/17/10 Sara Robertson - Approves Vacation, sidewalks need ADA access; green stormwater infrastructure should be incorporated into the project.
Capt. Albert	Smalls	Seattle Fire Department	
Lt. Pierre	Davis	Seattle Police Department	5/25/10 No public safety issues.
Demis Gary	Soleibe Colburn	SCL	8/26/10 Bradley Joyce No issues
Carolyn	Johnson	SPU	6/18/10 Ex. 15" sewer main allows no structures over so scale pit will need to be moved. KC has a 96" sanitary main will need easement; petitioner will need to install new pipes for the ex. water system.
Don	Harris	Parks Real Estate Svcs.	5/19/10 No comments, no facilities nearby
Guillermo	Romano	Seattle Design Commission	5/6/10 –station project; 5/20/10 first vacation review 6/17/10 Public Benefit
Tom	Hauger	DPD Planning Services	6/17/10 Gordon Clowers Approves vacation
Roberta	Baker	DPD Land Use Division	Lucas DeHerrera 6/9/10 – grant with conditions including sidewalk on east side of project needs

Comment Record	CF310784 2nd S & S Chicago	Comments (Due 6/19/10)	Reminders 7/15/10 8/11/10	Sent to Petitioner: 6/25/10

			coordination with State for other sides.
Steve Ron	Louie Angeles	DON	
Leanne	Swanson	Qwest Communications	M. Bailey 5/21/10 No facilities, no issues
Judy	McCollum	Puget Sound Energy	6/18/10 Jennifer Altschueler- ex. gas main needs protected prior to building over
Peter	Alm	WSDOT	
Gerrie	Jackson	KC Metro Transit Real Estate Svcs	No issues.
Rebecca	Spithill	KC ROW Metro Wastewater Division	7/29/10 Chris Dew 96" line, manhole and monitoring station in the row. Will need easement from SPU
John	Barber	Open Space Advocates	
Greg	Hill	Institute for Transportation/Env.	
Kent	Kammerer	Seattle Neighborhood Coalition	
Brian	Ramey	Friends of Brooklyn	
Irene	Wall		
Jeannie	Hale	Laurelhurst Community Club	
Kevin	Burrell	Environmental Coalition of South Seattle	
Debbie	McNeil	South Park Neighborhood Assn	6/2/10 In favor of project
Lora	Suggs	"	
Ray	Golingo	"	
Bill	Pease	"	
Wendy	Woldenberg	South Park Arts Council	
Jorge	Madrazo	Sea Mar	
Nigel	Day	South Park Area Redevelopment Committee	
Carl	Pierce	Solid Waste Advisory Council	
Patrick	Burningham	Second Use	
Kim	Ducote	Solid Waste Advisory	

Comment Record	CF310784 2nd S & S Chicago	Comments (Due 6/19/10)	Reminders 7/15/10 8/11/10	Sent to Petitioner: 6/25/10

		Committee	
Theogene	Mbabaliye	"	
David	Ruggiero	"	
Rita	Smith	"	
Nicole	Riss	"	
Mike	Mcomber	"	
Signe	Gilson	"	
Karen	Daubert	Parks Foundation	

Sep 09, 2010
Seattle Department of Planning and Development

Land Use Information Bulletin

A Twice-Weekly Bulletin Announcing Land Use Applications, Decisions, Hearings, and Appeals
www.seattle.gov/dpd

CITY OF SEATTLE NOTICE OF PUBLIC HEARING FOR PROPOSED STREET VACATION
Area: Address:
Project: Zone: Notice Date: 09/09/2010

(TO ACQUIRE THE STREET OR ALLEY FOR PRIVATE PURPOSES)

This is to provide notice of the petition (contained in Clerk File 310784) by Seattle Public Utilities to vacate (to acquire the public right-of-way for private purposes) a portion of 2nd Avenue South and South Chicago Street in the South Park Neighborhood planning area of Seattle. This vacation is proposed as part of Seattle Public Utilities South Recycling and Disposal Station Project.

Legal description:

2nd Avenue South, from the north margin of South Kenyon Street to the southwest margin of State Route 99 also known as West Marginal Way South; and South Chicago Street, from the east margin of 2nd Avenue South to the southwest margin of State Route 99.

OR in the alternative, to vacate any portion of the above-described property.

The petition will be considered by the Transportation Committee of the Seattle City Council in the Council Chambers, Second Floor, City Hall, 600 Fourth Avenue (main entrance at 601 Fifth Avenue) on

Tuesday, September 28th, 2010 at 9:30 a.m.

At this meeting, more detailed information about the vacation and the proposed expansion will be presented. The attached map indicating the streets described in the petition has been posted on the site of the proposed vacation.

HOW TO COMMENT:

Public Testimony: The Transportation Committee will take public testimony at the Public Hearing.

Letters: Letters concerning this petition should be addressed to Seattle City Councilmember Tom Rasmussen, Legislative Department, PO Box 34025, Seattle, Washington 98124-4025.

Email: Contact Committee Chair Tom Rasmussen's office at tom.rasmussen@seattle.gov.

Questions: For further information, contact **Beverly Barnett, Seattle Department of Transportation, PO Box 34996, Seattle, Washington 98124-4996, 206 684-7564 or beverly.barnett@seattle.gov. Please cc Beverly on comment letters and emails.**

The Council's Chambers and offices are physically accessible; print and communications access provided on request. Call 206 684-8888 (TDD: 206 233-0025) for further information.

STATE OF WASHINGTON)
COUNTY OF KING)
CITY OF SEATTLE)

Moira Gray, being first duly sworn on oath deposes and says that she is and during all the time hereinafter mentioned has been a citizen of the United States and a resident of King County, Washington, above the age of twenty-one years, not interested in the vacation of the property herein mentioned or any part thereof; that during all the times herein mentioned affiant was and still is the duly appointed and qualified Deputy Comptroller, and Deputy Clerk of the City of Seattle; that on the 8th day of September, 2010, pursuant to **Resolution 31241** of the City Council of the City of Seattle, and by direction of the City Clerk of said City, affiant posted and set up in three of the most public places in said City of Seattle, written notices, duplicates and counterparts of which notice is attached to this affidavit and made a part thereof and on the 8th day of September, 2010 affiant posted and set up like notices in conspicuous places at 2nd Avenue South and South Chicago Street, described in said notices, which said notices so posted up in each and every of said places, contained a statement that a petition has been filed to vacate portions of 2nd Avenue South and South Chicago Street described in said notices together with the statement of the time and place fixed for the hearing of said petition; all of which more fully appears by the duplicate of said notice hereto attached and make a part of this affidavit.

Affiant further says that the said places in the City of Seattle at which said notice was so posted and set up are the following ones: one in a public place in the entrance of the King Administration Building in the City of Seattle; one in a public place in the Seattle Municipal Tower in said City; and one in the public lobby of the Seattle City Hall Building in said City; and in a conspicuous place on said property sought to be vacated in the City of Seattle described in said notice.

Moira Gray

Subscribed and sworn to before me this 9th day of September 2010

Notary Public in and for the State of Washington
Residing in ~~Seattle~~ Port Orchard

Commission expires 3-11-12

GRACE E. HARTLEY
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES MARCH 11, 2012

CITY OF SEATTLE
NOTICE OF PUBLIC HEARING FOR
PROPOSED STREET VACATION

(TO ACQUIRE THE STREET OR ALLEY FOR PRIVATE PURPOSES)

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HOW TO COMMENT:

Public Testimony: The Transportation Committee will take public testimony at the Public Hearing.

Letters: Letters concerning this petition should be addressed to Seattle City Councilmember Tom Rasmussen, Legislative Department, PO Box 34025, Seattle, Washington 98124-4025.

Email: Contact Committee Chair Tom Rasmussen's office at tom.rasmussen@seattle.gov.

Questions: For further information, contact **Beverly Barnett, Seattle Department of Transportation, PO Box 34996, Seattle, Washington 98124-4996, 206 684-7564 or beverly.barnett@seattle.gov. Please cc Beverly on comment letters and emails.**

The Council's Chambers and offices are physically accessible; print and communications access provided on request. Call 206 684-8888 (TDD: 206 233-0025) for further information.

*---------- ***MetroScan / King (WA)*** :----------*
Owner :South Kenyon Street LLC
Site :130 S Kenyon St Seattle 98108
Mail :3 Lake Bellevue Dr #100 Bellevue Wa 98005
Use :195 Ind,Warehouse
Bedrm: Bath: TotRm: YB:1983 Pool:
Parcel :292404 9006
Xfered :01/16/2003
Price :$3,712,000
Phone :
BldgSF:10,340 Ac:4.26

*----------: ***MetroScan / King (WA)***
Owner :South Kenyon Street LLC
Site :150 S Kenyon St Seattle 98108
Mail :3 Lake Bellevue Dr #100 Bellevue Wa 98005
Use :216 Ind,Service Bldg
Bedrm: Bath: TotRm: YB:1969 Pool:
:----------*
Parcel :292404 9099
Xfered :01/16/2003
Price :$3,712,000
Phone :
BldgSF:8,220 Ac:1.82

*----------: ***MetroScan / King (WA)***
Owner :South Kenyon Street LLC
Site :110 S Kenyon St Seattle 98108
Mail :3 Lake Bellevue Dr #100 Bellevue Wa 98005
Use :106 Off,Office Building
Bedrm: Bath: TotRm: YB:1971 Pool:
:----------*
Parcel :292404 9104
Xfered :01/31/2006
Price :$1,950,000
Phone :
BldgSF:550 Ac:2.39

*----------: ***MetroScan / King (WA)***
Owner :Harsch Investment Props LLC
Site :121 S Kenyon St Seattle 98108
Mail :1121 SW Salmon St Portland Or 97205
Use :195 Ind,Warehouse
Bedrm: Bath: TotRm: YB:1966 Pool:
:----------*
Parcel :322404 9007
Xfered :02/08/2008
Price :$11,750,000
Phone :
BldgSF:32,000 Ac:6.49

*----------: ***MetroScan / King (WA)***
Owner :Harsch Investment Props LLC
Site :121 S Kenyon St Seattle 98108
Mail :1121 SW Salmon St Portland Or 97205
Use :195 Ind,Warehouse
Bedrm: Bath: TotRm: YB:1970 Pool:
:----------*
Parcel :322404 9007
Xfered :02/08/2008
Price :$11,750,000
Phone :
BldgSF:44,000 Ac:6.49

*----------: ***MetroScan / King (WA)***
Owner :Harsch Investment Props LLC
Site :121 S Kenyon St Seattle 98108
Mail :1121 SW Salmon St Portland Or 97205
Use :195 Ind,Warehouse
Bedrm: Bath: TotRm: YB:1973 Pool:
:----------*
Parcel :322404 9007
Xfered :02/08/2008
Price :$11,750,000
Phone :
BldgSF:15,624 Ac:6.49

*----------: ***MetroScan / King (WA)***
Owner :Harsch Investment Props LLC
Site :121 S Kenyon St Seattle 98108
Mail :1121 SW Salmon St Portland Or 97205
Use :195 Ind,Warehouse
Bedrm: Bath: TotRm: YB:1973 Pool:
:----------*
Parcel :322404 9007
Xfered :02/08/2008
Price :$11,750,000
Phone :
BldgSF:36,000 Ac:6.49

*----------: ***MetroScan / King (WA)***
Owner :7901 2nd Ave S LLC
Site :7901 2nd Ave S Seattle 98108
Mail :PO Box 80464 Seattle Wa 98108
Use :195 Ind,Warehouse
Bedrm: Bath: TotRm: YB:1965 Pool:
:----------*
Parcel :322404 9077
Xfered :12/02/2005
Price :
Phone :
BldgSF:17,000 Ac:.72

*----------: ***MetroScan / King (WA)***
Owner :Ginter Gary L
Site :7700 2nd Ave S Seattle 98108
Mail :PO Box 3744 Seattle Wa 98124
Use :195 Ind,Warehouse
Bedrm: Bath: TotRm: YB:1979 Pool:
:----------*
Parcel :732790 4585
Xfered :05/31/1996
Price :$1,100,000 Full
Phone :
BldgSF:36,982 Ac:1.27

*----------: ***MetroScan / King (WA)***
Owner :City of Seattle
Site :8100 2nd Ave S Seattle 98108
Mail :902 Seattle Municipal Seattle Wa 98104
Use :266 Ind,Utility,Public
Bedrm: Bath: TotRm: YB:1966 Pool:
:----------*
Parcel :732840 0005
Xfered :12/26/1990
Price :
Phone :
BldgSF:38,732 Ac:10.29

*----------: ***MetroScan / King (WA)***
Owner :City of Seattle
Site :8100 2nd Ave S Seattle 98108
Mail :902 Seattle Municipal Seattle Wa 98104
Use :266 Ind,Utility,Public
Bedrm: Bath: TotRm: YB:1966 Pool:
:----------*
Parcel :732840 0005
Xfered :12/26/1990
Price :
Phone :
BldgSF:220 Ac:10.29

*---------- ***MetroScan / King (WA)*** ----------:----------*
Owner :City of Seattle
Site :8100 2nd Ave S Seattle 98108
Mail :902 Seattle Municipal Seattle Wa 98104
Use :266 Ind,Utility,Public
Bedrm: Bath: TotRm: YB:1966 Pool:
Parcel :732840 0005
Xfered :12/26/1990
Price :
Phone :
BldgSF:600 Ac:10.29

*----------: ***MetroScan / King (WA)*** :----------*
Owner :City of Seattle
Site :8100 2nd Ave S Seattle 98108
Mail :902 Seattle Municipal Seattle Wa 98104
Use :266 Ind,Utility,Public
Bedrm: Bath: TotRm: YB:1966 Pool:
Parcel :732840 0005
Xfered :12/26/1990
Price :
Phone :
BldgSF:1,008 Ac:10.29

*----------: ***MetroScan / King (WA)*** :----------*
Owner :Marine Lumber Service Inc
Site :241 Chicago Blvd S Pacific 98047
Mail :PO Box 80964 Seattle Wa 98108
Use :316 Vacant,Industrial
Bedrm: Bath: TotRm: YB: Pool:
Parcel :732840 1080
Xfered :12/26/1986
Price :
Phone :
BldgSF: Ac:.71

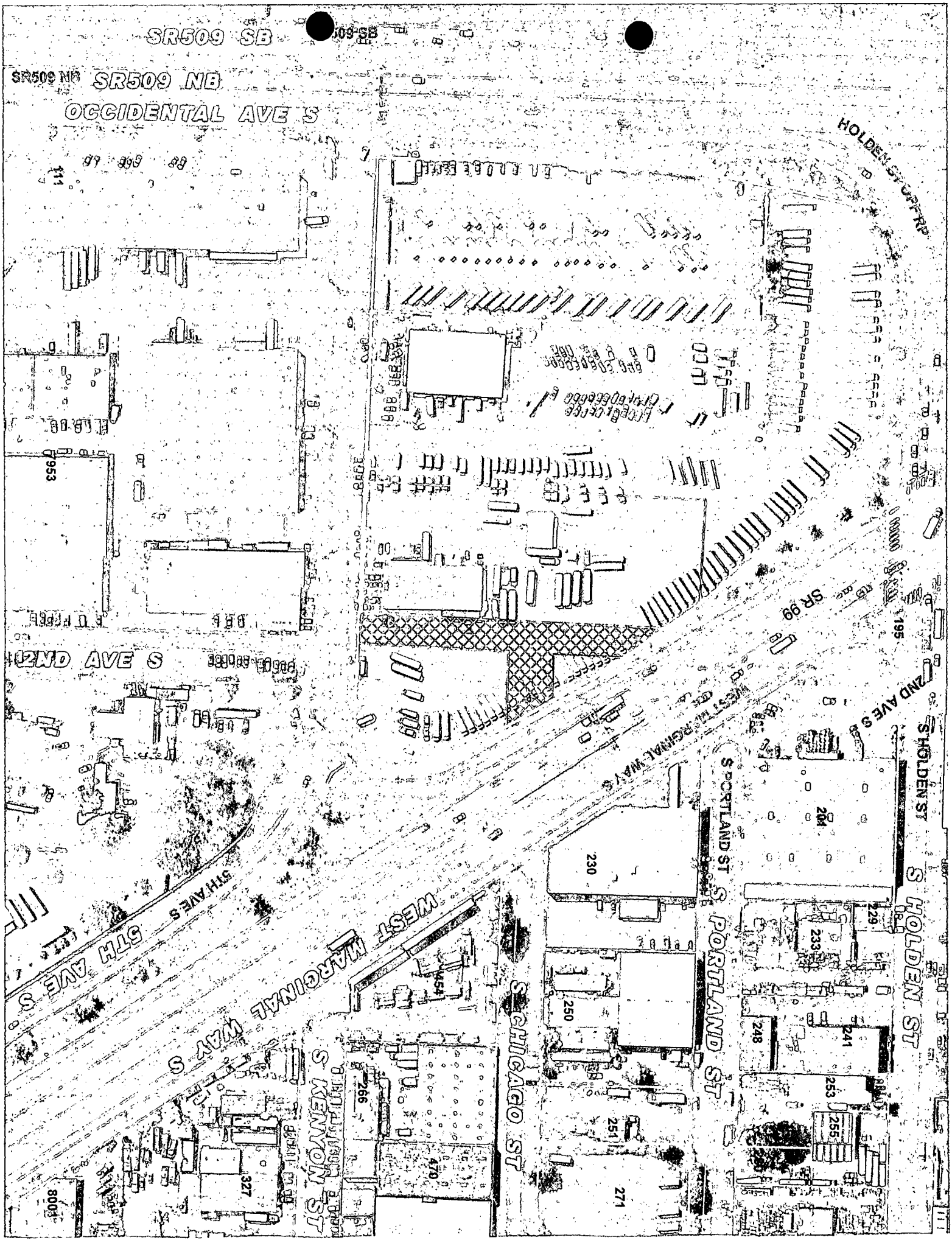
*----------: ***MetroScan / King (WA)*** :----------*
Owner :South Kenyon Street LLC
Site :200 S Kenyon St Seattle 98108
Mail :3 Lake Bellevue Dr #100 Bellevue Wa 98005
Use :316 Vacant,Industrial
Bedrm: Bath: TotRm: YB: Pool:
Parcel :732840 1175
Xfered :01/16/2003
Price :$3,712,000
Phone :
BldgSF: Ac:.65

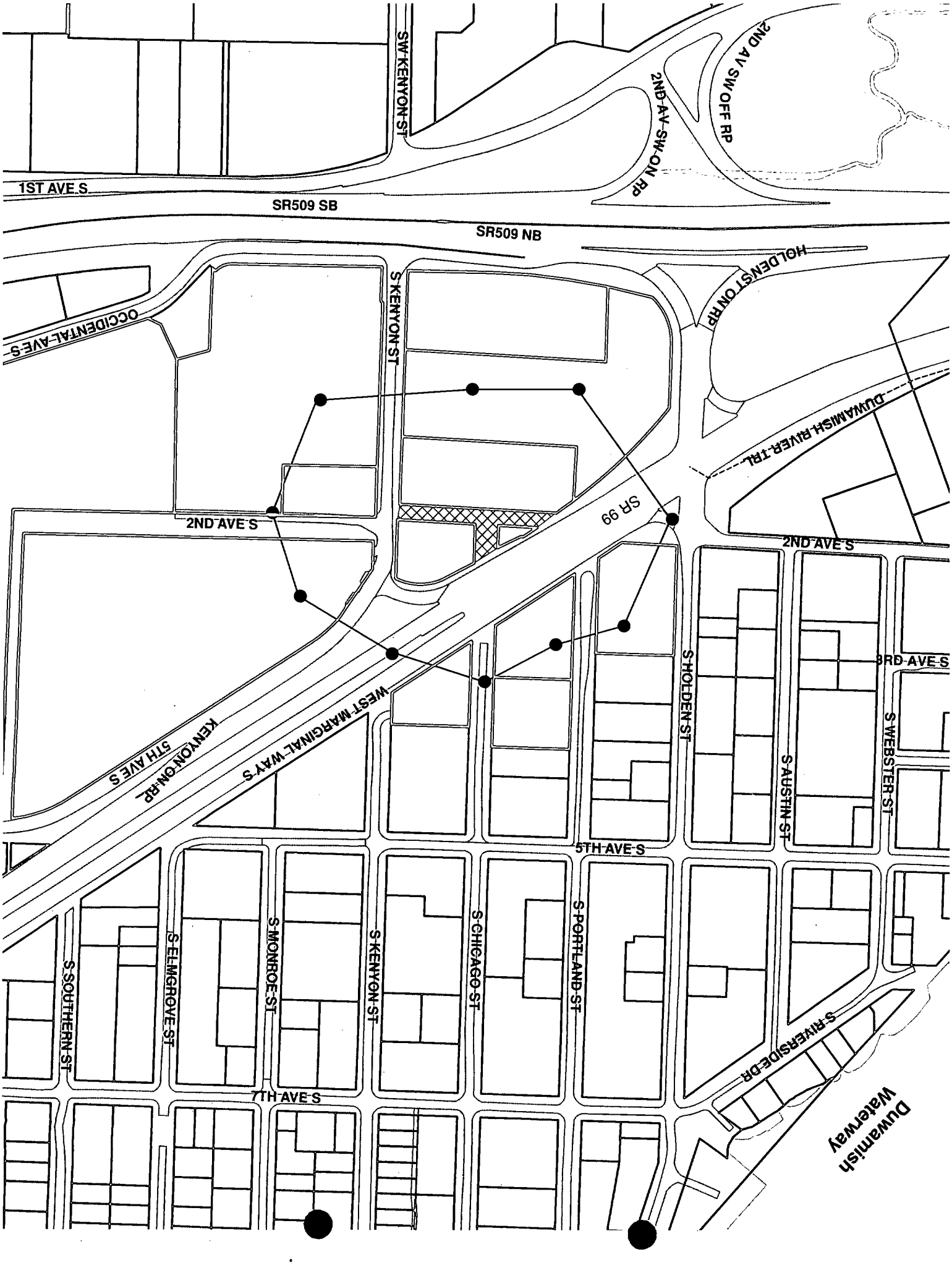
*----------: ***MetroScan / King (WA)*** :----------*
Owner :Fsnw LLC
Site :250 S Chicago St Seattle 98108
Mail :250 S Chicago St Seattle Wa 98108
Use :246 Ind,Light Industrial
Bedrm: Bath: TotRm: YB:1974 Pool:
Parcel :732840 1425
Xfered :05/04/2007
Price :
Phone :
BldgSF:3,840 Ac:.83

*----------: ***MetroScan / King (WA)*** :----------*
Owner :Fsnw LLC
Site :250 S Chicago St Seattle 98108
Mail :250 S Chicago St Seattle Wa 98108
Use :246 Ind,Light Industrial
Bedrm: Bath: TotRm: YB:1979 Pool:
Parcel :732840 1425
Xfered :05/04/2007
Price :
Phone :
BldgSF:1,780 Ac:.83

*----------: ***MetroScan / King (WA)*** :----------*
Owner :Fsnw LLC
Site :250 S Chicago St Seattle 98108
Mail :250 S Chicago St Seattle Wa 98108
Use :246 Ind,Light Industrial
Bedrm: Bath: TotRm: YB:2001 Pool:
Parcel :732840 1425
Xfered :05/04/2007
Price :
Phone :
BldgSF:12,000 Ac:.83

*----------: ***MetroScan / King (WA)*** :----------*
Owner :McGee Properties Inc
Site :230 S Chicago St Seattle 98108
Mail :230 S Chicago St Seattle Wa 98108
Use :246 Ind,Light Industrial
Bedrm: Bath: TotRm: YB:1998 Pool:
Parcel :732840 1427
Xfered :05/02/1997
Price :$390,644 Full
Phone :
BldgSF:25,292 Ac:.90


SR509 SB
SR509 NB
SR509 NB
OCCIDENTAL AVE S
HOLDEN ST OFF RP
111
953
2ND AVE S
SR 99
195
2ND AVE S
S HOLDEN ST
WEST MARGINAL WAY S
S PORTLAND ST
S PORTLAND ST
S CHICAGO ST
S KENYON ST
5TH AVE S
5TH AVE S
WEST MARGINAL WAY S
230
204
229
233
250
248
241
253
255
251
271
266
470
327
800


SW KENYON ST
2ND AV SW OFF RP
2ND AV SW ON RP
1ST AVE S
SR509 SB
SR509 NB
OCCIDENTAL AVE S
S KENYON ST
HOLDEN ST ON RP
DUWAMISH RIVER TRL
SR 99
2ND AVE S
2ND AVE S
3RD AVE S
S HOLDEN ST
S AUSTIN ST
S WEBSTER ST
WEST MARGINAL WAY S
KENYON ON RP
5TH AVE S
5TH AVE S
S SOUTHERN ST
S ELMGROVE ST
S MONROE ST
S KENYON ST
S CHICAGO ST
S PORTLAND ST
S RIVERSIDE DR
7TH AVE S
Duwamish Waterway

Current Resident
121 S Kenyon St
Seattle, WA 98108

Current Resident
7901 2nd Ave S
Seattle, WA 98108

Current Resident
7700 2nd Ave S
Seattle, WA 98108

Current Resident
8100 2nd Ave S
Seattle, WA 98108

Current Resident
241 Chicago Blvd S
Pacific, WA 98047

Current Resident
200 S Kenyon St
Seattle, WA 98108

Current Resident
250 S Chicago St
Seattle, WA 98108

Current Resident
230 S Chicago St
Seattle, WA 98108

Harsch Investment Props LLC
1121 SW Salmon St
Portland, OR 97205

7901 2nd Ave S LLC
PO Box 80464
Seattle, WA 98108

Gary Ginter
PO Box 3744
Seattle, WA 98124

City of Seattle
902 Seattle Municipal
Seattle, WA 98104

Marine Lumber Service Inc
PO Box 80964
Seattle, WA 98108

South Kenyon Street LLC
3 Lake Bellevue Dr #100
Bellevue, WA 98005

Fsnw LLC
250 S Chicago St
Seattle, WA 98108

McGee Properties Inc
230 S Chicago St
Seattle, WA 98108

City of Seattle
Seattle Public Utilities

September 1, 2010

Memorandum

To: Moira Gray, Seattle Department of Transportation, Capital Projects & Roadways

From: Karen Iwasaki, Seattle Public Utilities, Project Management & Engineering

Re: Vacation of portions of 2nd Avenue South and South Chicago Street, CF310784

Seattle Public Utilities (SPU) has received comments from the following parties:

1. City of Seattle Department of Planning & Development (DPD) , dated June 9, 2010
2. City of Seattle Department of Transportation (SDOT), Policy and Planning, dated June 17, 2010
3. Puget Sound Energy, dated June 18, 2010
4. City of Seattle, Seattle Public Utilities, dated June 18, 2010
5. King County Wastewater Treatment Division, dated July 28, 2010

SPU has compiled responses to all comments as follows:

1. Response to DPD Comments:

DPD has recommended that proper easements be executed for the utilities located in the streets currently. SPU has agreed to provide easements to King County for their 96" sewer line, and to PSE for their 2" gas main.

DPD has recommended that the proposed pedestrian path become part of the public benefits. The project will provide the pedestrian path, however the public benefits list will remain unchanged.

2. Response to SDOT, Policy and Planning (P&P) Comments:

SDOT Policy and Planning has recommended that the sidewalks on the north side of S. Kenyon Street have ADA accessible curb ramps and should be built to code. SPU will require that the sidewalks be built to code and will indude ADA accessible curb ramps.

SDOT P&P had recommended that any green storm water infrastructure should be incorporated into the design. A rainwater roof collection system, cistern, and reclaimed water irrigation

Ray Hoffman, Acting Director
Seattle Public Utilities
700 5th Avenue, Suite 4900
PO Box 34018
Seattle, WA 98124-4018

Tel (206) 684-5851
Fax (206) 684-4631
TDD (206) 233-7241
ray.hoffman@seattle.gov

http://www.seattle.gov/util

system has been incorporated into the design. Additional green storm water infrastructure will be incorporated if feasible.

3. Response to Puget Sound Energy (PSE) Comments:

PSE has recommended that SPU make arrangements with PSE to protect and preserve an existing gas main. SPU has coordinated with PSE to protect and preserve the gas main in the following ways: a) SPU's design builder has redesigned the vehicle scale location so that it is not located above the existing gas main. b) SPU will grant PSE a 10' wide easement for access and maintenance of the PSE gas main.

Unrelated to the street vacate, SPU will coordinate with PSE to address construction impacts as a result of the proposed design. a) SPU's design builder will establish a Relocation Agreement with PSE to cut and cap the gas main during construction to avoid settlement of the existing line. b) The gas main will be replaced after the site has been loaded and ground settlement has subsided.

4. Response to Seattle Public Utilities Comments:

SPU Water has made it a condition that 310' of 8" ductile iron water main be installed through the proposed site to connect the existing 8" main in S. Kenyon St. with the west end of the existing 8" stub in S Chicago St, to include re-testing and activation of the existing 8" stub in S Chicago St, installation of a 4-way gated 12"x8" cross at 2nd Av S & S Kenyon St, and installation of a fire hydrant at 2nd Ave S & S Kenyon St, west of the proposed east driveway. SPU will provide the requested water infrastructure.

SPU Wastewater has made it a condition that no structures at all are allowed over the existing 15" sewer. Proposed scales need to be moved outside of the zone of influence. SPU's design builder has relocated the proposed vehicle scales to meet this condition.

SPU Wastewater has made it a condition to provide for full access to existing maintenance holes required for routine maintenance. SPU will require that the existing maintenance holes remain accessible.

SPU has recommended that Metro King County secure a utility easement for the maintenance and operation of their facility as part of the Street Vacation process. SPU has made contact with King County Wastewater and agrees to provide an easement for their utility line.

5. Response to King County Comments:

King County has requested a permanent utility easement for their 96" sewer main, manhole, and corrosion monitoring station. SPU has agreed to provide an easement to King County for their infrastructure.

Thank you for the opportunity to respond to comments and address concerns. Please feel free to contact me at #206-615-0867.

Gray, Moira

From: Joyce, Bradley
Sent: Thursday, August 26, 2010 2:42 PM
To: Gray, Moira
Cc: Joyce, Bradley; Krohn, Stanley
Subject: FW: Vacation Petition for SPU at 2nd S & chicago CF310784
Attachments: 2nd S & S CHICAGO VACATION CF310784 AGENCIES.pdf; 2nd S & S CHICAGO VACATION CF310784.pdf

Hi Moira,

One of our engineers looked over the vacation petition and visited the site. Seattle City Light has no problems with the vacation. Construction at this site has been going on for about a month. Let me know if this e-mail will suffice. Thanks.

T. Bradley Joyce

From: Gray, Moira
Sent: Wednesday, August 25, 2010 10:57 AM
To: Joyce, Bradley
Cc: Barnett, Beverly
Subject: Vacation Petition for SPU at 2nd S & chicago CF310784

Hi,
Here are the materials on the vacation request. Originally sent 5/19/10. Thank you, Moira

City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

MEMORANDUM

TO: Moira Gray, Seattle Department of Transportation (SDOT), Street Vacations

FROM: Lucas DeHerrera, Senior Land Use Planner
Department of Planning and Development (DPD)

DATE: June 9, 2010

RE: Vacation request by Seattle Public Utilities (SPU) for portions of 2nd Avenue South and South Chicago Street.
Clerk File # 310784 and related DPD Master Use Permit # 3010411.

Please accept these DPD comments on the proposal of SPU to vacate portions of the above identified streets. They are based upon the Land Use Policies section of Seattle's Street Vacation Policies.

Land Use Considerations

Vacation of two streets in question is proposed by SPU to facilitate development of a new Solid Waste Transfer Station. Currently the two streets are not used for vehicle or pedestrian access to other sites and are not visibly discernable as public streets, they appear as private property with no surface improvements to indicate public right of way. SPU desires the vacation of these streets to allow use of the area in question for pay and scale houses as well as vehicle queuing to support the proposed Solid Waste Transfer Station programming needs.

The rights of way in question are located between SR 99 and SR 509, South of S Holden St off/on ramp and North of S Kenyon St. S Kenyon St is the only physical connection to both rights of way and the overall street grid. 2nd Ave S is 35' wide (substandard width) and extends approximately 380' north from S Kenyon St where it dead ends at SR 99 (South off ramp location). S Chicago St orients east/west and extends west approximately 90' from its intersection with 2nd Ave S, is 60' in width (compliant width) and also dead ends at SR 99. The approximate total area of right of way requested to be dedicated is as follows: 2nd Ave S: 13,300 sq ft; S Chicago St: 5,400 sq. ft or 18,700 sq. ft. total.

Normally in the street vacation process, half of the area (9,350 sq. ft.) would attach to the property on the opposite sides of the rights of way in question. Although, in this case the total area of the right of way would attach to the SPU property, as they own the property on both sides of the rights of way.

Potential development would be slightly different if the proposed vacation was not successfully executed. A Master Use Permit for the aforementioned new Solid Waste Transfer station has been

submitted to DPD. The application includes five parcels of land bound by SR 509, SR 99, S Kenyon St and the S Holden St off/on ramp, which total approximately 400,000 sq ft without the proposed vacation area. The proposed 140,500 sq ft. structure proposes modern materials in the design. The structure is rectangle shaped with a moderately pitched roof and ridge line orienting north/south.

Vehicle access to the site is currently from S Kenyon St and SPU proposes all vehicle access remain from S Kenyon St. SPU is pursuing LEED Gold certification for the project. The proposed development is within and consistent with the scale of development anticipated in the subject General Industrial 2 (IG2) zoning, which surrounds the site by a minimum of 1,000' in all directions. The proposed use has no maximum size limit under the Land Use Code and the maximum allowable floor area ratio (FAR) is 2.5. Without including the area of the requested vacation area, the proposal has an FAR of approximately .35, well under the allowable development potential. The site design intends on using the vacation area in question for vehicle queuing (in and out), pay booths and scale houses for users of the Transfer Station. If the vacation were not granted, it may require SPU to redesign the vehicle access and queuing for the site depending if Seattle Department of Transportation could or would grant street use permits to facilitate SPU's needs.

The IG2 zoning allows for a wide variety of industrial and limited size non-industrial uses. The Transfer Station site and area of the proposed vacation and are located in two environmental critical areas: liquefaction zone and the site is within 1000' of a methane producing landfill. These ECA's do not limit development potential (i.e. non-disturbance) but do require additional construction techniques to mitigate likely methane gas accumulation and structure stability.

Light and air functions would not be significantly adversely affected by the proposed street vacation. Low scale buildings and vehicle queuing are the proposed uses within the dedicated area, so light and air is not a concern of DPD for the proposed vacation. There are two existing utilities that cross the rights of way in question. There is a 15" sanitary sewer line that runs north/south and appears to be located just east of 2nd Ave NE on private property, but does cross S Chicago St as it moves north. Along the west side of West Marginal Way, there is an 8' King County mainline that runs north south. This line appears to cross portions of both rights of way in question. SPU should execute the proper easements for portions of these lines that are within the vacation area to ensure these lines are legally accessible to the proper city agencies.

With the construction and alignment of SR 99, the two rights of way in question were in affect dead-ended, disconnecting them with overall street grid. The granting of the vacation would not result in a change to circulation or change in access. Neither residential nor commercial development would be intruded upon with approval, as Industrial zoning surrounds the site in all directions. The size of the site would not be substantially raised when compared to the existing site. The vacation area makes up approximately 5% of current site's square footage. Also, the existing South Recycling and Disposal Station and Landfill sites are of equal or greater size and scale to the proposed post vacation subject site. A traffic study and SEPA checklist was submitted for review to DPD with the Master Use Permit, DPD is currently reviewing the application under the Land Use Code, Grading Code, Environmentally Critical Areas Ordinance and SEPA policies for substantive conditioning.

DPD recognizes that SPU has offered public benefits for the requested vacation, summarized as follows:

- Provide full sidewalks, curbs on the north side of S Kenyon St abutting the site.
- Provide a sidewalk on the west side of 5th Ave S adjacent to the existing SRDS.
- Viewing room on within the new Transfer Station for public viewing and education purposes.

DPD supports these elements as proposed and offers further recommendation to include as part of the public benefit the proposed sidewalk/pedestrian path shown to Seattle's Design Commission drawings presented on 5.14.10 and shown in the vacation petition to SDOT in Figure 7. Beginning at the SE corner of the site and moving north near the east property line where it terminates at the intersection of W Marginal Way (SR 99) and S Holden Street. This intersection is signaled with crosswalks. Pedestrian connections are important for the future of the site and its permeability as users and education of the site become more familiar. With the proposed improvements to S Kenyon St and 5th Ave S (2nd phase) it is appropriate to provide further pedestrian amenity and access through the site; not only for future possible pedestrian activity in the area, but also for use during educational visits and use by station employees. Further, the Land Use Code requires public pedestrian circulation around the entire site to be provided in the ROW or on private property. Although the State Routes including SR 99, SR 509 and the S Hamlin on and off ramps are under the purview of the WSDOT, DPD and SDOT are hoping to resolve any conflicts during the review process.

Regardless of the outcome based on the Land Use Code review for pedestrian paths in concert with WSDOT, ***DPD recommends that the proposed pedestrian path as described above become part of the public benefit provided by SPU. DPD recommends that proper easements be executed for the utilities located in the said streets currently that would be located on SPU property if the vacation is successful.***

Conclusion and Summary

DPD recommends that the requested street vacation be granted. The two subject ROWs currently provide minimal land use related functions for which streets are valuable. Construction of SR 99 limited any possible future connectivity to the street grid. The long term affect of the vacation is minimal as the road is not currently used for access other than the subject site the streets are platted through. A visit to the site shows no characteristics of functioning streets. The short term and long term affect will allow SPU to use the vacated portion of the site for pay scales and vehicle queuing for users of the future transfer station. Also, the said pedestrian path, if constructed, would allow pedestrian movements north and south through the site where no pedestrian access currently exists. In both the short and long term, given the limited potential for street extension based construction of SR 99, there would not appear to be any appreciable detrimental effects on the circulation, access, light, air, open space and view functions of nearby streets and nearby public places.

Lucas DeHerrera, Senior Land Use Planner

6/9/10

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King County
Department of Natural Resources and Parks
Wastewater Treatment Division
Regulatory Compliance & Land Acquisition Services
King Street Center, KSC-NR-0512
201 South Jackson Street
Seattle, WA 98104-3855

July 28, 2010

Moira Gray
Seattle Department of Transportation
700 Fifth Avenue, Suite 3900
PO Box 34996
Seattle, WA 98124-4996

Dear Ms. Gray:

King County Wastewater Treatment Division (WTD) is submitting formal comment for the City of Seattle's proposed street vacation of a portion of 2nd Ave South and South Chicago Street. A portion of WTD's Renton Effluent Transfer System, a 96-inch sewer force main, is located within street vacation area. In addition to the subterranean pipe, WTD has a manhole and a corrosion monitoring station within the street vacation area.

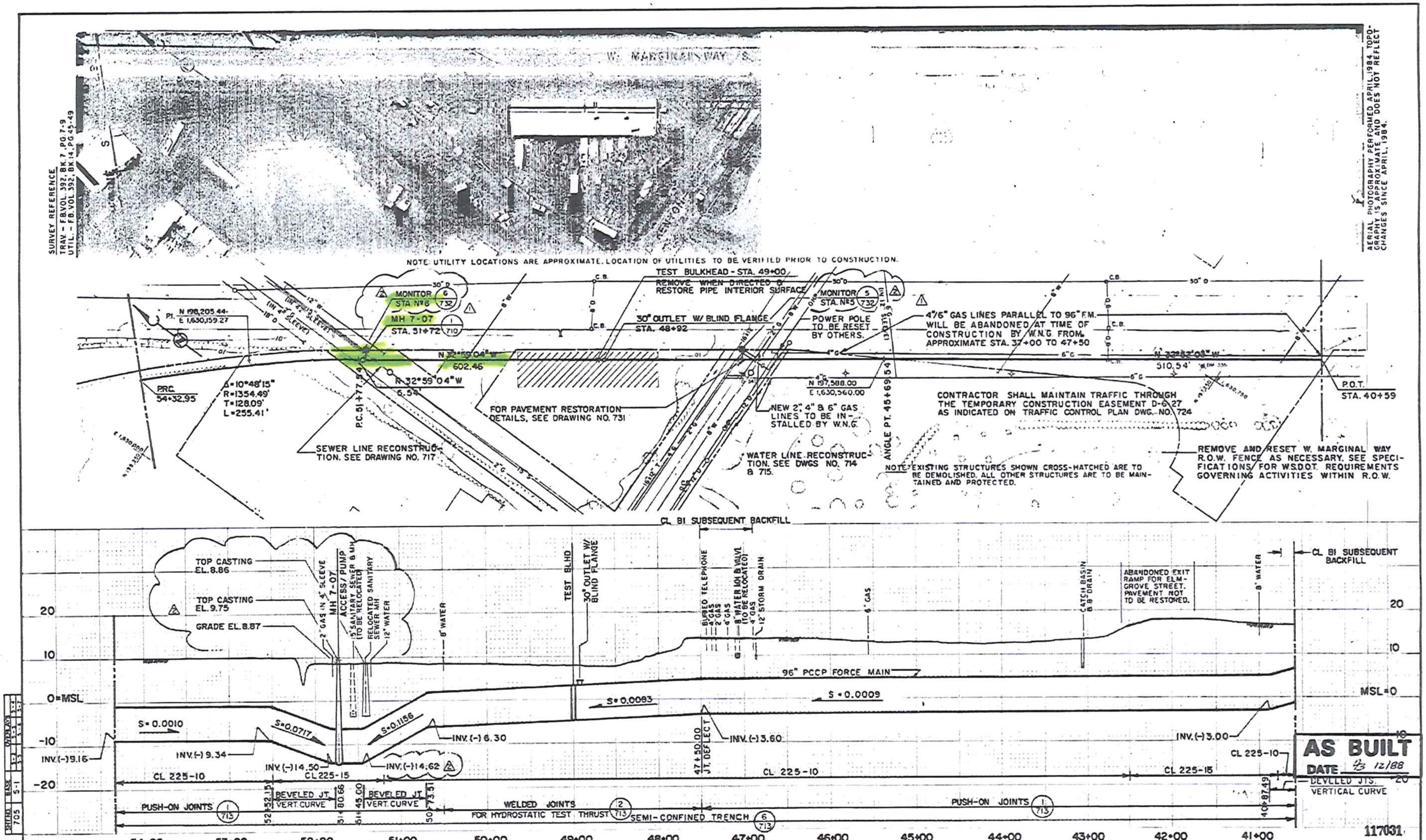
WTD requests a permanent utility easement for this infrastructure and will participate in the street vacation process with SDOT for that purpose. Enclosed is WTD's record drawing showing the pipe alignment and location of the manhole and monitoring station. Also enclosed is a copy of template easement language that WTD has used in previous street vacations.

Please feel free to contact me at (206) 263-6179 or by email at chris.dew@kingcounty.gov. Thank you for this opportunity to comment on this street vacation request.

Sincerely,

Christopher Dew
Water Quality Planner/Project Manager

Enclosures



NO	REVISION	BY	DATE
2	REV INV., ADD MONITORS, AS-BUILT		10/88
1	REVISE NOTES PER ADDEN NO. 3		4/27/86

URS ENGINEERS
Engineering and Environmental Consultants
Seattle, Washington

DESIGNED BY: [signature]
DRAWN BY: C.A.M.
CHECKED BY: [signature]
DATE: 6-27-85

SCALE HORIZ 1"=50' VERT 1"=10'
CONTRACT NUMBER W/F 21-85
ETS-7

METRO Municipality of Metropolitan Seattle
RENTON EFFLUENT TRANSFER SYSTEM
ETS-7 STA. 40+59 TO STA. 54+32.95
10TH AVE. S. TO S.W. MICHIGAN ST.

DATE AUG. 1985
DRAWING NUMBER 705
SHEETS OF 33

After recording return document to:

KING COUNTY
WASTEWATER TREATMENT DIVISION
MAILSTOP: KSC-NR-0512
201 SOUTH JACKSON STREET, SUITE 512
SEATTLE, WA 98104-3855

Document Title:	Utility Easement
Grantor(s):	_____,
	_____
Grantee:	King County
Abbreviated Legal Description:	_____
Additional Legal Description is on Page:	_____
Assessor's Tax Parcel Number(s):	_____

UTILITY EASEMENT

THIS UTILITY EASEMENT ("Easement") is made and entered into effective as of the _____ day of _____, 2009, by and between _____(hereinafter referred to as "Grantor") and **KING COUNTY**, a political subdivision of the State of Washington (hereinafter sometimes referred to as "Grantee").

RECITALS:

WHEREAS, Grantor is the owner of certain real property more particularly described in **EXHIBIT "A"** (the "Property")

WHEREAS, Grantor **(or Grantor's predecessor-in-interest)** petitioned the City of _____(the "City") to vacate _____Street in _____, Washington (the "Vacation Area"), as more particularly described in Vacation Petition to City of _____ **(or other document; or state facts giving rise to vacation)**; and

WHEREAS, Grantee owns and operates a wastewater pipeline facility and other appurtenant structures located in the proposed Vacation Area (whether now existing or to be constructed, collectively, the "Facilities"); and

WHEREAS, the City's grant of the Vacation Petition **(or describe City action accomplishing the vacation)** of the Vacation Area is conditioned, in part, on Grantor conveying to Grantee an easement for wastewater purposes in the Vacation Area; and

WHEREAS, Grantor desires to grant to King County this Utility Easement in the Vacation Area in order to fulfill the above-stated condition to the vacation referenced above.

NOW, THEREFORE, for and in consideration of the street vacation, the premises, and all the covenants, terms and conditions herein contained, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor hereby conveys and grants to King County, its successors and assigns, a permanent easement over, across, along, in, upon, and under the following described real property:

SEE EXHIBIT "B" ATTACHED HERETO AND INCORPORATED HEREIN BY THIS REFERENCE (the "Easement Area")

Said easement being for the purpose of installing, constructing, re-constructing, operating, maintaining, removing, repairing, replacing and using a sewer **(DESCRIBE WHAT IS APPLICABLE: e.g. pipeline, interceptor, forcemain, regulator)** with all connections, manholes and appurtenances thereto, together with the right of ingress to and egress from the Property for the foregoing purposes and all purposes necessary or incidental to the installation, construction, ownership, use, operation, maintenance, inspection, repair, replacement, renovation, improvement, removal and enhancement of one or more underground tunnels and pipelines, together with any and all related vaults, meters, monitoring equipment, conduits, wires and other necessary and convenient equipment and appurtenances, including, but not limited to, all utility lines or equipment servicing said pipelines and related equipment and appurtenances or located within the Easement Area (collectively, the "Easement Improvements").

The Grantor(s) hereby and King County, by accepting and recording this Easement, mutually covenant and agree as follows:

1. King County shall, have the right to use the Easement Area for all purposes necessary or incidental to King County's installation, construction, ownership, use, operation, maintenance, inspection, repair, replacement, renovation, improvement, removal and enhancement of underground tunnels and pipelines and related Easement Improvements, including, but not limited to, the right to install, construct, operate, maintain, modify, repair, replace, improve, remove and use said pipelines, pipeline supports and all utility lines or wires within said Easement Area for any related uses as King County may now or hereafter deem appropriate, including the addition, removal or replacement of same at King County's election, either in whole or in part with either like or different size pipe, and the installation of additional pipelines, utilities and Facilities and equipment now or hereafter associated with the Easement Area. All Easement Improvements of any kind that are now or hereafter acquired, constructed or installed within the Easement Area shall be and shall at all times remain the property of King County.

2. King County shall, upon completion of any construction of any Facilities described herein, remove all debris and restore the surface of the above described property as nearly as possible to the condition in which it existed at the effective date of this Easement.

3. King County shall, if the above described property is disturbed by the maintenance, removal, repair or replacement of the Facilities specified herein, restore the surface of the above described property as nearly as possible to the condition in which it existed at the commencement of said maintenance, removal, repair or replacement.

4. King County shall have the right, for no additional consideration, to grant third parties non-exclusive easements to install electrical, fiber optic or other utilities within the Easement Area, including easements that are not part of, and do not provide utility service to the Easement Improvements, so long as any such utility improvements are located solely within the boundaries of the Easement Area and remain subject to all of the terms, covenants, conditions and limitations set forth in this Easement.

5. Grantor shall have all other rights to use the Property, so long as such use does not interfere with the easement rights of King County and do not obstruct or endanger the usefulness of any Easement Improvements now or hereafter maintained by King County in the Easement Area. Prior to any construction, work or any other activity by the Grantor that requires use of the subsurface of the Property within a distance of _____ (__) feet from the upper limit of the Easement Area, which is approximately ____ feet below the present surface elevation of the Property, Grantor shall notify King County in writing and shall provide King County with a copy of all plans and specifications for such proposed construction activity for review at least thirty (30) days prior to the commencement of such construction. Grantor shall not commence such construction, work or activity unless and until it has received King County's prior written consent that the Grantor's proposed construction, work or activity will not interfere with King County's rights under this Easement. King County's review and, if applicable, approval of Grantor's plans and specifications shall be strictly limited to the facilities and/or excavation shown on the plans and specifications submitted to King County and shall in no event constitute or be construed as a certification of the adequacy or sufficiency of the Grantor's plans and specifications nor whether the Grantor's construction, work or activity complies with other applicable laws, building codes and other governmental rules and regulations.

6. Except as otherwise provided herein and after the date of this Easement the construction, installation or maintenance of any structures, whether temporary or permanent, shall be absolutely prohibited within the above described Easement Area and shall be deemed an unreasonable interference with King County's easement rights unless specifically approved in writing by the COUNTY. Moreover, as to such non-approved structure(s) the provisions of Paragraph 2, and 3 shall not apply.

7. Any notices required or permitted under this Easement shall be personally delivered or sent by certified mail, return receipt requested and shall be deemed given three (3) days following the date when mailed or one (1) business day following personal delivery. All notices shall be sent to the following addresses:

To King County:

King County
Wastewater Treatment Division
Mailstop: KSC-NR-0503
201 South Jackson Street, Suite 503
Seattle, WA 98104-3855

To Grantor

8. This Easement is appurtenant to and shall run with all real property and real property interests and easements now owned or hereafter acquired by King County, which Grantor acknowledges will include underground tunnels, pipelines, pump stations to and from _____**(Specify as applicable)** and related facilities operated by King County for sewage treatment, water pollution abatement and water reuse purposes and shall inure to the benefit of King County, its successors and assigns and shall be binding upon the Property and the Grantor, and its heirs, legal, representatives, successors and assigns. King County shall have the right to assign its rights under this Easement, in whole or in part.

IN WITNESS HEREOF, the parties hereto have caused this Easement to be executed by their duly authorized officers, effective as of the day and year first above written.

GRANTOR:

By: _____

Name:
Title:

GRANTEE:

KING COUNTY,
a political subdivision of the State of Washington, through its Wastewater Treatment Division

By: _____

Name:
Title:

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this _____ day of _____, 20___, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared _____to me known to be the _____of _____who executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said **(company)** for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the said instrument.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

_____
Notary Public in and for the State of Washington, residing at_____

[AFFIX NOTARIAL SEAL]

My commission expires_____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this _____ day of _____, 20___, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared _____ to me known to be the _____ of King County, a political subdivision of the State of Washington, through its Wastewater Treatment Division, who executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said County for the uses and purposes therein mentioned, and on oath stated that s/he was authorized to execute the said instrument.

WITNESS my hand and official seal hereto affixed the day and year in this certificate above written.

_____

Notary Public in and for the State of Washington, residing at_____

[AFFIX NOTARIAL SEAL]

My commission expires_____

City of Seattle
Seattle Public Utilities

DATE: June 18, 2010

TO: Moira Gray, Street Vacation Office

FROM: Carolyn Johnson, Senior Real Property Agent

VACATION:
REVIEWED Vacation of Portions of 2nd Avenue South and South Chicago Street, CF310784

CLERK FILE: CF310784

Issues:

Regarding Water Infrastructure:

The proposed street vacation will eliminate three paths of partially developed water distribution system gridding. Pipe has already been installed in two of the three legs affected by the proposed vacation in anticipation of connection. The linkages that will be blocked by the street vacation are as follows:

- 12-inch watermain aligned with 2nd Ave S, linking S Holden St, S Chicago St, and S Kenyon St (275' stub already installed)
- 8-inch watermain aligned with S Chicago St, between 2nd Ave S and 5th Ave S (200' stubbed out and 500' in active service.)

Regarding Drainage Wastewater:

The proposed street vacation will affect the following:

- The proposed street vacation will affect an existing 15" Seattle Public Utility Sewer Mainline

Ray Hoffman, Director
Seattle Public Utilities
700 5th Avenue, Suite 4900
PO Box 34018
Seattle, WA 98124-4018

Tel (206) 684-5851
Fax (206) 684-4631
TDD (206) 233-7241
ray.hoffman@seattle.gov

http://www.seattle.gov/util

Conditions:

Regarding Water Infrastructure:

The petitioner will install approximately 310 feet of 8" ductile iron pipe through the proposed site, to connect the existing 8" main in S Kenyon St with the west end of the existing 8" stub in S Chicago St, to include re-testing and activation of the existing 8" stub in S Chicago St., installation of a 4-way gated 12"x 8" cross at 2nd Ave S & S Kenyon St, and installation of a fire hydrant at 2nd Ave S & S Kenyon St, west of the proposed east driveway.

Connection of the east end of the 8" stub in S Chicago St, with the existing 8" dead end main in S Chicago St will be accomplished at the petitioners expense after reactivation of the stub by the petitioner's project.

Regarding Drainage Wastewater:

- No structures at all are allowed over the existing 15" sewer. Proposed scales pit need to be moved outside of the zone of influence.
- Full access to existing MHs required for routine maintenance.

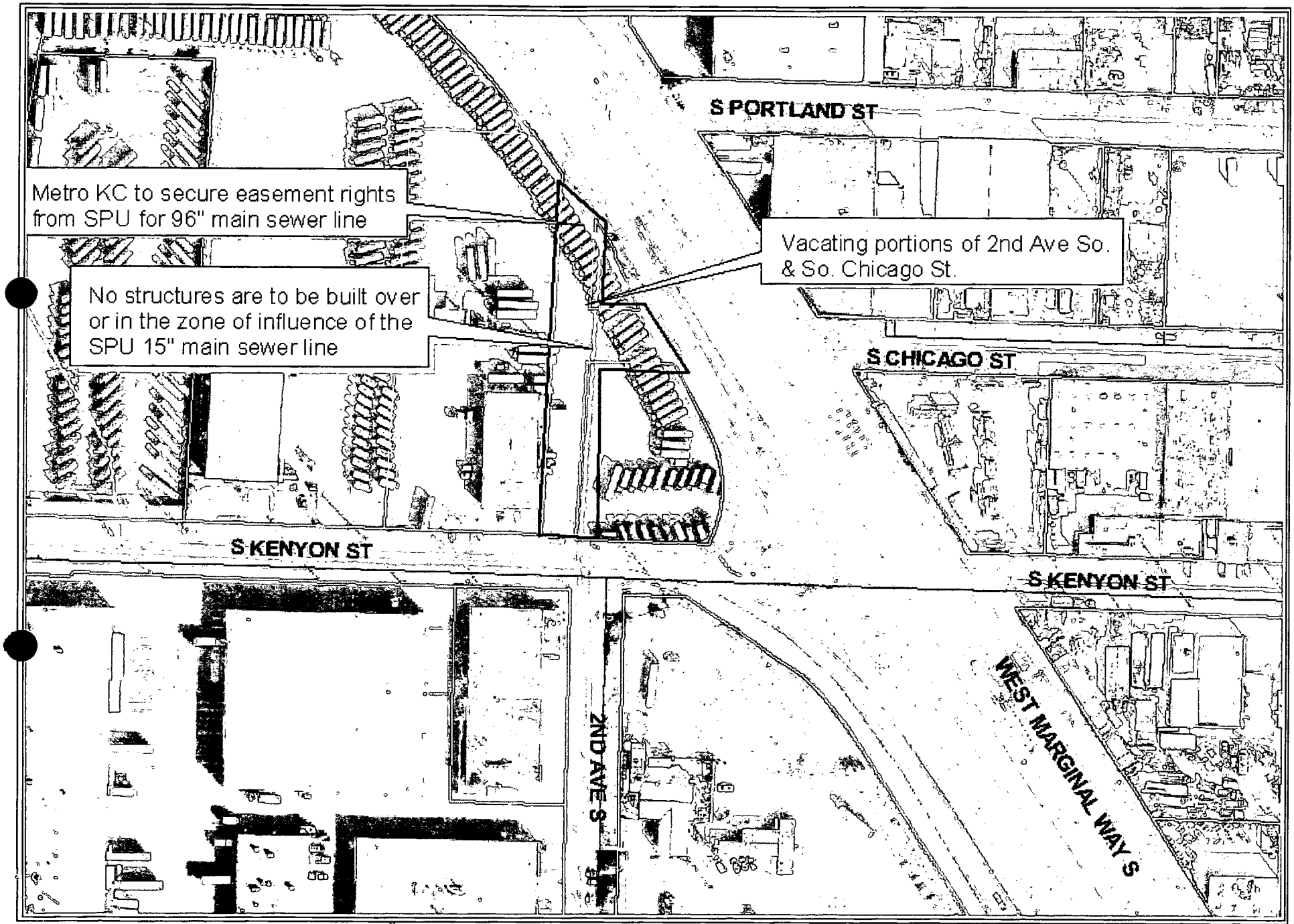
Recommendation:

Seattle Public Utilities recommends that Metro King County secure a utility easement from the petitioner for the maintenance and operation of their facility as part of the Street vacation process. King County should be notified and informed to make a formal request to SPU for the rights needed.

Additional Comments:

Seattle Public Utilities recommends the Vacation of Portions of 2nd Avenue South and South Chicago Street be approved providing the enclosed conditions and recommendation be meet.

Street Vacation CF310784



The City of Seattle

June 18, 2010

City of Seattle

Seattle Department of Transportation Peter Hahn, Director

MEMORANDUM

Date: June 18, 2010

To: Moira Gray

From: Elizabeth Sheldon, PE Street Use

Subject: Street Vacation Petition for 2nd Ave S and S Chicago St by SPU CF 310784

Street Use has no issues with the proposed alley vacation. Please contact me if you have any further questions.

Seattle Municipal Tower, 700 5th Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996
Tel: (206) 684-ROAD Tel: (206) 684-5000 Fax: (206) 684-5180
Web: www.seattle.gov/transportation

City of Seattle

Seattle Department of Transportation

Peter Hahn, Director

To: Moira Gray, CPRS

From: Kristen Simpson, Traffic Management

Re: CF 310784

Date: July 2, 2010

The Traffic Management division has reviewed the petition for vacation of portions of 2nd Avenue South and South Chicago Street as described in Clerk File 310784 and offers the following comments:

- Removing the streets proposed for vacation from the street system does not appear to create any concerns for traffic operations in the area.
- We support the installation of new sidewalks. Sidewalks and other improvements required by code should not be considered as a public benefit.
- The site is near a shared use trail and we encourage the petitioner to consider providing facilities for employees who commute by bicycle.

Thank you for the opportunity to comment, and please let me know if you have any questions or need additional information.

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Web: www.seattle.gov/transportation

Gray, Moira

From: Harris, Donald
Sent: Wednesday, May 19, 2010 3:21 PM
To: Gray, Moira
Subject: RE: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784

The Department of Parks and Recreation has reviewed Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784.
There are no parks or park facilities affected by this proposed vacation and as a result we have no comments.

Donald M. Harris
Manager, Property and Acquisition Services
Seattle Department of Parks and Recreation
800 Maynard Avenue South
Seattle Wa., 98134-1336
(206) 684-8018
Fax 206 233-7038

From: Gray, Moira
Sent: Wednesday, May 19, 2010 2:07 PM
To: Simpson, Kristen; Smalls, Albert; Buswell, John; Rutherford, Mary; Izzo, Gregory; McPhillips, Wayne; Sheldon, Elizabeth; Hildreth, Casey; Davis, Pierre; Johnson, Carolyn; Hauger, Tom; Harris, Donald; Romano, Guillermo; Baker, Roberta; Watson, Darby; Robertson, Sara; Gray, Barbara; Noble, Judith; Anderson, Judith; Colburn, Gary; almp@wsdot.wa.gov; 'rebecca.spithill@kingcounty.gov'; 'leanne.swanson@qwest.com'; judy.mccollum@pse.com; 'gerrie.jackson@kingcounty.gov'
Cc: Barnett, Beverly
Subject: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784

SDOT has received a petition from Seattle Public Utilities to vacate portions of 2nd South and South Chicago to consolidate parcels for the South Recycling and Disposal Station project.

The project information is attached for review. We are requesting comments regarding this proposal. All comments become part of the permanent public record and are presented for the City Council. We ask that comments on official letterhead with signatures and position

Please do not respond with a casual comment in an email. We need detailed information about any issues you have identified and what the petitioner can do (if anything) to mitigate the issue.
Thank you,

MOIRA GRAY
Street Vacation Specialist
Seattle Department of Transportation
Capital Projects & Roadway Structures Division
700 Fifth Avenue, Suite 3900
PO Box 34996
Seattle, WA 98124-4996

206-684-8272 (Tel)

http://www.seattle.gov

Please consider the environmental impact before printing this email.

Gray, Moira

From: Molla, Ainalem
Sent: Friday, May 21, 2010 5:29 PM
To: Gray, Moira
Cc: Buswell, John; Garcia, Angel
Subject: RE: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784

Moira
I reviewed the proposed street vacation. Our section does not have concerning issues to the proposed street vacation.
Ainalem
4-5302

From: Buswell, John
Sent: Wednesday, May 19, 2010 3:14 PM
To: Molla, Ainalem; Garcia, Angel
Subject: FW: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784

Please review and comment.

John

From: Gray, Moira
Sent: Wednesday, May 19, 2010 2:07 PM
To: Simpson, Kristen; Smalls, Albert; Buswell, John; Rutherford, Mary; Izzo, Gregory; McPhillips, Wayne; Sheldon, Elizabeth; Hildreth, Casey; Davis, Pierre; Johnson, Carolyn; Hauger, Tom; Harris, Donald; Romano, Guillermo; Baker, Roberta; Watson, Darby; Robertson, Sara; Gray, Barbara; Noble, Judith; Anderson, Judith; Colburn, Gary; almp@wsdot.wa.gov; 'rebecca.spithill@kingcounty.gov'; 'leanne.swanson@qwest.com'; judy.mccollum@pse.com; 'gerrie.jackson@kingcounty.gov'
Cc: Barnett, Beverly
Subject: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784

SDOT has received a petition from Seattle Public Utilities to vacate portions of 2nd South and South Chicago to consolidate parcels for the South Recycling and Disposal Station project.

The project information is attached for review. We are requesting comments regarding this proposal. All comments become part of the permanent public record and are reproduced for the City Council. We ask that you send your comments on official letterhead with signatures and position titles.

Please do not respond with a casual comment in an email. We need detailed information about any issues you have identified and what the petitioner can do (if anything) to mitigate the issue.
Thank you,

MOIRA GRAY
Street Vacation Specialist
Seattle Department of Transportation
Capital Projects & Roadway Structures Division
700 Fifth Avenue, Suite 3900
PO Box 34996
Seattle, WA 98124-4996

206-684-8272 (Tel)

http://www.seattle.gov

Please consider the environmental impact before printing this email.

King County
Department of Transportation
Transit Division
Design & Construction Section
201 South Jackson Street, M/S KSC-TR-0431
Seattle, WA 98104-3856
Fax: (206) 684-1900

June 10, 2010

Ms. Moira Gray
Seattle Department of Transportation, Street Vacations
Seattle Municipal Tower
700 Fifth Avenue, Suite 3900
P.O. Box 34996
Seattle, Washington 98124

Street Vacation Petition of Portion of 2nd Avenue South and South Chicago Street
CF 310784

Dear Ms. Gray:

Thank you for the opportunity to review the above Vacation Request. King County Metro Transit has reviewed the request and has no objection to the vacation.

If you have any questions, please feel free to call me at (206) 684-1334.

Sincerely,

Gerrie Jackson, SR/WA
Real Property Agent

Gray, Moira

From: Deb McNeil [debmcneil12@gmail.com]
Sent: Wednesday, June 02, 2010 3:22 PM
To: Gray, Moira
Subject: Re: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784

I am in favor of this action to allow construction of the new South Transfer Station.

Deborah McNeil
1046 S.Southern St.
Seattle, WA 98108

On Wed, May 19, 2010 at 2:08 PM, Gray, Moira <Moira.Gray@seattle.gov> wrote:

The Seattle Department of Transportation has received a petition from Seattle Public Utilities to vacate portions of 2nd Avenue South and South Chicago Street in the South Park Neighborhood Planning area to consolidate parcels for the South Recycling and Disposal Station project.

We are requesting comments regarding this proposal. The project information is attached for your review: contact information, project description, maps and drawings.

All comments become part of the permanent public record and are reproduced for the City Council. Please indicate whether you are responding as an individual or as the representative of an organization.

Thank you,

MOIRA GRAY

Street Vacation Specialist

Seattle Department of Transportation

Capital Projects & Roadway Structures Division

700 Fifth Avenue, Suite 3900

PO Box 34996

Seattle, WA 98124-4996

206-684-8272 (Tel)

http://www.seattle.gov

Please consider the environmental impact before printing this email.

2510 S. 84th St., Suite 18
Lakewood, WA 98499

Qwest
Spirit of Service®

May 21, 2010

Moira Gray
Seattle Department of Transportation
700 Fifth Ave., Suite 3900
P.O. Box 34996
Seattle, WA 98124-4996

Dear Moira:

Per the attached request for Vacation of Portions of 2nd Avenue South and South Chicago Street, CF 310784. Qwest does not have existing facilities in the proposed Vacation area and does not object nor will we an easement be necessary.

Sincerely,

Marge R. Bailey, ROW Engineer
Qwest Corporation
2510 – 84th St. S., Suite 18
Lakewood, WA 98499
253-377-6265 cell
253-597-4024 office
253-589-1798 fax
Marge.Bailey@qwest.com

City of Seattle

Gregory J. Nickels, Mayor

Seattle Police Department

John Diaz, Interim Chief of Police

May 25, 2010

Moira Gray
Street Vacation Office
Seattle Department of Transportation
700 fifth Avenue, Suite 3900
P.O. Box 34996
Seattle, WA 98124-4996

Dear Ms. Gray:

Upon review of the street vacation petition, **CF 310784**, that referrers to 200 South Kenyon Street; located in the South Park neighborhood Planning Area that consists of four parcels bounded by South Kenyon Street on the south, SR 99 on the east, South Holden Street to the north and South Kenyon Street on ramp to SR 99 to the West, it was determined that the vacation of this area would not significantly hinder public safety efforts provided by the Seattle Police Department.

Respectfully,

LT Pierre Davis
Seattle Police Department Traffic Enforcement Unit

City of Seattle
Department of Transportation

June 17, 2010

Memorandum

To: Moira Gray, CPRS

From: Sara Robertson, Policy and Planning

Re: Vacation of Portions of 2nd Ave S and S Chicago St (CF 310784)

The Policy and Planning has reviewed the vacation request for Seattle Public Utilities, 200 South Kenyon Street (CF 310784).

It is great to see the two new sidewalks incorporated into the project as both sidewalks are identified in the Pedestrian Master Plan (PMP) as tier 1 projects. The sidewalks will need to have ADA accessible curb ramps to ensure that people with disabilities are able to utilize the sidewalks. Sidewalks should be built to code. Any green stormwater infrastructure should be incorporated into the design as well.

Thank you for the opportunity to comment on this request. Please contact me if you have any questions or need additional information. I can be reached at 206.733.9973 or sara.robertson@seattle.gov.

Peter E. Hahn, Director
Department of Transportation
700 5th Avenue, Suite 3800
PO Box 34996
Seattle, WA 98124-4996

Tel (206) 684-5000
Tel (206) 684-ROAD
Fax (206) 684-5180
TTY/TDD (206) 684-4009
peter.hahn@seattle.gov

http://www.seattle.gov/transportation

Gray, Moira

From: Altschuler, Jennifer L [Jennifer.Altschuler@pse.com]
Sent: Friday, June 18, 2010 1:54 PM
To: Gray, Moira
Cc: Olson, Cody R; McConachie, Justin
Subject: Seattle CF No. 310784

Importance: High

Moira,

PSE has conducted a review of its existing and proposed facilities within the subject portions of S. Chicago St. and 2nd Ave S. described in CF No. 310784. We have confirmed there is an existing 2" STW/PE intermediate pressure natural gas main located within the entire length of the subject portion of 2nd Ave S. The main extends north beneath SR-99 and the on/off ramps to SR-509, connecting to existing mains in S. Holden St. and West Marginal Way S. PSE has operated a natural gas main in 2nd Ave S. since 1957 and upgrades to the main were made as recently as 2008. Current standards prohibit the building of structures on top of the gas main, such as those described in the proposed SPU South Recycling and Disposal Station project.

This gas main serves an important looped feed to our customers in south Seattle neighborhoods. Please do not proceed with the street vacate until SPU has made the necessary arrangements with PSE to protect and preserve this gas main.

Thank you,

Jennifer Altschuler
Supervisor Real Estate
Puget Sound Energy
PO Box 90734 / EST-06W
Bellevue, WA 98009
Direct: (425) 462-3054
Bellevue 81-3054 / Tacoma 89-6416

Comments on the 2nd Avenue S. and S. Chicago Street Vacation (CF 310784)

Department of Planning and Development
Gordon Clowers
June 15, 2010

Thank you for the opportunity to comment on this street vacation. As proposed, this street vacation would be beneficial with no negative consequences identified. Rather, positive outcomes would be to eliminate mapped but unneeded right-of-ways, and to accommodate an improved solid waste transfer station site plan.

This location is northwest of the South Park neighborhood in a General Industrial 2 zone. State Routes 99 and 509 are nearby, immediately east and west of the vicinity, meeting just north of the site along with West Marginal Way SW. Given these road conjunctions, the area is relatively hemmed in and separated from other nearby vicinities. Dominant land uses nearby are industrial, heavy commercial, and utility in nature, with warehouses and/or open yards. Residential uses are present a few blocks away, primarily east of SR 99 at the edge of the South Park neighborhood. An existing transfer station is present just south of the site vicinity, and other area to the south is a closed landfill.

The vicinity is accessed from the north by an exit from SR 99 directly to S. Kenyon Street. 5th Avenue S. also connects northward from S. Cloverdale Street, and Occidental Avenue S. runs approximately north-south near SR 509.

East of 2nd Avenue S., the site vicinity's original platting pattern was for single-family residential development, with numerous narrow lots and streets arranged in a gridiron pattern oriented north-south-east-west. With the subsequent overlaying of an SR 99 right-of-way corridor oriented northwest-to-southeast, a remnant fragment of the gridiron's lot and street pattern west of SR 99 was created, including the proposed 2nd Avenue S. and S. Chicago Street rights-of-way that are proposed for vacation.

Given the divisions in land use and property patterns caused by the nearby highway corridors that bound the subject property, its zoning, and its current physical conditions (e.g. exposure to heavily traveled highways), there is no practical or probable future use matching the original residentially platted lot pattern at the site's eastern edge. Similarly, there is no practical or probable need for the street rights-of-way that are proposed to be vacated, because they terminate at the SR 99 right-of-way. The purpose of area access is well-served by the exit route from SR 99 to S. Kenyon Street, and other available streets and highways. As well, based on the review of proposed transfer station plans, it is clear that the proposed vacation would help to accommodate a site plan that would be functional and have good internal circulation on the site. Without the vacation, such site plans might be more constricted or less effectively arranged.

As described, the proposed public benefit elements of sidewalks provided on S. Kenyon Street and 5th Avenue S. during two project phases, plus a viewing room within the

transfer station, would be beneficial to public safety, comfort and educational purposes. The extent of such sidewalks would provide a tangible improvement to this area for those who might want to reach the area on foot, particularly to maintain a safe and clear identification of streets for automobile/truck traffic and sidewalks for pedestrians in this relatively under-improved area. These appear to be sufficient public benefits in relation to the vacation proposal.

In sum, DPD Planning identifies no problems, and recommends this street vacation occur along with the proposed public benefit elements.

Seattle
design
Commission

APPROVED
MINUTES OF THE MEETING

May 6, 2010

Convened 8:30am
Adjourned 5:00pm

Projects Reviewed

South Transfer Station
Alaskan Way Viaduct and Seawall Replacement
Fire Station 6
Maple Leaf Reservoir Park
Rainier Beach Community Center

Commissioners Present

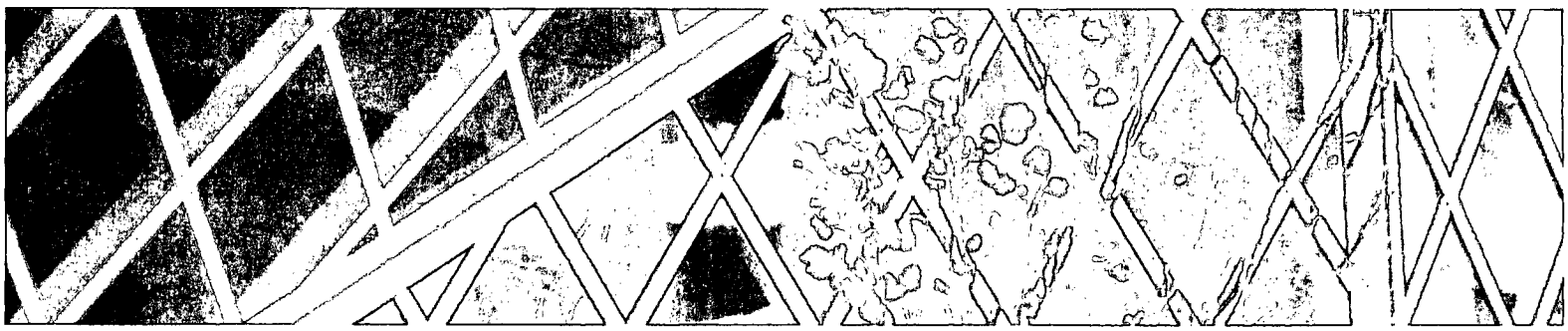
Mary Johnston, Chair
Andrew Barash
Julie Bassuk
Graham Black
Lauren Hauck
Laurel Kunkler
Julie Parrett
Norie Sato
Donald Vehige

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jenny Hampton

Department of Planning and Development
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

TEL 206-615-1349
FAX 206-233-7883



May 6, 2010

Project: **South Transfer Station**
Phase: Concept Design
Last Reviewed: N/A
Presenters: Sian Roberts, Miller Hull
Rob Schwartz, Mortenson Construction
Barbara Swift, Swift Company
Terrill Chang, URS Corporation
Kathy Wesselman, WPA, Inc.
Karen Iwasaki, SPU
Hui Yang, SPU

Attendees: Lucas Deherrera, DPD
Ruri Yampolsky, Arts and Cultural Affairs
Hui Yang, SPU
Marcia Wagoner, Read Wagoner
Tim Croll, SPU
Anthony Pellecchia, WPA
Tom Aura, Mortenson Construction
Gary Rea, Mortenson Construction
Jodie Clarke, O'Brien and Co.
Chad Zettle, Miller Hull
Gareth Loveridge, Swift Company

Time: 9:00am-10:05am (000/RS0000)

ACTION

The Design Commission thanks the project team for their comprehensive and concise presentation. The Commission unanimously approves conceptual design presented with the following recommendations:

- **Expand the use of informational signage.**
- **Consider a larger sign on the building and the use of color. The word collage might not be the graphic language appropriate to the scale, context and purpose of the building.**
- **While the Commission supports the boldness and assertiveness of the landscape, and the banding approach, the landscape design does not appear to have been informed by the shape of the access roads, or vice versa.**
- **Reconsider the planting patterns in the parking lot area.**
- **Integrate the banding approach of the architecture and landscape architecture more.**
- **Encourage the artist to integrate the art according to the scale of the facility.**
- **Improve how the large tipping floor building and the smaller administration building relate to each other.**
- **In the banding of the architecture, consider flipping the transparent part of the facades to the upper portion of the building instead of leaving it at the bottom of the building where it is more vulnerable to being hit by vehicles.**

Presentation

Our transfer stations were built in the mid 60s and are ill adapted for the growth that we have seen. We are rebuilding both facilities in South Park and Wallingford. The structures will need to be larger to meet our needs. We want an aspect of race and social justice to this project as well. We want to make it clear through the design that we care for the surrounding South Park and Wallingford neighborhoods.

We are doing a design build project and plan to be finished construction by Aug 2012. We plan on being back before the commission on May 20th to seek approval for the schematic design and street improvements.

We have also been working with the community members for the last five years.

How we selected our team:

- we started over 2 years ago. We wanted industry expertise and a local team that knows the area.
- we want to bring this project to LEED gold.
- we want to reach out to the community.
- we wanted to make sure that we can work together and have fun.

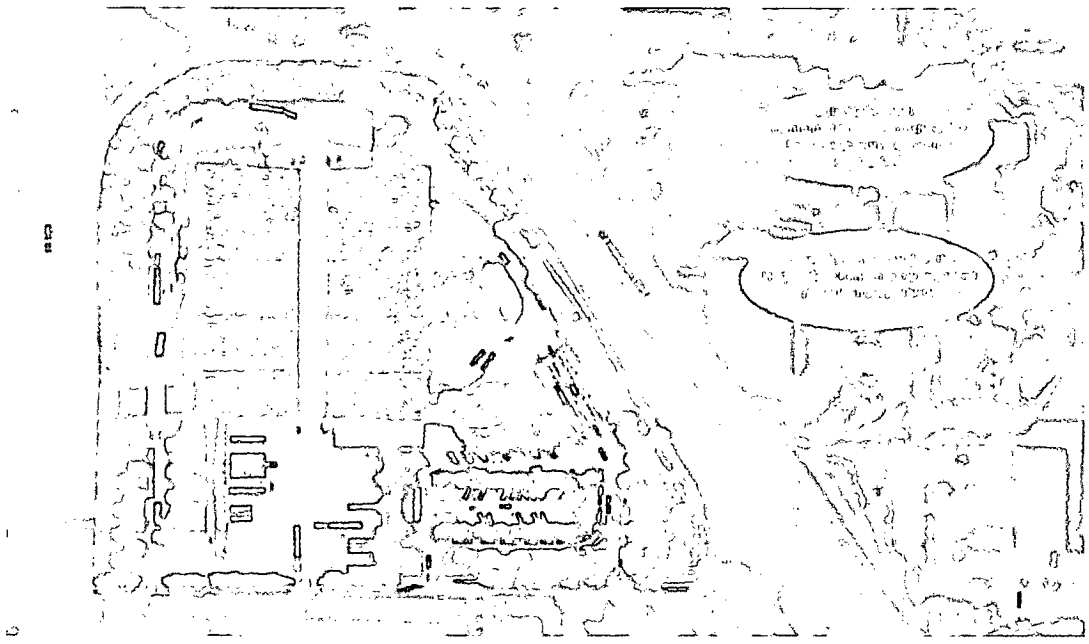
When we were thinking about the project, we came up with three goals:

- make it work (respond to the technical documents such as queuing, safety of users)
- make it speak (articulate the goals of the city and neighborhood LEED Gold)
- make it flexible (a large building helps to make it flexible for SPU)

We integrated with the city's team, analyzed the technical issues and made sure that we are working in the same direction.

Barbara Swift presented the landscape. We first stepped back and looked at the phases 1 and 2 in the larger context of the Duwamish River valley. For the South Park station, we looked at the source of forms along the river. We also looked at the texture and scale of the area with large parcels and small parcels expressing in the built form. We also looked very closely at the trail system, communities, and movement through the site.

One of the charges with the project was to create a masterplan for phase 1 and phase 2. We consistently tried to pull the buildings back from 99, and located them on this edge. These are large strong landscape moves. There are two things that can help with the scale; one is landscape and one is building. This site looks at the potential for pedestrian connections that can tie into the trail system.



Site Plan

Some of the technical and organizational movements control the building's size and shape. Once we determined a footprint we moved it along the site so that we could move the box on site to meet our goals. One of our key design criteria was to separate large vehicles from small vehicles for safety. The separation of traffic also speeds up and makes more efficient the movement through the building. Another feature is a tunnel below the building where large trucks can load and unload their material.

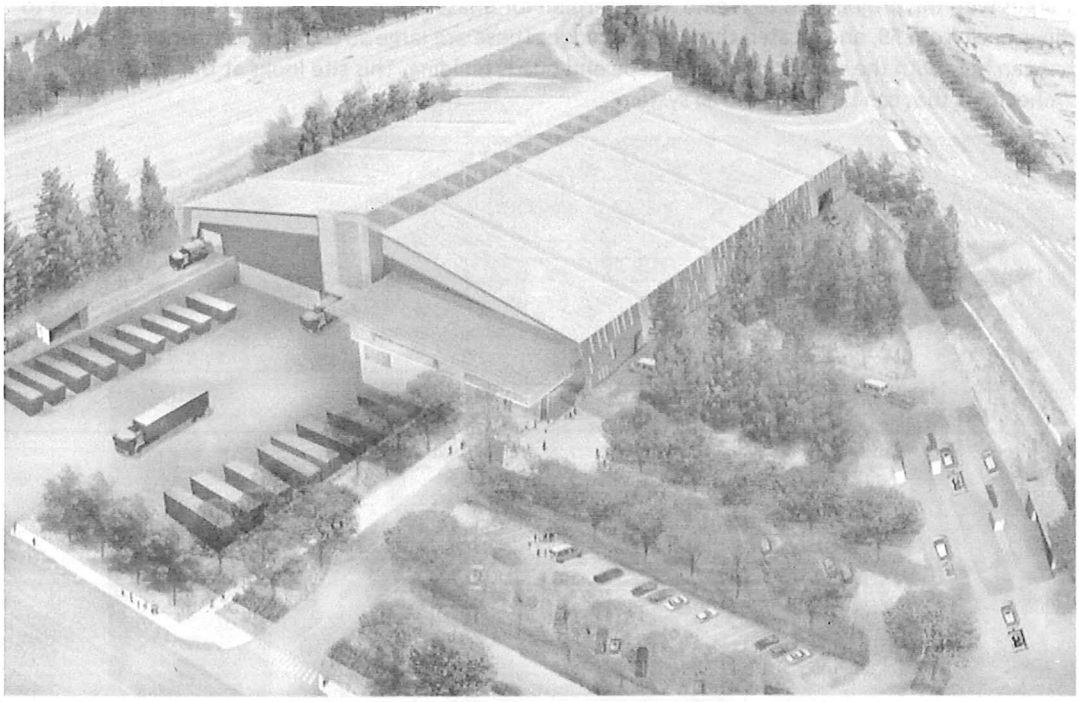
We kept the strategy for the landscape simple. We wanted to make sure there was a large landscape. We looked in depth at the scale of areas and the speed of movement. Visitors can park and go to the building or drive around to the building to que. We are looking at using big large trees. We are using grasslands for the ground of the site. We are using graphically strong bands of shrubs. The site's topography is slightly sloped; we are using landforms to scope up and around the building, but are reworking it so that the graphic patterns are strongly presented.

As we evaluated the site at the beginning of the project, we talked about what is waste and how it could become a cycle and how we could break down the scale and think about the character of the building and the site. We started from the very beginning and looked at the systems as being civic in nature. We want to this to be an industrial place, but also to break down the scale of the building.

There are three floors: the tunnel, tipping floor and top floor. The top floor is the administration area that includes a viewing room that looks out over the tipping floor. On this floor there is also a training room. We are using translucent panels to drive light right into the building. The building will be a little above the ground grade due to the configuration of the tunnel.

We have been asked to devise a comprehensive system for wayfinding, one that can be flexible. We have employed words, images and symbols to span the different users of the facility. We are also using photographic images and static and LED technology systems. Since waste affects environment, we are incorporating earth, water, sky images to depict these ideas. We are looking at using recyclable materials for the signage. We are looking at the transit typeface as it is designed to be read from moving vehicles. We are also showing information for education and how SPU promotes recycling and also the sustainability of the site and building. We are also locating the South Transfer station name with possibly a collage of waste word associations on the side facing I-90.

There is an artist-to-be in residence for the transfer stations. She has been at the stations and observing the process and people to come up with a temporary installation. We are finding that the size and scale of the



Perspective

buildings are a challenge. The artist is looking at ideas of projection or developing something sculptural. At this point the artist is working with the design team to come up with a temporary piece for the current facility and then also for a more permanent piece for this facility..

Commissioners' Comments & Questions

Did you have an idea of where the rain water catchment might be?

It currently will sit on the east side of the building and will be underground. The system will be in place to catch most of the roof water and used in site.

How much parking is there?

There is 37-38 vehicle parking stalls and bus drop off. There is also the area where all the trailers will park.

With the addition of vehicles, is SDOT ok with how this configuration works?

There will be a lot less vehicles in the proposed transfer station then with the existing.

How will recycling happen when this is in operation?

The large building will help during the process of phase 2.

What will have to happen with the dust to keep the panels translucent and not dusty?

We will have to have some maintenance to keep up the clarity and cleanliness. From a lighting scheme, it will help to bring the light into the system.

The panels along the base of the building, are you concerned about the durability?

The panels on the top of the building are on the outside of the structure, but at the base, it will be on the inside. We will be putting guard rails on the inside and vegetation along the outside.

Has there been any community involvement in this process?

Early on, SPU put together a stakeholder group to inform to project. They did a lot of work identifying what they thought would be critical for the community. It was in the RFP and was something that was addressed. This stakeholder group also has been reviewing the project. We have had an open house with 30 or so people attending from the community. There is a positive response. We will be continuing working with the community.

Thank you for your thorough presentation, I really like that the way that the signage will play a role in this concept. Include the green elements as well into the education plan.

Is there a way that some of the vegetation banding can start to influence the building in some ways. I will urge you to consider the collage of words and how people might read this and drivers passing by.

I think when you start to get in more detail and play with the materials, the word collage might get a bit dated in this 50 year building.

I think it will be really important for the artist to match the scale of the project. Maybe there is a way to use the translucency and the light as part of the building.

Not being that familiar with the area, it will be helpful to have an overview to how the neighborhoods are and what the context is.

I applaud that the landscape architecture and architecture are working together in creating simple plans and palettes. In terms of the building, I think that the big shed is working well but the administrative building seems to be an add-on and it seems like it's a different vocabulary. It seems like they need to feel more integrated and the relationship needs to be together.

The concept for the landscape seems right on, but doesn't seem to be fulfilling that promise and is a little tentative. The banding is weak in some ways. There are some very interesting shapes created however and I think that they could work together a bit more with the building.

Might want to think about different colors for the building as well and not grey.

Seattle
design
Commission

Department of Planning and Development
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

TEL 206-615-1349
FAX 206-233-7883

APPROVED
MINUTES OF THE MEETING

May 20, 2010

Convened 8:30am
Adjourned 4:30pm

Projects Reviewed

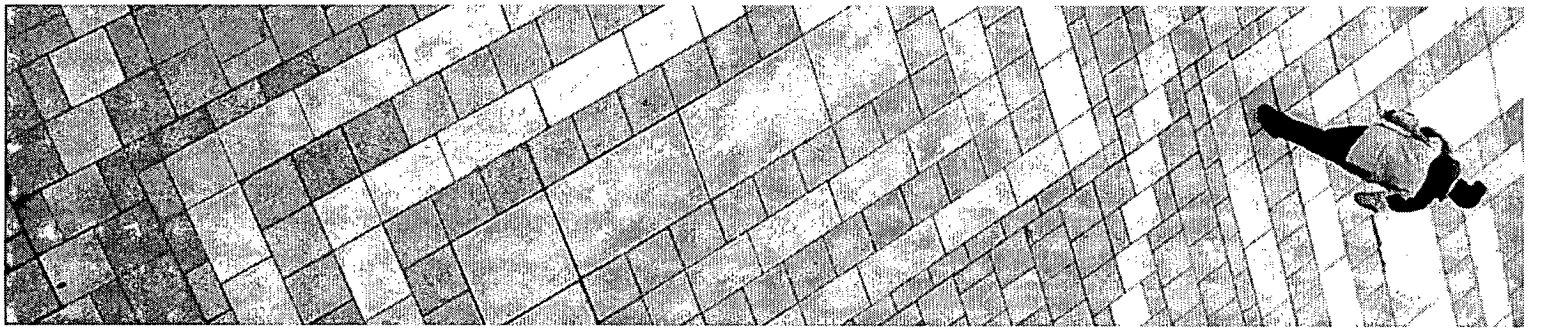
Alaskan Way Viaduct and Seawall Replacement
History of Seattle City Planning
Crown Hill Park
Fire Station 9 Fremont
South Transfer Station

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Brendan Connolly
Julie Bassuk
Graham Black
Lauren Hauck
Laurel Kunkler
Julie Parrett
Norie Sato

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Jenny Hampton



May 20, 2010

Project: **South Transfer Station**
Phase: Schematic Design
Last Reviewed: May 6, 2010
Presenters: Terrill Chang, URS Corporation
Henry Friedman, SPU
Gareth Loveridge, Swift Company
Sian Roberts, Miller Hull
Barbara Swift, Swift Company
Marcia Wagoner, Read/Wagoner
Carol dePelecyn, Artist

Attendees: Tom Aura, Mortenson Construction
Beverly Barnett, SDOT
Jodie Clark, O'Brien and Company
Lucas Deherrera, DPD
Karen Iwasaki, SPU
Anthony Pellecchia, WPA
Gary Rea, Mortenson Construction
Ruri Yampolsky, Arts and Cultural Affairs
Hui Yang, SPU
Jason Huff, Arts and Cultural Affairs
Michael Henderson, citizen
Jeff Neunes, SPU
Katie Zemtsott, DJC
Stefan Bukojemsky, URS

Time: 3:00pm-4:30pm

ACTION

Street Vacation

The Design Commission thanked the South Transfer Station team for its presentation on the urban design merit of the street vacations of S Chicago St between SR-509 and W Marginal Way S, and of 2nd Ave S between W Marginal Way S at the north and S Kenyon St at the south. The project team laid out a justification for the urban design merit of vacating the street segments based on the fact that the ROWs have never been developed as roadways and are not needed for travel or utilities in this area. The Design Commission unanimously approved the urban design merit of the street vacation.

Schematic Design

The Commission thanked the project team for presenting background information and an overview of the community process on the site, the landscape design changes and the building design updates. The Commission applauds how well the landscape has been developed to provide cohesion of the site. The Design Commission approved the schematic design with a vote of four in favor, one obtaining and one dissenting*. The following comments were provided:

- **The direction of the administration building is positive, but could be further revised to create more integration;**
- **The scale houses need to be developed more in terms of geometry;**

- Continue to explore color possibilities for the roof, thinking about the potential for light and contrast in the site;
- Also reconsider how the roof connects to the ground;
- Integrate to gabian walls even more into the site;
- Consider how the signage might articulate the character of the neighborhood and relate to what is around it.

The dissenting vote was because of the opinion that the schematic design was not far enough along to be reviewed.

Seattle
design
Commission

Department of Planning and Development
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

TEL 206-615-1349
FAX 206-233-7883

APPROVED
MINUTES OF THE MEETING

June 17, 2010

Convened 8:30am
Adjourned 2:45pm

Projects Reviewed

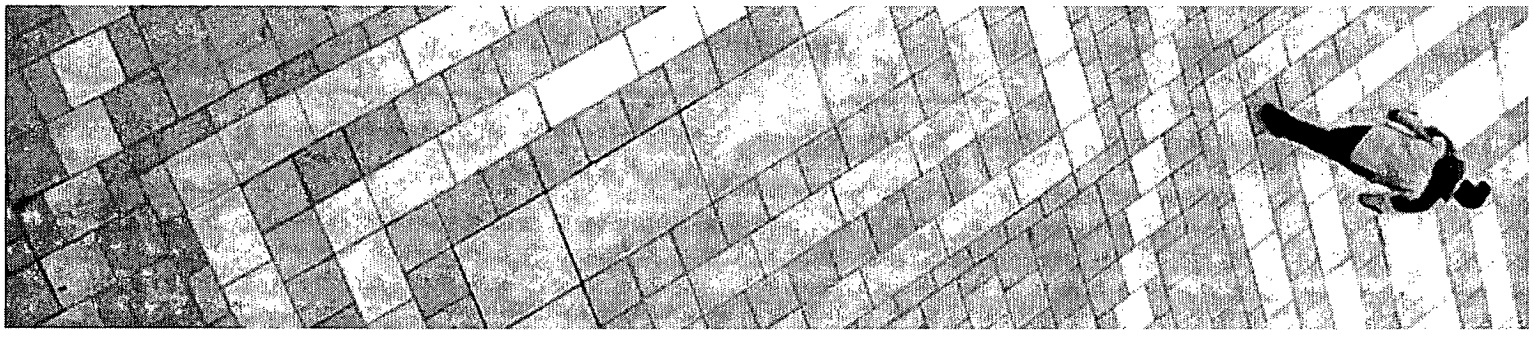
Pedestrian Scale Lighting Standards
Lake to Bay Loop Trail
South Transfer Station

Commissioners Present

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

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino



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

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 17th, 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.

SPU/South Recycle and Disposal Station
Vacation of 2nd South and South Chicago
CF 3010784

Development Team:

Development Team			
URS	Terrill Chang, Design Team Project Manager	terrill_chang@urscorp.com	206-438-2596
Mortenson Construction	Tom Aura, Construction Executive	tom.aura@mortenson.com	425-497-6616
Miller Hull	Sian Roberts, Architect	sroberts@millerhull.com	206-254-2006
Swift Company	Barbara Swift, Landscape Architect	barbara@swiftcompany.com	206-632-2038
dePelecyn Studio	Carolyn dePelecyn, Artist	carol@depelecyn.com	206-262-0727

Gray, Moira

From: Iwasaki, Karen
Sent: Thursday, May 13, 2010 3:26 PM
To: Gray, Moira
Subject: FW: setting up a pointer

Hi Moira:

Here is the email list for the STS Stakeholders group.
Thank you!

-Karen

From: McGrath, Marnie
Sent: Thursday, May 13, 2010 3:02 PM
To: Iwasaki, Karen
Subject: RE: setting up a pointer

I'm so sorry, Karen. I completely dropped the ball on this! Here's the list I have:

Kevin Burrell	kevin@ecoss.org
Debbie McNeil	debmcneil12@gmail.com
Lora Suggs	lora.suggs@gmail.com
Wendy Woldenberg	wendywoldenberg@hotmail.com
Jorge Madrazo	jorgemadrazo@seamarchc.org, madrazo.jorge@yahoo.com
Nigel Day	nigelday@comcast.net
Patrick Burningham	patrick@seconduse.com
Carl Pierce	cpierce@seattlehousing.org
Bill Pease	billtherat@seanet.com
Ray Golingo	rgolingo@yahoo.com

Marnie McGrath
Sr PR Specialist
Project Delivery Branch, SPU
office: 4-5273 BB: 255-7667
marnie.mcgrath@seattle.gov

From: Iwasaki, Karen
Sent: Thursday, May 13, 2010 2:19 PM
To: McGrath, Marnie
Subject: FW: setting up a pointer

Hi Marnie:
Could you send me whatever addresses you have for the STS Stakeholders and then follow up with any new ones that you obtain later? Thank you!

Karen Iwasaki
Seattle Public Utilities
Project Management & Engineering Division
(206) 615-0867

From: Gray, Moira
Sent: Thursday, May 13, 2010 9:46 AM
To: Iwasaki, Karen
Subject: RE: setting up a pointer

Hi Karen,
Were you able to get the email addresses for the stakeholder list?

City of Seattle

Seattle Department of Transportation **Peter Hahn, Director**

MEMORANDUM

DATE: May 19, 2010

TO: Interested Persons

FROM: Moira Gray, Seattle Department of Transportation, Street Vacations

SUBJECT: Vacation of Portions of 2nd Avenue South and South Chicago Street, CF 310784

The Seattle City Council has received a petition from Seattle Public Utilities (SPU) to vacate portions of 2nd Avenue South and South Chicago Street in the South Park Neighborhood Planning area. The petitioner is requesting the vacation to consolidate parcels for the South Recycling and Disposal Station project. SPU will construct a new solid waste transfer station and recycling facility at the site. If you are interested in commenting on this vacation please review the attached materials describing the vacation request. Your comments will become part of the permanent public record and will be included in the recommendation to the City Council. **Return your comments to**: Moira Gray, Seattle Department Transportation, PO Box 34996, Seattle, Washington 98124-4996, or e-mail comments to moira.gray@seattle.gov. Please include your name and whether you are responding as an individual or as a representative of an organization when you return your comments.

PETITIONER:

Seattle Public Utilities

PETITIONER CONTACT:

Henry Friedman, 206 733-9147, henry.friedman@seattle.gov

COMMENTS REQUESTED BY:

Comments are accepted throughout the review period. Early comments are helpful in coordinating with the petitioner.

The complete file is available for review. Please contact Street Vacation Staff at 684-7564 to review the file or if you have any questions. Thank you for your review and timely response.

Attachments:
SDOT Vacation Documents

City of Seattle
Seattle Department of Transportation
Peter Hahn, Director

MEMORANDUM

DATE: May 19, 2010

TO: Street Vacation Reviewers

FROM: Moira Gray, Seattle Department of Transportation, Street Vacations

SUBJECT: Vacation of Portions of 2nd Avenue South and South Chicago Street, CF 310784

The Seattle City Council has received a petition from Seattle Public Utilities to vacate portions of 2nd Avenue South and South Chicago Street in the South Park Neighborhood Planning area. Please review the attached materials describing the vacation request and provide us with your comments by June 19, 2010. Your comments will become part of the permanent public record and will be included in the recommendation to the City Council. **Return your comments to:** Moira Gray, Seattle Department of Transportation, PO Box 34996, Seattle, Washington 98124-4996. E-mail comments to moira.gray@seattle.gov. or internal Mail Stop: SMT 07-39-00. Please include your name, title and agency when you return your comments.

PETITIONER:

Seattle Public Utilities

PETITIONER CONTACT:

Henry Friedman, 206 733-9147, henry.friedman@seattle.gov

DEADLINE:

Comments requested by June 19, 2010. Early comments are helpful in coordinating with the petitioner.

The complete file is available for review. Please contact Street Vacation Staff at 684-7564 to review the file or if you have any questions. Thank you for your review and timely response.

Attachments:
SDOT Street Vacation Documents

Greg Hill
Institute for Transportation/Env.
1215 N 47th St
Seattle WA 98103

Irene Wall
Phinney Ridge Community Council
207 N 60th St
Seattle WA 98103

Brian Ramey
Friends of Brooklyn
117 East Louisa Street, PMB 187
Seattle WA 98102

John Barber
Open Space Advocates
3421 E. Superior St
Seattle WA 98122

Gray, Moira

From: Gray, Moira
Sent: Wednesday, May 19, 2010 2:08 PM
To: 'karen@seattleparksfoundation.org'; 'karendaubert@msn.com'; 'Kent Kammerer'; 'jeannieh@serv.net'; 'kevin@ecoss.org'; 'debmcneil12@gmail.com'; 'lora.suggs@gmail.com'; 'wendywoldenberg@hotmail.com'; 'jorgemadrazo@seamarchc.org'; 'madrazo.jorge@yahoo.com'; 'nigelday@comcast.net'; 'patrick@seconduse.com'; 'cpierce@seattlehousing.org'; 'billtherat@seanet.com'; 'rgolingo@yahoo.com'; 'Kim@ResourceStewards.com'; 'mbabaliye.theogene@epa.gov'; 'jdavid@farfalle.com'; 'rsmith6@wm.com'; 'nariss@seattleschools.org'; 'office@iliadapartments.com'; 'signe.gilson@cleanscapes.com'
Cc: Barnett, Beverly
Subject: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784
Attachments: 2nd S & S CHICAGO VACATION CF310784 COMMUNITY.pdf; 2nd S & S CHICAGO VACATION CF310784.pdf

The Seattle Department of Transportation has received a petition from Seattle Public Utilities to vacate portions of 2nd Avenue South and South Chicago Street in the South Park Neighborhood Planning area to consolidate parcels for the South Recycling and Disposal Station project.

We are requesting comments regarding this proposal. The project information is attached for your review: contact information, project description, maps and drawings.

All comments become part of the permanent public record and are reproduced for the City Council. Please indicate whether you are responding as an individual or as the representative of an organization.
Thank you,

MOIRA GRAY
Street Vacation Specialist
Seattle Department of Transportation
Capital Projects & Roadway Structures Division
700 Fifth Avenue, Suite 3900
PO Box 34996
Seattle, WA 98124-4996

206-684-8272 (Tel)

http://www.seattle.gov

Please consider the environmental impact before printing this email.

Gray, Moira

From: Gray, Moira
Sent: Wednesday, May 19, 2010 2:10 PM
To: Massie, Jeff
Subject: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784
Attachments: 2nd S & S CHICAGO VACATION CF310784.pdf; 2nd S & S CHICAGO VACATION CF310784 AGENCIES.pdf

(In lieu of Greg Izzo)
SDOT has received a petition from Seattle Public Utilities to vacate portions of 2nd South and South Chicago to consolidate parcels for the South Recycling and Disposal Station project.

The project information is attached for review. We are requesting comments regarding this proposal. All comments become part of the permanent public record and are reproduced for the City Council. We ask that you send your comments on official letterhead with signatures and position titles.

Please do not respond with a casual comment in an email. We need detailed information about any issues you have identified and what the petitioner can do (if anything) to mitigate the issue.
Thank you,

MOIRA GRAY
Street Vacation Specialist
Seattle Department of Transportation
Capital Projects & Roadway Structures Division
700 Fifth Avenue, Suite 3900
PO Box 34996
Seattle, WA 98124-4996

206-684-8272 (Tel)

http://www.seattle.gov

Please consider the environmental impact before printing this email.

Petitioner: Seattle Public Utilities (SPU)

Right-of-way proposed for vacation: Clerk File 310784
Portions of 2nd Avenue South and South Chicago Street

Site Address: 200 South Kenyon Street; located in the South Park Neighborhood Planning Area.
DPD Project #3010411

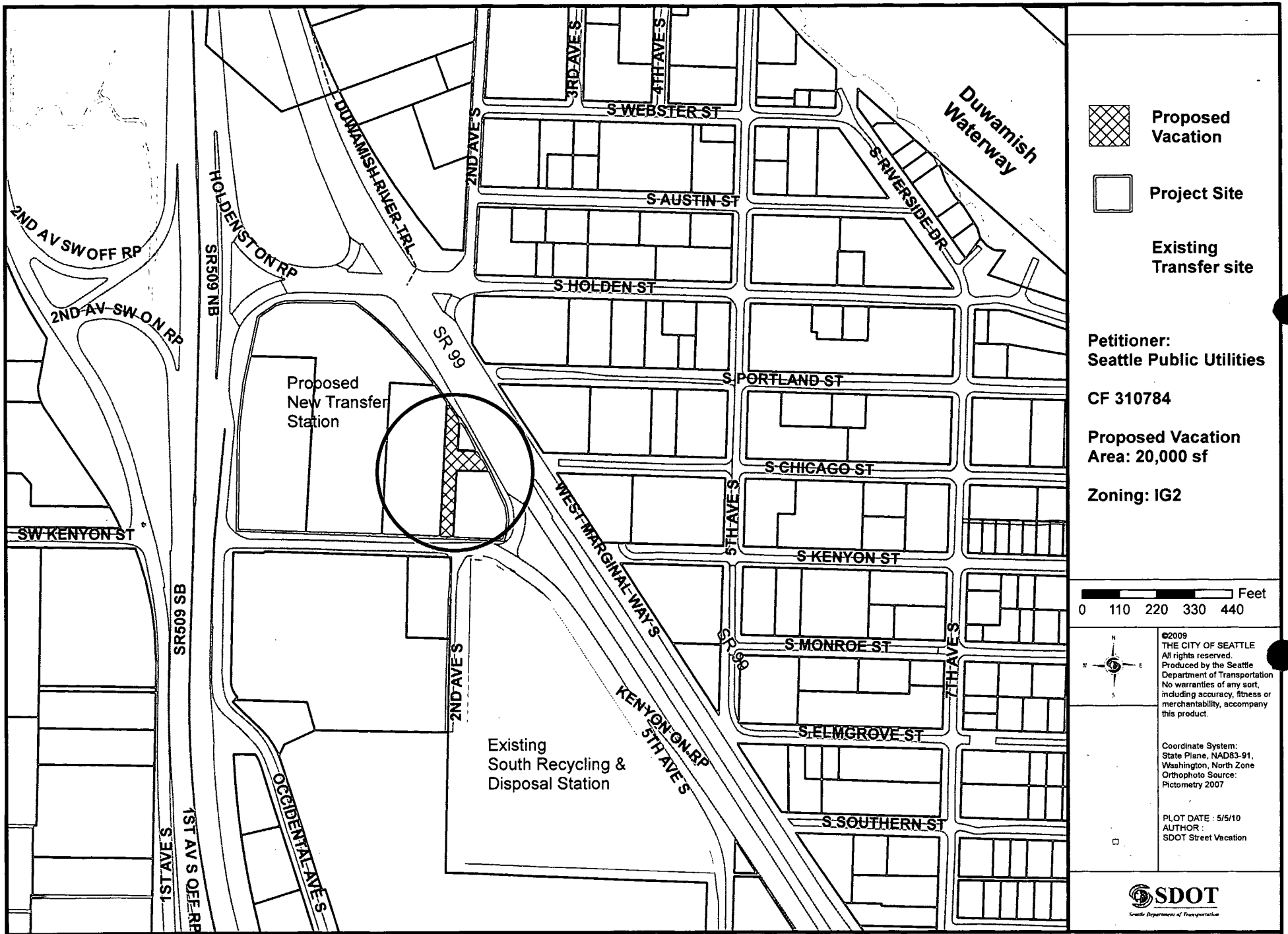
Property Description:
The project site consists of four parcels bounded by South Kenyon Street on the south, State Route 99 (also known as West Marginal Way South) on the east, the South Holden Street on and off ramps to State Route 509 on the north, and the South Kenyon Street on ramp to SR 509 on the west. The site is approximately 9 acres. The rights-of way proposed for vacation occupy approximately a half acre on the eastern portion of the site. The rights-of-way intersect at right angles and provide for local access purposes. The only access to the public transportation grid is from 2nd Avenue South at South Kenyon Street. The northern end of 2nd Avenue South and the eastern end of South Chicago Street are fenced with no access to other right-of-way. The site was previously owned by South Kenyon Street LLC and leased for school bus parking and related maintenance. The project site is within the Critical Areas by Ordinance 1000 feet methane buffer.

Reason for Vacation:
The vacation supports the SPU South Recycling and Disposal Station project. SPU has acquired the four parcels in the South Park area for the construction of a new solid waste facility to replace the existing 45 year old transfer station. The right-of-way proposed for vacation bisects the parcels. The vacation allows for consolidation of the parcels needed for the project.

Project Description:
The South Recycling and Disposal Station project is a phased project that encompasses two sites: the new four parcel site with the proposed vacations, and the existing transfer station located one block to the southeast. Phase I of the project will construct a solid waste transfer station and temporary recycling facilities on the new site including an 110,000 square foot, 72 foot high transfer station building, and access roads, scales, fueling station, parking area, employee facilities and other related facilities. The existing transfer station will operate through Phase I. Phase II of the project will demolish the existing structures on the southeast site and construct new recycling facilities including a household hazardous waste facility, a reuse store and administrative offices. When Phase II is complete, recycling activities will move from the Phase I temporary location to the southeast site.

Public Benefit - Petitioner proposes the following elements be considered as public benefits:

- Full sidewalks and curbs along the north side of South Kenyon Street (not a regulatory requirement), during the first phase of construction in 2010 through 2012;
- Sidewalk on the west side of 5th Avenue South in the second phase of construction after 2012 (this location is the east side of the existing facility south of South Kenyon Street);
- A viewing room within the new transfer station for public viewing and education purposes,



Proposed Vacation: Portions of 2nd S & S Chicago

Gray, Moira

From: Gray, Moira
Sent: Wednesday, May 19, 2010 2:07 PM
To: Simpson, Kristen; Smalls, Albert; Buswell, John; Rutherford, Mary; Izzo, Gregory; McPhillips, Wayne; Sheldon, Elizabeth; Hildreth, Casey; Davis, Pierre; Johnson, Carolyn; Hauger, Tom; Harris, Donald; Romano, Guillermo; Baker, Roberta; Watson, Darby; Robertson, Sara; Gray, Barbara; Noble, Judith; Anderson, Judith; Colburn, Gary; almp@wsdot.wa.gov; 'rebecca.spithill@kingcounty.gov'; 'leanne.swanson@qwest.com'; judy.mccollum@pse.com; 'gerrie.jackson@kingcounty.gov'
Cc: Barnett, Beverly
Subject: Seattle Public Utilities vacation petition for portions of 2nd South and South Chicago CF310784
Attachments: 2nd S & S CHICAGO VACATION CF310784.pdf; 2nd S & S CHICAGO VACATION CF310784 AGENCIES.pdf

SDOT has received a petition from Seattle Public Utilities to vacate portions of 2nd South and South Chicago to consolidate parcels for the South Recycling and Disposal Station project.

The project information is attached for review. We are requesting comments regarding this proposal. All comments become part of the permanent public record and are reproduced for the City Council. We ask that you send your comments on official letterhead with signatures and position titles.

Please do not respond with a casual comment in an email. We need detailed information about any issues you have identified and what the petitioner can do (if anything) to mitigate the issue.
Thank you,

MOIRA GRAY
Street Vacation Specialist
Seattle Department of Transportation
Capital Projects & Roadway Structures Division
700 Fifth Avenue, Suite 3900
PO Box 34996
Seattle, WA 98124-4996

206-684-8272 (Tel)

http://www.seattle.gov

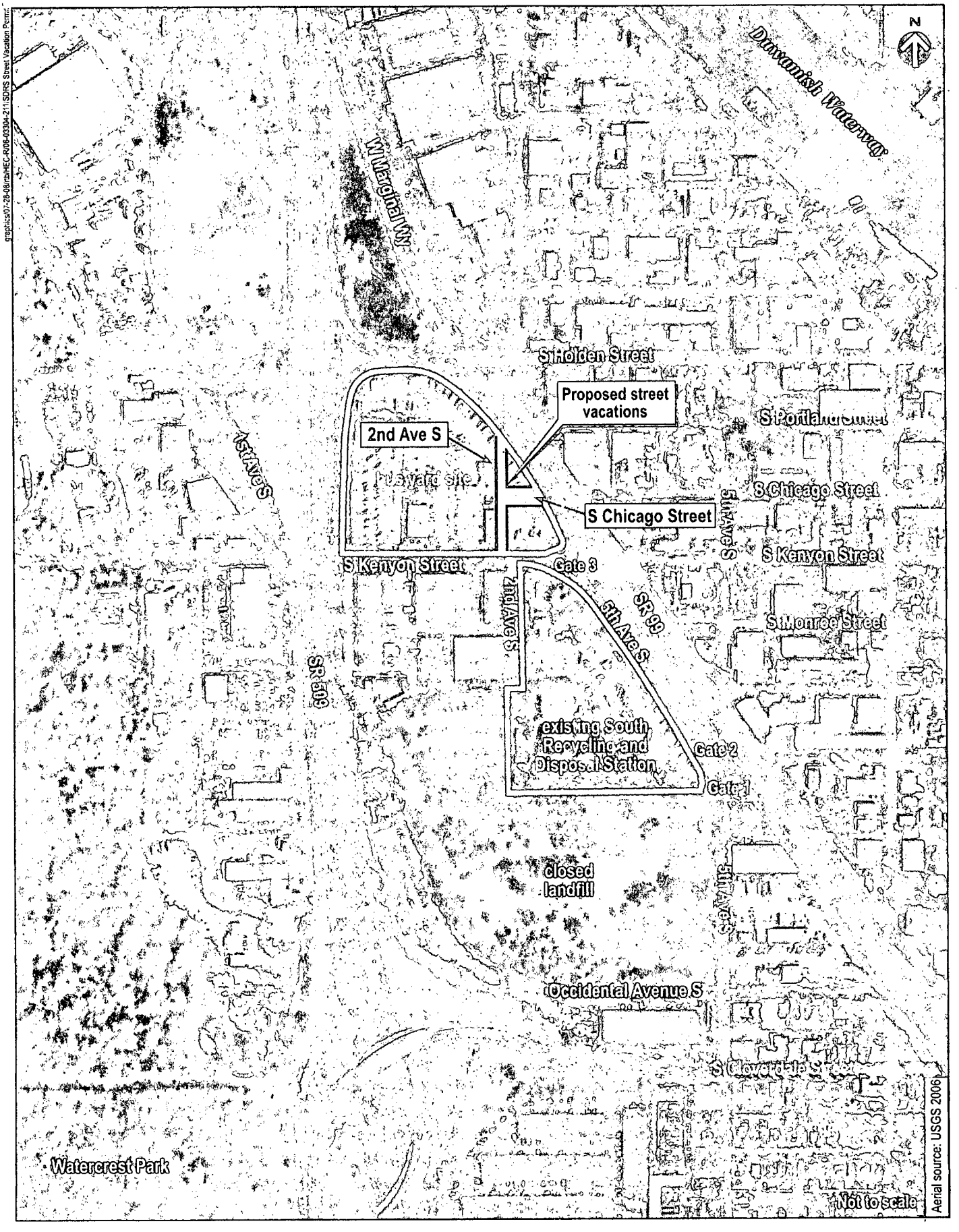


Figure 4. Proposed street vacations.

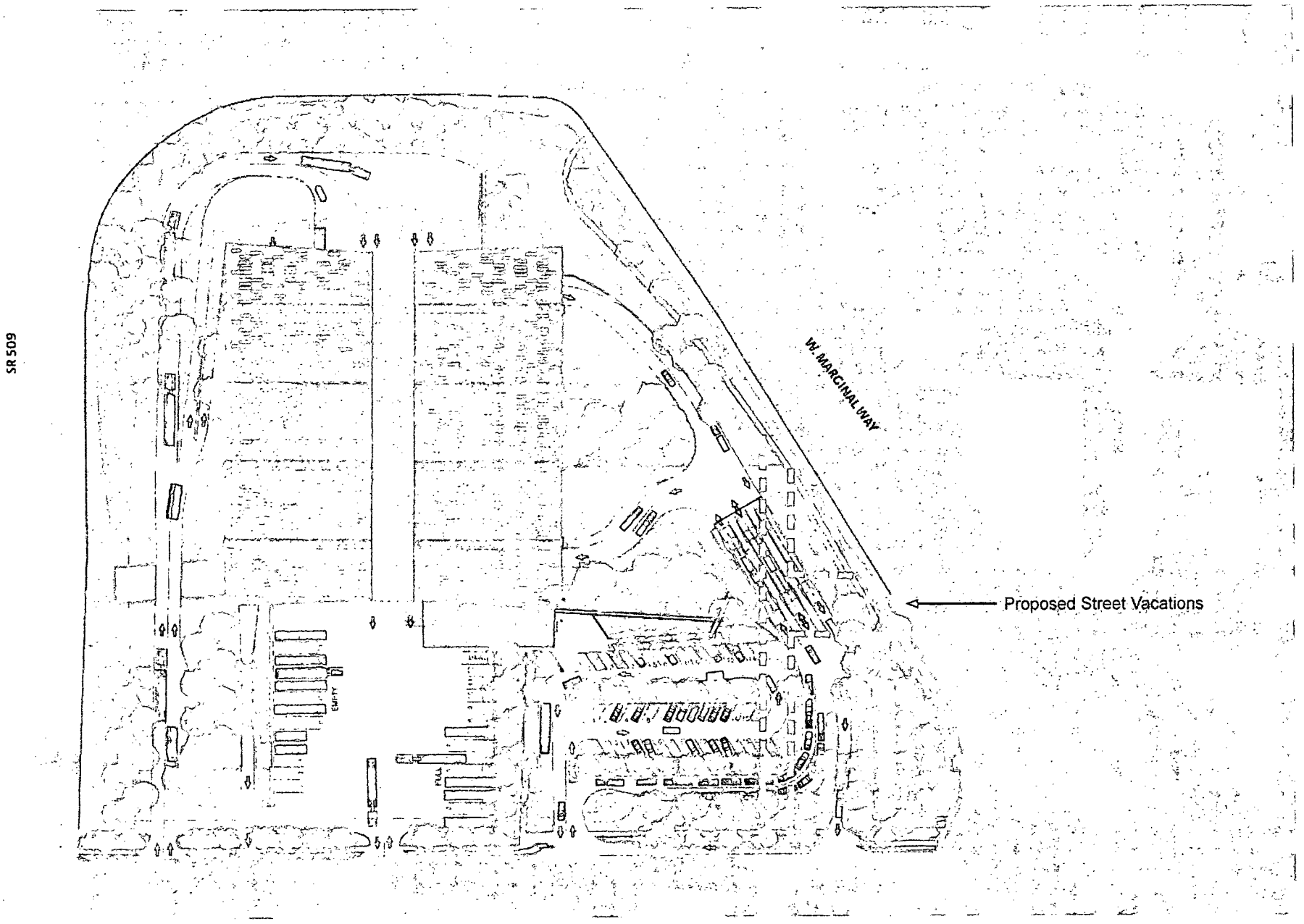


Figure 7. Rendered Phase I Site Plan

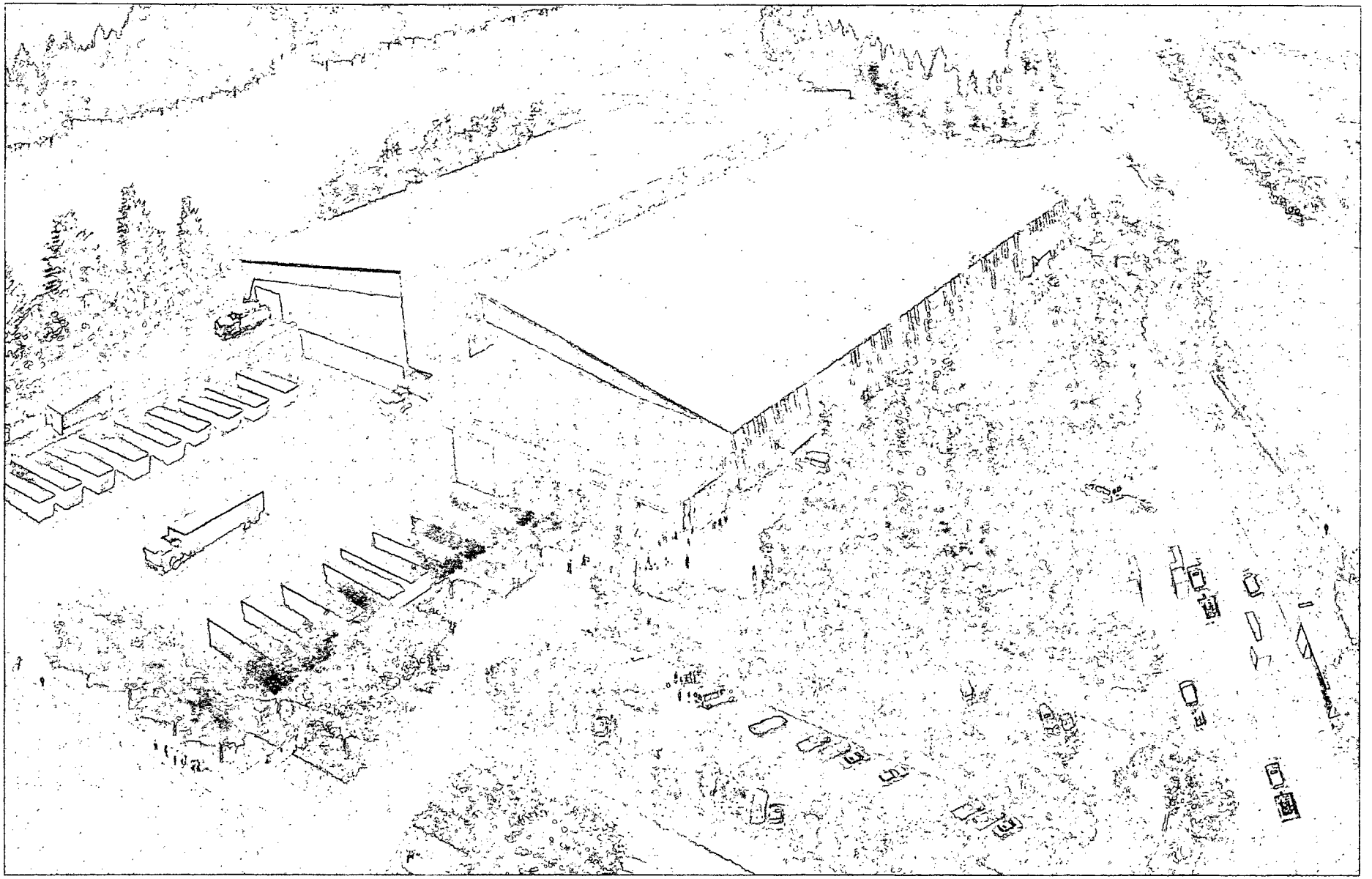


Figure 8. Overall Aerial Rendering from Southeast

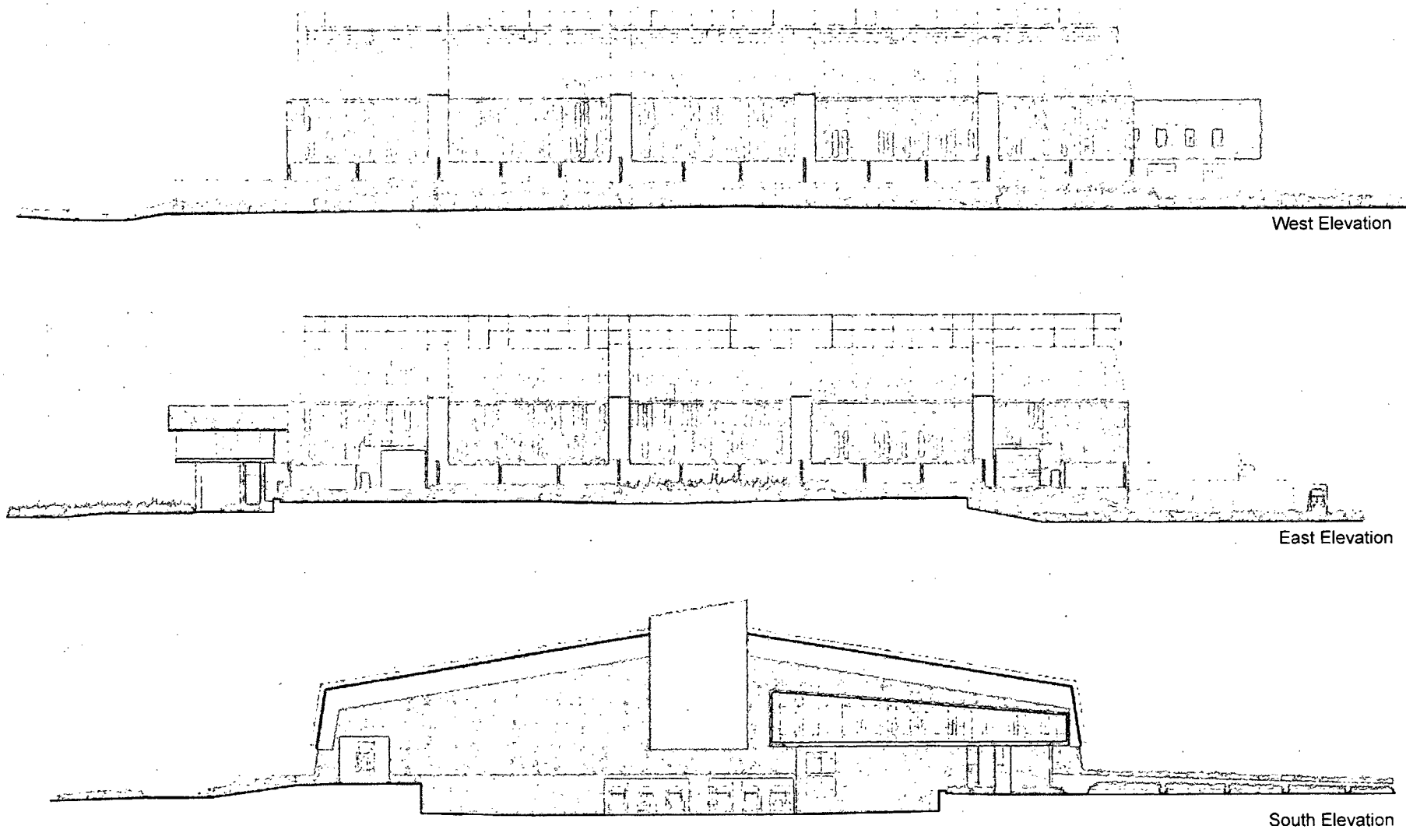


Figure 9. Building Elevations

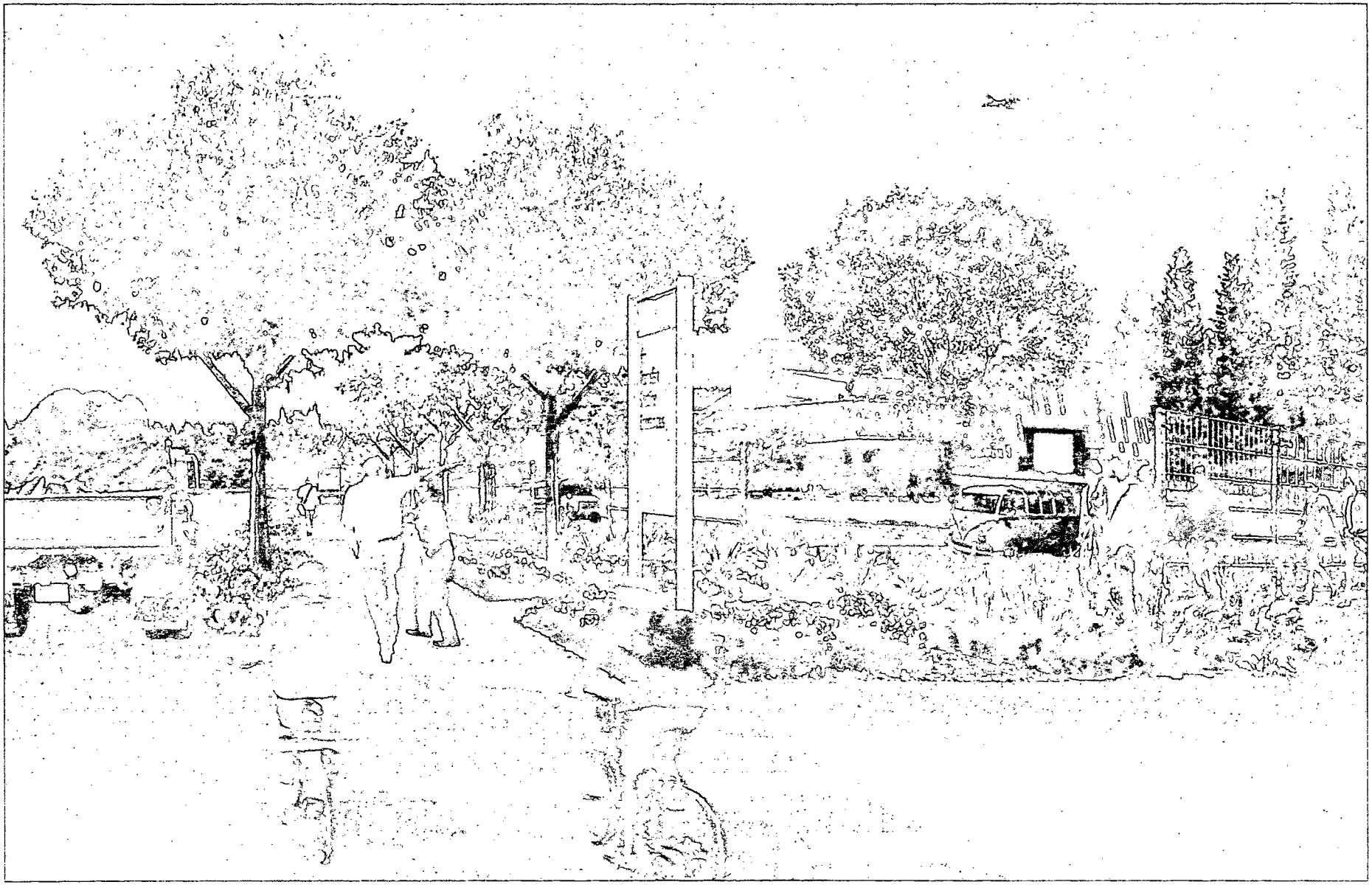


Figure 10. South Kenyon Street Sidewalk Addition

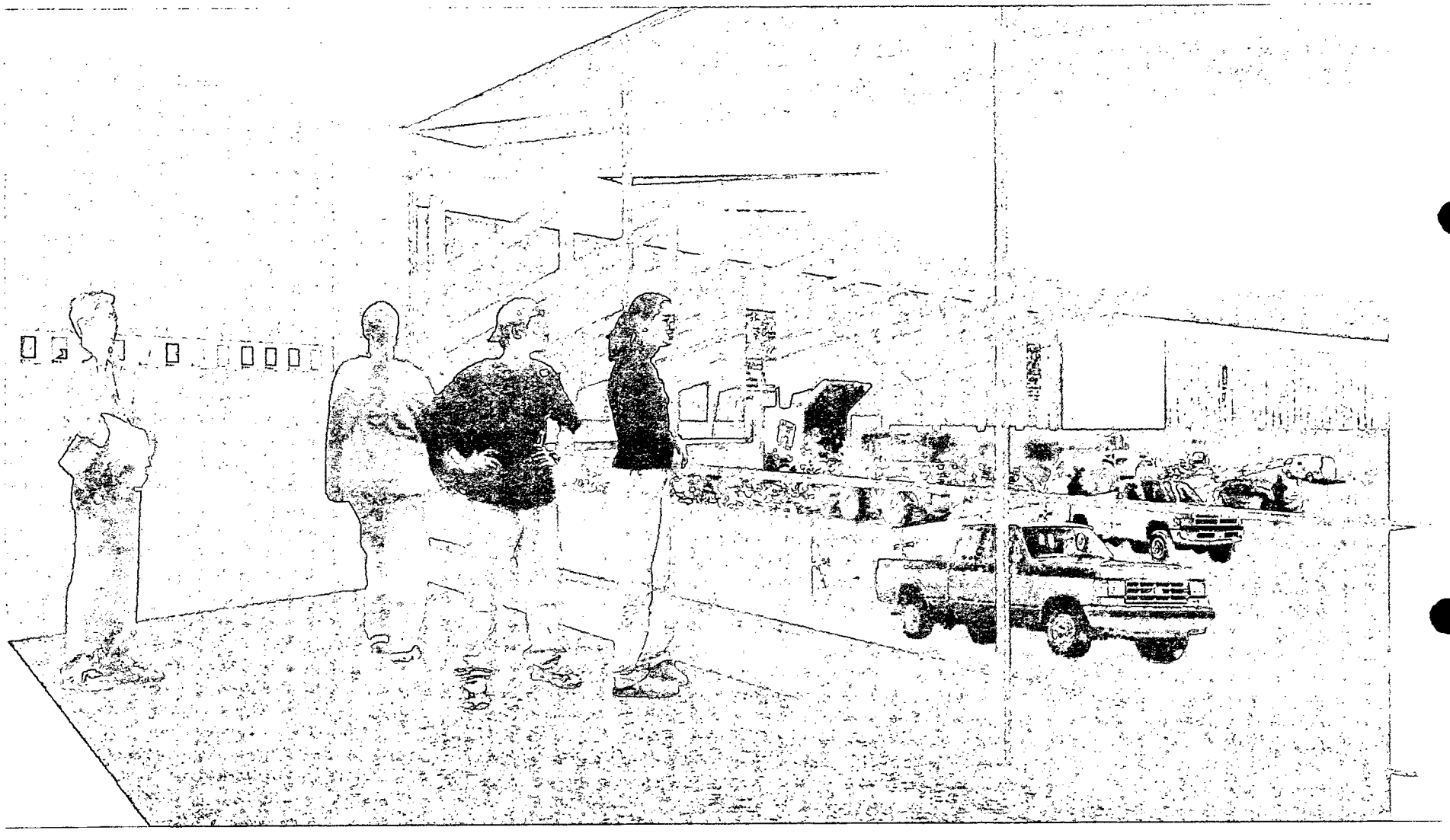


Figure 11. Public Viewing Area

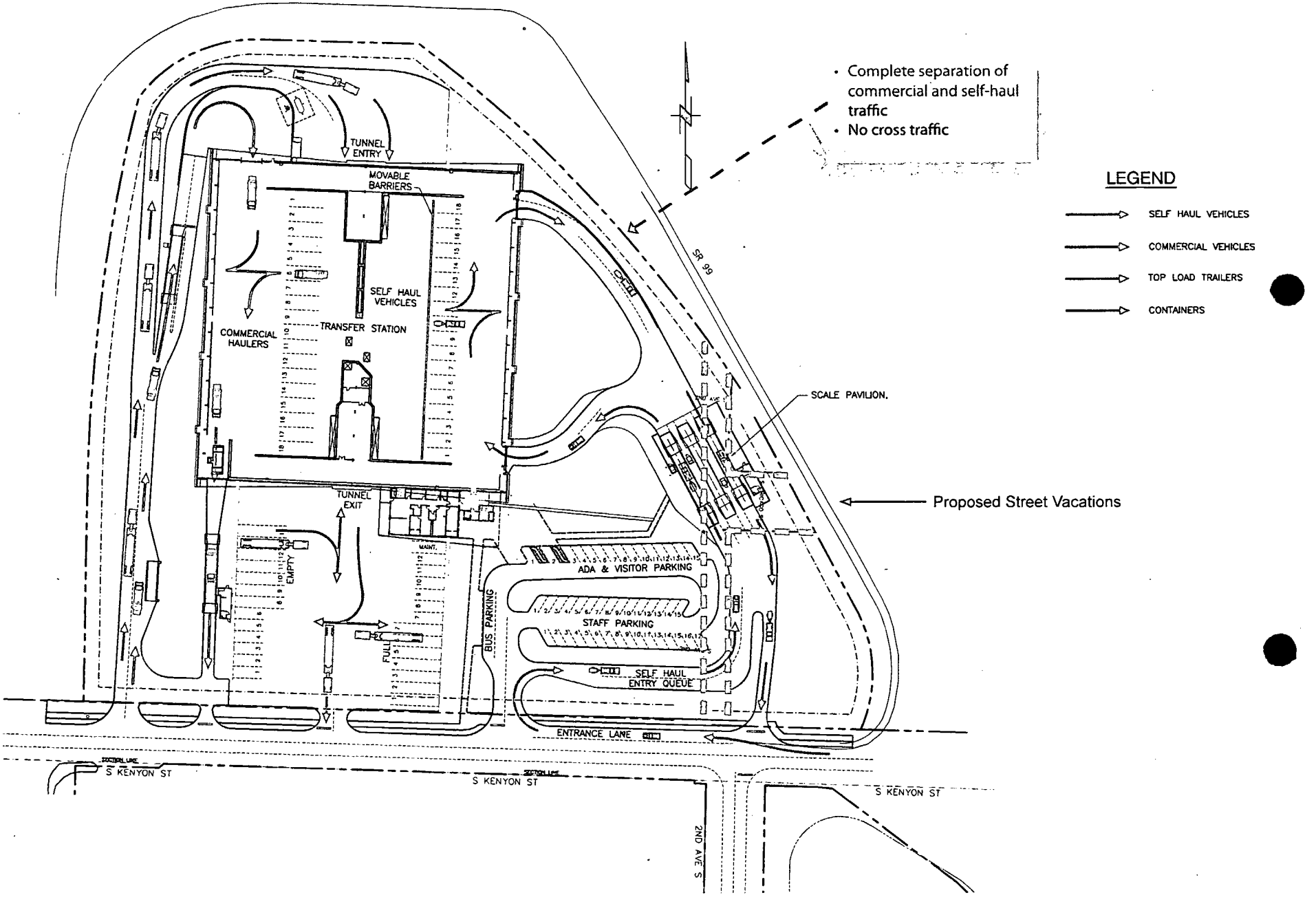


Figure 12. Site Circulation on Weekdays

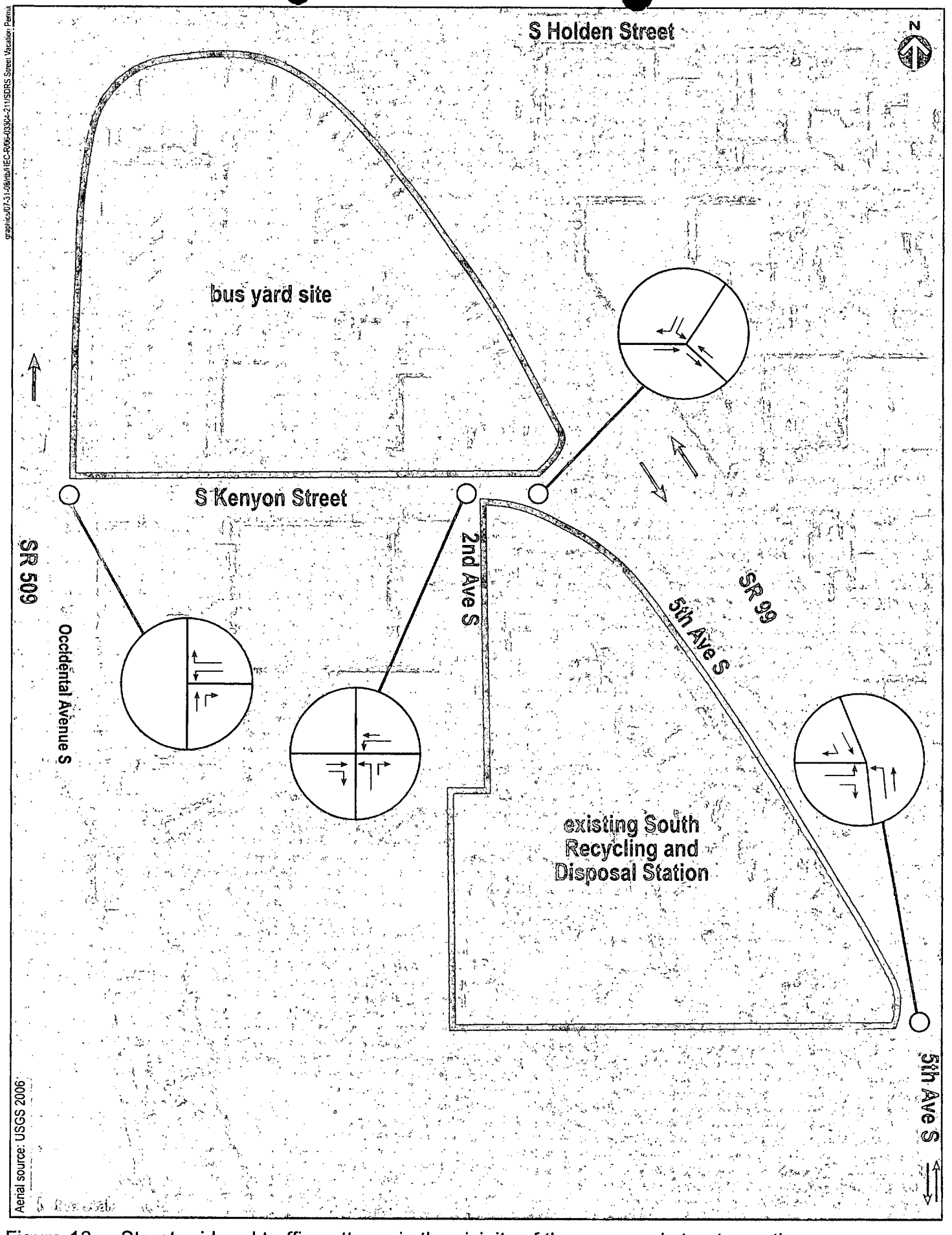


Figure 13. Street grid and traffic patterns in the vicinity of the proposed street vacations.

May 24, 2010
Seattle Department of Planning and Development

Land Use Information Bulletin

A Twice-Weekly Bulletin Announcing Land Use Applications, Decisions, Hearings, and Appeals
www.seattle.gov/dpd

NOTICE OF STREET VACATION PETITION
Area: Address:
Project: Zone: Notice Date: 05/24/2010

Seattle Department of Transportation has accepted the following vacation petition.

Comments are accepted throughout the review. Your comments are encouraged and may be submitted to:

Moira Gray
SDOT Street Vacation Office
700 5th Avenue, Suite 3900
Mail: PO Box 35996
Seattle, WA 98124-4996 or
moira.gray@seattle.gov, 206.684.8272

City Clerk File No. 310784

Area: South Park

Right-of-way Proposed for Vacation: one block of 2nd Avenue South, north of South Kenyon Street; and one block of South Chicago Street, east of 2nd Avenue South

Petitioner: Seattle Public Utilities (SPU)

Petitioner Contact: Henry Friedman, SPU 206 733-9147

Site Address: 200 South Kenyon Street DPD Project #3010411

Reason for Vacation: The vacation supports the SPU South Recycling and Disposal Station project. SPU has acquired four parcels in the South Park area for the construction of a new solid waste facility to replace the existing transfer station. The right-of-way proposed for vacation bisects the parcels. The vacation allows for consolidation of four parcels needed for the project.

Project Description: The South Recycling and Disposal Station project is a phased project that encompasses two sites: the new four parcel site with the proposed vacations, and the existing transfer station located one block to the southeast. Phase I of the project will construct a solid waste transfer station and temporary recycling facilities on the new site including an 110,000 square foot, 72 foot high transfer station building, and access roads, scales, fueling station, parking area, employee facilities and other related facilities. The existing transfer station will operate through Phase I. Phase II of the project will demolish the existing structures on the southeast site and construct new recycling facilities including a household hazardous waste facility, a reuse store and administrative offices. When Phase II is complete, recycling activities will move from the Phase I temporary location to the southeast site.

Seattle City Council Introduction and Referral Calendar May 10, 2010

BY GODDEN
1. C.B. 116858

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.
Committee referral: Full Council

BY GODDEN
2. C.B. 116859

AN ORDINANCE relating to executive and merit leave; amending Seattle Municipal Code Section 4.20.320 to provide for executive and merit leave for additional employees who serve in exempt and eligible positions, making technical corrections, eliminating superfluous language, and ratifying and confirming certain prior acts.
Committee referral: Finance and Budget

BY BAGSHAW
3. C.B. 116860

AN ORDINANCE transferring jurisdiction of the Georgetown Pump Station property from Seattle City Light to the Department of Parks and Recreation for open space, park, and recreation purposes; and increasing appropriations to the Department of Parks and Recreation in the 2010 Budget; all by a three-fourths vote of the City Council.
Committee referral: Parks and Seattle Center

BY CLARK
4. C.B. 116861

AN ORDINANCE relating to land use and zoning; amending Chapter 23.32 of the Seattle Municipal Code at page 175 of the Official Land Use Map to rezone property located at 7700 Rainier Avenue South from Single Family 5000 (SF 5000) to Neighborhood Commercial 2 with a 40 foot height limit (NC2-40), and accepting a Property Use and Development Agreement in connection therewith. (Petition by Kevin Sutton, C.F. 309754, DPD Project 3009571)
Committee referral: Built Environment

BY No Sponsor Required
5. C.F. 310784

Petition of Seattle Public Utilities to vacate a portion of 2nd Avenue South lying between West Marginal Way South (also known as SR 99) and South Kenyon Street and a portion of South Chicago Street lying between West Marginal Way South (also known as SR 99) and its terminus at 2nd Avenue South.
Committee referral: Transportation

City of Seattle
Seattle Department of Transportation

MEMORANDUM

DATE: May 4, 2010

TO: Carol Shenk, Acting City Clerk

FROM: Moira Gray, Seattle Transportation, Street Vacations

SUBJECT: Vacation of Portions of 2nd Avenue South and South Chicago Street

The petition of Seattle Public Utilities to vacate portions of 2nd Avenue South and South Chicago Street was submitted to the Seattle Department of Transportation. Our office has verified that the petition meets the filing requirements.

Please forward the petition to the City Council for introduction and referral to the Transportation Committee.

Please notify me when you have assigned a clerk file number; 4-8272 or moira.gray@seattle.gov.

Thank you for your assistance.

Attachment

FILED
CITY OF SEATTLE
2010 MAY -4 AM 10:38
CITY CLERK

Peter H. Hahn, Director
Department of Transportation
700 5th Avenue, Suite 38
PO Box 34996
Seattle, WA 98124-4996

Tel (206) 684-5000
Fax (206) 684-3238
peter.hahn@seattle.gov

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

2nd Avenue South and South Chicago Street

herein sought to be vacated, petition the City to vacate:

that portion of 2nd Avenue South lying between West Marginal Way South (also known as SR 99) and South Kenyon Street, and;

that portion of South Chicago Street lying between West Marginal Way South (also known as SR 99) and its terminus at 2nd Avenue South

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said rights-of-way until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

SIGNATURE OF PETTIONER:
I hereby declare that I am an owner of property that abuts the particular right-of-way described in the petition to the City Council for the above noted right-of-way and understand the discretionary nature of the City Council decision and the vacation review process and all fees and costs and time frame involved. For corporately held property, provide documentation of signatory authority.

OWNER (Printed Name and Signature)		**PROPERTY:**
		Lot 28-46 of block 27 **Lot 35-39 of block 28**
Ray Hoffman, Acting Director Seattle Public Utilities	4/28/10 DATE	Lot, Block, Subdivision
Ray Hoffman, Acting Director Seattle Public Utilities	4/28/10 DATE	**Parcel B** Lot, Block, Subdivision

RECOGNITION OF RESPONSIBILITIES:

I/we Henry Friedman acknowledge that:

__ any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

__ the City Council decision is at the end of the review process;

__ the City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies adopted by Resolution 30702 and other adopted policies; and

__ a Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA).

___ I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition, the street vacation fee and the appraisal process to determine the fee.

Henry Friedman 4/21/10 _____

Petitioner Date Petitioner Date

CONTACT INFORMATION:

Petitioner:

Seattle Public Utilities

Contact:

Henry Friedman, Project Manager
henry.friedman@seattle.gov
P.O. Box 34018
Seattle, WA 98124-4018
206-733-9147

ADDITIONAL PROPERTY OWNERS ABUTTING THE VACATION: None

I/we acknowledge and support the petition to vacate a portion of

and declare that I/we have no objections to the street/alley vacation.

OWNER (Printed Name and Signature)		**PROPERTY**
OWNER	DATE	Lot, Block, Subdivision
OWNER	DATE	Lot, Block, Subdivision
OWNER	DATE	Lot, Block, Subdivision

If you have any questions regarding the vacation process, please call street vacation staff at 206.684.7564.

11/08

City of Seattle – Petition for Street Vacation

Seattle Public Utilities (SPU) provides the following information in support of this petition for a City of Seattle Street Vacation:

1) **Filing Fee:** A check in the amount of $450.00 made out to the City of Seattle Department of Finance was paid in 2008.

2) **Required signatures:** A signed and completed petition bears the signature of bears the signature of the SPU public official representing ownership of all property abutting the right-of-way to be vacated.

3) **Community information:** SPU has been actively communicating with the local South Park community and various Seattle committees regarding the intent to vacate the segments of 2nd Avenue South and South Chicago Street that are located between South Kenyon Street and State Route 99 (See figures in Appendix A). A list of community groups and neighborhood organizations that were provided information about the project and a summary of that communication is presented below:

Date	Meeting
April 11, 2007	**South Park Neighborhood Association** The community was notified of SPU's intent to vacate the streets. Nobody in attendance at the meeting expressed any concerns regarding the proposed street vacations.
May 3, 2007	**Seattle Design Commission** The commission was updated on SPU's plans to rebuild the city's transfer stations, including plans to vacate the subject streets.
May 29, 2007	**El Centro de Información Hispano** SPU provided information in Spanish about the plans to rebuild the South Transfer Station, including plans to vacate the subject streets. The attendees had no specific concerns about the proposed street vacations.
June 20, 2007	**Solid Waste Advisory Committee** The advisory committee was updated on the city's plans to rebuild the transfer stations and the need to vacate the subject streets on the "bus yard" was presented. The committee did not express any concerns regarding the proposed street vacations.
August 15, 2007	**Solid Waste Advisory Committee** The advisory committee was updated on the city's plans to rebuild the transfer station and the need to vacate the

	street right-of-ways on the site.
September 19, 2007	**Solid Waste Advisory Committee** The advisory committee was updated on the city's plans to rebuild the transfer station and the need to vacate the street right-of-ways on the site.
October 4, 2007	**Seattle Design Commission** The commission was briefed on the Council's decision to enlarge the North and South Transfer Stations rather than build a third station at the railhead. They were also presented with the proposed plan to rebuild the south station on the "bus yard" property and vacate the subject streets.
October 24, 2007	**Greater Duwamish District Council** The council was updated on SPU's plans to rebuild the South Transfer Station on the "bus yard" property and vacate the subject streets.
November 13, 2007	**South Park Neighborhood Association** SPU provided an update on facility plans and requested input on future facilities and the proposed street vacates.
December 4, 2007	**South-end Transfer Station Stakeholder Meeting #1** A special stakeholder group was formed by SPU to obtain input in the design of the new transfer station and associated facilities. The stakeholders were presented with the proposed plan to rebuild the transfer station on the "bus yard" and the need to vacate the subject streets. They were asked what type of community benefit they thought would be appropriate in compensation for the street vacations.
January 23, 2008	**South-end Transfer Station Stakeholder Meeting #2** The stakeholders were provided with a variety of community benefits that SPU was considering to provide in compensation for the street vacations.
February 20, 2008	**Solid Waste Advisory Committee:** The committee was presented with a brief summary of the environmental studies prepared for the State Environmental Policy Act (SEPA) Environmental Checklist and were informed that the street vacations would have no adverse impacts on traffic.
February 25 to March 10, 2008	**SEPA DNS Public Comment Period:** Received comments on the Determination of Non-Significance for the Reconstruction of the South Recycling and Disposal Station, including the proposed street vacations.
March 17,	**South-end Transfer Station Stakeholder Meeting #3**

2008	Design aspects of the proposed new transfer station and recycling facilities were discussed. Proposed public benefits in compensation for the street vacations was included in the Community Issues and Response paper.
March 25, 2008	**South Seattle Open House on the Transfer Station Rebuild Project.** The public was invited to provide comments on the design of the new transfer station that would be built on the site where the street right-of-ways are located on the "Bus Yard" site.
May 21, 2008	**Solid Waste Advisory Committee** SPU asked the committee for input on the types of public benefit that could be provided in compensation for vacating the streets at the "Bus Yard" site.
June 12, 2008	**South-end Transfer Station Stakeholder Meeting #4** The final version of the Community Issues and Response paper was reviewed and agreed upon, including the proposed public benefits for the street vacations.
April 14, 2009	**South Park Neighborhood Association.** A project update was provided along with the intent to begin construction on the "Bus Yard" site and street vacations in 2010.
March 16, 2010	**South-end Transfer Station Stakeholder Meeting #5.** The group was informed of the contractor selection and proposed design, including the intent to vacate two right-of-ways.
March 31, 2010	**South Seattle Open House.** An open house was held at the South Park Community Center with information on the design of the new transfer station and street vacations.

A list of individuals and organizations that were provided information about the proposed street vacations, including contact names and/or email addresses, is attached as Appendix B.

4) **Development Team:**

Development Team			
URS	Terrill Chang, Design Team Project Manager	terrill_chang@urscorp.com	206-438-2596
Mortenson Construction	Tom Aura, Construction	tom.aura@mortenson.com	425-497-6616

	Executive		
Miller Hull	Sian Roberts, Architect	sroberts@millerhull.com	206-254-2006
Swift Company	Barbara Swift, Landscape Architect	barbara@swiftcompany.com	206-632-2038
dePelecyn Studio	Carolyn dePelecyn, Artist	carol@depelecyn.com	206-262-0727

5) **Right of Way Proposed for Vacation:** The two adjoining remnant street right-of-ways proposed for vacation are the segments of 2nd Avenue South and South Chicago Street between South Kenyon Street and State Route 99 in the neighborhood of South Park, Seattle, Washington. The location of these two streets is shown in Figure 1 (Vicinity Map), Figure 2 (Community Context), Figure 3 (Area map of the proposed street vacations), Figure 4 (Proposed street vacations), and Figure 5 (Plat map of the proposed street vacations) in Appendix A. A legal description of the street right-of-way can be found in Appendix C.

6) **Project Location:** The project address is 200 South Kenyon Street. The block where the project is located is defined by South Kenyon Street to the south, State Route 99 to the north and east, and the on-ramp to State Route 509 to the west. The project is located in the South Park Neighborhood and is located within the South Park Neighborhood Planning Area. The property within the block where the project is located is zoned Industrial (IG2 U/65), as shown in Figure 6 (Current uses, land use zoning, and development patterns in the vicinity of the proposed street vacations) in Appendix A.

7) **Reason for the Vacation:** The City needs to build a new solid waste transfer station at the location of the street right-of-ways. The existing South Recycling and Disposal Station is over 45 years old and is becoming more unreliable as it ages. The station is needed to transfer solid waste and recyclables from collection trucks and self-haul customers into shipping containers and transfer trailers in order to deliver the waste to recycling, composting, and disposal facilities. Without a functioning transfer station, solid waste would accumulate in the City and create unsanitary and unsafe conditions.

   Seattle residents and businesses have high expectations for reliable solid waste collection service. Even brief delays in collection service generate large volumes of calls and complaints to the customer service call center and city officials. Therefore, SPU provides daily collection and transfer service 360 days per year.

Also, it is important to provide reliable service in order to maintain sanitary conditions in the City. In order to maintain this high level of service, it is necessary to replace the existing South Recycling and Disposal Station.

SPU has analyzed numerous options for repair and/or replacement of the transfer station and has determined that replacement of the station is the most economical solution that provides the best level of customer service and lowest adverse environmental impacts. In addition, the site where the two street right-of-ways are located was found to be the most suitable location for the new transfer station.

The current conditions at the site consist of a bus parking lot with maintenance facilities. The site is privately operated and is not accessible to the public. The streets proposed for vacating are not delineated within the site, do not provide accessible connections, and blend in with the surrounding parking area.

SPU plans to build a new solid waste transfer facility on the site where the two street right-of-ways exist. The transfer building and operations yard include the entire site. It is necessary to construct permanent structures where the street right-of-ways currently exist.

A preliminary design of the facility has been developed and a site plan is presented in Figures 7, 8 and 9 of Appendix A.

Under a "no vacation" alternative, the design of the new transfer station facility would be limited by preserving the street right-of-ways as the access road to the transfer station. Also, street access would be blocked when the station is closed during off hours. SPU would be required to obtain a street use permit. The "no vacation" alternative would restrict construction of permanent facilities within the right-of-way, such as the scale house, scales, and associated facilities. This restriction would adversely affect the optimal design of the facility and would result in less efficient use of the site for public services. It would be necessary to undersize the scale facilities or configure them in a less than optimal location. These restrictions would result in traffic impacts such as lines of vehicles extending outside the facility. Also, poor customer service would result from increased wait times and poor onsite traffic routing due to the restrictions imposed by preserving the street right-of-ways.

8) **Project description:** The proposed project involves reconstruction of the South Recycling and Disposal Station (SRDS) on four contiguous parcels located at 110, 130, 150, and 200 South Kenyon Street. The project will

include demolition of the existing structures and construction of a new transfer station and other associated facilities. The facility layout is shown in Figure 7 of Appendix A.

The new transfer station building, access roads, scales, fueling station, parking area, employee facilities, and other associated facilities would be built on the site. The major structure on the site would be the transfer station building, which is estimated to have a surface area footprint of about 110,000 square feet. The height of the building would be about 72 feet tall from base to the highest peak. An overall rendering of the facility as viewed from the southeast can be seen in Figure 8. Building elevation views are shown in Figure 9.

9) **Other Land Use Actions:** SPU intends to build a solid waste transfer station on the surrounding parcels. The existing transfer station and associated facilities will be demolished and replaced with recycling facilities, a reuse store, household hazardous waste facility, administrative offices, and other utility facilities. A Master Use Permit (MUP) will be obtained from the Seattle Department of Planning and Development.

10) **Vacation Policies/Transportation Impacts:** There are no transportation impacts associated with the proposed street vacations. The South Chicago Street right-of-way has never been developed as a roadway and it is unlikely that it could be turned into a roadway because it is cutoff by SR-99 to the east and dead ends a short distance to the west. The 2nd Avenue South segment has not been used as a road since the 1960s based on a review of aerial photographs. The northern end is now cut-off by the SR-99 access ramp. Vacating these street remnants would not affect traffic or transportation routes because they no longer exist as roads and it is no longer possible to connect the northern and eastern ends with the road system.

The facility is designed to manage all traffic onsite and to prevent vehicles lines from backing up onto the public roadway. There is sufficient queuing space and an adequate number of scales to accommodate future traffic at least through the year 2050. Figure 12 shows the typical site circulations pattern. Figure 13 shows the street grid and traffic patterns in the vicinity of the proposed street vacations.

For additional information on transportation issues related to the proposed project, see the Transportation Technical Report for the South Recycling and Disposal Station located in Appendix E.

11) **Vacation Policies/Utility Impacts:** There are no utility impacts associated with the proposed street vacations. There are two utility pipes in the 2nd Avenue South right-of-way; one is Puget Sound Energy's 2-inch gas line and the other is a 15-inch sanitary sewer. There are no other known above or below ground utilities associated with these street right-of-ways.

12) **Vacation Policy/Land Use Impacts:** No adverse land use impacts would be associated with the proposed street vacations. Vacating the street right-of-way would allow the four surrounding parcels to be developed to a higher and better use than would be possible if the site remains dissected by the existing street right-of-way. With the street vacations, the proposed transfer station facility could be built in a way that maximizes site utilization, efficiency, traffic flow, and customer services.

The proposed project is in keeping with the industrial zoning of this property. The transfer station would be a large new building or multiple buildings with a total area of about 110,000 square feet. It would be similar in bulk and scale to the warehouses in the surrounding neighborhood. The facility would be in character with the adjacent Kenyon Business Park, which consists of a number of large warehouse type buildings.

13) **Vacation Policies/Public Benefit**: The proposed street vacations are consistent with the City's street vacation policies because:
   a. they would not adversely affect traffic circulation, access, utilities, light, and views provided by the right-of-way;
   b. the vacates contribute to the development potential of the site in compliance with land use policies;
   c. the proposed development on the site would provide long-term utility services to the public and additional benefits have been proposed in compensation for removing the right-of-ways.

Ordinance 122445 passed in July 2007 authorized SPU to acquire the property surrounding the two street right-of-ways. The purpose of the acquisition, as identified in the ordinance, is for the expansion and development of the solid waste management facilities. SPU acquired the properties in early 2008.

The proposed street vacations would allow the new transfer station to be built in a manner that maximizes site utilization, efficiency, traffic flow, and customer services. This would allow enhanced solid waste handling and reuse at the site which would provide long-term benefits to users of the City's solid waste facilities.

In addition to these broad public benefits, SPU is proposing to provide additional public benefits in compensation for the elimination of the public right-of-ways. SPU has been in discussions with the South Park community regarding potential development opportunities in compensation for the removal of the public right-of-way. Although the right-of-ways belong to all residents of the City, SPU has focused on the needs and desires of the local community when considering public benefit compensation.

SPU is proposing to provide new structures and services above and beyond normal utility services as a public benefit as follows:

A. SPU will construct full sidewalks and curbs along the north side of South Kenyon Street during the first phase of construction in 2010 through 2012. The SDOT regulations do not require sidewalks for this type of construction; therefore, the addition of sidewalks is an added public benefit and not a regulatory requirement. A rendering of the South Kenyon Street sidewalk addition can be seen in Figure 10. The design plan for the sidewalk can be seen in Appendix D. At a later date, SPU will also construct a sidewalk on the west side of 5th Avenue South along the perimeter of the solid waste facility. This second phase of construction will occur after 2012.

B. SPU will build a viewing room within the transfer station building to provide the public with an opportunity to view the solid waste transfer operations. The viewing room will be integrated with other educational feature of the new facility that encourages customers to reduce and recycle waste. A rendering of the public viewing area can be seen in Figure 11. The design plan for the room can be seen in Appendix D.

C. SPU will design the perimeter of the station in such a way (fencing and access controls) so as to discourage illegal dumping on the property.

D. SPU will require the design-build contractor and subcontractors to conduct outreach sessions in South Park and accept applications from the South Park community prior to any other advertising for construction related positions during development of the new solid waste transfer station.

E. SPU will pursue the eventual development on the existing South Recycling and Disposal Station, or a recycling/reuse, resource/commercial destination that supports local businesses and encourages commerce around the facility to the extent that this is

consistent with core SPU uses of the existing property (recycling and reuse facility, household hazardous waste facility, etc.).

F. The South Park community requested that SPU take action to minimize garbage truck traffic through the community. There is no requirement for SPU to do this. Environmental studies were completed in compliance with the State Environmental Policy Act (SEPA) and no mitigation or traffic routing is required. Therefore, as an additional public benefit for street vacation, SPU will do the following:

1. Require contract haulers in garbage trucks to avoid use of the South Park Bridge (also known as the 16th Avenue Bridge) unless the First Avenue South Bridge is in the up position or the collection route straddles South Park and areas on the north side the Duwamish River.

2. Prohibit haulers under contract with SPU in garbage trucks from using non-arterial (residential) streets unless they are collecting on those streets.

3. Encourage self-haul customers (by written directions, maps, etc.) to use the First Avenue South Bridge to access the site rather than the South Park Bridge.

G. As part of the Clean Cities programs, SPU will provide additional services as follows:
   1. Weekly foot patrols will be performed to cleanup litter and/or illegal dumping in the following areas;
      a) Station perimeter along S Holden St between SR 509 and SR 99
      b) Station perimeter along SR 99 from S Holden to S Kenyon St
      c) Both sides of S Kenyon St from SR 99 to SR 509
      d) Both sides 2 nd Ave S from S Kenyon St to its southern extent
      e) Both sides of 5th Ave S from S Kenyon St to S Cloverdale St
      f) Both sides of S Cloverdale St from the exit and entrance ramps of SR 509 to 14th Ave S.
   2. Weekly drive-by patrols to identify and then to clean up any litter or illegal dumping in these areas:

a) Both sites of 14th Ave S from S Cloverdale Ste south to where it continues as Des Moines Memorial Drive to S 96th Street
b) Both sides of S 96th St from Des Moines Memorial Drive to 8th Ave S.
c) Both sides of 8th Ave S from S 96th St to S Trenton St.
d) Both sides of S Trenton St from 8 th Ave S to 5th Ave S
e) Both sides of 7th Ave S from S Trenton St to S Cloverdale St
f) Both sides of 5th Ave S from S Trenton St to S Cloverdale St

3. Monthly street sweeping for these areas:
   a) S Kenyon St from SR 99 to SR 509
   b) 5th Ave S from S Kenyon St to S Cloverdale St
   c) S Cloverdale St from the exit and entrance ramps of SR 509 to 14th Ave S.

The total value of these additional public benefits greatly exceeds the fair market value of the vacated street right-of-ways. The public benefits are also consistent with the community goals of the South Park neighborhood (South Park Residential Urban Village Plan, 1998).

14) **Public Benefit Matrix:**

Public Benefit Matrix Table	
Zoning designation	Industrial (IG2 U/65)
Street classification	Access street
Assessed value of adjacent property	$16.00/square foot (2008 King County assessed value for the property adjacent to the streets being vacated).
Lease rates in the general vicinity	$0.099/square foot/month. NNN for adjacent land based on lease to First Student.
Size of project in square feet	The total size of the project site is 392,859 square feet. The size of the new transfer station building(s) is about 110,000 square feet.
Size of area to be vacated	2nd Avenue South equals about 13,000 square feet and South Chicago Street equals about 7,000 square feet. Total

	size of area to be vacated: 20,000 square feet.
Contribution of the vacated area to the development potential of the site	The total vacated area is approximately 5% of the total area to be developed

15) **Site Maps:** The following figures are included in Appendix A:

- Figure 1 – Vicinity map of the proposed street vacations
- Figure 2 – Community context
- Figure 3 – Area map of the proposed street vacations
- Figure 4 – Proposed street vacations
- Figure 5 – Plat map of the proposed street vacations
- Figure 6 – Current uses, land use zoning, and development patterns in the vicinity of the proposed street vacations
- Figure 12 – Site circulation on weekdays
- Figure 13 – Street grid and traffic patterns in the vicinity of the proposed street vacations
- Figure 14 – Nine block area surrounding the proposed street vacations

16) **Project Maps:** The following figures are included in Appendix A:

- Figure 7 – Rendered Phase I site plan
- Figure 8 – Overall aerial rendering from southeast
- Figure 9 – Building elevations
- Figure 10 – South Kenyon Street sidewalk additions
- Figure 11 – Public viewing area

17) **Nine-block Urban-Design Analysis:** The nine block surrounding area consists primarily of principal arterial highways and the bus yard, which is now owned by SPU. Figure 14 (Nine block area surrounding the proposed street vacations) show current land use, development patterns, zoning, the street grid, traffic patterns, and public uses in the surrounding area.

Development in the surrounding blocks is described as follows:

- Northeast block: Bus yard (now owned by SPU) and SR-99
- East block: Bus yard and SR-99
- Southeast block: Bus yard, SR-99 and city solid waste transfer station
- South block: Warehouse district called the Kenyon Business Park and the city solid waste transfer station

- Southwest: Bus yard and Kenyon Business Park
- West: Bus yard and SR-509
- Northwest: Bus yard

18) **Impact of Public Transportation Projects:** Vacating the subject street right-of-ways would not affect public transportation because the affected streets are not currently used by vehicles and they dead-end a short distance from the intersection of South Kenyon Street. SR-99 now cuts off the northern and eastern side of the right-of-ways so they cannot be connected to the rest of the road system.

19) **Environmental Impact Statement:** A SEPA Environmental Checklist was prepared for the reconstruction of the South Recycling and Disposal Station and a Determination of Non-Significance (DNS) was published on February 25, 2008. The DNS determined that there would be no adverse impacts associated with the proposed project or the proposed street vacations. A copy of the DNS and Transportation Technical Report are attached in Appendix E.

20) **Neighborhood Plan:** The proposed vacations are located in the outreach area of the South Park Residential Urban Village. The re-development of the city transfer station meets several of the objectives in the 1998 South Park Residential Urban Village Plan, including the following:

South Park Plan Goals	SPU Proposed Actions
Create and fund public art within South Park.	SPU intends to include public art at the new transfer station.
Strategies designed to prevent and reduce contamination of street runoff and storm water.	SPU plans to re-design the cover over the existing landfill located under the existing transfer station in a manner that will minimize infiltration and reduce the generation of contaminated stormwater and groundwater. Also, drainage improvements will be made at and around the new station.
Continue development, within South Park, of the City wide system of urban trails that includes walks, bikeways, bike routes, bike lanes, shoulders,	SPU plans to build sidewalks along the street frontage of the new station.

multi-use trails, and pedestrian paths. G9: Promote an active, attractive, pedestrian environment.	
G8: Preserve industrial land for industrial and commercial uses.	SPU intends to develop industrial property for industrial use as a solid waste transfer facility.
Improve public street cleaning.	SPU plans to extend street sweeping along 5th Avenue South and South Cloverdale Street.

21) **Comprehensive Plan and other City plans and goals:** The proposed reconstruction of the South Transfer Station, which includes the street vacations, is consistent with the existing surrounding land use and the industrial land use designations in the Comprehensive Plan (L-3) and Zoning Code (IG2 U/65).

The street vacations are consistent with City Ordinance 122445, passed August 3, 2007, which authorized SPU to acquire the land surrounding the proposed street vacations for the development of new solid waste facilities.

In addition, the acquisition of this property and reconstruction of the South Transfer Station implements actions recommended in the amended Seattle Solid Waste Management Plan, adopted by Resolution 30750 in March 2005.

22) **Sustainable Practices:** The proposed project includes many sustainable practices. SPU will require buildings at the reconstructed South Recycling and Disposal Station to meet at least a Gold LEED rating. A component of the LEED rating includes sustainable practices, such as energy conservation and material reuse. In addition, the transfer station will function to transfer waste materials to other facilities that convert the materials back into products. Also, the station will include a reuse facility that will allow materials to be used again rather than be disposed of in a landfill.

23) **Design Review Board:** General concepts have been presented to the Seattle Design Commission on May 3, 2007 and October 4, 2007. The Seattle Design Commission has agreed to review the street vacate at the same meeting as the Master Use Permit application review meeting. The presentation of detailed design plans and street vacate plans is currently scheduled for May 6, 2010.

24) **Company/Agency Information:** Seattle Public Utilities (SPU) is the applicant. The Solid Waste Division of SPU is responsible for ensuring that solid waste is managed properly in the City of Seattle in order to protect public health and the environment. The utility provides residential and commercial solid waste collection, recycling services, and transfer of waste to disposal and recycling facilities.

25) **Development Schedule:** Design work on the new transfer station began in 2009. Site cleanup work will begin in April 2010. Transfer station construction will begin in the fall of 2010 and will be completed in early to mid 2012.

Appendix A

Figures

Figure 1. Vicinity map of the proposed street vacations

Figure 2. Community context

Figure 3. Area map of the proposed street vacations

Figure 4. Proposed street vacations

Figure 5. Plat map of the proposed street vacations

Figure 6. Current uses, land use zoning, and development patterns in the vicinity of the proposed street vacations

Figure 7. Rendered Phase I site plan

Figure 8. Overall aerial rendering from southeast

Figure 9. Building elevations

Figure 10. South Kenyon Street sidewalk additions

Figure 11. Public viewing area

Figure 12. Site circulation on weekdays

Figure 13. Street grid and traffic patterns in the vicinity of the proposed street vacations

Figure 14. Nine block area surrounding the proposed street vacations

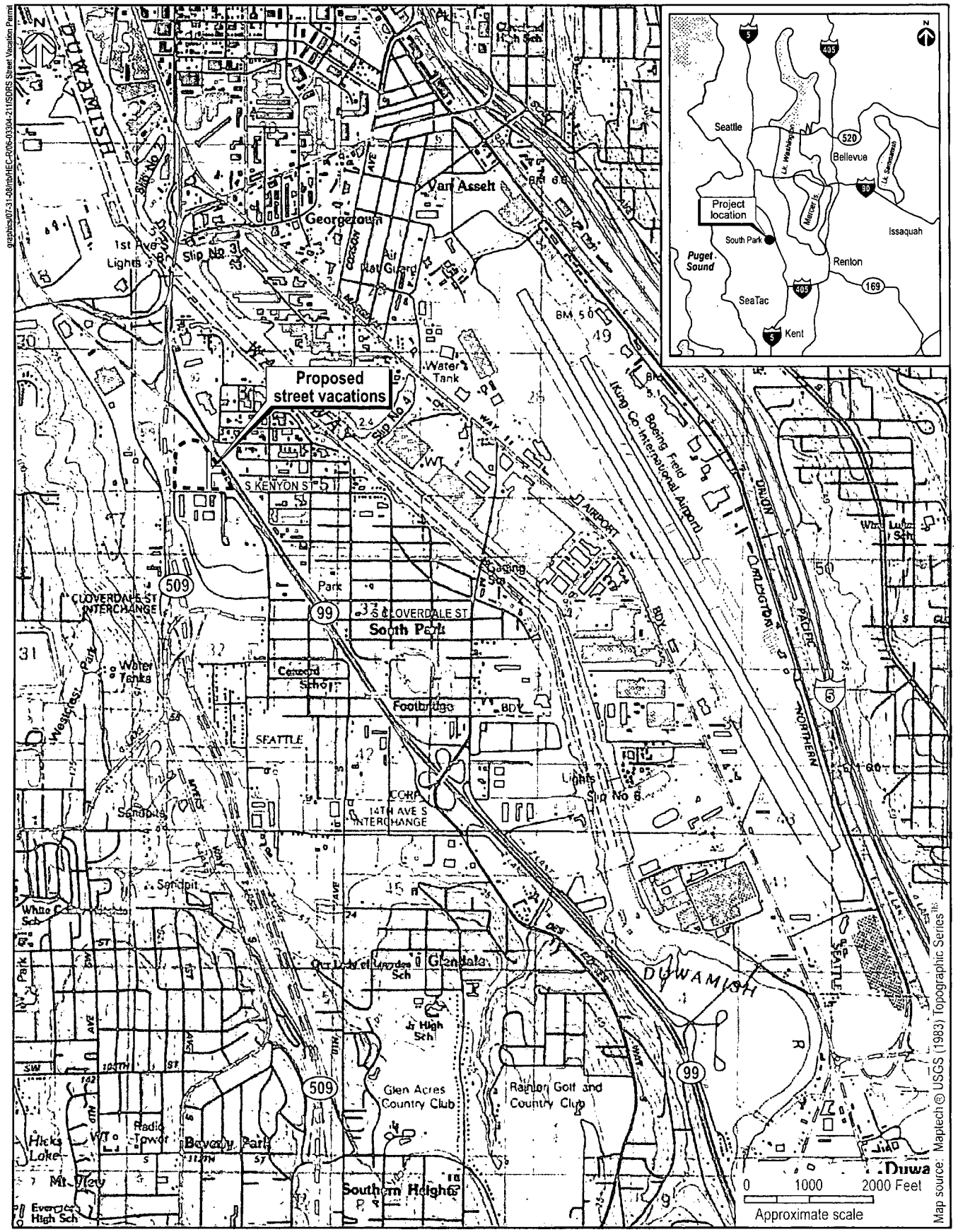


Figure 1. Vicinity map of the proposed street vacations.

Figure 3. Area map of the proposed street vacations.

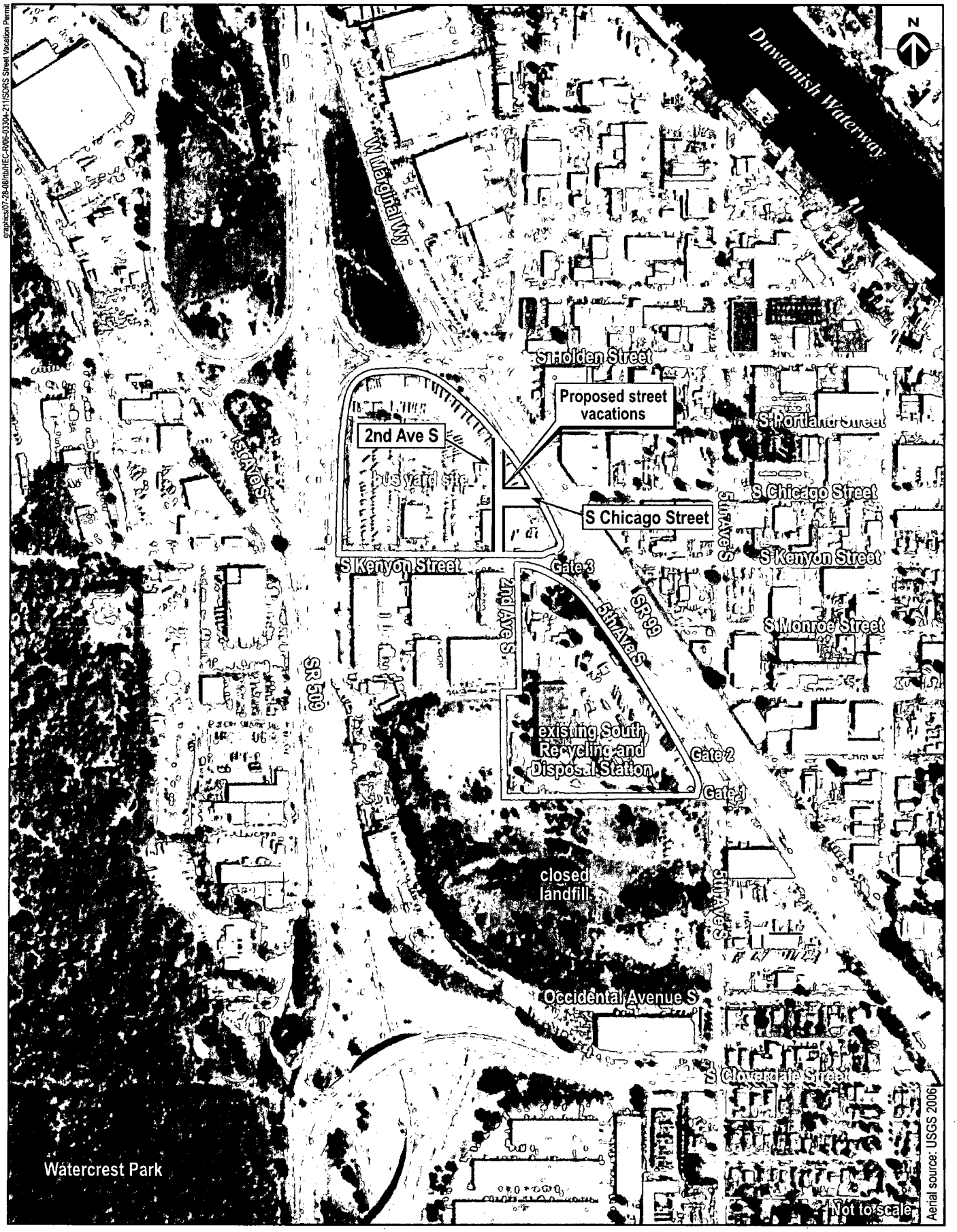


Figure 4. Proposed street vacations.

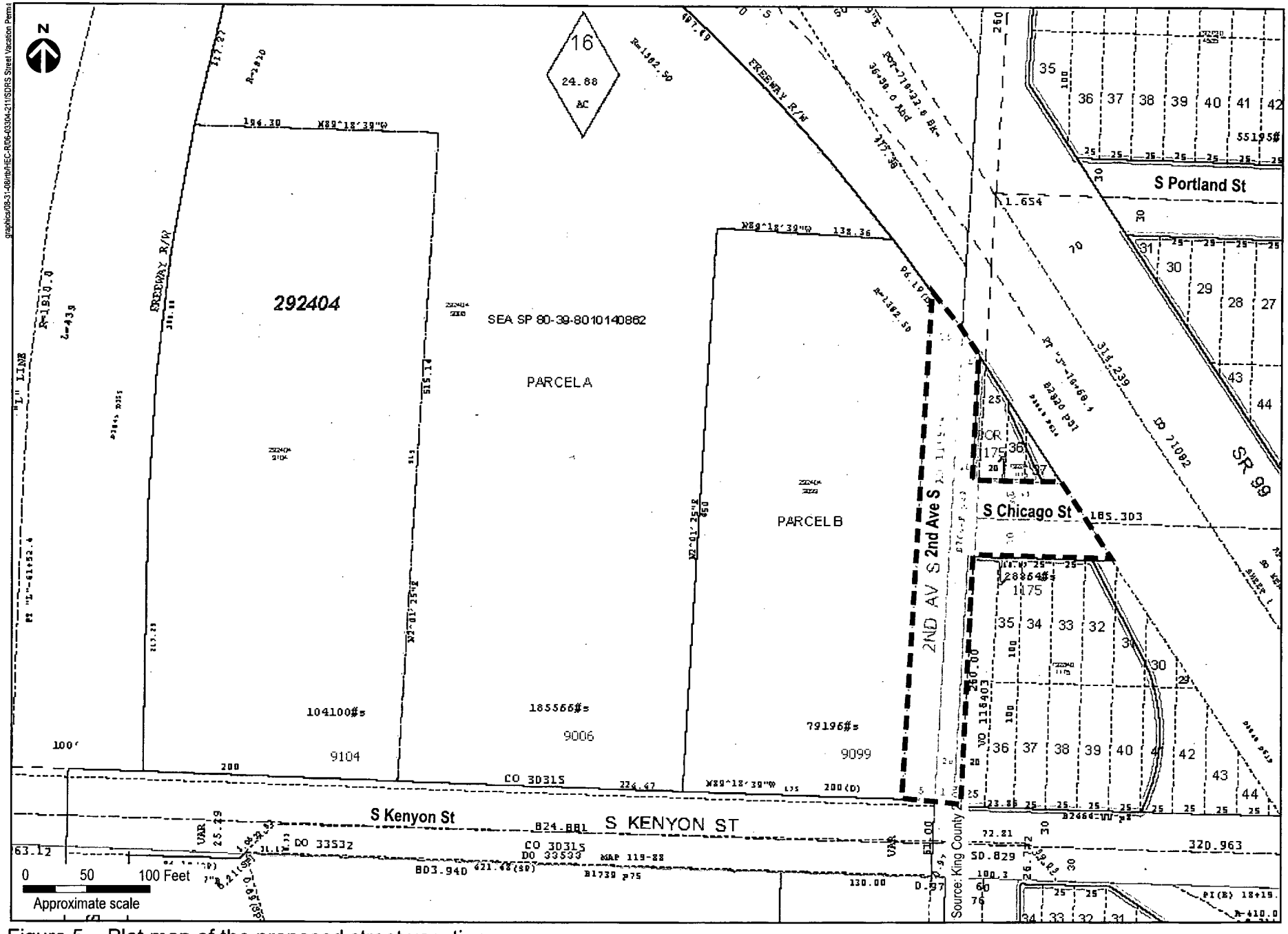


Figure 5. Plat map of the proposed street vacations.

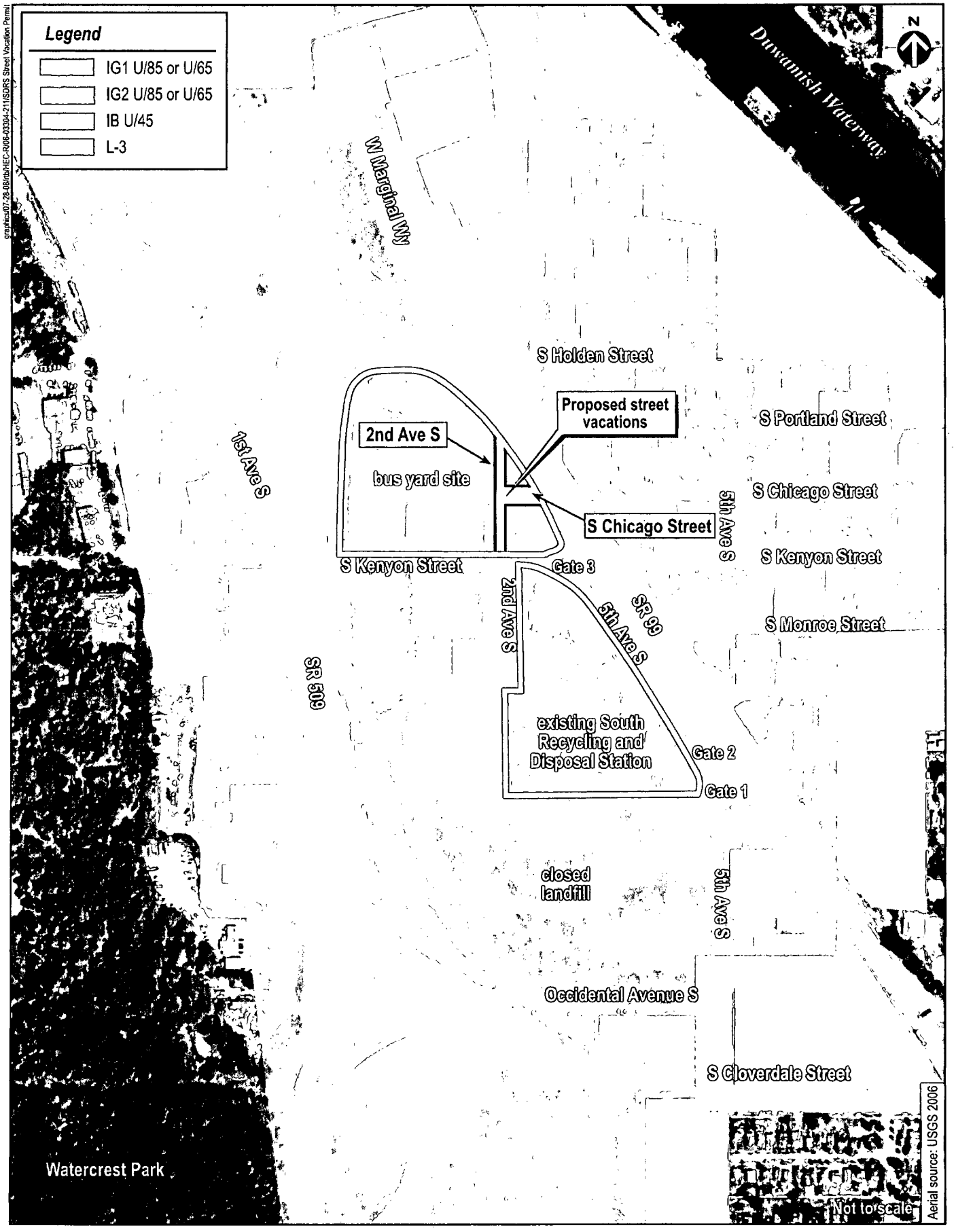


Figure 6. Current uses, land use zoning, and development patterns in the vicinity of the proposed street vacations.

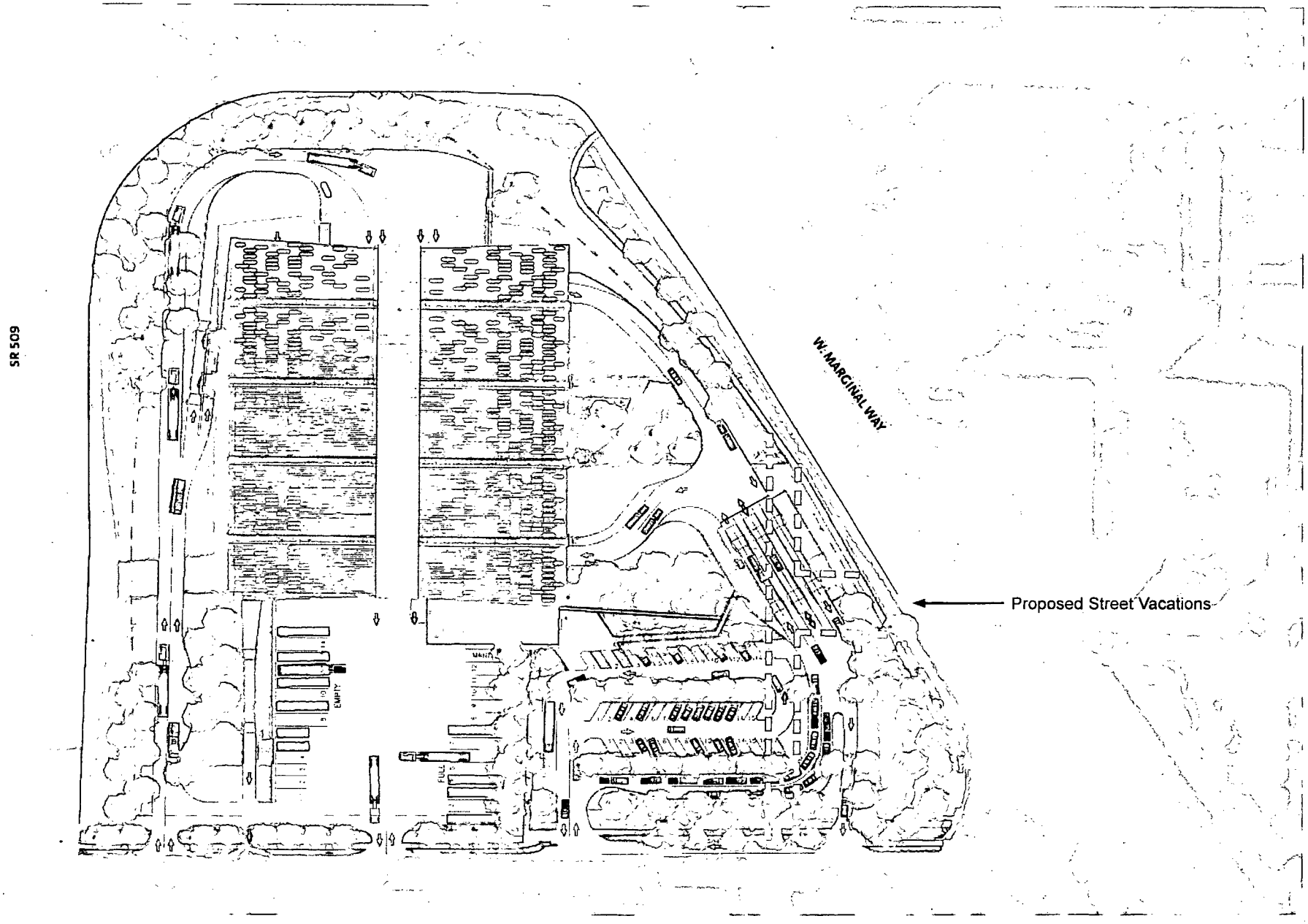


Figure 7. Rendered Phase I Site Plan

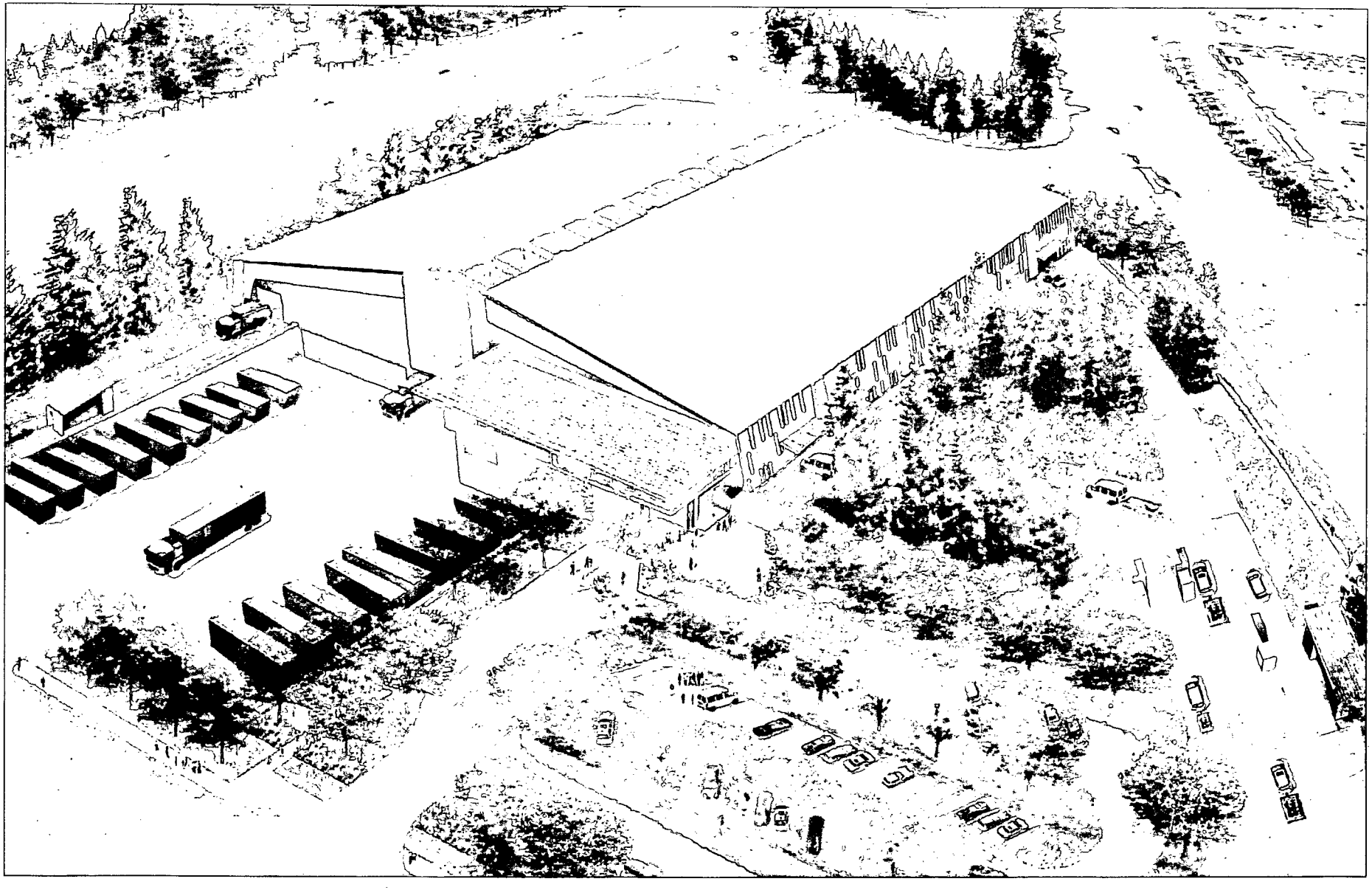
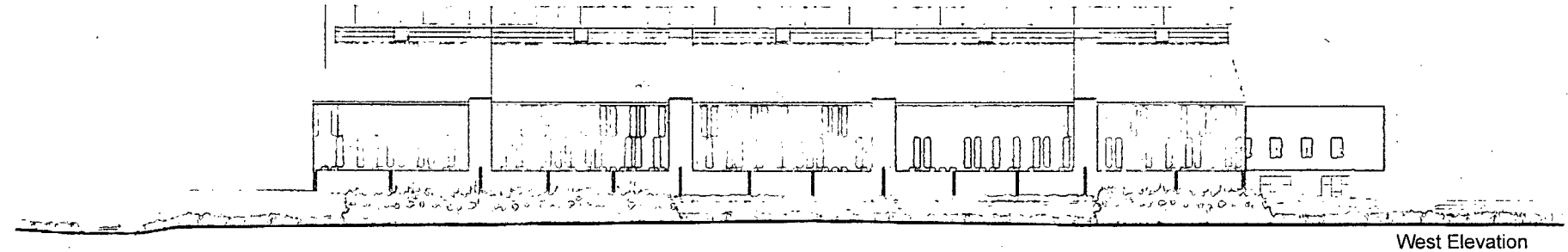
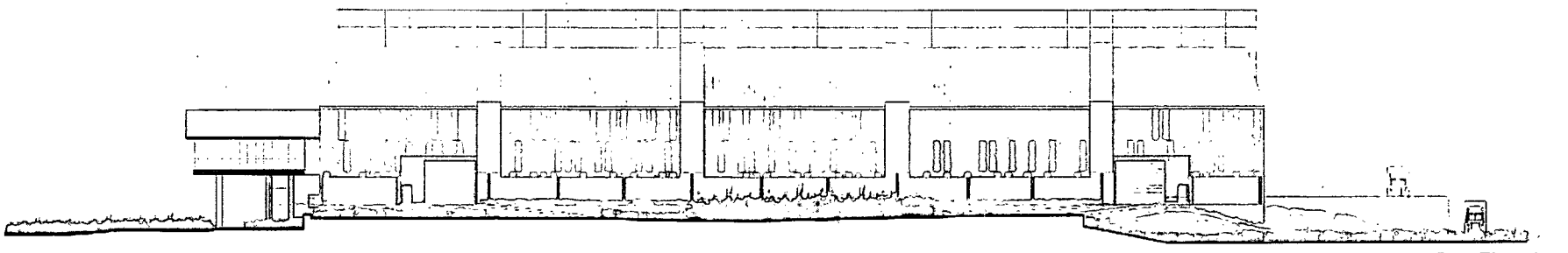


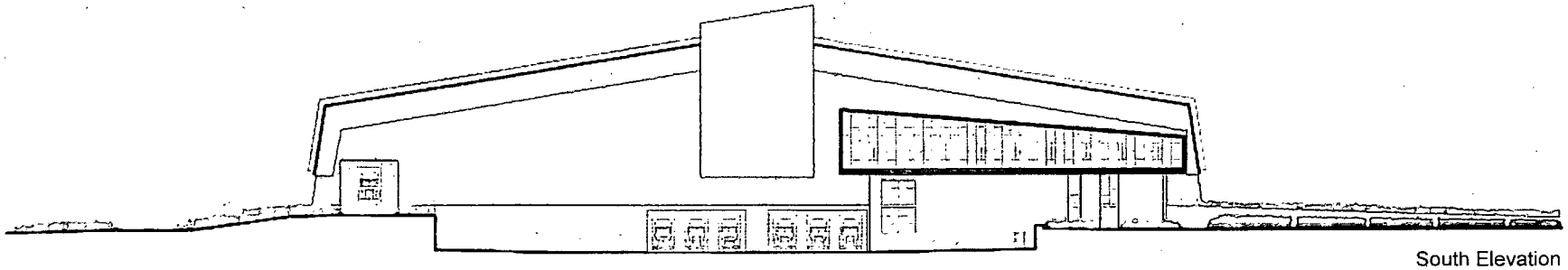
Figure 8. Overall Aerial Rendering from Southeast



West Elevation



East Elevation



South Elevation

Figure 9. Building Elevations

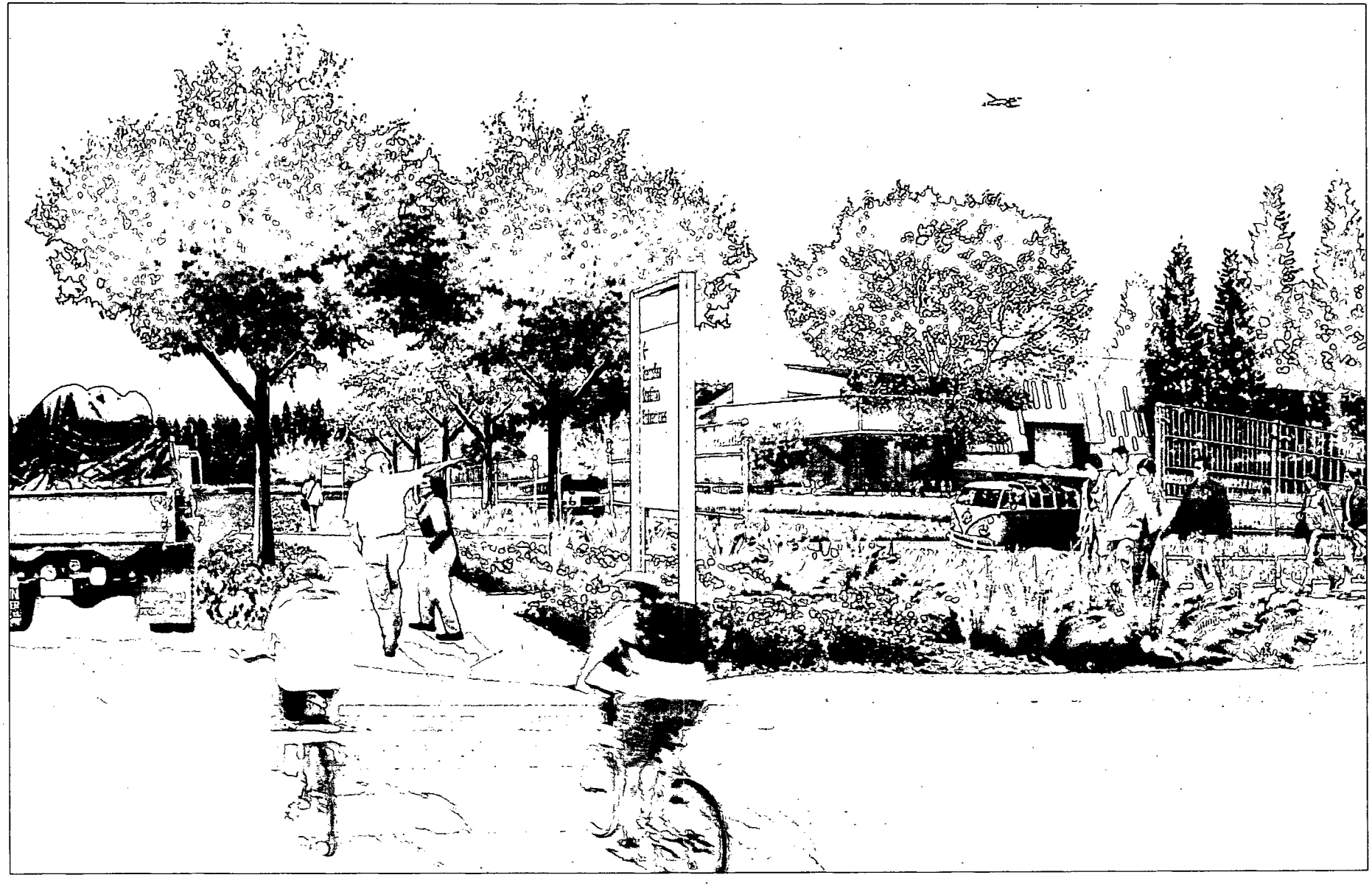


Figure 10. South Kenyon Street Sidewalk Addition

Figure 11. Public Viewing Area

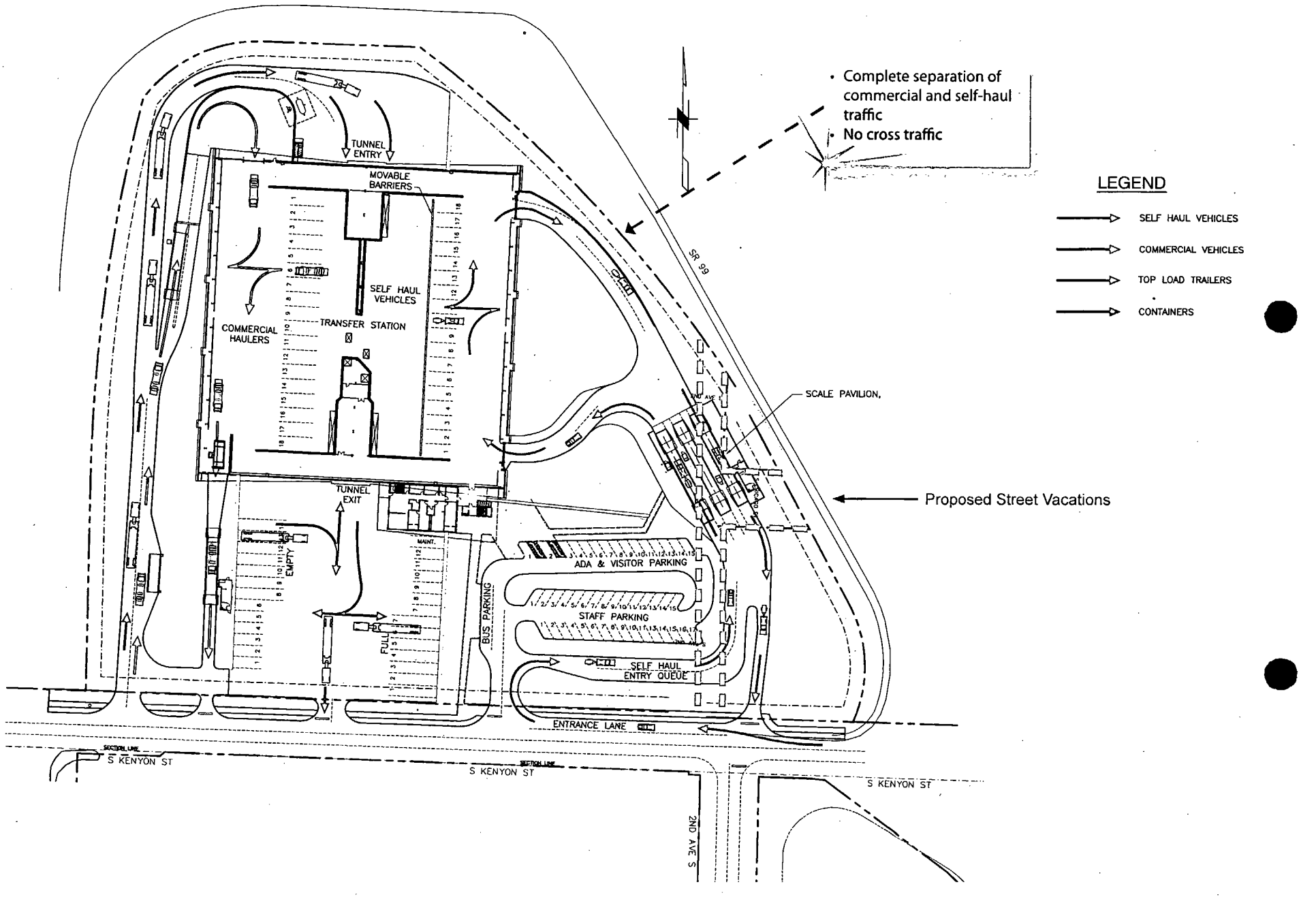


Figure 12. Site Circulation on Weekdays

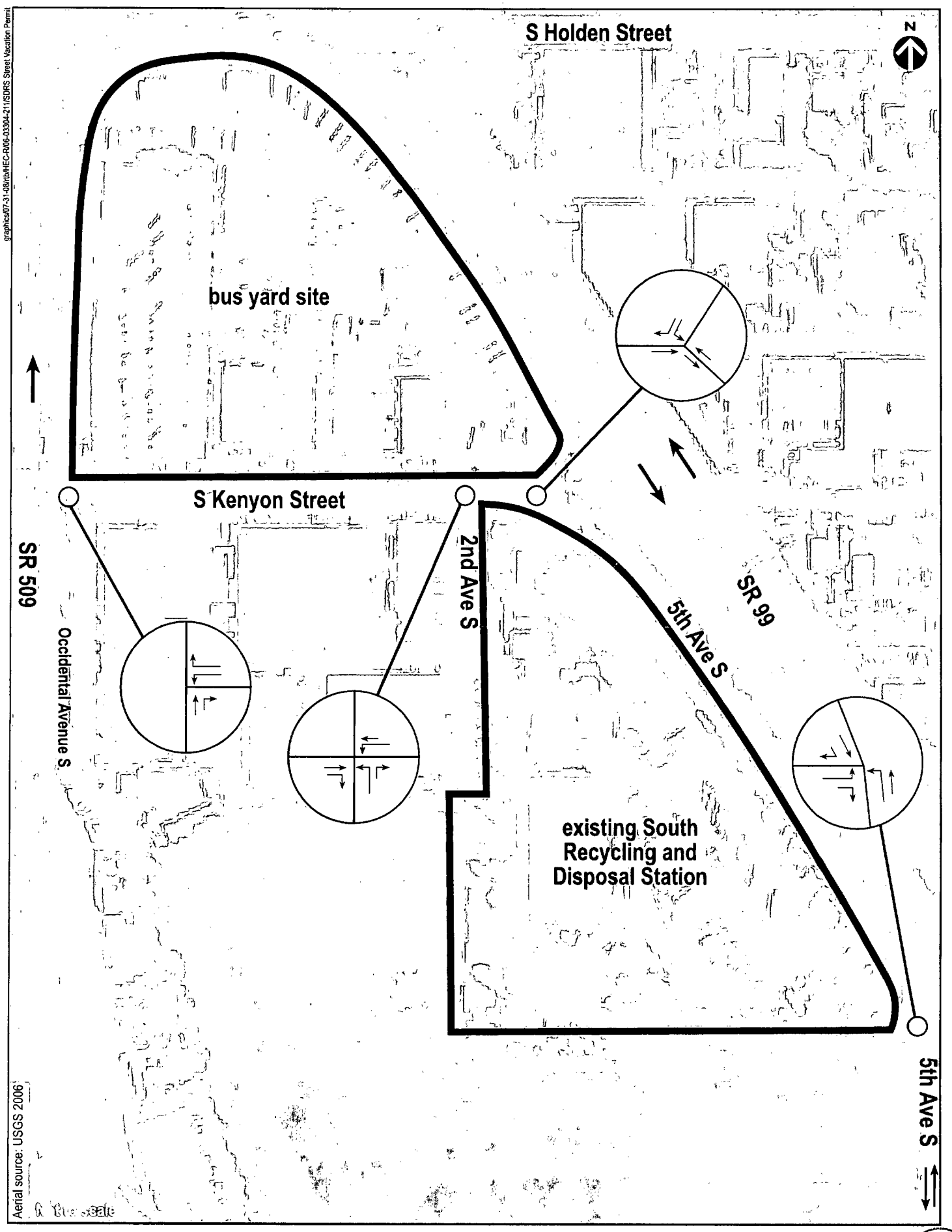
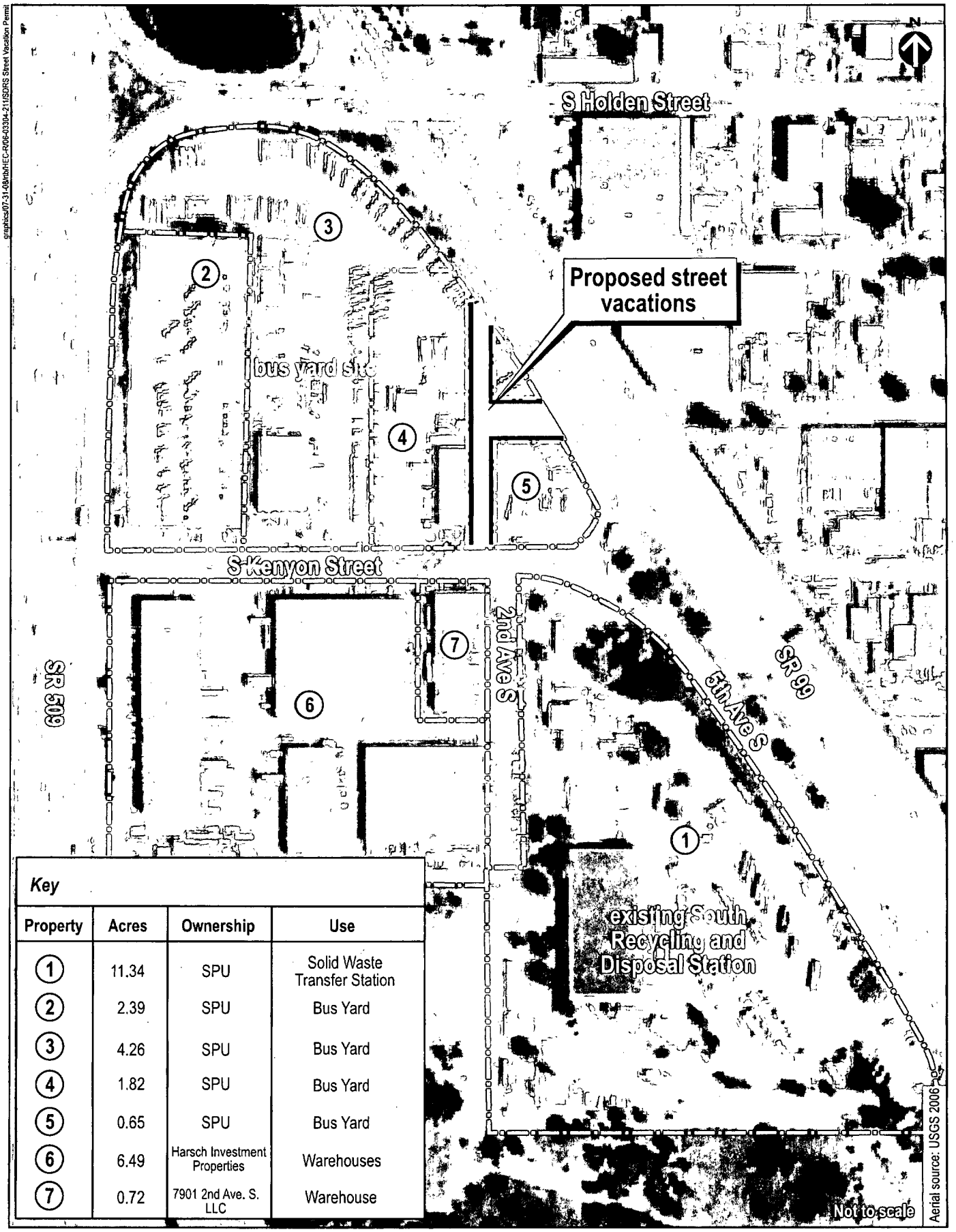


Figure 13. Street grid and traffic patterns in the vicinity of the proposed street vacations.



Key

Property	Acres	Ownership	Use
1	11.34	SPU	Solid Waste Transfer Station
2	2.39	SPU	Bus Yard
3	4.26	SPU	Bus Yard
4	1.82	SPU	Bus Yard
5	0.65	SPU	Bus Yard
6	6.49	Harsch Investment Properties	Warehouses
7	0.72	7901 2nd Ave. S. LLC	Warehouse

Figure 14. Nine block area surrounding the proposed street vacations.

Appendix B
Community Information Contact Lists

Attachments

1. Seattle Solid Waste Advisory Committee
2. SEPA distribution list for SRDS
3. South Transfer Station Stakeholder List

South Transfer Station Stakeholder Group Members

Name	Representation	Organization
Kevin Burrell	Environmental Organization	Environmental Coalition of South Seattle (ECOSS)
Debbie McNeil	Neighborhood Association/Former Yard Waste Hauler	South Park Neighborhood Association
Lora Suggs	South Park Action Agenda	South Park Neighborhood Association
Wendy Woldenberg	South Park Arts Council	South Park Arts Council
Jorge Madrazo	Latino Outreach	Sea Mar
Nigel Day	Small Self-Hauler, South Park Area Redevelopment Committee	South Park Area Redevelopment Committee
Patrick Burningham	Recycling/Reuse Business	Second Use
Carl Pierce	Solid Waste Advisory Committee	Seattle Housing Authority (Solid Waste Advisory Council member)
Bill Pease	South Park Neighborhood Assn	**South Park Neighborhood Association**
Ray Golingo	Alternate, Neighborhood Association	South Park Neighborhood Association

DS/Checklist Distribution List for: South Recycling and Disposal Station Re-build Project

Libraries, Agencies and Community Groups and/or Businesses -- *Send DNS and Checklist*

Individuals -- *Make judgment of whether to send DNS/Checklist or just the Letter of DNS Availability*

NOTE: This is the list for distributing hardcopies of the DNS/Checklist. An electronic copy of the DNS (only) or the Legal Notice needs to be emailed to the Daily Journal and a Community Newspaper - see distribution chart under item #14 of "How to Publish a DNS" on the SEPA website.

Seattle Public Library
Governmental Publications Section
1000 4th Avenue
Seattle, WA 98104-1109

Beverly Barnett
Seattle Dept. of Transportation
SMT-39-00

SEPA Public Resource Center
Dept of Planning & Development
Attn: Betty Galarosa
Seattle Muni Tower, 21st Floor
PO Box 30419
Seattle, WA 98124-4019

Washington Department of Ecology
SEPA Unit
PO Box 47703
Olympia, WA 98504-7703

Ron Borowski
Seattle Dept. of Transportation
SMT-39-00

SPU Director's Office Reception Area
SMT 49th Floor
(Public review copy for the counter)

Kelly Doyle
SPU SEPA Administrative Coord.
SeaMuniTower 44th fl – SMT-49-00
(include DNS, Checklist, QA/QC memo,& Distr.List)

Electronic copy of DNS to be sent to:
1. Daily Journal of Commerce

Art Scheunemann
Northwest Container Services
635 S. Edmonds Street
Seattle, WA 98108

Kevin Kiernan
Solid Waste Director
King Street Center
201 South Jackson St., Suite 701
Seattle, WA 98104-3855

Eric Hanson
Port of Seattle
2711 Alaska Way
Seattle, WA 98121

Greg Hale
Waste Management Inc.
801 2nd Avenue, Suite 614
Seattle, WA 98104

Rabanco
Division General Manager
54 South Dawson Street
Seattle, WA 98134

Kevin Hughes
Hughes and Associates
2727 Eastlake Avenue East, #402
Seattle, WA 98102

Manny Montenegro
Union Pacific Railroad
402 South Dawson Street
Seattle, WA 98108

John Karl
BNSF Railway Company
2454 Occidental Avenue South
Suite 1-A
Seattle, WA 98134

Muckelshoot Tribe
Wildlife and Cultural Resources Director
39015 172nd Avenue Southeast,
Auburn, WA 98092-9763

Public Health
Seattle & King County
999 3rd Ave, Ste. 1200
Seattle, WA 98104

Puget Sound Clean Air Agency
110 Union Street, Suite 500
Seattle, WA 98101-3423

SEPA/GMA Coordinator
Department of Ecology
P O Box 47600
Olympia, WA 98504-7600

Environmental Review Section
Department of Ecology
P O Box 47703
Olympia, WA 98504-7703

Lynda Priddy, EPA Project Manager
US EPA REGION 10
1200 Sixth Avenue
Seattle WA 98101

Duwamish Tribe
4717 W. Marginal Way SW
Seattle, WA 98106

Robert Burke
Airport Director
King County International Airport
P.O. Box 80245
Seattle, WA 98108-0245

attle Public Library
South Park Branch
8604 Eighth Ave. S.
Seattle, WA 98108

Seattle Public Library
West Seattle Branch
2306 42nd Ave. SW
Seattle, WA 98116

Gary Molyneaux
Planning and Program Developmen
King County International Airport
P.O. Box 80245
Seattle, WA 98108-0245

Laurence Schafer
USDA-Wildlife Services Division
720 O'Leary Street, NW
Olympia, WA 98502

Kevin Burrell
Environmental Coalition of South Seattle (ECOSS)
8201 10th Avenue Sout #3
Seattle, WA 98108

Wendy Woldenberg
South Park Arts Council
834 S. Donovan St
Seattle, WA 98108

Tiffany Hatch
Goodwill, Director of Transportation
1765 6th Avenue S.
Seattle, WA 98134

Karen Miles
Seattle Airports District Office
Federal Aviation Administration
1601 Lind Avenue S. W., Suite 250
Renton, WA 98055-4056

Debbie McNeil
South Park Neighborhood Association
1046 S. Southern St
Seattle, WA 98108

Jorge Madrazo
Sea Mar
1040 S. Henderson
Seattle, WA 98108

Patrick Burningham
Second Use
7953 2nd Ave S.
Seattle, WA 98108

Leo Kypuros
Snohomish County Solid Waste Division
8915 Cathcart Way
Snohomish, WA 98296

Lora Suggs
South Park Neighborhood Association
857 S. Donovan St.
Seattle, WA 98108

Nigel Day
South Park Area Redevelopment Committee
8201 10th Avenue S. #2
Seattle, WA 98108

Carl Pierce
Seattle Housing Authority
7500 Detroit Avenue SW
Seattle, WA 98106

Email distribution list on 2/26/08 of SRDS DNS

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brucebutterfield@pnwrealty.com
butternet@aol.com
butternet@comcast.net
byoung@seattletimes.com
caknox_2000@yahoo.com
cascade.chapter@sierraclub.org
cascadepeoplescenter@lcsnw.org
cayla.morgan@faa.gov
cbarker@qwest.net
cgainer@triangleassociates.com
chadsteen@msn.com
chair@pigeonpoint.org
chamber@wallingford.org
charlie@ecoss.org
chris.arkills@metrokc.gov
chris@chrislew.net
chrism@cleanscapes.com
cjgwinn@msn.com
cklinker@seattleschools.org
cleman@oo.net
cmr_98103@yahoo.com
corum@seanet.com
council@wallingford.org
cpierce@seattlehousing.org
cprc@scn.org
cromag9@hotmail.com
dag@acm.org
daljoh44@hotmail.com
dara@killingfieldsmuseum.com
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davidb@townhallseattle.org
debtimmc@msn.com
delfierro.s@portseattle.org
denise@reuseresources.org
denisef@drizzle.com
derekb@dnda.org
dgmic@qwest.net
director@fremontseattle.com
dirk@seconduse.com
djgwhite@earthlink.net
djohnconey@aol.com
dlucia33@gmail.com
dlwitmer@cablespeed.com
dmarshall@seattleschools.org
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Ahlenajafi@aol.com
aileen@wccda.org
akc2@u.washington.edu
alamodem@earthlink.net
alanc@nsco.com
alantom@msn.com
allaboutcameras@aol.com
amity@cascadiaconsulting.com
andre@lakere.com
andrea.faste@seattle.gov
andrewkirsh@hotmail.com
angel6578@comcast.net
angievanry@msn.com
anita.adams@seattle.gov
anita.c.emery@boeing.com
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annr@seattlechamber.com
appalachiam@hotmail.com
arobert32@qwest.net
ascheunemann@nwcontainer.com
askellington@hotmail.com
baboelink@comcast.net
baileypatao@mac.com
ballardhistoricalsociety@msn.com
ban.listmanager@talk.seattle.gov
banana_filling@hotmail.com
barryvic@qwest.net
bayouwonder@comcast.net
beaconhillnative@earthlink.net
bennettproperties@comcast.net
bes@pacifier.com
bhunter@chhip.org
BigKim007@hotmail.com
bill@jitters79.com
billeisele@hotmail.com
billtherat@seanet.com
bjwlmp@aol.com
blair_johnson@yahoo.com
blucas5134@aol.com
bmiller@serv.net
bob@andertonlaw.com
bob@rgm-associates.com
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jason@ecoss.org
jasprice@isomedia.com
jcorey@speakeasy.net
jdavid@farfalle.com
jdolan@susmangodfrey.com
jeanne@ecoss.org
jeanne@muirpr.com
jeannieh@serv.net
jerickson8@comcast.net
jerrychinn@msn.com
jerryh@cleanscapes.com
jesseskellington@msn.com
jfrench@alki.net
jhowell@triangleassociates.com
jim@ohalloran.cc
jimdiers@comcast.net
Jimmyc@repairman.com
jimnjanet@comcast.net
jimp@kpg.com
jimsi@exmsft.com
jkane@kane-environmental.com
jmus2@comcast.net
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karinse@yahoo.com
karistenneson@hotmail.com
kathymulady@seattlepi.com
katyburns@earthlink.net
kcarrab@comcast.net
keithandted@msn.com
kenaolsen@qwest.net
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dow.constantine@metrokc.gov
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Dwight.Herring@awin.com
dynamic@dlc-usa.com
dyrop@yahoo.com
e_simons@psks.org
eaj4@u.washington.edu
earthwise@qwest.net
eblang@myuw.net
ed@somelabdesign.com
EdGeiger@Comcast.net
EIRESON@AOL.COM
emarci@comcast.net
engie3@yahoo.com
englesby@wavecable.com
EPIHL@hotmail.com
esther.reiquam@bush.edu
ewhite@ebdg.com
FlapKnapp@gmail.com
fnc@scn.org
fransing@u.washington.edu
freijacat@hotmail.com
fremont@louploup.net
fremontland@yahoo.com
frestedt@u.washington.edu
func@scn.org
gabjade@aol.com
gary.molyneaux@metrokc.gov
ghale@wm.com
ghettopugz@comcast.net
gingi_wa@yahoo.com
glcody@hotmail.com
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gphilipp@northstarice.com
grass.running@epa.gov
gretchen@speakeasy.net
harry@kpg.com
help@resourceventure.org
hinckley_jardine@yahoo.com
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needitor@nwlink.com
newfriends@northwestwatch.org
news@fauntleroy.net
newsintern@thestranger.com
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paul9955@hotmail.com
paulcam1@earthlink.net
pczos@msn.com
pdickey@watoxics.org
pete.keller@awin.com
pete4735@aol.com
pgrekin@speakeasy.org
phil@happyhauler.com
philipwhiley@comcast.net
pigeonpointcounc@aol.com
pigeonpointcouncil@comcast.net
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pkaufman@u.washington.edu
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warrenandjo@comcast.net
wccprez@wallingford.org
webmaster@fremontpublic.org
willieweir@aol.com
wmzosel@aol.com
wncc@scn.org
wobbly@drizzle.com
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ruggerducky@gmail.com
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s.fischer@mindspring.com
sacha@drizzle.com
sareed@starbucks.com
sclark@clarkdg.com
scott.l.fishkin@boeing.com
scott@scootershair.com
sdaschle@swyfs.org
sdnav@yahoo.com
sdonohue@starbucks.com
sdwhite@cyberonic.com
Seattle@re-sources.org
seattle@seconduse.com
seattleannieo@aol.com
seawashbob@hotmail.com
seph@comcast.net
seph@scn.org
sherellehlers@hotmail.com
sheryl.shapiro@seattle.gov
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southparkseattle@yahoo.com
spud_98104@yahoo.com
srae@ix.netcom.com
srobinson@wm.com
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stellarpizza@hotmail.com
stepreilly@hotmail.com
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terryhouser@comcast.net
terrywilliams@twarchitects.com
tfragada@yahoo.com
tgary@nwadmin.com

Solid Waste Advisory Committee Membership List

	First Name	Last Name	Company	Term Began	Email	Phone	Cell	Fax
1	Kim	Ducote	CCA Inc. for Allied Waste Industries - Seattle	Jan 1 2008 - Jan 1 2010	Kim@ResourceStewards.com	206-767-3031	255-6941	767-3030
2	Theogene	Mbabaliye, PHD	EPA Region 10	Jan 1 2008 - Jan 1 2010	mbabaliye.theogene@epa.gov	281-9412		
3	Carl	Pierce	Seattle Housing Authority	Jan 1 2008 - Jan 1 2010	cpierce@seattlehousing.org	716-1310	399-8232	
4	David	Ruggiero	Freecycle Seattle	Jan 1 2008 - Jan 1 2010	jdavid@farfalle.com	547-6060	794-7336	
5	Rita	Smith	Waste Management	Jan 1 2008 - Jan 1 2010	rsmith6@wm.com	425 485-8145, x13	206 391-9072	425 482-9681
6	Nicole	Riss	Seattle School District	Jan 1 2008 - Jan 1 2010	nariss@seattleschools.org	206-252-0599		
7	Mike	Mcomber	Iliad Apartments	Jan 1 2008 - Jan 1 2010	office@iliadapartments.com	206.328.2498		
8	Signe	Gilson	Cleanscapes	Jan 1 2008 - Jan 1 2010	signe.gilson@cleanscapes.com	206-859 -6706		206-859-6701
	Vicky	Beaumont	Policy Liaison		vicky.beaumont@seattle.gov	206-233-7856		206.386-9147
	Aurora	Mendoza	CAC Program Advisor		aurora.mendoza@seattle.gov	206-733-9687		206.386-9147
	Donna	Cousins-Rollen	Admministrative Support		donna.cousins-rollen@seattle.gov	206-684-3616		206.386-9147

Appendix C
Legal Description of Right-of-Way and Surrounding Parcels

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SRDS Addition Property (South Park Bus Yard) and
Existing SRDS Site (South Recycling and Disposal Station)
Land Descriptions

The following descriptions are for parcels that currently make up the City of South Park Bus Yard and the South Disposal and Recycling Station (Parcels 2924049104; 2924049006; 2924049099; and 7328401175). These descriptions are from Pacific Northwest Title Company Title Order Number 645393 and 649312. The Vacation Description for portions of 2nd Avenue South and S Chicago Street following the descriptions from Pacific Northwest Title Company Title Order Number 645393 and 649312 are preliminary, as the Streets have not been vacated as of May 6th, 2009.

From Title Order Number 645393 for the South Park Bus Yard:

That portion of Blocks 6, 7, 17 & 18 of First Addition to River Park according to the plat thereof, recorded in volume 8 of Plats, page 65, in King County, Washington, lying westerly and southerly of the westerly and southerly margin of that certain property conveyed to the City of Seattle for road purposes form the State of Washington by deed recorded under Recording Number 9012260159;

Together with vacated South Monroe Street, South Elmgrove Street and South Southern Street adjoining, as vacated by City of Seattle Ordinance Number 96804, which attached by operation of law; Except any portion thereof lying within 2nd Avenue South, as conveyed by Deeds recorded under Recording Numbers 4192618 and 5947050 and South Kenyon Street.

From Title Order Number 649312 for the South Recycling and Disposal Station:

Parcel 1

Parcels A and B of City of Seattle, Short Plat No., 80-39, according to Short Plat recorded under King County recording No. 8010240862, being a portion of Government Lot 16 in Section 29, Township 24 North, Range 4 East, W.M., in King County, Washington: Except that portion thereof deeded to the State of Washington by deed recorded under recording Number 9512271457.

Parcel 2

Lots 36, 37 and 38, Block 28; First Addition to River Park, according to the plat thereof recorded in Volume 8 of Plats, page 65, in King County, Washington;

Together with that portion of Second Avenue South as vacated by City of Seattle Ordinance Number 116403;

Except that portion thereof deeded to the City of Seattle for West Marginal Way Extension under deed recorded under Recording Number 3186886;

And Except that portion thereof deeded to the State of Washington for Secondary State Highway 1-K under deed recorded under Recording Number 4965541; Except that portion deeded to the State of Washington recorded under Recording Number 8804050533; And Except that portion thereof deeded to the State of Washington by deeded recorded under Recording Number 9512271457.

Parcel 3

Lots 29 through 45, inclusive, Block 27, lying west of Marginal Way South as conveyed to State of Washington by deed recorded under Recording Number 4965541, First Addition to River Park, according to the plat thereof recorded in Volume 8 of Plats, page 65, in King County, Washington;

Together with that portion of Second Avenue South as vacated by City of Seattle Ordinance Number 116403;

Except that portion deeded to the State of Washington by deeds recorded under Recording Numbers 8804050533 and 9512271457.

Parcel 4

The south 550 feet in width as measured from the northerly margin of Kenyon Street of that portion of Government Lot 16, Section 29, Township 24 North, Range 4 East, W. M., in King County Washington, described as follows; Commencing at the southeast corner of said Government Lot 16; Thence northerly along the westerly line of George Holt Donation Claim No. 51, a distance of 60.03 feet to the northerly margin of Kenyon Street; Thence north 89° 12' 59" west along said margin of Kenyon Street 424.52 feet to the TRUE POINT OF BEGINNING of this description; Thence north 89° 12' 59" west 200 feet; Thence north 00° 01' 30" west 217.25 feet to the point of curvature of a curve to the right having a radius of 1810 feet; Thence northeasterly along the arc of said curve to the right 416.07 feet to the point of tangency; Thence north 13° 08' 45" east 201.91 feet; Thence south 60° 00' 00" east to a point which bears north 02° 01' 25" east from the TRUE POINT OF BEGINNING; Thence south 02° 01' 26" west to the TRUE POINT OF BEGINNING; Except the north 35 feet of said south 550 feet.

Vacation Description for portions of 2nd Avenue South and S Chicago Street for the South Recycling and Disposal Station:

That portion of King County Short Subdivision No 80-39 as recorded under Auditor's file #8010240862, situate in Government Lot 16 in Section 29,

Township 24 North, Range 4 East, W.M., King County, Washington described as follows;

The easterly 25 feet of Parcel B of said Short Subdivision.

Containing 9,742 square feet, more or less.

Together with that portion of the Plat of the First Addition to River Park as recorded in Volume 8 of Plats, Page 65, records of King County, Washington, situate in the southwest quarter of the southwest quarter of Section 29, Township 24 North, Range 4 East, W.M. described as follows;

The westerly 15 feet of 2nd Avenue South (originally Ogden Street) as shown on said plat, between the northerly right of way margin of South Kenyon Street (originally Caledonia Avenue) and the center line of South Chicago Street (originally Atlantic Avenue); together with the southerly 30 feet of South Chicago Street between the westerly margin of 2nd Avenue South (originally Ogden Street) as shown on said plat, and the southerly right of way margin of West Marginal Way South;

Containing 5,979 square feet, more or less.

Together with that portion of said Plat of the First Addition to River Park described as follows;

The westerly 15 feet of 2nd Avenue South (originally Ogden Street) as shown on said plat, between the center line of South Chicago Street (originally Atlantic Avenue) and the southerly right of way margin of West Marginal Way South; together with the northerly 30 feet of South Chicago Street between the westerly margin of 2nd Avenue South (originally Ogden Street) as shown on said plat, and the southerly right of way margin of West Marginal Way South.

Containing 4,071 square feet, more or less.

Gary M Gervelis, P.L.S. #33128

Appendix D
Design Drawings for S Kenyon St Sidewalk and Viewing Room

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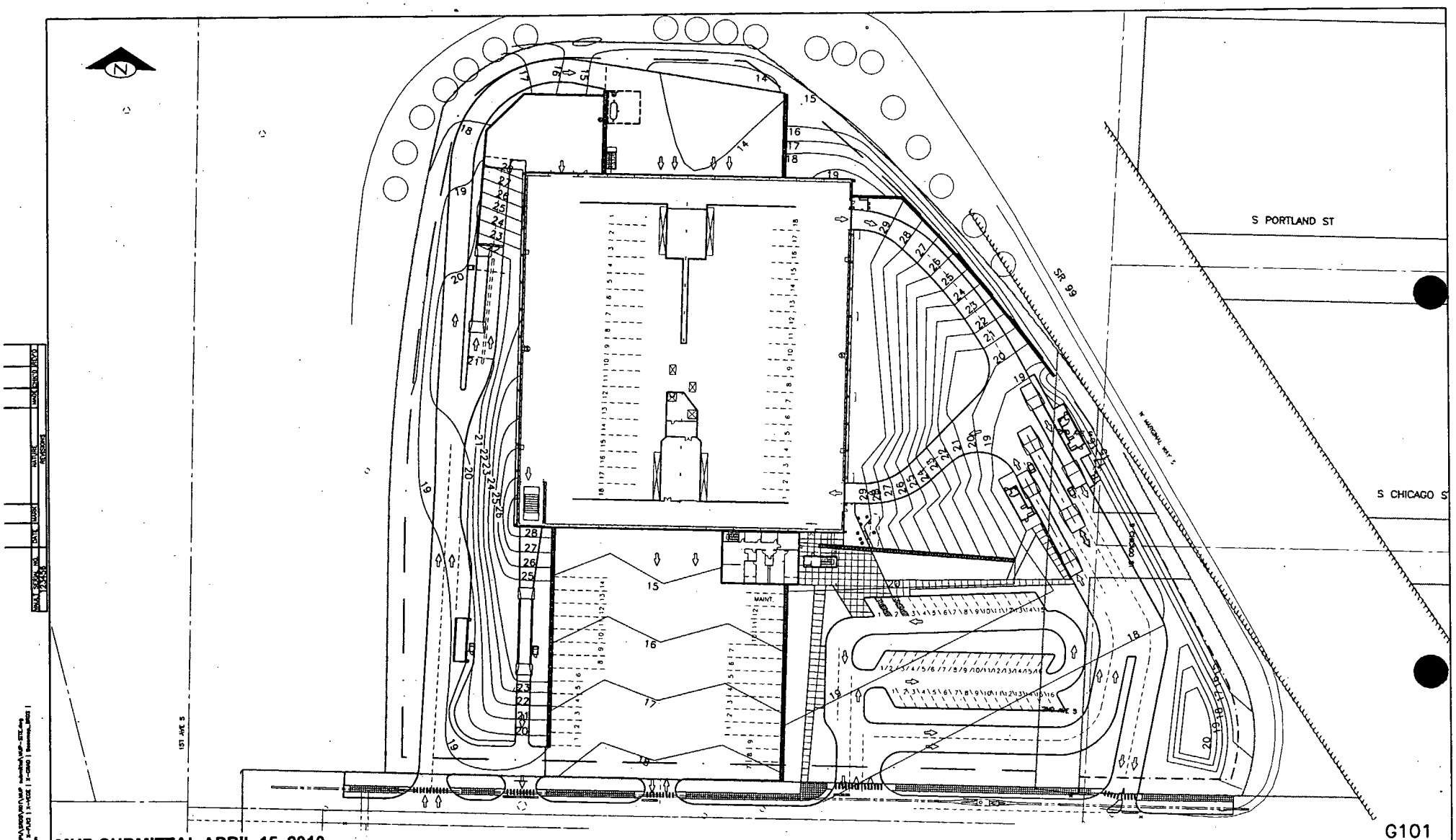

MUP SUBMITTAL APRIL 15, 2010

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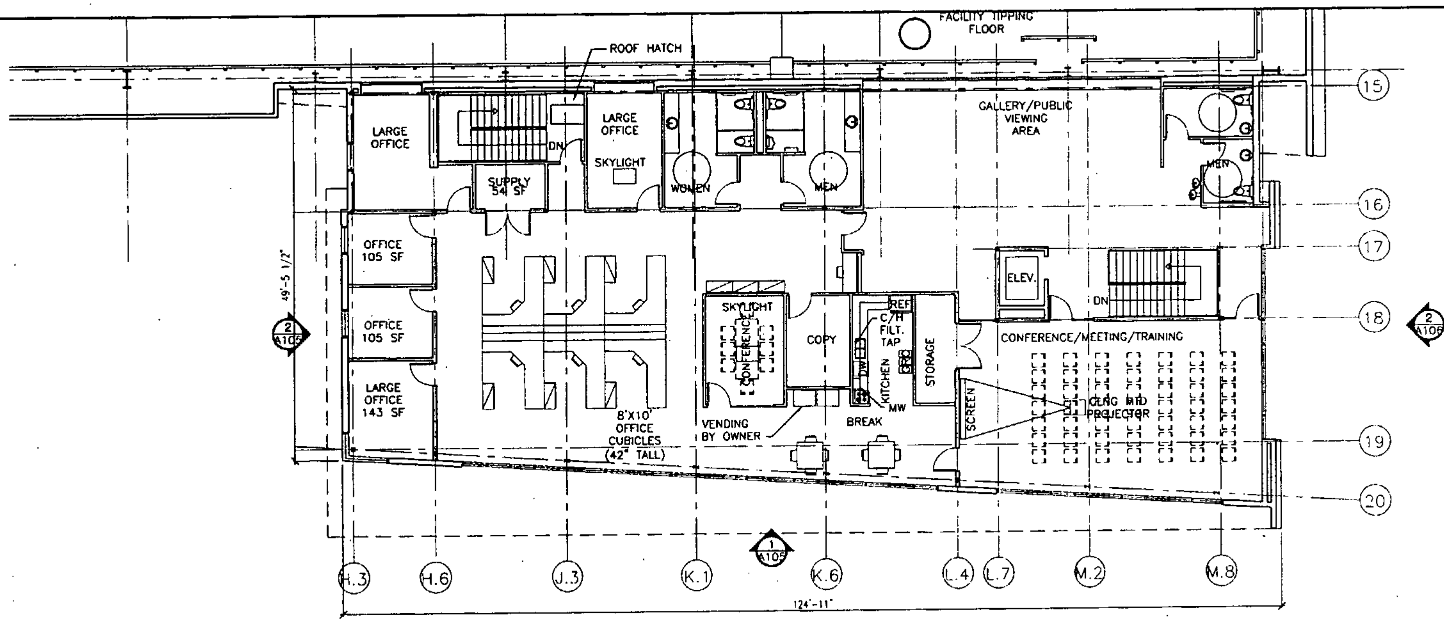

ADMINISTRATION FLOOR PLAN 1 A104
1/8"=1'-0"

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SEATTLE, WASHINGTON 20
BY:
DIRECTOR, CONTRACTING SERVICES

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REVISED AS BUILT

ALL WORK DONE IN ACCORDANCE WITH THE CITY OF SEATTLE STANDARD PLANS AND SPECIFICATIONS AND OTHER DOCUMENTS CALLED FOR IN SECTION 9-03.3 OF THE PROJECT MANUAL.

Seattle Public Utilities
City of Seattle
Chuck Clarke, Director
ORDINANCE NO.
FUND:
SCALE: AS NOTED
APPROVED
INSPECTOR'S BOOK

A104
SOUTH TRANSFER STATION
ADMINISTRATION FLR. PLAN
SCALE: 1/8"=1'-0"

JOB NO. PC C123456
R/W
CO
VAULT PLAN NO. 123-456
SHEET 6 OF 11

Appendix E
State Environmental Policy Act Documents

Attachments

1. Determination of Non-Significance for the Reconstruction of the South Recycling and Disposal Station

2. Transportation Technical Report for Seattle Public Utilities Transfer Station Improvement Project, South Recycling and Disposal Station

Seattle Public Utilities

Re-Construction of the South Recycling and Disposal Station (SRDS)

SEPA Determination of Nonsignificance (DNS)

Description of Proposal:

The proposed action would replace the existing South Recycling and Disposal Station (SRDS) with new and additional facilities on the existing parcel and an adjacent parcel to the north referred to as the "bus yard" property. Existing structures would be demolished before rebuilding new facilities. The project would occur in two phases as follows.

The first phase would involve the construction of a new transfer station building, scales, access roads, operations yard, office, and other associated facilities on the bus yard property. The existing SRDS would remain open during the construction of the new transfer station building and other facilities. The new transfer building would be fully enclosed except for vehicle entrances on the sides. The building height and development setbacks would be within the limits allowed for the area as zoned. Two remnant street right-of-ways (2nd Ave. S. and S. Chicago St.) within the parcels north of S. Kenyon St. would be vacated. As an additional public benefit in compensation for street vacations SPU would install full sidewalks and curbs for the north side of Kenyon St and west side of 5th Ave S adjacent to the present SRDS property. The sidewalks would be added as an additional community benefit and are not mitigation.

The second phase of the project would involve demolition of the existing transfer station building and all other facilities at the existing SRDS and reconstruction of the remaining facilities, such as a recycling station, recycling operations area, reuse store, household hazardous waste facility, operations yard, vehicle maintenance facility, offices, landscaping, and other associated facilities.

Primary access to the new transfer building and associated facilities on the bus yard property would be from S. Kenyon St. Access to the other facilities would be from S. Kenyon St., 2nd Ave. S., and/or 5th Ave. S.

Seattle Public Utilities would implement the following measures to minimize environmental impacts during the construction periods:

- Adhere to Puget Sound Clean Air Agency regulations contained in Sections 9.11, 9.15 and 9.20 of their Regulation 1 which require the use of best available control technology to control fugitive dust emissions.

- Spray water over the debris during demolition of buildings, if necessary to minimize dust

- Keep the soil damp during excavation and grading operations, if necessary to minimize dust
- Have paved or rip-rap exit aprons for haul trucks, if necessary to minimize dust and to minimize off-site tracking of material
- Clean vehicle undercarriages and tires before they exit onto public streets, if necessary to prevent off-site tracking of mateiral
- Cover or wet down truck loads of earth if necessary to prevent wind-blown dust
- Maintain all construction machinery in good working order and operate equipment within load limits and engine RPM levels to minimize exhaust smoke
- Adhere to Seattle Municipal Code (SMC) Chapter 25.08, which prescribes limits to noise and construction activities, while the project is under construction.
- Maintain heavy equipment and its mufflers in good condition.
- Buffer stationary generators or compressors (if they are used) with portable sound barriers if necessary to keep noise levels within requirements
- Limit excavation over the landfill areas to that necessary for the installation of pilings, building footings, grading, and/or utilities.
- Prepare and implement an approved stormwater pollution prevention plan (SWPPP) as a condition of the project National Pollutant Discharge Elimination System (NPDES) construction general permit.
- Implement best management practices (BMPs) and comply with the temporary erosion and sedimentation control (TESC) requirements of the City of Seattle's Stormwater, Grading, and Drainage Control Code (Seattle Municipal Code (SMC), Chapters 22.800–22.808) and Construction Stormwater Control Technical Requirements Manual (Director's Rule 16-2000).
- Prevent the removal or replacement of material in or from surface water or wetlands.
- Develop and implement an approved Spill Prevention Plan prior to the start of construction.

- Develop and implement a Health and Safety Plan before work commences as required by Washington Department of Labor and Industries (Chapter 296-843 WAC).

While design details of specific project elements have not been determined at this time, SPU proposes to:

- Replace the open-sided tipping building with a solid walled structure with an engineered ventilation system.

- Expedite the entrance process to reduce the time that vehicles spend idling in a queue before reaching the tipping building by using one or more of the following: multiple entry lanes; separate entry line for contracted collection trucks; use of radio frequency identification sensors for contracted collection trucks, and other methods.

- Minimize evaporation of oils, solvents, and other volatile organic fluids by keeping such items in closed containers.

- Ensure that the 95th-percentile queues from the bus yard site and the existing SRDS site do not backup onto adjacent roadways during normal operations.

- Maintain sight lines to east of S Kenyon Street/2nd Avenue South intersection by keeping structures, landscaping, and parked vehicles at least 40-feet back from the tangent of the curve located east of the site.

- Provide on-site parking spaces for employees and customers. Approximately 75 parking spaces would be provided for employees – 35 parking spaces on the bus yard property and 40 parking spaces on the existing SRDS property. Customer parking spaces for the reuse-retail facility would be provided at a rate of 2.0 parking spaces per 1,000 square feet of reuse retail space.

- Provide a pedestrian walkway along SRDS frontage including the west side of 5th Avenue South and the north side of South Kenyon Street to meet the requirements in the *Seattle Right-of-Way Improvements Manual.*

- Revegetate exposed soils with drought tolerant grasses, forbs, and shrubs; landscape the site to enhance the aesthetics of the facility, but that minimizes the attraction of wildlife.

- Cover any material handling, transfer, or storage facilities or design conveyance facilities that drain to the sanitary sewer system and not to stormwater drainage systems. All sanitary sewer discharges will meet King County Metro pretreatment requirements prior to discharge.

In conjunction with the station re-build, SPU would also implement the following operational procedures:

- Perform weekly illegal dumping pickup patrols on the perimeter of the station and on 5th Avenue South from the station to South Cloverdale Street;
- Perform weekly litter patrols on the perimeter of the station, along 5th Avenue South from the station to South Cloverdale Street, and between 12th Avenue South and State Route 509 along South Cloverdale Street, and along the east entrance and exit ramps of State Route 509;
- Operate a street sweeper truck monthly along South Kenyon Street and 5th Avenue South between the Station and South Cloverdale Street and along South Cloverdale Street beween 5th Avenue South and 12th Avenue South on sections of roads with curbs.

Proponent:

Seattle Public Utilities
Seattle Municipal Tower, Suite 4900
PO Box 34018
Seattle, WA 98124-4018

Attn: Henry Friedman, (206) 733-9147

Location of Proposal, including street address, if any:

The proposed project is located in the Duwamish-Southpark industrial area of Seattle, between SR 509 and SR 99, north and south of S. Kenyon Street. The address of the existing station is 8105 5th Ave. South, Seattle, Washington. The bus yard property includes 110, 130, 150, and 200 S. Kenyon St. The project is located in Sections 29 and 32, Township 24 North, Range 4 East.

Lead Agency:

Seattle Public Utilities (SPU), the lead agency for this proposal, has determined that it does not have a probable significant adverse impact on the environment. An

environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other related documents on file with the lead agency. This information may be examined at Seattle Public Utilities offices by contacting the Project Manager listed above.

This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 14 days from the publication date below.

Comments must be submitted by March 10, 2008.

Responsible Official:

Joy Kcniston-Longrie
Major Interagency Projects Director
Seattle Public Utilities
Seattle Municipal Tower, Suite 4900
PO Box 34018
Seattle, WA 98124-4018
(206) 684-5972

Signature: _____ Date: 2-18-08

Date of Publication in the Seattle Daily Journal of Commerce: February 25, 2008

You may appeal this determination, in writing, no later than March 17, 2008 to:

City Hearing Examiner
PO Box 94729
Seattle, WA 98124-4729

There is a $50 filing fee for the appeal. You should be prepared to make specific factual objections.

Contact the Hearing Examiner at (206) 684-0521 to ask about or to make arrangements to read the procedures for SEPA appeals.

heffron
transportation, inc.
Transportation
Planning & Engineering
Consulting Services

TRANSPORTATION TECHNICAL REPORT

SEATTLE PUBLIC UTILITIES
TRANSFER STATION IMPROVEMENT PROJECT
SOUTH RECYCLING AND DISPOSAL STATION

Prepared for:
Seattle Public Utilities

FEBRUARY 6, 2008

TRANSPORTATION TECHNICAL REPORT

SEATTLE PUBLIC UTILITIES
TRANSFER STATION IMPROVEMENT PROJECT
SOUTH RECYCLING AND DISPOSAL STATION

February 6, 2008

Prepared by:

heffron transportation, inc.

6544 NE 61st Street, Seattle, WA 98115
ph: (206) 523-3939 ◦ fx: (206) 523-4949

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1. INTRODUCTION

Seattle Public Utilities (SPU) manages the collection and transfer of Seattle's solid waste. SPU maintains several facilities to manage this waste including two transfer stations—South Recycling and Disposal Station (SRDS) and North Recycling and Disposal Station (NRDS), as shown in Figure 1. SPU also has two household hazardous waste facilities—one in North Seattle and one at SRDS.

This transportation technical report documents the transportation impacts associated with proposed improvements at the SRDS. The analysis determined the net change in passenger-vehicle and truck traffic at SRDS and how that change would affect traffic operations and on-site queuing. Transportation information was compiled for two levels of use—an average day and a peak design day—and three traffic scenarios. The traffic scenarios (high, medium, and low) were developed to represent a range of possible waste flows at SRDS.

2. PROJECT DESCRIPTION

SRDS is an aging transfer station (over 40 years old) that is inefficient and lacks capacity to meet Seattle's future recycling and waste handling needs. In response to these issues, SPU proposes to construct a new transfer station building with new waste recovery facilities.

The project proposes to expand the existing site by adding the property to the north across S Kenyon Street. This nine-acre site is currently occupied by First Student (a school bus service) and Starline Luxury Coaches (a charter bus service) and is referred as "the bus yard site" in this analysis. A new transfer station building, access roads, scales, onsite equipment fueling station, parking area, employee facilities and other associated facilities are proposed to be located on the bus yard site. The current facilities at the existing site would be demolished and replaced with a new recycling facility, a reuse/retail facility, access roads, container storage area, household hazardous waste facility, vehicle maintenance shop, employee facilities, offices, and other utility facilities. The existing site may also be designed to include some construction and demolition waste recycling and city-generated construction soils processing and recycling. Figure 2 shows the location of the bus yard and the existing SRDS sites.

Facilities on both sites would be designed in a manner that would allow flexibility to adapt to changes in the waste stream. In addition, several elements would be incorporated into the final design of the sites including:

1. Maintaining sight lines to east of S Kenyon Street/2nd Avenue S intersection by keeping structures, landscaping, and parked vehicles at least 40-feet back from the tangent of the curve located east of the site (see Figure 13).

2. Providing on-site parking spaces for employees and customers. Approximately 75 parking spaces would be provided for employees–35 parking spaces on the bus yard site and 40 parking spaces on the existing SRDS site. Customer parking spaces for the reuse/retail facility would be provided at a rate of 2.0 parking spaces per 1,000 sf of reuse/retail space.

3. Providing a pedestrian walkway along SRDS frontage including the west side of 5th Avenue S and the north side of S Kenyon Street to meet requirements in the *Seattle Right-of-Way Improvements Manual.*

SPU would also prepare a queuing analysis in conjunction with site design to ensure that the 95th-percentile queues from the bus yard site and the existing SRDS site do not block traffic on adjacent roadways in 2012 (when NRDS trips could come south to SRDS during reconstruction of NRDS) and in 2030.

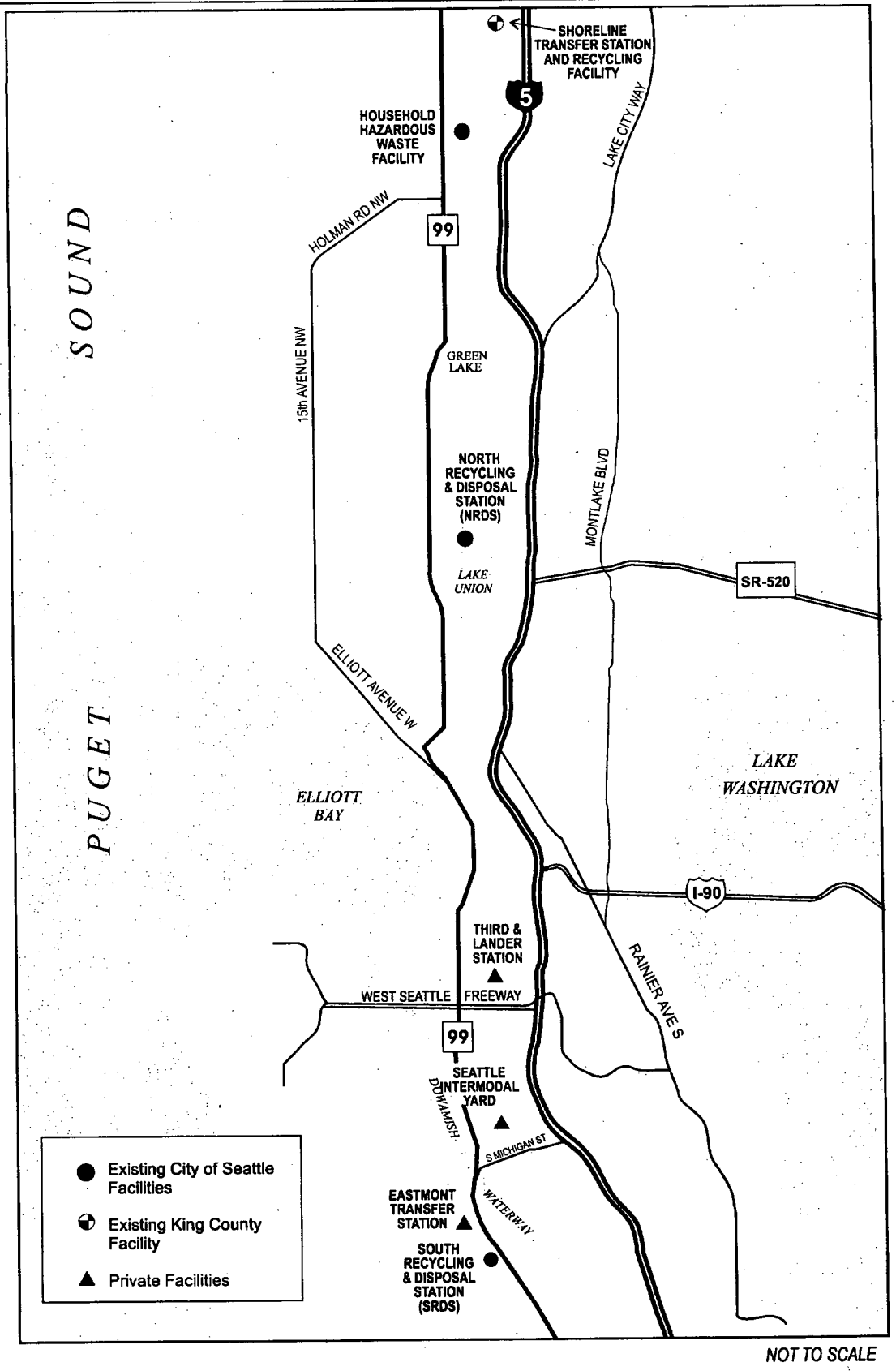


Figure 1

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

SPU SYSTEMWIDE MAP

heffron transportation, inc.

12.29.2007

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

Figure 2

SRDS SITE MAP

heffron transportation, inc.

12.29.2007

3. BACKGROUND CONDITIONS

This section of the report describes existing and year 2030 No-Action conditions. The No-Action condition is the future condition without the proposed changes in facilities or operations. These are the base conditions against which the impacts of the proposed project are evaluated.

3.1. Transportation Network

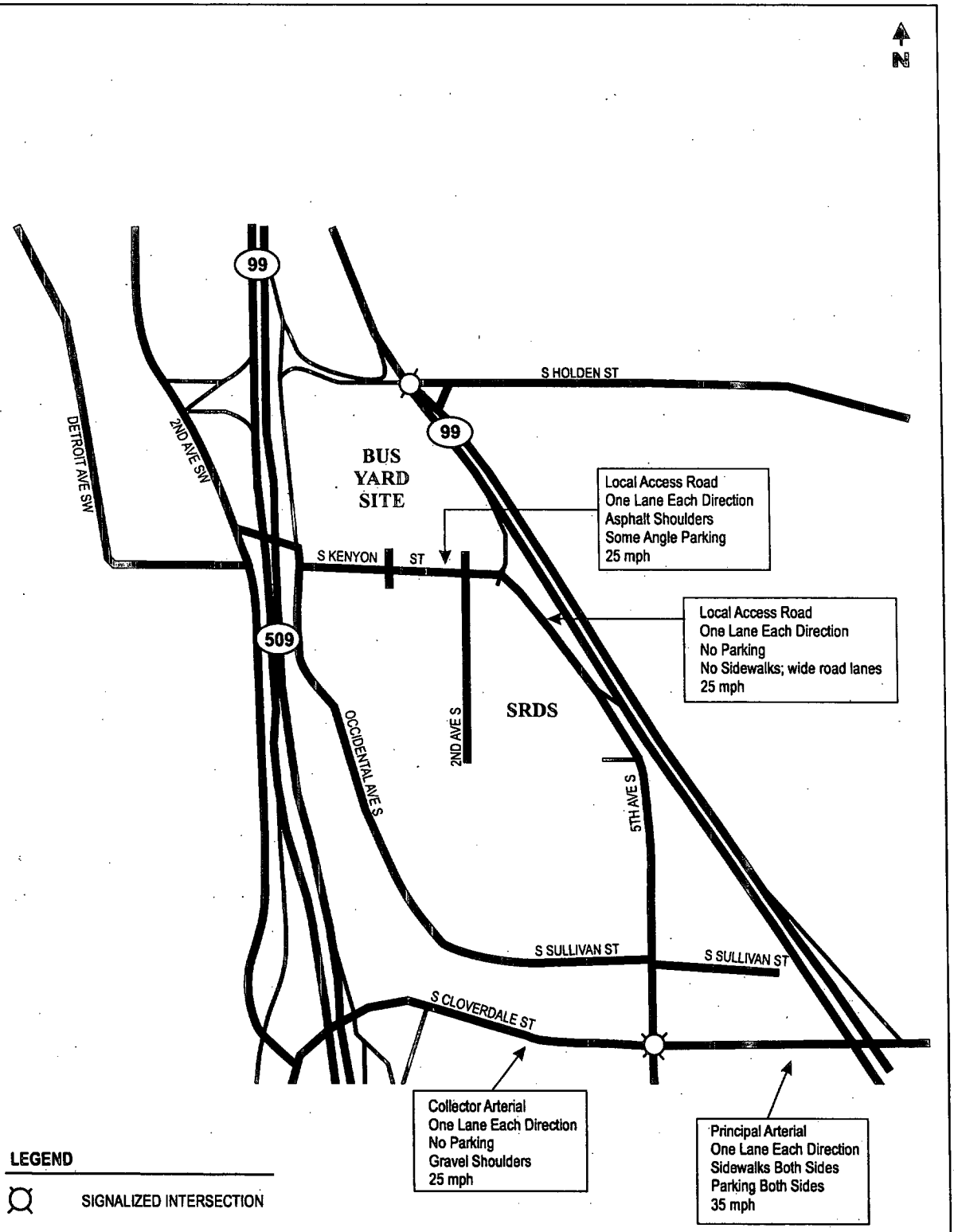
The existing SRDS is located on 5th Avenue S, south of the junction of State Route (SR) 99 and SR 509 in Seattle. Access to the site from the north is provided by an off-ramp from SR 99 to S Kenyon Street. From the south, access is provided by 5th Avenue S, which intersects S Cloverdale Street less than ¼-mile south of SRDS. Key attributes of roadways located in the vicinity of this site are shown on Figure 3.

There are no planned projects currently proposed that would affect the street system in the immediate project vicinity. The King County Roads Services Division is preparing an Environmental Impact Statement (EIS) for the South Park Bridge located south of the project site. Ongoing deterioration of the aging bridge was accelerated by the Nisqually Earthquake in February 2001 making it necessary to rehabilitate or replace the bridge. King County subsequently selected the "Bascule Bridge Alternative" as the preferred alternative in the Draft EIS. Preliminary engineering design of the replacement bridge began in Spring 2006. The Final EIS is scheduled to be released in winter 2008. This analysis assumes that the replacement bridge would operate similar to the existing condition, and no major changes to existing travel patterns near SRDS would occur due to this project.

3.2. Traffic Volumes and Operations

Operations at the existing transfer station involve handling waste brought in by collection trucks and self-haul customers and then hauling the waste off site to various locations. The transfer station currently accepts residential and commercial waste from collection trucks and self-haul waste (e.g., waste brought in by private car or truck) including garbage, yard waste, wood waste, and recyclables. Most of the waste brought in to SRDS is compacted and trucked off site in transfer trucks. SRDS also accepts household hazardous waste (HHW). Several vendors pick up various HHW items (such as batteries and motor oil) and appliances at SRDS. The transfer station is open 362 days per year—it is closed New Year's Day, Thanksgiving, and Christmas Day. SRDS is open for collection trucks from 6:30 A.M. to 5:30 P.M., and to the public from 8:00 A.M. to 5:30 P.M.

A transportation model was developed to estimate existing and future daily and peak hour trips generated by the transfer station. The model was developed by Herrera Environmental Consultants and is based on tonnage and trip parameters provided by SPU. More information about the transportation model can be found in Appendix A. SRDS data for 2006 were used to estimate existing daily and peak hour trips generated by the transfer station. According to the model, SRDS generated about 1,230 vehicle trips on an average day and about 1,490 trips on an average day during a peak month in 2006. The modeled self-haul and collection truck volumes were compared to actual trip counts for those trip types at SRDS in 2006 and were found to be very similar (between 1 - 3% difference).



SPU TRANSFER STATION
IMPROVEMENT PROJECT
South Recycle and Disposal Station

Figure 3

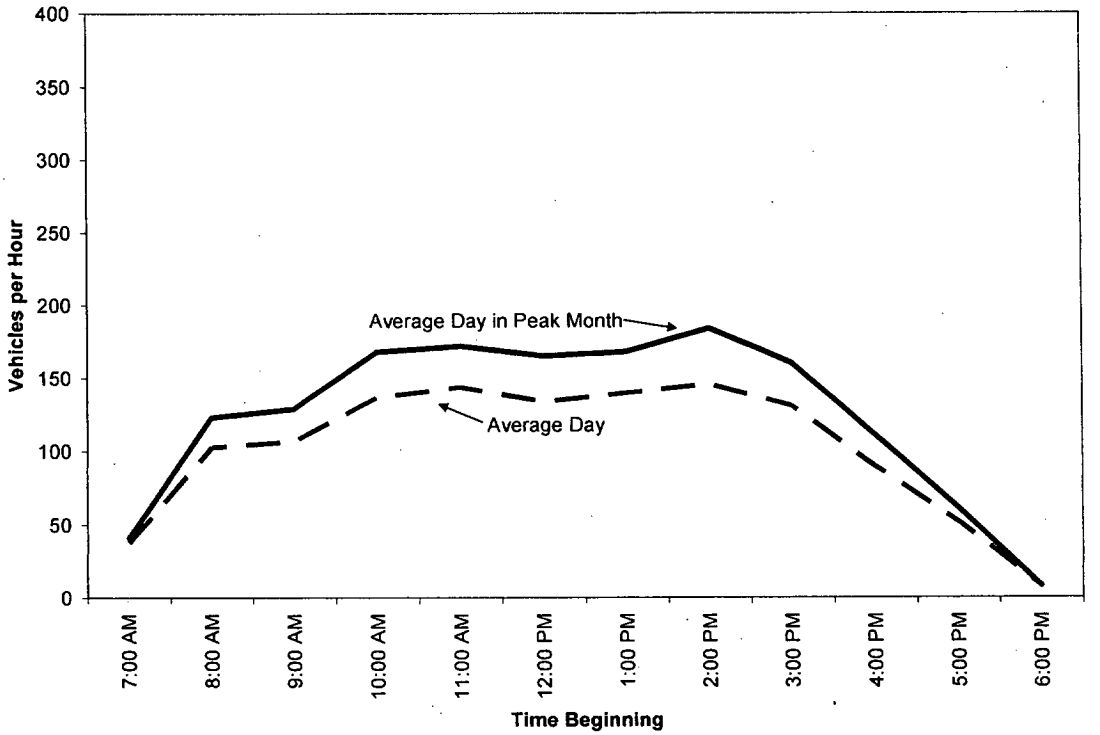
ROADWAY NETWORK
NEAR SRDS

heffron transportation, inc.

12.29.2007

The transportation model also includes hourly flow data for vehicles arriving at SRDS in 2006. These are shown in Figure 4. The overall peak hour of the day occurred between 2:00 and 3:00 P.M. when SRDS generated approximately 146 trips (71 trips in and 75 trips out) on an average day and 184 trips (89 trips in and 95 trips out) on a peak design day. Approximately 78% of the daily trips and 81% of the peak hour trips were self-haul trips (including HHW).

Figure 4. 2006 SRDS Site-Generated Trips



Source: Heffron Transportation, Inc. 2008 based on a transportation model developed by Herrera Environmental Consultants with data provided by SPU.

In 2030 with the No-Action condition, SRDS is expected to generate about 2,330 trips on an average day during the peak month assuming the high-traffic scenario as described later in Section 4.1. and shown on Figure 7. This represents about 1.9% annual growth for daily site-generated trips compared to trips generated in 2006. Hourly trips generated by SRDS in 2030 with the No-Action condition are shown on Figure 10. The overall peak hour of the day is anticipated to continue to occur between 2:00 and 3:00 P.M. when SRDS is projected to generate approximately 273 trips (134 trips in and 139 trips out) on a peak design day. This represents about 1.7% annual growth for the PM peak hour site-generated trips compared to trips generated in 2006. About 73% of the daily trips and about 78% of the peak hour trips are expected to be self-haul trips (including HHW trips).

Historical SDOT traffic count data were reviewed in the site vicinity. These data show the highest traffic volumes on the streets near SRDS occur between 3:00 and 4:00 P.M. Therefore, this weekday PM peak hour was used as the time period for all traffic operations analysis.

As discussed later in this report, the existing uses on the bus yard site generate more trips than the Proposed Action; therefore, there is a net decrease in site-generated trips with the project. This analysis focuses on the impacts to the SR 99 off-ramp/S Kenyon Street intersection because this is the intersection

that would experience the most traffic changes as a result of the Proposed Action. A PM peak hour manual turning movement count was performed at the SR 99 off-ramp/S Kenyon Street intersection on Tuesday, November 13, 2007. Traffic volumes from that count are shown on Figure 5. Approximately 400 vehicles traveled through this intersection during the PM peak hour in November 2007. These traffic volumes include trips generated by SRDS, the existing uses on the bus yard site, and the local warehouse uses. They also include background traffic volumes that use the local roadway network to access roadways north and south of the site.

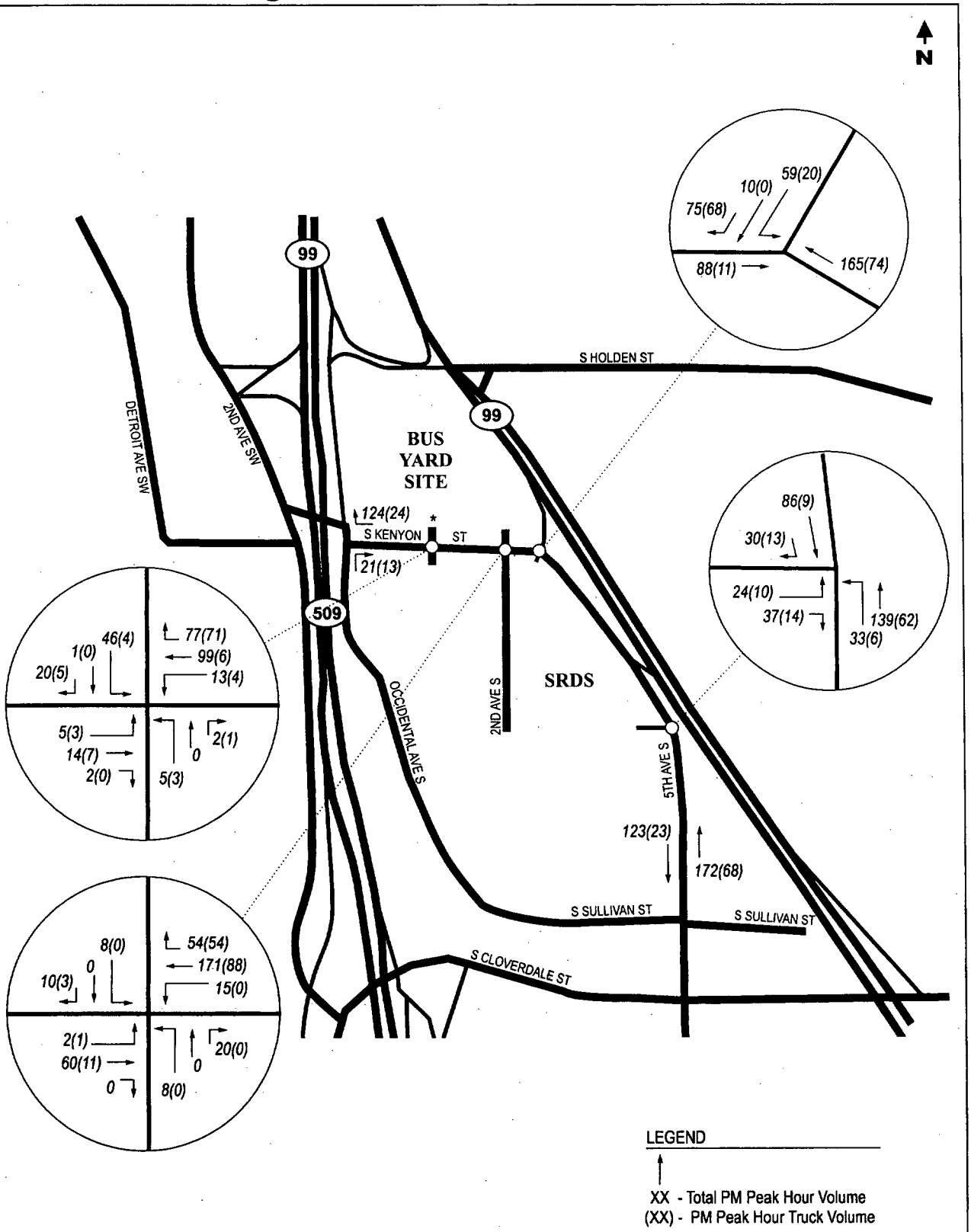
Traffic volumes in the site vicinity are expected to grow in the future. As described above, daily trips generated by SRDS are projected to grow by about 1.7% per year. Background traffic growth was estimated using information from the South Park Bridge Project. This project, being led by King County, is evaluating bridge replacement options for the South Park Bridge in the 16th/14th Avenue corridor. Data in the *South Park Bridge Project Transportation Technical Report* (Parsons Brinckerhoff, Inc., April 2004) indicates that traffic in the project vicinity is expected to increase by about 1.6% per year during the PM peak hour. Therefore, 2030 No-Action PM peak hour traffic volumes were estimated by using the 2030 projections for SRDS and by increasing the 2007 background traffic volumes by 44%, which is the equivalent of 1.6% annual growth for 23 years. Trips generated by the bus yard site and the warehouse uses are not expected to grow in the future. Year 2030 No-Action traffic volumes are shown on Figure 6. The number of vehicles traveling through the SR 99 off-ramp/S Kenyon Street intersection during the PM peak hour is estimated to be approximately 470—an increase of about 70 vehicles during the PM peak hour.

3.3. Site Access and Circulation

The main access to SRDS, located on 5th Avenue S, provides access for contractor and self-haul customers. Three other secondary driveways also exist at SRDS to provide access for employees and transfer trucks. Customers currently enter the household hazardous waste (HHW) facility from S Kenyon Street (directly across from the SR 99 off-ramp) and exit onto 2nd Avenue S. Traffic volumes at the site access driveway were obtained on Tuesday, November 20, 2007 and are shown on Figure 5. All movements at the SRDS driveways currently operate at LOS B or better during the PM peak hour.

Access to the bus yard site occurs at five locations on S Kenyon Street. PM peak hour manual turning movement counts were performed at the bus yard driveways on Tuesday, November 13, 2007, and are shown on Figure 5. All movements at the existing bus yard driveways currently operate at LOS B or better during the PM peak hour.

2030 traffic volumes at the SRDS driveway and at the bus yard driveways were projected using the methodology described in Section 3.2, and are shown on Figure 6. All movements at the SRDS driveway and at the bus yard driveways are expected to continue to operate at LOS B or better in 2030 with the No-Action condition, assuming travel patterns similar to the existing condition.



* *The volumes shown at this driveway are a combination of four existing driveways.*

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

Figure 5

Existing (2007) PM Peak Hour Traffic Volumes

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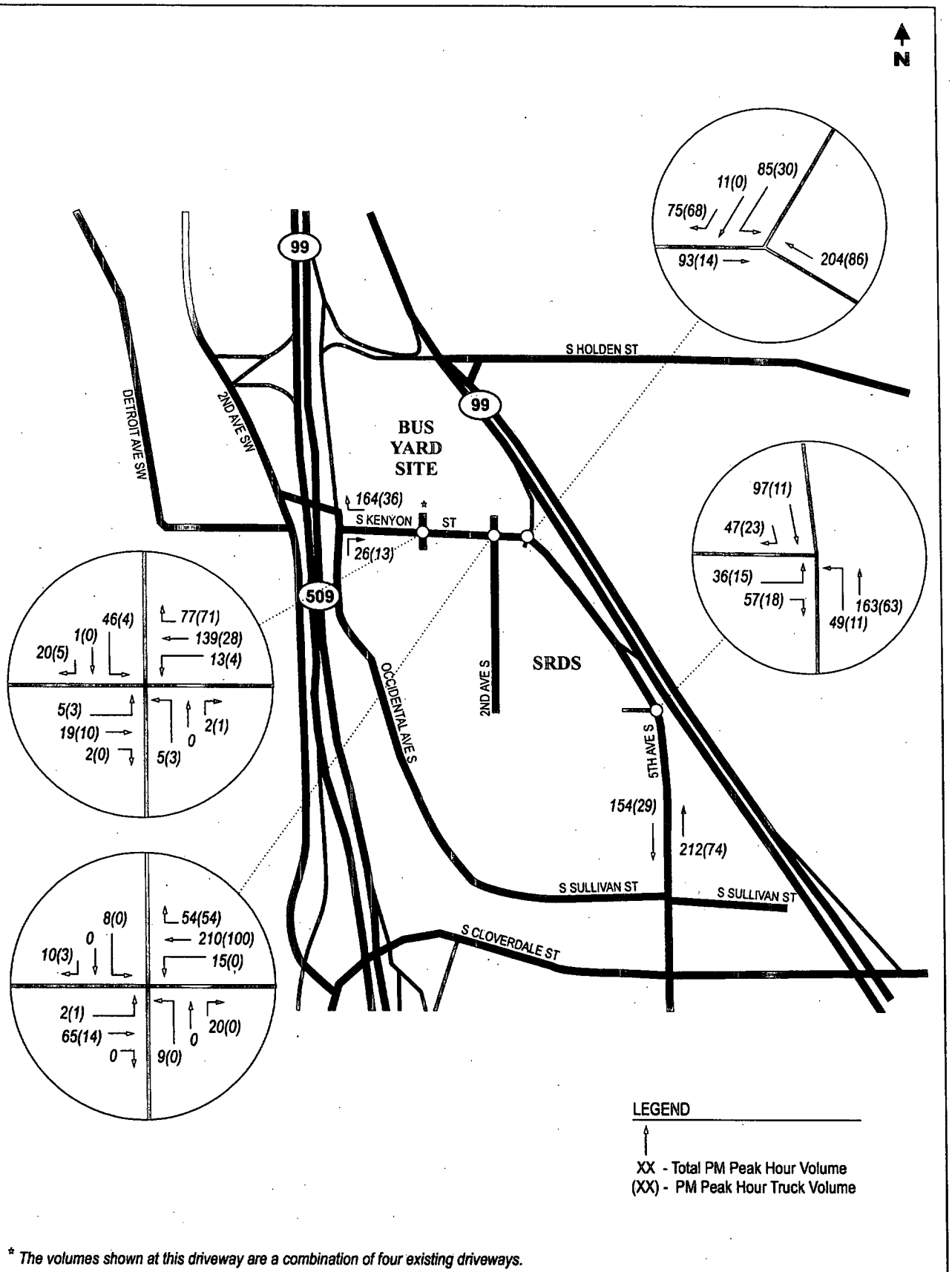
12.29.2007



* *The volumes shown at this driveway are a combination of four existing driveways.*

Figure 6

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

2030 No Action
PM Peak Hour Traffic Volumes
High-Traffic Scenario

heffron transportation, inc.

12.29.2007

SPU staff[1] described the existing queuing condition and indicated that insufficient capacity in the tipping building creates queues on a daily basis. Staff indicated that vehicle queues extend from the tipping building back to the inbound scale, which delays arriving vehicles. Queues extending from the inbound scale to 5th Avenue S and SRDS Gate #2 (the gate just north of the main access driveway) are common on an average day. On average days in a peak month, queues typically extend past Gate #2 and can approach Gate #3 (the entrance to the HHW facility across from the SR-99 off-ramp).

In 2030 with the No-Action condition, trips generated by SRDS are anticipated to increase compared to the existing condition. SRDS trip increases range from 35% to 58% depending on the traffic scenario. Because no improvements to SRDS would occur with the 2030 No-Action condition, queues would be longer than currently experienced at SRDS. It is difficult to estimate the actual queue that would occur because future on-site operations (e.g., how tipping building stalls would be assigned) are unknown. If operations continue similar to the existing condition, queues could extend past the SR-99 off-ramp to the north and create traffic congestion. It is possible that SRDS customers would make other decisions with the No-Action condition, such as coming to the site less frequently with larger loads, taking their waste elsewhere or possibly dumping waste illegally.

3.4. Traffic Safety

Accident data were obtained from the City of Seattle to determine if there are any traffic safety conditions that could impact or be impacted by the proposed project. Signalized intersections with 10 or more accidents per year and unsignalized intersections with five or more accidents per year are considered high accident locations by the City of Seattle. More than three years of the most recent available data were obtained from the City, which includes the period from January 1, 2004 through December 2, 2007. The accident data are summarized in Table 1.

Table 1. Intersection Accident Summary – Near SRDS

	Type of Accident (Totals for Study Time Period)								
Intersection / Roadway	Head -On	Rear-End	Side-Swp	Right Turn	Left Turn	Right Angle	Peds/ Cycl	Total (3.9 Years)	Avg. per Year
Signalized									
S Cloverdale St/5th Ave S	0	1	1	0	3	0	2	7	1.8
Unsignalized									
S Kenyon St/2nd Ave S	0	0	0	0	0	1	0	1	0.3
S Kenyon St/SR 99 Off-ramp	0	0	0	0	0	1	0	1	0.3
Roadway Segment									
5th Ave (between S Kenyon St and S Sullivan St)	0	0	0	0	0	0	0	0	0.0

Source: City of Seattle. Data were obtained for the period from 01/01/2004 through 12/02/2007 (a 3.9-year period).

The accident data show that there are no high accident locations in the project vicinity. Additionally, none of the accidents, including the two pedestrian/cyclist accidents, resulted in any fatalities.

[1] J.D. Gaines, SRDS Crew Chief, January 10, 2008.

3.5. Transit and Non-Motorized Facilities

SRDS is not directly served by public transit; however, King County Metro provides bus transit service in the vicinity of the study area along S Cloverdale Street. There is a Metro transit stop located on both sides of S Cloverdale Street east of its intersection with 5th Avenue S.

The shoulder conditions along 5th Avenue S are variable. There are gravel shoulders along both sides of most of 5th Avenue S in the study area. There is a short segment of a sidewalk on the east side of 5th Avenue S, just south of the S Sullivan Street/Occidental Avenue S intersection. North of its intersection with S Sullivan Street/Occidental Avenue S, the road narrows and there are gravel shoulders on both sides of the street. The width of the gravel area along this section varies. Many areas of the gravel shoulder are in poor condition with ruts and puddles. From SRDS's south access to 2nd Avenue S (where 5th Avenue S becomes S Kenyon Street), there are no clearly identified shoulders. The overall roadway width is at least 36 feet and the individual lane widths vary between 11 feet and 22 feet. There is a gravel shoulder on the east side of the roadway that ranges from 2 feet to 30 feet. There is no shoulder on 5th Avenue S adjacent to the SRDS site. There are asphalt shoulders on both sides of S Kenyon Street ranging from two to four feet.

3.6. Parking

There is on-site parking provided for all SRDS employees; there are typically 35 employees on site at any one time. There is no formal on-street parking in the site vicinity. There are "No Parking" signs on the east side of 5th Avenue S across from the SRDS main access driveway. Some angle parking occurs adjacent to S Kenyon Street, but there is no curb to delineate if the parking is in the public right-of-way or on private property.

4. FUTURE SRDS TRIP GENERATION

Trip generation estimates were developed for two future conditions—2030 No-Action and 2030 with the Proposed Action. In addition, three traffic scenarios (high, medium, and low) were developed for both conditions to represent a range of possible waste flows at SRDS in 2030. The following sub-sections describe the daily and hourly trips anticipated to be generated at SRDS for each of these conditions and scenarios.

4.1. No-Action Condition

Daily trips generated by SRDS were estimated for each vehicle type based on information provided by SPU. In 2030 with the No-Action condition, SRDS would generate several types of vehicle trips including:

- Collection trucks and self-haul vehicles that bring waste to the facility—including yard waste and food waste,
- Vehicles that bring household hazardous waste (HHW) to the facility,
- Trucks associated with the on-site maintenance facility,
- Transfer trucks that take refuse from SRDS to off-site locations for disposal,
- Transfer trucks that take recyclable materials from SRDS to off-site locations for processing, and
- SPU employees who commute to and from the site.

4.1.1. Collection Trucks and Self-Haul Trips

Collection truck and self-haul trips that would be generated by SRDS in 2030 with the No-Action condition are described in *Waste Generation Projection Model and RDS Trip Generation Model Summary*[2]. These trip estimates are based on detailed future traffic projections for each of the various waste streams, seasonal peaking characteristics, and average vehicle loads. The information was compiled for two levels of use—an average day and a peak design day. These levels of use are defined as:

- An **average day** is the average of all days in a year,
- A **peak design day** represents an average day during a peak month (this is the condition for which all off-site traffic operations analysis were performed).

In addition, three traffic scenarios (high, medium, and low) were developed to represent a range of possible waste flows at SRDS in 2030.

- The **high-traffic** (e.g. **lower curbside recycling/diversion**) scenario assumptions include lower-than-anticipated recycling rates, which translates to higher waste trips through SRDS.

[2] Herrera Environmental Consultants, Inc., January 8, 2008 (See Appendix A).

- The **medium-traffic** (e.g. **medium curbside recycling/diversion**) scenario assumptions include mid-range recycling rates equal to the baseline SPU recycling projections plus a package of recycling options as described in the report titled *Seattle Solid Waste Recycling, Waste Reduction, and Facilities Opportunities*[3]. This scenario would generate fewer waste trips through SRDS compared to the high-traffic scenario.
- The **low-traffic** (e.g. **high curbside recycling/diversion**) scenario assumptions include high recycling rates represented by baseline SPU recycling projections as revised in the *Seattle Solid Waste Recycling, Waste Reduction, and Facilities Opportunities*[4] report in addition to the package of programs endorsed by the City Council in Resolution 30990. This scenario would generate the fewest waste trips through SRDS.

More details regarding the three traffic scenarios can be found in *Waste Generation Projection Model and RDS Trip Generation Model Summary*[5].

4.1.2. Household Hazardous Waste (HHW) Trips

Customers bringing HHW to SRDS in 2030 with the No-Action condition were estimated using the following information provided by SPU[6].

- The facility would attract an estimated 15,300 HHW customers annually, which represents a 30% increase in HHW customers compared to 2006 conditions, plus an additional 1,000 annual small quantity generator (businesses) customers,
- The facility would be open four days per week—an increase of one day per week compared to existing conditions,
- Approximately 33% of the HHW customers would combine their trip to the HHW facility with a trip to SRDS,
- A peak design day would have 31% more customers than an average day, which reflects the existing proportion of HHW customers that arrive on an average weekday during the peak season compared to an average day.

4.1.3. Maintenance Facility Trips

The maintenance facility is assumed to generate approximately 10 trips per day in 2030 with the No-Action condition. These trips would be generated by service providers and vendors associated with the maintenance facility. No additional trips would be generated by transfer trucks coming to the site for maintenance since trucks would be rotated to the facility during regular trips to SRDS.

[3] URS Corporation, April 2007.
[4] URS Corporation, April 2007.
[5] Herrera Environmental Consultants, Inc., January 8, 2008 (See Appendix A).
[6] Source: Julie Vorhes, SPU, October 25, 2007

4.1.4. Refuse Transfer Truck Trips

Daily transfer truck trips generated by SRDS in 2030 with the No-Action condition are a function of the anticipated outbound disposal tonnage for each level of use and the capacity of the transfer trucks (26 tons-per-trip)[7]. The outbound disposal tonnage and transfer truck capacity for the No-Action condition are described in *Waste Generation Projection Model and RDS Trip Generation Model Summary*[8].

4.1.5. Other Transfer Truck Trips

Other transfer truck trips at SRDS include the transfer of recyclable materials from SRDS to various processing facilities in the Seattle area. Daily transfer truck trips for recyclable materials were estimated by dividing the amount of material expected to be collected on site for each level of use and the ton-per-trip estimate for each recycled material provided by SPU[9]. The average ton-per-trip rates assumed in this analysis include:

- 2.7 tons-per-trip for traditional recyclables (glass, plastic, and paper),
- 6.2 tons-per-trip for metals,
- 8.3 tons-per-trip for Construction, Demolition, and Landclearing (CDL) materials,
- 15.3 tons-per-trip for organics.

4.1.6. Employee Trips

Employee trips generated in 2030 with the No-Action condition were estimated based on projected employment information provided by SPU, which included 41 employees on the SRDS site at any one time[10]. SRDS employees include the executive and administrative staff, analysts, crew chiefs, manager, laborers, compactor and heavy equipment operators, scale attendants, truck drivers, maintenance facility employees, and HHW facility employees. This reflects an increase of six employees (17%) compared to existing conditions.

4.1.7. Total Daily Trips

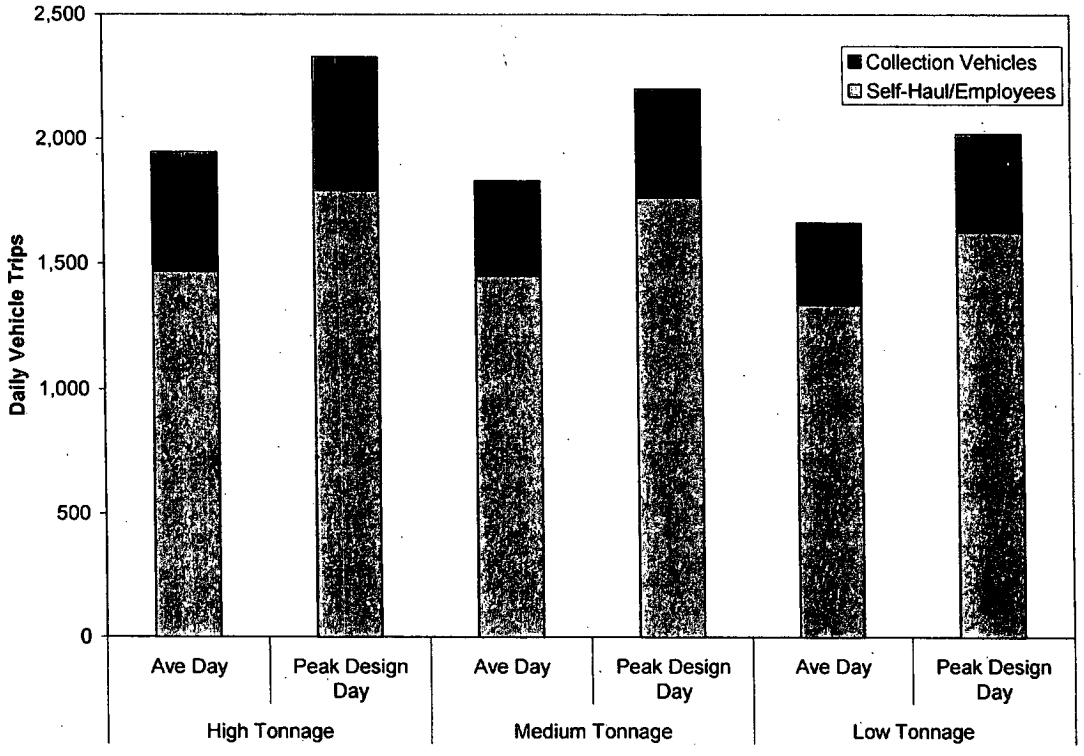
Total daily trips generated by SRDS in 2030 with the No-Action condition were estimated by accounting for all inbound and outbound trips associated with each collection truck, self-haul vehicle, transfer truck, and employee vehicle. Each vehicle entering or leaving SRDS generates two trips: one inbound and one outbound.

Figure 7 shows the estimated 2030 No-Action daily trips at SRDS for an average day and a peak design day for the three traffic scenarios. The majority of vehicles generated by SRDS are expected to be self-haul vehicles, which comprise between 70% and 75% of the daily volume in 2030 with the No-Action condition depending on the design day and the traffic scenario. The highest number of trips would be

[7] Source: Henry Friedman, Project Manager, Seattle Public Utilities, October 1, 2007
[8] Herrera Environmental Consultants, Inc., January 8, 2008 (See Appendix A).
[9] Source: Jenny Bagby, Principal Economist, SPU, November 2, 2007
[10] Sources: Jenny Bagby, Principal Economist, SPU, November 2, 2007, and Henry Friedman, Project Manager, SPU, November 8, 2007.

generated on a peak design day with the high-traffic scenario. Trip details for the average day and peak design day are summarized in Table 2 and Table 3, respectively.

Figure 7. 2030 No-Action Daily Trips at SRDS



Source: Heffron Transportation, Inc. using information provided by Seattle Public Utilities and trip models provided by Herrera Environmental Consultants, Inc., November 2007.

4.2. Proposed Action Condition

The Proposed Action at SRDS would construct a new transfer station facility on the property to the north (e.g., the existing bus yard site) and would rebuild the main facility with an extensive waste recovery process that would include new recycling, reuse/retail, and HHW facilities.

The following changes in trip making at SRDS in 2030 with the Proposed Actions are projected:

- Self-haul trips would be slightly reduced because there would be more recycling opportunities, which would reduce the number of self-haul refuse trips.
- Refuse transfer truck trips would be reduced since more recyclables would be removed from the waste stream.
- Additional transfer truck trips for recyclable and reuse materials would be generated due to enhanced recycling and reuse facilities.
- Additional trips would be generated by the proposed reuse/retail facility.

- Employee trips would increase due to increased staffing needs associated with new waste streams.

In addition, several assumptions were made for each of the traffic scenarios. It was assumed that the **high-traffic scenario** would have:

- An area for recycling city-generated construction soils with an average of 6 truckloads on an average day and 12 truckloads on a peak design day.
- A reuse/retail facility generating about twice as many trips as Second Use (an existing reuse/retail facility located next door to SRDS).
- Space to provide on-site offices for 10 additional SPU employees such as Solid Waste Field Representatives, Illegal Dumping Inspectors, Utility Service Inspectors, Graffiti Rangers, and Graffiti Painters.

It was assumed that the **medium-traffic scenario** would have:

- An area for recycling city-generated construction soils with an average of three (3) truckloads on an average day and six (6) truckloads on a peak design day.
- A reuse/retail facility generating about the same number of trips as Second Use (an existing reuse/retail facility located next door to SRDS).
- Space to provide on-site offices for five (5) additional SPU employees.

It was assumed that the **low-traffic scenario** would have:

- No area for recycling city-generated construction soils,
- No reuse/retail facility, and
- No on-site office space for additional SPU employees.

4.2.1. Collection Truck and Self-Haul Trips

The proposed actions are not expected to change the number of collection truck trips to the facility. Those types of trips are dependent on the traffic scenarios and not the specific improvements that are proposed for SRDS. Self-haul trips that would be generated by SRDS in 2030 with the Proposed Actions are based on assumptions listed in *Waste Generation Projection Model and RDS Trip Generation Model Summary*[11]. Self-haul trips are expected to decrease slightly because there will be more recycling opportunities for CDL waste, which would reduce the number of self-haul refuse trips. Trips generated by the HHW facility are expected to remain the same as for the No-Action Condition.

4.2.2. Transfer Truck Trips

Transfer truck trips for refuse and recyclable materials were estimated using the methodology described for the No-Action condition. Refuse transfer truck trips would be reduced since more recyclables would

[11] Herrera Environmental Consultants, Inc., January 8, 2008 (See Appendix A).

be removed from the waste stream. However, additional transfer truck trips for recyclable and reuse materials would be generated due to enhanced recycling and reuse facilities.

4.2.3. Employee Trips

The number of employees at SRDS is expected to increase in 2030 with the Proposed Action. The additional employees are projected to work on the proposed pick-line in the main facility, with the reuse materials that would be dropped off at the site, and in the retail facility. In 2030 with the Proposed Action, there are anticipated to be approximately 64 employees on site at one time on an average weekday, and 72 employees on peak design weekday[12]. In addition, there would be office space provided at SRDS that could be used by additional SPU employees. The analysis includes space for 10 additional SPU employees on site for the high-traffic scenario, five (5) additional employees for the medium-traffic scenario, and no additional employees for the low-traffic scenario.

4.2.4. Reuse/Retail Facility Trips

The number of trips generated by the proposed reuse/retail facility was estimated using several sources including operations at Second Use, an existing reuse facility located adjacent to SRDS, and Last Chance Mercantile in Marina, California. Second Use is approximately 26,000 square feet (sf) in size (6,000-sf loading area and a 20,000-sf retail facility) and serves about 115 customers on an average day and about 230 customers on a peak day[13]. The Last Chance Mercantile (LCM) is a popular reuse/retail facility in California that served about 210 customers and sold about 2.9 tons of material on an average day in 2002-2003[14]. It was assumed for this analysis that the proposed facility would be approximately twice the size of Second Use (e.g., about a 40,000-sf retail facility and a 12,000-sf loading area) and recover about the same amount of material as LCM sells on an average day (2.8 to 3.1 tons of material on an average day). Therefore, it was assumed that the reuse/retail facility would generate about twice as many peak day customers as Second Use and about twice as many average day customers as LCM, or about 460 customers on a peak design day with the high-traffic scenario. On an average day with the high-traffic scenario, it was assumed that the reuse facility would serve about half as many customers as the peak design day, or about 230. With the medium-traffic scenario, it was assumed that the reuse/retail facility would serve about half as many customers as the high-traffic scenario, or 230 customers on a peak design day and 115 customers on an average day. No retail/reuse facility was assumed for the low-traffic scenario. Approximately 33% of the retail trips were assumed to be combined with another trip to SRDS. This is reasonable since this is the rate that is currently experienced at Second Use[15].

4.2.5. Total Trips at SRDS

Table 2 summarizes daily trip generation for SRDS on an average day in 2030 for the No-Action and Proposed Action conditions. Table 3 summarizes daily trip generation for SRDS on a peak design day in 2030 for the No-Action and Proposed Action conditions. As shown in Table 2 and Table 3, daily trips at

[12] Sources: Jenny Bagby, Principal Economist, SPU, November 2, 2007, and Henry Friedman, Project Manager, SPU, November 8, 2007.
[13] Source: Dirk Wassnik, Second Use Manager, September 23, 2004, and Patrick Burningham, November 9, 2007.
[14] Source: *The Last Chance Mercantile—The Monterey Peninsula Landfill's Reuse Store*, J. David Myers, General Manager, Monterey Regional Waste Management District, 2003
[15] Source: Dirk Wassnik, Second Use Manager, September 23, 2004, and Patrick Burningham, November 9, 2007.

SRDS are expected to decrease slightly with the low-traffic scenario and increase with both the medium-traffic and high-traffic scenarios. The number of self-haul trips is expected to reduce slightly since the additional recycling opportunities are expected to slightly increase the amount of material brought to the site in each trip. The number of refuse transfer trucks generated with the project is expected to be less since more material would be separated from the general waste stream. There would, however, be an increase in other truck trips, which would include trucks removing recyclables from the site. There is also expected to be an increase in the number of reuse/retail trips with medium-traffic and high-traffic scenarios, and an increase in the number of employee trips with all of the scenarios.

Table 2. Daily Trip Summary at SRDS – Average Day

	2030 No-Action Condition			2030 with Proposed Action			Net Change		
Trip Type	Low Traffic	Med. Traffic	High Traffic	Low Traffic	Med. Traffic	High Traffic	Low Traffic	Med. Traffic	High Traffic
Collection Trucks	232	272	352	232	272	352	0	0	0
Self-Haul	1,138	1,254	1,272	1,086	1,194	1,210	-52	-60	-62
HHW	98	98	98	98	98	98	0	0	0
Retail Trips	0	0	0	0	152	304	0	152	304
Refuse Transfer Truck	62	74	98	56	66	92	-6	-8	-6
Other Trucks	38	40	28	64	76	70	26	36	42
Employee	98	98	98	110	136	160	12	38	62
Total	1,666	1,836	1,946	1,646	1,994	2,286	-20	158	340

Source: Heffron Transportation, Inc. using information provided by Seattle Public Utilities and trip models provided by Herrera Environmental Consultants, Inc., November 2007.

Note: Trips reflect inbound plus outbound trips at the site. There are two trips (one inbound and one outbound) for every customer or truck that visits the site.

Table 3. 2030 Daily Trip Summary at SRDS – Peak Design Day

Trip Type	2030 No-Action Condition			2030 with Proposed Action			Net Change		
	Low Traffic	Med. Traffic	High Traffic	Low Traffic	Med. Traffic	High Traffic	Low Traffic	Med. Traffic	High Traffic
Collection Trucks	276	310	390	276	310	390	0	0	0
Self-Haul	1,396	1,534	1,562	1,332	1,464	1,490	-64	-70	-72
HHW	128	128	128	128	128	128	0	0	0
Retail Trips	0	0	0	0	304	608	0	304	608
Refuse Transfer Truck	70	82	110	62	72	100	-8	-10	-10
Other Trucks	52	50	36	84	100	98	32	50	62
Employee	102	102	102	114	148	180	12	46	78
Total	2,024	2,206	2,328	1,996	2,526	2,994	-28	320	666

Source: Heffron Transportation, Inc. using information provided by Seattle Public Utilities and trip models provided by Herrera Environmental Consultants, Inc., November 2007.

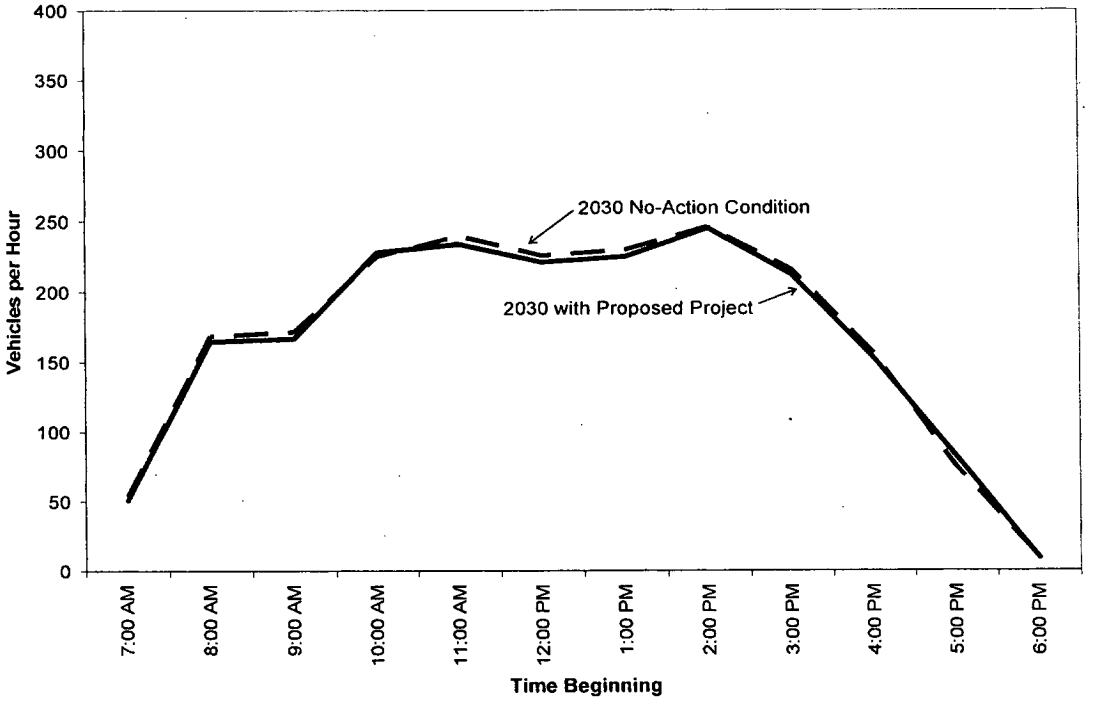
Note: Trips reflect inbound plus outbound trips at the site. There are two trips (one inbound and one outbound) for every customer or truck that visits the site.

4.2.6. Hourly Trips at SRDS

Daily self-haul, HHW, and transfer truck trips were translated to hourly trips based on 2006 trip data provided by SPU. Daily trips by retail customers were translated to hourly trips based on the hourly distribution of self-haul customers at SRDS. This is appropriate since the retail facility is not likely to operate or have customer patterns like a typical retail store. Daily employee trips were translated to hourly trips using employee shift information included in *Traffic Impact Analysis South Recycling and Disposal Station Reuse/Recycling Center and Construction and Demolition Annex*[16]. This employee shift information was confirmed to be appropriate for existing and future use by SPU staff[17]. Figure 8, Figure 9, and Figure 10 show SRDS peak design day trips by hour for both the No-Action and the Proposed Action conditions for the low-traffic, medium-traffic, and high-traffic scenarios in 2030, respectively.

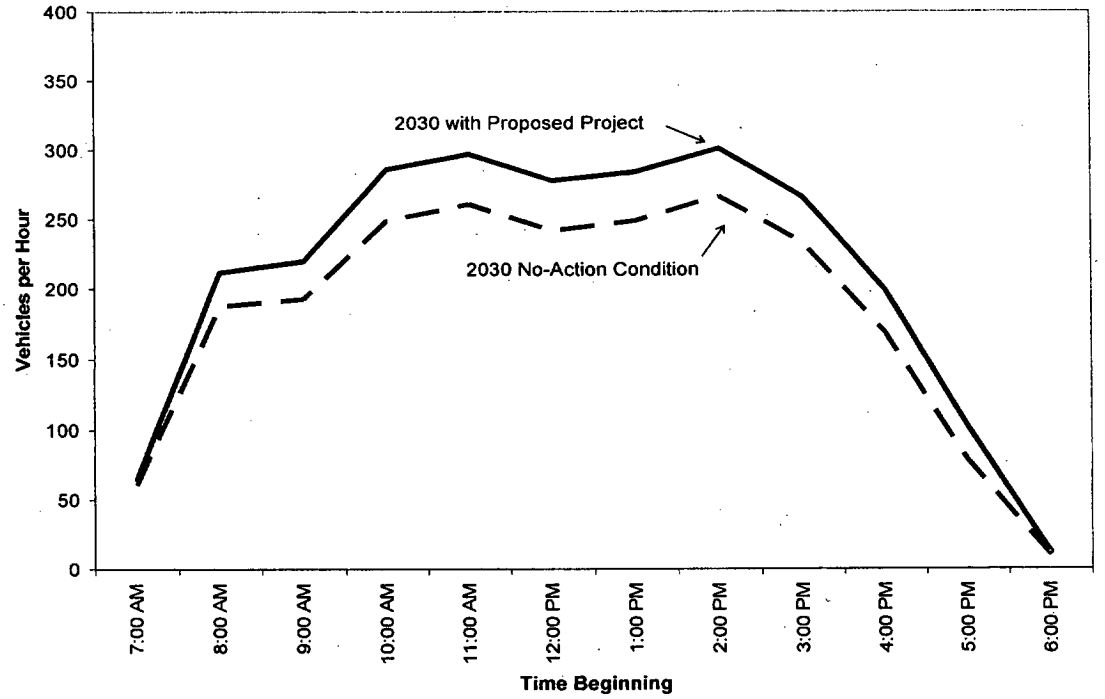
[16] Heffron Transportation, Inc., December 30, 1999.
[17] Sherri Johnson, SPU, November 1, 2007.

Figure 8. SRDS Hourly Trip Distribution in 2030 – Peak Design Day – Low-Traffic Scenario



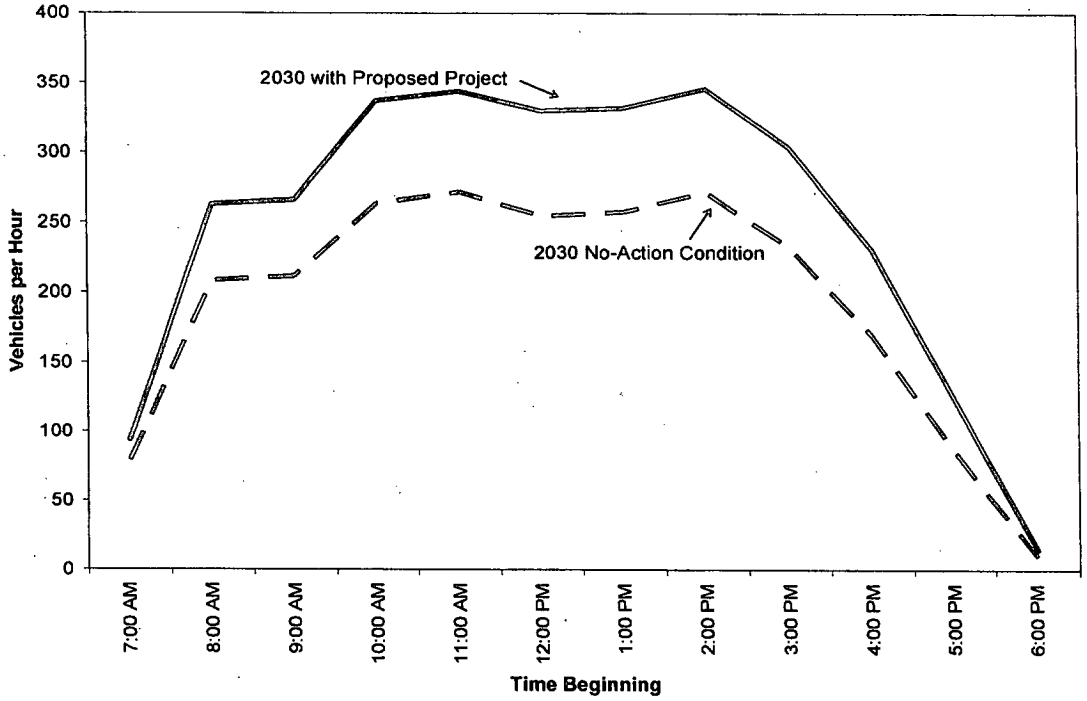
Source: Heffron Transportation, Inc. 2007

Figure 9. SRDS Hourly Trip Distribution in 2030 – Peak Design Day – Medium-Traffic Scenario



Source: Heffron Transportation, Inc. 2007

Figure 10. SRDS Hourly Trip Distribution in 2030 – Peak Design Day – High-Traffic Scenario



Source: Heffron Transportation, Inc. 2007

These figures show that trips generated by SRDS with the low-traffic scenario would be about the same as the No-Action condition. Both the medium-traffic and high-traffic scenarios would generate more trips for all hours of the day compared to the No-Action condition. For the high-traffic scenario, trip increases would range from 74 trips between noon and 1:00 P.M. to five (5) trips between 6:00 and 7:00 P.M. During the PM peak hour (3:00 – 4:00 P.M.), there is expected to be an increase of about 72 vehicle trips.

There are existing uses on the bus yard site that generate trips. Therefore, it is appropriate to reduce the trips generated by the proposed action by the number of trips that would be eliminated from the existing bus yard site. As previously described, existing traffic counts performed at the bus yard site determined that it generates 1,050 trips per day and 223 trips during the PM peak hour. Table 4 shows the change in daily and PM peak hour site-generated trips in 2030 for the three traffic scenarios. As shown, daily and PM peak hour trips would be less in 2030 with the proposed action for all three scenarios compared to the No-Action condition. All analyses in Section 5 are based on daily and PM peak hour trips for a peak design day with the high-traffic scenario.

Table 4. 2030 Change in Site-Generated Trips – Peak Design Day

	Low-Traffic Scenario		Medium-Traffic Scenario		High-Traffic Scenario	
	Daily	PM Peak Hour	Daily	PM Peak Hour	Daily	PM Peak Hour
2030 No-Action	2,024	216	2,206	233	2,328	233
2030 Action	1,996	212	2,526	266	2,994	305
Change in SRDS Trips	-28	-4	320	33	666	72
Less Bus Yard Trips	-1,050	-223	-1,050	-223	-1,050	-223
Change in Site-Generated Trips	-1,078	-227	-730	-190	-384	-151

Source: Heffron Transportation, Inc., 2007.

5. PROJECT IMPACTS

This section of the report describes the conditions that would exist with the Proposed Action at SRDS. As described in Section 2, the Proposed Action would include new facilities on an expanded site including about nine acres on the former "bus yard site" north of S Kenyon Street. When complete, the north site would accommodate the new transfer station; the existing south site would be redeveloped to include the new recycling facility, reuse drop-off area and retail facility, household hazardous waste facility, employee facilities, offices, and other utility facilities.

The exact locations of the site driveways for the bus yard site and the existing site have not yet been determined. However, based on the location of the adjacent roadways, primary access to the new transfer station on the bus yard site would occur from S Kenyon Street. Access to the existing SRDS site could occur from 2nd Avenue S, and/or 5th Avenue S.

5.1. Transportation Network

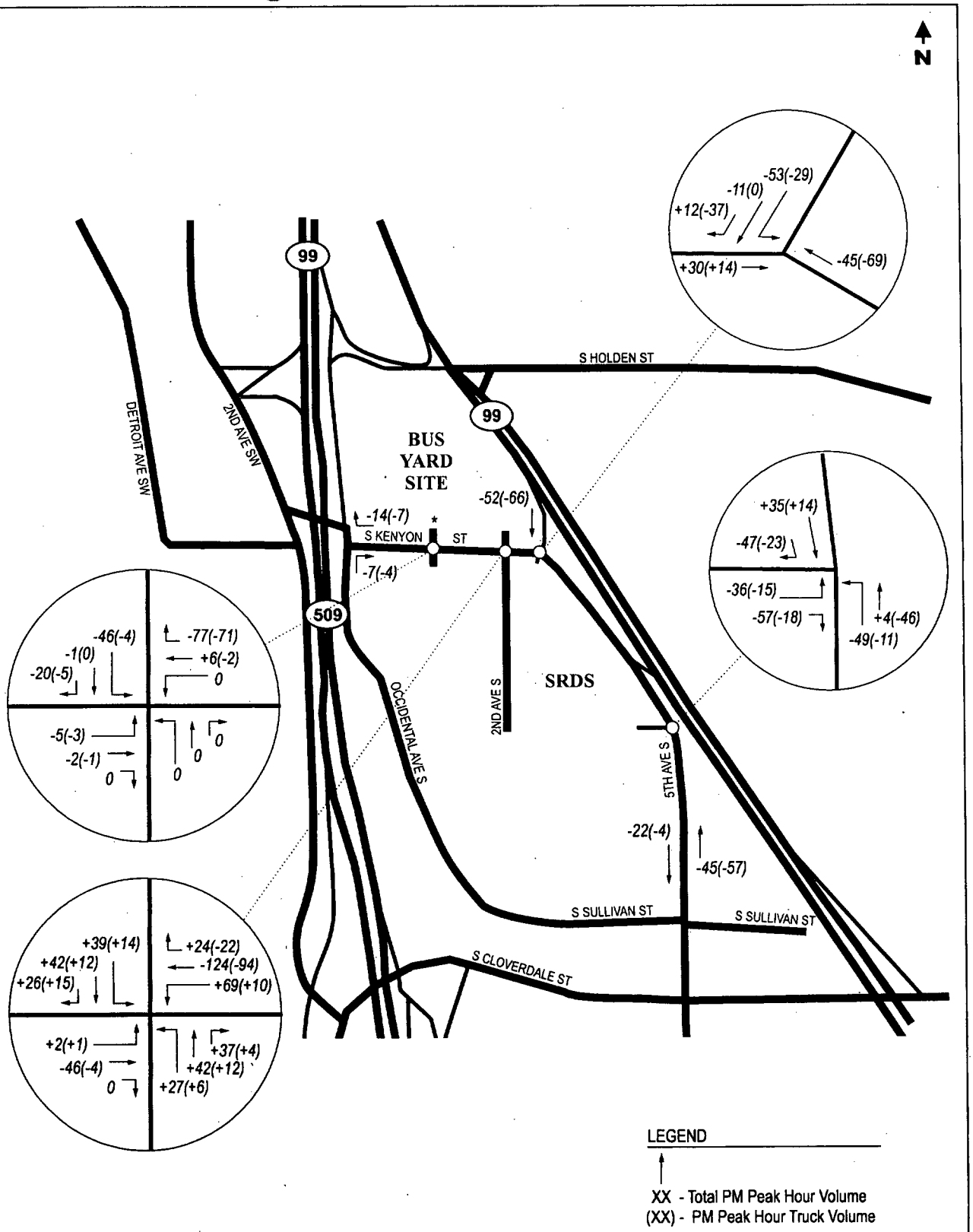
The Proposed Action would not change the transportation network. However, the site access driveways to the bus yard site and the existing SRDS site could change.

5.2. Traffic Volumes and Operations

The trip generation estimates presented in Section 4.2 show that traffic volumes generated by SRDS could increase as a result of the Proposed Action depending upon the traffic scenario; however, the overall site-generated traffic volumes would decrease with the removal of the uses on the bus yard site. Figure 11 shows the changes in PM peak hour trips that are expected in 2030 with the project assuming the high-traffic scenario. The net change in trips was estimated by removing trips generated by the bus yard site and adding new trips generated by SRDS assuming travel patterns similar to existing SRDS trips. As shown, PM peak hour traffic volumes are expected to be reduced evenly to the north and south – 66 fewer trips to and from the north and 67 fewer trips to and from the south.

2030 with project PM peak hour traffic volumes were estimated by adding the net change in PM peak hour trips shown on Figure 11 to the 2030 No-Action PM peak hour traffic volumes shown on Figure 6. The 2030 with project PM peak hour traffic volumes (high-traffic scenario) are shown on Figure 12.

Although traffic volumes would be lower on the adjacent street, level of service analysis was performed to determine if the expected change in traffic due to the Proposed Action would affect operations at the SR 99/5th Avenue S intersection. It was determined that all movements at the intersection would operate at LOS B or better in the year 2030 with or without the Proposed Action assuming the high-traffic scenario. Similar or better operations would occur with the medium-traffic or the low-traffic scenarios. Since LOS B is an acceptable operating condition within the City of Seattle, no adverse impacts to any off-site intersections is anticipated with the Proposed Action.



* *The volumes shown at this driveway are a combination of four existing driveways.*

Figure 11

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

2030 Net Change in PM Peak Hour Project Trips High-Traffic Scenario

heffron transportation, inc.

12.29.2007

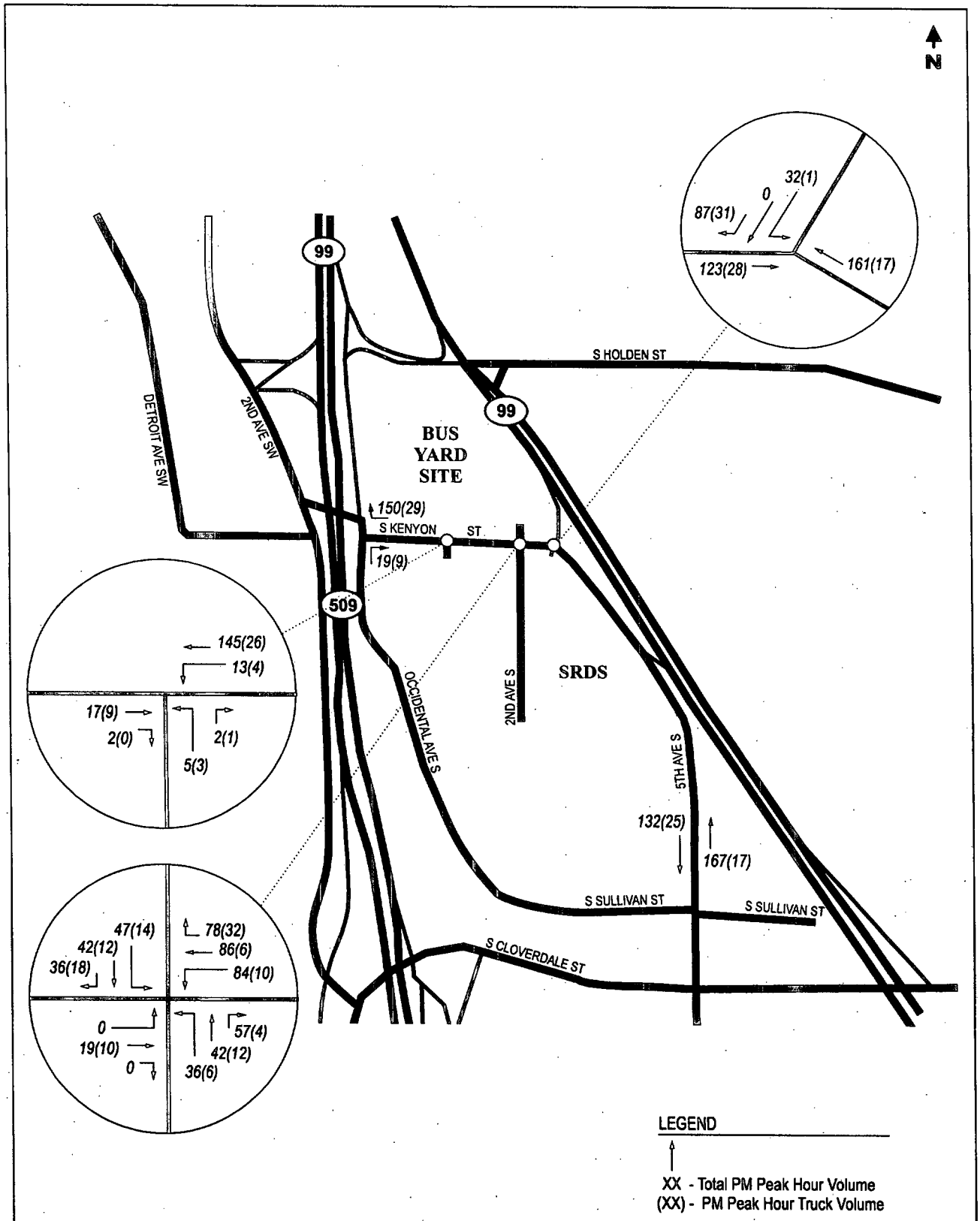


Figure 12

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

2030 With Project
PM Peak Hour Traffic Volumes
High-Traffic Scenario

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5.3. Site Access and Circulation

The site access driveway locations for the bus yard and SRDS sites have not been finalized. For this analysis, it was assumed that the driveway for the new SRDS transfer station would be located across S Kenyon Street from 2nd Avenue S creating a four-leg intersection. In addition, all trips to the existing SRDS site were assumed to occur via 2nd Avenue S. Therefore, trips to the transfer station would occur at the north leg of the S Kenyon Street/2nd Avenue S intersection and trips to the recycling and reuse facilities would occur at the south leg of the intersection. This assumption consolidates all SRDS trips to the S Kenyon Street/2nd Avenue S intersection and creates a worst-case transportation analysis. If S Kenyon Street flows freely and both approaches on 2nd Avenue S are stop-controlled, all movements at this intersection would operate at LOS C or better in 2030 during the PM peak hour on a peak design day with the Proposed Action. LOS C is an acceptable operating condition for a driveway during the PM peak hour; therefore, no improvements would be required for either driveway.

It is possible that the access to the existing SRDS site remains at its current location or to the north on 5th Avenue S. If that occurs, the S Kenyon Street/2nd Avenue S intersection and the driveway on 5th Avenue S would operate better than described above since the SRDS trips would be split and the intersection traffic volumes would be lower. It should be noted that a 2030 traffic scenario was developed that assumed the existing 5th Avenue S driveway would remain open. This scenario was used for the noise analysis performed for this project since it represents a worst-case condition for the residential receptors located to the south on 5th Avenue S. Therefore, the 2030 traffic volumes in the noise analysis will not exactly match the traffic volumes in this report.

Queuing impacts were considered for the 2030 Action condition. As described previously, trips generated by SRDS could increase with the medium-traffic and high-traffic scenarios compared to the No-Action condition. These increases could occur with the addition of the reuse retail facility, additional recycle transfer trucks, and new employees. The hourly increases in inbound vehicles are projected to range from one to 37 for these two scenarios. However, the proposed transfer facility would double the number of inbound and outbound scales (from one to two) and would increase the number of stalls in the tipping building 17 to 23. Also, trips to SRDS would split with the Action condition with customers destined to the transfer station proceeding to the bus yard site and customers destined to the recycling facilities proceeding to the existing SRDS site. Increasing the capacity of the transfer station and reducing the number of customers arriving at one driveway is expected to offset the possible increases in trips and the number of queued vehicles compared to the No-Action condition. Peak queues at the proposed transfer station and recycle facilities cannot be estimated at this time since a detailed site plan has not been developed. SPU proposes to prepare a queuing analysis in conjunction with site design to ensure that the 95th-percentile queues from the bus yard site and the existing SRDS site do not block traffic on adjacent roadways in 2030.

5.4. Traffic Safety

The proposed project is not expected to adversely affect traffic safety in the vicinity of SRDS. Existing accident records determined that there have been few accidents in the site vicinity, and traffic volumes would be reduced with the Proposed Action. Although the site access driveway locations have not been finalized, several existing bus yard driveways are anticipated to be removed.

Sight distance along the bus yard site frontage, at the S Kenyon Street/2nd Avenue S intersection, and along 5th Avenue S was evaluated to determine if any sight distance concerns exist. In general, the roadways surrounding the site are flat and straight and sight distance is good.

However, there is a horizontal curve on S Kenyon Street as it transitions to 5th Avenue S. In order to maintain sight lines, SPU proposes to design the existing SRDS site so that no structures, parking, or landscaping would be located within the sight triangle that is located within about 40 feet from the curve's tangent point as shown on Figure 13.

5.5. Transit and Non-Motorized Facilities

The proposed project would not adversely affect transit facilities in the area.

As described in Section 3.1, 5th Avenue S currently has intermittent gravel shoulders for pedestrian access in the vicinity of the project and no shoulders along portions of the frontage of SRDS. Because of its location between the transfer station and SR-509, pedestrian volumes are very low along this street, and are not expected to increase in the future. The Proposed Action would not increase pedestrian volumes. Therefore, sidewalks should not be required. According to *Seattle Right-of-Way Improvements Manual,*[18] a pedestrian walkway is required on 5th Avenue S and S Kenyon Street. The walkways should have a minimum width of five feet and can be gravel or asphalt. SPU proposes to construct a pedestrian walkway along the SRDS frontage on 5th Avenue S and S Kenyon Street with the proposed project

5.6. Parking

In 2030 with the Proposed Action, there could be as many as 72 employees on site at one time on a peak design day with the high-traffic scenario[19]. On-site parking for 75 employees is proposed to be provided. About 35 employee parking spaces should be located on the bus yard site for laborers, truck drivers, scale attendants, and operators. The remaining 40 employee parking spaces should be located on the existing SRDS site for the administrative staff, private recycle and reuse staff, and for additional SPU employees that could use additional office space proposed with the high-traffic scenario.

In addition to the employee parking, the new retail facility would need customer parking. According to *Parking Generation*[20], weekday peak parking demand rates for Building Materials and Lumber Store (Land Use 812) is 1.7 vehicles per 1,000 sf of gross floor area and 1.9 vehicles per 1,000 sf of gross floor area for a Hardware/Paint Store (Land Use 816). Since the final size of reuse/retail facility has not been determined, SPU proposes to provide customer parking at a rate of 2.0 vehicles per 1,000 sf of reuse/retail space.

[18] City of Seattle, Online Version 1.1
[19] Jenny Bagby, Principal Economist, SPU, November 2, 2007 and Henry Friedman, Project Manager, SPU, November 8, 2007
[20] Third Edition, Institute of Transportation Engineers, 2004

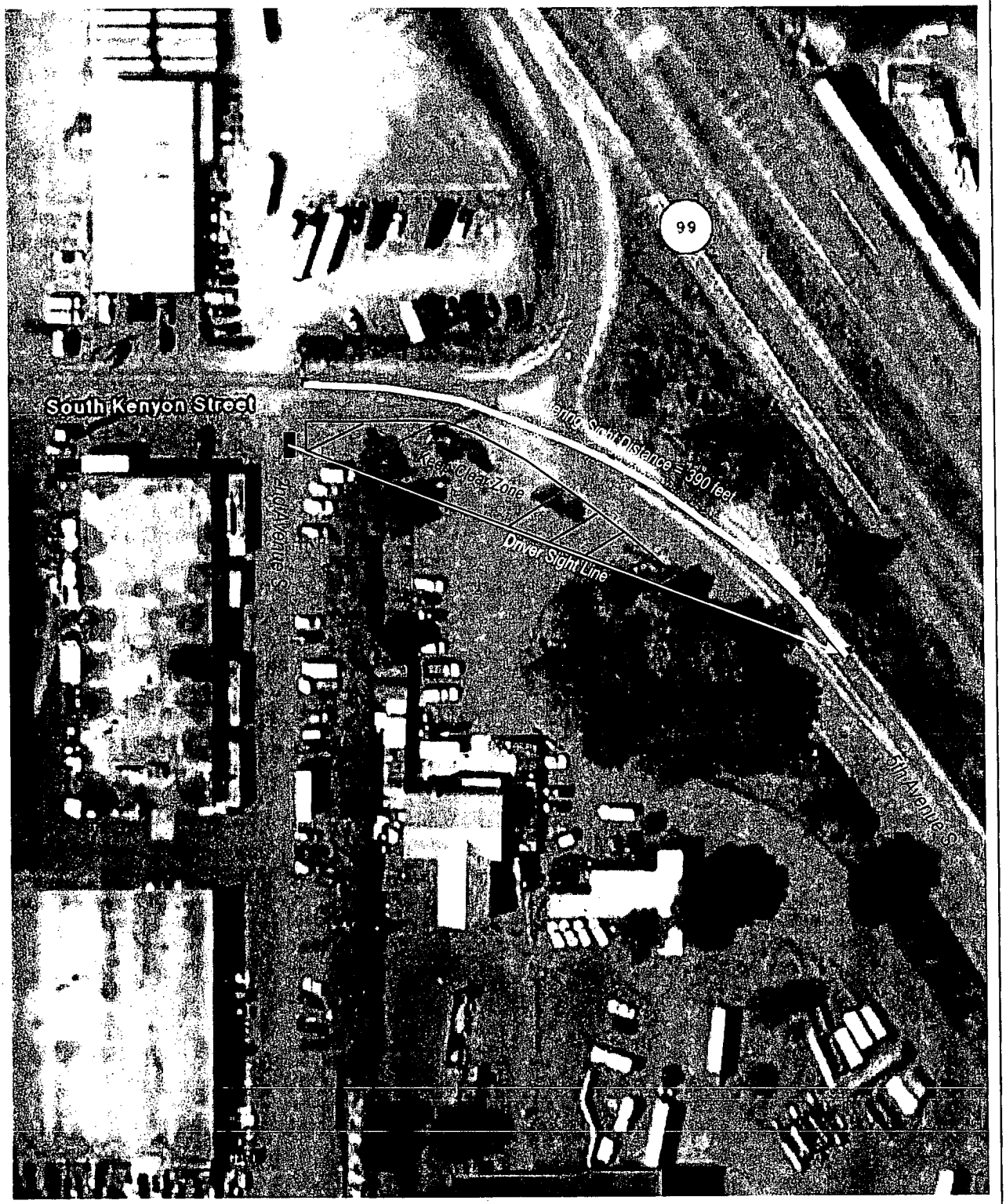


Figure 13

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

Sight Distance Clear Zone For 2nd Avenue S

transportation, inc.
12.29.2007

6. CONSTRUCTION

The following describes the two construction phases that are anticipated during the construction and reconstruction of SRDS:

> Construction Phase One – This phase would demolish the existing uses and construct a new transfer station facility on the bus yard site.
>
> Construction Phase Two –This phase would include opening the new SRDS transfer station on the bus yard site, closing the existing SRDS site, and constructing new recycling, reuse/retail, and HHW facilities on the existing SRDS site.

The following sections describe each construction phase.

6.1. Construction Phase One

Construction of a new transfer station facility at the bus yard site is proposed for the first construction phase, which is currently estimated to occur in 2010 and part of 2011. Demolishing the existing structures and constructing a new transfer station would add trips from contractors and construction trucks. However, trips currently generated by the uses on the bus yard site would be removed. As described previously, the existing uses on the bus yard site generate over 1,000 daily trips with 223 trips occurring in the PM peak hour. Since construction trips associated with this phase are expected to be much lower, the first phase of construction would generate fewer trips than the No-Action condition. All parking for the contractors and construction trucks are expected to occur on site or at the existing SRDS facility. Therefore, no off-site or on-site transportation impacts are anticipated with the first phase of construction.

6.2. Construction Phase Two

Construction of new recycling, reuse/retail, and HHW facilities on the existing SRDS site are proposed to occur in the second construction phase, which is currently estimated to occur in 2013. Construction of the new facilities on the existing SRDS site would add trips from contractors and construction trucks. Temporary recycling facilities would be available at the new transfer station on the bus yard site. However, no HHW facilities would be available at SRDS during the third construction phase. The temporary removal of the HHW trips are expected to offset the increase in construction vehicles. All parking for the contractors and construction trucks are expected to occur on site. Therefore, no off-site or on-site transportation impacts are anticipated with the second phase of construction.

7. CUMULATIVE IMPACTS

SPU proposes to construct a new transfer station facility at its NRDS site. Construction at the NRDS facility could affect transportation operations around SRDS because SPU customers that currently use NRDS could shift to SRDS during the NRDS construction. Because construction at NRDS could affect traffic volumes around SRDS, a transportation analysis was performed to evaluate that condition. Although some of NRDS's customers may choose to use another transfer station, it was assumed for this analysis that all trips generated by NRDS (including employees) would travel to SRDS during NRDS construction. It was assumed that the new SRDS transfer station at the bus yard site would be open and operational, and the existing SRDS transfer station would also be open. The following sections describe the cumulative transportation impacts during construction of NRDS.

7.1.1. 2012 Transfer Station Trip Generation

Trip generation estimates were developed for two future conditions—2012 No-Action and 2012 Cumulative with trips from both SRDS and NRDS. This analysis focused on the high-traffic scenario for a peak design day.

Daily and PM peak hour trips for the 2012 No-Action condition were developed using the methodology described in Section 4.1. Differences include:

- Collection truck and self-haul trips generated in 2012 with the No-Action condition were based on detailed future traffic projections provided by SPU for each of the various waste streams, seasonal peaking characteristics, and average vehicle loads, and is summarized described in *Waste Generation Projection Model and RDS Trip Generation Model Summary*[21]. Transfer truck trips were based on the tonnage of material brought to the site.
- Household hazardous waste trips in 2012 were estimated using the methodology in Section 4.1.2; however, the annual customers were assumed to be 11,770. This reflects an annual growth rate of 1.1% per year compared to existing HHW customers. This growth rate was provided by SPU staff[22].
- The number of employees in 2012 with the No-Action condition was estimated based on projected employment information provided by SPU, which included 36 employees on the SRDS site at any one time[23].

Daily and PM peak hour trips for the 2012 Cumulative condition were developed using the same methodology as described in Section 4.2. Differences include:

- 2012 Cumulative collection truck and self-haul trips were based on detailed future traffic projections provided by SPU for both SRDS and NRDS and are summarized described in *Waste Generation Projection Model and RDS Trip Generation Model Summary*[24]. Transfer truck trips were based on the tonnage of material brought to the site.

[21] Herrera Environmental Consultants, Inc., January 8, 2008 (See Appendix A).
[22] Julie Vorhes, SPU, October 25, 2007
[23] Sources: Jenny Bagby, Principal Economist, SPU, November 2, 2007, and Henry Friedman, Project Manager, SPU, November 8, 2007.
[24] Herrera Environmental Consultants, Inc., January 8, 2008 (See Appendix A).

- The number of employees was estimated based on projected employment information provided by SPU for the 2012 Cumulative condition. It was assumed that employees from both SRDS and NRDS would be on the existing and new SRDS sites with this scenario. The number of employees is expected to total 65 on the existing and bus yard sites at any one time[25].

The following table summarizes the daily trips anticipated to be generated near the SRDS site in 2012 with the No-Action and the Cumulative conditions.

Table 5. 2012 Daily Trip Summary at SRDS – Peak Design Day – Cumulative Condition

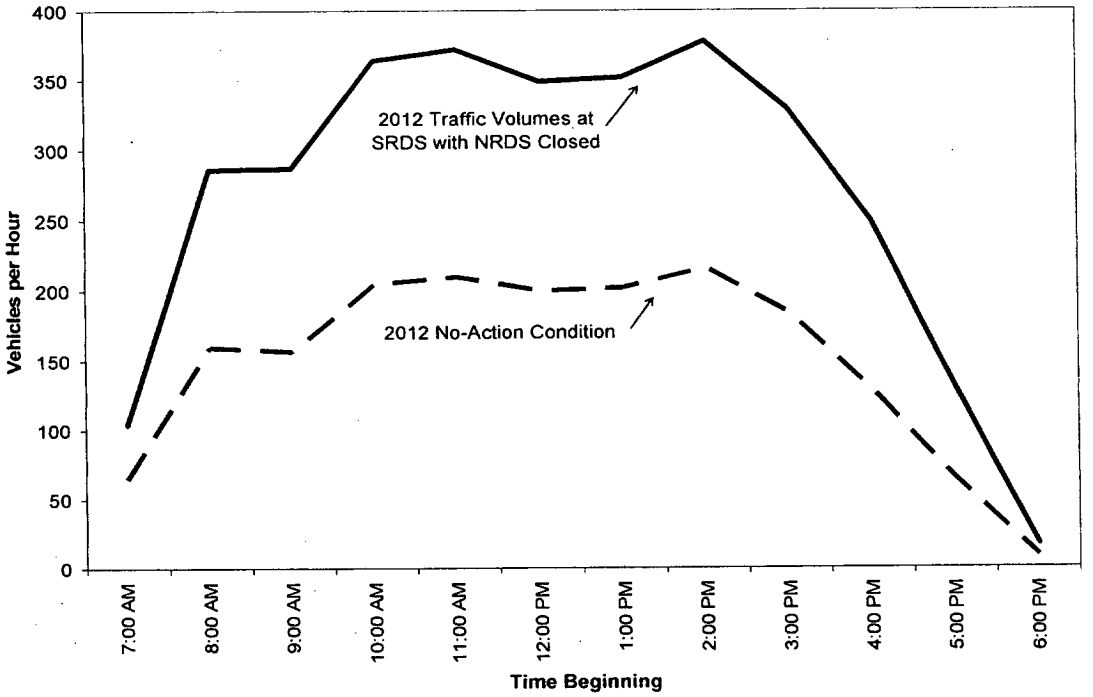
Trip Type	2012 No Action	2012 Cumulative	Net Change
Collection Trucks	326	460	134
Self-Haul	1,130	2,234	1,104
HHW	129	130	0
Retail Trips	0	0	0
Transfer Truck	92	124	32
Other Trucks	34	70	36
Employee	90	162	72
Total	1,802	3,180	1,378

Source: Heffron Transportation, Inc. using information provided by Seattle Public Utilities and trip models provided by Herrera Environmental Consultants, Inc., November 2007.

Daily trips were translated to hourly trips using the methodology described in Section 4. Figure 14 shows the hourly transfer station trips on a peak design day for both the 2012 No-Action and the 2012 Cumulative conditions.

[25] Sources: Jenny Bagby, Principal Economist, SPU, November 2, 2007, and Henry Friedman, Project Manager, SPU, November 8, 2007.

Figure 14. Hourly Trip Distribution for the 2012 Cumulative Condition–High-Traffic Scenario



Source: Heffron Transportation, Inc. 2007

This figure shows that SRDS trips plus diverted NRDS trips with the 2012 Cumulative condition are expected to increase by about 1,380 daily trips. Hourly trip increases would range from 160 trips between 2:00 and 3:00 P.M. to four (4) trips between 6:00 and 7:00 P.M. During the PM peak hour (3:00 – 4:00 P.M.), there is expected to be an increase of about 143 transfer station trips due to both SRDS growth and trips diverted from NRDS.

As mentioned previously, trips generated by uses on the existing bus yard site would be removed with the project. Table 6 shows the change in daily and PM peak hour site-generated trips in 2012 with the high-traffic scenario. Changes in daily and PM peak hour site-generated trips for the medium-traffic and the low-traffic scenarios would be less than shown in Table 6. Daily trips are expected to be about 18% higher with the 2012 Cumulative condition than the 2012 No-Action condition. However, the PM peak hour site-generated trips would be less than the No-Action condition.

Table 6. 2012 Change in Site-Generated Trips – Peak Design Day – Cumulative Condition

	High-Traffic Scenario	
	Daily	PM Peak Hour
2012 No-Action	1,802	184
2012 Cumulative Condition	3,180	327
Change in Trips in the SRDS Vicinity	1,378	143
Less Bus Yard Trips	-1,050	-223
Change in Site-Generated Trips	328	-80

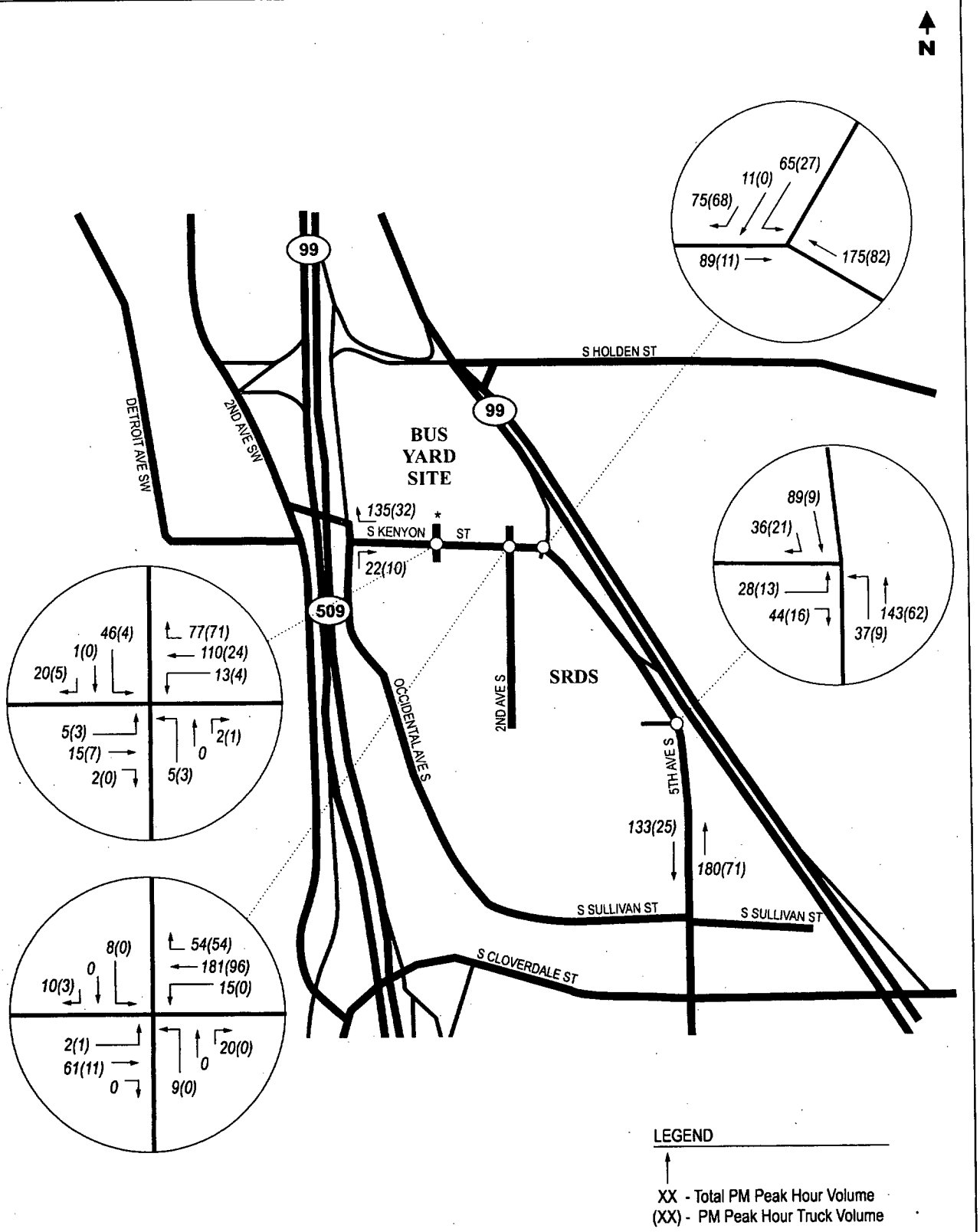
Source: Heffron Transportation, Inc., 2007.

7.1.2. Traffic Volumes and Operations

2012 No-Action traffic volumes within the project area were developed using the methodology described in Section 3.2. Year 2012 No-Action traffic volumes are shown on Figure 15.

Trip generation estimates presented in Table 6 above show a net increase in daily trips but a net decrease in PM peak hour trips. Daily increases would occur in the middle of the day when transfer stations generate trips, but the existing uses on the bus yard site typically do not. Although site-generated trips could be higher in the middle of the day, traffic volumes on the adjacent streets are lower during these times; therefore no operational concerns are anticipated during this time period.

Figure 16 shows the change in PM peak hour trips that is expected with the 2012 Cumulative condition assuming the high-traffic scenario. The net change in trips was estimated by removing trips generated by the bus yard site and adding trips generated in 2012 by SRDS and NRDS. SRDS trips were assigned assuming travel patterns similar to existing SRDS trips; all trips from NRDS were assumed to come from and return to the north. Trips were assigned to the new transfer station and the existing transfer station based on customer proximity (e.g., customers from the north would likely use the bus yard site, and customers from the south would likely use the existing site) and services provided on each site. In addition, approximately one-third of the self-haul trips at the bus yard site were assumed to crossover to the existing site to use the recycle facilities.



* *The volumes shown at this driveway are a combination of four existing driveways.*

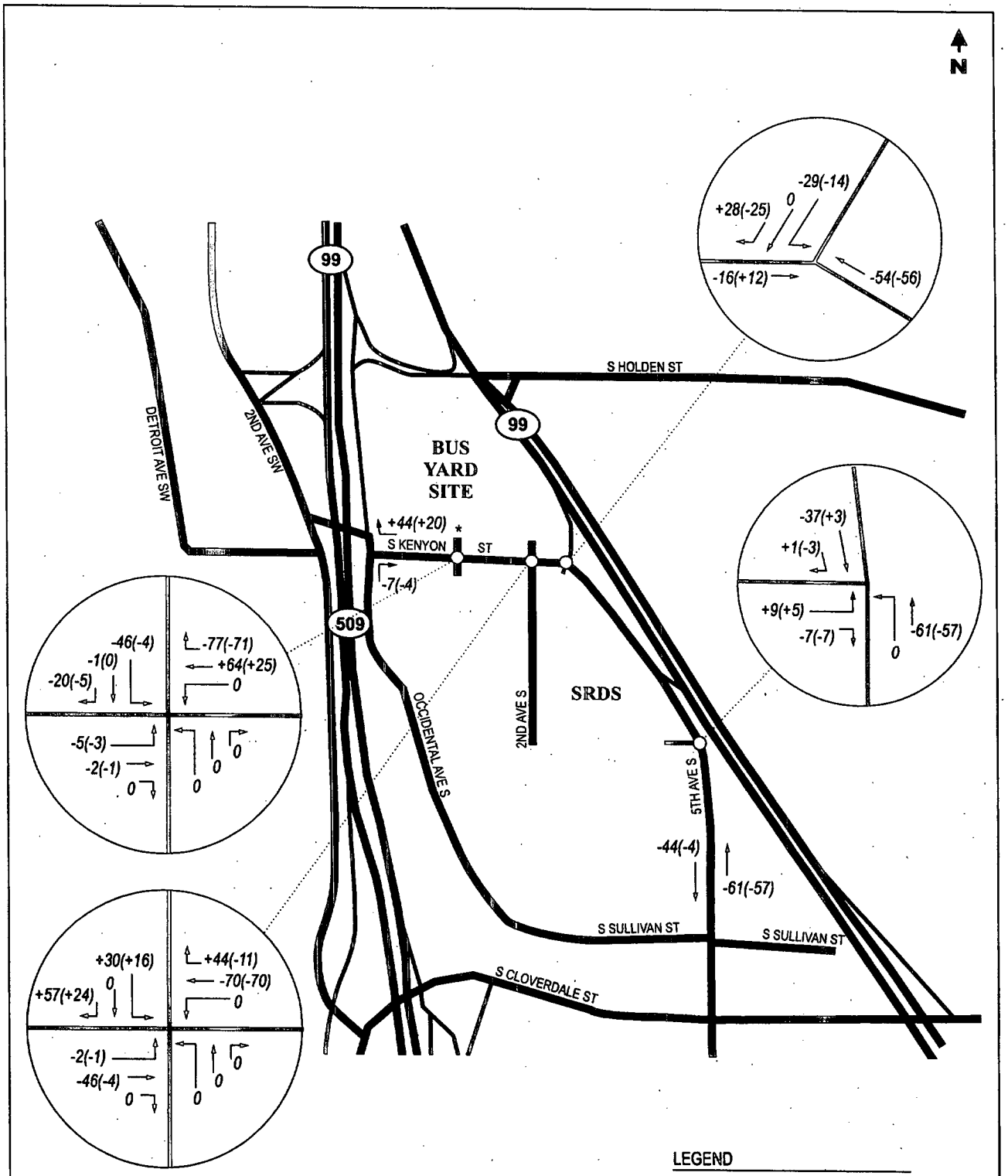
SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

Figure 15

2012 No Action
PM Peak Hour Traffic Volumes
High-Traffic Scenario

heffron transportation, inc.

12.29.2007



* *The volumes shown at this driveway are a combination of four existing driveways.*

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

Figure 16

2012 Net Change in PM Peak Hour Project Trips High-Traffic Scenario

heffron transportation, inc.

12.29.2007

As shown, PM peak hour traffic volumes to the south are expected to be reduced by 105 PM peak hour trips, while PM peak hour trips to the north could increase by 44 trips. The increase in trips to the north could occur during the Cumulative condition because more trips to and from the north would occur with NRDS closed. Trips to the SRDS site from the north would be offset by the removed buses that came from the north when returning to the bus yard site. However, there could be an increase in trips to the north in the afternoons. However, this increase would be small compared to the overall traffic volumes on the roadway network to the north (e.g., SR-509 and 1st Avenue S Bridge) and would be in the opposite direction as the weekday peak flow which is northbound in the mornings and southbound in the afternoons. It should be noted that this condition reflects the assumption that **all** NRDS trips would divert to SRDS. Some diversion to other facilities or other time periods could occur given the distance customers would need to travel to reach SRDS from the north end of Seattle.

2012 Cumulative PM peak hour traffic volumes were estimated by adding the net change in PM peak hour trips shown on Figure 16 to the 2012 No-Action PM peak hour traffic volumes shown on Figure 15. 2012 Cumulative PM peak hour traffic volumes (high-traffic scenario) are shown on Figure 17. Level of service analysis was performed to determine if the expected change in traffic due to the cumulative condition would affect operations at the SR 99/5th Avenue S intersection. It was determined that all PM peak hour movements at the intersection would operate at LOS B or better in the year 2012 with the No-Action or the Cumulative conditions assuming the high-traffic scenario. Similar or better operating conditions are anticipated with the medium-traffic or the low-traffic scenarios. Since LOS B is an acceptable operating condition within the City of Seattle, no adverse impacts to any off-site intersections is anticipated with the 2012 Cumulative condition.

7.1.3. Site Access and Circulation

Since the site access driveway locations have not been finalized, it was assumed that the driveway for the new SRDS transfer station would be located across S Kenyon Street from 2nd Avenue S creating a four-leg intersection. All trips to the existing SRDS site were assumed to occur via the existing driveway on 5th Avenue S. Based on these assumptions, all movements at the S Kenyon Street/2nd Avenue S intersection and the existing SRDS driveway on 5th Avenue S are projected operate at LOS B or better during the PM peak hour on a peak design day with the 2012 Cumulative condition.

In 2012 with the No-Action condition, trips generated by SRDS are anticipated to increase compared to the existing condition. SRDS trip increases could increase as much as 17% with the high-traffic scenario. Because no improvements to SRDS would occur in the 2012 No-Action condition, queues would be longer than currently experienced at SRDS. It is difficult to estimate the actual queue that would occur because future on-site operational changes (e.g., how tipping building stalls would be assigned) are unknown. If operations continue similar to the existing condition, queues could extend past the SR-99 off-ramp to the north and create traffic congestion. It is possible that SRDS customers would make other decisions with the No-Action condition, such as coming to the site less frequently with larger loads, taking their waste elsewhere or possibly dumping waste illegally.

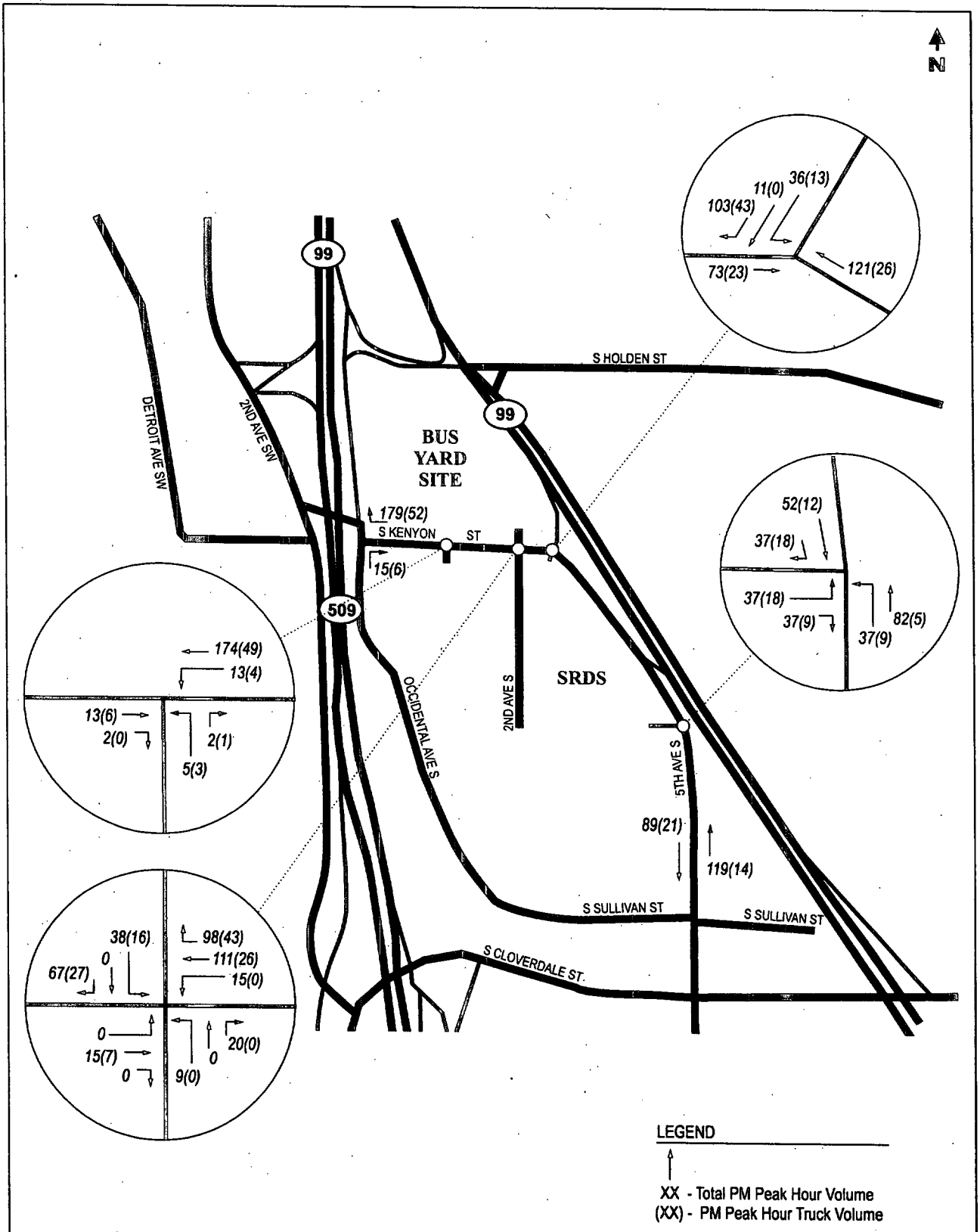


Figure 17

SPU TRANSFER STATION IMPROVEMENT PROJECT
South Recycle and Disposal Station

2012 Cumulative Condition
PM Peak Hour Traffic Volumes
High-Traffic Scenario

heffron transportation, inc.

12.29.2007

With the 2012 Cumulative condition, site-generated trips are anticipated to increase compared to the No-Action condition. These increases would occur with the addition of new employees at SRDS and the temporary addition of NRDS trips while that station is under construction. The hourly increases in inbound vehicles are projected to range from two to 80 with the high-traffic scenario. However, both the new transfer station on the bus yard site and the existing transfer station would be available to accommodate the increased demand generated by the Cumulative condition. Increasing the capacity of the transfer station is expected to offset the possible increases in trips and the number of queued vehicles compared to the No-Action condition. Peak queues at the new and existing transfer stations cannot be estimated at this time since a detailed site plan has not been developed. SPU proposes to prepare a queuing analysis in conjunction with site design to ensure that the 95th-percentile queues from the bus yard site and the existing SRDS site do not block traffic on adjacent roadways in 2012 with the Cumulative condition.

7.1.4. Parking

With the 2012 No-Action condition, there could be 36 employees on site at one time on a peak design day with the high-traffic scenario[26]. All parking would continue to occur on the existing SRDS site.

With the 2012 Cumulative condition, there could be as many as 65 employees on site at one time on a peak design day with the high-traffic scenario[27]. About 35 employee parking spaces would be needed on the bus yard site for the 2012 Cumulative condition. The employee parking on the existing SRDS site should be sufficient to accommodate the anticipated number of employees on that site with the 2012 Cumulative condition.

[26] Jenny Bagby, Principal Economist, SPU, November 2, 2007 and Henry Friedman, Project Manager, SPU, November 8, 2007

[27] Jenny Bagby, Principal Economist, SPU, November 2, 2007 and Henry Friedman, Project Manager, SPU, November 8, 2007

8. MITIGATION

2030 with Proposed Action:

Since traffic volumes are anticipated to be less in 2030 with the project than with the No-Action condition, and since SPU is designing the site such that the project would not have adverse transportation impacts, no transportation mitigation would be needed to accommodate the proposed project.

Construction Condition:

Phase 1: Since fewer construction trips are expected to be generated compared to trips currently generated by the bus yard site, and all parking for contractor and construction vehicles is expected to occur on site, no transportation impacts are anticipated and no transportation mitigation would be needed for this construction phase.

Phase 2: The temporary removal of the HHW trips at the existing SRDS site is expected to offset the increase in construction vehicles during this phase. All parking for the contractors and construction trucks are expected to occur on site. Therefore, no transportation impacts are anticipated and no transportation mitigation would be needed for this phase of construction.

2012 Cumulative Condition:

No adverse transportation impacts are expected in 2012 with the Cumulative condition. Since SPU is designing the SRDS site such that the project, including the 2012 Cumulative condition, would not have adverse transportation impacts, no transportation mitigation would be needed accommodate the Cumulative condition.

REFERENCES

Heffron Transportation, Inc., *Traffic Impact Analysis SRDS Reuse/Recycling Center and Construction and Demolition Annex*, December 20, 1999.

Parsons Brinckerhoff, Inc., *South Park Bridge Project Transportation Technical Report,* April 2004.

City of Seattle, *Seattle Right-of-Way Improvements Manual,* On-line Version 1.1, January 2008

Herrera Environmental Consultants, Inc., *Waste Generation Projection Model and RDS Trip Generation Model Summary,* January 8, 2008.

APPENDIX A

WASTE GENERATION PROJECTION MODEL AND RDS TRIP GENERATION MODEL SUMMARY

Herrera Environmental Consultants, Inc.

Memorandum

To	Seattle Public Utilities
From	Herrera Environmental Consultants
Date	January 8, 2008
Subject	Waste Generation Projection Model and RDS Trip Generation Model Summary

This memo summarizes the spreadsheet models used to estimate future waste stream projections and peak tonnage and traffic flows for the No Action and Proposed Action conditions at the proposed reconstruction of the South and North Recycling and Disposal Stations (SRDS and NRDS). The spreadsheet models were used to provide waste generation, recycling and disposal tonnages, and peak tonnage and traffic flows, for use in SEPA analysis of the proposed rebuild of SRDS and NRDS. A list of assumptions/variables that determine waste volume flow projections to the station is also included.

Waste Stream Tonnage Projection Model

A spreadsheet model was developed by Herrera to estimate the waste diversion effects of implementation of new waste reduction and recycling strategies during preparation of the report *Seattle Solid Waste Recycling, Waste Reduction, and Facilities Opportunities* (Waste Reduction Study) (URS 2007) for the City of Seattle. The spreadsheet model used during the Waste Reduction Study was used to generate waste generation, recycling and disposal tonnages through 2030 for use in SEPA analysis of the proposed SRDS.

Waste Generation

Waste generation is defined for this analysis as recycling plus disposal. Base tonnage generation, recycling, and disposal information for the analysis was provided by Seattle Public Utilities (SPU) for each of four sectors: single family residential, multi-family residential, commercial, and self-haul. The growth rates for the components of the waste stream (i.e., recycling and disposal) in each sector were developed by SPU through the year 2012, which are based on an extrapolation of the underlying factors contributing to recycling and waste disposal. Herrera used the SPU growth rates for the years 2005-2012, and revised two of those growth rates downward for the long-term projection period 2013-2030. These growth rates were applied and carried forward for each component of the waste stream to the year 2030 at a constant rate. A comparison of both waste generation growth rates is included in Table 1

Table 1. Comparison of 60% Program and revised 60% Program recycling and disposal growth rates by sector

	SPU 60% Projections	Revised (after 2013)
Single-Family Residential:	0.6%	0.6%
Multi-Family Residential	1.9%	1.0%
Commercial	1.28%	1.28%
Self Haul	2.54%	2.15%

This methodology is consistent with that used by other local public agencies relying on forecasted data (e.g., Puget Sound Regional Council, Seattle City Light, Sound Transit), and is consistent with the modeling done by SPU for the Facility Master Plan (FMP) and previous environmental documents.

The most recent 60% Program base recycling tonnage estimates for all four sectors provided by SPU were reviewed during preparation of the Waste Reduction Study and adjusted slightly downward to reflect a moderated assumption about the ability to reach the 60% goal by 2010. This was accomplished by adjusting participation or efficiency assumptions based on recent actual data for recycling tonnage and customer sign-ups. The analysis did not conduct additional detailed evaluation of the assumptions behind the recycling tonnage projections provided by SPU, but rather, based on the review and assessment of the previous modeling and assumptions done by SPU, chose to model a conservative interpretation of that data.[1] The result was the "revised" 60% Program base recycling tonnages shown in Table 2, which formed the basis for all future tonnage modeling.

[1] In the Single Family residential sector, ultimate recovery rates were adjusted downward to better match historical growth rates in recovery rate increases for mixed scrap paper, food waste, beverage and container glass, food cans and aluminum beverage. The adjustments lowered the anticipated overall recovery rate for the sector from 97% to approximately 94% in 2010.

In the Multi Family residential sector, ultimate recovery rates were adjusted downward to better match historical growth in recovery rate increases in all material categories. The adjustments lowered the anticipated overall recovery rate for the sector from 39% to approximately 37% in 2010.

In the Commercial sector, ultimate recovery rates were adjusted downward to model a more conservative response to the ban on paper in commercial garbage; and to represent a more modest growth in the Commercial organics recycling program. The adjustments lowered the anticipated overall recovery rate for the sector from 67% to approximately 65% in 2010.

Table 2. Comparison of 60% Program and revised 60% Program tonnage estimates in 2008, 2020, 2025, 2038

	60% Program Tonnage Estimates	
	SPU Existing	Revised
Total Generated		
2008	822,877	822,877
2020	955,003	955,003
2025	1,016,408	1,016,408
2038	1,198,718	1,198,718
Disposed Waste		
2008	410,044	426,060
2020	438,593	468,112
2025	470,851	502,153
2038	568,257	604,742
Diverted to Recycling		
2008	412,833	396,817
2020	516,410	486,891
2025	545,557	514,255
2038	630,460	593,976

Waste Characterization

The next step in projecting the future waste stream was to model those materials that could be targeted for waste reduction or recycling. The disposed waste component for each of the four sectors was subdivided into 20 Recycling Potential Assessment model (RPA) waste categories based on the *2002 Residential Waste Stream Composition Study* (Cascadia, 2002) and the *2004 Commercial and Self Haul Waste Stream Composition Study* (Cascadia 2004). These RPA material categories were further grouped into seven material classes:

- Traditionals, including those material typically collected curbside such as Newspaper, Corrugated-Kraft, Computer-Office Paper, Mixed Scrap Paper, Other Paper, Plastics, Beverage Glass, Container Glass, Other Glass, Food Cans, Other Ferrous, Aluminum Beverage, Other Aluminum, Other Non-Ferrous
- C&D including wood waste and general construction debris
- Organics, including yard waste, food waste, a portion of other paper, and other organics

- Small Appliances and Electronics
- Hazardous (household chemicals, paint, etc.)
- White Goods / Bulky Items / Furniture
- Other.

Each of the seven material classes represents a distinct waste stream for which new waste reduction and recycling programs could be targeted.

Waste Diversion Potential

The next step in projecting the future waste stream was to model the effect of each new waste reduction and recycling strategy on its target material class. For each of the new waste reduction and recycling strategies, annual recycling rates (based on participation and efficiency), and maximum achievable recycling rates were estimated based on a combination of:

- Actual results from existing Seattle programs with similar focus or method;
- Actual results from other jurisdictions' programs with similar focus or method;
- Surveys of targeted customers or waste generators from other jurisdictions;
- Diversion rates for the three major stream components; recycling, MSW, organics
- Professional judgment of the Zero Waste project team.

In addition, a reasonable implementation year was assigned to each strategy within each material class based on a sequence of general approaches promoted by the City:

- Provide the service
- Modify the incentives associated with the service
- Employ product stewardship
- Employ regulatory approaches.

Following the assignment of the implementation date, a reasonable ramp up period was assigned, defined as the number of years necessary from the year of implementation to achieve the maximum achievable recycling rate. The assignment of this period was again informed by research and current experience regarding complexity of the strategy; lead

time required to minimize risk, engage stakeholders, or pass legislation; available budget; or a combination of all.

Finally, for those strategies that diverted disposed material to private recyclers, a recyclables processing "efficiency" rate was assigned to approximate the recycled yield versus residuals disposed anticipated from the recycler's efforts. The efficiency rate is based on existing data from local recyclers, and professional judgment based on observation. It was assumed that the remaining residual would be brought back to either the NRDS or SRDS for disposal as garbage. The end result was an estimate of tons diverted (either waste avoided or recycled) due to each new waste reduction or recycling strategy.

Tonnage Scenarios

The next step in projecting the future waste stream involved packaging together a specific mix of strategies into "scenarios" based on different levels of service for garbage, recycling, reuse, and organic waste handling for all material classes and sectors:

- **Scenario 1: Baseline.** 60% Program projections (revised) PLUS new waste reduction and recycling strategies, but with NO material bans.
- **Scenario 2:** 60% Program projections (revised) PLUS new waste reduction and recycling strategies with Organics Ban, Commercial Recyclables Ban, C&D Ban, and Other Materials Ban; but NO Self-Haul Bans (except C&D)
- **Scenario 3:** 60% Program projections (revised) PLUS new waste reduction and recycling strategies with Organics Ban, Commercial Recyclables Ban, C&D Ban, and Other Materials Ban; and Voluntary Self-Haul Ban (C&D mandatory)
- **Scenario 4:** 60% Program projections (revised) PLUS new waste reduction and recycling strategies with Organics Ban, Commercial Recyclables Ban, C&D Ban, and Other Materials Ban; and Mandatory Self-Haul Ban
- **Scenario 5:** 60% Program projections (revised) PLUS Council-specified new waste reduction and recycling strategies implemented as fast as possible.

These scenarios were developed in order to model the range of anticipated results for material diversion from implementation of new strategies and their contribution toward increasing Seattle's overall recycling rate; and to provide a "bracket" around the potential

tonnage and vehicle trips anticipated for City facilities through the facility planning horizon of 2030.

Tonnage Scenarios Used in the Trip Generation Model for the SEPA Evaluation

For the SEPA analyses of environmental impacts associated with the proposed reconstruction of SRDS and NRDS, three scenarios were generated for the trip generation model (high, medium, and low) to represent the range of anticipated waste flows to the City's stations, for both no-build and post-construction conditions.

1. High tonnage/traffic (lower curbside recycling/diversion). Based on the recycling rates used during SPU's Facility Master Plan process. This effort increased the recycling rate to 50% (aggregated) and then held it constant until 2050. Other preliminary assumptions contributing to the traffic directed to station includes:

    - Participation and efficiency in 60% programs fails to meet expectations, resulting in less diversion to curbside/private stations and more garbage to the station
    - Few additional new waste reduction and recycling programs are implemented (other than organics), resulting in less diversion to curbside/private stations, or private venues
    - Self-haul recycling traffic increases with new recycling and reuse areas
    - Reuse store customers at South Station (not open until 2013)
    - Yard waste / food waste from collection vehicles increases substantially due to education and incentives; operationally, all collected residential yard waste / food waste and all commercial food waste is directed to City stations
    - Truck trips increase to remove recyclables from the stations
    - Soil spoils and decant utility trucks at South Station (not open until 2013)
    - C&D line attracts self-haul contractors from North to South station, and away from private facilities.

2. Medium tonnage/traffic (medium curbside recycling/diversion). Baseline SPU recycling projections as revised by the Waste Reduction Study (Scenario

1). Other preliminary assumptions contributing to the traffic directed to the station includes:

- Participation and efficiency in 60% programs meets expectations, resulting in expected diversion to curbside/private stations
- Additional Zero Waste programs are implemented, resulting in moderate participation and diversion to curbside/private stations, or private venues
- Self-haul traffic numbers increase slightly over existing
- Minor change in Yard waste / food waste truck trips
- Self-haul recycling traffic increases with new recycling and reuse areas
- Reuse store at South generates traffic beginning 2013
- Yard waste / food waste from collection vehicles increases modestly due to education and incentives; operationally, all collected residential yard waste / food waste and 50 percent of commercial food waste is directed to City stations
- No spoils or decant trucks at South Station
- C&D sorting line attracts some self-haul contractors from North to South station, and some away from private facilities.

3. Low tonnage/traffic (high curbside recycling/diversion). Baseline SPU recycling projections as revised by the Waste Reduction Study PLUS the package of programs endorsed by the City Council in Resolution 30990 (Scenario 5). Other preliminary assumptions contributing to the traffic directed to stations include:

   - Participation and efficiency in 60% programs meets expectations, resulting in expected diversion to curbside/private stations
   - Many new waste reduction and recycling programs are implemented, resulting in substantial participation and diversion to curbside/private stations, or private venues
   - Self-haul numbers reduced because customers opt for additional home and business collection services

- Yard waste / food waste from collection vehicles increases slightly due to education and incentives; operationally, all collected residential yard waste / food waste and none of the commercial food waste is directed to City stations

- Reuse store at South generates traffic beginning 2013

- No spoils or decant facility at South

- C&D sorting line attracts no self-haul contractors from North to South station, and none away from private facilities.

The waste stream projection model produces the following tonnage inputs necessary for the trip generation model (described below) for each scenario in the years 2008, 2012, 2020, and 2030:

- Residential garbage
- Residential organics (yard waste / foodwaste)
- Self-haul garbage and recycling
- Self-haul yard waste
- Commercial garbage
- Commercial organics (foodwaste).

Trip Generation Model

A trip generation model, developed as part of the FMP process, was used to estimate incoming traffic flows using the three tonnage scenarios described above. The model reduces annual tonnage estimates to average daily and hourly incoming tonnage flows by waste and vehicle types. Peaking factors developed during the analysis for the FMP were used to convert average incoming tonnage flows into peak day and peak hourly tonnage flows. The number of vehicle trips (by associated waste and vehicle types) was then calculated using daily estimated tonnages, diversion rates, hourly distribution factors, and peaking factors described below. The following includes a brief description of the calculation worksheets in the model:

- Four worksheets named "*2008-tons, 2012-tons, 2020-tons, and 2030-tons*" convert the total annual incoming tonnage estimate into annual tonnage flows for cars, trucks, and large trucks for all the waste material categories and subcategories using the historic waste composition data for Seattle.

- Four worksheets named "*2008-flow, 2012-flow, 2020-flow, and 2030-flow*" calculate the daily and peak daily incoming flow of each material based on the main groupings of waste types (recycle, reuse, CDL, organics, and garbage).

- One worksheet named "*hourly distribution*" converts daily flows into hourly flows based on historic hourly distribution factors for each vehicle type.

- Twelve worksheets named "*2008-avg trips, 2008-p trips, 2008-peak trips, 2012-avg trips, 2012, p trips, etc* calculate the hourly trips (average, monthly peak, and peak) for each of the main vehicle types and distributes the vehicle trips to each of the main waste types areas (i.e., recycle, reuse, CDL, organics, and garbage)

- Four worksheets named "*2008-daily, 2012-daily, 2020-daily, and 2030-daily")* calculate the weekday and weekend tonnage and trips for the main groups of waste types.

The last three worksheets include the input data (tonnage) and reference data such as peaking factors for each vehicle, and recycle/recovery rates.

RDS Configuration

Since the proposed replacement recycling and disposal stations have not yet been designed, the trip generation model makes several assumptions about the physical

configuration of the stations. The model assumes that both the NRDS and SRDS are fully rebuilt and there is no intermodal site. Property acquisition includes a 9-acre parcel to the north of the existing SRDS site (the bus yard site), and the inclusion of a parcel immediately to the east of the existing NRDS site (which is already owned by the City of Seattle, but not currently associated with the NRDS). The SRDS includes a "target commingled" sort line for building materials waste and a retail reuse facility, and the NRDS includes an "enhanced" recycling facility (see "Within facility diversion" below).

Annual Tonnage Estimates

Estimates of annual tonnage arriving at the City's North and South recycling and disposal stations, based on the waste stream tonnage projection model (described above), are shown in Table 3.

Table 3. Estimated Tonnage Arriving at the City's North and South Recycling and Disposal Stations

Scenario	Tons per Year		
Waste Stream Sector/Year	Low	Med	High
Residential Garbage			
2008	123,268	123,881	131,210
2012	102,703	116,131	135,013
2020	103,570	118,241	144,299
2030	105,548	120,975	154,986
Residential Organics (YW/FW)			
2008	51,477	51,237	35,000
2012	66,653	56,284	35,000
2020	80,094	59,084	35,000
2030	84,231	60,502	35,000
SH Garbage & Recycling			
2008	115,028	121,842	113,246
2012	97,414	116,281	103,813
2020	108,226	120,904	120,041
2030	134,055	149,353	151,072
Self Haul Yard Waste			
2008	14,450	14,450	15,000
2012	14,450	14,450	15,000
2020	14,450	14,450	15,000
2030	14,450	14,450	15,000
Commercial Garbage			
2008	181,945	188,910	201,490
2012	136,511	155,334	205,235
2020	133,425	146,914	230,130
2030	128,290	157,400	261,342
Commercial Organics (FW)			
2008	26,743	26,743	0

Scenario	Tons per Year Low	Med	High
Waste Stream Sector/Year			
2012	43,304	43,304	0
2020	61,750	58,358	0
2030	85,532	66,274	0
Total Stations Tonnage			
2008	486,168	500,320	495,946
2012	417,732	458,480	494,061
2020	439,766	459,593	544,470
2030	466,574	502,681	617,400

The annual tonnage is input into the trip generation model for four target years (2008, 2012, 2020, and 2030) in order to provide snapshots of future conditions. The year 2012 was used in order to model conditions when proposed construction of the north station requires all waste tonnage and traffic to be temporarily allocated to the south station.

Trip Generation

Characterization and Diversion of Waste Stream

The incoming waste stream includes self haul and collection-contractor collected materials. These materials include garbage, recyclables, reuse items, and organics such as yard waste and food waste. The waste stream can be diverted from facility to facility (disposal station-to-disposal station), or within the facility itself based on the characteristics of the incoming waste stream and the level of service provided at each of the system disposal facilities. This section describes the data sources, diversion assumptions for "facility-to-facility diversion," waste types, incoming vehicle types, and the level of service assumptions for "within facility diversion" used in the incoming tonnage and traffic flow portion of the model.

Data from several sources were used to estimate tonnage and traffic throughputs for a variety of waste types and vehicle types. The data used included:

1. Total annual incoming Self-Haul tonnage and trip data for Seattle – provided by SPU.
2. Waste composition and characterization - *2004 Commercial and Self-Haul Waste Stream Composition Study* – Prepared by Cascadia Consulting Group. SPU 2004.
3. CDL composition and characterization - *Construction, Demolition, and Landclearing Debris Waste Composition Study* – Prepared by Cascadia Consulting Group. SPU 1997. (data from 1995).
4. Projected diversion between Seattle disposal facilities – provided by SPU.

5. Recycle and recovery rates– *Reuse/Recycle Center Prototype Facility Development – Task 6 Technical Memorandum* – Herrera, May 15, 2002.
6. Traffic, vehicle, and vehicle load characteristics from the 2006 Transfer Station Billing System (TSBS) database provided by SPU
7. Growth rates, escalation rates, and traffic peaking factors provided by SPU.

Waste composition data is based on past studies conducted at the south and north transfer stations and was used by the model to distribute the total annual tonnage into different waste material types and vehicles. All existing traffic data from the sources listed above for the north and south transfer stations was collected by the hour, therefore, all traffic analysis was estimated on an hourly basis.

Facility-to-facility diversion

Facility-to-facility diversion includes the distribution of waste between the north recycle and disposal station (NRDS) and the south recycle and disposal station (SRDS). Waste material can also be diverted to private facilities. Diversion of the contract collected vehicles for both garbage and organics in the flow model is based on anticipated routing, truck capacity, truck parking locations, historical data, and operational judgment by SPU (All collection trucks can be contractually directed to specific facilities). Diversion of the self haul waste stream included a subjective approximation based on the assumed levels of services at each station. Anticipated waste allocation between the North and South recycling and disposal stations, and private stations, was provided by SPU, and is shown in Table 3.

Table 3. Waste Allocation Assumptions Between North and South Recycling and Disposal Stations, and Private Stations

	Low Tonnage/Traffic			Medium Tonnage/Traffic			High Tonnage/Traffic		
	NRDS	SRDS	Private	NRDS	SRDS	Private	NRDS	SRDS	Private
Residential Garbage	15%	85%	0%	15%	85%	0%	15%	85%	0%
Residential Organics (YW/FW)	50%	50%	0%	50%	50%	0%	50%	50%	0%
Self Haul Garbage & Recycling	50%	50%	0%	50%	50%	0%	50%	50%	0%
Self Haul Yard Waste	50%	50%	0%	50%	50%	0%	50%	50%	0%
Commercial Garbage	30%	70%	0%	30%	70%	0%	30%	70%	0%
Commercial Organics (FW)	0%	0%	100%	25%	25%	50%	50%	50%	0%

Waste types

Waste composition data is based on past studies conducted at the south and north transfer stations and was used by the model to distribute the total annual tonnage into different waste material types and vehicles. Waste was subdivided into the following six categories by the model, based on its potential to be removed and recovered from the overall waste stream at the stations.

1. Recyclables – Recyclables include the "Traditional" curbside recycle items including paper, cardboard (OCC), glass, plastic, and metals cans/containers.
2. Metals – The Metals category is unique in that metals are contained in the recyclables, reuse, CDL, and garbage categories, but it can be easily segregated from those categories and comprises a significant amount of the total incoming tonnage, therefore, it is has been segregated and included as it's own category.
3. Reuse – Reuse items includes items such as furniture, desks, and electronics, or may include many items that need minor repairs and can be easily fixed such as wooden furniture, small appliances, lawn mowers, etc..
4. CDL – Construction and Demolition Debris (CDL) includes mostly wood (dimensional lumber or demo wood), gypsum, roofing (wood or composite), and aggregates (concrete, brick, rock), and asphalt shingles.
5. Organics – Organics include yard wastes and food wastes. For this study, it was assumed that the facilities would accept self haul yard waste (no self haul food waste), collected yard waste, and collected commingled yard waste/food waste which may be collected in the future.
6. Garbage – Garbage is the remaining category that includes those items that are not recovered. It may include recyclable, reuse, or CDL items that can not be successfully recovered from the waste stream based on the recycling and recovery effort of the facility. Garbage is usually compacted and sent to a landfill for disposal.

Each of the six categories represents a distinct waste stream composition where the components demonstrate similar delivery and handling characteristics such as vehicle types, delivery times, peak delivery times, handling procedures, etc. Therefore, they can represent potentially separate operations within the facility where recyclables, metals, reuse, CDL, organics, and garbage are delivered, handled, or diverted.

Vehicle types

Waste is typically delivered to a transfer station by either contractor collected vehicles or self-haul vehicles. Contractor collected vehicles include curbside collection programs (packer trucks). Self-haul includes all non-City contracted vehicles and public vehicles. Contractor collected vehicles are typically larger, contain high-weight loads, and account for approximately ¾ of the annual tonnage, but account for less than ¼ of the total number of trips to the transfer stations. Self haul vehicles provide a wide variety of

vehicle and waste types and account for approximately ¼ of the total waste stream tonnage and over ¾ of the number of trips. Self haul vehicles include larger flatbed or end-dump trucks, to smaller cars, SUVs, vans, or pick-up trucks. Many of the typical self haul vehicle trips also include trailers. Table 3 shows tons/trip figures for all vehicle types based on 2006 data.

Table 3. Tons/trip used in the trip generation model for all vehicle types

Vehicle Type	Average tons/trip	
	Weekday	Weekend
Recycle-car	0.05	0.03
Recycle-truck	0.46	0.38
Garbage-car	0.189	0.189
Garbage-truck	0.510	0.334
Wood Waste-car	0.100	0.100
Wood Waste-truck	0.505	0.391
Yard Waste car	0.129	0.129
Yard Waste truck	0.278	0.239
Large Trucks	4.22	4.22
Collected Organics-Residential	6.51	6.81
Collected Organics-Commercial	7.0	7.0
Collected Garbage - Residential	6.94	6.26
Collected Garbage - Commercial	5.86	5.41
Transfer trucks	28.0	28.0

Within facility diversion

Once the waste arrives at the station, the level of service will affect the diversion of waste within the station. These levels of service include special facilities, buildings, or areas designated to encourage and improve the material recovery and diversion of recyclable and reusable material from the solid waste stream. For this analysis, it was assumed that the overall waste stream characteristics and composition would not change significantly from the composition identified in the 2004 waste composition data. Therefore, diversion was primarily a function of the level of services provided at each facility. The following five general categories were developed to represent varying levels of service that would affect diversion and recovery of material:

- Existing – status quo recovery rates (no level of service improvements)
- Enhanced – similar level of service as status quo with added recovery improvements (added bins) for selected CDL material only (wood and asphalt roofing). Otherwise the buildings would still have the same general facilities and level of service.

- Small commingled – improved recovery rates by providing a new building with a small tipping floor where select commingled loads may be dumped for segregation. The floor would only allow some loads to be dumped onto the floor. A new building also inherently indicates site redevelopment

- Target Commingled – greatly improved level of service and recovery rates by providing a larger tipping floor where commingled loads may be dumped for segregation. The floor would be large enough to accommodate a large percentage of the incoming loads (fast and desirable for users), but large enough to only target specific commodities. The remaining "hard-to-segregate" or cost prohibitive items would be combined with the garbage waste stream.

- Dirty MRF – vastly improved level of service and recovery rates by providing a larger tipping floor where all loads may be dumped for segregation. The building is large and convenient for users (no waiting), and large floor space , conveyors, and pick-lines would be utilized to maximize material segregation and recovery.

Recovery rates were estimated for each recoverable commodity based on the five levels of services described above. These recovery rates were based on previous work performed by Herrera for the City of Seattle, industry standards, and overall solid waste and recycling experience. For this analysis, it was assumed that the SRDS would include a "target commingled" sort line for building materials waste and a retail reuse facility, and the NRDS would include an "enhanced" recycling facility.

Appendix A includes example worksheets for the tonnage summary, data, and calculation worksheets for the high tonnage/traffic scenario.

Appendix A

Example Spreadsheet Model

NRDS - Tonnage Distribution to Each Recycle Area | 350 <= yellow indicates cvalue varies and must be entered and checked for each option

Material	Annual Tonnage	Recycle Area	Vehicle type	Vehicle Distributed Tonnage	Tonnage						Trips					
					Average Day		Peak Month Day		Peak Day		Annual		Peak Month Day		Peak	
					weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend
Paper	2,186	Recycle	Rec-car	274	0.5	1.4	0.5	1.4	1.8	2.6	10.4	45.7	10.4	45.7	35.3	85.1
			Rec-truck	1912	3.6	9.6	3.9	10.4	9.0	18.8	7.9	25.3	8.5	27.3	19.5	49.5
Plastic	944		Rec-car	118	0.2	0.6	0.2	0.6	0.8	1.1	4.5	19.7	4.5	19.7	15.2	36.7
			Rec-truck	825	1.6	4.1	1.7	4.5	3.9	8.1	3.4	10.9	3.7	11.8	8.4	21.4
Glass	906		Rec-car	114	0.2	0.6	0.2	0.6	0.7	1.1	4.3	19.0	4.3	19.0	14.6	35.3
			Rec-truck	793	1.5	4.0	1.6	4.3	3.7	7.8	3.3	10.5	3.5	11.3	8.1	20.5
Metals	4,401		Rec-car	551	1.0	2.8	1.0	2.8	3.6	5.1	20.9	92.1	20.9	92.1	71.1	171.3
			Rec-truck	3850	7.3	19.3	7.9	20.9	18.1	37.9	15.8	50.9	17.1	54.9	39.2	99.7
Reuse	3,342	Reuse	G-car	140	0.3	0.7	0.4	0.8	0.5	0.9	1.5	3.4	1.9	4.4	2.7	4.9
			G-truck	3,202	9.6	7.1	11.3	8.4	15.4	11.3	18.8	21.3	22.1	25.1	30.3	33.9
CDL-wood	4,414	Source Sep.	WW-car	24	0.1	0.1	0.1	0.2	0.2	0.4	0.5	1.1	1.0	2.2	1.6	3.8
			WW-truck	4,390	14.0	7.4	19.9	10.5	39.3	21.8	27.8	19.0	39.4	27.0	77.9	55.8
	20,108	Tipping Floor	WW-car	111	0.2	0.5	0.5	1.0	0.7	1.7	2.3	5.0	4.7	10.0	7.5	17.4
			WW-truck	19,997	64.0	33.9	90.6	48.0	179.2	99.3	126.7	86.7	179.4	122.8	354.8	254.1
CDL-Other	2,642	Source Sep.	G-car	111	0.2	0.5	0.3	0.7	0.4	0.7	1.2	2.7	1.5	3.5	2.1	3.9
			G-truck	2,531	7.6	5.6	8.9	6.6	12.2	9.0	14.9	16.9	17.5	19.8	23.9	26.8
	12,046	Tipping Floor	G-car	506	1.0	2.4	1.3	3.0	1.8	3.3	5.4	12.4	6.9	15.8	9.7	17.6
			G-truck	11,540	34.6	25.7	40.7	30.2	55.7	40.8	67.8	76.9	79.8	90.4	109.2	122.2
CDL-ODC	0		OD-CDL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed Rec	7,554	Tipping Floor	Lg Truck	7,554	22.6	16.8	26.6	19.8	36.4	26.7	5.4	4.0	6.3	4.7	8.6	6.3
Garbage	27,391	Tipping Floor	G-car	1,150	2.3	5.3	3.0	6.8	4.2	7.6	12.4	28.2	15.7	35.9	22.2	40.1
			G-truck	26,240	78.6	58.4	92.5	68.7	126.6	92.9	154.2	174.8	181.4	205.5	248.3	277.9
	23,248		Res Collect	23,248	75.1	38.0	81.8	41.4	97.6	38.0	10.8	6.1	11.8	6.6	14.1	6.1
	78,403		Com Collect	78,403	253.2	128.1	271.0	137.1	324.1	128.1	43.2	23.7	46.2	25.3	55.3	23.7
	0		OD-Garbage	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Organics	7,200	Organics	YW-car	364	0.7	1.8	1.2	3.0	2.0	4.1	5.4	13.9	9.1	23.3	15.4	32.2
			YW-truck	6,836	18.1	21.2	24.4	28.5	36.1	43.0	65.2	88.7	87.6	119.2	129.8	180.0
	0		OD-YW	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	17,500		Res Collect	17,500	67.8	0.0	107.8	0.0	104.5	0.0	10.4	0.0	16.6	0.0	16.0	0.0
	3,500		Com Collect	3,500	13.6	0.0	13.6	0.0	16.3	0.0	1.9	0.0	1.9	0.0	2.3	0.0
SH total =>	85,932															

SRDS - Tonnage Distribution to Each Recycle Area

Material	Annual Tonnage	Recycle Area	Vehicle type	Vehicle Distributed Tonnage	Tonnage						Trips					
					Average Day		Peak Month Day		Peak Day		Annual		Peak Month Day		Peak	
					weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend
Paper	3,479	Recycle	Rec-car	436	0.8	2.2	0.8	2.2	2.8	4.1	16.5	72.8	16.5	72.8	56.2	135.4
			Rec-truck	3043	5.8	15.3	6.2	16.5	14.3	29.9	12.5	40.2	13.5	43.4	31.0	78.8
Plastic	890		Rec-car	112	0.2	0.6	0.2	0.6	0.7	1.0	4.2	18.6	4.2	18.6	14.4	34.7
			Rec-truck	779	1.5	3.9	1.6	4.2	3.7	7.7	3.2	10.3	3.5	11.1	7.9	20.2
Glass	1,825		Rec-car	229	0.4	1.1	0.4	1.1	1.5	2.1	8.7	38.2	8.7	38.2	29.5	71.0
			Rec-truck	1596	3.0	8.0	3.3	8.7	7.5	15.7	6.6	21.1	7.1	22.8	16.3	41.3
Metals	5,347		Rec-car	670	1.3	3.4	1.3	3.4	4.3	6.2	25.4	111.9	25.4	111.9	86.3	208.1
			Rec-truck	4677	8.8	23.5	9.6	25.4	21.9	46.0	19.2	61.8	20.8	66.7	47.7	121.1
Reuse	8,182	Reuse	G-car	344	0.7	1.6	0.9	2.0	1.3	2.3	3.7	8.4	4.7	10.7	6.6	12.0
			G-truck	7,838	23.5	17.4	27.6	20.5	37.8	27.7	46.1	52.2	54.2	61.4	74.2	83.0
CDL-wood	16,692	Source Sep.	WW-car	92	0.2	0.4	0.4	0.8	0.6	1.4	1.9	4.1	3.9	8.3	6.2	14.4
			WW-truck	16,600	53.1	28.1	75.2	39.8	148.7	82.5	105.2	72.0	148.9	102.0	294.5	211.0
	2,695	Tipping Floor	WW-car	15	0.0	0.1	0.1	0.1	0.1	0.2	0.3	0.7	0.6	1.3	1.0	2.3
			WW-truck	2,680	8.6	4.5	12.1	6.4	24.0	13.3	17.0	11.6	24.0	16.5	47.5	34.1
CDL-Other	1,290	Source Sep.	G-car	54	0.1	0.3	0.1	0.3	0.2	0.4	0.8	1.3	0.7	1.7	1.0	1.9
			G-truck	1,236	3.7	2.8	4.4	3.2	6.0	4.4	7.3	8.2	8.5	9.7	11.7	13.1
	9,794	Tipping Floor	G-car	411	0.8	1.9	1.1	2.4	1.5	2.7	4.4	10.1	5.6	12.8	7.9	14.3
			G-truck	9,383	28.1	20.9	33.1	24.6	45.3	33.2	55.1	62.5	64.9	73.5	88.8	99.4
CDL-ODC	0		OD-CDL	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed Rec	7,554	Tipping Floor	Lg Truck	7,554	22.6	16.8	26.6	19.8	36.4	26.7	5.4	4.0	6.3	4.7	8.6	6.3
Garbage	31,485	Tipping Floor	G-car	1,322	2.7	6.1	3.4	7.8	4.8	8.7	14.2	32.5	18.1	41.3	25.5	46.1
			G-truck	30,162	90.4	67.1	106.3	78.9	145.5	106.7	177.3	200.9	208.5	236.2	285.4	319.4
	131,738		Res Collect	131,738	425.5	215.3	463.8	234.6	553.2	215.3	61.3	34.4	66.8	37.5	79.7	34.4
	182,939		Com Collect	182,939	590.9	298.9	632.3	319.8	756.3	298.9	100.8	55.3	107.9	59.1	129.1	55.3
	0		OD-Garbage	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Organics	7,200	Organics	YW-car	364	0.7	1.8	1.2	3.0	2.0	4.1	5.4	13.9	9.1	23.3	15.4	32.2
			YW-truck	6,836	18.1	21.2	24.4	28.5	36.1	43.0	65.2	88.7	87.6	119.2	129.8	180.0
	0		OD-YW	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	17,500		Res Collect	17,500	67.8	0.0	107.8	0.0	104.5	0.0	10.4	0.0	16.6	0.0	16.0	0.0
	3,500		Com Collect	3,500	13.6	0.0	13.6	0.0	16.3	0.0	1.9	0.0	1.9	0.0	2.3	0.0
SH total =>	89,231															

Private

Garbage	0		Res Collect	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0		Com Collect	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Organics	0		Res Collect	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	0		Com Collect	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

647,891 <= total waste stream

total trips => 306,842

NRDS - 2008 Tonnage Distribution to Each hour (UPDATED 2006)

Material	Recycle Area	Vehicle type	Weekday Factors										Weekend Factors									
			hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10	hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10
Paper	Recycle	Rec-car	0.069	0.094	0.126	0.136	0.129	0.130	0.102	0.091	0.091	0.033	0.050	0.085	0.112	0.126	0.133	0.126	0.125	0.114	0.096	0.033
		Rec-truck	0.064	0.096	0.105	0.114	0.098	0.115	0.143	0.133	0.106	0.025	0.076	0.101	0.123	0.136	0.115	0.082	0.108	0.116	0.103	0.040
Plastic		Rec-car	0.069	0.094	0.126	0.136	0.129	0.130	0.102	0.091	0.091	0.033	0.050	0.085	0.112	0.126	0.133	0.126	0.125	0.114	0.096	0.033
		Rec-truck	0.064	0.096	0.105	0.114	0.098	0.115	0.143	0.133	0.106	0.025	0.076	0.101	0.123	0.136	0.115	0.082	0.108	0.116	0.103	0.040
Glass		Rec-car	0.069	0.094	0.126	0.136	0.129	0.130	0.102	0.091	0.091	0.033	0.050	0.085	0.112	0.126	0.133	0.126	0.125	0.114	0.096	0.033
		Rec-truck	0.064	0.096	0.105	0.114	0.098	0.115	0.143	0.133	0.106	0.025	0.076	0.101	0.123	0.136	0.115	0.082	0.108	0.116	0.103	0.040
Metals		Rec-car	0.069	0.094	0.126	0.136	0.129	0.130	0.102	0.091	0.091	0.033	0.050	0.085	0.112	0.126	0.133	0.126	0.125	0.114	0.096	0.033
		Rec-truck	0.064	0.096	0.105	0.114	0.098	0.115	0.143	0.133	0.106	0.025	0.076	0.101	0.123	0.136	0.115	0.082	0.108	0.116	0.103	0.040
Reuse	Reuse	G-car	0.061	0.085	0.113	0.122	0.115	0.123	0.122	0.119	0.104	0.035	0.062	0.081	0.102	0.118	0.121	0.124	0.129	0.120	0.108	0.034
		G-truck	0.095	0.097	0.114	0.121	0.111	0.116	0.117	0.109	0.090	0.030	0.070	0.085	0.106	0.121	0.121	0.120	0.121	0.119	0.104	0.033
CDL-wood	Source Sep.	WW-car	0.092	0.080	0.161	0.126	0.138	0.092	0.103	0.034	0.103	0.069	0.065	0.043	0.118	0.054	0.129	0.151	0.097	0.183	0.129	0.032
		WW-truck	0.099	0.092	0.117	0.119	0.109	0.100	0.141	0.111	0.089	0.024	0.060	0.090	0.094	0.128	0.116	0.128	0.102	0.120	0.114	0.050
	Tipping Floor	WW-car	0.092	0.080	0.161	0.126	0.138	0.092	0.103	0.034	0.103	0.069	0.065	0.043	0.118	0.054	0.129	0.151	0.097	0.183	0.129	0.032
		WW-truck	0.099	0.092	0.117	0.119	0.109	0.100	0.141	0.111	0.089	0.024	0.060	0.090	0.094	0.128	0.116	0.128	0.102	0.120	0.114	0.050
CDL-Other	Source Sep.	G-car	0.061	0.085	0.113	0.122	0.115	0.123	0.122	0.119	0.104	0.035	0.062	0.081	0.102	0.118	0.121	0.124	0.129	0.120	0.108	0.034
		G-truck	0.095	0.097	0.114	0.121	0.111	0.116	0.117	0.109	0.090	0.030	0.070	0.085	0.106	0.121	0.121	0.120	0.121	0.119	0.104	0.033
	Tipping Floor	G-car	0.061	0.085	0.113	0.122	0.115	0.123	0.122	0.119	0.104	0.035	0.062	0.081	0.102	0.118	0.121	0.124	0.129	0.120	0.108	0.034
		G-truck	0.095	0.097	0.114	0.121	0.111	0.116	0.117	0.109	0.090	0.030	0.070	0.085	0.106	0.121	0.121	0.120	0.121	0.119	0.104	0.033
CDL-ODC		OD-CDL																				
Mixed Rec	Tipping Floor	Lg Truck	0.095	0.097	0.114	0.121	0.111	0.116	0.117	0.109	0.090	0.030	0.070	0.085	0.106	0.121	0.121	0.120	0.121	0.119	0.104	0.033
Garbage	Tipping Floor	G-car	0.061	0.085	0.113	0.122	0.115	0.123	0.122	0.119	0.104	0.035	0.062	0.081	0.102	0.118	0.121	0.124	0.129	0.120	0.108	0.034
		G-truck	0.095	0.097	0.114	0.121	0.111	0.116	0.117	0.109	0.090	0.030	0.070	0.085	0.106	0.121	0.121	0.120	0.121	0.119	0.104	0.033
7:00 AM		Res Collect	0.135	0.102	0.143	0.107	0.123	0.131	0.175	0.071	0.012	0.001	0.321	0.075	0.075	0.022	0.076	0.243	0.189	0.000	0.000	0.000
7:00 AM		Com Collect	0.387	0.140	0.141	0.113	0.095	0.080	0.042	0.002	0.000	0.000	0.449	0.144	0.107	0.106	0.088	0.060	0.044	0.004	0.000	0.000
		OD-Garbage																				
Organics	Organics	YW-car	0.065	0.071	0.105	0.117	0.104	0.126	0.126	0.121	0.112	0.053	0.058	0.077	0.100	0.107	0.113	0.111	0.134	0.141	0.112	0.047
		YW-truck	0.082	0.084	0.101	0.103	0.105	0.114	0.119	0.127	0.123	0.042	0.068	0.077	0.097	0.110	0.118	0.120	0.129	0.128	0.113	0.040
		OD-YW																				
		Res Collect	0.006	0.010	0.070	0.171	0.124	0.140	0.191	0.168	0.099	0.020	0.000	0.048	0.161	0.097	0.177	0.274	0.242	0.000	0.000	0.000
		Com Collect	0.006	0.010	0.070	0.171	0.124	0.140	0.191	0.168	0.099	0.020	0.000	0.048	0.161	0.097	0.177	0.274	0.242	0.000	0.000	0.000

SRDS - 2008 Tonnage Distribution to Each hour (UPDATED 2006)

Material	Recycle Area	Vehicle type	Weekday Factors										Weekend Factors									
			hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10	hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10
			8																			
Paper	Recycle	Rec-car	0.079	0.081	0.119	0.119	0.111	0.133	0.131	0.103	0.091	0.033	0.057	0.060	0.096	0.099	0.102	0.101	0.162	0.158	0.118	0.047
		Rec-truck	0.095	0.094	0.121	0.144	0.136	0.101	0.103	0.094	0.076	0.037	0.101	0.111	0.126	0.138	0.138	0.108	0.098	0.085	0.074	0.023
Plastic		Rec-car	0.079	0.081	0.119	0.119	0.111	0.133	0.131	0.103	0.091	0.033	0.057	0.060	0.096	0.099	0.102	0.101	0.162	0.158	0.118	0.047
		Rec-truck	0.095	0.094	0.121	0.144	0.136	0.101	0.103	0.094	0.076	0.037	0.101	0.111	0.126	0.138	0.138	0.108	0.098	0.085	0.074	0.023
Glass		Rec-car	0.079	0.081	0.119	0.119	0.111	0.133	0.131	0.103	0.091	0.033	0.057	0.060	0.096	0.099	0.102	0.101	0.162	0.158	0.118	0.047
		Rec-truck	0.095	0.094	0.121	0.144	0.136	0.101	0.103	0.094	0.076	0.037	0.101	0.111	0.126	0.138	0.138	0.108	0.098	0.085	0.074	0.023
Metals		Rec-car	0.079	0.081	0.119	0.119	0.111	0.133	0.131	0.103	0.091	0.033	0.057	0.060	0.096	0.099	0.102	0.101	0.162	0.158	0.118	0.047
		Rec-truck	0.095	0.094	0.121	0.144	0.136	0.101	0.103	0.094	0.076	0.037	0.101	0.111	0.126	0.138	0.138	0.108	0.098	0.085	0.074	0.023
Reuse	Reuse	G-car	0.052	0.079	0.106	0.127	0.119	0.130	0.125	0.114	0.109	0.040	0.058	0.080	0.111	0.116	0.123	0.129	0.125	0.124	0.108	0.027
		G-truck	0.086	0.092	0.114	0.124	0.122	0.121	0.108	0.100	0.100	0.033	0.069	0.088	0.111	0.123	0.123	0.125	0.121	0.112	0.099	0.028
CDL-wood	Source Sep.	WW-car	0.194	0.111	0.028	0.056	0.222	0.139	0.083	0.056	0.056	0.056	0.083	0.000	0.042	0.125	0.083	0.250	0.167	0.167	0.083	0.000
		WW-truck	0.105	0.082	0.097	0.110	0.102	0.121	0.118	0.107	0.115	0.043	0.088	0.091	0.096	0.119	0.113	0.100	0.122	0.118	0.108	0.044
	Tipping Floor	WW-car	0.194	0.111	0.028	0.056	0.222	0.139	0.083	0.056	0.056	0.056	0.083	0.000	0.042	0.125	0.083	0.250	0.167	0.167	0.083	0.000
		WW-truck	0.105	0.082	0.097	0.110	0.102	0.121	0.118	0.107	0.115	0.043	0.088	0.091	0.096	0.119	0.113	0.100	0.122	0.118	0.108	0.044
CDL-Other	Source Sep.	G-car	0.052	0.079	0.106	0.127	0.119	0.130	0.125	0.114	0.109	0.040	0.058	0.080	0.111	0.116	0.123	0.129	0.125	0.124	0.108	0.027
		G-truck	0.086	0.092	0.114	0.124	0.122	0.121	0.108	0.100	0.100	0.033	0.069	0.088	0.111	0.123	0.123	0.125	0.121	0.112	0.099	0.028
	Tipping Floor	G-car	0.052	0.079	0.106	0.127	0.119	0.130	0.125	0.114	0.109	0.040	0.058	0.080	0.111	0.116	0.123	0.129	0.125	0.124	0.108	0.027
		G-truck	0.086	0.092	0.114	0.124	0.122	0.121	0.108	0.100	0.100	0.033	0.069	0.088	0.111	0.123	0.123	0.125	0.121	0.112	0.099	0.028
CDL-ODC		OD-CDL																				
Mixed Rec	Tipping Floor	Lg Truck	0.086	0.092	0.114	0.124	0.122	0.121	0.108	0.100	0.100	0.033	0.069	0.088	0.111	0.123	0.123	0.125	0.121	0.112	0.099	0.028
Garbage	Tipping Floor	G-car	0.052	0.079	0.106	0.127	0.119	0.130	0.125	0.114	0.109	0.040	0.058	0.080	0.111	0.116	0.123	0.129	0.125	0.124	0.108	0.027
		G-truck	0.086	0.092	0.114	0.124	0.122	0.121	0.108	0.100	0.100	0.033	0.069	0.088	0.111	0.123	0.123	0.125	0.121	0.112	0.099	0.028
7:00 AM		Res Collect	0.023	0.010	0.013	0.037	0.073	0.099	0.224	0.338	0.159	0.024	0.045	0.040	0.096	0.157	0.081	0.136	0.302	0.119	0.020	0.005
7:00 AM		Com Collect	0.287	0.099	0.099	0.116	0.106	0.122	0.099	0.049	0.017	0.005	0.355	0.188	0.196	0.138	0.059	0.035	0.024	0.003	0.003	0.000
		OD-Garbage																				
Organics	Organics	YW-car	0.065	0.090	0.126	0.115	0.122	0.108	0.108	0.112	0.104	0.050	0.068	0.077	0.113	0.113	0.092	0.126	0.128	0.118	0.130	0.036
		YW-truck	0.107	0.090	0.091	0.101	0.101	0.109	0.116	0.111	0.127	0.046	0.091	0.088	0.095	0.110	0.110	0.112	0.120	0.123	0.116	0.035
		OD-YW																				
		Res Collect	0.006	0.010	0.070	0.171	0.124	0.140	0.191	0.168	0.099	0.020	0.006	0.010	0.070	0.171	0.124	0.140	0.191	0.168	0.099	0.020
		Com Collect	0.006	0.010	0.070	0.171	0.124	0.140	0.191	0.168	0.099	0.020	0.006	0.010	0.070	0.171	0.124	0.140	0.191	0.168	0.099	0.020

Private

Garbage		Res Collect	0.054	0.056	0.092	0.100	0.137	0.229	0.219	0.096	0.017		0.054	0.056	0.092	0.100	0.137	0.229	0.219	0.096	0.017	
		Com Collect	0.054	0.056	0.092	0.100	0.137	0.229	0.219	0.096	0.017		0.054	0.056	0.092	0.100	0.137	0.229	0.219	0.096	0.017	
Organics		Res Collect	0.003	0.018	0.119	0.249	0.239	0.174	0.108	0.067	0.023		0.003	0.018	0.119	0.249	0.239	0.174	0.108	0.067	0.023	
		Com Collect	0.003	0.018	0.119	0.249	0.239	0.174	0.108	0.067	0.023		0.003	0.018	0.119	0.249	0.239	0.174	0.108	0.067	0.023	

NRDS - 2030 Peak Hourly Trip Distribution

Material	Recycle Area	Vehicle type	Weekday Trips										Weekend Trips									
			hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10	hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10
Paper	Recycle	Rec-car	2.422	3.312	4.441	4.782	4.543	4.598	3.588	3.226	3.199		4.290	7.214	9.563	10.738	11.274	10.687	10.610	9.717	8.159	
		Rec-truck	1.251	1.861	2.048	2.227	1.914	2.239	2.793	2.590	2.069		3.783	5.008	6.101	6.714	5.686	4.068	5.336	5.730	5.117	
Plastic		Rec-car	1.046	1.430	1.917	2.065	1.962	1.985	1.549	1.393	1.381		1.852	3.115	4.129	4.636	4.868	4.614	4.581	4.195	3.523	
		Rec-truck	0.540	0.804	0.884	0.961	0.827	0.967	1.206	1.118	0.893		1.634	2.162	2.634	2.899	2.455	1.756	2.304	2.474	2.210	
Glass		Rec-car	1.004	1.373	1.841	1.982	1.883	1.906	1.487	1.338	1.326		1.779	2.991	3.965	4.452	4.674	4.430	4.399	4.028	3.382	
		Rec-truck	0.519	0.772	0.849	0.923	0.794	0.928	1.158	1.074	0.858		1.568	2.076	2.529	2.783	2.357	1.686	2.212	2.375	2.122	
Metals		Rec-car	4.677	6.670	8.943	9.630	9.149	9.259	7.226	6.498	6.443		8.640	14.529	19.260	21.626	22.706	21.523	21.369	19.569	16.431	
		Rec-truck	2.520	3.748	4.124	4.484	3.856	4.509	5.625	5.215	4.168		7.619	10.086	12.288	13.521	11.451	8.192	10.746	11.539	10.306	
Reuse	Reuse	G-car	0.164	0.230	0.307	0.331	0.311	0.333	0.329	0.322	0.282	0.096	0.306	0.395	0.498	0.579	0.593	0.608	0.632	0.588	0.530	0.164
		G-truck	2.890	2.944	3.457	3.655	3.367	3.528	3.548	3.292	2.715	0.901	2.384	2.895	3.591	4.092	4.102	4.075	4.105	4.028	3.518	1.115
CDL-wood	Source Sep.	WW-car	0.151	0.132	0.264	0.207	0.226	0.151	0.170	0.057	0.170	0.113	0.246	0.164	0.451	0.205	0.493	0.575	0.369	0.698	0.493	0.123
		WW-truck	7.682	7.151	9.083	9.277	8.504	7.779	11.016	8.648	6.909	1.836	3.341	5.011	5.234	7.127	6.459	7.127	5.679	6.681	6.347	2.784
	Tipping Floor	WW-car	0.687	0.601	1.203	0.945	1.031	0.687	0.773	0.258	0.773	0.515	1.122	0.748	2.057	0.935	2.244	2.618	1.683	3.178	2.244	0.561
		WW-truck	34.996	32.575	41.379	42.280	38.738	35.437	50.184	39.399	31.475	8.364	15.218	22.828	23.842	32.466	29.422	32.466	25.871	30.437	28.915	12.682
CDL-Other	Source Sep.	G-car	0.130	0.181	0.242	0.261	0.246	0.263	0.260	0.254	0.223	0.076	0.242	0.312	0.393	0.457	0.469	0.480	0.499	0.465	0.419	0.130
		G-truck	2.284	2.327	2.733	2.889	2.661	2.788	2.804	2.602	2.146	0.712	1.884	2.288	2.839	3.234	3.242	3.221	3.244	3.183	2.781	0.881
	Tipping Floor	G-car	0.592	0.827	1.106	1.192	1.121	1.201	1.186	1.160	1.015	0.346	1.101	1.423	1.794	2.086	2.137	2.190	2.277	2.121	1.909	0.591
		G-truck	10.417	10.611	12.460	13.172	12.136	12.714	12.786	11.865	9.787	3.248	8.593	10.433	12.944	14.748	14.784	14.588	14.795	14.516	12.681	4.018
CDL-ODC		OC-CDL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mixed Rec	Tipping Floor	Lg Truck	0.824	0.839	0.985	1.042	0.960	1.005	1.011	0.938	0.774	0.257	0.445	0.541	0.671	0.784	0.766	0.761	0.767	0.752	0.657	0.208
Garbage	Tipping Floor	G-car	1.347	1.882	2.514	2.711	2.549	2.731	2.698	2.638	2.308	0.786	2.504	3.236	4.079	4.744	4.860	4.980	5.178	4.822	4.341	1.344
		G-truck	23.688	24.129	28.333	29.952	27.595	28.910	29.075	26.980	22.255	7.385	19.540	23.723	29.434	33.534	33.616	33.394	33.641	33.008	28.834	9.137
		Res Collect	1.897	1.432	2.011	1.499	1.732	1.847	2.458	1.002	0.171	0.014	1.948	0.454	0.454	0.132	0.462	1.475	1.145	0.000	0.000	0.000
		Com Collect	21.417	7.757	7.802	6.239	5.228	4.411	2.349	0.096	0.008	0.007	10.634	3.408	2.538	2.512	2.037	1.431	1.036	0.083	0.000	0.000
		OD-Garbage	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Organics	Organics	YW-car	1.004	1.092	1.614	1.791	1.594	1.939	1.939	1.850	1.712	0.817	1.870	2.474	3.214	3.448	3.623	3.565	4.325	4.520	3.604	1.519
		YW-truck	10.647	10.909	13.131	13.365	13.663	14.856	15.438	16.445	15.920	5.394	12.203	13.769	17.424	19.816	21.274	21.687	23.253	23.036	20.317	7.200
		OD-YW	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Res Collect	0.094	0.167	1.118	2.746	1.997	2.249	3.063	2.704	1.585	0.321	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Com Collect	0.014	0.024	0.162	0.398	0.289	0.326	0.444	0.392	0.230	0.047	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Traditional ⇒	**14.2**	**20.0**	**25.0**	**27.1**	**24.9**	**26.4**	**24.6**	**22.5**	**20.3**	**0.0**	**31.2**	**47.2**	**60.5**	**67.4**	**65.5**	**57.0**	**61.6**	**59.6**	**51.2**	**0.0**
		Reuse ⇒	**3.1**	**3.2**	**3.8**	**4.0**	**3.7**	**3.9**	**3.9**	**3.6**	**3.0**	**1.0**	**2.7**	**3.3**	**4.1**	**4.7**	**4.7**	**4.7**	**4.7**	**4.6**	**4.0**	**1.3**
		CDL (source separated) ⇒	**10.2**	**9.8**	**12.3**	**12.6**	**11.6**	**11.0**	**14.2**	**11.6**	**9.4**	**2.7**	**5.7**	**7.8**	**8.9**	**11.0**	**10.7**	**11.4**	**9.8**	**11.0**	**10.0**	**3.9**
		CDL - (source separated and commingled) ⇒	**10.2**	**9.8**	**12.3**	**12.6**	**11.6**	**11.0**	**14.2**	**11.6**	**9.4**	**2.7**	**5.7**	**7.8**	**8.9**	**11.0**	**10.7**	**11.4**	**9.8**	**11.0**	**10.0**	**3.9**
		Garbage Pit/Floor (self haul) ⇒	**72.6**	**71.5**	**88.0**	**91.3**	**84.1**	**82.7**	**97.7**	**83.2**	**68.4**	**20.9**	**48.5**	**62.9**	**74.8**	**89.3**	**87.8**	**91.1**	**84.2**	**88.8**	**79.6**	**28.5**
		Garbage Pit/Floor (collected) ⇒	**23.3**	**9.2**	**9.8**	**7.7**	**7.0**	**6.3**	**4.8**	**1.1**	**0.2**	**0.0**	**12.6**	**3.9**	**3.0**	**2.6**	**2.5**	**2.9**	**2.2**	**0.1**	**0.0**	**0.0**
		Yard Waste (self-haul) ⇒	**11.7**	**12.0**	**14.7**	**15.2**	**15.3**	**16.8**	**17.4**	**18.3**	**17.6**	**6.2**	**14.1**	**16.2**	**20.6**	**23.3**	**24.9**	**25.3**	**27.6**	**27.6**	**23.9**	**8.7**
		Yard Waste (collected) ⇒	**0.1**	**0.2**	**1.3**	**3.1**	**2.3**	**2.6**	**3.5**	**3.1**	**1.8**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
		Scale Traffic ⇒	**117.9**	**102.6**	**126.1**	**129.9**	**120.3**	**119.3**	**137.7**	**117.3**	**97.5**	**30.2**	**80.9**	**90.8**	**107.4**	**126.2**	**125.9**	**130.7**	**123.8**	**127.5**	**113.5**	**41.2**

SRDS - 2030 Tonnage Distribution to Each Hour

Material	Recycle Area	Vehicle type	Weekday Factors										Weekend Factors									
			hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10	hr 1	hr 2	hr 3	hr 4	hr 5	hr 6	hr 7	hr 8	hr 9	hr 10
Paper	Recycle	Rec-car	3.855	5.271	7.068	7.611	7.231	7.318	5.711	5.136	5.092		6.829	11.483	15.222	17.092	17.946	17.011	16.889	15.468	12.987	
		Rec-truck	1.992	2.963	3.259	3.544	3.047	3.564	4.446	4.122	3.294		6.022	7.972	9.712	10.687	9.051	6.475	8.494	9.120	8.146	
Plastic		Rec-car	0.986	1.349	1.809	1.948	1.851	1.873	1.462	1.314	1.303		1.748	2.939	3.896	4.374	4.593	4.354	4.322	3.958	3.324	
		Rec-truck	0.510	0.758	0.834	0.907	0.780	0.912	1.138	1.055	0.843		1.541	2.040	2.486	2.735	2.316	1.657	2.174	2.334	2.085	
Glass		Rec-car	2.022	2.765	3.707	3.992	3.793	3.838	2.995	2.694	2.671		3.582	6.022	7.984	8.864	9.412	8.922	8.858	8.112	6.811	
		Rec-truck	1.045	1.554	1.709	1.859	1.598	1.859	2.332	2.162	1.728		3.158	4.181	5.094	5.605	4.747	3.396	4.455	4.783	4.272	
Metals		Rec-car	5.924	8.102	10.864	11.698	11.114	11.248	8.778	7.894	7.827		10.496	17.649	23.397	26.271	27.583	26.146	25.958	23.772	19.961	
		Rec-truck	3.061	4.553	5.009	5.448	4.684	5.477	6.833	6.336	5.063		9.256	12.252	14.927	16.425	13.911	9.952	13.055	14.018	12.520	
Reuse	Reuse	G-car	0.402	0.562	0.751	0.810	0.761	0.816	0.806	0.788	0.690	0.235	0.748	0.967	1.218	1.417	1.452	1.487	1.547	1.440	1.297	0.401
		G-truck	7.075	7.207	8.463	8.947	8.243	8.635	8.685	8.059	6.647	2.206	5.837	7.086	8.792	10.017	10.041	9.975	10.048	9.859	8.613	2.729
CDL-wood	Source Sep.	WW-car	0.570	0.499	0.998	0.784	0.856	0.570	0.642	0.214	0.642	0.428	0.931	0.621	1.707	0.776	1.862	2.173	1.397	2.638	1.862	0.466
		WW-truck	29.051	27.041	34.349	35.080	32.157	29.416	41.657	32.705	26.127	6.943	12.633	18.949	19.791	26.950	24.424	26.950	21.476	25.266	24.002	10.527
	Tipping Floor	WW-car	0.092	0.081	0.161	0.127	0.138	0.092	0.104	0.035	0.104	0.069	0.150	0.100	0.276	0.125	0.301	0.351	0.226	0.426	0.301	0.075
		WW-truck	4.690	4.365	5.545	5.663	5.191	4.749	6.725	5.280	4.218	1.121	2.039	3.059	3.195	4.351	3.943	4.351	3.467	4.079	3.875	1.700
CDL-Other	Source Sep.	G-car	0.063	0.089	0.118	0.128	0.120	0.129	0.127	0.124	0.109	0.037	0.118	0.152	0.192	0.223	0.229	0.235	0.244	0.227	0.204	0.063
		G-truck	1.116	1.136	1.334	1.411	1.300	1.362	1.389	1.271	1.048	0.348	0.920	1.117	1.388	1.579	1.583	1.573	1.584	1.555	1.358	0.430
	Tipping Floor	G-car	0.481	0.673	0.899	0.969	0.911	0.976	0.965	0.943	0.825	0.281	0.896	1.157	1.458	1.696	1.738	1.781	1.851	1.724	1.552	0.481
		G-truck	8.470	8.628	10.131	10.710	9.867	10.337	10.396	9.647	7.958	2.641	6.987	8.483	10.525	11.991	12.020	11.941	12.029	11.803	10.310	3.267
CDL-ODC		OC-CDL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mixed Rec	Tipping Floor	Lg Truck	0.824	0.839	0.985	1.042	0.960	1.005	1.011	0.938	0.774	0.257	0.445	0.541	0.671	0.784	0.766	0.761	0.767	0.752	0.657	0.208
Garbage	Tipping Floor	G-car	1.548	2.163	2.890	3.116	2.930	3.139	3.101	3.032	2.653	0.903	2.879	3.720	4.688	5.453	5.587	5.724	5.952	5.543	4.990	1.545
		G-truck	27.228	27.736	32.568	34.429	31.720	33.231	33.421	31.013	25.581	8.489	22.461	27.269	33.833	38.546	38.641	38.386	38.669	37.942	33.144	10.503
		Res Collect	10.751	8.114	11.398	8.495	9.817	10.468	13.930	5.679	0.972	0.081	11.037	2.573	2.573	0.748	2.616	8.356	6.486	0.000	0.000	0.000
		Com Collect	49.974	18.099	18.204	14.559	12.198	10.293	5.480	0.224	0.019	0.017	24.812	7.953	5.922	5.862	4.754	3.340	2.418	0.193	0.000	0.000
		OD-Garbage	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Organics	Organics	YW-car	1.004	1.092	1.614	1.791	1.594	1.939	1.939	1.850	1.712	0.817	1.870	2.474	3.214	3.448	3.623	3.565	4.325	4.520	3.604	1.519
		YW-truck	10.647	10.909	13.131	13.365	13.663	14.856	15.438	16.445	15.920	5.394	12.203	13.769	17.424	19.816	21.274	21.687	23.253	23.036	20.317	7.200
		OD-YW	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Res Collect	0.094	0.167	1.118	2.746	1.997	2.249	3.063	2.704	1.585	0.321	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Com Collect	0.014	0.024	0.162	0.398	0.289	0.326	0.444	0.392	0.230	0.047	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Traditional ⇒	**19.4**	**27.3**	**34.3**	**37.0**	**34.1**	**36.1**	**33.7**	**30.7**	**27.8**	**0.0**	**42.6**	**64.5**	**82.7**	**92.2**	**89.6**	**77.9**	**84.2**	**81.6**	**70.1**	**0.0**
		Reuse ⇒	**7.5**	**7.8**	**9.2**	**9.8**	**9.0**	**9.5**	**9.5**	**8.8**	**7.3**	**2.4**	**6.6**	**8.1**	**10.0**	**11.4**	**11.5**	**11.5**	**11.6**	**11.3**	**9.9**	**3.1**
		CDL (source separated) ⇒	**30.8**	**28.8**	**36.8**	**37.4**	**34.4**	**31.5**	**43.8**	**34.3**	**27.9**	**7.8**	**14.6**	**20.8**	**23.1**	**29.5**	**28.1**	**30.9**	**24.7**	**29.7**	**27.4**	**11.5**
		CDL - (source separated and commingled) ⇒	**45.4**	**43.4**	**54.5**	**55.9**	**51.5**	**48.6**	**63.0**	**51.2**	**41.8**	**12.1**	**25.1**	**34.2**	**39.2**	**48.5**	**46.9**	**50.1**	**43.0**	**48.5**	**44.1**	**17.2**
		Garbage Pit/Floor (self haul) ⇒	**28.8**	**29.9**	**35.5**	**37.5**	**34.6**	**36.4**	**36.5**	**34.0**	**28.2**	**9.4**	**25.3**	**31.0**	**38.5**	**44.0**	**44.2**	**44.1**	**44.6**	**43.5**	**38.1**	**12.0**
		Garbage Pit/Floor (collected) ⇒	**60.7**	**26.2**	**29.6**	**23.1**	**22.0**	**20.8**	**19.4**	**5.9**	**1.0**	**0.1**	**35.8**	**10.5**	**9.5**	**6.6**	**7.4**	**11.7**	**8.9**	**0.2**	**0.0**	**0.0**
		Yard Waste (self-haul) ⇒	**11.7**	**12.0**	**14.7**	**15.2**	**15.3**	**16.8**	**17.4**	**18.3**	**17.6**	**6.2**	**14.1**	**16.2**	**20.6**	**23.3**	**24.9**	**25.3**	**27.6**	**27.6**	**23.9**	**8.7**
		Yard Waste (collected) ⇒	**0.1**	**0.2**	**1.3**	**3.1**	**2.3**	**2.6**	**3.5**	**3.1**	**1.8**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
		Scale Traffic ⇒	**146.8**	**111.7**	**135.6**	**134.8**	**125.7**	**125.1**	**139.8**	**112.5**	**90.5**	**28.2**	**100.4**	**91.9**	**106.9**	**122.3**	**123.4**	**131.2**	**124.1**	**119.7**	**106.2**	**38.0**

Private

Garbage		Res Collect	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Com Collect	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Organics		Res Collect	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Com Collect	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Total ⇒	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NRDS - 2030 Daily Tonnage and Trips

Recycle Area	Material	Tonnage						Trips					
		Average Day		Peak Month Day		Peak Day		Annual		Peak Month Day		Peak	
		weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend
Recycle	Traditionals	7.6	20.3	8.2	21.7	19.8	39.4	33.7	131.1	34.8	134.8	101.1	248.5
	metals	8.3	22.1	8.9	23.6	21.6	43.0	36.7	143.0	38.0	147.0	110.3	271.0
Reuse	Reuse	9.9	7.8	11.6	9.2	16.0	12.3	20.3	24.8	24.1	29.5	33.0	38.8
CDL	Source Separated	21.9	13.7	29.2	18.0	52.1	31.9	44.4	39.7	59.4	52.4	105.6	90.3
	Commingled	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Garbage	Self-haul	81	64	95	75	131	100.4	166.6	203.0	197.1	241.4	270.5	317.9
	Commingled CDL	122	79	160	102	274	172.0	207.7	184.9	277.1	243.7	489.9	417.7
	Collected	328	166	353	178	422	166.1	54.0	29.7	58.0	32.0	69.4	29.7
Organics	Self-haul	19	23	26	31	38	47.2	70.7	102.5	96.8	142.4	145.1	212.1
	Collected	81	0	121	0	121	0.0	12.4	0.0	18.5	0.0	18.4	0.0

SRDS - 2030 Daily Tonnage and Trips

Recycle Area	Material	Tonnage						Trips					
		Average Day		Peak Month Day		Peak Day		Annual		Peak Month Day		Peak	
		weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend	weekday	weekend
Recycle	Traditionals	11.7	31.1	12.5	33.3	30.4	60.6	51.7	201.2	53.5	206.9	155.2	381.4
	Metals	10.1	26.8	10.8	28.7	26.2	52.3	44.6	173.7	46.1	178.6	134.0	329.2
Reuse	Reuse	24.2	19.0	28.5	22.5	39.1	30.0	49.8	60.6	58.9	72.1	80.8	95.0
CDL	Source Separated	57.1	31.6	80.1	44.2	155.5	88.6	115.0	85.7	162.1	121.7	313.5	240.4
	Commingled	60.2	44.2	72.9	53.3	107.3	76.2	82.2	88.9	101.5	108.8	153.9	156.4
Garbage	Self-haul	93.1	73.3	109.7	86.8	150.3	115.5	191.5	233.3	226.6	277.5	310.9	365.5
	Commingled CDL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Collected	1,016.4	514.2	1,096.1	554.5	1,309.5	514.2	162.1	89.6	174.7	96.6	208.8	89.6
Organics	Self-haul	18.8	23.0	25.5	31.5	38.0	47.2	70.7	102.5	96.8	142.4	145.1	212.1
	Collected	81.4	0.0	121.4	0.0	120.7	0.0	12.4	0.0	18.5	0.0	18.4	0.0

Private - 2030 Daily Tonnage and Trips

Garbage	Collected	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Organics	Collected	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NRDS - 2030 Summary

Recycle Area	Material	Annual Tonnage	Weekday Summary														Weekend Summary											
			Incoming Quantities		Recovered	Disposed	Avg	# of	90%	# of	95%	# of	100%	# of	Peak	# of	Incoming Quantities		Recovered	Disposed	Avg	# of	90%	# of	95%	# of	100%	# of	Peak	# of
			tons	volume (CY)	tons	tons	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls	tons	volume (CY)	tons	tons	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls
Recycle	Traditionals	4,035	19.8	—	2.3	17.5	9	1	12	1	12	2	13	2	27	3	39.4	—	4.5	34.9	36	3	45	4	46	4	48	5	67	6
	metals	4,401	21.6	216.1	6.2	15.4											43.0	430.3	4.9	38.1										
Reuse	Reuse	3,342	16.0	127.7	2.3	13.7	2	1	3	1	3	1	4	1	4	1	12.3	98.0	1.8	10.5	3	1	4	1	4	1	4	1	5	1
Tip	CDL (self-haul)	46,763	52.1	173.7	8.9	43.2	6	2	8	2	8	2	9	2	14	3	31.9	106.2	5.5	26.4	5	1	6	2	6	2	7	2	11	3
	Rec/Reuse Waste	10,396	46.6	266.5	0.0	46.6											83.5	477.1	0.0	83.5										
	Garbage (self-haul)	16,994	404.7	2,312.3	0.0	404.7	47	10	63	13	64	13	70	15	98	20	272.4	1,556.7	0.0	272.4	48	10	61	13	61	13	64	13	91	19
	Garbage (collected)	101,651	421.8	1,405.9	0.0	421.8	18	3	23	3	24	3	26	4	23	3	166.1	553.7	0.0	166.1	13	2	16	2	16	3	17	3	13	2
	Organics (self-haul)	7,200	38.0	253.6	38.0	0.0	9	2	12	3	12	3	13	3	18	4	47.2	314.5	47.2	0.0	13	3	17	4	17	4	18	4	28	6
	Organics (collected)	21,000	120.7	536.6	120.7	0.0	2	1	3	1	3	1	3	1	4	1	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
Recyce/Reuse (no waste) =>		11,779	57	344	11	47	11	2	15	2	15	3	17	3	31	4	95	528	11	83	39	4	49	5	49	5	52	6	72	7
Total Waste (no organics) =>		165,408	879	3,892	9	870	71	15	94	18	95	18	105	21	135	26	470	2,217	5	465	65	13	83	17	83	18	88	18	115	24
Organics =>		28,200	159	790	159	0	11	3	15	4	15	4	17	4	22	5	47	315	47	0	13	3	17	4	17	4	18	4	28	6
TOTAL INCOMING =>		205,387	1,095	5,026	178	916	94	20	124	24	126	25	138	28	188	35	612	3,059	64	548	117	20	149	26	150	27	159	28	215	37
Reocurring Waste =>		10,396	47	267	0	47	0	0	0	0	0	0	0	0	0	0	83	477	0	83	0	0	0	0	0	0	0	0	0	0
TIP BUILDING TOTAL =>		204,004	1,084	4,949	168	916	82	18	109	22	110	22	121	25	157	31	601	3,008	53	548	78	16	100	21	101	22	106	22	143	30

SRDS - 2030 Summary

Recycle Area	Material	Annual Tonnage	Weekday Summary														Weekend Summary											
			Incoming Quantities		Recovered	Disposed	Daily	# of	90%	# of	95%	# of	100%	# of	Peak	# of	Incoming Quantities		Recovered	Disposed	Daily	# of	90%	# of	95%	# of	100%	# of	Peak	# of
			tons	volume (CY)	tons	tons	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls	tons	volume (CY)	tons	tons	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls	Trips	stalls
Recycle	Traditionals	6,194	30.4	—	11.2	19.2	12	2	16	2	17	2	18	2	37	4	60.6	—	22.3	38.3	49	5	62	6	62	6	66	6	92	8
	metals	5,347	26.2	262.5	16.3	10.0											52.3	522.7	32.4	19.9										
Reuse	Reuse	8,182	39.1	312.5	5.1	34.0	8	2	8	2	8	2	9	2	10	2	30.0	240.0	3.9	26.1	7	2	9	2	9	2	10	3	12	3
Tip	CDL (self-haul)	38,024	262.8	876.1	168.1	94.7	26	6	35	7	35	8	39	8	63	13	164.8	549.4	105.4	59.4	22	5	28	6	28	6	30	6	50	11
	Rec/Reuse Waste	13,695	63.2	361.2	0.0	63.2											84.3	481.6	0.0	84.3										
	Garbage (self-haul)	17,790	150.3	859.0	0.0	150.3	23	5	31	7	31	7	35	7	38	8	115.5	659.8	0.0	115.5	29	6	36	8	37	8	39	8	45	9
	Garbage (collected)	314,678	1,309.5	4,365.0	0.0	1,309.5	47	6	60	8	61	8	66	9	61	8	514.2	1,713.9	0.0	514.2	36	5	46	6	46	6	50	7	36	5
	Organics (self-haul)	7,200	38.0	253.6	38.0	0.0	9	2	12	3	12	3	13	3	18	4	47.2	314.5	47.2	0.0	13	3	17	4	17	4	18	4	28	6
	Organics (collected)	21,000	120.7	536.6	120.7	0.0	2	1	3	1	3	1	3	1	4	1	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0
Recyce/Reuso (no waste) =>		19,722	96	575	33	63	18	4	24	4	25	4	27	4	47	6	143	763	59	84	56	7	71	8	72	8	76	9	104	11
Total Waste (no organics) =>		370,491	1,723	6,100	168	1,555	96	17	126	22	128	23	140	24	161	29	794	2,923	105	689	86	16	110	20	110	20	119	21	131	25
Organics =>		28,200	159	790	159	0	11	3	15	4	15	4	17	4	22	5	47	315	47	0	13	3	17	4	17	4	18	4	28	6
TOTAL INCOMING =>		418,414	1,977	7,466	359	1,618	126	24	165	30	168	31	184	32	230	40	984	4,000	211	773	155	26	198	32	199	32	212	34	262	42
Reocurring Waste =>		13,695	63	361	0	63	0	0	0	0	0	0	0	0	0	0	84	482	0	84	0	0	0	0	0	0	0	0	0	0
TIP BUILDING TOTAL =>		412,386	1,945	7,251	327	1,618	108	20	141	26	143	27	157	28	183	34	926	3,719	153	773	99	19	127	24	127	24	137	25	158	31

Private - 2030 Daily Tonnage and Trips

Recycle Area	Material	Annual Tonnage
	Garbage	0
	Organics	0

Year 2030 Self-Haul Tonnage

Material		Incoming RDS Self-Haul Tonnage					Material Flow			
			NRDS		SRDS		NRDS		SRDS	
Group	Type	Total	Lg Trucks	Trucks/Cars	Lg Trucks	Trucks/Cars	recovered	disposed	recovered	disposed
Garbage	Other	47,124	4,677	17,524	4,677	20,247	---	66,095	---	49,031
Paper	Newspaper	269	7.0	108.6	7.0	145.9	30.3	85.3	42.7	110.3
	OCC/Kraft	3,606	94.0	1,477.4	94.0	1,940.2	199.5	1,372.0	1,682.3	351.9
	Mixed Low Grade	2,100	53.7	599.5	53.7	1,392.6	99.5	553.7	240.1	1,206.2
Plastics	Bottles/tubs	456	11.7	137.1	11.7	295.4	41.1	107.7	92.1	215.0
	Film/bags	1,149	30.8	677.0	30.8	410.4	0.0	707.7	220.6	220.6
	Polystyrene Insulation	331	8.6	129.5	8.6	184.5	0.0	138.2	0.0	193.1
	Tyvek	2	1.1	0.0	1.1	0.0	0.0	1.1	0.0	1.1
	Fib'glass Ceiling Panel	38	18.9	0.0	18.9	0.0	0.0	18.9	0.0	18.9
Glass	mixed	555	14.9	345.4	14.9	179.3	112.3	248.1	63.1	131.1
	other glass	2,324	59.0	560.6	59.0	1,645.2	15.7	604.0	47.7	1,656.5
Metals	Alum. Cans	74	1.9	30.3	1.9	39.4	9.1	23.1	12.4	28.9
	Other Aluminum	191	5.0	90.5	5.0	90.8	0.0	95.5	0.0	95.9
	Other non- ferrous	177	4.5	35.5	4.5	132.1	2.1	37.8	8.2	128.4
	Tin food cans	87	2.2	22.0	2.2	60.8	12.8	11.5	36.6	26.5
	Other ferrous	4,754	125.2	2,286.0	125.2	2,217.5	1,335.0	1,076.2	2,096.8	246.0
	Mixed Metals	5,003	130.0	1,937.2	130.0	2,806.2	0.0	2,067.1	1,321.3	1,614.9
	Galvanized Steel	153	76.7	0.0	76.7	0.0	0.0	76.7	57.5	19.2
	Insulated wire/cable	34	17.0	0.0	17.0	0.0	0.0	17.0	4.2	12.7
Reuse	Furniture	8,145	209.5	2,609.9	209.5	5,116.0	391.5	2,427.9	532.5	4,792.9
	Mattresses	3,145	79.0	530.1	79.0	2,456.8	106.0	503.1	507.2	2,028.7
	Small appliances	854	21.7	202.2	21.7	608.7	30.3	193.5	63.0	567.4
	Large appliances	60	30.2	0.0	30.2	0.0	0.0	30.2	1.5	28.7
CDL-Wood	Dim Lumber	19,693	523.8	10,761.3	523.8	7,884.0	1,937.0	9,348.1	7,239.2	1,168.7
	Untreated Other	1,869	48.2	626.9	48.2	1,145.4	112.8	562.2	802.0	391.5
	Demo/mixed Lumber	5,968	155.8	2,516.4	155.8	3,140.1	452.9	2,219.3	2,214.8	1,081.1
	Treated	16,379	437.9	9,515.7	437.9	5,987.9	1,712.8	8,240.8	5,005.7	1,420.1
	Pallets and Crates	2,459	64.5	1,101.4	64.5	1,228.8	198.3	967.6	1,179.5	113.8
CDL-Other	New Gypsum	8,430	230.1	6,117.7	230.1	1,852.3	1,835.3	4,512.5	624.7	1,457.7
	Composite roofing	1,960	51.7	971.4	51.7	884.7	806.3	216.9	777.2	159.2
	Aggregate/Brick	5,452	142.5	2,321.0	142.5	2,846.5	0.0	2,463.5	0.0	2,988.9
	Mattresses	3,145	79.0	530.1	79.0	2,456.8	0.0	609.1	1,267.9	1,267.9
	Carpet	8,231	219.9	4,747.2	219.9	3,043.8	0.0	4,967.2	1,631.9	1,631.9
Total Tonnage (Annual)		151,072	7,554	67,982	7,554	67,982	**9,441**	**110,599**	**27,773**	**74,407**
Yard Waste	Yard Waste only	15,000	300	7,200	300	7,200	**7,500**	**0**	**7,500**	**0**

effective recycle rates		
Material	NRDS	SRDS
Traditionals	11.50%	36.79%
Metals	28.53%	61.95%
Reuse	14.33%	12.96%
CDL	17.14%	63.97%

12.5% **<= % recycled at NRDS (excluding Yard Waste)**
36.8% **<= % recycled at SRDS (excluding Yard Waste)**
24.6% **<= % recycled/reused Systemwide (excluding Yard Waste)**

Summary of Vehicle Distributions and Peak Factors

Vehicle Type	average tons/trip weekday	average tons/trip weekend	% distribution avg annual weekday tonnage	% distribution avg annual weekend tonnage	Distribution (tonnage)	Monthly Peak % of annual	% peak month distribution weekday tonnage	% peak month distribution weekend (tonnage)	Weekday Peak trip Factor	Weekend Peak trip Factor
Rec-car	0.05	0.03	48.9%	51.1%	12.5%	0.0%	3.39%	3.56%	3.4	1.86
Rec-truck	0.46	0.38	48.8%	51.2%	87.5%	8.0%	3.39%	3.56%	2.48	1.96
G-car	0.189	0.189	52.6%	47.4%	4.2%	27.2%	3.52%	3.44%	1.79	1.42
G-truck	0.510	0.334	77.3%	22.7%	95.8%	17.6%	3.52%	3.44%	1.61	1.59
WW-car	0.100	0.100	54.3%	45.7%	0.55%	102.8%	3.52%	3.89%	3.21	3.51
WW-truck	0.505	0.391	82.6%	17.3%	99.45%	41.6%	3.53%	3.67%	2.8	2.93
YW car	0.129	0.129	49.8%	50.2%	5.05%	68.0%	3.14%	3.46%	2.82	2.32
YW truck	0.278	0.239	68.4%	31.6%	94.95%	34.4%	3.14%	3.47%	1.99	2.03
Lg Trucks	4.22	4.22	77.3%	22.7%	100.0%	17.6%	3.52%	3.44%	1.61	1.59
Org-Res (curb)	6.51	6.81	100.0%	0.0%	100.0%	59.0%	4.65%	0%	1.54	0%
Org-Com	7.0	7.0	100.0%	0.0%	100.0%	0.0%	4.65%	0%	1.2	0%
Res-Coll-Garb	6.94	6.26	83.3%	16.7%	100.0%	9.0%	3.88%	0.77%	1.3	1
Com-Coll-Garb	5.86	5.41	83.3%	16.7%	100.0%	7.0%	3.88%	0.77%	1.28	1
transfer trucks	28	28	76.3%	23.7%	100.0%	80.0%			1.2	1.2
OD Garbage	7.0	7.0	83.3%	16.7%	100.0%	7.0%	3.88%	0.77%	1.28	1
OD CDL	2.75	2.75	83.3%	16.7%	100.0%	7.0%	3.88%	0.77%	1.28	1
OD YW	6.0	6.0	83.3%	16.7%	100.0%	7.0%	3.88%	0.77%	1.28	1

Assumptions:

1) data taken from Herrera traffic model developed for SPU in 2001 (original source - Heffron study 1999 - Table A-1)
2) 102 weekend days (closed 2 weekend days)
3) 258 weekdays (closed 3 weekdays on average)
4) 5 number of days station is closed to incoming traffic
5) 5 min - Stall unloading time for Customers with traditional recyclables
6) 12 min - Stall unloading time for Customers at tipping floor
7) 7.5 min - Stall unloading time for collected trucks
8) 40 sec - average inbound scale time all vehicles
9) 70 sec - average outbound scale time self-haul
10) 40 sec - average outbound scale time contract collected
11) 20 ft - average length on vehicle in queue

Adjusted Peak Factors for Existing Incoming Trip Conditions

100 % observations	All waste streams	Self Haul Only
weekday	1.405	1.494
weekend	1.358	1.355
Bottom 95% observations		
weekday	1.292	1.359
weekend	1.280	1.282
Bottom 90% Observations		
weekday	1.262	1.340
weekend	1.270	1.275

Assumptions:

1) data for Peaks provided by SPU (Jenny and Tiva on May 5, 2003)
2) "all waste stream" includes self haul and contractor trips
3) Peaking factors represent an average factor for all combined vehicle types

Material Composition and Recovery Rates for Each Commodity

	NRDS	SRDS		
Is there a Commingled Tipping Floor (no/yes) ?	No	yes	0	1
What type of recycling is @ RDS ?	Enhanced	Com Target		
What is the Reuse Facility (none, drop-off, or retail) ?	drop-off	retail		

Material		Composition			Recycle/Reuse Recovery Rates (for each facility type)								
Group	Type	NRDS Updated	SRDS Updated	Lg Trucks (NRDS/SRDS Combined)	NRDS (Enhanced)	SRDS (Com Target)	Existing	Enhanced	Small Com	Com Target	Dirty MRF	Reuse - Drop	Reuse - Retail
Paper	Newspaper	0.160%	0.2147%	0.185%	27.9%	27.9%	27.9%	27.9%	27.9%	27.9%	38.7%		
	OCC/Kraft	2.173%	2.8540%	2.488%	13.5%	82.7%	13.5%	13.5%	65.4%	82.7%	82.7%		
	Mixed Low Grade	0.882%	2.0485%	1.422%	16.6%	16.6%	16.6%	16.6%	16.6%	16.6%	29.1%		
Plastics	Bottles/tubs	0.202%	0.4345%	0.310%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	86.0%		
	Film/bags	0.996%	0.6037%	0.814%	0.0%	50.0%			50.0%	50.0%	50.0%		
	Polystyrene Insulation	0.191%	0.2714%	0.228%	0.0%	0.0%					50.0%		
	Tyvek			0.030%	0.0%	0.0%					20.0%		
	Fiberglass Ceiling Panel			0.500%	0.0%	0.0%					50.0%		
Glass	mixed	0.508%	0.2638%	0.395%	32.5%	32.5%	32.5%	32.5%	32.5%	32.5%	73.0%		
	other glass	0.825%	2.4200%	1.563%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%		
Metals	Alum. Cans	0.045%	0.0580%	0.051%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	86.0%		
	Other Aluminum	0.133%	0.1336%	0.133%	0.0%	0.0%					80.0%		
	Other non- ferrous	0.052%	0.1943%	0.118%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	81.2%		
	Tin food cans	0.032%	0.0894%	0.059%	58.0%	58.0%	58.0%	58.0%	58.0%	58.0%	95.8%		
	Other ferrous	3.363%	3.2619%	3.316%	58.4%	89.5%	58.4%	58.4%	70.0%	89.5%	95.0%		
	Mixed Metals	2.850%	4.1278%	3.441%	0.0%	45.0%				45%	65%		
	Galvanized Steel			2.030%	0.0%	75.0%				75%	80%		
	Insulated wire/cable			0.450%	0.0%	25.0%				25%	35%		
Reuse	Furniture	3.839%	7.5255%	5.546%	15.0%	10.0%						15%	10%
	Mattresses	0.780%	3.6139%	2.092%	20.0%	20.0%						20%	20%
	Small appliances	0.297%	0.8954%	0.574%	15.0%	10.0%						15%	10%
	Large appliances			0.800%	5.0%	5.0%						5%	5%
CDL-Wood	Dim Lumber	15.830%	11.5972%	13.870%	18.0%	86.1%	18.0%	18.0%	86.1%	86.1%	90.2%		
	Untreated Other	0.922%	1.6848%	1.275%	18.0%	67.2%	18.0%	18.0%	67.2%	67.2%	67.2%		
	Demo/mixed Lumber	3.702%	4.6189%	4.126%	18.0%	67.2%	18.0%	18.0%	18.0%	67.2%	67.2%		
	Treated	13.997%	8.8081%	11.594%	18.0%	77.9%		18.0%	18.0%	77.9%	77.9%		
	Pallets and Crates	1.620%	1.8076%	1.707%	18.0%	91.2%		18.0%	18.0%	91.2%	87.7%		
CDL-Other	New Gypsum	8.999%	2.7247%	6.094%	30.0%	30.0%		30.0%		30.0%	51.0%		
	Composite roofing	1.429%	1.3013%	1.370%	83.0%	83.0%		83.0%	83.0%	83.0%	83.0%		
	Aggregate/Brick	3.414%	4.1871%	3.772%	0.0%	0.0%					40.0%		
	Mattresses	0.780%	3.6139%	2.092%	0.0%	50.0%				50%	70%		
	Carpet	6.983%	4.4774%	5.823%	0.0%	50.0%				50.0%	80.0%		
		10%	29%	33%									

Average Densities

Traditionals	not needed		
metals	200 lbs/CY	0.1 tons/CY	
Reuse	250 lbs/CY	0.125 tons/CY	(mix of metals, wood, garbage type tonnages)
CDL	600 lbs/CY	0.3 tons/CY	(260 wood, 450 gypsum, 1000 comp roofing, 1500 aggregate mix)
Garbage (Misc) - Self Haul	350 lbs/CY	0.175 tons/CY	
Garbage - Collected	600 lbs/CY	0.3 tons/CY	
Yard Waste	300 lbs/CY	0.15 tons/CY	
Food Waste	850 lbs/CY	0.425 tons/CY	
Commingled YW/FW	450 lbs/CY	0.225 tons/CY	(approx 4:1 ratio)

Input Parameters for SEPA Evaluation -

% large trucks for SH garbage	10%
% large trucks with SH YW	4%
% large SH trucks to RDS with CDL	50%

Material and Delivery type	Generated Tonnage 2008	2012	2020	2030	Tonnage Split NRDS	SRDS	IMF	Private
Residential Garbage	131,210	135,013	144,299	154,986	15%	85%	0%	0%
Commercial Garbage	201,490	205,235	230,130	261,342	30%	70%	0%	0%
Self Haul - Total								
SH & OD Garbage Total	113,246	103,813	120,041	151,072				
Large Trucks	11,325	10,381	12,004	15,107	50%	50%	0%	0%
Trucks/Cars	101,921	93,432	108,037	135,965	50%	50%		
On Demand Garbage (in Packers)	0	0	0	0	50%	50%		
On Demand Recy (in FB Trucks)					50%	50%		
Self Haul Yard Waste	15,000	15,000	15,000	15,000				
Large Trucks	600	600	600	600	50%	50%	0%	0%
Trucks/Cars	14,400	14,400	14,400	14,400	50%	50%		
On Demand YW	0	0	0	0	50%	50%		
Residential Organics (YW/FW)	35,000	35,000	35,000	35,000	50%	50%	0%	0%
Commercial Organics (FW)	7,000	7,000	7,000	7,000	50%	50%	0%	0%
Total Check	350,200			433,828				
NRDS	165,252			205,687				
SRDS	337,695			418,714				
	502,946			624,400				

References

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