

# North Transfer Station Rebuild

Carr Place North  
Street Vacation

Seattle  
 Public  
Utilities

# Design Commission Schedule

September 2006	Solid Waste Transfer Master Plan, Intermodal Facility
October 2007	Master Plan update
December 2010	Review North Transfer alternative design concepts
June 2011	Review North Transfer tentatively selected concept
November 2012	Urban Design Merit, Carr Place N Street Vacation
February 2013	Public Benefit, Carr Place N Street Vacation
TBD	Seek input on 30% design package
TBD	60% design update
TBD	90% design update



## Design Commission Recommendations

December 2010 Meeting:

- ✓ Think outside the box when designing edges, mixed community amenities and connections
- ✓ Develop a more robust story involving the community
- ✓ Develop community amenities that rival the engineering and technical aspects of the facility
- ✓ Carefully consider how to use innovation and imagination to design for the future
- ✓ Consider celebrating the waste process in the siting and build-out strategies
- ✓ Consider how the separated aspects of the design could be more connected
- ✓ Design vibrant edges, so that edges are not simply buffers. Carr Place N. parking lot provides opportunities for a great and perhaps innovative community amenity
- ? Create opportunities for active, pedestrian friendly street fronts
- ✓ Think about future programming and site phasing
- ✓ Do what's best for long-term Seattle rather than looking just at budgets, complexities of rezoning, or other short-term concerns
- ? Reduce the number of stalls on-site as there appears to be ample parking in neighborhood

## Design Commission Recommendations

June 2011 Meeting:

- ✓ Include the artist as part of the design team
- ✓ Return to the community to discuss the programming of open spaces
- (-) Consider adding a building and a variety of programming to create a vibrant active edge that fits into the neighborhood
- (-) Study the proposed setback in Woodlawn in conjunction with the scale of the whole neighborhood and its amenities
- (-) Add an urban designer to help the team think creatively about the best use of this setback area and develop a hierarchy of uses
- ✓ Present the architectural elements in the RFQ by using words and not graphics
- ? Incorporate the South Wallingford Plan in the RFQ and its visions for public spaces on this site

## Design Commission Recommendations

November 2012 Meeting:

- ✓ Show the full context of the vacation request: the different options studied
- ✓ Provide context for bicycling
- ✓ Provide more information on sustainability measures and strategies
- ✓ Reevaluate and further detail the public benefit
- (-) Show restraint in the design of the open spaces and number of elements in them
- (-) Consider as public benefits undergrounding the utilities and improvements to the bike network
- ✓ Provide additional detail on the pedestrian crossing design at N. 34<sup>th</sup> and N. 35<sup>th</sup> and make sure these are the most beneficial connections that could be provided in the area
- ✓ Encourage an artist to be involved early in the design, and not just relegated to a single place.

# North Transfer Station Area Map





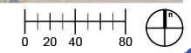
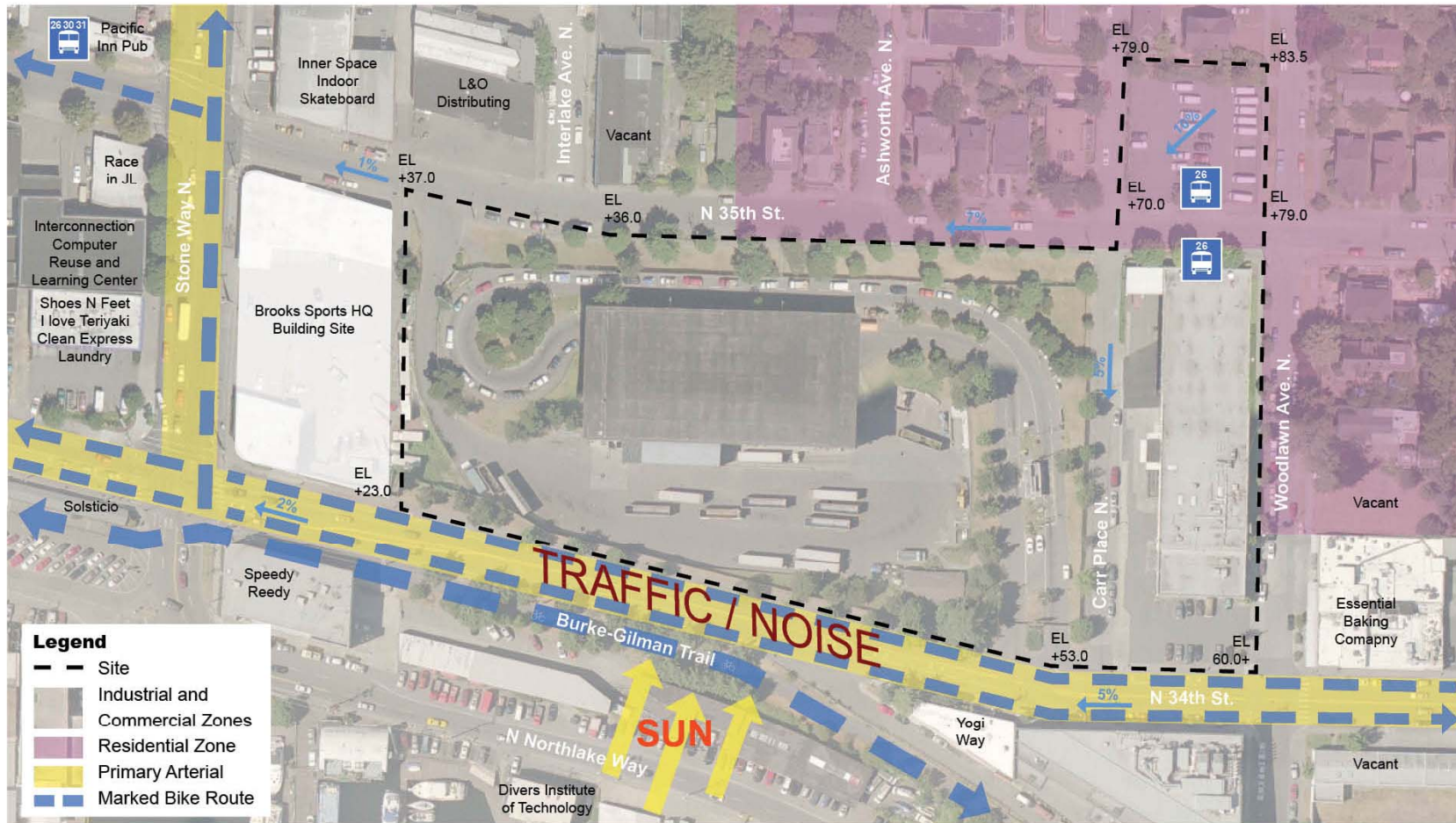
# North Transfer Station Zoning



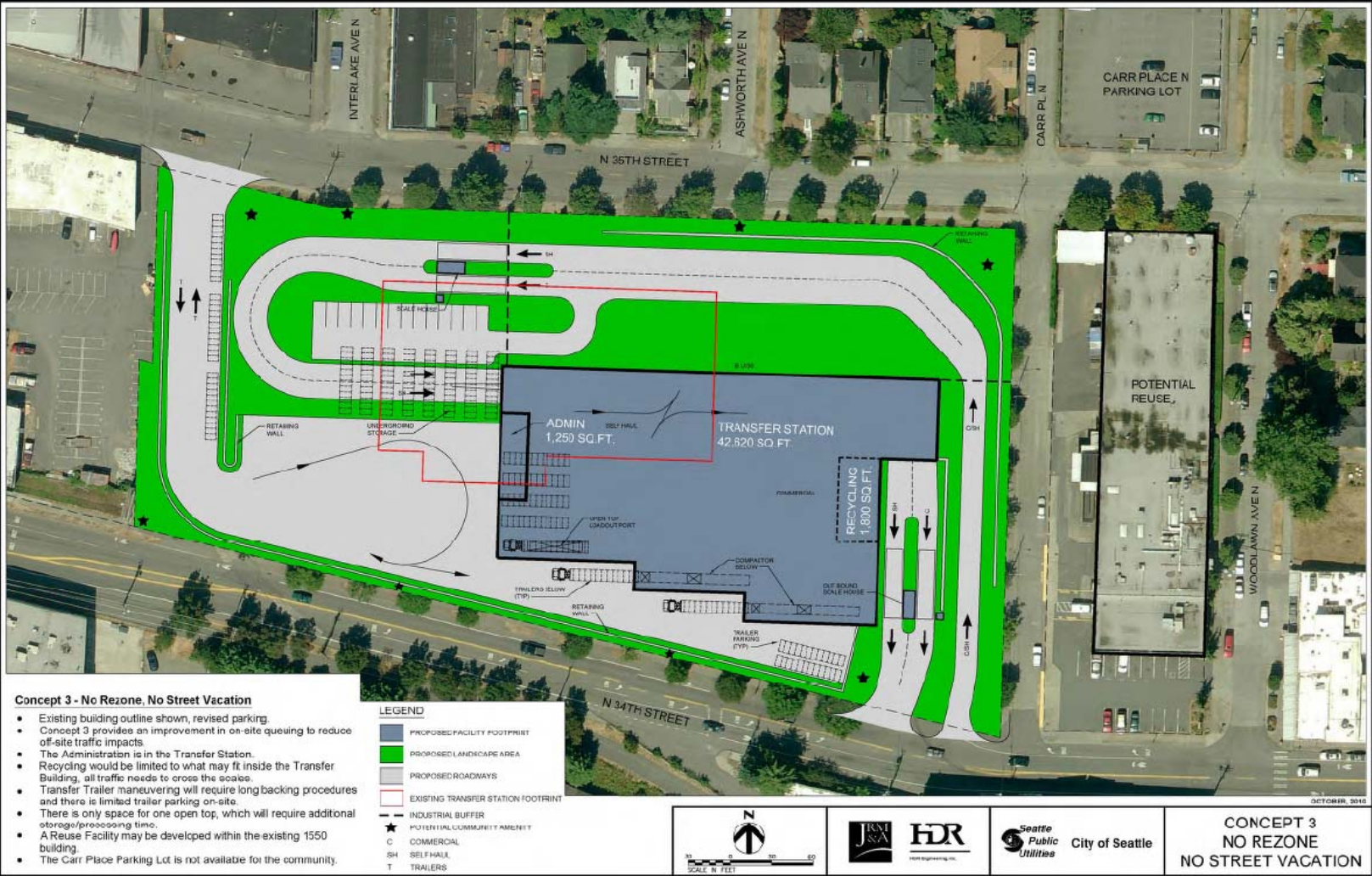
Figure 4. Current uses, land use zoning, and development patterns in the vicinity of the proposed street vacation.



# Existing North Transfer Station



# Alternative to Street Vacation: Concept 3

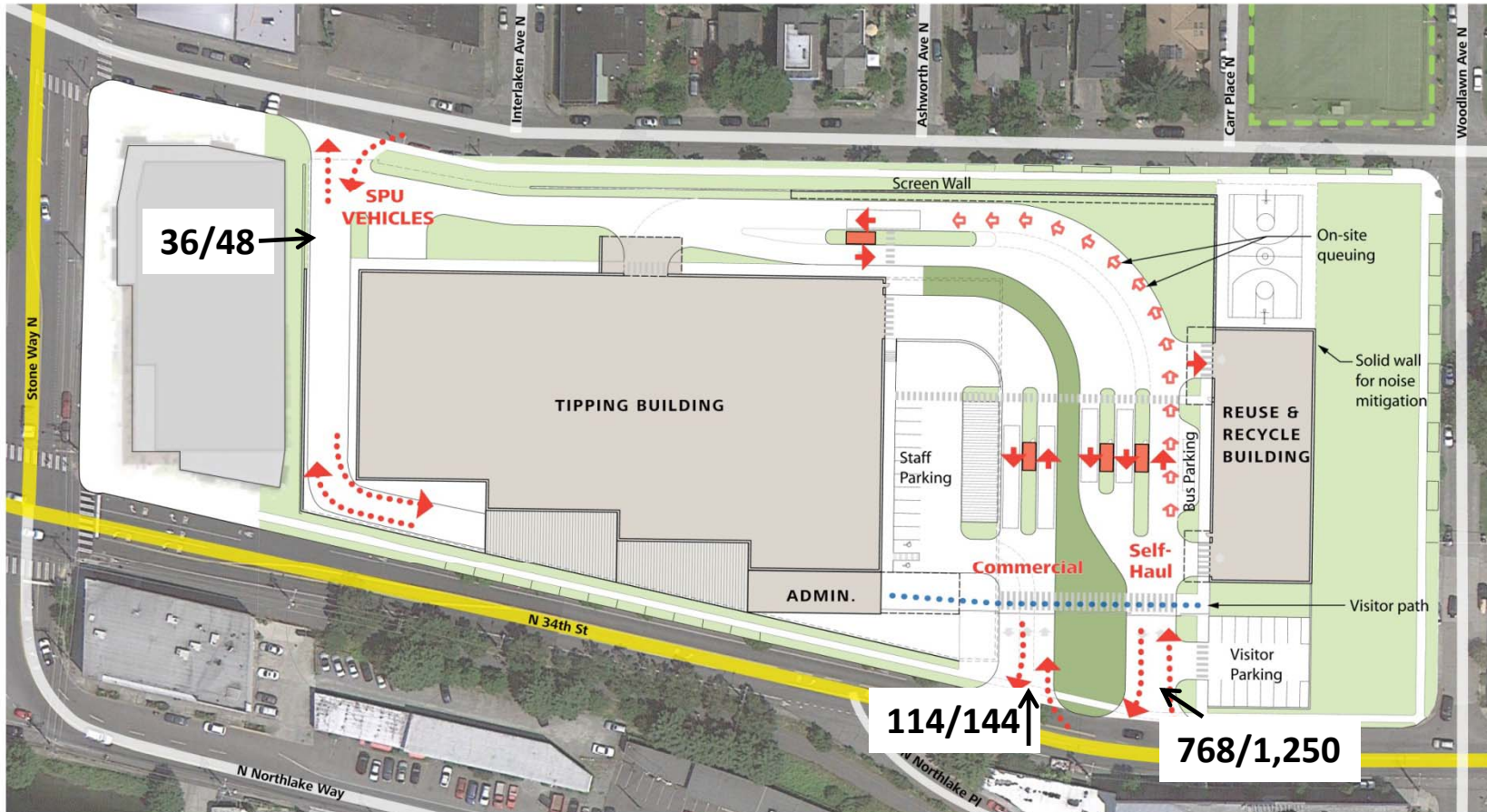


## Concept Comparison

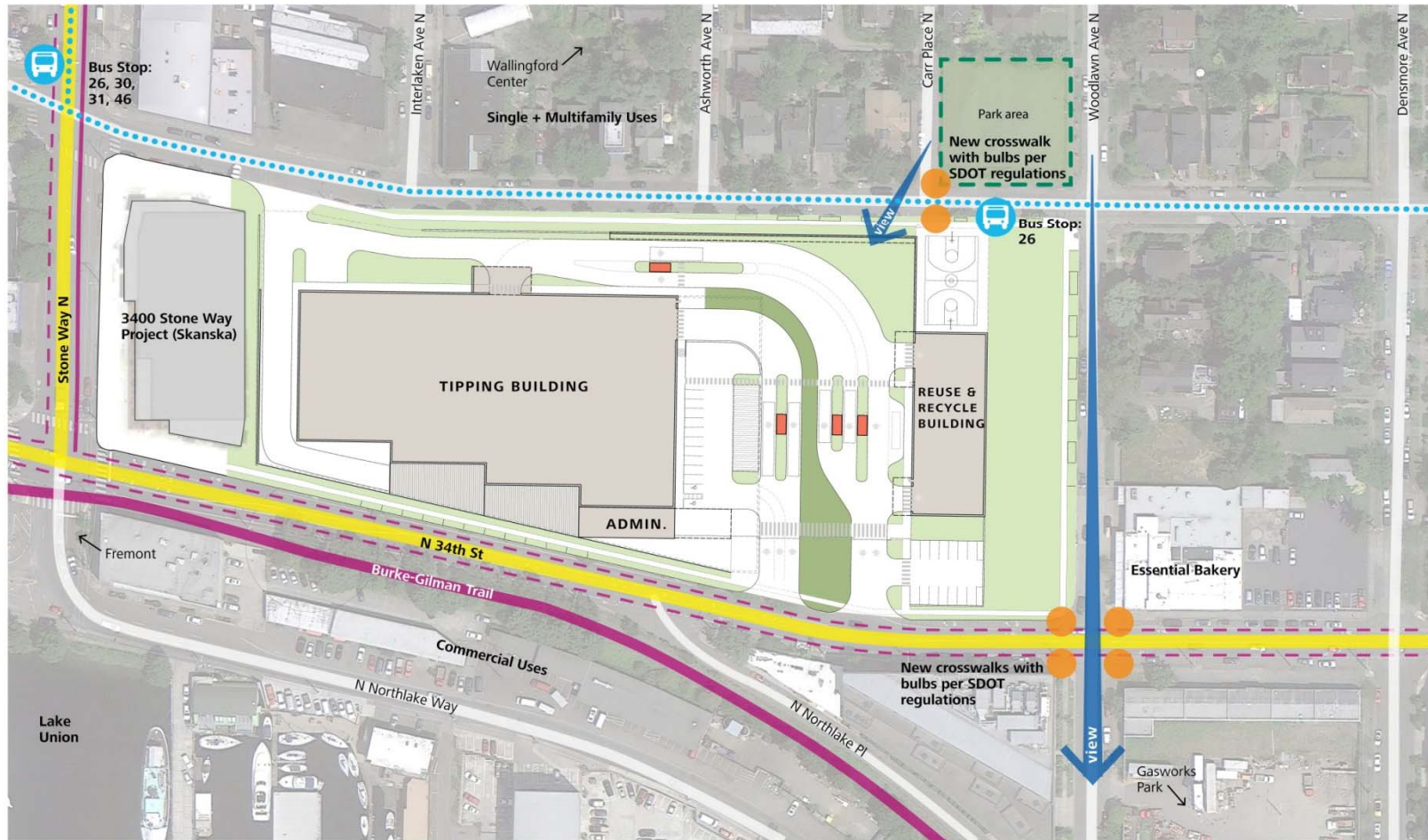
Row	Criterion	Current Station	Concept 3 – No Rezone, No Street Vacation	Concept C (selected concept)
	Number of unloading stalls for commercial and self haul, goal = 25	16	17	23
A.	Offsite Traffic Impacts <ul style="list-style-type: none"> <li>• <b>Meets</b> (achieves goal of onsite traffic queuing 95% of the time)</li> <li>• <b>Moderate</b> (traffic will back up off site for short periods)</li> <li>• <b>Extensive</b> (traffic will back up off site for extended periods)</li> </ul>	<b>Extensive</b>	<b>Moderate</b>	<b>Meets</b>
B.	Separated commercial and self haul <ul style="list-style-type: none"> <li>• <b>Complete</b> (inside and outside)</li> <li>• <b>Partial</b> (separated inside only)</li> </ul>	<b>Partial</b>	<b>Partial</b>	<b>Complete</b>
C.	Major community amenities <ul style="list-style-type: none"> <li>• <b>Included</b> (Carr PI parking lot, viewing gallery, buffer along site perimeter)</li> <li>• <b>None</b> (no street vacation or contract rezone to justify major community amenities)</li> </ul>	<b>None</b>	<b>None</b>	<b>Included</b>
D.	Peak day's storage capability <ul style="list-style-type: none"> <li>• <b>Yes</b> (achieves goal of projected peak day's storage in transfer station)</li> <li>• <b>Limited</b> (meets at least 75% of peak storage capability)</li> <li>• <b>No</b> (does not achieve projected peak day's storage goal)</li> </ul>	<b>No</b>	<b>Limited</b>	<b>Yes</b>
E.	Zero waste goals <ul style="list-style-type: none"> <li>• <b>Yes</b> (provides space for material separation to progress toward Zero Waste objectives)</li> <li>• <b>Limited</b> (limited space for material separation)</li> <li>• <b>No</b> (space does not allow for Zero Waste flexibility)</li> </ul>	<b>No</b>	<b>Limited</b>	<b>Yes</b>
F.	Recycling <ul style="list-style-type: none"> <li>• <b>Preferred</b> (prior to scales to reduce wait time and adequate space for operations)</li> <li>• <b>Not Preferred</b> (limited space for operations and location is after scale so customers will have to wait with MSW customers)</li> </ul>	<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Preferred</b>

# Proposed Concept Queuing

2010 Trips/2050 Trips (per average day)



# Proposed Pedestrian and Cycling Access

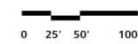


mahlum

OFF-SITE CIRCULATION DIAGRAM  
NORTH TRANSFER STATION  
SEATTLE PUBLIC UTILITIES | 7 FEBRUARY 2013

LEGEND

- Main Arterial
- Multi-use bicycle trail
- On-street bicycle lane
- Bicycle sharrow
- Bus route





Woodlawn Ave N

Ashworth Ave N

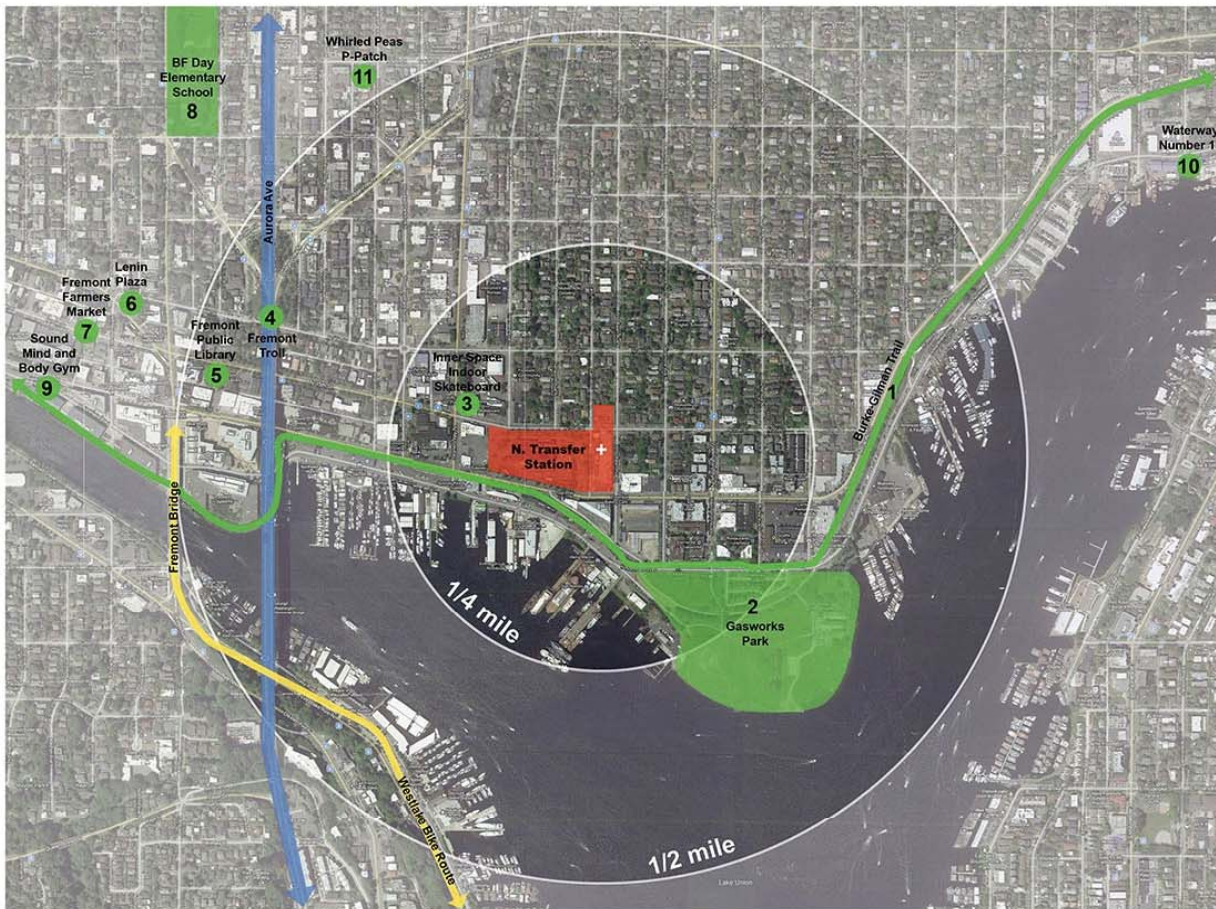
Interlake Ave N

Stone Way N

# Twine with a Twist

## Public Benefits

Seattle  
 Public  
Utilities



### Open Space Inventory

1. Burke-Gilman Trail
  - Multi-use trail
  - Restroom along trail
  - Rest spots and activity areas along trail
  - Bike facility
  - Water access
2. Gasworks Park
  - Event / Open space
  - Trails
  - Concessions
  - Play structure
  - Public restrooms
3. Inner Space Indoor Skateboard
  - Indoor recreation space (fee required)
4. Fremont Troll
  - Public Art
  - Gathering space
5. Fremont Public Library
  - Public Garden
  - Gathering space
6. Lenin Plaza
  - Gathering space (seasonal)
  - Outdoor dining
7. Fremont Farmers Market
  - Gathering space
  - Outdoor dining
8. BF Day Elementary School
  - Playfield
  - Sport courts
9. Sound Mind and Body Gym
  - Indoor recreation space (fee required)
10. Waterway Number 15
  - Water Access
  - Gathering Space
11. Whirled Peas P-Patch
  - Garden Space
  - Gathering Space

North Transfer Station Inventory Map

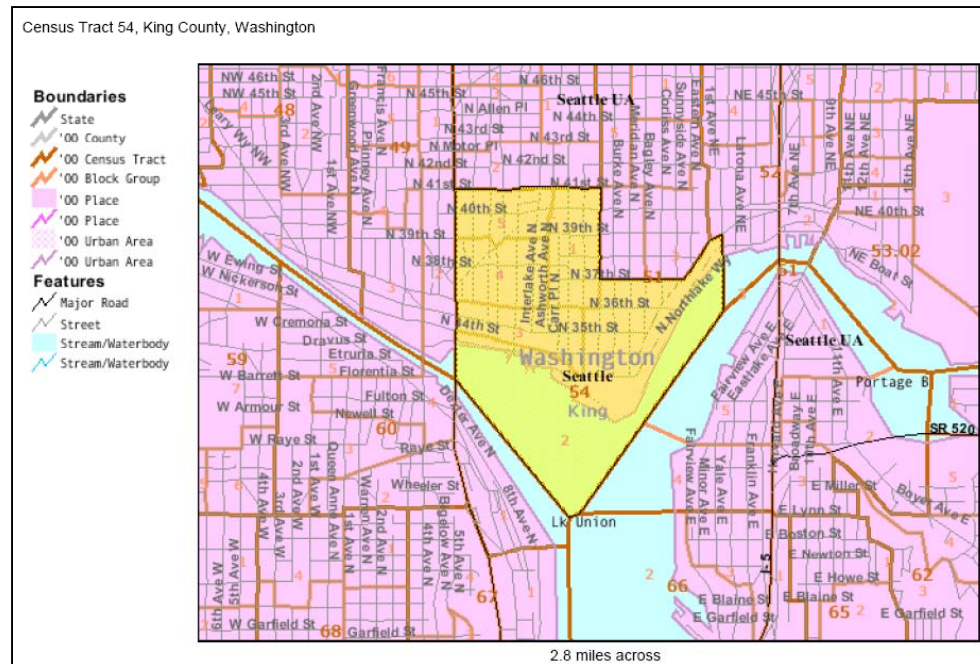


# Demographic Information Summary

## Census Tract 54 (contains North Transfer Station and surrounding community)

### Key trends:

- Population under 18 year old has INCREASED since 2000
- Significantly FEWER people under 18 years of age than the rest of Seattle
- MAJORITY of people in the “young workforce” age – 25 to 44 years of age
- Significantly FEWER people over 65 years of age than the rest of Seattle
- INCREASE in family households since 2000
- Significantly FEWER family households than King County
- If households in this area have children, MOST children are UNDER 6 YEARS OF AGE





## Green Group Members

- Erika Bigelow . . . . . Wallingford Community Council & Neighbor
- Norm Davis . . . . . Neighbor
- Teresa Donovan . . . . .Fremont Community School Administrator
- Allison Hogue . . . . .Wallingford Community Council & Neighbor
- Ted Hunter. . . . .Wallingford Community Council
- Kristin Kildal . . . . . Neighbor & Landscape Architecture Degree
- Guy Peckham . . . . . Former Wallingford Community Council & Architect
- Erik Pihl . . . . .Fremont Neighborhood Council
- Nancy Rottle . . . . .Neighbor & University of Washington Associate Professor of Landscape Architecture
- Kathy Stetz . . . . .Neighbor & Washington State University Master Gardener
- Lori Tang . . . . .Neighbor & Landscape Architecture Degree

## Green Group Workshop 1 – September 8, 2011

- Green Group purpose explained by SPU
- Process of identifying and potential programming elements for the green space around the proposed NTS discussed
- Review of amenities in the vicinity (including park spaces and public gathering spaces)
- Green Group identified their goals, ideas and specific elements of the NTS open space



### Metrics

- Safety
- Security
- Maintenance
- Access
- Constructability
- Budget
- LEED
- Green Factor

### Program Summary

- Educational components
- Active outdoor play area
- Playfield
- Year round interest
- Integrate art
- Perimeter walking/exercise
- P-Patch
- Naturalistic climbing
- Cohesive design through site
- Accentuate views
- Rest areas

# Green Group Workshop 2 – October 3, 2011

- Presented five sketch concepts
- Reviewed surrounding area demographics
- Comments collected on various elements & configurations
- Discussed P-Patch vs. community gardening space

Conceptual Design - Step



Conceptual Design - Swiss



Conceptual Design - Spin



Conceptual Design - Hook



Conceptual Design - Buzz



# Community Open House – October 26, 2011

- Background of Project & Green Group
- Presented two iterations of concepts: “Twine” and “Terrace
- Small Group stations for comments
- Community preference was for the neighborhood feel of “Twine”, especially the children’s natural play area on Carr Place lot

Conceptual Design - Twine



Conceptual Design - Terrace



# Conceptual Design - Twine



# Conceptual Design - Terrace



## Green Group Workshop 3 – November 14, 2011

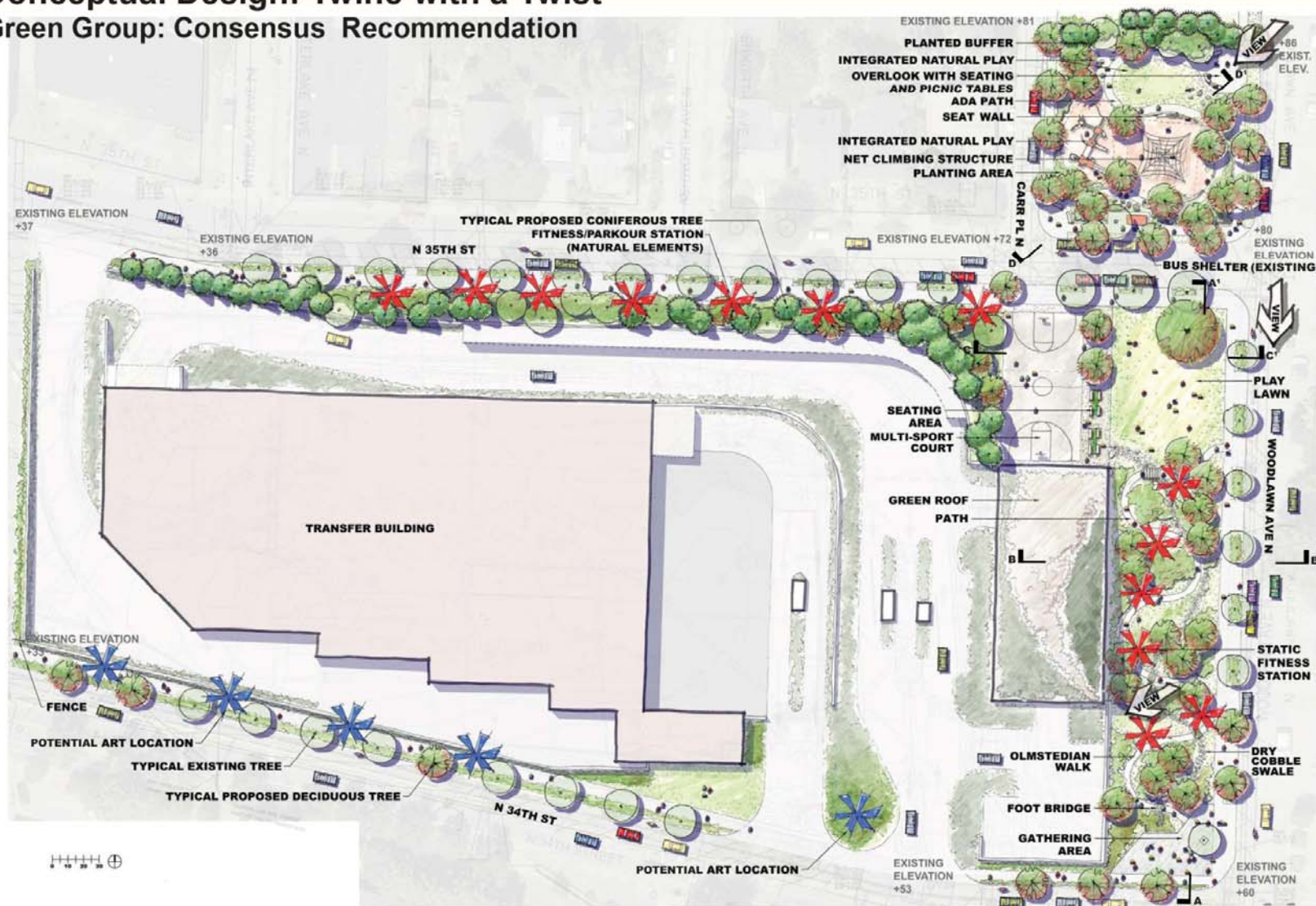
- Presented a review of previous meetings and a final concept entitled “Twine with a Twist”
- Primary design elements discussed were creating a children’s play space, integrating play & fitness elements, and identifying possible curb bulbs location to increase pedestrian safety
- The Green Group came to consensus on their approval of the “Twine with a Twist” concept, a list of specific design parameters for the Carr Place lot, and a design program for the open space around the NTS that formed the basis of agreement with SPU





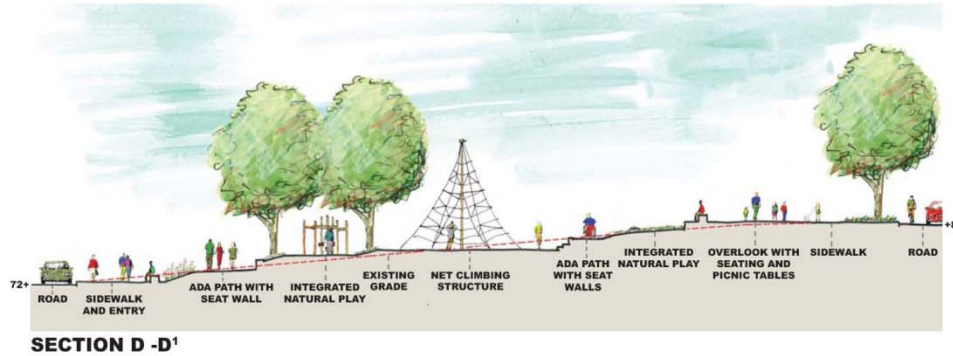
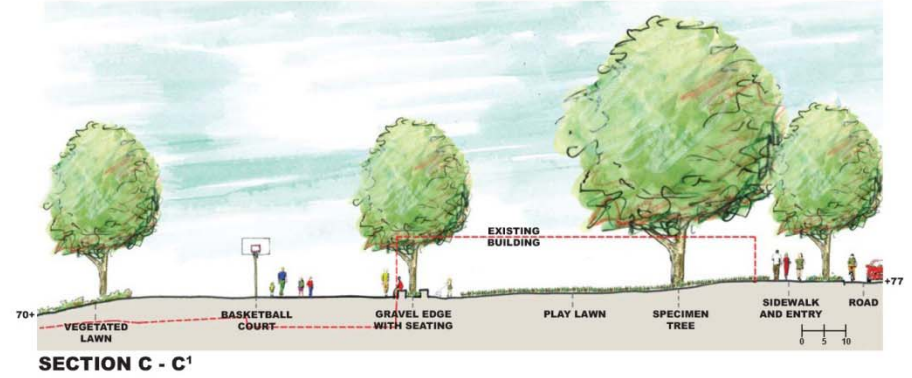
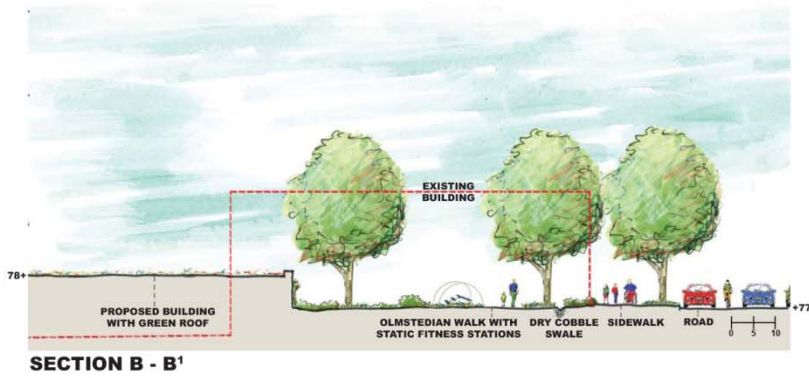
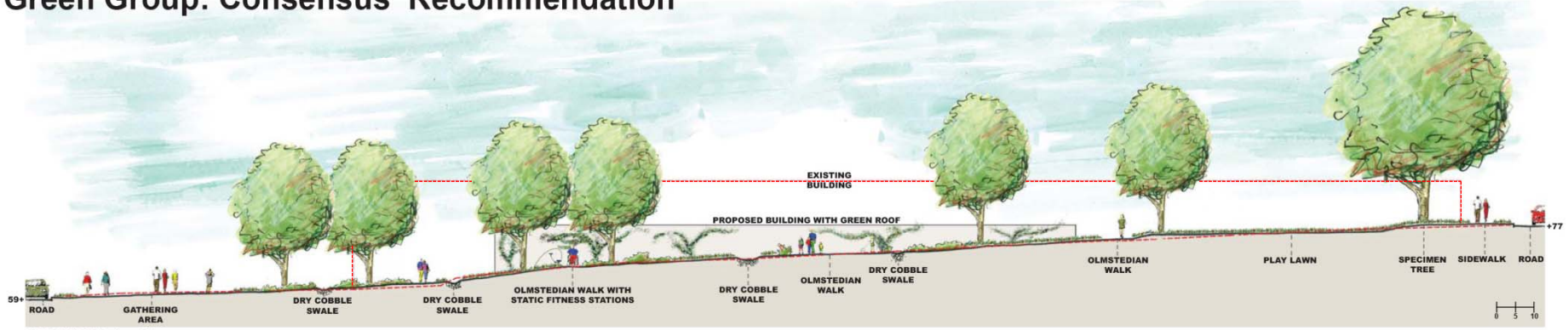
# Conceptual Design: Twine with a Twist

## Green Group: Consensus Recommendation



# Conceptual Design Sections: Twine with a Twist

## Green Group: Consensus Recommendation



## Design Strategy – Partners in Design

### Seattle Design Commission

- Seattle Design Commission Reviews at submittal milestones
- Pre and Post Meetings with SDC Staff

### Artist

- Opportunity to integrate into design

### SDOT & Seattle Parks

- SDOT Landscape Architect
- SDOT Urban Forestry
- Parks Arborist
- Parks Maintenance

## Sustainability Strategy

### Green Factor

- Increased soil depths
- Additional trees & tree preservation
- Focus on drought tolerance

### Public Health

- Integrated fitness & play infrastructure
- Natural play elements
- Parkour fitness consultant



## Viewing and Education Room

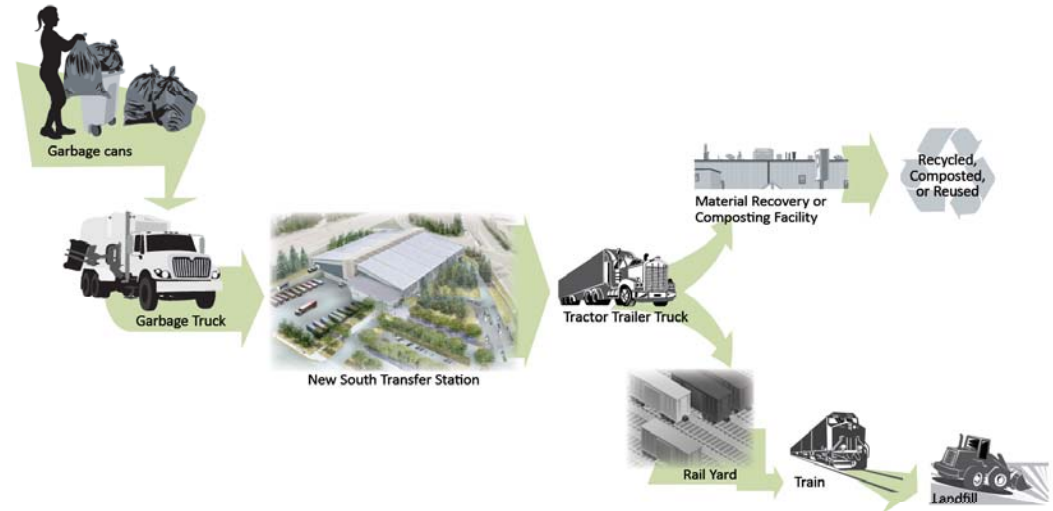
Educational tours for schools and parks visitors

Interactive Exhibits

Informational Diagrams

Fact Sheets for self-guided tours

Art Installations



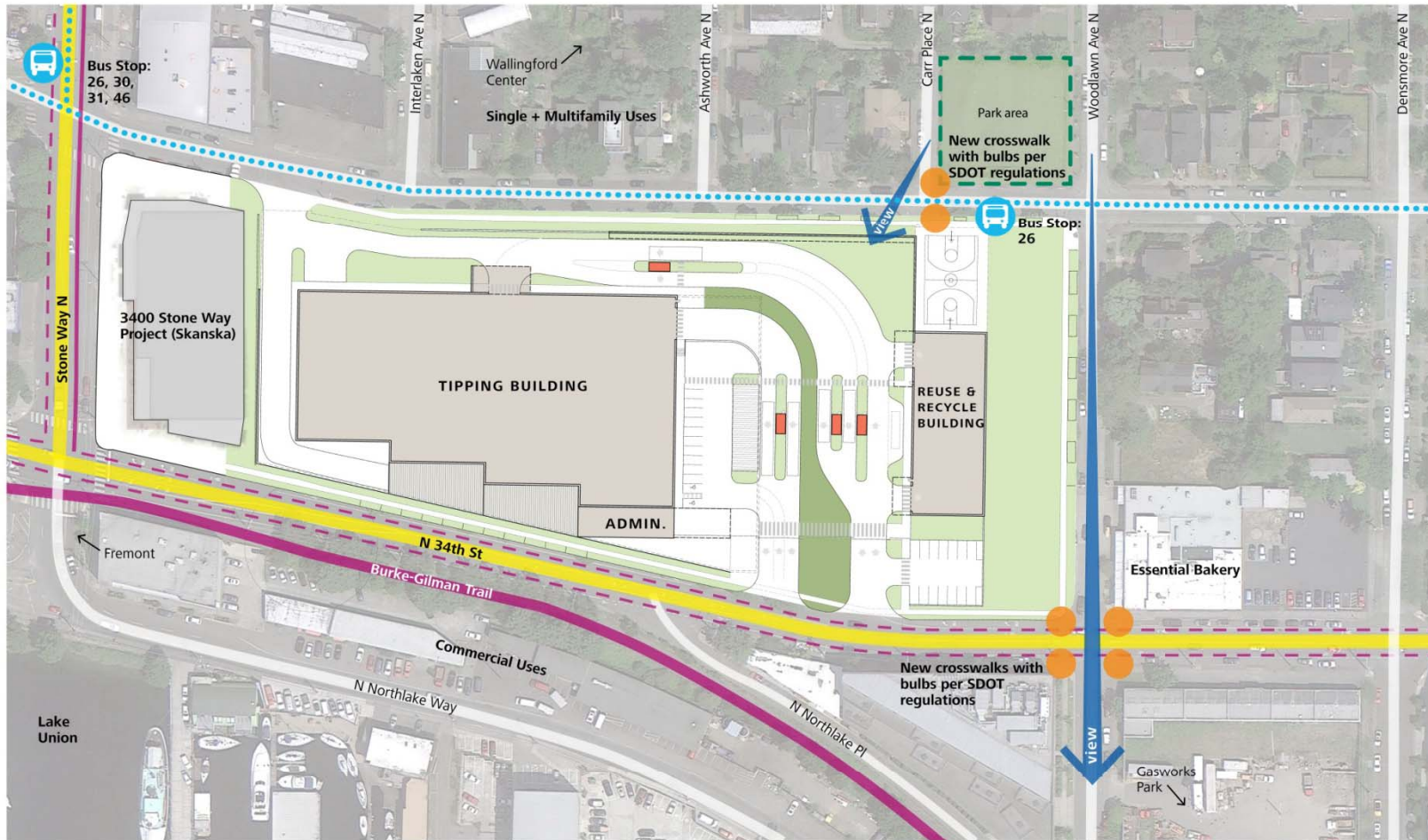
Takeaways:

“Where does it go” –Garbage, Recyclables, Composting

“What can I do at home to reduce garbage?”

“Who works here?”

# Proposed Concept Connectivity



mahlum

OFF-SITE CIRCULATION DIAGRAM  
NORTH TRANSFER STATION  
SEATTLE PUBLIC UTILITIES | 7 FEBRUARY 2013

- LEGEND
- Main Arterial
  - Multi-use bicycle trail
  - On-street bicycle lane
  - - - Bicycle sharrow
  - ⋯ Bus route



0 25' 50' 100'

## Public Benefit vs. Code Requirements

<b>Item</b>	<b>What Code Requires</b>	<b>SPU commitments above &amp; beyond Code</b>
1. Public viewing	Nothing.	A viewing gallery of the tipping building, located in the admin/crew building, to educate visitors and schoolchildren about solid waste management and recycling

## Public Benefit vs. Code Requirements

Item	What Code Requires	SPU commitments above & beyond Code
2. Curb bulbs and crosswalk signs	Nothing.	Appropriately landscaped curb bulbs and a suspended crosswalk sign will be constructed for the crosswalk on the east and west sides of the intersection of N 34 <sup>th</sup> and Woodlawn. <u>And</u> one set of curb bulbs and a crosswalk will be constructed to cross N35th St, west of Woodlawn Ave N.

## Public Benefit vs. Code Requirements

<b>Item</b>	<b>What Code Requires</b>	<b>SPU commitments above &amp; beyond Code</b>
3. Setback for eastern recycling building	65 ft. setback area. No requirement for public access.	32,000 SF of park-like area with public access. Includes multi-sport court, seating, play lawn, Olmstedian walk, fitness stations and gathering area in southeastern corner.



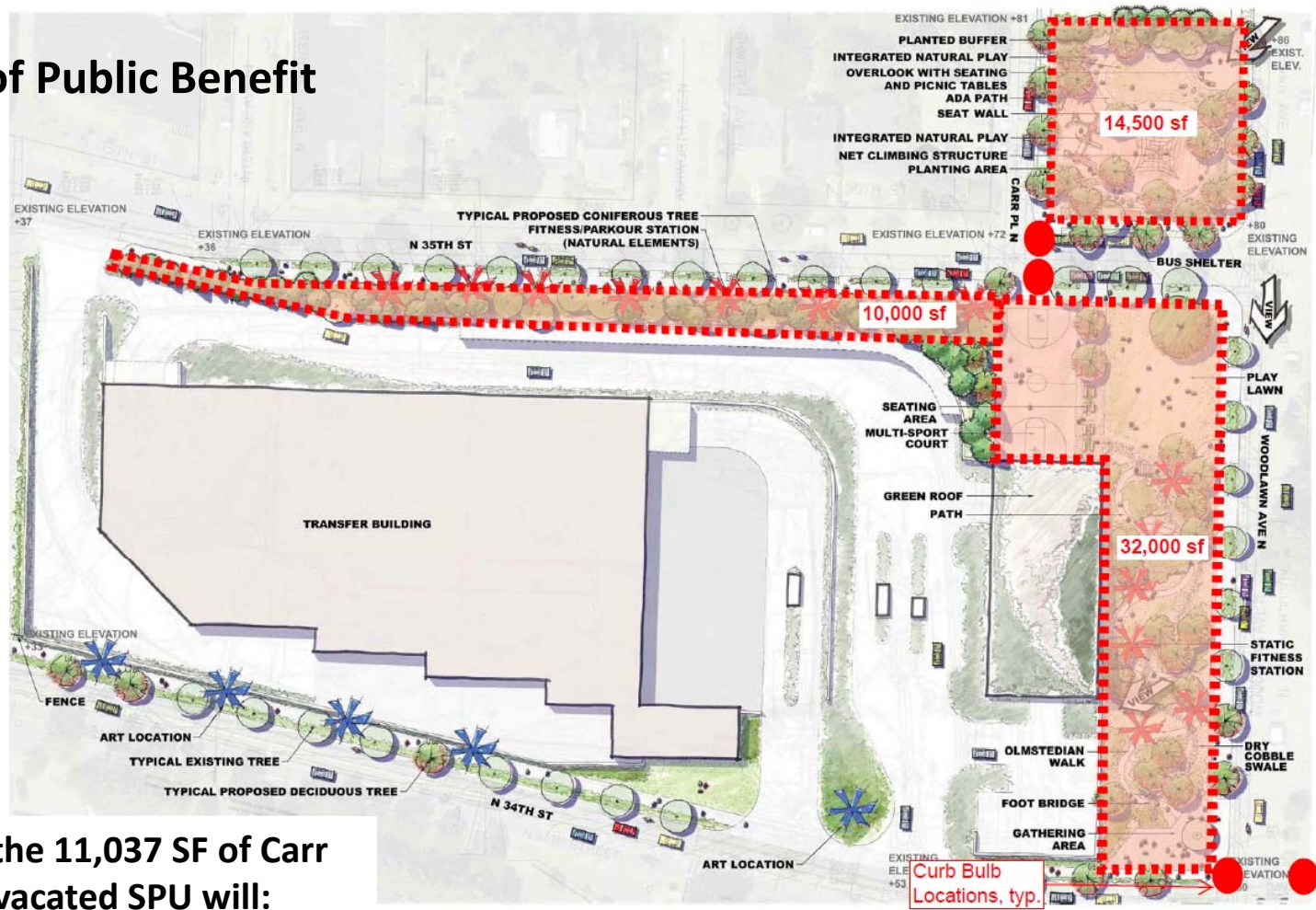
## Public Benefit vs. Code Requirements

Item	What Code Requires	SPU commitments above & beyond Code
4. Residentially zoned parcel north of N 35 <sup>th</sup> St	Nothing. SPU could sell this parcel.	14,500 SF of park-like area with public access. Includes children’s play area with: <ul style="list-style-type: none"> <li>• A netted climbing play structure</li> <li>• Play features integrated into the natural topography</li> <li>• Climbable rocks and logs</li> <li>• Picnic tables</li> <li>• A lawn</li> </ul>

## Public Benefit vs. Code Requirements

<b>Item</b>	<b>What Code Requires</b>	<b>SPU commitments above &amp; beyond Code</b>
5. IB zoned parcel	20 ft. landscaped setback area. No requirement for public access.	10,000 SF of park-like area with public access. Includes static fitness/parkour elements.

# Summary of Public Benefit



In exchange for the 11,037 SF of Carr Pl. N. being vacated SPU will:

1. Provide and maintain 56,500 total SF of park-like, publically accessible space with multiple amenities
2. Provide and maintain a viewing/educational gallery space
3. Provide increased and safer, local pedestrian access by constructing six (6) curb bulbs