

SEATTLE PUBLIC UTILITIES NORTH TRANSFER STATION

North Transfer Station

Rebuilding for the Future



Learn how you can get involved: www.seattle.gov/util/transferstations

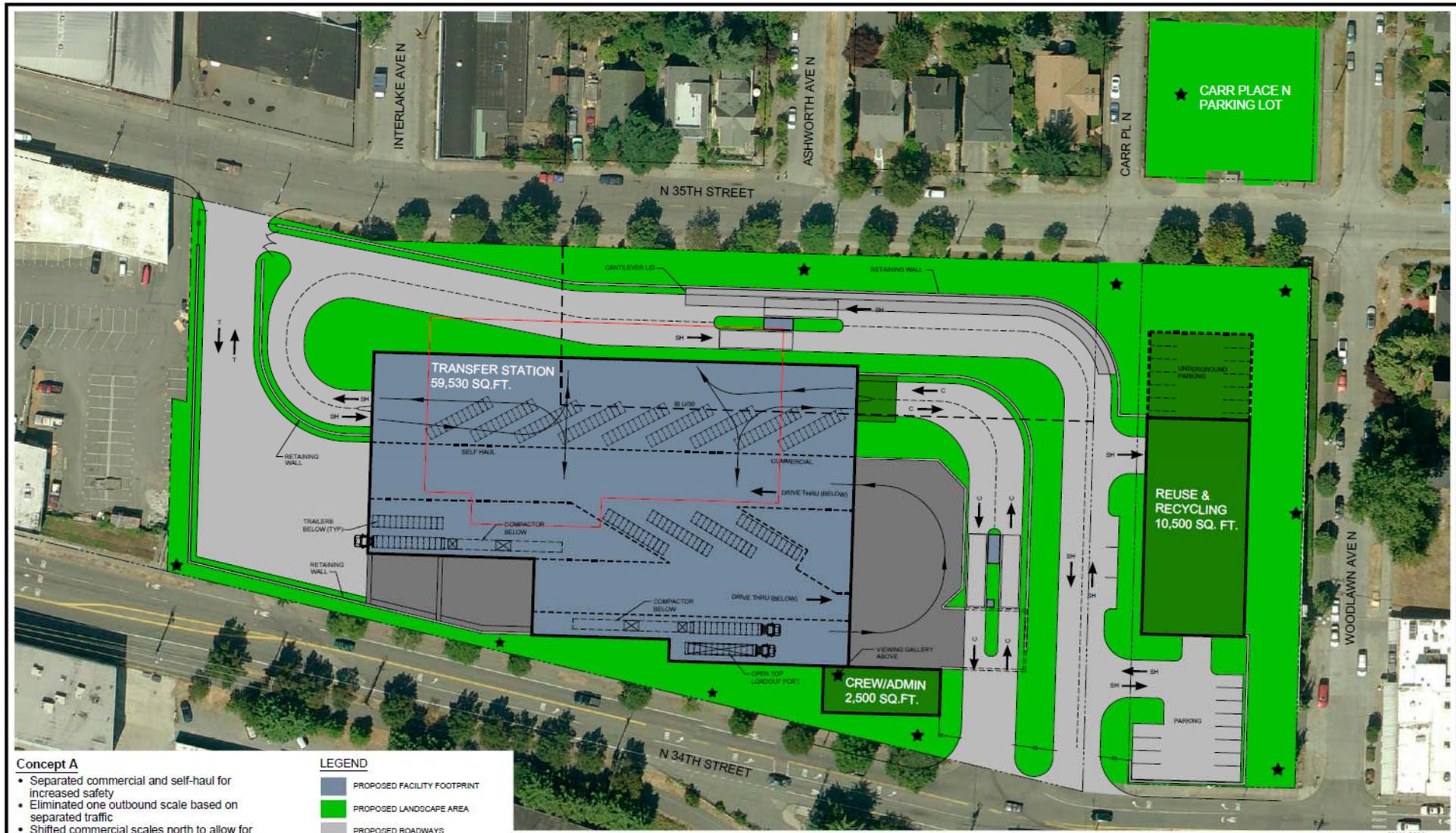
Stakeholder Workshop #4

May 16, 2011

WORKSHOP #4

Meeting Purpose:

- Review updates to Concepts A and B (former Concept 8/9A and 8/9B)
- Public outreach update
- Introduce hybrid of Concepts A and B (Concept C)
- Selection of preferred concept
- Discuss community amenities
- Introduce Stakeholder Process Report



- Concept A**
- Separated commercial and self-haul for increased safety
 - Eliminated one outbound scale based on separated traffic
 - Shifted commercial scales north to allow for additional site entry queuing
 - Shifted self-haul scales east based on outbound queuing requirements
 - Added perimeter fencing and retaining/screening walls

LEGEND

	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	PROPOSED CANOPY
	EXISTING TRANSFER STATION FOOTPRINT

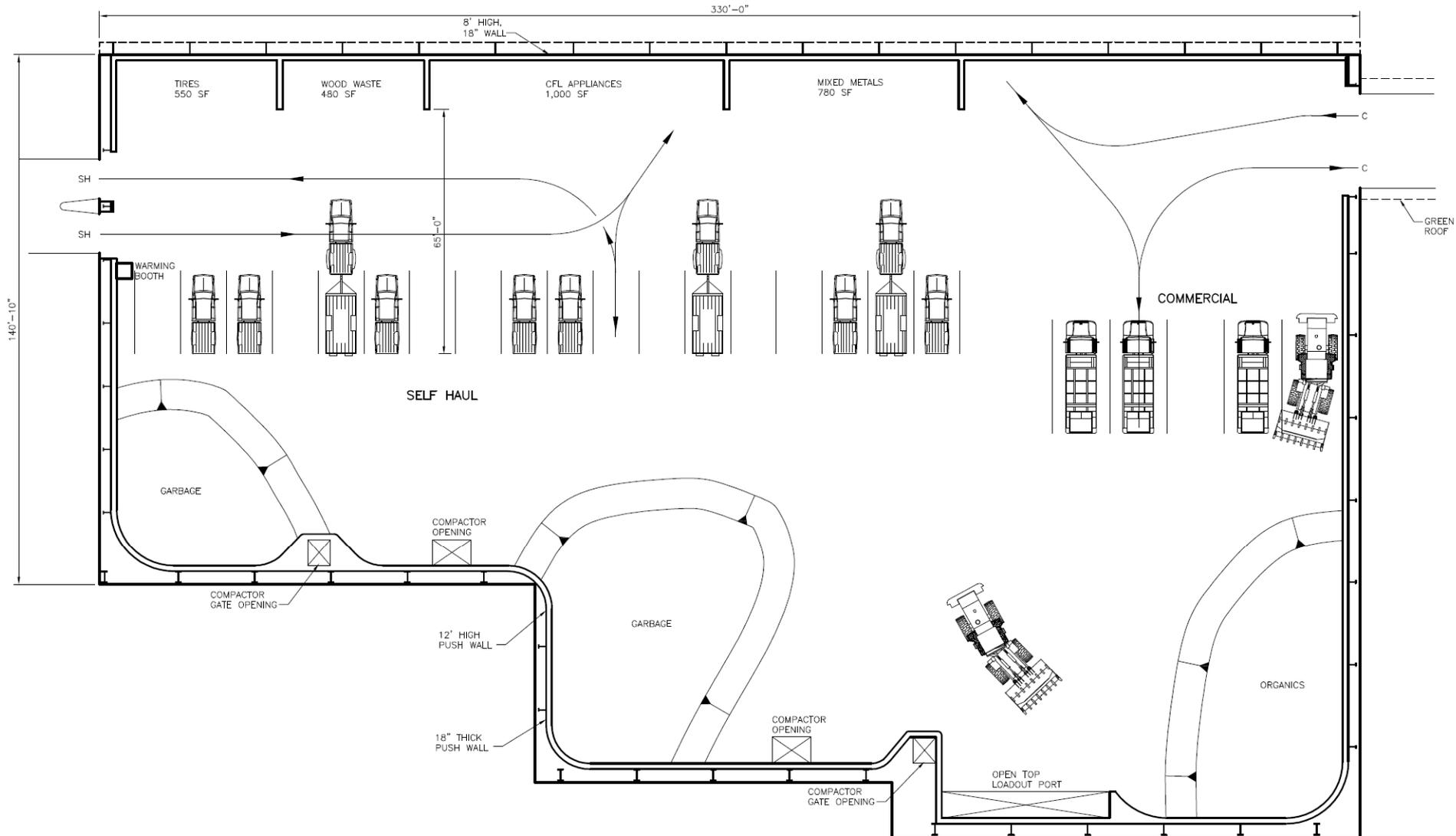
- INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS



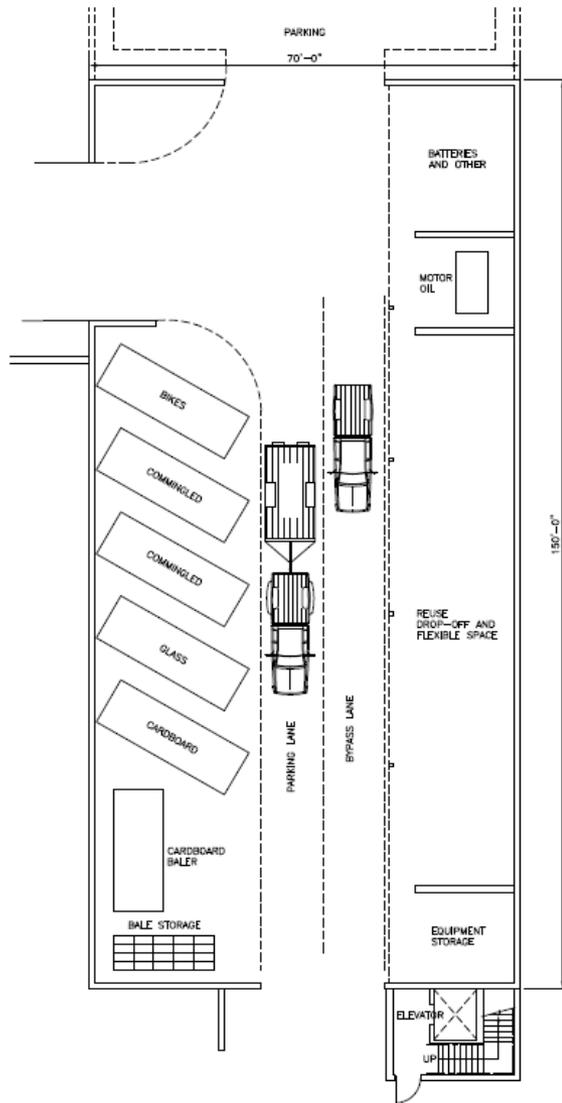
CONCEPT A

MAY, 2011

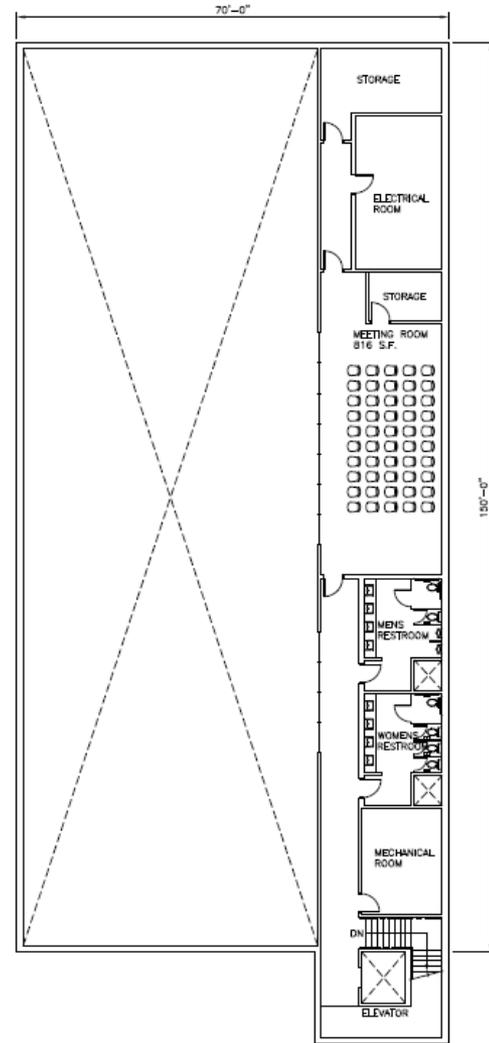
TIPPING FLOOR PLAN – CONCEPT A



REUSE & RECYCLING FLOOR PLAN – CONCEPT A



FIRST FLOOR PLAN
3/32" = 1'-0"



SECOND FLOOR PLAN
3/32" = 1'-0"



CONCEPT A VIEWS



NORTH



NORTH EAST



EAST

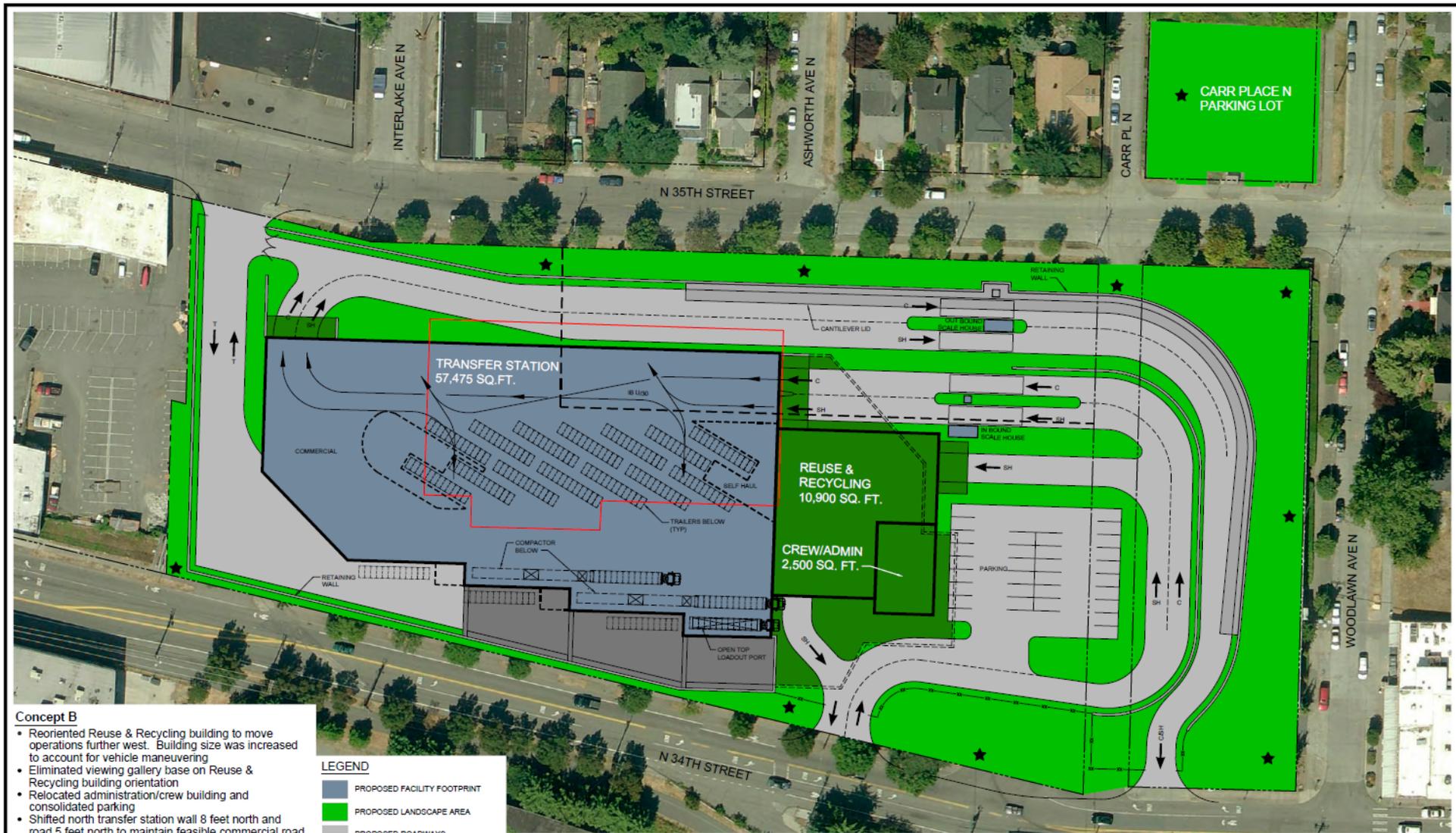


SOUTH WEST



SOUTH EAST

Architectural renderings for Workshop #4 are to provide representative views of the future North Transfer Station and are for discussion only.



CARR PLACE N
PARKING LOT

TRANSFER STATION
57,475 SQ. FT.

REUSE & RECYCLING
10,900 SQ. FT.

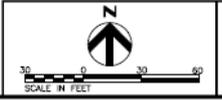
CREW/ADMIN
2,500 SQ. FT.

- Concept B**
- Reoriented Reuse & Recycling building to move operations further west. Building size was increased to account for vehicle maneuvering
 - Eliminated viewing gallery base on Reuse & Recycling building orientation
 - Relocated administration/crew building and consolidated parking
 - Shifted north transfer station wall 8 feet north and road 5 feet north to maintain feasible commercial road grades and improve maneuvering inside transfer station
 - Tightened outbound road turn to northeast corner of site
 - Added perimeter fencing and retaining/screening walls

LEGEND

	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	PROPOSED CANOPY
	EXISTING TRANSFER STATION FOOTPRINT

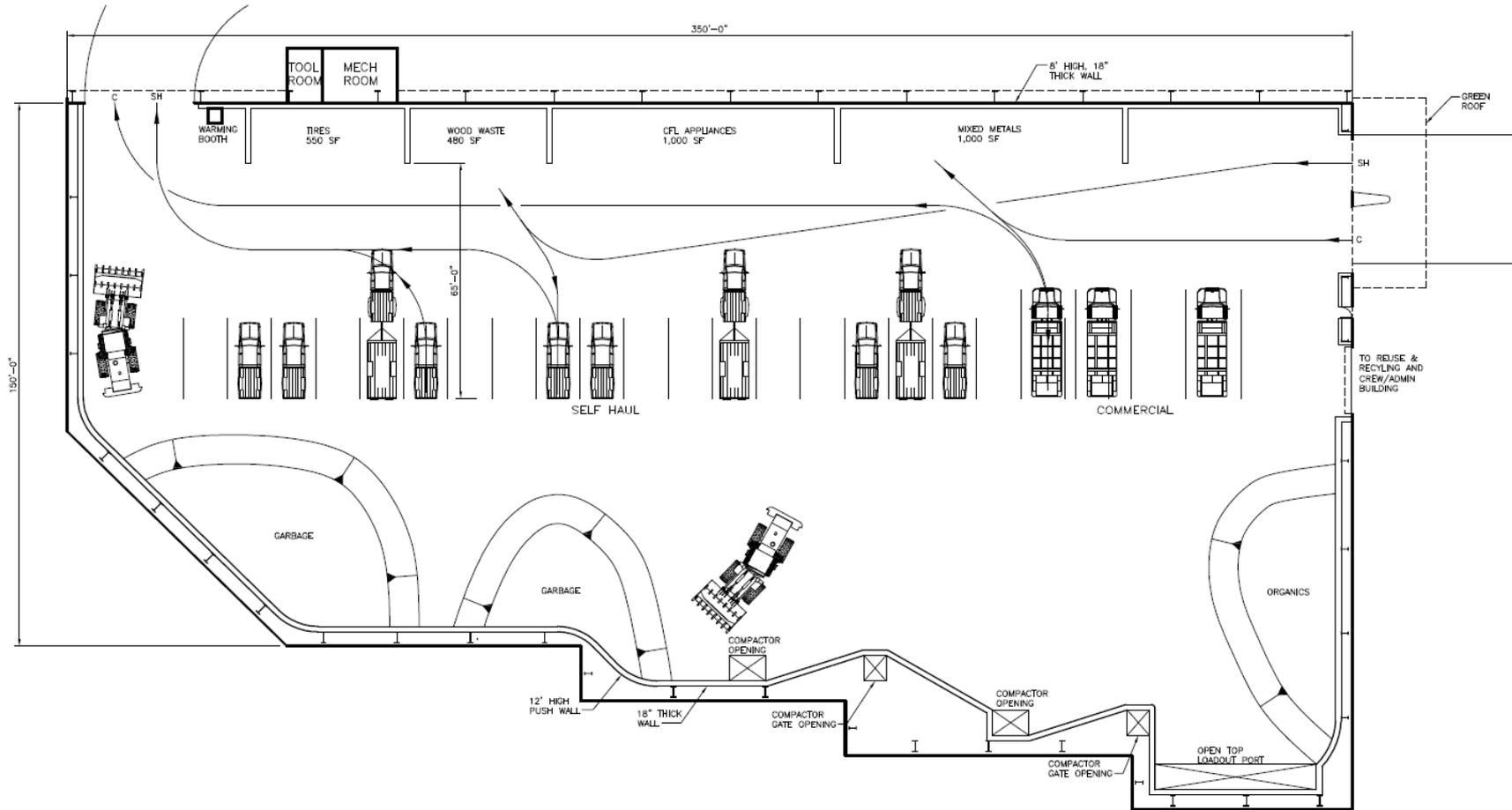
	INDUSTRIAL BUFFER
	POTENTIAL COMMUNITY AMENITY
	COMMERCIAL
	SELF HAUL
	TRAILERS



CONCEPT B

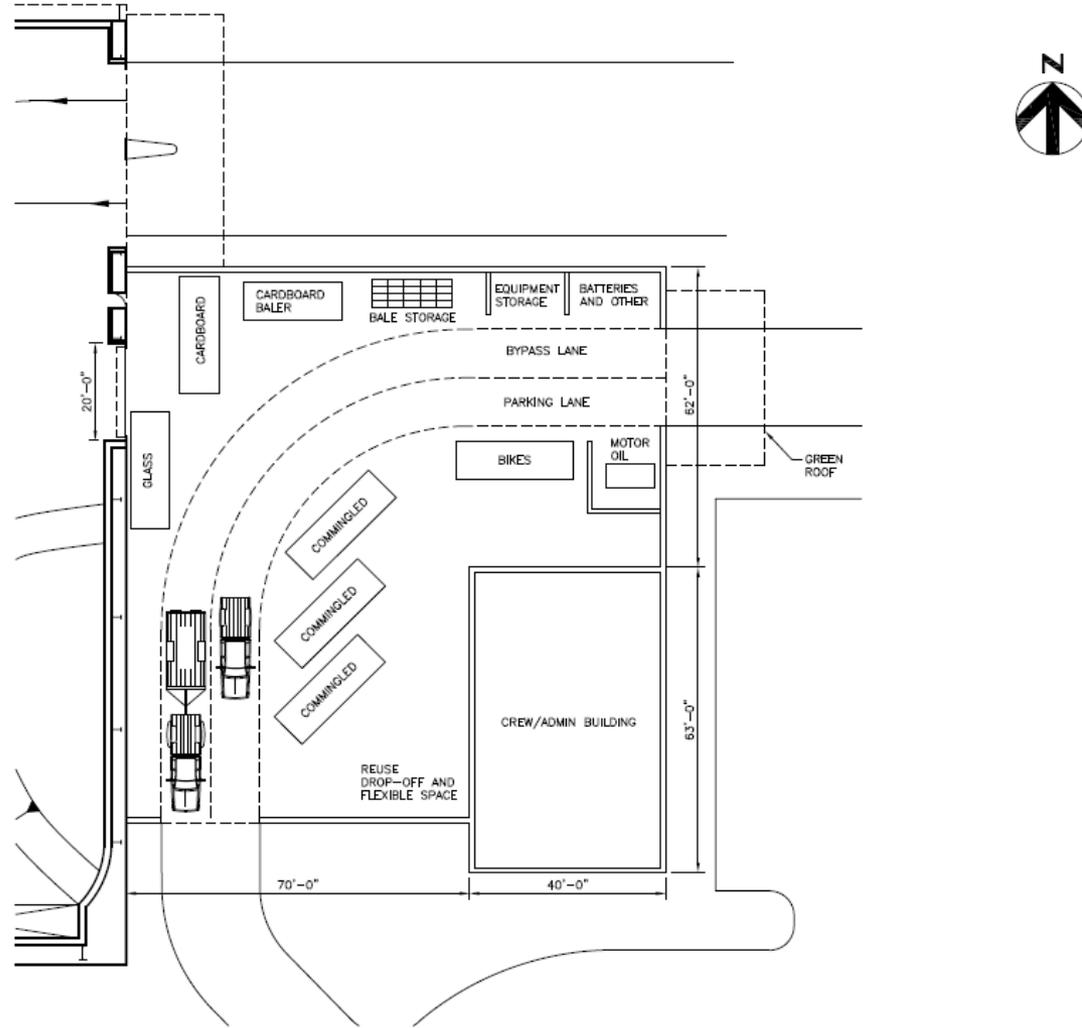
MAY, 2011

TIPPING FLOOR PLAN – CONCEPT B



TIPPING FLOOR PLAN
 1/16" = 1'-0"

RECYCLING FLOOR PLAN – CONCEPT B



FIRST FLOOR PLAN
1/16" = 1'-0"

CONCEPT B VIEWS



NORTH



NORTH EAST



EAST



SOUTH WEST



SOUTH EAST

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COMMUNITY OUTREACH

- Goal: Incorporate station and community feedback into the stakeholder process

COMMUNITY OUTREACH

- Targets
 - Fremont and Wallingford communities
 - Station users
 - Near neighbors and businesses

COMMUNITY OUTREACH

- Activities
 - Briefings
 - Fremont Neighborhood Council (3)
 - Wallingford Community Council (3)
 - Fremont Sunday Street Market (5 dates, more than 160 visitors)
 - Transfer Station User Survey (more than 400 responses)
 - Walking Tour and Community Meeting (40 attendees)
 - Traveling display, mailing, flyers

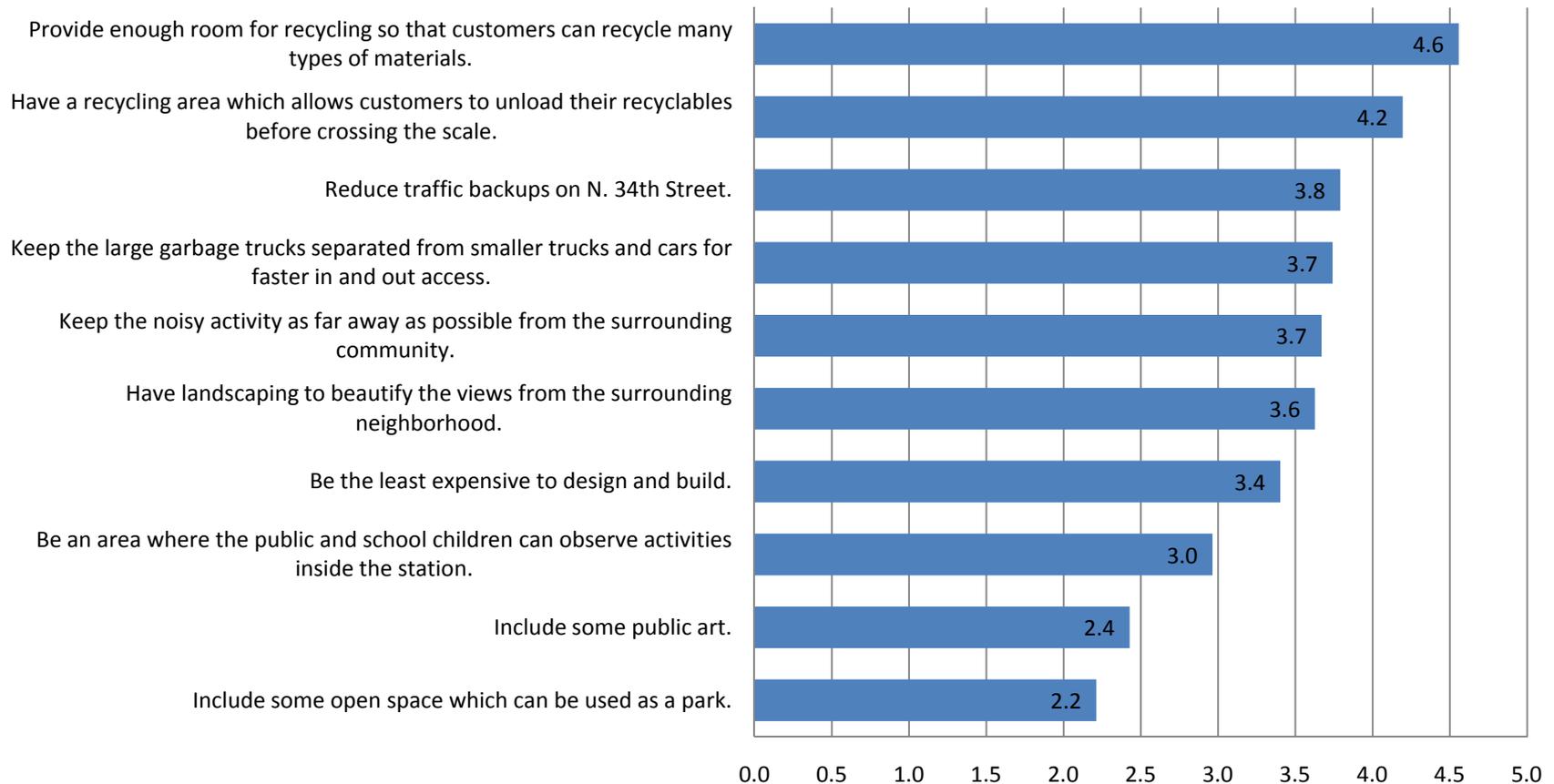
WHAT DID WE HEAR?

- Through more than 600 interactions with the community and station users...
- 68% of survey respondents told us they prefer Concept A
- There was a general preference among the community meeting, walking tour, and Fremont Sunday Street Market visitors for Concept A, there was also some interest in a hybrid concept

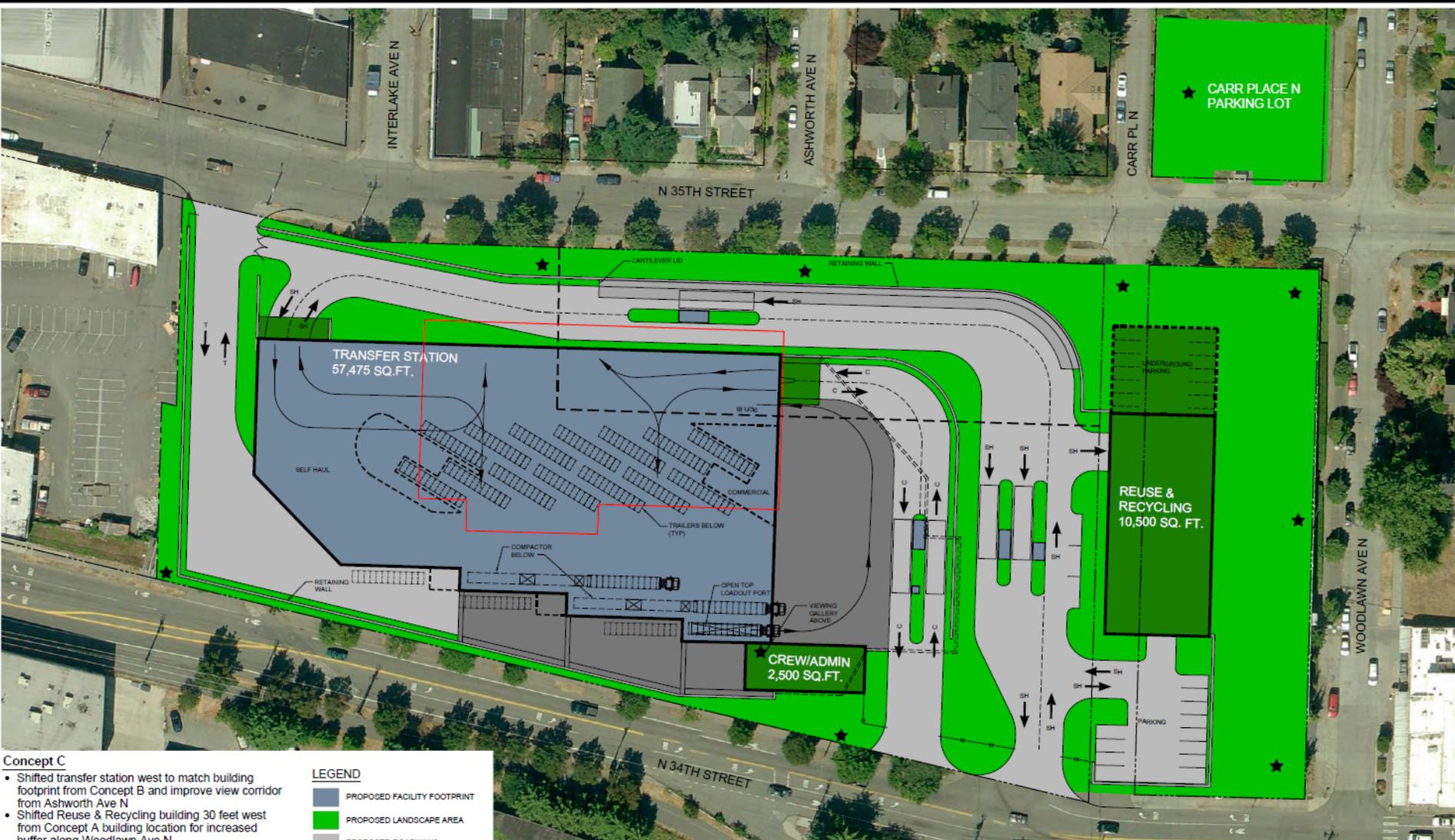
WHAT DID WE HEAR?

Design Factors

Please rate each of the following on a scale of 1 to 5 where: 1 = Not at all important and 5 = Very important



HYBRID CONCEPT INTRODUCTION



- Concept C**
- Shifted transfer station west to match building footprint from Concept B and improve view corridor from Ashworth Ave N
 - Shifted Reuse & Recycling building 30 feet west from Concept A building location for increased buffer along Woodlawn Ave N
 - Maintained separated commercial and self-haul traffic
 - Separated commercial and self-haul roads to reduce site access congestion on N 34th St.
 - Separated inbound/outbound self-haul scales based on queuing requirements

LEGEND

	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	PROPOSED CANOPY
	EXISTING TRANSFER STATION FOOTPRINT

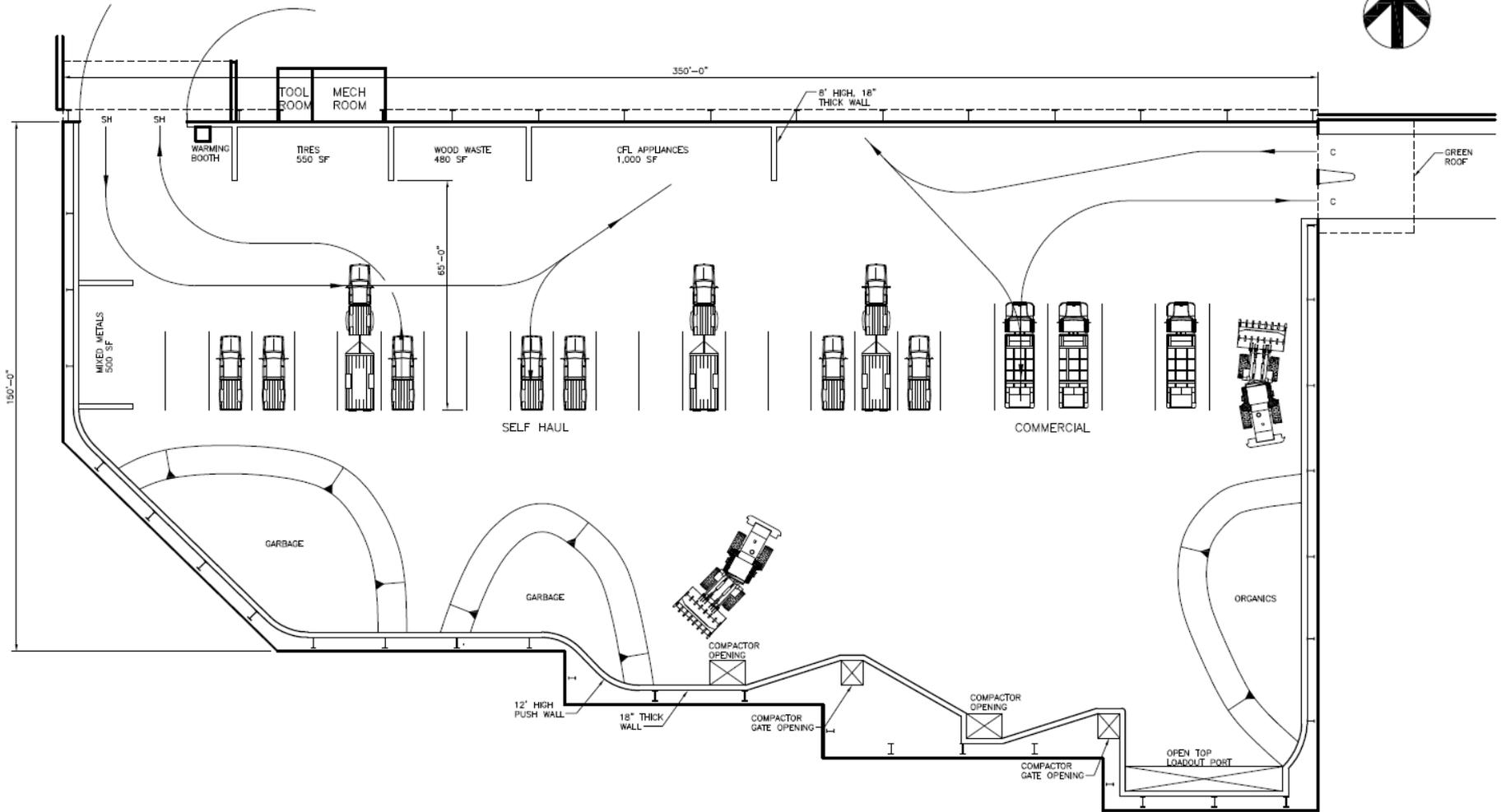
- INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- C COMMERCIAL
- SH SELF HAUL
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CONCEPT C

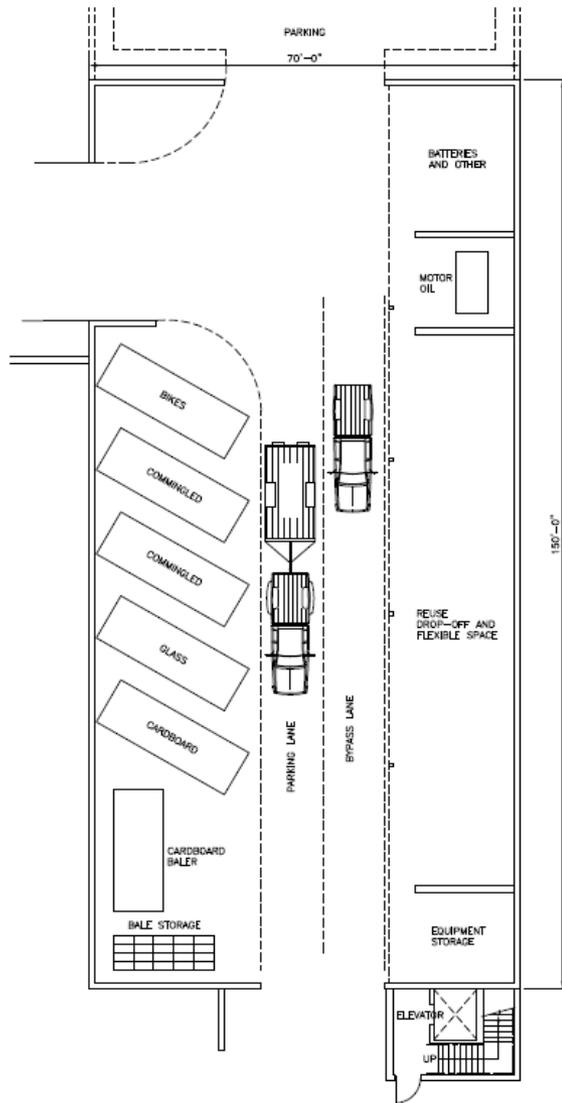
MAY, 2011

TIPPING FLOOR PLAN – CONCEPT C

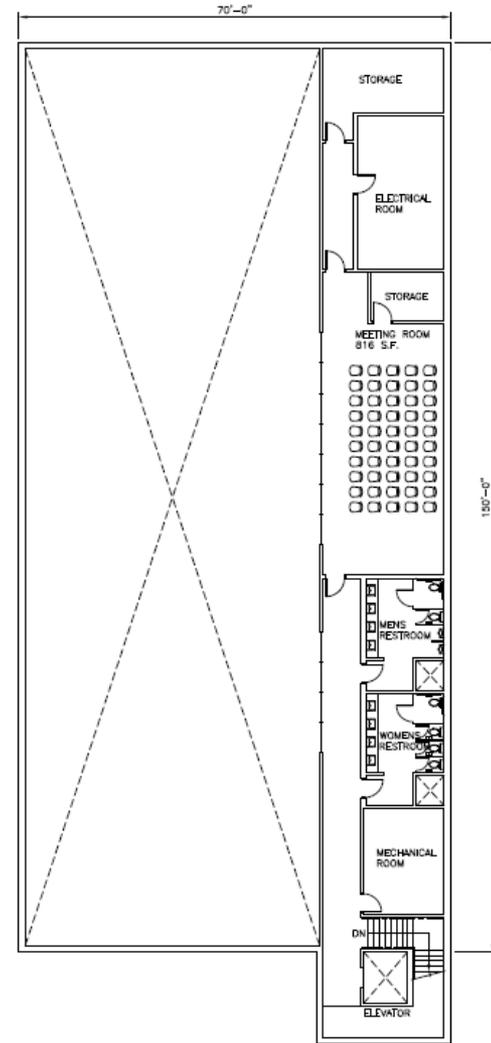


TIPPING FLOOR PLAN
1/16" = 1'-0"

REUSE & RECYCLING FLOOR PLAN – CONCEPT C



FIRST FLOOR PLAN
3/32" = 1'-0"



SECOND FLOOR PLAN
3/32" = 1'-0"



CONCEPT C VIEWS



NORTH



NORTH EAST



EAST



SOUTH WEST



SOUTH EAST

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VIEWS FROM ASHWORTH AVE N



EXISTING



CONCEPT A



CONCEPT B



CONCEPT C

ASHWORTH N VIEW CORRIDOR – EXISTING



ASHWORTH N VIEW CORRIDOR – CONCEPT A



ASHWORTH N VIEW CORRIDOR – CONCEPT B



ASHWORTH N VIEW CORRIDOR – CONCEPT C



ARCHITECTURAL ELEMENTS

CANOPIES—OVERHANGS



Canopies



None

FINISH

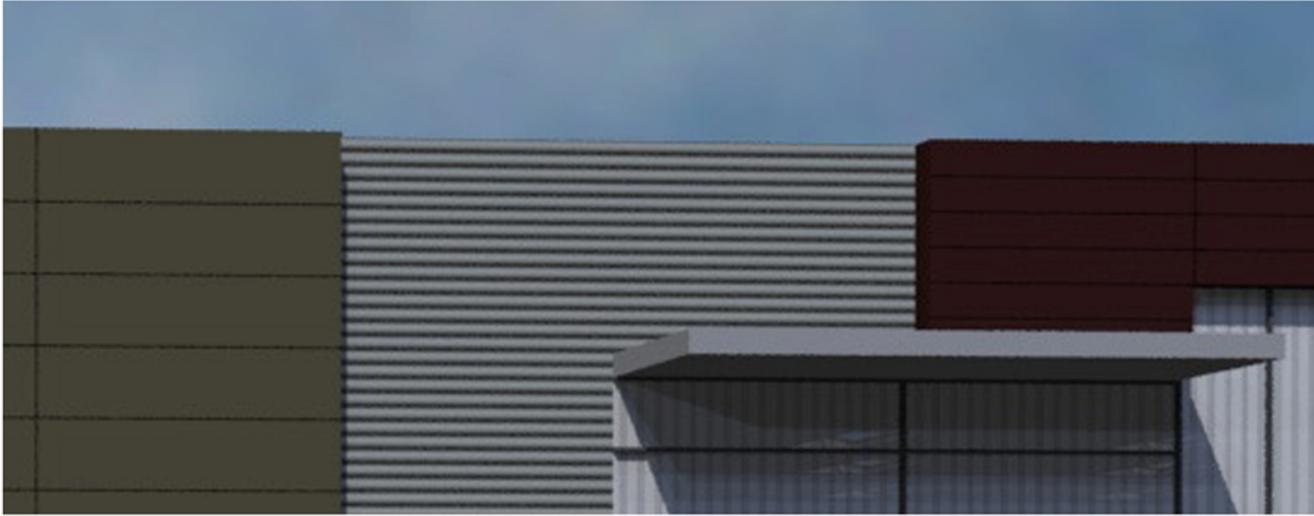


Smooth



Rough

METAL EXTERIOR

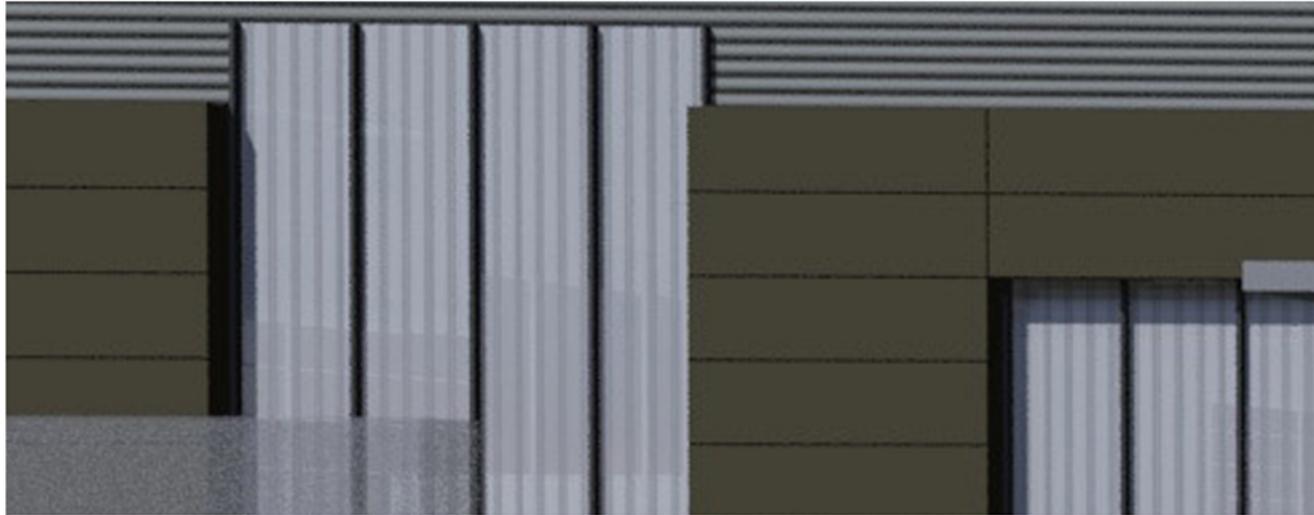


Horizontal
Rib Panels

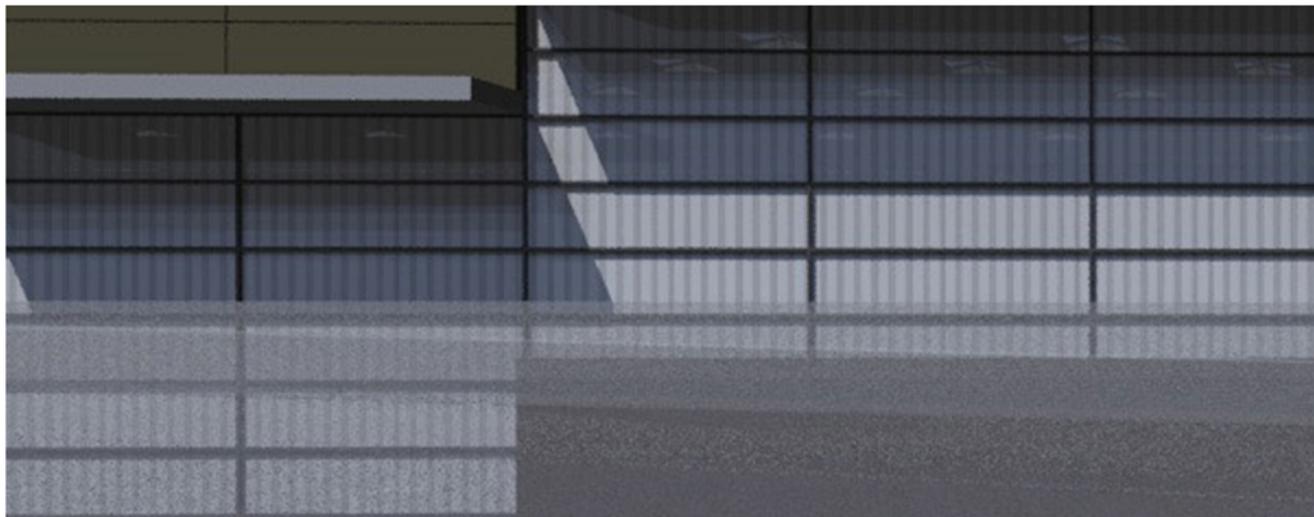


Wide Flat
Panels

HORIZONTAL/VERTICAL COMPONENTS

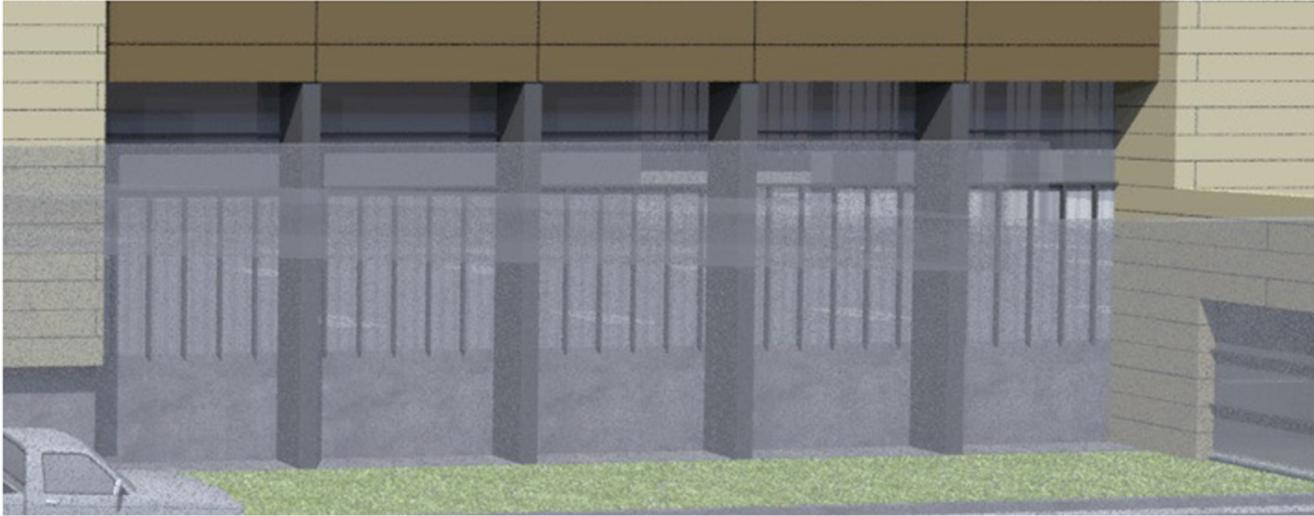


Vertical
Components

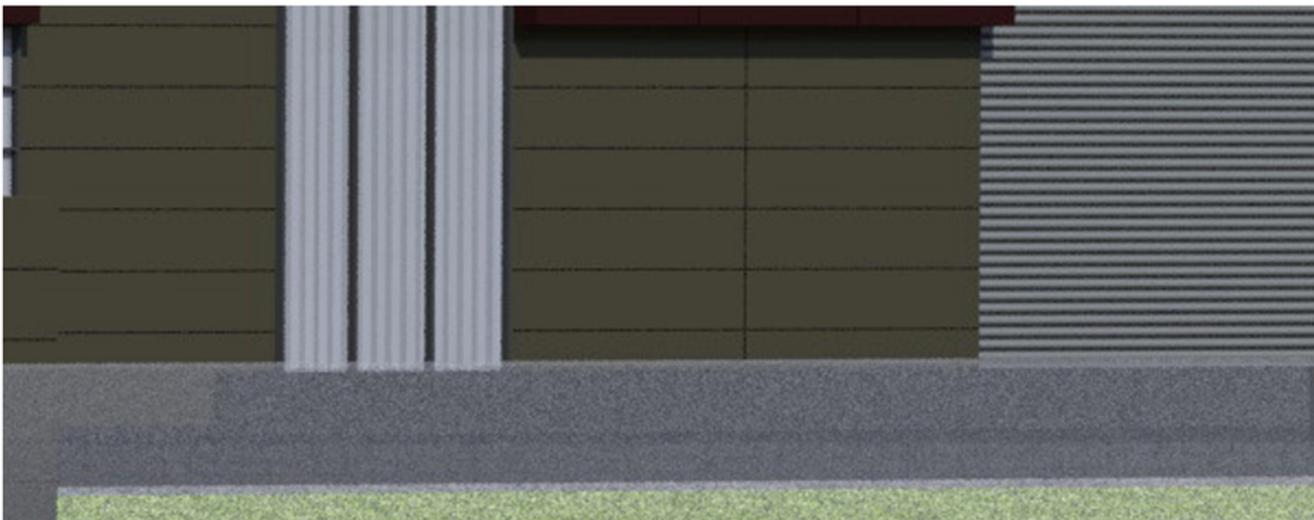


Horizontal
Components

COLUMNS

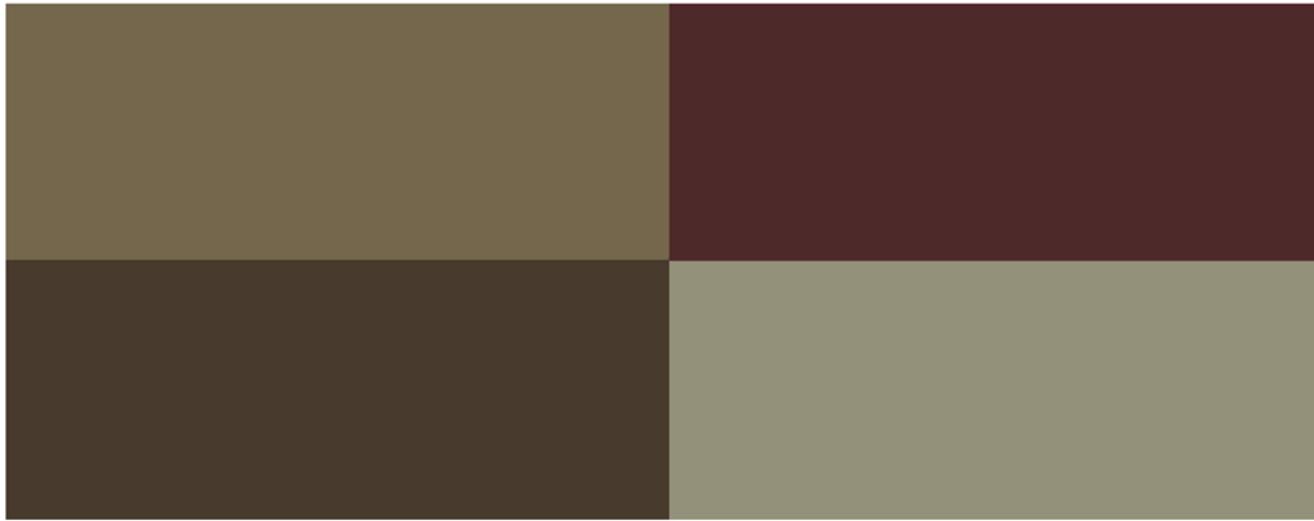


Exterior



Interior

COLOR PALETTE



Muted



Bold

MODULATION



Horizontal



Vertical

DAYLIGHTING



Limited



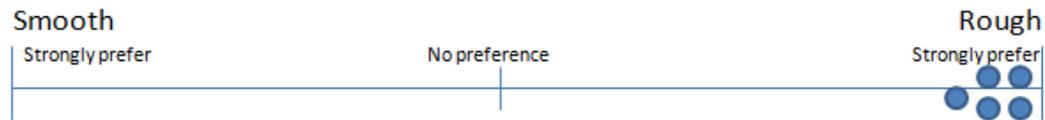
Extensive

ARCHITECTURAL ELEMENT PREFERENCES

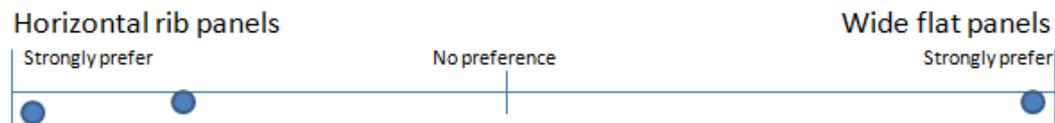
- **Canopies vs. Overhangs**



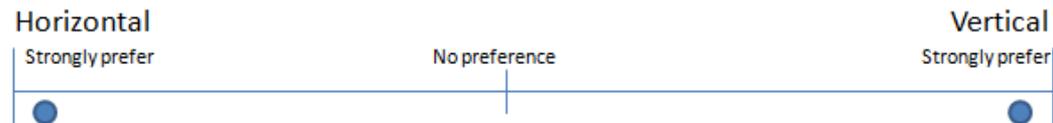
- **Finish**



- **Metal Exterior**



- **Horizontal/Vertical**



ARCHITECTURAL ELEMENT PREFERENCES

- **Columns**



- **Color Palette**



- **Modulation**



- **Daylighting**



BREAK – 15 MINUTES

CONCEPT DOWN SELECT

- How would you like to proceed?

COMMUNITY AMENITIES PROCESS

- Review amenities suggested to date
- Recommend priorities for suggested amenities
- Discussion regarding process for amenities selection and refinement

	<u>Amenity</u>	<u>Ranking</u>
A	Public art	Already required by ordinance
B	Landscaped perimeter	
C	Pedestrian amenities along N. 34th, Woodlawn, N. 35th, such as: <ul style="list-style-type: none"> • Benches along perimeter • Exercise stations along perimeter • Community information kiosk 	
D	Replace parking lot at Carr Place N. and N. 35th Street with community open space such as: <ul style="list-style-type: none"> • A park • P-Patch/community garden • Children's play area (Includes ongoing maintenance)	
E	Community Supported Energy (CSE) program/solar panels on station roof	
F	Green roofs on recycling building and admin building	
G	Rain gardens	
H	Viewing room/education area for the public and school children	
I	Crosswalk warning lights and/or curb bulbs at N. 34th Street and Woodlawn Avenue N.	
J	Community meeting room <i>[only for station options A or C]</i>	
K	Green space around perimeter for community use	
L	Improved sidewalks around perimeter	

ACTION ITEMS AND NEXT STEPS

- Stakeholder Process Report
- Community amenities process
- Future workshops