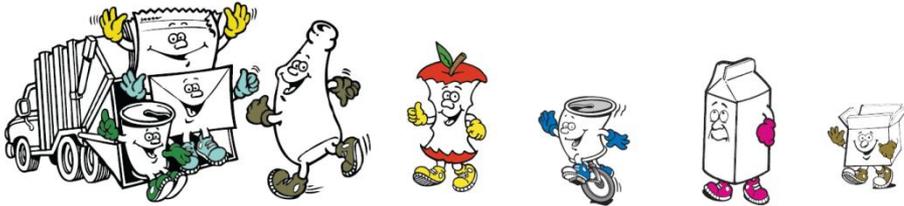


SEATTLE PUBLIC UTILITIES NORTH TRANSFER STATION

North Transfer Station

Seattle
Public
Utilities

Rebuilding for the Future



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

Stakeholder Workshop #3a

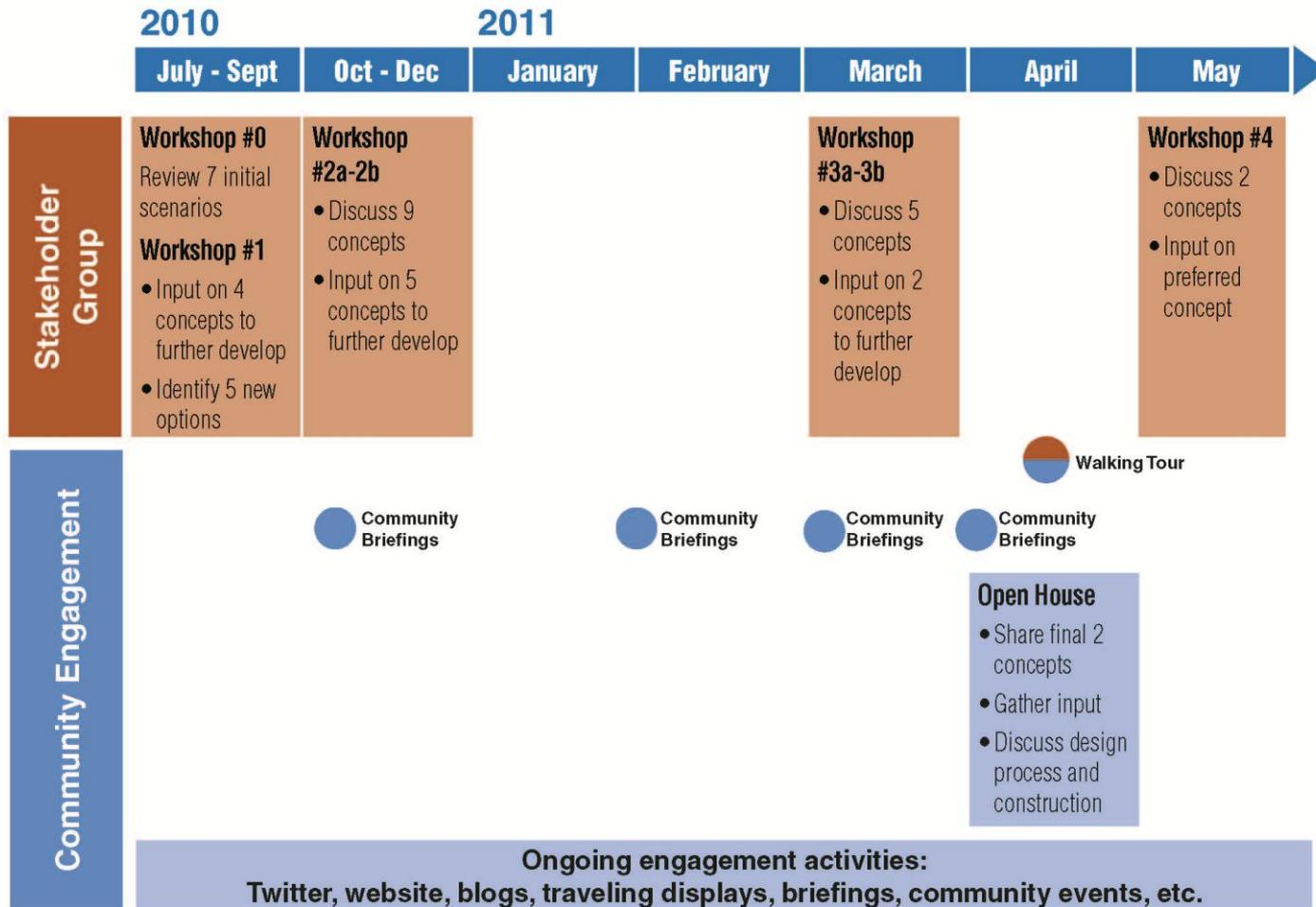
March 7, 2011

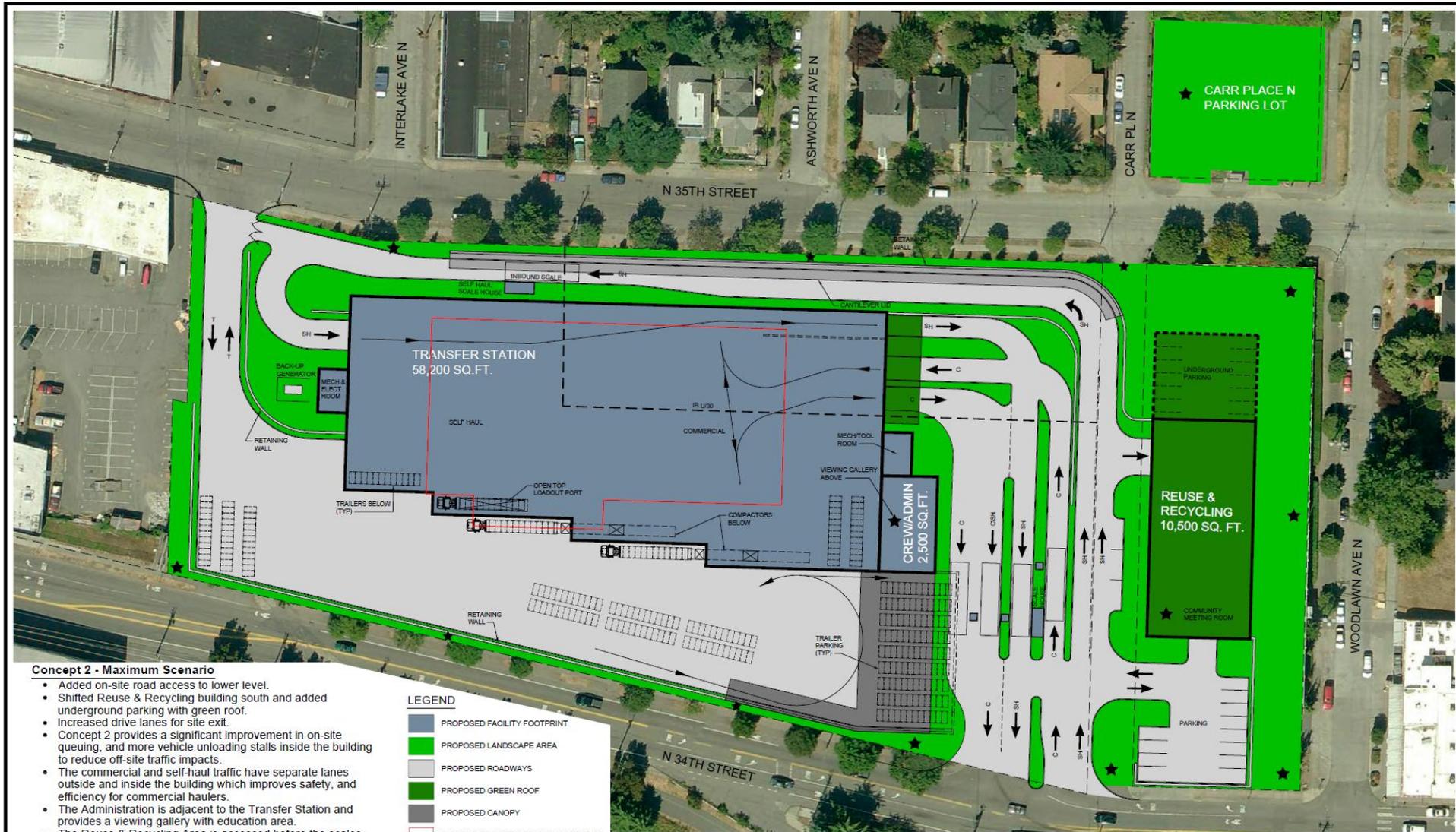
WORKSHOP #3A

Meeting Purpose:

- Review additional details and information developed for five site concepts
- Develop weighting of criteria for use in down-select from five to two concepts
- Review renderings of architectural themes

Schedule





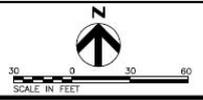
FEBRUARY, 2011

Concept 2 - Maximum Scenario

- Added on-site road access to lower level.
- Shifted Reuse & Recycling building south and added underground parking with green roof.
- Increased drive lanes for site exit.
- Concept 2 provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- The commercial and self-haul traffic have separate lanes outside and inside the building which improves safety, and efficiency for commercial haulers.
- The Administration is adjacent to the Transfer Station and provides a viewing gallery with education area.
- The Reuse & Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 2 would require rezone of industrial buffer, 1550 property rezone and street vacation to allow recycling.

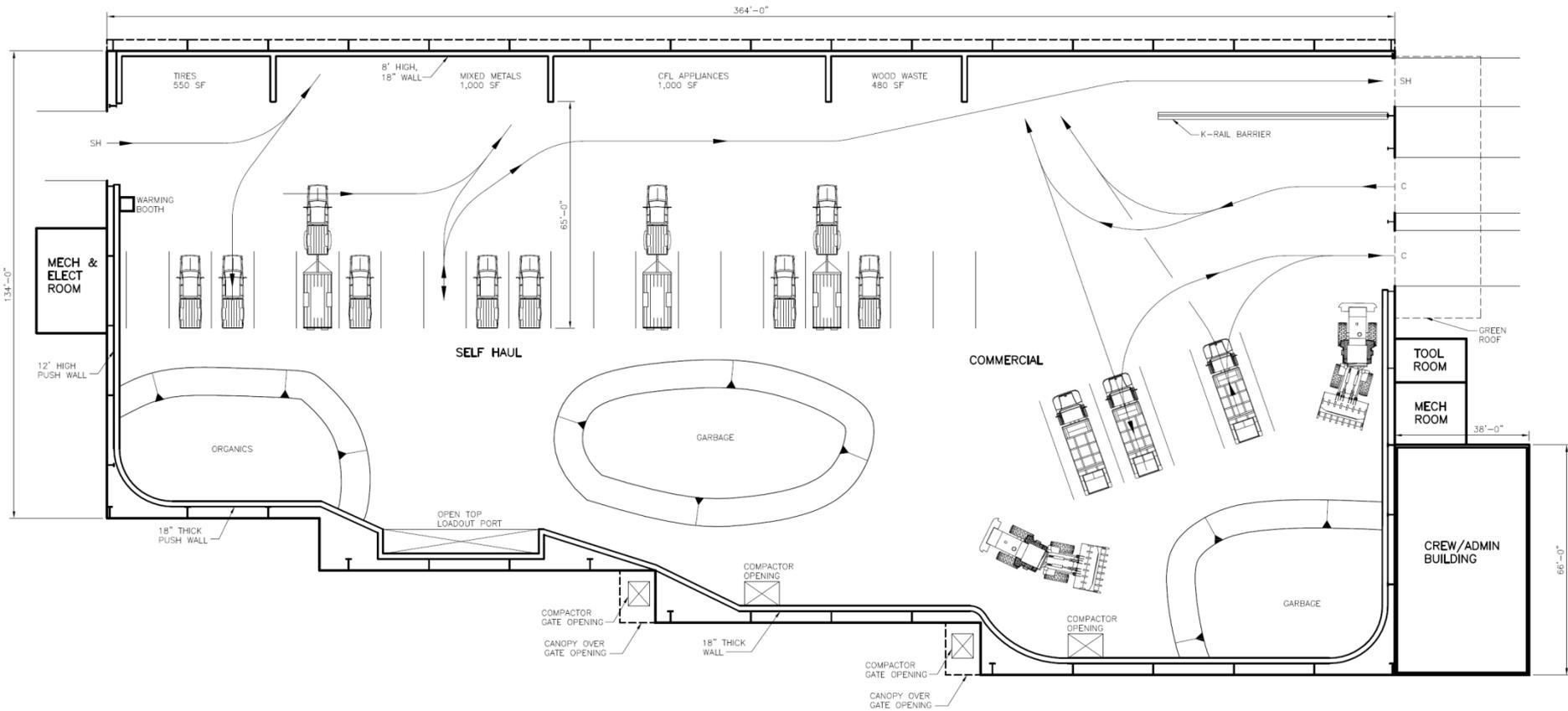
LEGEND

- 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



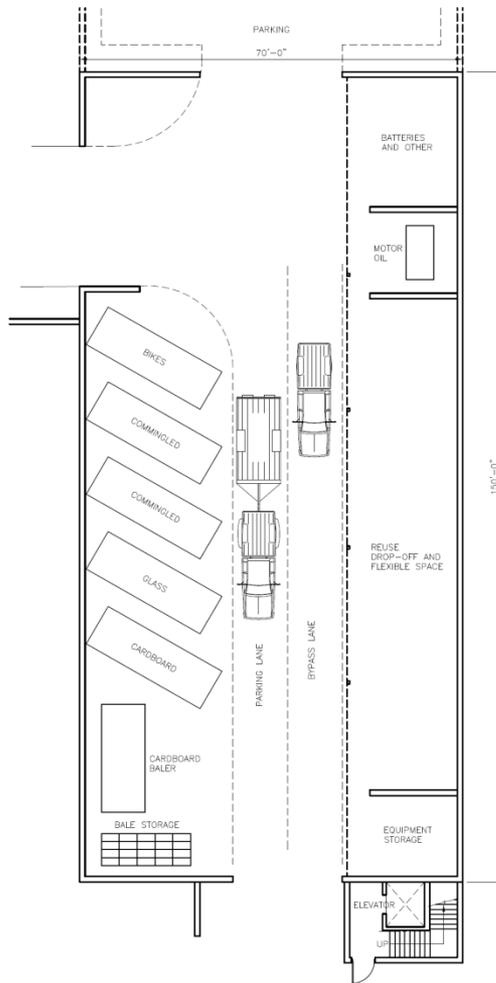
**CONCEPT 2
MAXIMUM SCENARIO**

TIPPING FLOOR PLAN – CONCEPT 2



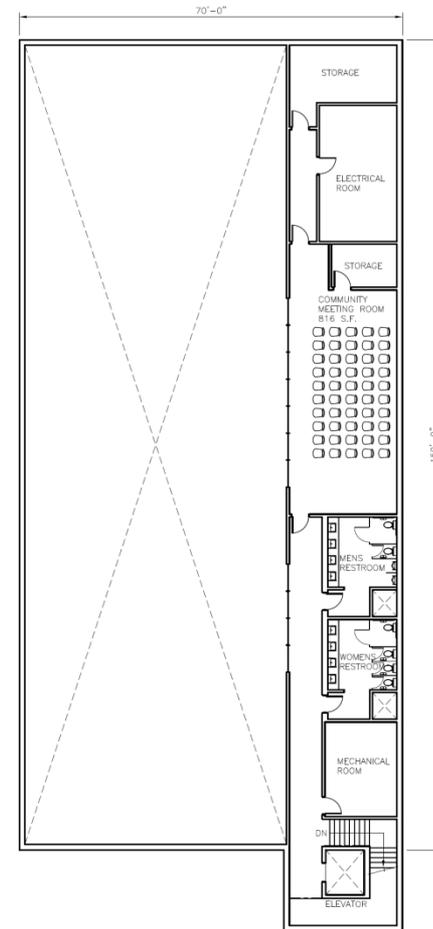
TIPPING FLOOR PLAN
 1/16" = 1'-0"

RECYCLING FLOOR PLAN – CONCEPTS 2 & 8/9A



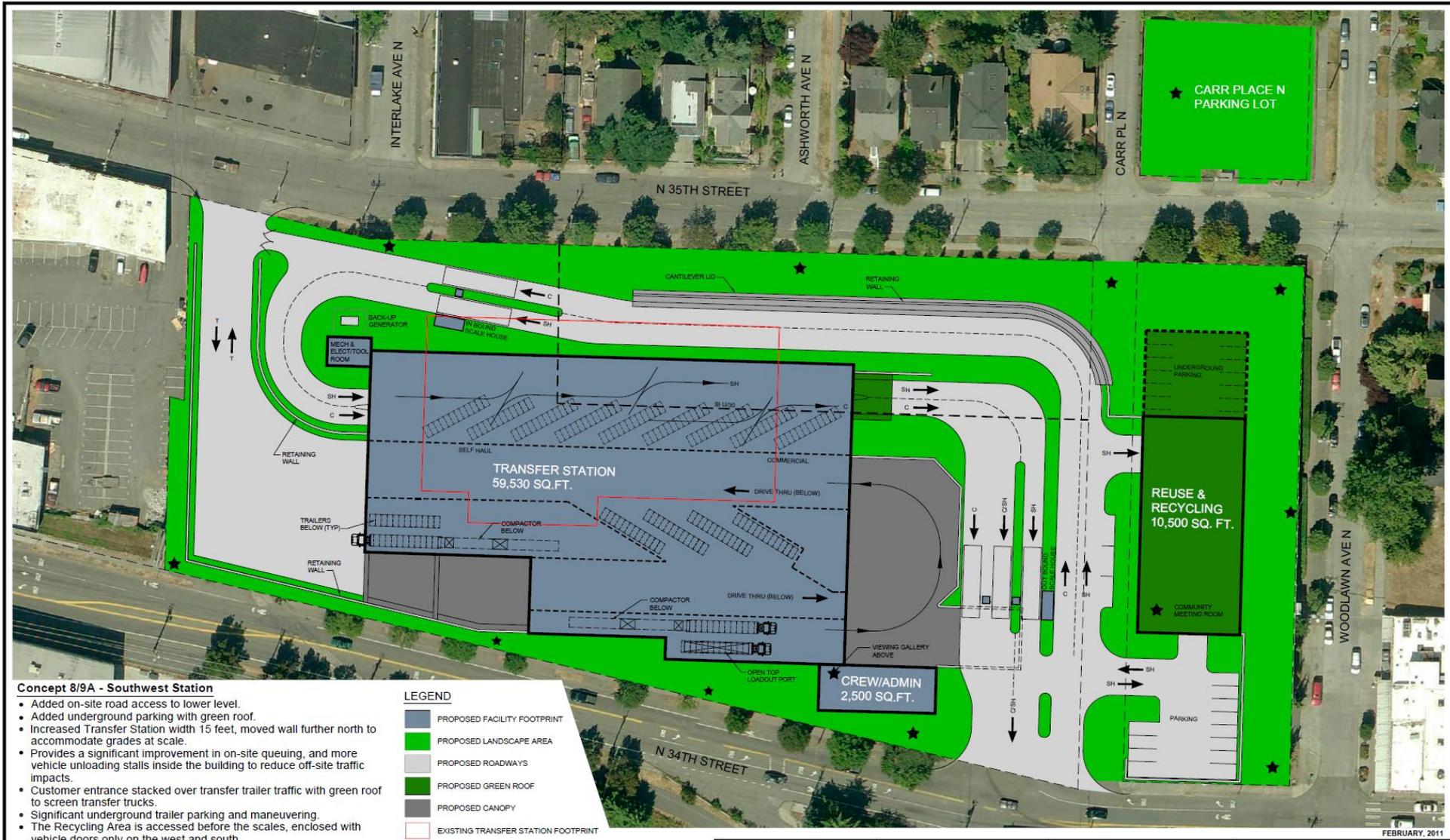
FIRST FLOOR PLAN

3/32" = 1'-0"



SECOND FLOOR PLAN

3/32" = 1'-0"



FEBRUARY, 2011

Concept 8/9A - Southwest Station

- Added on-site road access to lower level.
- Added underground parking with green roof.
- Increased Transfer Station width 15 feet, moved wall further north to accommodate grades at scale.
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is accessed before the scales, enclosed with vehicle doors only on the west and south.
- Large buffers along the north and east property lines
The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 8/9A would require 1550 property and IB rezone and street vacation to allow recycling.

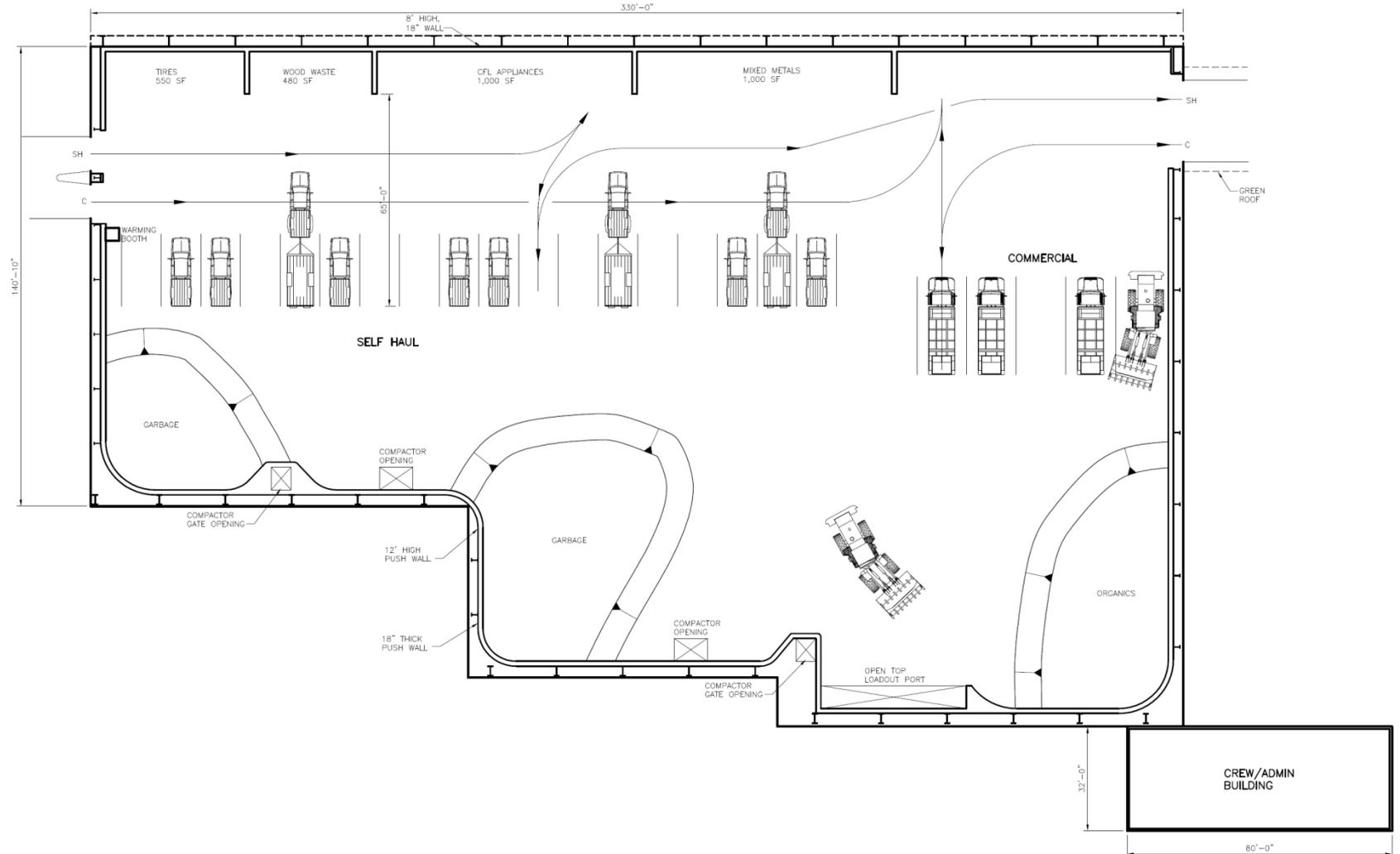
LEGEND

- 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



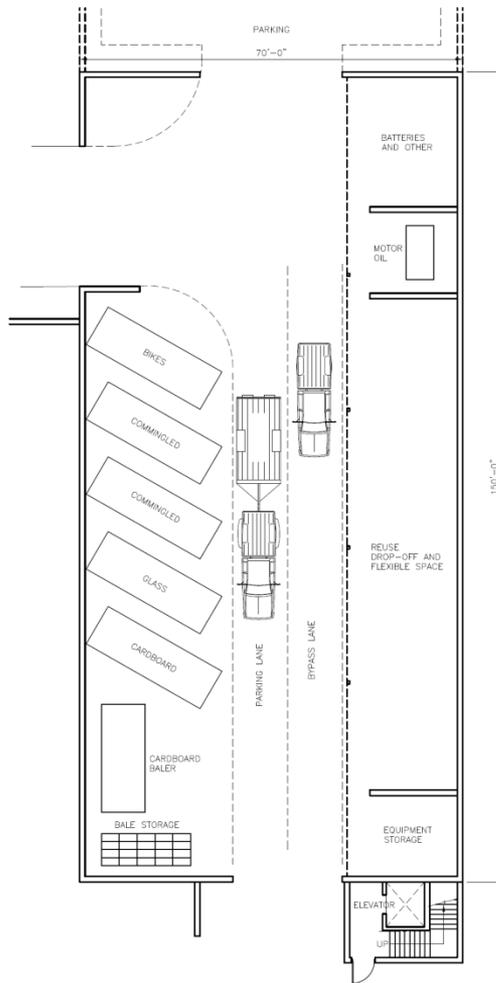
**CONCEPT 8/9-A
SEPARATE RECYCLING**

TIPPING FLOOR PLAN – CONCEPT 8/9A



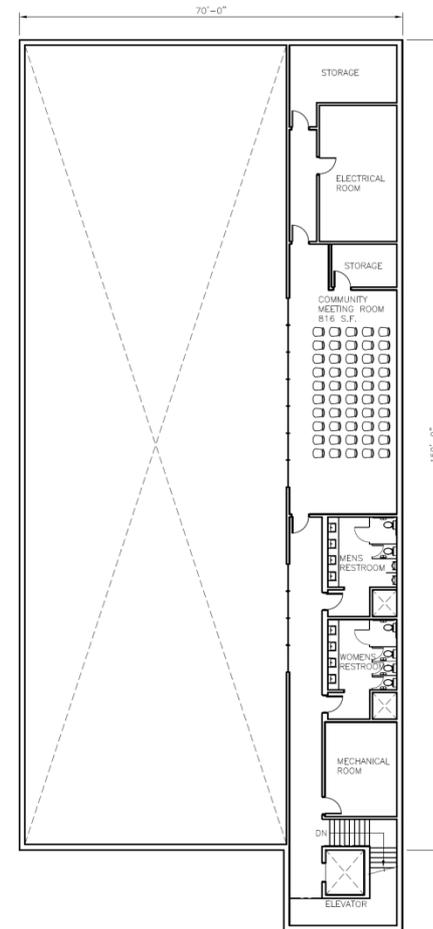
TIPPING FLOOR PLAN
1/16" = 1'-0"

RECYCLING FLOOR PLAN – CONCEPTS 2 & 8/9A



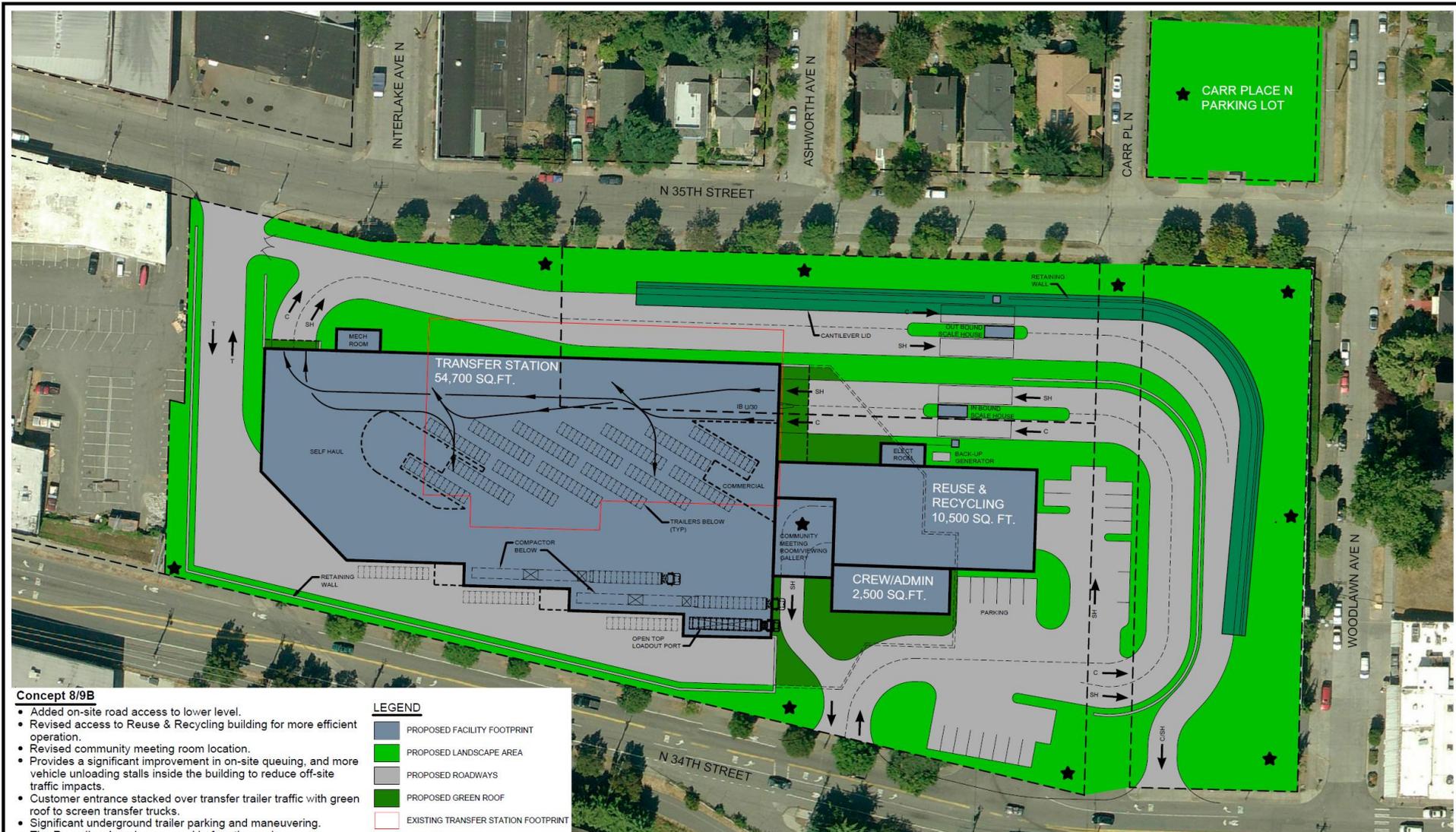
FIRST FLOOR PLAN

3/32" = 1'-0"



SECOND FLOOR PLAN

3/32" = 1'-0"

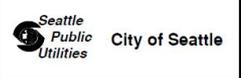


FEBRUARY, 2011

- Concept 8/9B**
- Added on-site road access to lower level.
 - Revised access to Reuse & Recycling building for more efficient operation.
 - Revised community meeting room location.
 - Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
 - Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
 - Significant underground trailer parking and maneuvering.
 - The Recycling Area is accessed before the scales.
 - Large buffers along the north and east property lines
 - The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
 - Concept 8/9B would require 1550 property rezone and street vacation to allow recycling.

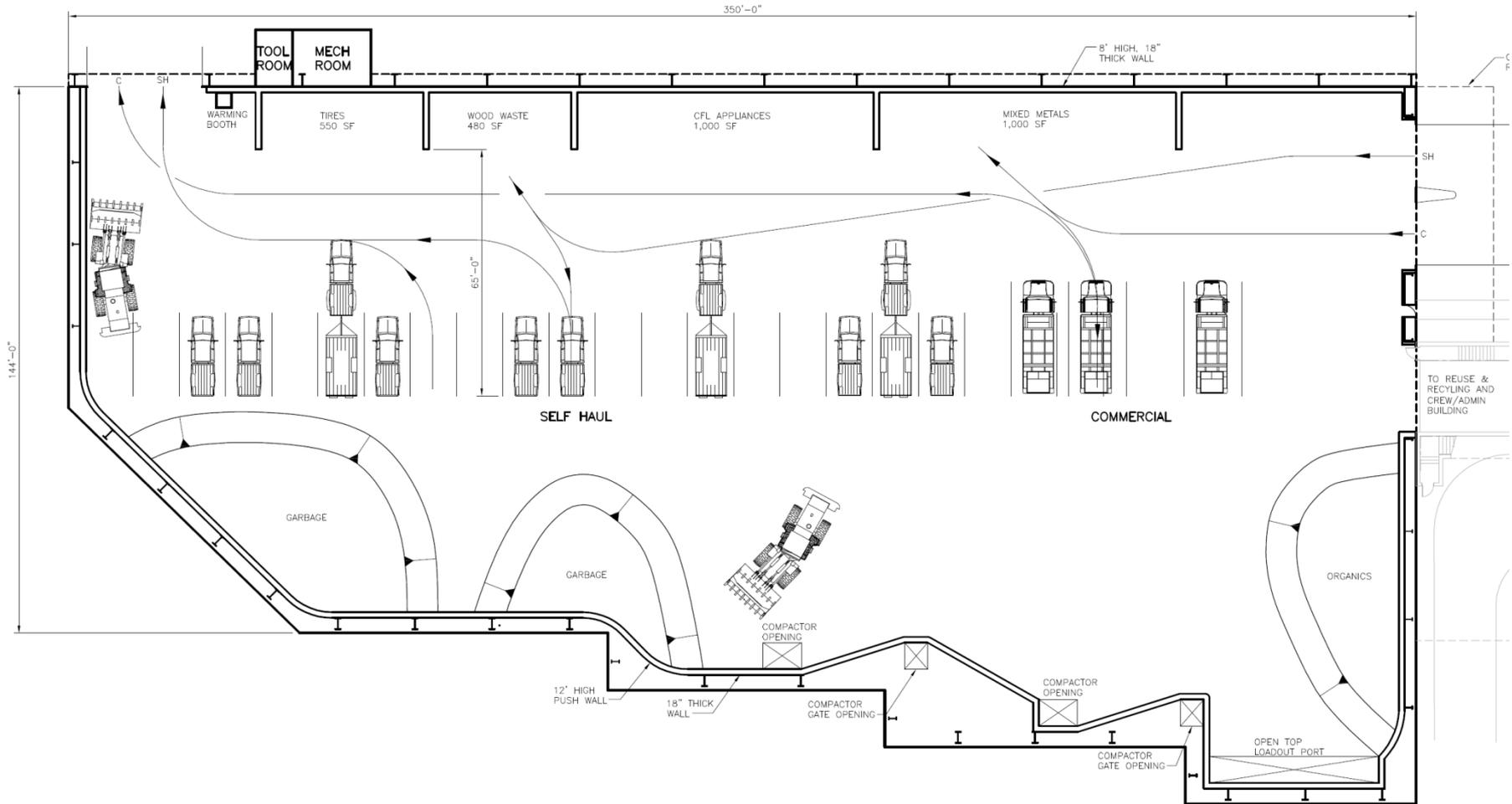
LEGEND

	PROPOSED FACILITY FOOTPRINT
	PROPOSED LANDSCAPE AREA
	PROPOSED ROADWAYS
	PROPOSED GREEN ROOF
	EXISTING TRANSFER STATION FOOTPRINT
	INDUSTRIAL BUFFER
	POTENTIAL COMMUNITY AMENITY
	LIMITS OF LOWER LEVEL
	COMMERCIAL
	SELF HAUL
	TRAILERS



**CONCEPT 8/9-B
ATTACHED RECYCLING**

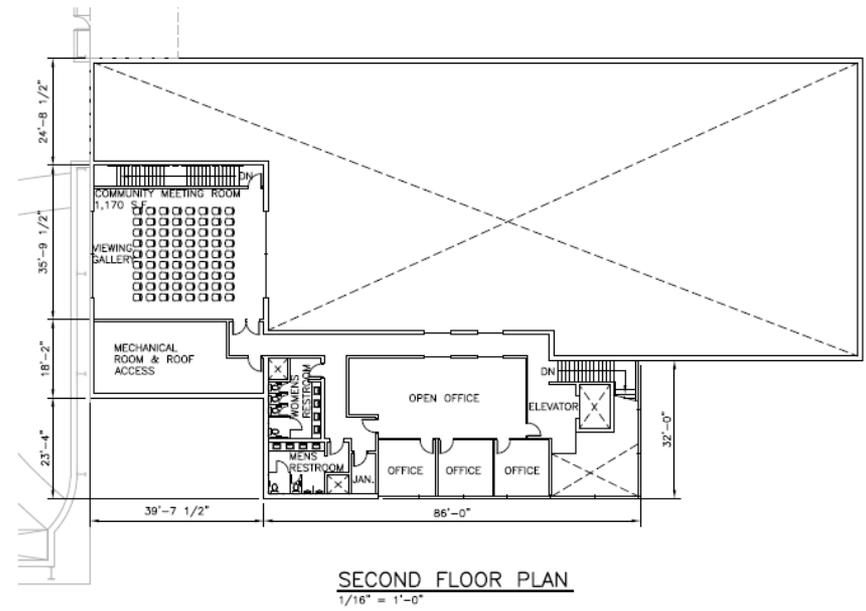
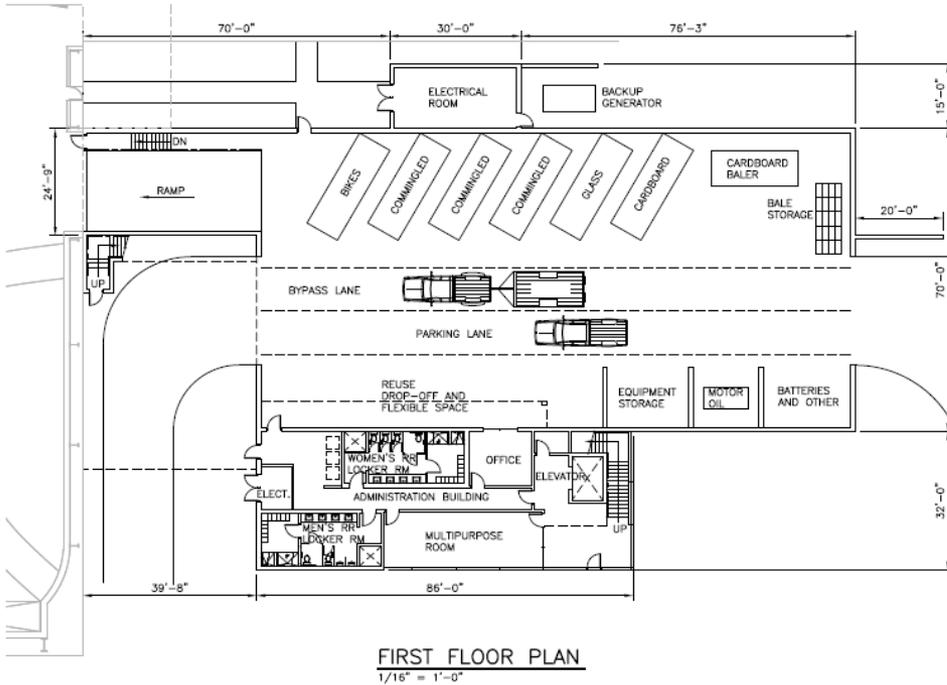
TIPPING FLOOR PLAN – CONCEPT 8/9B

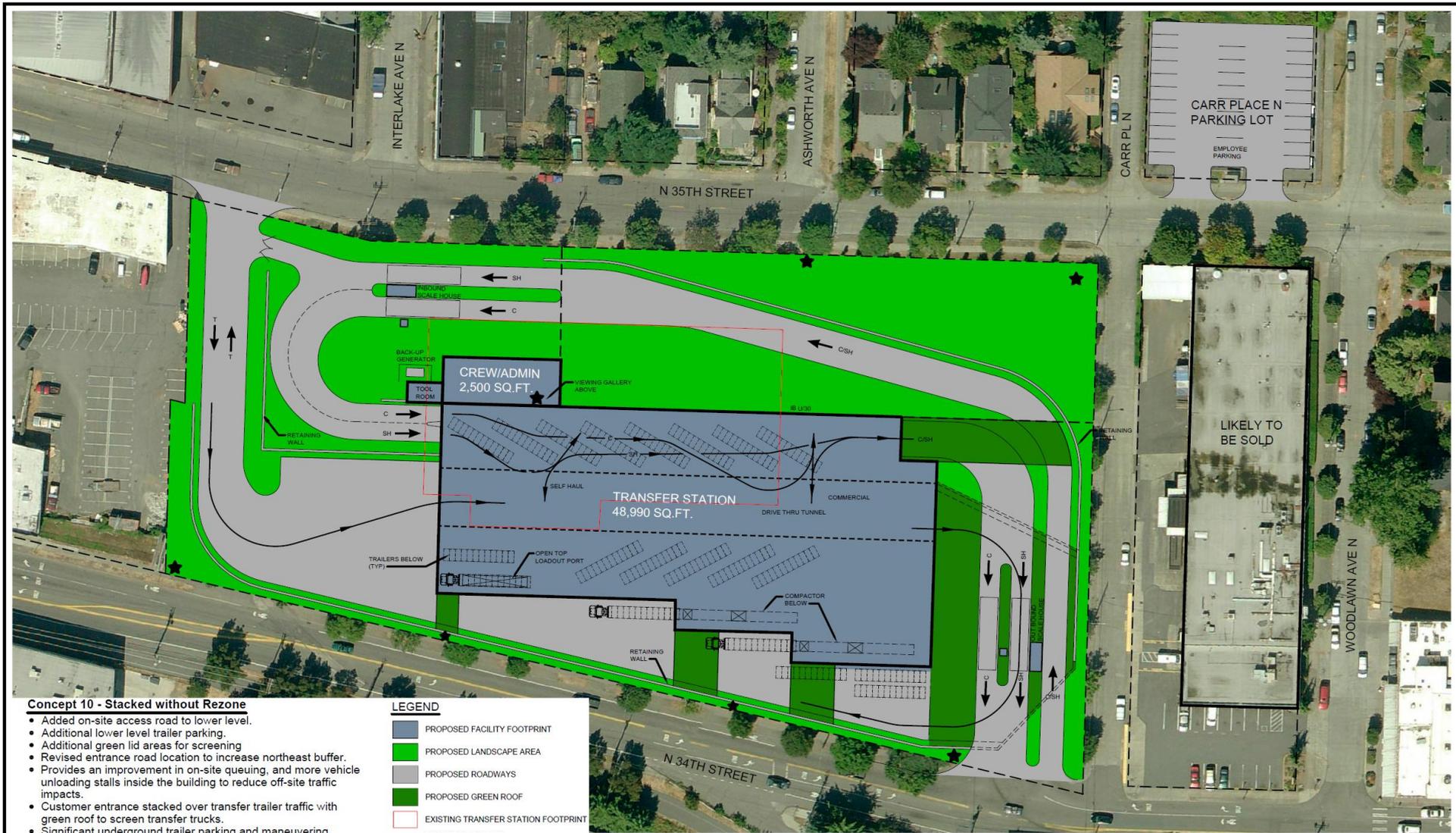


TIPPING FLOOR PLAN

1/16" = 1'-0"

RECYCLING FLOOR PLAN – CONCEPT 8/9B



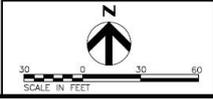


Concept 10 - Stacked without Rezone

- Added on-site access road to lower level.
- Additional lower level trailer parking.
- Additional green lid areas for screening.
- Revised entrance road location to increase northeast buffer.
- Provides an improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Customer entrance stacked over transfer trailer traffic with green roof to screen transfer trucks.
- Significant underground trailer parking and maneuvering.
- Recycling would be limited to what may fit inside the Transfer Building, all traffic needs to cross the scales.
- A Reuse Facility may be developed within the existing 1550 building.
- The areas noted with a star symbol would be available as a community amenity, open for ideas.

LEGEND

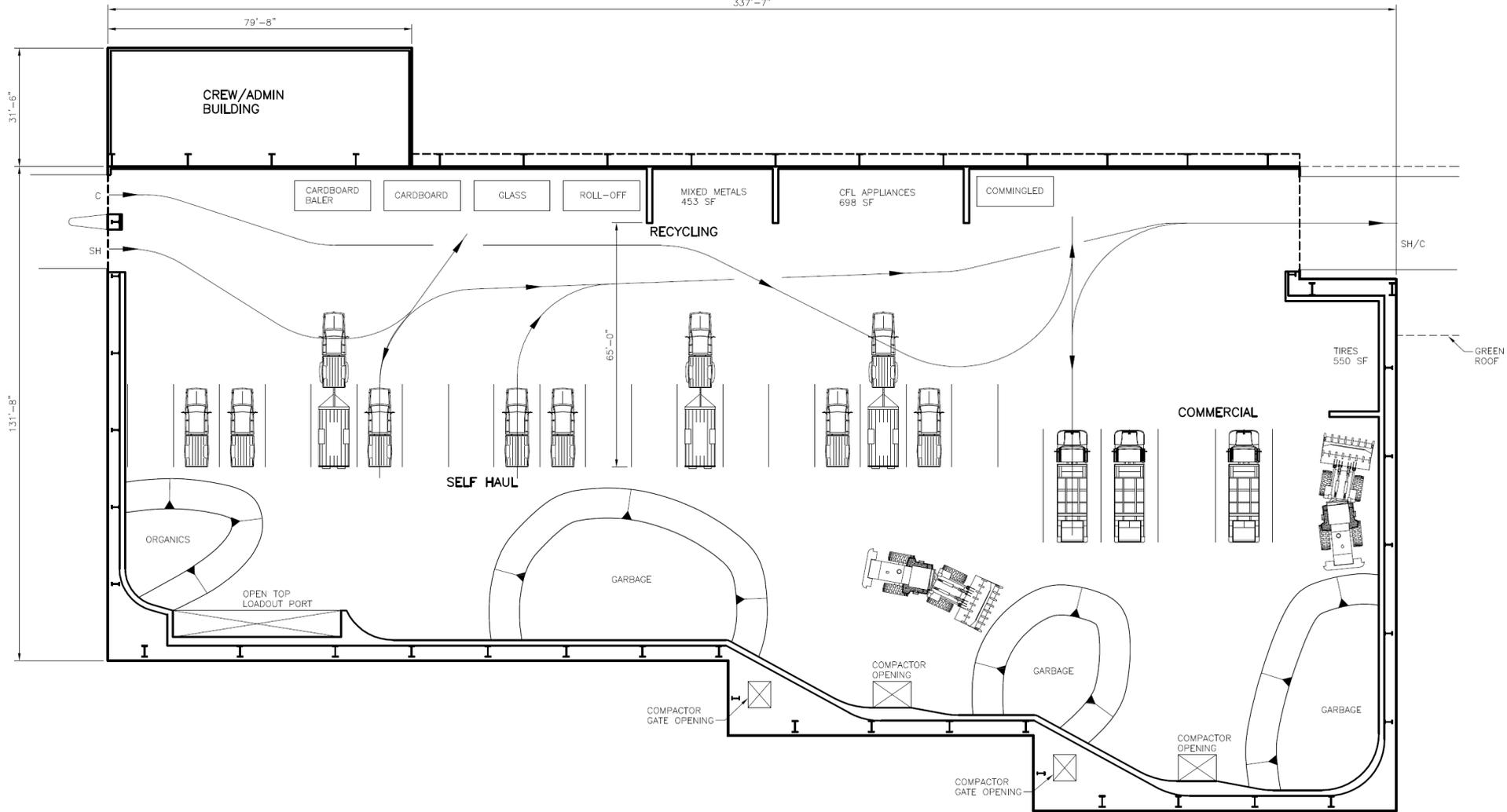
- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- PROPOSED GREEN ROOF
- EXISTING TRANSFER STATION FOOTPRINT
- INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- LIMITS OF LOWER LEVEL
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS



**CONCEPT 10
STACKED WITHOUT
REZONE**

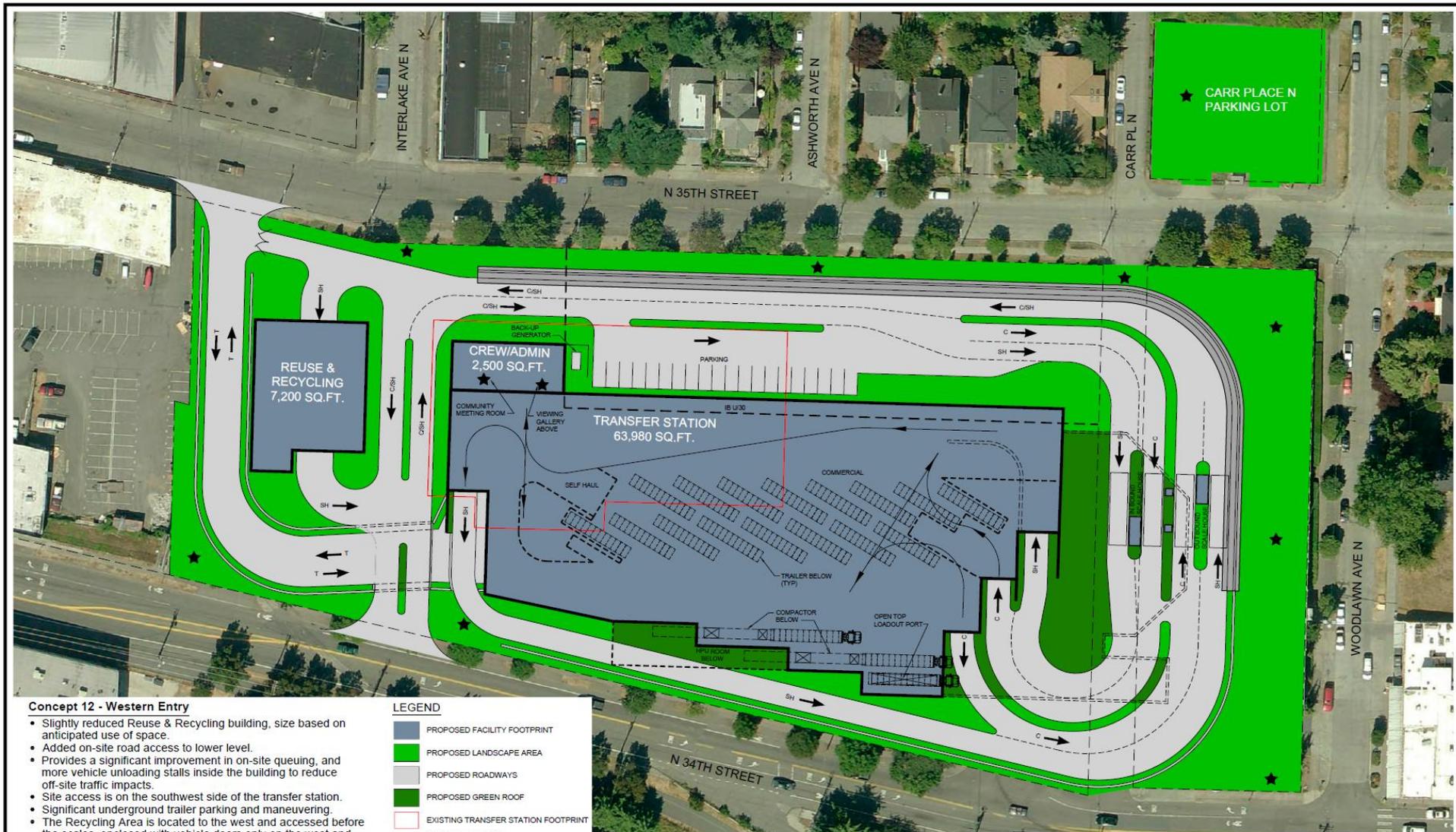
TIPPING FLOOR PLAN – CONCEPT 10

337'-7"



TIPPING FLOOR PLAN

1/16" = 1'-0"



Concept 12 - Western Entry

- Slightly reduced Reuse & Recycling building, size based on anticipated use of space.
- Added on-site road access to lower level.
- Provides a significant improvement in on-site queuing, and more vehicle unloading stalls inside the building to reduce off-site traffic impacts.
- Site access is on the southwest side of the transfer station.
- Significant underground trailer parking and maneuvering.
- The Recycling Area is located to the west and accessed before the scales, enclosed with vehicle doors only on the west and south.
- The Carr Place Parking Lot and the areas noted with a star symbol would be available as a community amenity, open for ideas.
- Concept 12 would require rezone of industrial buffer, partial 1550 property rezone and street vacation.

LEGEND

- PROPOSED FACILITY FOOTPRINT
- PROPOSED LANDSCAPE AREA
- PROPOSED ROADWAYS
- PROPOSED GREEN ROOF
- EXISTING TRANSFER STATION FOOTPRINT
- INDUSTRIAL BUFFER
- ★ POTENTIAL COMMUNITY AMENITY
- LIMITS OF LOWER LEVEL
- C COMMERCIAL
- SH SELF HAUL
- T TRAILERS

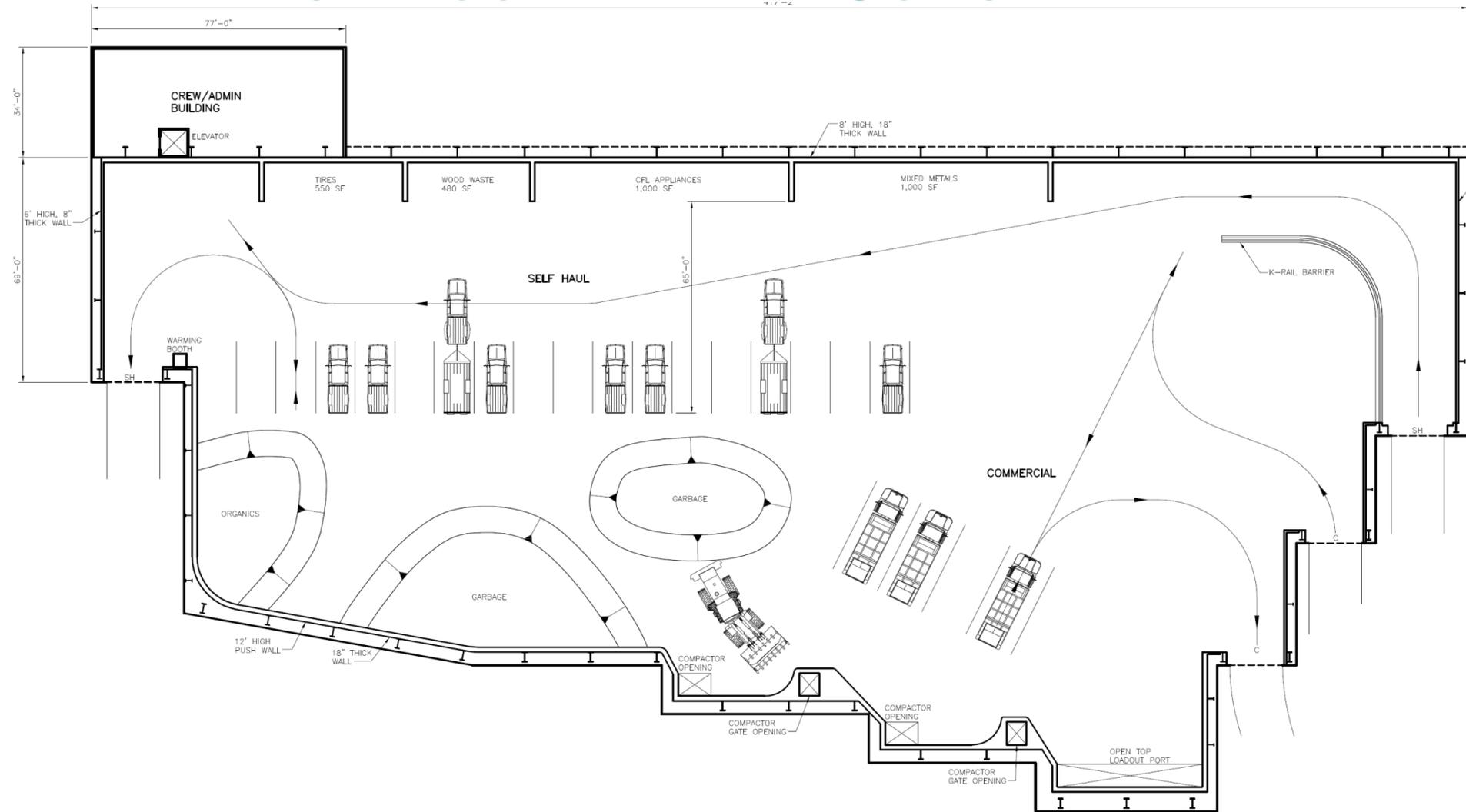


City of Seattle

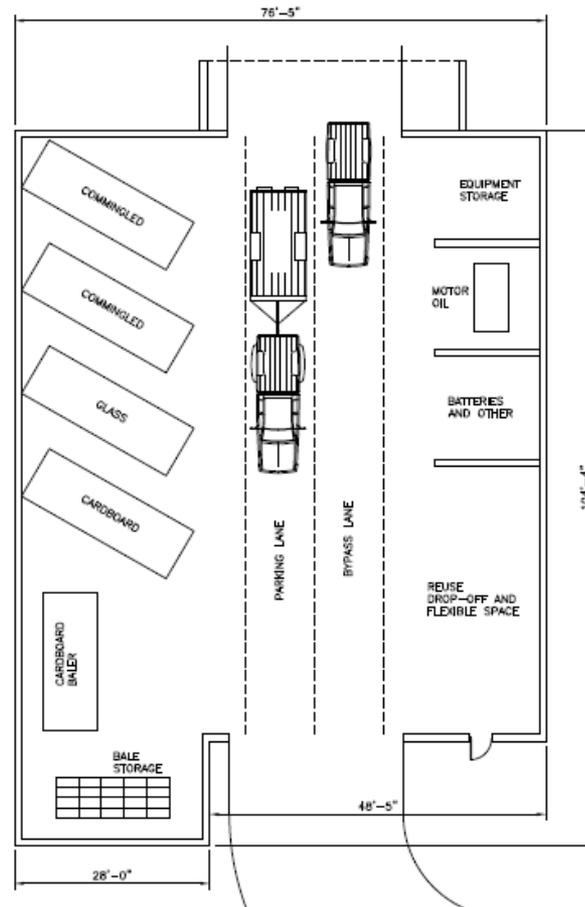
CONCEPT 12
WESTERN ENTRY

FEBRUARY, 2011

TIPPING FLOOR PLAN – CONCEPT 12



RECYCLING FLOOR PLAN – CONCEPT 12



FIRST FLOOR PLAN

$\frac{3}{32}'' = 1'-0''$

PRELIMINARY COST ESTIMATES

Concept	2	8/9A	8/9B	10	12
<i>Capital Costs (Design & Construction)</i>	\$46,150,000	\$48,456,000	\$50,702,000	\$42,014,000	\$57,080,000
<i>Property Sale Value (est.)</i>				(\$5,000,000)	
<i>Total Capital Cost (Design & Construction)</i>	\$46,150,000	\$48,456,000	\$50,702,000	\$37,014,000	\$57,080,000
<i>Distinguishing Differences in Annual O&M Costs Versus Current</i>	\$152,400	\$343,000	\$286,000	\$360,000	\$344,000
<i>50 Year NPV of Capital and Differential O&M Costs</i>	\$47,713,000	\$53,288,000	\$54,493,000	\$42,764,000	\$61,726,000

BREAK

DOWN-SELECT EVALUATION PROCESS, PART 1

- Establish key criteria (via email prior to workshops)
- Assign importance to criteria and develop weighting of criteria (3a)
- Score each concept against each of the key criteria to develop “value scores” (homework and 3b)

Name:					
Criteria List	Value of Importance (1 - 5)	Total Value of Importance Score (all stakeholders)	Prioritized List	Weighting Percentage (Starting Point)	Final Weighting Value
SPU and hauler operational efficiency			(TBD)	(TBD)	(TBD as group)
Self-haul customer experience			(TBD)	(TBD)	(TBD as group)
Long-term environmental efficiency of station/zero-waste flexibility			(TBD)	(TBD)	(TBD as group)
Community and environmental amenities			(TBD)	(TBD)	(TBD as group)
Neighborhood impacts and aesthetics			(TBD)	(TBD)	(TBD as group)
TOTAL					
<p>INSTRUCTIONS: In the highlighted column above (Value of Importance), please rank the criteria from 1 through 5 where 5 is the most important criterion and 1 is the least important criterion. (Please only use each number once). The third column represents the sum total value from all stakeholders, upon which the fourth column (Prioritized List) will be based. The fifth column (Weighting Percentage) is meant to provide a starting point for determining the Weighting Value to assign the criteria in the last column (Final Weighting Value).</p> <p>The Final Weighting Value, as determined today, will be used in Workshop #3b to score the concepts based on how well they meet the criteria. The master decision matrix used in Workshop #3b will use raw scoring multiplied by the Final Weighting Value giving each concept a total weighted value score.</p>					

EVALUATION PROCESS, PART 2

- Apply criteria weighting factors to criteria scores
- Total all scores / produce average value scores for each concept
- Review and discuss concept value scores
- Compare concept value scores to concept planning level cost estimates
- Review and discuss results in order to develop down-select recommendation from five to two concepts

Name:					
SPU North Transfer Station Workshop #3b	Concepts				
	#2 - Max Scenario	#8/9A - Separate Recycle	#8/9B - Attach Recycle	#10 - Stack/No Rezone	#12 - Western Entry
Criteria List	Scoring	Scoring	Scoring	Scoring	Scoring
SPU and hauler operational efficiency					
Self-haul customer experience					
Long-term environmental efficiency of station/zero-waste flexibility					
Community and environmental amenities					
Neighborhood impacts and aesthetics					
Total (Max of 25 points per concept)					

ARCHITECTURAL THEMES, RENDERINGS, AND 360° FLYOVERS

Workshop #3A

- Architectural Design Talking Points/Themes

Workshop #3B

- Stakeholder Input

Workshop #4A

- New Design Themes

Workshop #4B

- Design Program and Guideline for the Design Builder

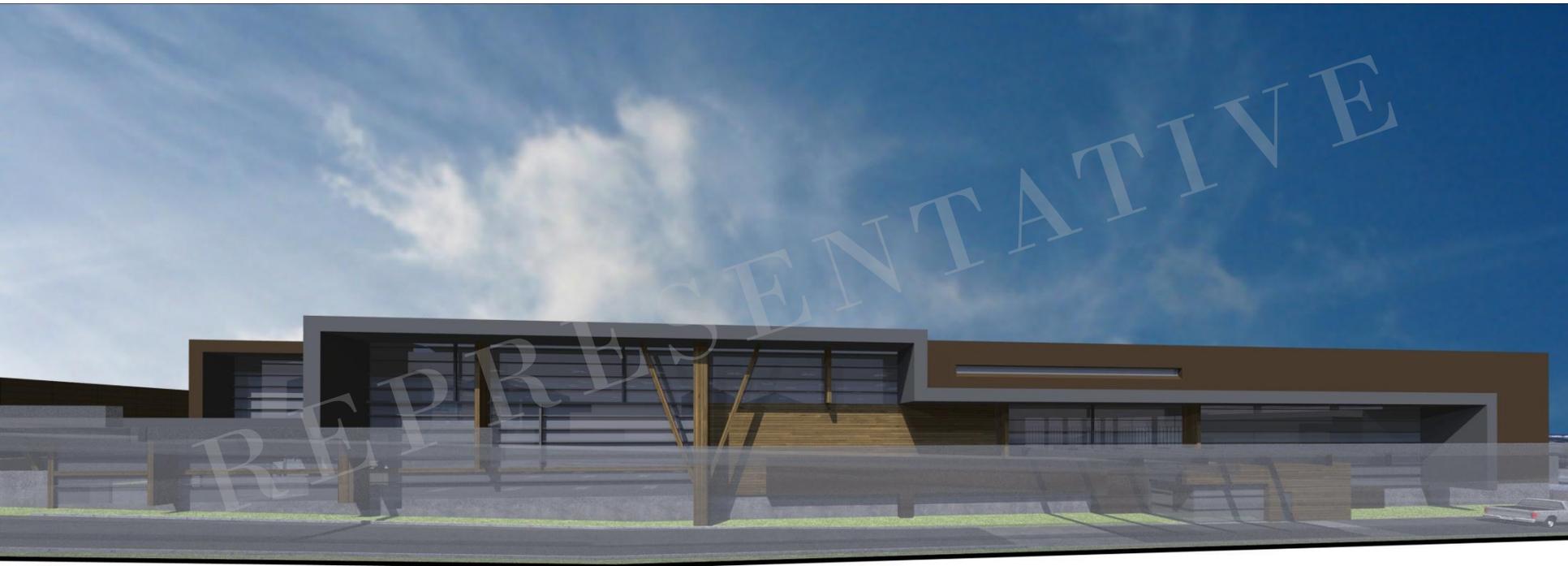
THEME COMPARISON- THEME 1



THEME COMPARISON- THEME 2



THEME COMPARISON- THEME 3



THEME COMPARISON- THEME 4



ARCHITECTURAL VIEWS— CONCEPT 2



VIEW - A



VIEW - B



VIEW - C



VIEW - D

ARCHITECTURAL VIEWS— CONCEPT 8/9A



VIEW - A



VIEW - B



VIEW - C



VIEW - D

ARCHITECTURAL VIEWS – CONCEPT 8/9B



VIEW - A



VIEW - B



VIEW - C



VIEW - D

ARCHITECTURAL VIEWS— CONCEPT 10



VIEW - A



VIEW - B



VIEW - C



VIEW - D

ARCHITECTURAL VIEWS – CONCEPT 12



VIEW - A



VIEW - B



VIEW - C



VIEW - D

NEXT STEPS

- Review concepts and criteria prior to next meeting
- Workshop #3b
 - March 14th, 5-8pm
 - Institute for Systems Biology - 837 N 34th St