Converting Yesterday’s Recycling MRF into Tomorrow’s Zero-Waste Park

Urban Ore Design Associates - UODA

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Participatory Design Process

Developed by Anthroposophist Margaret Colquhoun and architect Christopher Day, this process can be used on any design project from small residential remodels to major campuses.

- Group size can vary from 2 to +/- 25 participants.
- Typically takes 2-3 days to complete the full process.
- Fully explained in the book “Consensus Design” by Christopher Day.
- Ten steps to the process. All need to be done, and in order, for maximum efficacy.
- Everyone must participate in the entire process.
- Everyone must agree to the conclusions of each step; if not, the group must go back to the step where there was full consensus.
- Final product typically includes site plans, floor plans, building massing, and a well-developed plan for circulation and functional activities throughout.
- Process is very efficient, saves time and money, creates a better product, engages the community, and facilitates a complete understanding of the needs, desires, and decision-making process for all participants.
Participatory Design Process

Ten Steps of Process:

1. Silent Walkthrough and first impressions.
2. Site History.

**Analysis (4 Steps)**
3. Site Analysis of what is (physical).
4. Site Analysis of abstract gestural qualities.
5. Site Analysis of human emotional qualities.

**6. Genius Loci**, or essential character of the site.

**Synthesis (4 Steps)**
7. Statement of desired *Genius Loci*, what we want the site to be.
8. Generation of the desired emotional qualities that reinforce #7.
9. Generation of desired abstract gestural qualities that reinforce #8.
10. Generation of physical elements that reinforce #9.

**Note that 7-10 are the reverse of 3-6.**
Site Conditions

Potential Expanded Site including CalTrans Land

Existing Site

- Entrance and Scales
- Administration
- Customer Service
- Operations and Maintenance
- MRF and trucks

Existing Site

Potential Expanded Site including CalTrans Land
Existing Site Conditions

UODA Site Analysis, 2011

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Burbank Recycling Center
Participatory Design Process

With our limited time, we have to shorten the process. Please accept our Analysis, so we can focus on Synthesis.

Analysis (from 2011 work)
1. Existing site is poorly organized, with difficult way-finding.
2. Signage is used to make up for faulty design.
3. Poor separation of public from operations.
4. Piles are unsightly.
5. Confusion reigns, with accompanying fear.

Synthesis
1. Statement of Intent: The Burbank Recycling Center should be readily navigable for all visitors, with clear and obvious separation of different services offered, and should be safe and efficient in operations, separating customers from material sorting, processing, and redistribution.

Note: photographs are from a site visit in August, 2011, and do not necessarily reflect conditions under the current operator. But they do offer a cautionary tale for all Recycling/Reuse Facilities.
The Building “Type” is a circulation problem, with 3 major constituents: customers, processors, and buyers.

A relatively large number of customers bring discards to the site. They drive a range of mostly small vehicles including cars and pickup trucks, with some larger vehicles such as small dump trucks. A few have trailers. Some customers know what they are doing, many do not. Customers want to unload their goods efficiently, but their goods may be going to several different places, requiring sorting.

There are multiple material processors, specialized, who receive and handle the goods before sending them off on large vehicles to the next destination. Processing may be contracted out to different companies, who may maintain relatively autonomous operations.

Off Haul is usually done with large vehicles, driven by skilled professionals, who want to move quickly and efficiently without crossing paths with the customers.
Precedent – The Airport

- Off Hauling
- Processing
- Sorting
- Customers
Participatory Design Process

Now we work…….
Option 1: Existing Land

UODA Design Proposal (2011)
Option 2: Acquire Part of CalTrans Land
Option 3: Acquire All of CalTrans Land

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