

## ***Murray Basin Combined Sewer Overflow Control Facility Design Advisory Group***

### **Meeting Summary**

***February 13, 2012 6:30-8:30 pm***

***Fauntleroy School House, 9140 California Ave Southwest***

### **Overview**

On February 13, 2012, the King County Wastewater Treatment Division (WTD) hosted a Design Advisory Group (DAG) meeting for the Murray Basin Combined Sewer Overflow (CSO) Control Facility. The DAG is providing input and advice regarding proposed site layout, facility layout, post-construction site use, and landscaping and aesthetics to share with the broader public and WTD. The group is reviewing technical analyses in order to understand proposed layouts and provide input about design options to inform the County's decision-making. The DAG is acting as a sounding board for the project technical team, and a project liaison to the public, helping ensure the County project team receives a broad community perspective.

Topics for the February 13 DAG meeting included:

- Review community input and refined facility design concepts
- Discuss site and technical constraints for the facility
- Learn about the public art process

### **Welcome and Introductions**

Meeting facilitator Penny Mabie welcomed participants and community members to the meeting and thanked everyone for their attendance. After a round of introductions, Penny reviewed the agenda and explained that the purpose of the meeting was for the DAG to discuss King County's response to feedback heard on the preliminary facility design and to review three revised design concepts.

WTD community relations lead Doug Marsano explained that King County has shared and received feedback on preliminary facility drawings with the community and the Morgan Community Association (MoCA). The overall feedback was that the drawings generally conformed to common themes developed by the community at the October 29, 2011 design workshop. King County heard support for preserving open space, establishing viewpoints, using landscaping to mask the facility's mass, and encouraging opportunities for interpretive education displays. Many community members also mentioned the need for traffic calming between the facility and Lowman Beach Park on Beach Drive SW. King County also met with DAG member Patrick Gordon and neighbor John Bernhard to discuss some of the facility's more detailed design elements and constraints.

Patrick presented to the group the facility drawings he and John submitted to the County. He referred to the earlier Murray CSO Community Advisory Group (CAG), which expressed concerns for the scale of the facility, using the opportunity to enhance the park and neighborhood, and leave a lasting legacy. Patrick added that he understands that the facility's functionality and engineering aspects are a design priority, but "creating a place" for the community should also be a priority. He also reminded the group that our biases can lead to unimaginative and predisposed solutions. Everyone should continue to be open to all ideas, even unconventional solutions.

Patrick pointed out that in his drawings he created a rounded building shape with a natural berm in front of the facility. A curved walkway follows the shape of the building, culminating in a pedestrian crosswalk across Beach Drive SW. This achieves the CAG goal of creating a pathway to the park. The design also takes back space for the park from what is currently street and sidewalk. Patrick said after meeting with King County to review the drawings, he now understands many of the technical constraints around which the engineers must design.

## **Site and Technical Constraints**

Project consultant lead Dan Pecha provided an overview of the site and technical constraints, noting specifically:

- The site's high ground water level requires a circular-shaped tank to reduce de-watering during construction
- Soil conditions under Lincoln Park Way Southwest requires construction of a retaining wall along the site's eastern boundary
- The City needs access to its 48-inch sewer pipe running along the entire Murray Avenue right-of-way, preventing any facility equipment from being located there
- Existing utilities require new conveyance and electrical ducts to be located north of the facility
- The odor control room needs to be built within the tank's footprint and requires access via hatches and a stairwell for personnel entry from grade level

## **Questions and Discussion**

- Bill Beyers asked if Patrick's drawings are consistent with the site and technical constraints.
  - Patrick answered that the biggest constraint is the odor control component needs to sit over the tank, which is not accurately represented in the drawings.
  - Dan Pecha, HDR, added that the below grade structures need to be within the represented circle because of potential groundwater infiltration and for constructability reasons. If the odor control component is placed underground, access must come from above.
  - Bill asked why a circle design is necessary.

- WTD project manager Erica Jacobs answered the circle design is necessary due to geotechnical circumstances. The shoring the facility will use will eliminate the need for site dewatering, decreasing the likelihood of settlement.
- Dan responded that a circle offers structural support – important since the surrounding soils are poor in quality.
- Doug added that dewatering activities could create noise issues for the community. A circle design minimizes construction impacts for the community.
- Bill asked how much noise operating the facility will create.
  - Dan said the orientation of the facility will not affect the amount of decibels created, which is regulated by city code.
- A member of the community asked if the location of the underground tank could be moved on the site.
  - Chas Redmond answered the Murray right-of-way behind the proposed tank location has a 48-inch wide sewer line below, preventing any of the facility's components from being located there.
- Chas asked about constraints for air flow with the engine generator room.
  - Dan responded that the intake and exhaust louvers must be exposed. One of them has been shrunk since the last design.
  - Dan added that operational vehicle access is another site constraint. By using the Murray right-of-way for vehicle access, the odor control component can be placed in the middle of the circle.
- Erica stated the team believes that they can marry Patrick's ideas with the facility design concept and create a smaller structure that allows for lots of room for landscaping and open space.

## **Revised Preliminary Facility Design Drawings**

Doug showed the group the original preliminary design drawings from the previous DAG meeting in January. He reminded the group that those drawings were put together as a first attempt to incorporate the community's desires into a design for a functional facility. It also was crafted to gather feedback from the community. The team has generated a new set of drawings that works to integrate the earlier drawings with the community's viewpoints.

Project consultant landscape architect Matt Gurrad presented revised preliminary facility design drawings. He mentioned that the community seemed to see the facility as an opportunity to create a front door to the park while tucking the building as far back into the grade as possible. The previous preliminary drawing was functional, but didn't provide a graceful and aesthetically-pleasing walkway to the park. The team looked at ways to make it easy for pedestrians to access the park, fashion small spaces to create a feeling of place, and reserve some of the northern half of the block for park use and as a stormwater function. Matt noted that the underground storage tank will be about five feet higher than Beach Drive Southwest, but within the grade. The design could use that as an advantage by using a natural berm as a barrier between the street and the facility, with heavy landscaping in between.

### *Concept A*

Concept A proposes a straight walkway from Lincoln Park Way Southwest to Lowman Beach Park. The concept plays off the main axial view to the water from the site and creates a small viewing point to Puget Sound over the electrical room. The concept also shows a small roof garden, or something with a little less maintenance required. The team will want input before the design is settled about whether the community wants a large, gathering-like space on the roof or something more intimate.

- Chas asked if the path is supposed to represent a Japanese-themed terraced walkway.
  - Matt said the idea is similar – to create small spaces to the side of the walkway, soften the path's edges, and give it a humanistic scale.

### *Concept B*

Concept B proposed a rounded walkway to the park that follows the shape of the building. Matt noted the concept attempts to use many of the elements found in Patrick's drawings by using a fluid walkway while at the same time retaining sightlines to the park and the water.

- Cheryl Eastberg asked about the barrier between Beach Drive Southwest and the facility.
  - Matt answered that it would be about six feet tall.
- Barbara Owens asked what the markings on the crosswalk symbolize.
  - Matt responded that the markings could represent a difference in pavement. The Seattle Department of Transportation (SDOT) does not use painted crosswalks, especially mid-block, so the team must explore different ways to ensure pedestrian safety without explicit markings.

### *Concept C*

Concept C proposes an angled walkway to the park. Concept C mixes Concept A and B with more of a modern appearance. View corridors would be maintained and the concrete barrier would go up to the sidewalk's border.

- Don Stark asked how the walkway across Beach Drive SW is varied from Concept A.
  - Matt said the crosswalk in Concept C is about double the width.

## **Questions and Discussion**

- Cheryl asked what the grey box in Concept A represented.
  - Matt responded that it shows the entry above ground to the odor control facility as well as the tipping bucket mechanism.
  - Erica explained that a tipping bucket empties water into the storage facility to clean it after usage.

- Chas asked about the hatches shown in the drawings.
  - Dan answered that the hatches require vehicular access, such as a vector truck, that must remove and replace used carbon from the odor control facility.
- A community member asked why the facility cannot be turned 90 degrees.
  - Dan responded that the above ground features of the facility must align with the below ground components. The team explored different facility layout options, but determined that rotating it would force the structure too far towards Beach Drive Southwest.
  - Patrick added that he ran into the same problems when creating his design concepts. Rotating the design would force the building away from the hillside, making the structure much more pronounced.
- Cheryl asked if there will be a fence around the facility. She expressed concern about the security of the facility's driveway and hatch accesses, especially if there is dense landscaping that makes it difficult to see into the space.
- Chas asked if any of the options have higher long-term maintenance issues.
  - Don stated he is concerned about long-term maintenance since the concepts show a considerable amount of landscape features, including a green roof.
- Bill asked if there are examples of existing CSO facilities with park-like features.
  - Erica answered that there are several examples. Maintenance is typically overseen by King County's landscapers, although in some cases community members near facilities such as the Barton Pump Station have agreed to maintain landscaping at County facilities.
- Cheryl said the grade requirements for the Seattle Parks Department may not allow the site to be mowed.
  - Penny answered that the issue will be addressed as part of the Street Improvement Process (SIP) with SDOT. All agencies of the City are required to participate in the process, including Parks.
- Patrick stated that safety and maintenance may be issues, but it is too early in the process to rule anything out. Potential solutions could be to create a "Friends of Lowman Beach Park" to periodically maintain the space.

- Barbara Owens asked about the amount of parking spaces preserved and the width of the street.
  - Patrick said the street is currently 38 feet wide. His drawings showed the street to be 32 feet wide, still allowing for two lanes of traffic.
  - Matt added that in all the concepts shown, the street is 32 feet wide, allowing parking on both sides of the street and one lane of vehicle access.
  - Erica reminded the group that one of the main principles to come out of the design charrette in October 2011 was traffic calming by narrowing the street. SDOT confirmed they would be fine with a 25-foot wide road, similar to a typical residential street. Since the street is heavily used by park users, there is a need for cars to leave the street. The current designs address this via a hammerhead turnaround.
  - Current parking is maintained in all three concepts.
  
- Community member Ron Sterling mentioned that turnarounds are the biggest issue at hand, not traffic calming. Most drivers who use the street will be forced to back up and turnaround where there are bicycles, kids, dogs, and park users. This could be potentially dangerous.
  - Matt responded that the team looked at having a turnaround but it took away from the potential screen between the street and facility.
  - Dan added that the concepts show a hammerhead turnaround. Drivers use it as a three point turn, similar to a driveway.
  - Bill stated that garbage trucks have a particularly difficult time turning around on the street. Major congestion for utility trucks exists. Bill said he would support a design with an intelligent turnaround.
  - Cheryl agreed, saying the street is already difficult for Parks Department vehicles to access.
  - Patrick expressed concern that a turnaround would undermine many of the concept features.
  - Penny asked the group if the team should explore any other options to intelligently address the turnaround issue.
  - Patrick reminded the group that the community already spent an entire day discussing the issue and ultimately decided against a turnaround.

- Penny asked the group what they thought of the concept alternatives and if King County has addressed the community's feedback in the three revised concepts.
  - Scott Gunderson stated that the process is moving in the right direction. He liked the idea of a smaller viewing area and green space above the structure and tended to favor Concepts A and B.
  - Patrick agreed, saying the concepts were very responsive to his drawings. There are aspects in each concept that he liked, but he is drawn to Concept B because of the curve. The amount of plantings and space on the roof with Concept C is also attractive.
  - Cheryl said there are nice elements to all of them and the process is definitely moving in the right direction. All three of the concepts, however, seem isolated from the park.
  - Don stated that he likes all of the concepts and will allow the design professionals to pick the best alternative.
  - Barbara said she likes Concept A and B. Concept C is less attractive since the retaining wall is on the outside.
  - Chas said he is fond of Concept A and B as well, but is interested in the potential of Concept C. He loved the small spaces in Concept A as it creates a new dimension for the park. Overall, the concepts are a great integration of the community's feedback.
  
- Erica noted that the next step in the process is considering all the possibilities with the landscaping team since the feedback is definitely in favor of an extension of the park-like feeling. King County will analyze the options based on the DAG's comments and bring more refined options back to the group. The group has the rest of the year to arrange the interior features and landscaping once the facility's footprint is firmly established.
  
- Penny asked the group if they are comfortable with the facility footprint shown in Concepts A, B, and C.
  - The group agreed that the basic footprint is acceptable to move forward with. Scott added it would be nice to see some three-dimensional scenes of what the facility might look like.

## **Project Milestones**

Doug referred the group to the public involvement timeline which showed that the Murray CSO project is still at the 0-30% design phase. During this preliminary phase of design the project team is developing:

- A preliminary site plan with new structure orientation, site footprints and locations
- Architectural plans with sections and elevations establishing preliminary room sizes, exterior architectural themes, materials of construction and roof type
- General arrangement floor plans and section drawings coordinated with the architectural plans including the location of major equipment and major piping alignments

Doug reminded the group that they had weighed in on most of these non-engineering elements and that there will still be numerous opportunities for public participation. Dates will primarily be driven by the permitting process.

## **Public Art Process**

In addition, 4Culture, King County's Cultural Services Agency, will help the team in working through the art selection panel and working with the Seattle Design Commission. Erica explained that King County wants to start the art selection process early. The project's art budget will be around \$150,000. Cath Brunner, a public art representative from 4Culture, is planning to attend the next DAG meeting. Although she will share more details at the next meeting, the DAG has been asked to provide two members for the artist selection panel. The panel will choose three artists from a pre-selected pool. An interview process will follow, with one artist selected in April.

The group agreed to nominate Patrick and Barbara for the selection panel with alternates being Scott and Bill's wives.

## **Questions and Discussion**

- Don stated that it seems like the group should be working on construction impact mitigation strategies now.
  - Doug answered that construction mitigation is part of the 60-100% design phase as more about construction requirements is understood and construction specifications are drafted.
  - Erica added that King County will certainly be working on those mitigation strategies with the community.

## **Next Steps and Action Items**

Penny asked the attending members of the community if they had any comments or questions.

- Community member Deb Reinhart agreed with an earlier comment about drivers reversing on Beach Drive Southwest. If the street is narrow and full of people, it will be difficult to back up.
- When will the demolition of the houses on the site begin?
  - Erica answered that King County has purchased 5 of the 6 buildings on the site. They are slated for demolition during the summer. The project team needs geotechnical borings and to ready the site for future construction. Temporary fencing will be present for security reasons.
- Will the project continue to be funded?
  - This project is fully funded.
- Community member Ron Sterling noted that a turnaround concept has not been considered. So far, the DAG process has been biased towards what neighborhood owners want at the expense of park users. A priority should be placed on park access and safety.
  - Note: The DAG includes park users and community members who live outside of the neighborhood. A turnaround was considered by the DAG and by other community participants during the October 29 design workshop and reviewed by SDOT at King County's request. All reached similar conclusions that a hammerhead turnaround at the Murray Avenue right-of-way was sufficient to meet the needs of the community and park users on Beach Drive Southwest.

- Community member John Comick expressed support for a hammerhead. He believes that the extra space provided by a turnaround would ultimately be used for parking, creating more congestion and safety issues. John suggested widening the Murray Avenue right-of-way to 20 feet would provide sufficient room for safe turnarounds.
- Did the DAG discuss nose-in parking with SDOT?
  - Erica answered that King County did discuss the issue with SDOT. The department does not approve nose-first parking because it is a safety issue.

Doug said the next DAG meeting will be in mid-March. The meeting will address green building and the specifics of the art selection process with Cath Brunner. The group will also get an update on traffic circulation. With the structure's footprint decided project consultants will begin drafting the facility's technical drawings for the preliminary design report due in March.

### Action Items

- King County will call John Comick for his comments and questions  
(NOTE: Doug followed up with John on February 14. John's comments are listed above)
- Discuss facility design concepts' maintenance implications with WTD operations staff
- Review traffic circulation options along Beach Drive Southwest.

### Attendance

#### DAG Members

- ☐ Bill Beyers
- ☐ Patrick Gordon
- ☐ Cheryl Eastberg
- ☐ Scott Gunderson
- ☐ Barbara Owens
- ☐ Chas Redmond
- ☐ Don Stark

#### Facilitation Team

- ☐ Penny Mabie, Facilitator
- ☐ Landon Bosisio, Notetaker

#### Community Attendees

- ☐ Linda Cox
- ☐ John Comick
- ☐ Deb Reinhart
- ☐ Ron Sterling

#### Project Team

- ☐ Erica Jacobs, King County WTD Project Manager
- ☐ Doug Marsano, King County WTD Project Community Relations Lead
- ☐ Dan Pecha, Consultant Project Manager
- ☐ Eric Bergstrom, Consultant Lead Engineer
- ☐ Matt Gurrad, Consultant Landscape Architect