



Preliminary Design Feedback Summary (April – May 2012)

Since the March 20, 2012 Murray CSO Design Advisory Group meeting, the project team has shared the preliminary design with the City of Seattle Department of Transportation (SDOT) on April 4 and April 24 as part of the Street Improvement Process 30%+ phase, and with the Morgan Community Association (MOCA) at its April 18, 2012 meeting.

MOCA attendees generally supported the preliminary design and did not offer specific feedback.

SDOT offered the following major design directions for the project:

- SDOT Traffic Operations staff does not support the proposed 34-foot street width. The previously proposed 25-foot roadway is acceptable and must include a parking refuge at the bulbs.
- In responding to an inquiry from the project team, SDOT noted that there is insufficient room to provide a cul-de-sac turnaround at the intersection of Beach Drive Southwest and Murray Avenue Southwest. SDOT directed the project team to use the hammerhead turnaround shown in the current design.
- The proposed mid block bulbs on Beach Drive Southwest are acceptable.
- Do not use scored or decorative paving. Use standard concrete at mid block bulbs.
- SDOT does not have issues with the location of the driveway south of the intersection bulb-out (7001 Beach Drive Southwest). The location of the existing driveway is within the intersection and the location relative to the property cannot change. The property has a driveway/garage in the back of the property and enough room to allow for a vehicle to turnaround and exit the property without backing up onto Beach Drive Southwest.
- The proposed access gate on Murray Ave Southwest must not swing into Beach Drive Southwest. No parking will be allowed on Murray Ave Southwest or the entire hammerhead.

The project team also received comments after the March 20 DAG meeting from Patrick Gordon on behalf of the proposed facility's neighbors. The comments included:

- Review topography and planting strategies to shape the slope in a manner to integrate with the stairs and sloping east edge of the site.

(Project team response: The project team incorporated additional plantings along Lincoln Park Way Southwest north and west of the stairs to further emphasize a landscape space and reinforce the strength of the main axis through the site.)



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- Provide additional planting to define and enhance the sense of *edge* and *containment* as well framing the views from Lincoln Park Way and emphasizing the views from the stairs.

(Project team response: A rain garden may be located in this area to comply with the City's Green Stormwater Infrastructure (GSI) mitigation requirements. The project team will seek to minimize the rain garden footprint in complying with these requirements.)

- With the shaping of the contours adjacent to the stairs, develop a more level lawn at the toe of the slope to provide functional open space for public access and use.

(Project team response: Site landscaping and architecture will be developed further in consultation with the Design Advisory Group later in the design process.)

- The east/west stair orientation continues to excite us. Review options for the stairs to fully capture the opportunities for pedestrian access to the parks, pausing, sitting, celebrating views, incorporating art, etc., in a manner that is appropriately scaled for the neighborhood park and comfortably integrated into the site.

(Project team response: The revised plan provides additional pedestrian viewpoint space above the mechanical and electrical rooms. Pedestrian areas will be retained within the footprint of the mechanical and electrical rooms below and have been revised to provide meaningful landscape rooms without scaling up and losing the intended intimate feeling.)

- Extend the accessible area on the facility roof to incorporate some modest mounding/planting to provide a more natural look and feel. Review options to integrate the roof planting and the on-grade plantings to fully capture the opportunity to create a natural appearance and disguise the structure below. Expand the publicly accessible zone, and provide planting along the west edge of the roof to focus viewer's perspective outward to distant views and not downward to the service area.

(Project team response: The revised plan provides additional pedestrian viewpoint space above the mechanical and electrical rooms. Pedestrian areas will be retained within the footprint of the mechanical and electrical rooms below and have been revised to provide meaningful landscape rooms without scaling up and losing the intended intimate feeling.)

- Extend the green/living roof over the tank access structure to provide a more natural foreground and further disguise the structure below.

(Project team response: A green/living roof will be considered for the Access Structure. Zoning restrictions established by Seattle DPD require a gap between the Access and Facility structures.)



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- Incorporate the use of a pervious material such as reinforced turf (Grasscrete) or decomposed granite in the service area above the below-grade odor control facility.

(Project team response: There is insufficient depth to facilitate drainage below a grasscrete or pervious surface above the below grade odor control facility. Pigmented concrete to complement facility materials and colors will be evaluated.)

- Move the access gate and secure zone east to align with the north/south wall. This could retain the service access while providing additional space for vehicle turn-around from Beach Drive SW, and reducing the need for a free standing fence/gate.

(Project team response: The gate will be moved east.)

- Incorporate the pedestrian crossing at the base of the east/west stairs, and differentiate the paving to signal a pedestrian zone. Review options to integrate west edge of pedestrian crossing with east edge of Lowman Beach Park to soften the topography and provide a more gracious point of access to the park.

(Project team response: SDOT does not permit scored or decorative paving at this location and has directed the project team to use standard concrete at mid-block bulbs. An alternate pavement surface, jointing or color may be added to the main axial pedestrian connection area.)

- Review narrowing Beach Drive SW to 20-24 feet as shown to differentiate the parking from the intersection, and further soften the curb bulb to follow the implied curve of Lincoln Park Way Southwest. Provide additional planting strip to reduce the concrete at the crossing and reinforce the sense of a pedestrian gateway to Lowman Beach and Lincoln Parks.

(Project team response: SDOT supports the previously proposed 25 foot wide roadway with parking refuge at the mid-block bulbs. SDOTs' direction will be reflected in the design.)

- Include several additional large caliper trees to add critical mass, complete rhythmic patterns, and frame views from Lincoln Park Way Southwest.

(Project team response: Site landscaping will be developed further in consultation with the Design Advisory Group later in the design process.)

- Review materiality of structures, walls and pavement to unify project elements, provide creative concepts for integration of architecture, structure and landscape forms.

(Project team response: Site architecture will be developed further in consultation with the Design Advisory Group later in the design process.)

- We look forward to understanding the intent and discussing alternative locations/orientations of several unidentified forms and objects in the drawings which occupy significant locales.

(Project team response: These forms and objects will be discussed in greater detail with the Design Advisory Group later in the design process.)