

North Beach Combined Sewer Overflow (CSO) Control Project Community Meeting Summary

May 12, 2012

*Carkeek Environmental Learning Center
950 Northwest Carkeek Park Road, Seattle, WA 98177*

Attendance

12 community members attended the workshop.

King County Wastewater Treatment Division

Shahrzad Namini, Project Manager

Monica Van der Vieren, Community Relations

Adair Muth, Community Relations

HDR Engineering

Edith Hadler, Project Manager

Vicki Sironen, Project Engineer

Donn Hogan, Project Architect

Matt Gurrad, Project Landscape Architect

Chan Cheang, Project Engineer

EnviroIssues

Penny Mabie, Facilitator

Lauren Stensland, Community Relations

Hannah Litzenberger, Community Relations

Overview

On May 12, 2012, the King County Wastewater Treatment Division (WTD) hosted a community design workshop for the North Beach CSO Control Project. The purpose of this workshop was to update the community on the current status of the North Beach CSO Control Project and provide an opportunity to give input on architectural and landscaping design details. The workshop agenda included:

- Presentation
 - Project background & purpose
 - Workshop goals
 - Project design considerations & constraints
 - Overview of design themes
- Breakout session
 - Visit design stations
 - Ask project team questions
 - Provide comments & feedback

- Facilitated group discussion
 - Summary of comments
 - Group discussion on likes & dislikes
 - Next steps

The presentation and other meeting materials can be found at:

www.kingcounty.gov/environment/wtd/Construction/Seattle/NBeachCSOStorage/MeetingCalendar

Introductions

The meeting was opened and facilitated by Penny Mabie of EnviroIssues. Penny reviewed the agenda and purpose of the meeting, and introduced the project team in attendance. Penny gave a brief project overview, since all of the participants in attendance were familiar with the project.

Presentation

Shahrzad Namini, WTD Project Manager, provided an overview of the project schedule, progress since the last community meeting held in January 2012, and next steps. The project is currently at 30% design completion. There are two additional design milestones: 60% design (anticipated summer 2012) and 90% design (anticipated fall 2012). The project plan and design become more refined at each design milestone. The final design will be submitted to Washington State Department of Ecology on December 31, 2012 and bids for construction contracting will go out in spring 2013. Construction is currently expected to begin in summer 2013, lasting up to 24 months.

Most field investigations for the project are now complete (geotechnical borings, right-of-way surveying, utility locates and examining the existing pump station infrastructure). The permitting process for the project is underway and will continue until the start of construction. There is currently a public comment period on the Council Conditional Use Permit, and the Shoreline Substantial Development Permit. The comment period ends June 4; more information can be found at the City of Seattle's website at <http://web1.seattle.gov/dpd/luib/>. The building permit will be applied for in the fall.

Shahrzad said a community meeting is scheduled for July 21, 2012 at the North Beach Pump Station site. At this meeting, the project team will present the proposed project design, based on input received from the community. Participants will have the opportunity to view the design concept, tour the pump station, and see the locations of proposed structures and in-street construction.

Edith Hadler, HDR Project Manager, provided an overview of the CSO storage facility and how it will work. Under normal operations, the combined sewer system will send flows directly to the North Beach Pump Station for conveyance to the Carkeek Park Wet Weather Facility where it is either treated or sent on to the West Point Treatment Plant. During a storm event, excess flows will fill the storage pipes, which may hold the water for one to two days until water levels return to normal. The stored flows will then be sent back through the North Beach Pump Station and on to the treatment facility. Storage will consist of two parallel underground 11 feet diameter pipes. The underground pipes will stretch from King County property at the edge of Blue Ridge Park (approximately where the Metro bus stop is located) to the intersection of Triton Drive Northwest and Northwest Blue Ridge Drive, where it will end in the right-of-way near the existing hedge at this intersection.

Edith described the project's design constraints, which include restrictions on building height, size and location, existing infrastructure, code requirements, bus stop requirements, and safety and security needs. The project team has also heard community concerns related to views, site design, and potential construction impacts.

Edith explained the Seattle Department of Transportation's (SDOT) Street Improvement Permit (SIP) process. These are City of Seattle requirements, intended to unify street improvements for the city and improve intersections and roadways for safety. The SIP process addresses right-of-way improvements in all impacted areas. There are also requirements related to sidewalks and planter strips, road configuration, street trees, street lighting, and landscaping within the right-of-way. The SIP process includes a series of milestones and meetings through which the project must pass. All City of Seattle departments are represented at these SIP meetings.

As a part of the SIP process and other City of Seattle requirements, green stormwater infrastructure will be included in the project design. Options could include bioretention ponds, or street trees. The project team is working with the City of Seattle to incorporate these elements.

Donn Hogan, HDR Architect, and Matt Gurrad, HDR Landscape Architect, described the three design themes for the project area. Each theme includes different design details related to the pump station building, color palettes, fencing, and landscaping.

Donn noted that the architecture guiding principles used to develop the themes include:

- Locating the new equipment building to avoid blocking existing views as much as possible
- Minimizing the building height and visual impact as much as possible
- Using nature and muted color palettes and materials to blend into the surrounding
- Using durable and low maintenance materials for sustainability

Matt noted the landscaping guiding principles include:

- Providing screening for facility features
- Softening the fence line and building and providing an aesthetically pleasing appearance
- Maintaining sightlines and view corridors towards Puget Sound
- Meeting City stormwater control requirements
- Meeting County and City landscaping design guidelines for low maintenance, drought tolerant and native plants

To see the design themes, view the meeting presentation, handouts and boards at:

www.kingcounty.gov/environment/wtd/Construction/Seattle/NBeachCSOStorage/MeetingCalendar

After the presentation, participants visited stations for each design theme, which included several display boards showing the design details of the theme. Participants reviewed and discussed each theme with the project team, with a note taker recording comments on flipcharts.

Facilitated Group Discussion

After participants reviewed each theme and materials choices and discussed the themes with project architects, Penny brought the group together to discuss common threads among participant input. Penny noted that many of the elements participants were commenting on, including parking and street lighting, are subject to the City of Seattle's SIP requirements.

General comments included:

- Appreciation for the project team's work to incorporate community input into design; people noted this project provides an opportunity for example of good design in neighborhood
- Preference for Theme I overall, noting that the roof shape and beach-like landscaping provided an "organic" feel.
- There was some preference for Theme III colors and materials, with more grasses in the landscaping.

Landscaping

Attendees expressed a preference for the beach-like landscaping theme and felt it fit well with the environment. One person strongly encouraged using as many native plants as possible in the landscaping.

Fencing

Attendees understand that fencing is needed to keep trespassers from entering King County's property and potentially continuing into Blue Ridge Park. Preference for the vertical rod fence was expressed by most attendees, with a strong preference for the black vinyl coated chain link fence by others. Preferences were based on how well people felt the fencing blended into the background, not on security features.

Building

While many liked the vaulted roof shape shown in Theme I, others preferred the more flat roof style. Some participants identified the wood-look material and glazing as too bright and/or "artificial" looking but generally the vaulted roof shape was preferred by most. Some felt it looked like a house from the street.

Street restoration

Attendees agreed that the realignment of the intersection and addition of a stop sign would provide benefits for pedestrian safety by having a traffic calming effect in an area where many people walk and there are no sidewalks. People expressed concerns about some elements of street restoration:

- Maintaining existing parking near Blue Ridge Park, even with the addition of a second driveway on King County's property.

- Potential addition of Green Stormwater Infrastructure to manage street runoff; some attendees feel a rain garden could be beneficial while others said they could result in standing water problems.
- Attendees felt sidewalks create additional runoff from impervious surface and questioned the need for adding sidewalks in the area.

Lighting

Attendees expressed concerns about new street lighting. Project neighbors, people living up the hill, and park users noted that they look out onto Puget Sound without seeing “light pollution”. They questioned the need for the lighting, and expressed dislike of the height of the street lights, and made the following suggestions if the lighting is absolutely necessary:

- Street light should be directed *down* not *out*; light fixture could arch over street and light straight down
- Soft light would add to residential appearance
- Reduce height of street light, and move from Puget Sound view, perhaps just in front of building.
- Use pedestrian lighting for bus stop and to provide pedestrian safety

Metro bus stop and service

Attendees wanted to ensure that the bus stop and service will remain in place after construction of this project, even though service will be rerouted temporarily. They expressed concern that Metro is currently reducing service and might view the construction disruption as an opportunity to eliminate service to the area. People said that some community members rely on the bus for transportation.

There were preferences for final design to restore a covered bus stop like the one previously at the site, and a request for a bench at the bus stop to accommodate users who are older or physically challenged.

Next steps

In addition to providing feedback at the workshop, community members are invited to complete an online comment form and/or attend a community meeting hosted by the Blue Ridge Board on June 11. The project team will be taking all of the input received from May 12 workshop, June 11 meeting, and the online survey to develop a proposed design, which will be presented at the July 21 on-site meeting, as well as in a project newsletter.

Monica Van der Vieren, King County Community Relations, thanked participants for their input and encouraged them to contact her with any additional questions or comments. Monica also invited the group to complete the online survey and attend the Blue Ridge Board meeting on June 11, where the project team will give a briefing on the design themes and construction staging options.

Summary of questions

The following questions were asked by participants during the workshop.

What is the purpose of the fencing?

The fencing is used to maintain a secure facility. The fence options are designed to prevent climbing and unwanted entry to the facility.

What age are the plants shown in the renderings?

The renderings generally show five-year growth.

What is the orientation of the renderings in the presentation?

The view in the PowerPoint presentation is the view facing west from Northwest Blue Ridge Drive, since this is the view a majority of people will see.

Are the building heights shown to scale? Is the proposed building height correct relative to the house behind?

Yes, the building heights are shown to scale. There is little difference between the proposed building and the height of the garage behind it.

What is the height of the building? Could it be any smaller? Does the tall part of the building have to face the street?

The building is 15 feet tall, which is the minimum needed due to the size of the pump station equipment. The roof profile is dictated by the height and required clearance for the equipment positioned below it.

Could a green roof be incorporated on the pump station building?

A green roof is not feasible for this building because of the maintenance access needs required for green roofs.

Will the existing parking in front of the pump station be taken away? It seems like a large right-of-way is required.

The same amount of parking will remain after construction is complete, as well as the existing bus stop. Parking is considered during the SDOT SIP process. At the July on-site meeting we will stake out the structures and in-street construction areas so you can get a better visualize the size of all project elements.

What is the square footage of the building?

The aboveground portion of the building will be approximately 750 square feet. The building will contain mechanical and electrical equipment and a restroom, which will be accessed for maintenance purposes only.

It seems the proposed streetlight might block views and create glare. Could the streetlight be smaller or moved to a different location? Could pedestrian lighting be used instead of street lighting?

Streetlights are a part of the City of Seattle SIP requirements. The project team will take the community's input on the streetlight and all other elements affected by the SIP process and work with the City on the location and style of these elements.

There is a large, older tree located on private property northeast of the facility. It is a cherished tree that should be considered a heritage tree. It appears from your maps that construction breaches into the drip-line. What will be done about this?

Right now construction is planned outside of the tree's drip-line. Before the project, an arborist will assess the tree and provide guidance to ensure the tree is not impacted by the project. Each species of tree has different requirements and constraints, which is why an arborist's analysis is important.

What is the total construction time?

The total construction time will be approximately 24 months. The sequence of construction activities within those 24 months has not yet been determined.

What is the status of the force main to the Carkeek Wet Weather Facility?

King County will conduct a conditions assessment in summer 2012. Samples from five sites along the force main infrastructure will be collected and analyzed for internal and external corrosion, and projection for remaining service life will be made from results. A report on the condition assessment of the force main will be completed by the end of 2012. Monica Van der Vieren will keep the community up-to-date on this project, which is separate from the North Beach CSO Control Project.