

# North Beach Combined Sewer Overflow (CSO) Control Project Community Meeting – Blue Ridge Board

June 11, 2012

Blue Ridge Clubhouse, 10040 15th Avenue NW, Seattle, WA

## Attendance

27 community members attended the board meeting.

*King County Wastewater Treatment Division*

Shahrzad Namini, Project Manager

Monica Van der Vieren, Community Relations

*HDR Engineering*

Edith Hadler, Project Manger

*EnviroIssues*

Penny Mabie, Facilitator

Hannah Litzenberger, Community Relations

## Overview

On June 11, 2012, the King County Wastewater Treatment Division (WTD) held a community meeting for the North Beach CSO Control Project hosted by the Blue Ridge Board. The purpose of this meeting was to give the community an opportunity to provide input, in addition to the May 12 community design workshop. Participants received updates on the current status of the North Beach CSO Control Project and could provide input on architectural and landscaping design details. The meeting agenda included:

- Project background & purpose
- Project status
- Street Improvement Permit elements (with facilitated group discussion)
- Landscape and architecture concepts (with facilitated group discussion)
- Staging options
- North Beach Force Main Assessment Update

The presentation and other meeting materials can be found at:

[www.kingcounty.gov/environment/wtd/Construction/Seattle/NBeachCSOStorage/MeetingCalendar](http://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.

Monica Van der Vieren WTD Community Relations, provided an overview of the project purpose and background. The North Beach combined sewer overflow facility has an average of nine overflows per year. King County is working to meet current regulations set by the Washington Department of Ecology requires no more than one untreated discharge per year on a long term average.

The public can go online to find out when a CSO event is occurring in real-time at:

<http://www.kingcounty.gov/environment/wastewater/CSOstatus/Overview.aspx>

The North Beach CSO project is currently at 30% design completion, and is undergoing an independent project review. King County conducts this review to ensure the most cost effective, constructible and functional project while protecting ratepayer investment. The independent review could result in a different CSO design.

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.

Edith Hadler, HDR Project Manager, provided an overview of the project area and proposed design. King County is designing and building an underground storage pipeline in the right-of-way in N.W. Blue Ridge Drive and Triton Drive N.W. This facility will store peak flows when the North Beach Pump Station reaches maximum capacity. After storms have passed, underground pumps will transfer stored flows to the pump station for conveyance to King County's Carkeek Wet Weather Treatment Facility for transfer to West Point Treatment Plant or onsite treatment. The project includes an underground diversion structure that will convey peak flows to the facility. There will be a new odor control and electrical facility on King County property.

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, street lighting, 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, intersection configuration, street trees, street lighting, and stormwater management. 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. King County will take the community's input and suggestions on these elements back to the City of Seattle, but the City will ultimately make decisions related to elements covered in the SIP.

Edith reviewed the proposed street frontage improvements for the site. These include a new driveway northeast of the existing driveway ( in order to allow for maintenance vehicle site access) a new sidewalk, a reconfigured bus stop in the current location, and a planting strip.

The City asked King County to include a street improvement that would reconfigure the current intersection of N.W. Neptune Place and Triton Drive N.W. The intersection would be reshaped into a T-intersection. This configuration is expected to slow traffic to a safer speed and provide better sight-lines when driving. The area that is currently roadway will likely be restored as green stormwater infrastructure, gravel, grass, plantings or street trees. The project team is working with the City of Seattle to incorporate these elements.

The facilitator asked participants for their concerns or questions about the SIP elements in particular.

**Street Trees:** Part of the SIP process is to include street trees. For this project, one proposed street tree would be placed in front of the new building on the site. There is no room for any other trees because of buried utilities.

Q. How tall will the tree grow? The top height would be 12-15 feet. It will be no taller than the height of the new building.

**Street Lighting:** Currently two street lights are proposed on the frontage. The County has heard some concerns already about light pollution and glare from new street lights. There are two types of street lights typically permitted by the City. One is a historical looking light post with glass panes around the light. The light emitted is not aimed in any direction. The other is the more typical cobra-head light in which light is aimed downwards to the sidewalk and/or street.

Q. Are there existing streetlights? *Yes, and they are the historic-looking streetlights along Blue Ridge Drive, other types are used in North Beach.*

Q. Are the street lights needed for facility security? *No. The new building will have exterior lights that can be turned on when maintenance access is needed.*

Comment - A couple of people noted it would be nice if the new North Beach lights match Blue Ridge area.

Comment – It would be good if a light was placed by the bus stop, but the other light seems unnecessary.

Comment – The lights aren't needed. Why spend the money?

### **Blue Ridge Park frontage:**

Q. How will the construction impact the location of the Blue Ridge sign and the park fencing? *The County has already been working with the board on how to replace irrigation, plantings, etc. These conversations will continue.*

Q. Is there a graphic that shows the interface between the County property and Blue Ridge property? It would be nice to see the transition. *No, but we can provide that view. In the current graphic, it shows the curb terminates in line with the end of the County property. We will work with Blue Ridge on how that transitions.*

Comment - From the Blue Ridge Board perspective, it would be nice to have it look like it was a unified project – with landscaping and fence all matching.

### **Sidewalks:**

Q. Neither North Beach nor Blue Ridge has a lot of sidewalks. Why add more hardscapes? Are there any options to not include sidewalks? If they are required, are there alternatives so at least it's not impermeable? We can have a walking community without sidewalks. *Permeable*

*sidewalks require additional maintenance to keep them operating. We'll take this idea back to the City to discuss.*

Comment - We question the need for sidewalks. We don't have sidewalks, why do we need them in an area where we have runoff problems? {The group expressed general agreement with that comment.}

#### **Parking and bus stop:**

Q. What's the impact to parallel parking? Will we lose parking spaces? *The project is not taking removing any existing legal parking spots or the bus stop.*

Q. Is the width of the right of way being maintained? Is the parking strip narrowed? *The width is being maintained; we are not narrowing the parking strip.*

Q. Thought there was a proposal regarding the need for a bus stop there? Has that changed? *The bus stop will remain. It will be moved during construction, but the bus stop will be returning.*  
At the meeting with the city, a representative from Metro noted that the two routes currently serving the area will be reduced to one.

Q. Will a bus stop shelter be included? *Currently, Metro has no plans for and has not requested a bust stop shelter. However a bench may be possible.*

Comment - The T Intersection will have negative impact to buses. The double buses already have a hard time with the current intersection. We're concerned buses will not be able to make that turn.

#### **Drainage and stormwater:**

Q. The base of the steep hill within the park, on the south side, always collects a lot of water. Did you look at this during site survey? Does positioning of the pump station or other structures have influence on that? *We did a survey of the King County line and storm drainage. We were looking at on site stormwater drainage, though, not specifically looking at the Park drainage. We don't anticipate any additional drainage issues.*

Q. Is that something you considered when adding the building? *We will have green stormwater infrastructure on site to manage all stormwater from the site.*

#### Overview of Design Themes

Edith reviewed the design themes being considered for the site and the new building on the site. She noted where there are opportunities for input from the community – specifically regarding the building roofline, material, color palette, landscaping and fence types. She also reviewed the design constraints, which include the current underground pump station, which takes up a lot of the underground area of

the site, since it is an old treatment plant that was converted to a pump station. Additional project constraints include code requirements, existing utilities, the bus stop, and fencing for safety and security.

The design team developed architectural guiding principles which include:

- 15 foot maximum building height
- Blend into the surrounding area
- Provide screening of the new building
- Maintain sightlines of Puget sound views
- Meet stormwater requirements
- Meet City and County landscape requirements

Edith reviewed three themes that demonstrated different combinations of rooflines, materials, colors and landscape plantings. She noted that the different elements of the themes can be mixed and matched.

Theme 1 includes natural dune features, a curved roof to mimic sand dunes, natural earthy tones, native, “beachy”, easy maintenance grassy landscaping, a berm to screen existing equipment and painting the existing above-ground equipment to blend in with the building. Edith noted that in all the themes, two existing above-ground fans associated with the pump station will be moved into the building. This theme includes a black, chain link fence.

Theme II has Pacific Northwest regional influences. The sloped roof guides the eye to the water. It includes an alpine look and feel for landscaping, low growing, mostly natives, which provides year-round interest. There are slightly different textures, without being noticeable.

Theme III has building materials and landscaping that reflect the surrounding neighborhood. Glass inserts in the building are meant to look like a window, to give the impression of it being more residential. The landscape uses ground cover with drifts of color. A flatter style roof is indicative of a contemporary residential feel.

Questions and comments on the themes:

**Roof:**

Q. How does the height of roof compare across themes? *For themes I and III the highest point is no more than 15 feet, sloping to a lower height. In Theme III the roof is 15 feet across.*

Comment - This is part of my view. All three are greatly improved from what’s there now.

The facilitator asked if there is a preference for building shapes. Results were:

Curved: 16

sloped: 4

Flat: 2

**Materials:**

Q. What kinds of materials are proposed? *There are combinations - concrete, block with texture, glazed glass window (blue, green, blue-green). There are some elements with wood accents. We will bring materials samples to the July 21 meeting.*

**Fencing:**

Q. What are the fencing choices? Will it just fence the King County area? Will we have two different types of fence going on? *We will be working with the Blue Ridge Board on fencing. For the County site, three different fences are proposed – chain link, mesh, and vertical rod.*

Comment - From a security standpoint, the rod fence would prevent access to the park. But if Blue Ridge Board has to pay for an entire new fence to match, that would cost a lot.

Comment - Small dogs can get through a four-inch vertical rod fence.

Q. Is the rod fencing like what's on the Aurora bridge? Are there other places you can see the other fences? *Yes, the rod fencing is similar to the Aurora Bridge fence. We will provide some locations to see the other fence types.*

Q. Will there be rolled barbed wire for security? *No, barbed wire is no longer allowed. We are trying to make the fence non-climbable.*

Q. Will portions of the Blue Ridge fence need to be removed during construction? Will the Blue Ridge fence have to move? Portions of the fence will be removed temporarily during construction. Temporarily we will work with the Board on the final fencing location and type.

Q. Could the Blue Ridge and King County fencing be contiguous? Fencing will be provided. We will be working with the Board and the City on the final fence location.

**Landscaping:**

Comment: There is too much architectural continuity from the dune theme. Suggest mix and match between theme of building and vegetation.

Comment: Theme III landscaping integrates with existing Blue Ridge landscaping the most. The eye wants to see continuation of that theme.

Comment: Prefer Theme I and Blue Ridge could change their landscaping to match.

Q. Is there one that's less expensive to the County in terms of maintenance and cost? *They are all comparable.*

Q. Is a green roof under consideration? *For this building, a green roof has been determined to be infeasible.*

Comment: Thank you so much for thinking about the neighborhood look and feel – all are great.

### Staging

Edith explained that staging is the space the contractor needs to store materials and equipment. Typically, their preference is to have it right next to the job site with lots of space. But for this project we have constrained space and not a lot of options. She reviewed general staging options:

- On-site/in street staging: on NW 100<sup>th</sup> and/or Neptune. There are concerns with this option with impacts to nearby neighbors and the cost of street fees
- Private property: Blue Ridge Park and private homeowner. There are some issues with zoning in the park and whether it could be used.
- Offsite: contractor/county vacant lots, big open parking lots, etc. Concerns here are more truck trips. And the County has already heard from the neighborhood that there are concerns with conditions of the roadway. The county would work with county inspectors and consider the impacts of these.

Edith noted there are pluses and minuses for each option. The group was asked for their thoughts on staging.

Comment: There is really only one option. Staging would have to be on the backside of the park, through a steep down slope. It's not a rational choice. Off site staging would be too far off site. Therefore, the only likely place is on the street nearby. But make sure access concerns to homes are considered.

Q. During construction, the street will be blocked where the underground CSO pipes are installed. 100<sup>th</sup> and Neptune may also be blocked, so access to NW Blue Ridge Dr will have to be from above? *That is correct.*

Q. Would the staging be on NW Neptune and NW 100<sup>th</sup>? *Yes, both.*

Q. How long is the staging needed? *Construction is for up to a year. There are still details to be worked out.*

Monica noted you can contact her to provide more input. And, she noted people can provide comments via an online survey or a comment form.

### Other Updates

Monica reported that the force main (pipes under pressure) that serves the pump station was built in 1963. It is due for a service life assessment update. This summer, the County will be going out onto the beach, conducting corrosion analysis. The report is expected by the end of year. The force main will be assessed in four locations, between mid-August and the end of October. The force main assessment

information is on the CSO website now. Monica will add a link to the information to the North Beach CSO project page.

Monica also reported that the condition of the beach outfall is of concern. The community has noted to the County that there are holes in the outfall. The County has begun a project to look at how to evaluate that.