King County
Department of Natural Resources and Parks
**Wastewater Treatment Division**

**March 12, 2012**

# 31 Streets Selected for Further Evaluation

Dear Sunrise Heights and Westwood neighbors,

King County plans to use a green stormwater infrastructure approach in the Sunrise Heights and Westwood neighborhoods to control combined sewer overflows. This project will capture and reduce the amount of stormwater that enters the combined sewer system, reducing overflows into Puget Sound and meeting current regulations required by Department of Ecology. The project team has been busy over the last month developing bioretention swale designs and assessing suitable locations in the City's parking strips for the 30% predesign phase of the project.

**Thirty one streets have been selected for a detailed evaluation to locate bioretention swales** (see map on back). These streets have been selected due to favorable characteristics for bioretention. To learn more about the selection criteria and process, review the included fact sheet. While these streets indicate suitable characteristics, the project is still early in the design phase and it is possible that locations may change based on new information. To learn more, please attend one of our upcoming community meetings.

Community meetings will be held on Wednesday, March 28 from 6:30 to 8:30 p.m. at Westside School, 7740 34th Avenue Southwest; and Saturday, March 31 from 10:00 a.m. to 12:00 p.m. at High Point Community Center, 6920 34th Avenue Southwest. Please choose the one that is most convenient for you. The meetings will include a short presentation on bioretention swale design and block selection followed by breakout sessions to discuss the blocks in detail and receive neighborhood feedback. Watch for a postcard invitation in the mail.

The project area was selected for bioretention swales because most of the neighborhood is connected to the combined sewer system. That means that wastewater from your home goes into the same pipes that convey stormwater from the streets. 45% of all the flows in the combined sewer pipes in the Barton basin system come from the project area. Reducing stormwater into the system will reduce the total amount of water in the pipes during large storm events. This will reduce combined sewer overflows and improve the health of Puget Sound.

**Thank you to all the neighbors who have engaged with the project team.** If we haven't heard from you we would like to. Please fill out the included survey, and come to one of the upcoming community meetings. If you can't attend a meeting, but want to be part of the design process, contact Kristine Cramer, 206-263-3184 or Kristine.cramer@kingcounty.gov.

Sincerely,

Mary Wohleb, Project Manager
Included: Barton CSO Control Project Community Survey, Street Selection Criteria Fact Sheet

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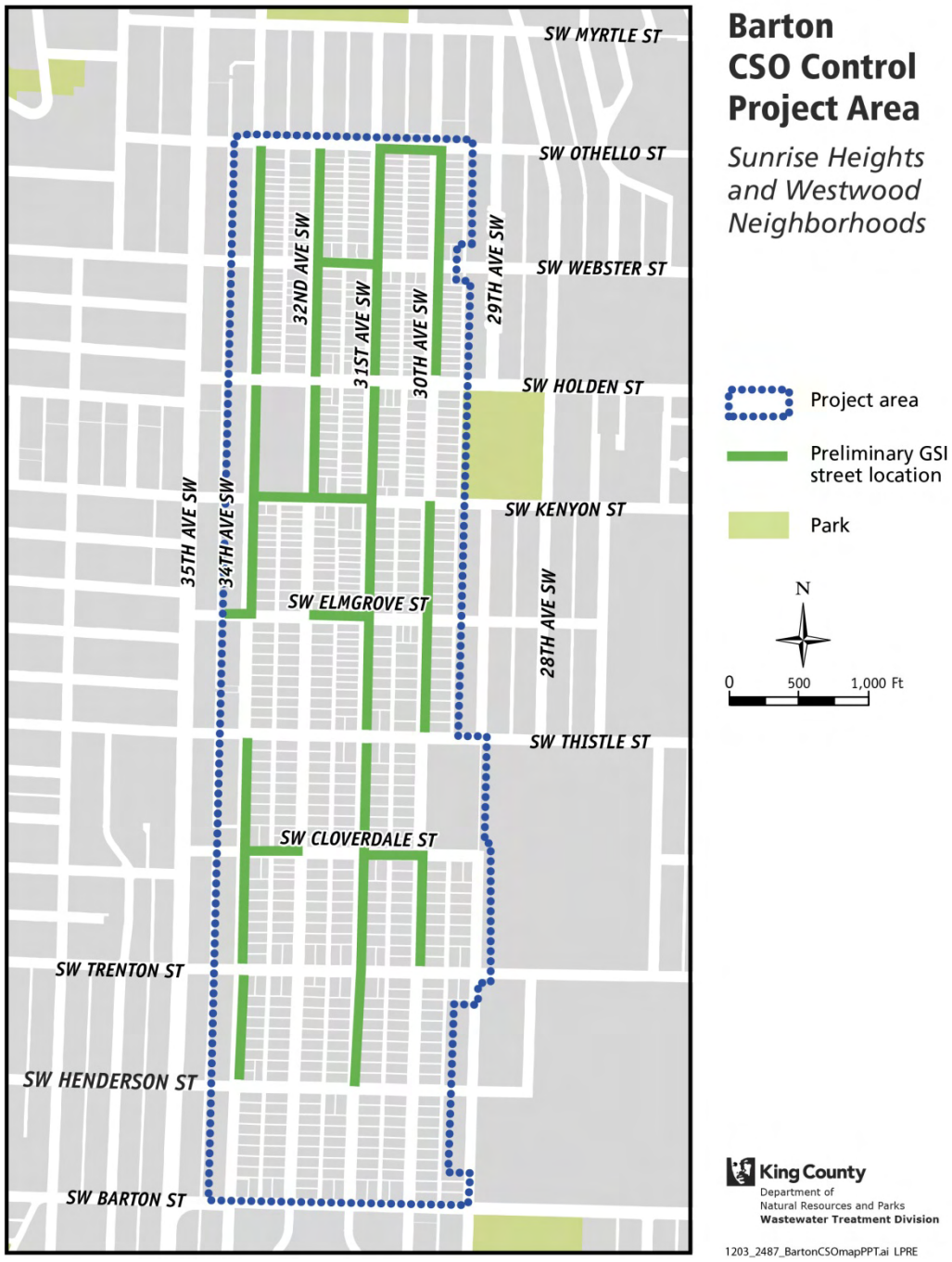



For more information:

- Visit the King County website at: www.kingcounty.gov/environment/wtd/Construction/Seattle/BartonCSO-GSI
- Contact Kristine Cramer, King County Community Relations, at 206-263-3184 or Kristine.cramer@kingcounty.gov

# STREET SELECTION PROCESS

## GETTING TO KNOW YOUR NEIGHBORHOOD

The project team worked to get to know the neighborhood and conditions for implementing bioretention in the city right-of-way. Data gathering included:

- Soil testing
- Field observations
- Tree survey and assessment
- On-street parking review
- Identifying drainage areas flowing to the street gutter
- Land survey
- Community input

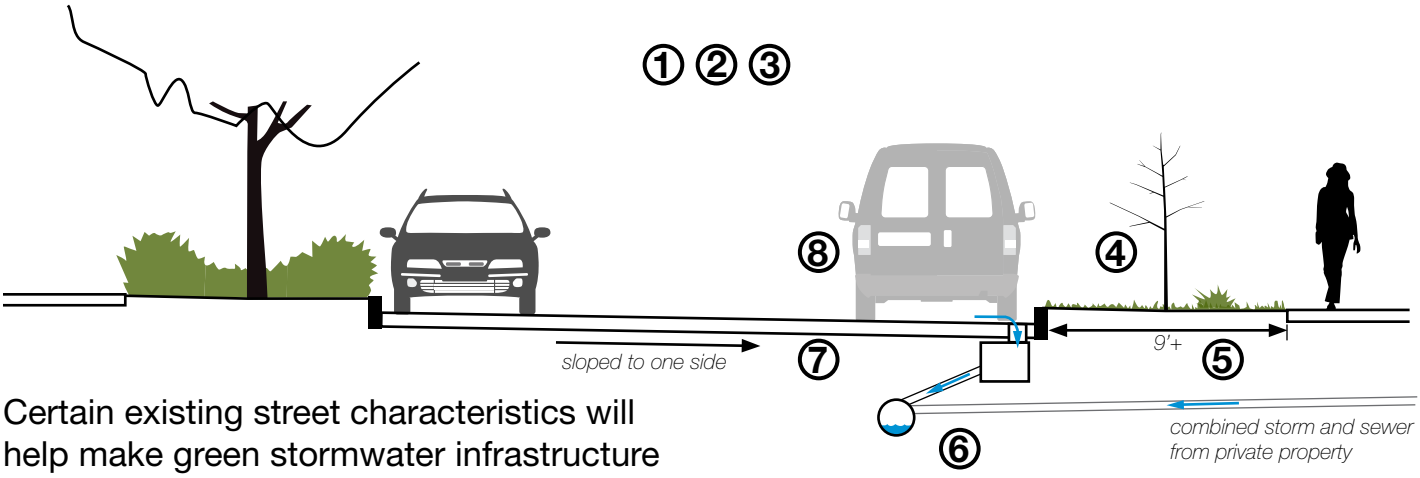
*soil testing*

*field observations and tree survey*

*on-street parking review*

*identifying stormwater drainage areas*

## EXISTING CHARACTERISTICS WE'RE LOOKING FOR




Certain existing street characteristics will help make green stormwater infrastructure (GSI) more efficient and effective. These characteristics are preferred for locating GSI in the planter strips along the street:

① Residential streets
② Flatter roads (under 5% grade)
③ Minimal driveways
④ Open areas without mature trees
⑤ Wider planter strips (9' or greater)
⑥ Minimal public & private utility conflicts
⑦ Cross slope of road
⑧ Minimal impact to on-street parking