



**King County**

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

## ***Murray Combined Sewer Overflow (CSO) Control Facility***

Design Workshop Summary

October 29, 2011 9:30am-3:00pm

Gatewood Elementary School, 4320 SW Myrtle Street, Seattle, WA 98136

### ***Overview***

On October 29, 2011, the King County Wastewater Treatment Division (WTD) hosted a community design workshop public meeting for the Murray Combined Sewer Overflow (CSO) Control Project. The workshop allowed the County project team to share basic project information and constraints with the community and provided a creative space for community members to share their values for the project and their ideas about potential design concepts for the facility. Approximately 20 community members attended throughout the day.

Attendees spent the morning session exchanging information about the site, the facility and the community's interest in how the facility could become an asset to the neighborhood. The afternoon session was dedicated to community members and the County design team working together in small groups to develop drawings of design concepts for the site. These drawings informed the project design team's November 1, 2011 design workshop.

### ***Morning Session***

Community members and the design team identified values important to them. Many mentioned interest in seeing the site and facility be aesthetically pleasing, natural and park-like. Attendees also expressed interest in ensuring the facility would be safe and reliable.

### **CSO Overview**

WTD Project Manager Erica Jacobs reviewed the County's CSO history and projects. State regulations require no more than one untreated discharge per year at CSO facilities like Murray. Currently, the Murray CSO overflows five times a year on average, discharging roughly five million gallons per year. By building a storage tank, the pump station could temporarily divert flows during a storm and return them to the conveyance system after the storm subsides and capacity becomes available. Information about King County's CSO control plan is available on King County's website.

### ***Questions from the audience:***

--Why does the project require removing existing structures seemingly early in the timeline?

Erica answered that the project team needs to remove the structures in order to complete the site's geotechnical assessment and stay on schedule for the project design. Final design for the project must be submitted to the Washington State Department of Ecology by December 31, 2012.

--Will there be ways to shorten the construction period?

Erica responded that is possible; the existing timeline is conservative which may allow for a shortened construction phase. King County will be able to better forecast the duration for construction when the project design is complete.

--How can the public learn more about the details of the construction phase?

Erica responded that the project team usually gets more clarity at about six months into the design. At that point they will have more specific information about the construction phase. Facilitator Chris Page reminded the group that while considering the construction phase is valuable at this stage, the point of the design workshop was to give input on general design components and values.

#### Community Input Summary

WTD Community Services Lead Doug Marsano thanked the community members for their attendance, noting that conversations like these allow the County and the community to create something great, together. He noted that this design workshop is the first time the community can really give feedback on how the facility and site will ultimately look. There will be more opportunities to stay involved throughout the design phase. The Design Advisory Group (DAG) is an important part of how the County ensures community input informs facility design throughout the process. The DAG is intended to catch a broad range of information from people who use and cherish the park. They are not only tasked with providing input to the County but providing a liaison with the community. DAG meetings happen regularly (approximately monthly) and they are open to everyone. The DAG will discuss the facility's odor control and electrical generator needs in December and architectural and green building opportunities in January, and will review preliminary facility design components with the community after that. The County welcomes ongoing input and engagement from the public. Doug's contact information is available in the meeting packet.

#### *Questions from the audience:*

--Is the unimproved right-of-way being incorporated into the design?

The design team is looking into the uses for the unimproved right-of-way and is open to ideas. It could potentially be used as part of the site.

--When a project involves multiple property owners, how does transfer of ownership occur so that Parks wind up being the responsible entity? How do we construct it so that Parks owns the whole space?

DAG member Cheryl Eastberg from Seattle Parks & Recreation answered that Parks is not in a position to maintain the property right now. On some projects in the past, they ensured that development standards were in accordance with Parks' standards to facilitate Parks' maintenance of the property in the future. If that were to happen for this site, there would be an inter-agency agreement between the County and Parks. In that agreement, the County would retain ownership but Parks would maintain the property.

#### Dialogue on Community Values for Design

Each attending community member then had the opportunity to state what they want to see in this site upon completion. Comments included:

- Make the site people-friendly with pea-patch, playground, benches, etc.
- The site should be a “portal” to both Lowman Beach and Lincoln Parks and the Puget Sound.
- Design the site to be an amenity for cyclists.
- The site should be safe:
  - Create safe crosswalks
  - Wheelchair-friendly
  - Vehicle entry should be limited
- Natural aesthetics:
  - Soft lighting
  - Natural-looking structures
  - Lots of trees
  - Minimal structures
  - Green space
  - Stay true to Puget Sound environment
  - Low noise
- Environmental education should be a component.
- Public art should be a component. (Note: Erica mentioned that the project is eligible to set aside 1% for public art funding.)

#### Required Components of the Site and Facility

Consultant project manager Dan Pecha discussed the site’s natural features and Murray Pump Station operations. He explained plans to build a diversion structure to move excess flows across the street into the one-million gallon storage tank until there is room in the system to pump it to the West Point Treatment Plant. The facility has four main components, besides the one-million gallon storage tank, which include:

- Odor control equipment to serve the pump station and the storage tank facility to be housed in about a 55’x25’ room.
- Electrical equipment with control panels requiring a room usually 18’x 40’.
- A backup generator with sound reduction and ventilation.
- Tank cleaning equipment, which is required by County standards to be above-grade.

Operator safety will drive the electrical room and odor control room designs. Dan explained that there is flexibility in specific placement of each of these facility components on the site. All told, all four rooms make up about 3000 square feet.

#### *Questions from the audience:*

--45 percent of the flow into the Murray flow comes from the Barton basin. In the draft concept will there be another storage tank for the Barton flows?

The project team answered that in the Barton basin they are planning to absorb extra water during a storm through green stormwater infrastructure, mitigating overflow problems in that basin with different solutions.

--What would the ventilation stack for the odor control room look like?

The stack could look a number of different ways, and they will take input from the public. In other areas of Seattle, they have created ventilation stacks to blend in with the landscape (i.e., creating the stack to look like a tree snag).

--Would the old odor control system be removed?

Yes.

--Will these structures be underground?

The design team is looking into possibilities for where these structures will be located: potentially underground, partially buried, or fully above ground, depending on community input and other constraints. The above-ground structure(s) can be against a grade, as long as there is adequate ventilation.

--When do the engine generators run?

Usually, the county does a routine monthly test of the generators. Other than that, unless the power is down, the generators are off.

--What is the possibility of using natural gas?

Natural gas has been considered and deemed cost-prohibitive.

--How does this site compare to the 53<sup>rd</sup> Street Pump Station site?

That facility is completely different; it is a pump station intended to push wastewater flows through the system continuously. The facility under discussion serves a different function requiring a much larger capacity to hold wastewater flows.

### ***Afternoon Session***

During the afternoon session, attendees and project team members broke into three groups and worked together for 90 minutes to consider potential placement of the storage tank, odor control room, electrical room, engine generator room, and miscellaneous mechanical equipment room. Each group was asked to consider the following issues in its work:

- Theme and character of the site
- Site use
- Aesthetics of visible elements
- Landscaping
- Green building opportunities
- Miscellaneous (lighting, fencing, ventilation stacks, etc.)

Small group reports to large group and synthesis of small group design themes

All three groups developed drawings of potential design concepts that were shared with the larger group. Common themes identified include:

*Minimize “industrial facility” feel*

- Natural aesthetics
  - Natural building materials (like cedar shingles) instead of cement, metal
  - Buildings underground if possible, with foliage covering any above-ground structure(s)
  - Use the natural topography, e.g. terrace the land or use the slope to hide/bury structure(s)
- Soft and minimal lighting
- Minimal fencing
  - If fencing is necessary, make it as natural looking as possible (natural materials, etc.)

*Encourage views of the Puget Sound*

- Short trees
- Open space
- Overlook over green space, beach, and Sound

*Discourage through traffic down Beach Drive*

- Curb bump-outs along Beach Drive
- Pedestrian cross-walks across Beach Drive
- Narrowing street from Lincoln Parkway entrance to Beach Drive
- Re-configuration of the intersection at north end of site to “soften” the intersection
- Make Beach Drive a “portal to the parks” instead of a car-friendly street

*Enhance continuous space between Lowman Beach Park and land across the street*

- More lawn
- Open space
- Encourage Beach Drive to be more pedestrian-friendly rather than car-friendly
  - More signage explaining dead end, no through-way to ferries
- Improve access to the park
  - Walkways leading into green space
- Maintenance access at southern right-of-way

Other notable suggestions included incorporating environmental education and public art into the site.

## **Closing**

Doug thanked everyone for their attendance and hard work. He encouraged everyone to stay involved throughout the process.

Patrick Gordon, a neighbor, asked that the community's ideas be incorporated to the best of the County project team's ability. He noted that obstacles will undoubtedly come up and encouraged the project team to hold on to the community interest as they nail down specifics.

Penny Mabie from the project team encouraged people to attend DAG meetings. She said that the DAG will look at technical information and see how the community's needs can be met given technical constraints.

A question was asked about the possibility of not needing the diversion structure if it comes directly from the Barton basin into the Murray storage tank. The project team explained that they are looking into this possibility, but believed it may not be feasible because the line is gravity-fed, not pumped.

Attendees were told that the workshop information would be on the County's website, that the drawings would be shared with the community again at an open house, and more information about the date of the open house and the next DAG meeting would be available soon.

## **Attendance**

### Citizens

1. Bill Beyers
2. Sue Brimhall
3. Jim Coombes
4. Linda Ann Cox
5. Kathleen Dellplain
6. Cheryl Eastberg
7. Patrick Gordon
8. Mary Gunderson
9. Scott Gunderson
10. Julie Gogoi
11. Michael Harkin
12. Nancy Lestishen
13. John Lewis
14. Barbara Owens
15. Chas Redmond
16. Robin Scott
17. Michael Stella
18. Don Stark
19. Cara Wass de Czege

### King County Project Team

Erica Jacobs, WTD Project Manager  
Sue Kauffman-Una, WTD Planning Group  
Doug Marsano, WTD Community Services

Dan Pecha, Project Manager, HDR  
Eric Bergstrom, Staff Engineer, HDR  
Matt Gurrad, Landscape Architect, HDR  
Donn Hogan, Architect, HDR  
Colleen Mori, Staff Engineer, HDR

Chris Page, Facilitator, Triangle Associates

Penny Mabie, DAG Facilitator, EnviroIssues

## Appendix: Attendees' Submitted Written Comments

### *Environmental Education:*

- “Strongly suggest/request including environmental education components--signs, maps, videos, photos—to explain how the CSO storm & sewer system works, what this facility does and what goes in to Puget Sound. Need to include info on how roof downspouts are connected to storm drains and the effects on the overall system. Should also include graph/picture of how sewage entering Sound has decreased over time thanks to system improvements. People don’t understand where their poop and roof rainwater go and this is a great chance to tell them.”
- “Education signage: tie in ocean, whale, fish, and native elements”

### *Theme & Character of the Site:*

- “Open, natural, enlightening”
- “As natural as possible-beach/riparian character”
- “Natural, old west Seattle, Northwest”
- “...should be natural and unified to reflect a logical extension of Lowman Beach from the shoreline to the upper hillside. The design should take advantage of the topography and provide relatively natural transitions through the various zones of lawn, street and hillside, making the entire site as useable by the public as possible.”
- “The site should be the gateway to Lincoln Park and the Beach Drive community, with a strong default to a pedestrian environment rather than one for cars and service vehicles. Our group suggested the street dimensions be narrowed and the character be similar to a European *woonerf*<sup>1</sup> with a strong bias towards identifying pedestrian zones and crossings.”
- “We felt the topography of the hillside should be utilized in a manner that avoids the need for vertical retaining walls and other “engineered” mechanisms that call attention to themselves and counter a more natural approach.”

### *Site use:*

- “Play-restive-contemplative”
- “More for contemplative enjoyment of natural beauty of site while still allowing for active uses”
- “Park or park-like—playground”
- “Benches—playground is good”
- “Heavily ‘programmed’ spaces (play structures, pea patches, paved plazas) would detract from the opportunity to unify the site with Lowman Beach Park.”
- “Placement of the storage facility underground in the south-eastern portion of the site (in a geometry that minimizes the footprint as much as possible) with associated generator/odor/electrical structures ‘tucked’ into the hillside as part of a terracing and retainage strategy. This would provide the opportunity to essentially hide the structures in the hillside...the street should be visually minimized, with potential for angled parking, and an increased pedestrian zone on the west side of the street to encourage pedestrians to use this route in lieu of the street (current condition).”

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<sup>1</sup> *Woonerf*: The Dutch word for a “living street” in which the needs of car drivers are secondary to the needs of pedestrians, children, & bicyclists. The infrastructure is intended to reduce or slow the flow of car traffic.

- The groups visualized making use of the unimproved section of Murray Ave between Lincoln Park Way SW and Beach Drive SW. This means in my mind that SDOT must become a part of the conversation about what development takes place here now, and the relevant issues for SDOT and City Council involvement become a part of the conversation now, not put off for months and acting as a constraint on conceptualization of this project. So, I think that is the responsibility of King County to get SDOT at the table during the work of the DAG. The reason I specifically raised the point of what assumptions we could make about this property at the meeting last Saturday, as well as the meeting on the preceding Tuesday, was to force us [to] make sure that SDOT was involved in this effort. Maybe there is also some other City of Seattle agency that needs to be at the table.”

*Aesthetics of visible elements:*

- “Please include LID (low-impact development), native plant & salmon-friendly features.”
- “I would like to see a green space that is community and family friendly.
- Structures should be “as much underground as possible and whatever is visible should be inconspicuous—perhaps with vegetation.”
- “Lighting should be minimal.”
- “Natural, green and “beach” should be key themes.”
- “Natural-local-indigenous”
- “As natural as possible”
- “Everything underground; natural; beach-like”
- “Natural design—NO industrial design—classic Northwest design or native design”
- “Colors: muted, sandstone (NOT gray!)”
- “Air vents: natural and artistic”
- “I’d like to see a minimalist facility:
  - buildings underground
  - Grass surface with shade trees (not too tall) along the easement next to the retaining wall
  - Native bushes and low growing trees
  - A hard surface walkway serpentine across the lawn.
  - A few benches.”
- “Incorporate necessary structures into the hillside as much as possible and structures be visually minimized as ‘buildings’ and thought of as elements of the landscape. To the degree we will need access, venting, etc..., screening could be provided by ‘manipulating’ the topography. To the degree that structures will be visible, we would support embracing the raw materials—if concrete than perhaps texturized/board-formed, etc., but not painted.”
- “There is a very strong feeling that this project can be very effective in reducing the expanse of concrete paving at the intersection of Lincoln Park Way and Beach Drive SW, and divert traffic up Lincoln Park Way rather than down the dead end into the Park.”
- “With respect to the art program, we would encourage the development of an art plan that would bring the selected artists(s) into the process early on in order to incorporate art into the early concept designs. This could take on many forms, and maximize the impact and quality offered by the art budget.”



*Landscaping:*

- “Sustainable, native”
- “Northwest native/Puget Sound native/Cedar drift logs”
- “Balanced, open, small trees, natural”
- “Build facility into the hillside taking advantage of the slope”
- “Landscaping should be complementary with the vegetation that exists on the hillside, across Lincoln Park Way (the triangle site) and incorporate native plants as much as possible.”
- “Natural, native species, not heavily manicured. Provide for selected areas of mature planting to establish early on a critical mass and a sense of balance with the existing mature vegetation.”

*Green building opportunities:*

- “Build into slope”
- “Land over buildings”
- “If buildings can’t be underground then roofing should be green, like a garden or with solar panels. And building located towards the back (away from the water).”
- “We support this direction and believe it is consistent with the notions identified in the first bullet to incorporate structures into the hillside and provide living roofs as part of a terraced strategy.”

*Miscellaneous:*

- “Interpretive possibilities with art (history, natural history, sewage, etc.)”
- “Art work”
- “Minimal lighting”
- “Minimal fencing”
- “Restore old odor control vent hatches in Lowman Beach Park”
- “Increase parking by Lowman Park and a turn-around for cars at south end of the parcel”
- “Create maintenance access from existing right-of-way at south end of parcel”
- “Lighting: subdued”
- “No restrooms”
- “No flashing red lights at intersection”
- “Add signage with arrow up Lincoln Parkway for the ferry from intersection at Beach Drive, 48<sup>th</sup>, & Lincoln Parkway”
- “Lighting should default to a pedestrian environment and avoid overall lighting of the facility.”
- “There is a tremendous opportunity for inter-agency coordination and cooperation between County and city authorities in this project. It is very important that SDOT and Seattle Parks be involved in the strategic conversations about the potential for re-configuration of Beach Drive SW and Lowman Beach Park. The potential for this project should not be limited by a failure to involve department heads and executive-level departments in its conceptualization and planning. The community stands ready to support this effort at all levels.