

LIBERTY PARK  
•  
CEDAR RIVER PARK  
•  
NARCO SITE

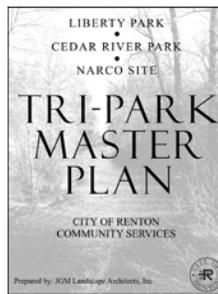
# TRI-PARK MASTER PLAN

September 2006

CITY OF RENTON  
COMMUNITY SERVICES

Prepared by: JGM Landscape Architects, Inc.





## **Tri-Park Master Plan Update**

### **Executive Summary**

#### **Background**

The Tri-Park Master Plan was initiated to prepare for and address the impacts to park lands and facilities by the Interstate 405 (I-405) improvements. The proposed highway project will have profound impacts on both sides of the current alignment, but the most significant impact will occur along the western flank. As a result, the existing BNSF railroad tracks will need to be realigned and Houser Way will be eliminated. The City and Washington State Department of Transportation (WSDOT) officials agreed to conduct a design charrette (workshop) which took place in July, 2005. The charrette team was comprised of each agency's staff members, and two consultants: a landscape architect/park designer and a hydro-geologist. These consultants were selected by the Renton staff. A copy of the charrette report is included in the Appendix. The charrette findings were presented to the Renton City Council and WSDOT officials and were enthusiastically approved by all parties.

#### **Master Plan Process**

In the fall of 2005, the City of Renton selected JGM Landscape Architects, Inc. of Bellevue, Washington to prepare the Tri-Park Master Plan. JGM had previously worked as the landscape architect and park planner at the charrette. A process to involve the community in the master planning process was created. A visioning workshop followed by a planning workshop and two (2) community open houses invited and involved the public in the planning process. The Park Board reviewed and commented on the master plan, as it developed, during three of their regular meetings. The Mayor and the Renton City Council members also reviewed the plan as it evolved. Presentation materials and a brief synopsis of each of these meetings can be found in the Appendix.

#### **The Master Plan**

The Tri-Park Master Plan unites Liberty Park, Cedar River Park and the Narco Site, an undeveloped tract of land, owned by the city, located on the south side of the Cedar River, immediately upstream of I-405. This unification was made possible because of the I-405 modifications which created a "barrier free" environment linking Liberty and Cedar River Parks by trails under the new I-405 and railroad bridges. The Narco Site will be linked to these parks by a new pedestrian bridge and a pedestrian/vehicle bridge. Linkages to upstream trails, parks and the Maplewood Golf Course will be created through the Narco Site, via the Cedar River Trail.

## **Facilities**

The Tri-Park Master Plan presents a wide range and balance of recreation facilities. The plan is to transition the active, close-quartered sports fields from Liberty Park to Cedar River Park and the Narco Site. This will improve safety, better accommodate user needs, reduce maintenance and improve sustainability. *No existing facility will be removed until the suitable replacement has been constructed.* Below is a brief description of each of the park's master plan components:

**Liberty Park:** The ball fields will be relocated to another area and replaced with a passive meadow for informal activities. The tennis courts and basketball courts will be relocated within the existing park. The skate park will be relocated and doubled in size along Bronson Way to enhance use and monitoring from the street. The Cedar River Trail will be realigned to eliminate conflicts between park and trail users. A new teen center will be located in the on-site building that formerly served as park offices. An additional restroom building is proposed. The total number of parking spaces will be decreased to 100, with increased parking available in other parts of the park. The Renton Public Library is also planning a master plan update in the near future.

**Cedar River Park:** The master plan depicts an expanded Cedar River Park. This expansion assumes the former Stoneway Concrete Site can be acquired by WSDOT as mitigation for impacts to Renton's parklands (see Mitigation). As a part of this master plan expansion, the existing ball field (with overlapping soccer field) will be relocated. New improvements include: the Aquatic Center doubled in size; an additional gymnasium within the Community Center; an expanded lobby for the Carco Theatre; redeveloped outdoor meeting space along the river near the Community Center; expanded parking; a new access road to SR 169; and three new synthetic turf ball fields with lighting, nearby restrooms and other support facilities. A new park road and bridge across the Cedar River to the Narco Site will be integrated into the improvements. Pedestrian paths will connect all of the existing and new facilities and a new pedestrian bridge will connect with the Narco Site.

**Narco Site:** This former brick manufacturing plant site presents a unique park and open space opportunity. Currently, the Cedar River Trail transverses its flat open meadow. Steep wooded hillsides define the southern margins of the site. These hillsides are classified as sensitive areas because of steep gradients, abandoned mine sites, slide hazards and wetlands. For these reasons, the master plan only proposes recreation development for the flat, open meadow and some grading on the "spoils" mound of rejected bricks, currently located between the trail and the river. The proposed improvements include four multi-purpose, lighted, synthetic turf, athletic fields; parking; passive meadows; a picnic shelter; picnic sites; restrooms; a play area; realignment of the existing trail; and new pedestrian and vehicular access bridges.

The Narco Site was purchased with assistance from King County Open Space Funds. One condition of that funding was that half of the passive, flat, open meadow space would remain passive. The city has elected to use a substantial percentage of the land for active purposes. Therefore, the city will enter into negotiations with King County to purchase the right to develop and use the land for active uses.

### **Schedule**

The Interstate 405 Improvements Project schedule is only partially funded at this time. The funded portions schedules have been set and the work and associated mitigation is progressing. Unfortunately, the I-405 improvements mostly impacting the Tri-Park project are unfunded and therefore, are only projections. The projected completion date for the I-405 improvements directly impacting the Cedar River/Tri-Park is 2023...which is dependent on funding.

### **Mitigation**

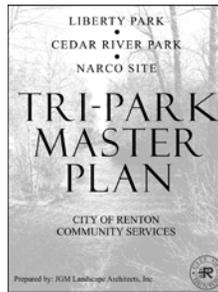
WSDOT and the City of Renton have worked together to determine ways to maximize the transportation benefits and minimize park impacts. The 2005 charrette was a part of the process to find mutually acceptable solutions. The Tri-Park Master Plan recognizes this process is still “in-motion” but also reflects assumptions that have been agreed upon “in concept” by both parties. It should be noted that the proposed acquisition of the Stoneway Site is such an assumption. WSDOT will be responsible for negotiating with Stoneway’s owner (s) to acquire the property. Other mitigation considerations include the new pedestrian and vehicular bridges over the Cedar River and development costs for relocation and/or replacement of recreation facilities.

### **Utilities**

The Tri-Park site is located above an aquifer that supplies the City of Renton’s water. The master plan maintains access to and has been prepared in such a manner that it protects this valuable resource.

### **Costs**

An Opinion of Probable Construction Costs has been prepared. Because the mitigation discussions are on-going, costs attributed to each agency have not been determined. A copy of the overall cost opinion is included in the Appendix.



## **Tri-Park Master Plan Meeting Dates - 2006**

Initial Meeting with Park Staff	February 2
Visioning Workshop with the Community	February 28
Meeting with Jennifer Hennig	March 2
Park Staff Meeting #1	March 6
Park Board Meeting #1	March 14
Park Staff Meeting #2	March 27
Mayor Briefing #1	March 29
Council Meeting #1	April 10
Community Open House #1	April 18
Parks Staff Meeting #3	May 31
Mayor Briefing #2	June 6
Park Board Meeting #2	June 13
Council Meeting #3	June 19
Community Open House #2	June 28
Mayor Briefing #3	July 19
Council Meeting #4	August 7
Community Open House #3	August 16
Park Board Meeting #3	September 12
Mayor Briefing #4	September 20
Adoption by City Council	September 25



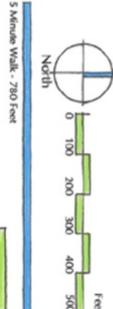
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# TRI-PARK MASTER PLAN

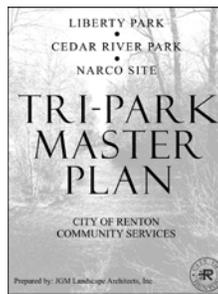
CITY OF RENTON  
 COMMUNITY SERVICES

Prepared by: K&L Landscape Architects, Inc.

Council Adopted September 25, 2006

# Appendix



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Agenda

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Presentation

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Workshop Comment Summary

Meeting Minutes

Minutes from meeting with Jennifer Hennig – March 2, 2006

Park Staff Meeting Minutes – March 6, 2006

Park Board #1 – March 14, 2006

Park Staff Meeting Site Alternatives Presentation – March 27, 2006

Council Briefing #1 – April 10, 2006

Open House #1 – April 18, 2006

Photos

Open House Comment Summary

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Open House #2 – June 28, 2006

Photos

Open House Comment Summary

Council Briefing #3 – August 7, 2006

Open House #3 – August 16, 2006

Photos

Open House Comment Summary

Park Board #3 – September 12, 2006

Memo to Council – September 20, 2006

Committee Report – September 25, 2006



# Cedar River Vicinity Charrette

## Solutions for Parks, Wells & Local Access

**Mission:** To identify a balanced, mutually supported design concept for the I-405 improvements in Renton that responds to the City of Renton's needs and the requirements of a regional corridor.

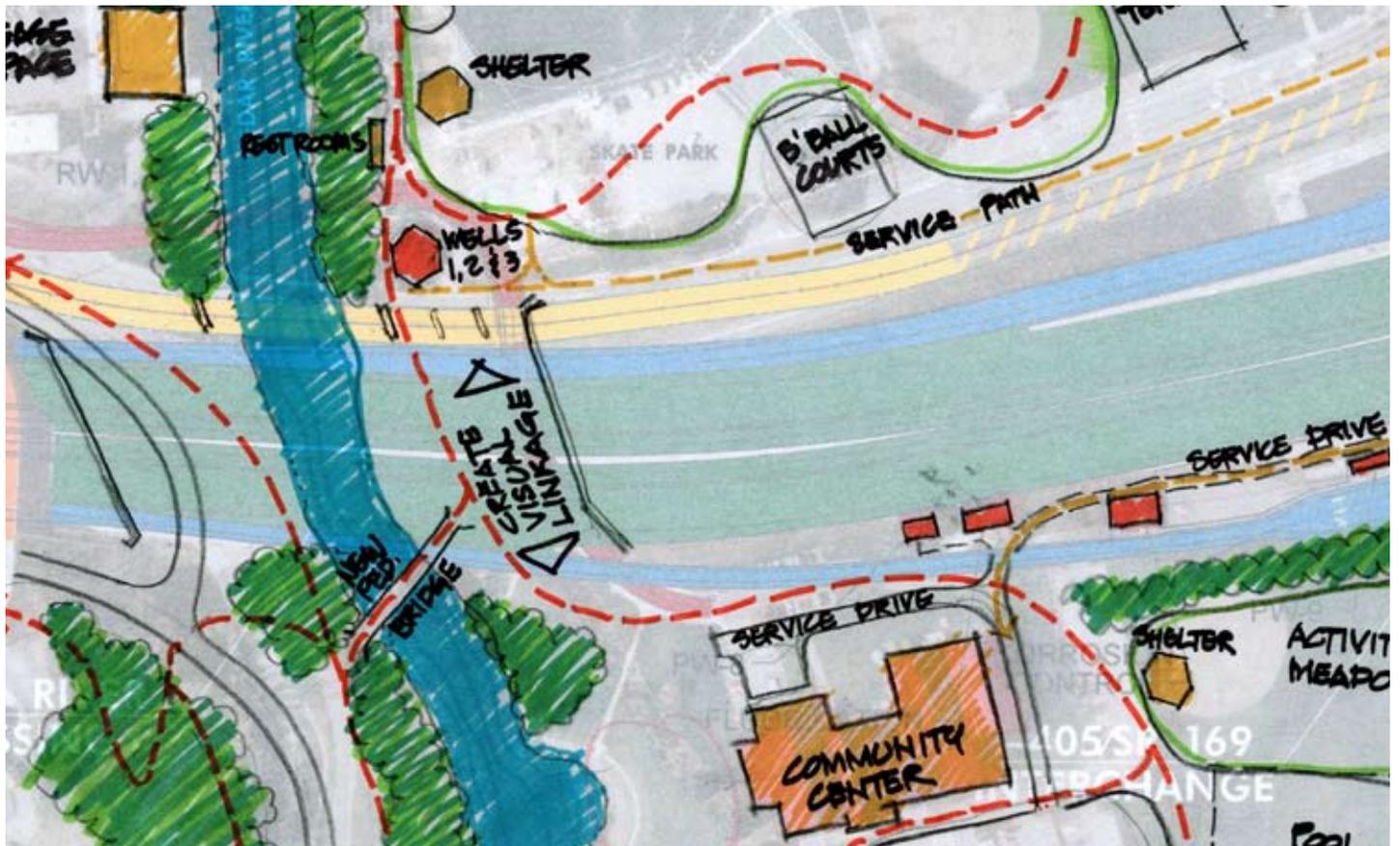


Washington State  
Department of Transportation



City of Renton

July 11 – 14, 2005



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## Appendices

bound separately

- Meeting agendas
- Presentation notes
- Technical review of solutions



View of existing I-405 corridor through fully developed urban Renton; Renton City Hall at left.

## Participants

### Charrette Team

- Dave McNeal**  
Park Planner (JGM)
- Russ Prior**  
Wells and Aquifer (PGG)
- Leslie Betlach**  
Parks Director (Renton)
- Lys Hornsby**  
Water & Utilities Director (Renton)
- Mike Stenhouse**  
Maintenance Service Director (Renton)
- Keith Woolley**  
Transportation (Renton)
- Andrew Laski**  
Transportation (I-405 Team)
- Marcia Wagoner**  
Facilitator (PRR)

### City of Renton Leadership

- Kathy Keolker-Wheeler**  
Mayor
- Terri Briere**  
City Council President
- Marcie Palmer**  
Councilmember
- Don Persson**  
Councilmember
- Jay Covington**  
Chief Administrative Officer
- Dennis Culp**  
Community Services Department Administrator
- Alex Pietsch**  
Economic Development Administrator
- Gregg Zimmerman**  
Department of Public Works Administrator

### City of Renton Staff

- Sandra Meyer**  
Transportation Systems Director
- Nick Afzali**  
Transportation Planning and Programming Manager
- Ted Hickey**  
Fire Department
- Ray Sled**  
City of Renton Water Services

### I-405 Leadership Team

- Kim Henry**  
Chief Engineer
- Stacy Trussler**  
I-5 (Tukwila) to I-90 Project Manager
- Keith McGowan**  
Environmental Deliverables Manager
- Steve Quinn**  
GEC Project Manager
- Allison Ray**  
Environmental Manager

### I-405 Staff/Charrette Support

- Larry Kyle**  
QA/QC Manager
- Colleen Gants**  
Public Information
- Karl Westby**  
Traffic Analysis Manager
- Brian Wilkinson**  
Public Information
- Ross Fenton**  
Tukwila to Renton Contract Manager
- Tony Cube**  
Public Information
- John Donatelli**  
Renton to Bellevue Contract Manager
- Todd Merkens**  
Public Information
- Jim Jordan**  
Renton to Bellevue NEPA Manager
- Scott Guter**  
Public Information
- Matt Klontz**  
Renton to Bellevue Designer
- Amy Olcese**  
Public Information
- Brian Elrod**  
CSS Team
- Laura Smith**  
Tukwila to Renton Structures

# The I-405 Corridor Project

The I-405 Master Plan, or vision, for the corridor will ultimately add up to two additional lanes in each direction from I-5 in Tukwila to I-5 in Lynnwood. It will include major transit system expansion supported by transit access and operational capital improvements to I-405. Among the transit improvements will be the implementation of a Bus Rapid Transit system, major park and ride expansions, arterial improvements and an aggressive transportation demand management program.

The Implementation Plan will improve I-405 continuously from I-5 in Tukwila to SR 522 in Bothell. The Implementation Plan's improvements will closely match the Master Plan from SR 167 in Tukwila to I-90, which is the narrowest portion of the corridor with the highest congestion. The section from I-90 to SR 522 will have one additional lane added each way. The portion of this section from NE 70th to NE 116th will be constructed to near Master Plan level. Multi-modal aspects include transit access ramps, park and ride expansion, Bus Rapid Transit improvements to allow BRT line implementation, and transit expansion.

Legend	
<b>Roadway Improvements</b>	
	Freeway: +2 lanes
	Freeway: +1 lanes
	Arterial Connection
<b>Transit-HOV Improvements</b>	
	HOV Lane Access Point
	ST Funded HOV Lane Access Point
	Transit
	Park & Ride Lots
	Freeway to Freeway HOV Connection



## Focus on Renton

Threading highway improvements through a fully developed city is always a challenge and in Renton that challenge is even greater. The interchange between I-405 and SR 169 is over a sole-source aquifer that provides the City of Renton's drinking water. Along with wells on either side of the freeway, Liberty Park, the city's oldest park, is located on one side of the right of way and Cedar River Park with its new aquatic center on the other. The Cedar River, with its recreational trail bridge connection, flows beneath the travel lanes and the BNSF railroad line parallels them. The Renton Hill neighborhood, separated from the center of town by I-405 and steep topography, has important general purpose and emergency access needs that must be met. City-owned property that provides a current resource for business startups plus sites that offer economic development opportunities may also be affected by the changes.



*I-405 with Liberty park and BNSF railroad trestle over Cedar River*



*Charrette study area*

# The Charrette

## Why a Charrette?

WSDOT and the City of Renton have struggled to develop a solution that meets the needs of the proposed I-405 improvements while ensuring adequate access to Renton Hill, minimal affects to the aquifer and wells, and protecting the integrity of the three parks in the project vicinity. The complexity of the design problem and the length of time that had been devoted to trying to find an answer led the I-405 team and the City of Renton to consider a different problem solving method. The multiple players from both WSDOT and the City of Renton, each with different responsibilities and perspectives, had made resolution difficult. Though the process to date had secured some agreements, project advancement needed a clear direction quickly in order to meet the timeframe to secure possible future funding. WSDOT and the City of Renton identified a charrette, which would gather a team of design professionals to focus solely on identifying a balanced solution, as an excellent opportunity for success. By bringing fresh but informed perspective and being able to devote a week of time to understanding program needs, complex relationships and possible solutions, the charrette approach offered the opportunity to find what had been elusive — a mutually supported answer.

## The Cedar River Vicinity Charrette

The Cedar River Vicinity Charrette began with presentations from elected officials, City of Renton leadership and WSDOT staff and consultants to provide a full picture of the needs and challenges. A view trip enabled the charrette team to experience the area first hand while raising questions and engaging in discussions about their observations. The second day began with individual observations of the prior day, followed by smaller groups working to identify the functional requirements for various elements such as the wells and recreational facilities. With these requirements in place, the team began work on a parks master plan that responded to the functional requirements for various kinds of access to the wells, the space for highway widening and interchange ramps and the relocated railroad. Work continued the following morning with added focus on the access requirements to Renton Hill. By early afternoon, the team had completed concepts for the parks master plan and Renton Hill access that they felt responded to the challenges identified in the opening presentations on the first day. A presentation to the I-405 and City of Renton leadership confirmed that the charrette team had indeed identified a promising, balanced direction. With guidance from the Leadership Team’s comments and

## Mission

To identify a balanced, mutually supported design concept for the I-405 improvements in Renton that responds to the City of Renton’s needs and the requirements of a regional corridor.

## Guiding Principles

- Continue to support I-405 Renton to Bellevue improvements as a critical need within the Corridor.
- Commit to working to solve one another’s issues.
- Jointly work to minimize impacts and balance benefits for the betterment of the community.
- Identify a project plan for regional funding decisions.

suggestions, supported by technical work from the I-405 team to test concepts for the ramp and trail clearances beneath the railroad bridge, the charrette team focused their work on finalizing a proposal and presentation materials. The final presentations, hosted by the City of Renton, were met with strong support.

## Objectives

The I-405 project team engaged local planners and agency directors in a design charrette from July 11th to July 14th, 2005 to arrive at a solution regarding proposed I-405 improvements in Renton. The eight charrette team members were challenged to determine how to lessen or eliminate any effects to the City of Renton's parks, water and transportation systems due to the future expansion of I-405. The four day design session provided the opportunity for participants to identify an agreeable solution that met the needs of the City of Renton, the planned improvements to I-405, and the local and regional communities while considering a possible regional funding opportunity in the Renton area.

## Charrette Stages

### **Day 1: The Challenge Defined**

Leadership and the project team set the stage and defined the scope of the challenge. Participants saw the issues on the ground at an afternoon site tour and began to review the complex details and constraints.

### **Day 2: Performance Criteria**

The charrette team worked to identify functional requirements for the wells and parks and initiated development of a viable solution set.

### **Day 3: Evaluation & Refinement**

Team members participated in a morning working session and prepared for the afternoon mid-point presentation of early options with feedback provided by City of Renton and WSDOT representatives.

### **Day 4: The Solutions**

The team refined their proposed plans for meeting the charrette's objectives. They highlighted and supported the reasoning for the best solution for each issue in the final presentation to the Leadership Team.

# The Challenge Defined

Charrette facilitator, Marcia Wagoner, welcomed participants to the charrette kick-off on July 11, 2005. Participants included the charrette team, the mayor and executive staff from the City of Renton and I-405 project staff and directors. In their opening remarks, all participants expressed the importance of finding a solution that was compatible with both the I-405 project and local needs.

## Introduction and Overview

Stacy Trussler, I-405 Project Manager, noted the substantial and difficult work completed to date and reviewed the challenge before the charrette team. Many critical resources to the community of Renton lie within the same footprint affected by planned improvements to the I-405 corridor. The interchange between SR 169 and I-405 is at the same location as a sole-source aquifer that provides the majority of the City of Renton's drinking water. The oldest city park is on the same site, as well as a skate park, various wells, and a new aquatic park, which provides significant revenue for the city. The Cedar River, a critical natural resource, flows through this area. Next to the river is Renton Hill, where important concerns regarding access for general purpose and emergency needs must be met in this residential area. In addition, numerous utilities lie in the immediate project vicinity and future development plans may call for converting the nearby Narco property into a park. Ms. Trussler concluded that the charrette brought many great minds to the table to address these concerns and discover the best path forward.

Kim Henry, Chief Engineer for the I-405 project, added his thoughts regarding the complex issues the charrette participants faced. In the past, every time a new solution was evaluated, there was always a trade-off. "Despite these challenges, I am optimistic this team has all the resources to arrive at the right solution," Mr. Henry concluded.

## The Challenge

Members of the Leadership Team from the City of Renton were invited to address the group and offer direction. Renton Mayor Kathy Keolker-Wheeler noted that this project is probably the most important project in the careers of those sitting around the table. She emphasized the work must be accomplished within the budget, function efficiently and fit well within the community. It is a complicated matter that warrants a creative approach.



*Charrette team members experience the study area while receiving background information from the project team on the Renton Avenue access to Renton Hill*



*"I am confident everyone will be proud of the results achieved by the charrette team."*

— Kathy Keolker-Wheeler  
Renton Mayor



I-405 surrounded by Liberty Park, city wells and the BNSF railroad

*“There may not be an easy answer that solves all of the concerns.”*

— **Kim Henry**  
Chief Engineer, I-405 Project

Jay Covington, Chief Administrative Officer, said effects to places like Renton Hill must be minimized while improving traffic conditions for the city and the region. He noted it is critical to city operations to work together to address wells, parks and access. WSDOT and the City of Renton should be particularly sensitive to impacted neighborhoods.

## Funding Considerations

The I-405 Implementation Plan is \$4.7 billion, although that cost may change as the I-405 Team works with the regional funding group to define a fundable package. As development of the regional package moves forward, there is concern about pressure to trim down the scope and costs. To be successful in securing sufficient funding from the regional package, there must be a clear vision and a supported plan. If WSDOT and the City of Renton reach agreement on a plan and act together in support, the opportunity for success in securing regional funding for a complete project is enhanced.

## Discipline Overviews

The City of Renton executive staff and I-405 project staff provided background regarding the specific elements under consideration.

### Economic Development

Alex Pietsch, Economic Development Administrator for the City of Renton, expressed the importance of balancing the needs of the neighborhood with the need to get traffic through town. Key parcels that are important to the City for economic development are potentially affected by the I-405 improvements. There are already development plans for the Stoneway site by its owners, and the old city hall, the 200 Mill Building, is a city resource that gets young companies going in the community. It will be important to save this facility as much as possible, including sufficient parking which is already stretched at this site. Common sense needs to prevail to arrive at a balanced solution that meets the time and budget requirements of the project. Mr. Pietsch noted that, “My goal is to complete the I-405 improvements because of the benefits they will provide to the community.”

### Partnering

Gregg Zimmerman, Department of Public Works Administrator for the City of Renton, highlighted the agreements agencies had already reached regarding the mainline, the I-405 and SR 167 interchange, drainage for John’s Creek and the



The Cedar River pedestrian crossing below I-405

wetland mitigation bank. He noted that even with these accomplishments, there were still tough challenges for the charrette team to address:

- A second primary access point to Renton Hill to meet community needs.
- Preserving the wells, achieving access, meeting the geological concerns, and possibly relocating the corrosion control facility.
- The Burlington Northern Railroad.
- Effects to parks.
- The flyover ramp from I-405 to SR 169 and the height of the ramp.
- The location of utilities in Cedar River Park and moving a utilities corridor.
- A plan to obtain regional funding.

Mr. Zimmerman suggested that the only way to evaluate and compromise on these issues was to utilize a partnering approach.

## Parks

The City of Renton Community Services Department Administrator, Dennis Culp, said that the team should go beyond mitigating effects to parks and investigate opportunities to create a premier park complex. He reported the city recently received permission from the county for lighted soccer fields at the Narco property. Developers relay to city staff that the proximity of parks to neighborhoods is an important selling point and they should regard the parks as an asset. He added that access to Cedar River Park needs to remain convenient for residents and park-goers. At this time the proposed I-405 to SR 169 flyover is eye-level with the slides at the new aquatic center and could severely affect the quality of the aquatic park experience.

## Environmental Planning Process

Allison Ray, I-405 Environmental Manager, said that the charrette will address important issues that need to be resolved before the environmental process begins for the Renton Implementation Environmental Assessment (EA). The EA is currently scheduled to start in January 2006 with a scoping meeting for agencies and tribes as well as public citizens. The I-405 team will also meet with the public to discuss the key findings of the discipline reports, as well as hold a formal public hearing so that agencies, tribes and citizens can provide comments on the EA. From an environmental perspective, the key aspect of the charrette is to document all the decisions that are made to support the project's permitting process. When the I-405 team applies for environmental permits, the team will need to document all design decisions, both those that are the preferred designs as well as those that were dismissed from further consideration. The information gathered from the work during the charrette will be instrumental in successfully completing the permitting process.

*“We need to work as a team to make sure these improvements will benefit the public as much as the needs of the agencies.”*

— Terri Briere  
Renton Council President



The Cedar River at Cedar River Park



Cedar River as it passes under the BNSF railroad and I-405



*I-405 and SR 169 off ramp adjacent to Cedar River Park and city wells*



*Congestion in the area circled lead the proposal to cul-de-sac Houser Way*



*Existing pedestrian bridge over the Cedar River with I-405 overhead*

## Project Overview and Issues

Ross Fenton, Tukwila to Renton Contract Manager, addressed the proposed improvements to I-405 in the study area. Plans include completely rebuilding the SR 167 interchange and adding lanes to I-405. These improvements will double the width of I-405 requiring the two existing accesses at Renton Hill to be removed. This widening limits the options for rebuilding current access points due to right-of-way and physical constraints which result in excessively steep grades. Proposed changes to accommodate the highway widening may also affect parks and other elements. Additional site considerations include emergency access to Renton Hill. Currently, there are two existing locked south side hill access points which are opened when weather and emergency situations require them, but these are otherwise closed to prevent neighborhood cut-through traffic. Also, south-side access doesn't provide for the required emergency response times.

The SR 169 and Sunset Avenue intersection is frequently congested due to many left turns to SR 169, a ramp onto I-405, a primary arterial (Houser Way) and a railroad crossing. It was recommended to turn Houser Way into a cul-de-sac to eliminate one of three closely spaced intersections. This will improve traffic operations between Sunset Avenue, SR 169, and Bronson Avenue, which many residents take to travel through town.

John Donatelli, Renton to Bellevue Contract Manager, discussed improvements to I-405 between SR 169 and the Cedar River. He described the domino effect that the proposed I-405 improvements have on the surrounding area. Wells located on the east and west sides of the freeway are constraints on the I-405 alignment. The future I-405 mainline alignment drives the relocation of the BNSF railroad approximately 50 feet west, which in turn, requires the relocation of the Houser Way South bridge over the Cedar River. As the railroad is relocated, Houser Way might have to be lowered to maintain the current access point into Cedar River Park. However, lowering Houser Way impacts access to wells 1, 2, and 3 and service vehicles need access to these wells on a regular basis. On the east side of I-405, in the Cedar River Park, a ramp alignment that avoids the well heads and water treatment facilities has been identified. However, this alignment limits access to the current corrosion control treatment facility.

Prior to adjourning the kick-off meeting, the charrette team was directed by the City of Renton leadership to look at all the options and present the benefits and drawbacks of each alternative for their consideration. All those in attendance were encouraged to attend the check-in presentation on Wednesday and the final report-out on Thursday.

# Performance Criteria

## Pump & Wells Considerations

The charrette team identified the following criteria for consideration prior to developing solutions for wells. In Cedar River Park, clearances are sufficient for Wells 8 and 9, treatment facilities and the corrosion control facility to function successfully in their current locations when the new off ramp is constructed. However, modification will be required for Well 9. There is logic in keeping them adjacent to I-405 and the off-ramp rather than using additional park property to accommodate a new location. In addition, there is concern about getting the same yield if new wells are drilled.

Wells 1, 2 and 3 drive many of the site decisions for Liberty Park and they should only be relocated as a last resort. Access needs for the trucks, supplies and special equipment required to maintain function of the wells appears achievable though it may require reconfiguring the well house structure to compensate for the narrower adjacent roadway resulting from the I-405 expansion.



*Ross Fenton, Russ Prior and Mike Stenhouse discuss wells concerns*

## Well & Corrosion Control Facility Access Needs

### Wells 1, 2 & 3, 8 & 9

- Daily maintenance – vans, 1½ ton flatbed (20')
- Chlorine (semi-monthly) & fluoride (monthly) – 2 ton flatbed (40')
- Drill rig – Well maintenance/redevelopment (40')
- Boom truck/crane – pull pump for replacement

### Corrosion Control Facility

- Sodium hydroxide – 70' tanker, 2 to 3 times per month
- Boom truck/crane – tank replacement

## Wells & Utilities Needs

### Geohydrology Study

- Background/baseline on well yield, water quality
- Evaluate reduced recharge
- Evaluate need for additional monitoring wells

### Utility Relocation Plan

- Relocate utilities out of I-405 footprint
- Provide casing for those that can't be relocated (Carco Road 24-inch?)
- Alternate location for 24-inch main on Houser Bridge (Railroad Bridge?)

### Groundwater Monitoring Plan

### Emergency Response/Spill Control Plan

### Environmental Coordinator during Construction

### Design Considerations

- Containment – spills and storm water, roadway and ponds (curbs, walls, liners)
- Spread footings – avoid aquifer penetration, location, no footings in river
- Borings – no mud rotary, properly seal with ≥ 30% solids bentonite
- Protect 100-foot sanitary control radius



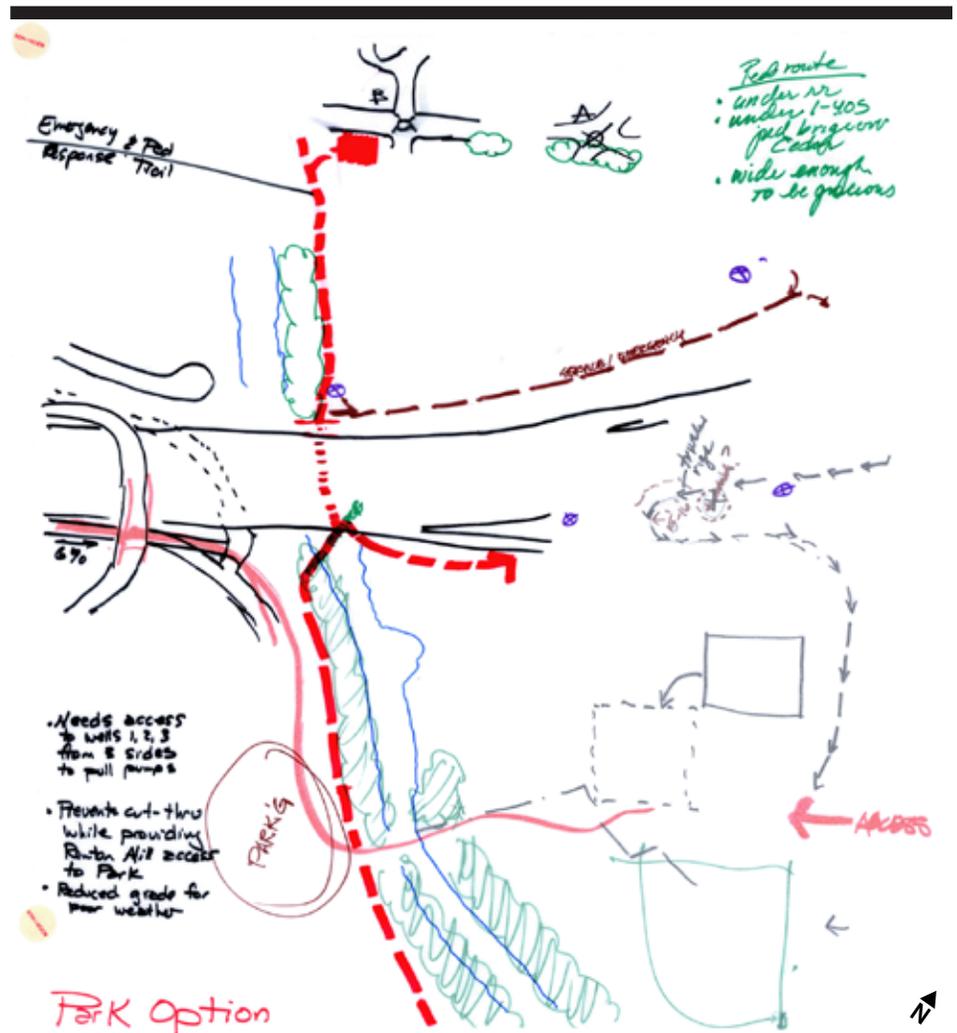
Charrette team at work

## Parks Considerations

Participants determined functional and design considerations for the parks in the project vicinity. The three park properties should be integrated into a whole. Current central parking needs to remain in the scheme with added parking at the Narco property connected by a trail to Cedar River Park. Bronson Avenue at Garden Avenue is the best choice for Liberty Park access if Houser Way is closed. Constructing a new access off of Bronson Avenue at Garden Avenue requires relocating the impacted ball fields, possibly to the Stoneway property if acquired.

### Functional Considerations

- The trail bisecting Liberty Park is not a good connection.
- Access is required on the south side to Narco Park.
- The aquatic center plans to double in size in the future.
- A height restriction must be met above the river and below Renton Avenue.
- Pedestrian bridge creates conflict with community center and prevents access between the parks.
- Historical shelter sited on current meadow site.
- Green belt along the river desired.
- Trail at well house needs to accommodate vehicles.
- Lengthen railroad to open up trail connection.
- Marketing high end mixed use to both Stoneway and South Lake Washington.
- Some contamination concerns at Stoneway site.



Sketch focusing on pedestrian routes through Liberty and Cedar River parks and along the Cedar River





*Parks proposal presentation of concepts and evaluation by Dave McNeal*

- Provide access to the community center in Cedar River Park through the existing parking lot.
- Convert the open space between the aquatic park and exit ramp into an activity meadow.
- Realign the merge location of SR 169 to move the flyover ramp further away from the aquatic park.
- Build a new vehicle bridge to provide both bicycle and pedestrian access to the Narco property from Cedar River Park.

## Evaluation of the Park Proposal

Following is the charrette team's comparison of their proposed park solution to existing conditions.

---

### Cedar River Park with Stoneway Parcel

#### Plus

- Maintains existing wells
- Provides access for chemical delivery
- Adjusts Maple Valley Highway flyover ramp, alignment for improved pool and park access, function, aesthetics
- Reduced off ramp touchdown required
- Improved trail connectivity
- Enhanced aquifer protection/recharge
- Increased revenue generation by combining programmed ball fields
- Improves greenway along river
- Protects sensitive slopes
- Enhanced Narco property access
- Maintains two access points at same location

- Stoneway acquisition allows for potential relocation of ball fields
- Visual connection between Liberty Park and Cedar River Park
- Community center theater and aquatic facility remain
- Relocated signalized access from Maple Valley Highway
- Relocated pedestrian bridge to enhance regional trail

#### Neutral

- Modified parking configuration
-

---

## Liberty Park

### Plus

- Increased park area with removal of Houser Way
- Improved park access from Bronson Avenue at Garden Avenue
- Improved trail access and connectivity
- Improved picnic and play area relationship
- Potential to increase tennis capacity
- Large active meadow
- Maintains existing wells and access
- Teen center
- Enhanced greenway along river

### Neutral

- One pedestrian bridge
- Relocated skate park
- Relocated tennis, basketball, parking
- Maintains connection to library

---

## Narco Property

### Plus

- Library bridge from city-owned property to Liberty Park maintained
- Enhancement along river at former bridge location(s)
- New access between Cedar and Narco properties

---

## Without Stoneway Parcel (Full 13+ Acres)

### Negative

- Lost opportunity for three programmed ball fields
  - Reduced aquifer protection/recharge
  - Shared entrance
-

## Evaluation of Parks Proposal on Wells

The concerns and potential risks of moving the wells outweigh any opportunities. Service access to the wells in Cedar River Park could be provided under the exit ramp alignment from I-405 northbound to SR 169.

### Positive

- Buildings for Well 8 remain

### Neutral

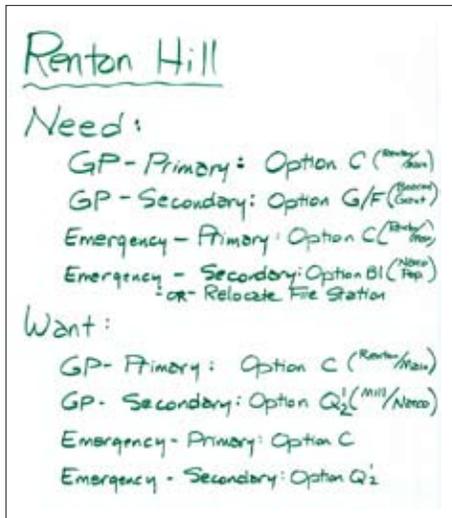
- Access for chemical delivery truck
- Access for daily maintenance
- Difficult access to some underground utilities (water main in Carco Road)

### Negative

- Major modification of buildings for Well 9 and wells 1, 2, 3
- Further encroachment into sanitary control area

## Key Elements of the Access Proposal

Several schemes developed by the I-405 team were explored by the charrette team for access to Renton Hill. Of those schemes, Option C and Option Q2 seemed most promising to the charrette team.



Renton Hill access considerations

### Access Options

- Option C combines two existing routes by providing a crossing of I-405 at Renton Avenue with a connection to Main Avenue for primary access.
- Option C requires additional access on the north side of Renton Hill or a new fire station must be built on the south side.
- Option Q2 provides desired connections and fire and emergency access with a stacked structure.
- Option Q2 minimizes effects on the Narco property.



Option Q1 with Mill Avenue structure shorter than Q-View option



Development of proposal by charrette team



Plan view of Renton Hill access Option C with Option Q-View stacked structure



## Direction from Leadership Team

- Investigate moving railroad under I-405 through Liberty Park
- Continue with plans to remove Houser Bridge
- Develop “no acquisition” option (if Stoneway is not available)
- Relocate baseball stadium
- Keep moving forward and continue the outstanding efforts

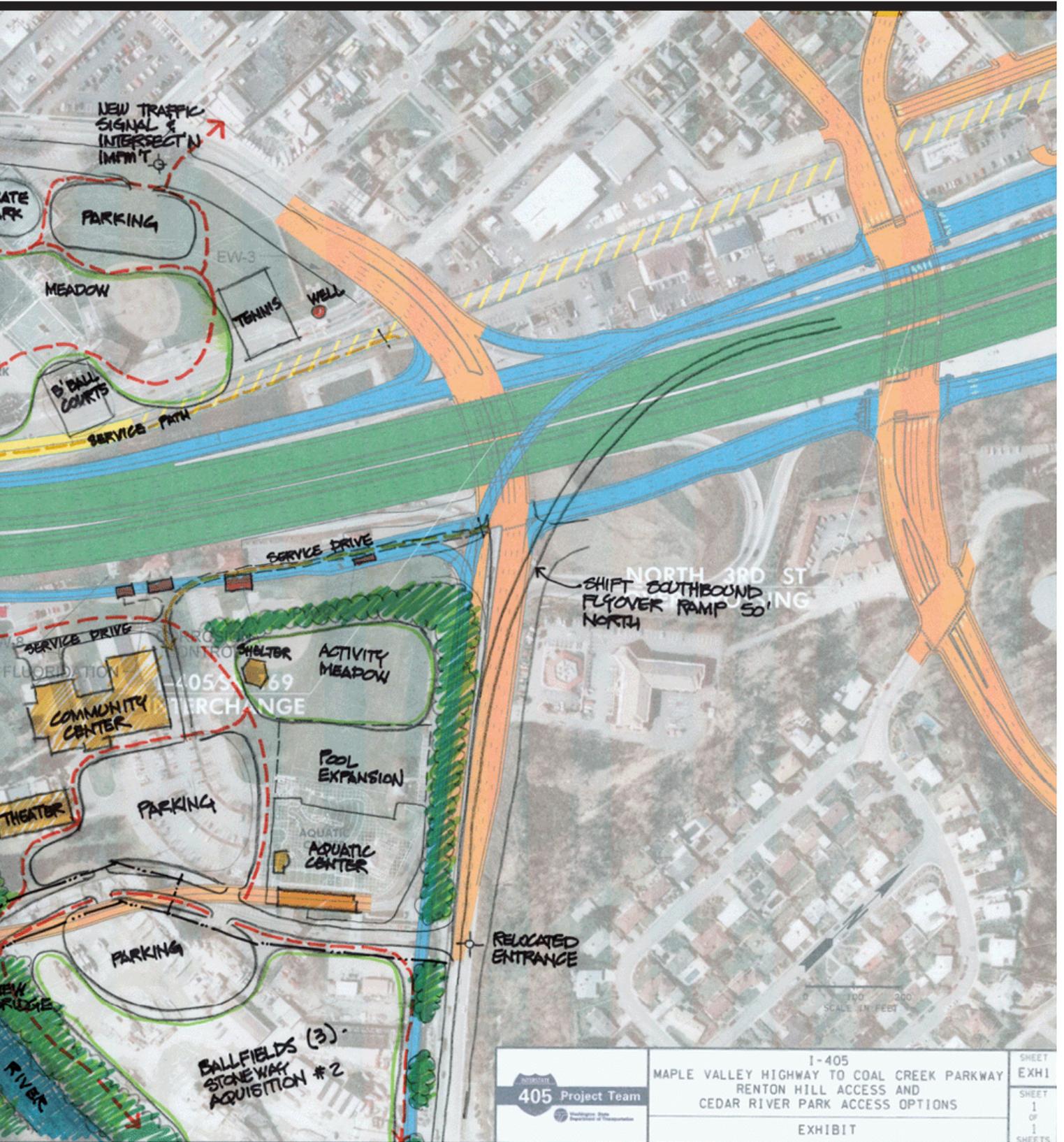


Charrette mid-point presentation to City of Renton and WSDOT leadership

# The Solutions



Sketch combining parks, wells and Renton Hill access design as developed by the charrette team



	1-405 MAPLE VALLEY HIGHWAY TO COAL CREEK PARKWAY RENTON HILL ACCESS AND CEDAR RIVER PARK ACCESS OPTIONS	SHEET EXH1
	EXHIBIT	SHEET 1 OF 1 SHEETS

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## Parks Solutions at a Glance

- Integrate Liberty, Cedar River and Narco parks.
- Provide primary park entrance at Garden Avenue and Bronson Avenue.
- Remove existing Houser Bridge.
- Create a new pedestrian bridge to link trail and parks.
- Remove ball fields and stadium from Liberty Park and relocate at Stoneway property.
- Expand Parks Department building to allow for a new teen center.
- Relocate skate park next to teen center.
- Keep theater, community center, aquatic center and existing parking at Cedar River Park.
- Convert soccer fields into a general purpose meadow to allow for future expansion of the aquatic park.
- Move the flyover ramp to the median to provide distance from water slides at the aquatic park.
- Open up existing berm under the railroad to visually connect Liberty and Cedar River parks.

Important community resources are located within the vicinity of the planned I-405 freeway expansion near the Cedar River in Renton. WSDOT and the City of Renton needed to find a solution in order to move forward with a successful plan for the corridor while addressing any effects to parks, wells and local access, especially Renton Hill access due to I-405 project developments. The charrette team was brought together to critically examine these impacts and develop a scheme that balanced community benefits and project needs. The following are the results developed by the charrette team.

## Parks & Wells Solutions

Create strong connections between Liberty Park, Cedar River Park, the undeveloped Narco site and the Cedar River Trail to produce the feel of one large park complex. The Cedar River Trail and the parks have existed there for some time as seemingly separate facilities, and the trail appears to disconnect under the railroad where it currently crosses the Cedar River. Redeveloping the parks and the trail will allow the city to integrate them more effectively. The Narco property is a hidden treasure that will become a great resource to the City of Renton. The design scheme assumed development of the Narco site with sports fields and acquisition of the Stoneway property.

Close off Houser Way and replace it with a signal and pedestrian crossing at Garden Avenue and Bronson Avenue to present a clear access point to Liberty Park. Offering access at this point would require removal of the old oak trees in that location, but given the long-term benefits of improved park access, it is more important to provide a primary park entrance. Relocating the park entrance impacts the existing stadium ball park, but creates an opportunity to develop Liberty Park with recreational features more in alignment with adjacent neighborhoods. Since Houser Way is out of the picture, the Houser Bridge is no longer required and is removed in this plan. In addition, the railroad bridge is relocated to the abandoned Houser Way. With the reconstruction of the railroad bridge, there is an opportunity to remove the visual barrier created by the existing railroad bridge, increase the length of the bridge and eliminate the berm. By removing the railroad berm and replacing it with a bridge structure, the more open trail would provide a stronger visual connection between the parks. A new pedestrian bridge connecting the trail and parks is proposed to replace the existing bridge. Relocating the bridge also provides an opportunity to keep the Cedar River Trail as continuous as possible. For trail users to be directed around the community center event lawn, which functionally requires separation, the trail is realigned to direct pedestrians around the event center and into Cedar River Park or the Cedar River Trail on the opposite bank. In Liberty Park, the trail needs to be realigned to separate the picnic and play area

from the trail traffic. The main pedestrian through traffic will cross the bridge to the Narco site and proceed onto the Cedar River trail. Cedar River Park users can continue to the park facilities. As a way of providing a second park access point, construct a new vehicular bridge with sidewalks to Narco to link access to Renton Hill and Narco property.

The skate park, tennis courts, wells in Liberty Park and Houser Way will all be affected by I-405 project activities. Since the facilities at the park are not high quality and don't allow for tournament play options, it makes sense to turn Liberty Park into a more passive park. The former ball fields could be converted into a sports meadow and the tennis courts relocated to the former stadium location. The decision to take active field sports out of this park was not arrived at lightly, but it appears to produce the most beneficial use of park resources. In the future, the facilities lost at Liberty Park could be replaced by converting part of the Stoneway site into three ball fields. If the Stoneway property is not purchased, then it will mean losing the ball field at this site.

With the closure of Houser Way, the skate park location becomes somewhat isolated from view. Therefore, the skate park facility is moved closer to an area where there is supervision to discourage potential illegal activities. The new location is adjacent to Bronson Avenue next to the teen center in Liberty Park. In addition, if Houser Street were removed, the existing area west of the river where Houser Street is located could be incorporated into additional parking for the old city hall building. The opportunity to expand the parking area could be beneficial for the community.

In Cedar River Park, the scheme accounts for the existing theater, community center and aquatic park. To provide for a possible expansion of the aquatic park, the baseball field and soccer meadow between the aquatic park and exit ramp is converted into a general purpose meadow. The parking lot at the site remains in its current formation and maintains access to the community center. The buffer is 100 feet wide along the river. Removal of Houser Way requires new secondary access to Cedar River Park, therefore new access from the Narco site across Cedar River is constructed to replace lost access.

A key advantage of acquiring the Stoneway property is added flexibility in the touchdown location for the I-405 to SR 169 flyover ramp. It is potentially unsafe if the end of the flyover ramp occurs at the park and SR 169 intersection, so the ramp should remain elevated over the intersection. Next to the flyover is a water slide, pool, backup space, and minimal planting opportunities. The ramp is about the height of the slide. Different ideas were evaluated. One resulted in implications from moving the entire structure into the hillside. Second, moving the flyover into the median to provide greater separation between the ramp and

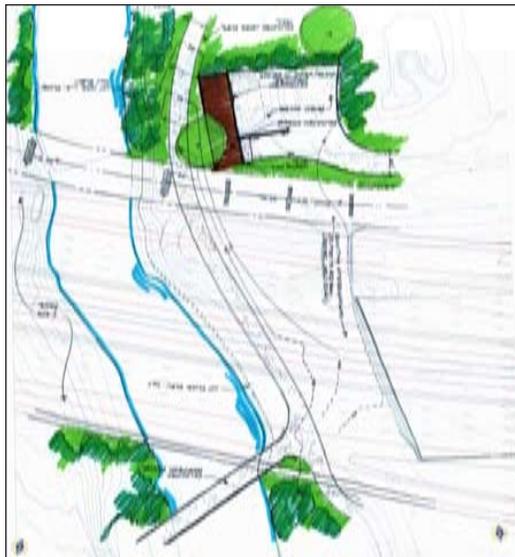
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## Wells Solutions at a Glance

- All existing well needs are maintained.
- Add gated service route along BNSF right of way to provide access to wells 1, 2 and 3.
- Provide service route under proposed exit ramp from northbound I-405 to SR 169.
- Utilize park paths as emergency access routes.
- Route trucks with chemicals to enter facilities from SR 169 (limited access driveway) and exit empty through Cedar River Park.
- Construct major modifications to the building for wells 1, 2 and 3 and well 9.

park was recommended, especially if eliminating the sidewalk (and routing pedestrian traffic through the park) on SR 169 is a feasible option. It moves the taller element of the flyover further back from the slide creating a buffer to reduce visual and noise distractions.

It is important to avoid any impacts to wells and to evaluate any implications that would affect service and maintenance access to the wells within the parks. In Cedar River Park, service vehicles could approach the well house(s) if a gated service path is maintained along the east side of the I-405 right of way. Adjustments to the well house for well 9 is needed to provide access for pulling pumps. Service vehicles exiting the wells facility would go under the proposed exit ramp alignment from I-405 northbound to SR 169. Trucks could

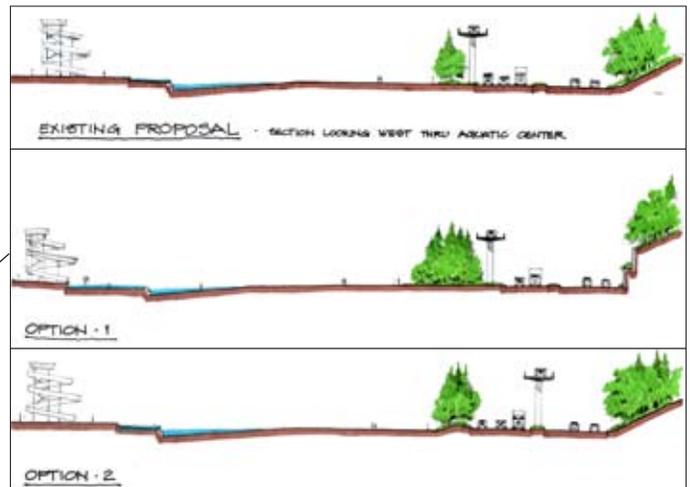


Detail sketch of modified facility for wells 1, 2 and 3



Sketch of parks layout

off-load chemicals and then exit through the park via the parking lot and access road, which also provides service and emergency vehicles access to the back of the community center. If needed, paths throughout the park could serve as emergency access routes including access to the fluoridation facility. An access path next to the realignment of the railroad could provide access for large maintenance trucks to wells 1, 2 and 3 in Liberty Park. Major modifications of the well house for 1, 2 and 3 will be required. It will be important to maintain and protect the two water lines that are currently on Houser Bridge and the area under Narco Road.



Sketch of Cedar River aquatic park and southbound I-405 to southbound SR 169 ramp options



Alternative park access if Stone Way property is not acquired

## Renton Hill Access Solutions

In order to provide two access points to Renton Hill, Option Q-View (Cedar to Narco property) and Option C (Renton Avenue to Main Avenue) are proposed solutions. Option Q-View utilizes the existing Mill Avenue right of way and provides access from a lowered Mill Avenue on Renton Hill down along the southeast side of I-405 into Narco property, under I-405 to the existing Narco property access road, then to the existing intersection with Houser Way and Mill Avenue. An “upper” 3rd Street is constructed over the “lower” Mill Avenue to provide access to Renton Hill homes located off of Mill Avenue and to maintain local Renton Hill circulation between Renton Avenue and Cedar Avenue on the north side of the hill. Between “upper” and “lower” Mill Avenues, a 14-foot vertical clearance is required which will allow emergency response vehicles. At the 4th Street and Mill Avenue intersection, Option Q-View utilizes space under the existing Mill Avenue. The new homes that front Mill Avenue would continue to have access from “upper” Mill Avenue with “lower” Mill Avenue beneath it providing access to the park and the connection under I-405. The stacked structure is open on the side facing I-405.

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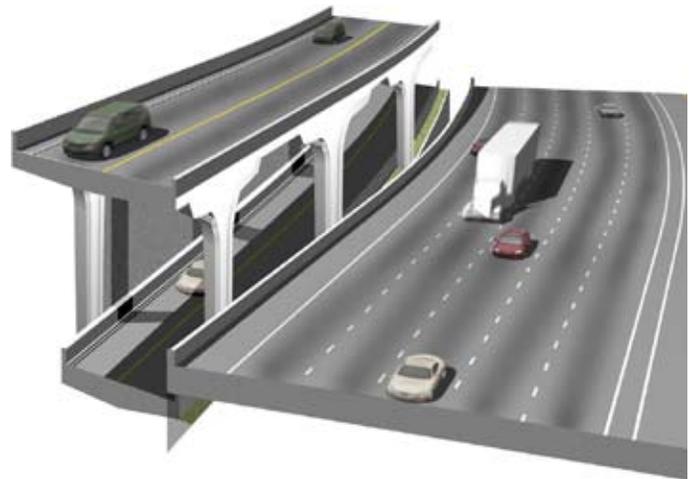
### Access Solutions at a Glance

- Preferred solution is Option Q2 in combination with Option C.
- Option Q2 utilizes space under the existing Mill Avenue and lower Mill Avenue at the 4th Street and Mill Avenue interchange and ends at the Narco property.
- Residents on 3rd Street have access to their homes from the “upper Mill Avenue.”
- “Lower” 3rd Street provides access to the park and to the existing Mill Avenue and Houser Way intersection with the connection under I-405.

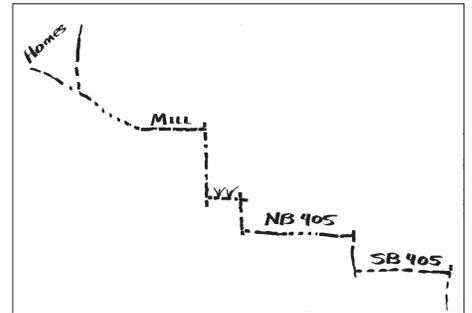
Option Q has minor effects on park property and provides long-desired vehicle access between Renton Hill and city riverside parks. During construction, four homes on Renton Hill fronting Mill Avenue will have restricted access. Option Q requires utility relocation. Estimated construction costs are comparable with other options that were developed. Pedestrians will be provided with a trail on “upper” Mill Avenue to Narco property and Cedar River Trail since there are no pedestrian facilities on “lower” Mill Avenue. Overall, this has minor affects to residential areas and businesses, does not accomodate cut-through traffic, and allows emergency response times to be met.



Perspective of Renton Hill access Option C with Option Q-View structure sketched in black



Computer-generated model of access solution as developed by the charrette team



Existing typical section at proposed Renton Hill access



Photo-simulation showing access solution as developed by the charrette team



Final presentation

## Leadership Team Response

The Leadership Team was impressed with the results of the group’s efforts and believed the charrette team solved many difficult issues, while improving existing conditions for residents and parks. In particular, those attending the presentation were pleased that the design scheme included siting the SR 169 flyover ramp at the center median, providing two access points to Renton Hill, and preserving access and making improvements to wells 1, 2 and 3.

As a next step, the charrette team will brief the Renton council, mayor and residents with the results of the charrette.

*“The charrette team has done a wonderful job and displayed a lot of ingenuity.”*

— **Don Persson**  
Renton City Councilmember

*“After the number of years we have battled these issues, the final concept looks amazing and there are so many positives.”*

— **Marci Palmer**  
Renton City Councilmember

## **Appendices**

bound separately

- Meeting agendas
- Presentation notes
- Technical review of solutions





**TRI-PARK MASTER PLAN UPDATE**  
Agenda for Initial Meeting with Key City Staff  
February 2, 2006 2 p.m.

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- 2:00 1. Introductions
- 2:10 2. Project Objective: Update of Cedar River Greenway Master Plan with a special focus on the Tri-Park area.
- 2:15 3. Constraints and Opportunities/Site Analysis
- I-405 Project Impacts (Charrette)
  - Well Protection and Related Access
  - Existing Recreation Facilities and Needs (i.e. future expansions)
  - Narco Site Access
  - Regulatory Environment
  - Circulation/Traffic
  - Possible Property Acquisitions
- 2:45 4. Discussion Areas:
- Transportation Issues Related to Park Road
    - Park Access vs. Collector
    - Speed Limit
    - Projected Traffic Volumes
    - Road Standards
  - Water Systems:
    - Facilities
    - Maintenance
    - Aquifer Protection
  - Other Utilities
  - Cost and Funding (I-405 Mitigation)
  - Regulatory Issues
  - Possible Future Property Acquisitions (Stoneway, Riviera sites, other?)
  - Emergency Services (Police, Fire, Ambulance)
  - Easements/Ownership:
    - WSDOT – Under I-405/Narco Trail parcel
    - Seattle – Water line near mid-point/left bank
    - PSE – Upland power lines and Riverview Park
    - BPA – Upland power lines
    - BNSF
  - Future Annexations ?
- 3:20 5. Next Steps:
- Community Involvement Process
  - Departmental Contacts (For additional information and review comments)
- 3:30 Adjourn



## MEETING MINUTES

February 2, 2006

### From meeting with City of Renton Department Staff

Attendees:

Alex Pietsch, EDNSP	Jerry Berecich, Recreation
Mark Santor-Joh, EDNSP	Leslie Betlach, Park
Keith Woolley, PBPW Transportation	Bill Rasmussen, Parks
Peter Renner, Community Services	David McNeal, JGM
Lys Hornsby, PBPW Utility Systems	Craig Lewis, JGM

The following materials were distributed:

- Agendas with consultant contact information on back
- Drawing of the I-405/Cedar River Charrette (A)
- Drawing of Park Access (B)
- Aerial photo of existing condition to Renton Hill (C)
- Aerial photo of Proposed Solution to Renton Hill (D)
- Section – Looking downstream of the proposed Cedar River Bridge (E)

In addition to the distributed materials, the consultants presented the 1993 Cedar River Natural Zone Master Plan, current city ownerships, current WSDOT I-405 proposals, a 1”-200’ plan of the Trip-Park to Riverview portion of the greenway and a larger scale (1”-10’) drawing of the proposed Cedar River Bridge with trail under-crossings.

The discussion that followed is recorded here:

**Alex** commented that the Cedar River corridor is an important civic gateway to the city and that development along the river presents an important economic opportunity. He presumed the Stoneway property would be acquired for park purposes. He suggested similar attention to downstream acquisition of properties be considered between Bronson Way and the Senior Center. Question: Could this be included within this study?

Alex mentioned the library board was about to embark on a planning study for their future needs and asked what role the library has in this plan. JGM responded that the library was to be considered part of the project context until the firm is advised otherwise.

Alex also commented that he had a conceptual idea for a salmon museum on the Cedar River that could serve as an educational and cultural facility. He indicated some interest and support had been expressed by other agencies.

**Mark** expressed desire to enhance access to the river wherever possible and appropriate. The Stoneway site, in particular, presents some unique opportunities.

**Keith** advised that WSDOT funding of the I-405 improvements south of SR169 are currently at a lower priority ranking. In addition, WSDOT did not intend to install noise walls on I-405 on the Cedar River Bridge or lands adjacent to the park. He stressed making all possible trail connections.

**Peter** stated that there has been an application submitted for development of a new 900-unit condominium project with some commercial space on the Riviera Apartment site. Preservation/restoration and public access along the river will be required. He suggested that where feasible, park concession outlets would be desirable to provide revenue. Peter also noted the exterior of the old City Hall building (lease space) would be replaced next year.

**Lys** reminded the groups of the presence of major underground utilities. Maps indicating locations were requested.

**Jerry** asked that the city plan to construct new replacement sports fields prior to demolition of existing fields. The sports leagues are anxious to share their ideas regarding new facilities.

**Leslie** commented that the team needs to look at field requests in the context of how existing fields are being utilized. She reminded the group that Renton does not have a teen center and that the planners are considering the merits of a multi-generational / teen center. She further commented that the plan needs to address the repair or replacement of the downstream trail.

**Bill** urged the group and planners to remember that Liberty Park is highly visible from I-405 and as such, is a gateway to Renton. He suggested the master plan consider inclusion of future acquisition of the residences along the river immediately upstream of the Cedar River Roadside Park III.

Other elements specifically discussed were:

Park Road: The general consensus was that traffic calming and alignment should respond to the park setting. Stop signs and crosswalks should be installed to protect pedestrians.

New Cedar River Bridge: The new bridge will make the Narco site more accessible and much easier to find for first-time visitors while providing secondary emergency vehicle access. The end approaches could be designed in a manner to provide trail separation. Care should be taken to avoid “short-cutting” through the park. It was understood that the new bridge is considered as mitigation and will be funded by WSDOT.

Annexation: The eastern end of the greenway adjacent to the existing city limits and unincorporated King County may be affected by pending incorporation proposals.

Emergency Vehicle Access: Two routes of access will be provided to all park facilities within the Tri-Park area. Trails can be included as a part of the access network providing paving thickness, alignment and clearance standards are maintained.

Context / Connectivity: The Trip-Park Greenway must be planned in the overall context of the river and the city. The plan should indicate connectivity with other trails, the downtown area, Lake Washington and other civic amenities.

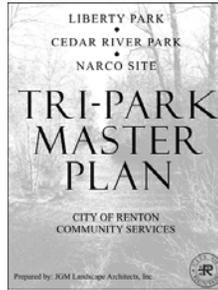
Stoneway Parcel: Keith volunteered to check the status of the on-going appraisals for the sale of this parcel. Alex stated that the owner may submit for a development permit in order to raise his sale price.

Communication with the Council: Alex urged Parks to keep the City Council apprised of the planning process, including the presentation of the Community Workshop Agenda and plan alternatives, prior to meeting with the public.

BPA Right-of-Way: Leslie suggested the BPA Row should also continue to be included in the master plan.

Expansion of the Scope of Services: Alex suggested the limits of the master plan be extended downstream to Logan Avenue / Senior Center. Leslie agreed to discuss these ideas with Dennis Culp. Bill suggested the lease space/former City Hall site be included within the project scope.

-End of Minutes-



## **CEDAR RIVER/TRI-PARK MASTER PLAN UPDATE**

Community Workshop Agenda

February 28, 2006

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**7:05 Introductions**

**7:10 Project Purpose**

**7:15 Background**

- 1980's Era Master Plan
- WSDOT I-405 Charrette

**7:30 Site Images**

**7:40 Site Analysis**

**7:50 Breakout Discussion Groups:**

- Review DRAFT Vision Statement
- Review Planning Principles
- Identify "Hopes and Fears"

**8:30 Small Group Reporting**

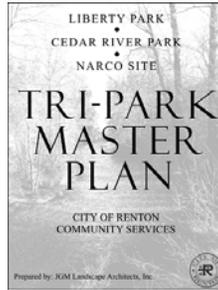
**8:50 Synthesis**

**Next Steps:**

- Prepare Preliminary Plan Alternatives

**9:00 Adjourn**

**Next Community Open House will be April 18<sup>th</sup> (7-9pm) at Renton Community Center**



## **CEDAR RIVER/TRI-PARK MASTER PLAN UPDATE**

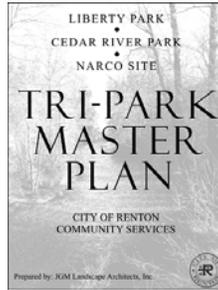
### **Small Group Discussion Guidelines**

February 28, 2006

1. Select a **Spokesperson** to lead the discussion and to present the group's findings.
2. Select a **Recorder** to write down the group's ideas
3. Topics for discussion:
  - Review the Planning Principles and DRAFT Vision Statement for the park(s). What over-riding theme should reshape the parks' development?
  - Create a "wish-list" of park program elements
  - What hopes or fears do you have related to the redevelopment and development of parks on these sites?
  - What, if any, condition needs to be explored further?
  - Any other items to discuss?

Please give all members of this group time and opportunity to contribute. If consensus or agreement is not possible, please document and present each point-of-view.

40 minutes have been allotted for this discussion. Each spokesperson should share their group's findings in a 2-3 minute summary.



## **CEDAR RIVER/TRI-PARK MASTER PLAN UPDATE**

Ideas for Public Workshop

February 28, 2006

### **Project Purpose:**

Re-master plan Liberty Park, Cedar River Park and the Narco Site to best meet the City of Renton's park and recreational needs, protect the City's sole source aquifer and incorporate future improvements to the I-405 and SR 169 corridors. This new plan will reflect the dictates of the natural environment; recreational needs of citizens, staff and elected officials; and park, utility and transportation requirements.

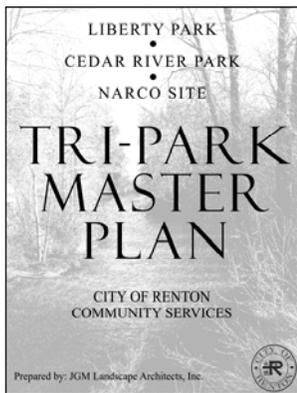
### **DRAFT Vision Statement:**

Integrate Liberty Park, Cedar River Park and the Narco site to provide compatible park, recreational and environmental opportunities that compliment a variety of uses which meet community needs, promotes environmental stewardship and creates a focus of community pride.

### **Planning Principles:**

- Address Social/Recreation/Utility/Transportation Needs
- Conform with Regulatory Constraints
- Achieve Sustainability
- Promote Environmental Stewardship
- Protect Public Health, Safety and Welfare

*These principles will serve as evaluation criteria for master plan alternatives throughout the planning process.*



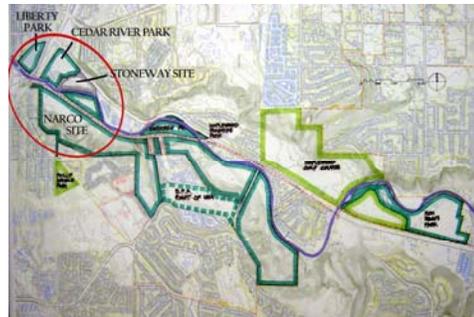
Presented at the Visioning Workshop - February 28, 2006

### Project Purpose:

Re-master plan Liberty Park, Cedar River Park and the Narco Site to best meet the City of Renton's park and recreational needs, protect the City's sole source aquifer and incorporate future improvements to the I-405 and SR 169 corridors. This new plan will reflect the dictates of the natural environment; recreational needs of citizens, staff and elected officials; and park, utility and transportation requirements.

### Background:

Original Cedar River Master Plan (1980s Era)



### Background:

WSDOT I-405 Charrette - Summer 2005



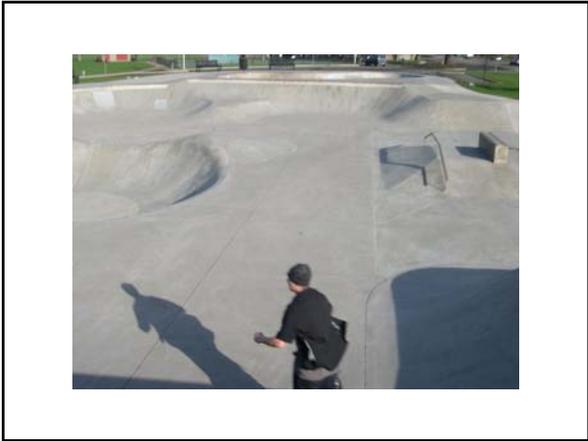
Access to Renton Hill:

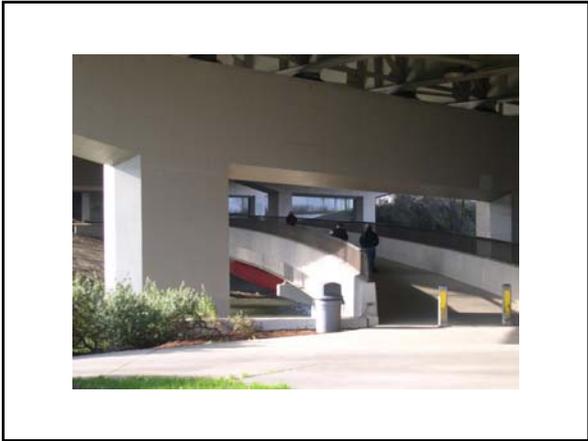
Existing Condition



Proposed Access



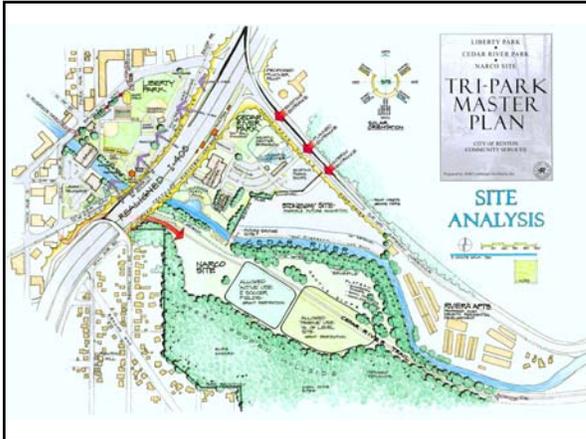












**DRAFT Vision Statement:**

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- Conform with Regulatory Constraints
- Achieve Sustainability
- Promote Environmental Stewardship
- Protect Public Health, Safety and Welfare

*These principles will serve as evaluation criteria for master plan alternatives throughout the planning process.*

**Breakout Discussion:**

- Review DRAFT Vision Statement
- Review Planning Principals
- Identify “Hopes” and “Fears” for project

**Small Group Reports:**

- Summarize your group’s discussion
- Did the group have some key comments?
- What are your group’s hopes and fears for the project?



Let’s review tonight’s discussion

**Next Step:**  
Prepare Preliminary Plan Alternatives

Please join us at the Community Open House on April 18<sup>th</sup>, 7-9pm, at the Renton Community Center.

**THANKS FOR COMING!**

# Tri-Park Visioning Workshop

February 28, 2006



TRI-PARK MASTER PLAN UPDATE  
Workshop Comment Summary  
February 28, 2006

COMMENTS-Group No 1 & 2

- Consolidate each of the field (by sports) to create a new complex-style facilities lighted Ron Regis-softball, Narco-soccer, Renton Community Center-Youth oriented activities
  
- Opportunities for Youth
  - Skate Park
  - Climbing Wall
  - Jump Park-Like Greenlake or Bellingham
  - BMX Track
  - Off-Leash Park
  - Batting Cages
  
- Bar/Restaurant/Concession at fields
- Connecting walkways between parks
- More picnic shelters-family spaces
- “Story book” kids park-theme based walkway or path
- Bathrooms-well lit and stationary

COMMENTS-Group No 3 & 4

Unfortunately, none of the participants in the small group I participated in last night volunteered to record the group's ideas. However, here is a summary of the key items I heard from the community participants in our breakout group. (FYI, there were virtually no comments on the draft vision statement or the planning principles, mainly just things people want.) more soccer fields in a common location (separate from the softball fields for safety) with lights and field turf more softball fields, again in a common location (separate from the soccer fields) with lights and possibly with an all-weather surface a dirt bike jump park area, BMX bike racing track, and/or bike park (like the current skate park) safety concerns about the new access road into/through the Cedar River Park; how to avoid making it a thoroughfare/by-pass street concerns about traffic flow/congestion from closing Houser Way (e.g., ability to increase traffic on Bronson Way given limited bridge width/capacity over Cedar River at Mill Avenue intersection) more walking trails, better connections (e.g., clearly defined path extending from Liberty Park, to Cedar River Park and to the Cedar River Trail on the NARCO property) need to plan for more growth in sports and more growth in population (both from in-City development and from annexations) - if City will double in size potentially, need significantly more park space! lack of adequate fields/parks in the Highlands/NE 3rd-4th Street corridor larger soccer and softball field complexes (at least four fields each) to accommodate teams and tournaments support using (Spirit of Washington) railroad right of way for walking and bike trail, and connect to Cedar River Trail make existing Cedar River Trail wider where possible and provide a separate bike portion versus pedestrian portion for improved safety Matt Caldwell, one of the owners of the new GHY Bikes in Denny's 3rd & Well's building downtown, was in my group. He had numerous constructive suggestions,

but also shared privately that they would like to do more to work with the City or others to hold BMX events in Renton. He said they already have done a couple events at the Renton Motorcycle course that attracted over 1,000 people. Could be an opportunity for the Parks Department to further develop something and/or maybe a Renton River Days activity?

As part of the brainstorming, one party asked if it was possible to secure the PACCAR land in north Renton (at least on a temporary basis) for additional fields until PACCAR is ready to sell/develop the land. I don't know what PACCAR's timing is, but it might be an option to pursue.

Feel free to forward these comments to the facilitators for them to compile with the other recorded worksheets last night. If you have any questions, please let me know. *Mark Santos-Johnson*

### COMMENTS-Group No 5& 6

#### Over-Riding Themes

##### 1. Functionality

###### Softball/Soccer

- Fields-centralized maintenance
- 1 place for activities
- 1 place fields to hold tournaments
- Consolidate to a complex for tournaments/leagues
- Increase concessions/more revenue

###### Facilities are too spread out

##### 2. Adequate field maintenance

- Safety on fields
- Safety at pool
- Improvement of Recreation Department-more gyms
- Community Center Youth Sports

##### 3. Fears

- Increased programs with no increase in maintenance and operating budget
- Road too close to pool-safety
- Parking congestion?

##### 4. Would like to see Narco soccer fields for different age groups

##### 5. Consolidate the sports-soccer at one side and softball the other side

##### 6. Crowded Basketball Courts?

##### 7. BMX?

##### 8. Teen Center is a good idea

##### 9. Assoc Tournament's bring in \$ for all of Renton

### COMMENTS-Group No 7 & 8

Equal development of sports fields (soccer and softball) with limited thru traffic routed through the parks.

Wishlist: 4-field softball complex & 4-field soccer complex

Vision Statement:

~~To create and maintain our park system with the effort of increasing sports fields~~

To develop our park system with the effort of maintaining a serene, safe recreation opportunity – explore possibilities of increasing sports fields.

OTHER COMMENTS

Hello Bill,

I spoke with you last week about incorporating a disc golf course into the Narco property. During that conversation you invited me to come to the meeting tonight to share my idea. I will not be able to attend tonight. My sister is in the Army, currently home from Iraq and I have to leave town tomorrow for work. So I am going to be spending tonight with her. Please do interpret my not showing up as a lack of interest or desire for a disc golf course to be established on the Narco property. It's just that I see my sister 1-2 times a year right now.

I have included a few notes and thoughts about setting up a course. I collected these from a proposal made by a club in San Francisco.

Brian Van Houten

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There are now more than 600 Disc Golf courses in the United States and Canada, nearly all installed by city and county parks departments. They have found that there are few recreational activities that offer the high benefit-to-cost ratio of disc golf. Disc golf has low capital and maintenance costs, is environmentally sound, is played year-round in all climates and is enjoyed immediately even by beginners of all ages. Most courses are free to the public.

The cost of one disc can be as little as \$10 at a local sporting goods store. A 3-pack starter kit through the Professional Disc Golf Association (PDGA) is \$28.95.

I have collected a few parts of a prior proposal for a course that was put together for the City of San Francisco. There are also plenty of details on how to put a course together located on the PDGA website <http://www.pdga.com/makecourse.php>. I ran down to the Narco property on Sunday and looked around. I think a 9 hole course could be designed with little change to the property. If there was a desire to work the hillside into the course a larger course could be designed.

**Safety:** A disc golf course at would increase foot traffic in the Park at random times during the day and steadily during evenings and weekends. The influx of purposeful visitors would discourage the presence of individuals who are only in the park to cause mischief and perhaps engage in crime. Areas that are infrequently used and considered unsafe would be "opened-up" by the course. The installation of a disc golf course has led to significant decreases in vandalism and litter as users have a stake in keeping the course and surrounding area clean and well-kept.

**Conservation:** Disc golf is environment-friendly sport. Unlike traditional golf, a disc golf course does not require that trees be cut down, fairways mowed and watered, plants uprooted or non-native species planted. Rather, the course fits into the existing flora of the park. The impact of a disc golf course on the surrounding area is minimal. Each hole would have multiple pin placements, ensuring that no one area gets constant foot traffic (this has the added benefit of providing new challenges to players). In addition, disc golfers as a group tend to take great pride in where they play, guaranteeing that the area taken up by the disc golf course would be litter free. In the long-term, a disc golf course would also help in the preservation of the park by giving young people in the neighborhood a stake in its preservation and protection.

**Economics:** A deluxe 18-hole disc golf course with two sets of tees, professional signs and baskets can be purchased and installed for around \$25,000, less than the cost of a single tennis or basketball court. A 27-hole course can accommodate 108 people at a time, as compared to a tennis court (4 maximum) or basketball court (10 maximum).

***What kind of construction?***

The installation of a 18-hole disc golf course at Narco Park would involve the construction of tees and the installation of signs and baskets.

**Tees:** Each hole would have two tees, a short one for novice players and a longer one for advanced players. The novice tees would be made of concrete, the advanced tees would be made of concrete. Concrete tees 4" thick measuring approximately 4' x10' would be built flush with the ground. A maximum of 18 tees of this size would be required.

**Baskets:** Each hole would have a Mach III Disc Pole Hole target with a locking collar which would be set in a cement hole measuring approximately 8" in diameter and 18-24" deep (technical specifications for the installation of tees and baskets can be found in Annex IV). In addition, each hole would have 1-2 additional collars so that the basket could be moved to those locations periodically to avoid soil compacting and erosion. Approximately 54 holes would need to be dug.

**Signs:** Tee signs are very important to help the first time user find his or her way through the course. Each hole would have a sign indicating the hole number, length, recommended flight path and par. In addition, a rules sign and information board near the first hole are strongly recommended. The signs can be constructed with a variety of materials although we believe it would be preferable to construct signs with a natural appearance to fit in with the surrounding area.

**Partial list of cities with courses:**

Albuquerque, New Mexico	Nashville, Tennessee (2)
Austin, Texas (5)	Orlando, Florida (8)
Bakersfield, California	Philadelphia, Pennsylvania
Berkeley, California	Phoenix-Tempe, Arizona (4)
Birmingham, Alabama	Pittsburgh, Pennsylvania
Dallas-Ft. Worth, Texas (12)	Portland, Oregon (2)
Denver, Colorado	Raleigh-Durham, North Carolina (7)
Des Moines, Iowa (2)	Sacramento, California (7)
Chicago Metropolitan Area (10)	San Diego, California (2)
Cincinnati, Ohio (5)	Seattle, Washington (2)
Columbus, Ohio (3)	St. Louis, Missouri (2)
Houston, Texas (12)	Tulsa, Oklahoma (5)
Indianapolis, Indiana (4)	Tucson, Arizona
Kansas City, Kansas	Washington, DC Metropolitan Area (9)
Las Vegas, Nevada (3)	Wichita, Kansas (3)
Little Rock, Arkansas	Wilmington, Delaware (2)
Los Angeles, California Metropolitan (10)	
Miami, Florida	
Minneapolis/St. Paul, Minnesota (11)	
Mobile, Alabama (5)	



## **COMMUNITY WORKSHOP MEETING MINUTES**

**February 28, 2006**

### **City Staff and Consultant Attendees:**

Mark Santos-Johnson, EDNSP  
Peter Renner, Community Services  
Leslie Betlach, Park  
Bill Rasmussen, Parks  
David McNeal, JGM  
Craig Lewis, JGM

### **Community Attendees:**

See attached sign-in sheet.

### **The following materials were distributed:**

- Community Workshop Agendas
- Small Group Discussion Guidelines
- Comment Recording Materials

### **The following materials were presented during the Powerpoint slide presentation:**

- 1993 Cedar River Natural Zone Master Plan
- Drawing of the I-405/Cedar River Charrette
- Drawing of Park Access
- Aerial photo of existing condition to Renton Hill
- Aerial photo of Proposed Solution to Renton Hill
- Site Analysis Plan

**Leslie Betlach** introduced the city staff members in attendance and the consultants.

**Dave McNeal** reviewed the purpose of the workshop including the format of the small group discussion groups. During the Powerpoint slide presentation Dave reviewed the background information including the 1993 Master Plan and the WSDOT I-405 Charrette. Several site images were included in the presentation.

## **Meeting Minutes (of February 28, 2006)**

### **Page Two**

**Dave McNeal** reviewed the Site Analysis Plan indicating proposed site access points developed during the WSDOT I-405 Charrette effort. Other identified items indicated on the Site Analysis Plan included the 100' Class 1 river buffer area, the open space deed restrictions on the Narco Site, and the existing water well locations.

Small discussion groups were formed to review the DRAFT Vision Statement, Planning Principles, identify the attendee's hopes and fears, and record their comments. Each group selected a spokesperson to present the group's findings.

**Summery of Group Findings:** Several of the groups had similar comments that included grouping of similar ballfield types to create separate softball and soccer complexes, use synthetic turf surfacing and add lights, create more opportunities for youth-oriented activities, increase path and walking trail connections, adding picnic shelters, maintain park-like feel to road system, prevent traffic bypass route, add bike jump/BMX track area, provide high level of quality facilities.

**Future Meetings:** The next Community Open House meeting is scheduled for April 18, 2006 from 7:00 to 9:00 PM at the Renton Community Center.

-End of Minutes-



## MEETING MINUTES March 2, 2006

### From meeting with Jennifer Henning

#### Attendees:

Jennifer Henning, Development/Planning  
David McNeal, JGM  
Craig Lewis, JGM

#### The following materials were reviewed:

- Drawing of the I-405/Cedar River Charrette
- Drawing of Park Access
- Aerial photo of Existing Condition to Renton Hill
- Aerial photo of Proposed Solution to Renton Hill
- Hypothetical Sketch Plans of possible park improvements to Narco site

#### The discussion that followed is recorded here:

**Dave** briefly reviewed the master planning effort to date and presented the preliminary rough sketches of possible park improvements to the Narco site. Dave indicated that we were now in the process of developing alternative plans incorporating the comments received during the first public workshop. Dave asked Jennifer for her assistance in determining what activities were allowed, or not allowed, within the required set-back from the Cedar River.

**Jennifer** noted that the revised code requirements concerning Class 1 waters, which includes the Cedar River, would be adopted soon. The primary revision in that code is the increase in the set-back width to 100'. She indicated that this set-back was mainly applied to buildings and structures. She indicated there are some provisions in the code that would allow for a reduction in the set-back distance by ½, with a minimum 50' "no touch" distance from the river. Jennifer confirmed that bridge crossing structures and paved trails would be allowed within the 100' distance with possible mitigation measures required. She thought that a skate park facility located below the I-405 bridge structures was an interesting idea and noted that there was a proposed fish brood stock facility in this general area that needed to be addressed.

#### **Jennifer** noted the following potential issues with the proposed site improvements:

- A. Spill-over light from any proposed sport field lighting is often a concern of the surrounding community.
- B. Archaeological investigations along the river may be required. Be aware that there is a local individual who is watch-dogging this issue.
- C. Biological Assessments will be required for potential impacts to the river.

**Jennifer** noted that code requirements concerning wetland buffers have provisions to allow soft-surface trails and certain stormwater facilities within the outer ½ of the buffer.

**Craig** asked about stormwater runoff and treatment from the proposed parking area. **Jennifer** noted that she was not really familiar with specific stormwater issues, but thought that other projects this close to the river, or the lake, did not require the same level of detention. The usual requirement was for adequate treatment prior to discharge.

**Jennifer** noted that there was a pending project to be located near the I-405/Cedar River crossing that Seattle Public Utilities was requiring that involved placing a fish brood stock facility in a portion of the river channel. The facility was seasonal with the facility lowering to the river bottom during winter. Access to the river, trailer parking, public safety and a restroom for staff were pending issues to be aware of.

**Jennifer** provided copies of the Pre-application Submittal Requirements for our use. She welcomed the opportunity to review any alternative plans that are produced during the master planning effort.

-End of Minutes-



Terry Could tournaments be accommodated with three diamonds and a fourth in a stadium nearby?

Jerry Ball diamonds: 90% adult softball April-October season. Soccer season is year round. Field turf surface not good for River Days or other incidental use – fields should be fenced.

Terry Field turf material has limitations. Should we consider field or 4 – what is the demand?

Jerry Separate groups that pay.

Mark This master plan anticipates 20-30 year needs. KC restrictions are tying the City's hands at the Narco Site.

Leslie Boeing property, Paccar, needs new. Leslie does not want to go to council moving entry or give back money.

Jennifer Buffer should be maintained along the Cedar River in all development scenarios.

Terry Community Center expansion should be considered in master plan. Keep the new road a park road – traffic calming is a must.  
Keep it a park road – traffic calming

Leslie What about tennis courts? Answers were: double the number, relocate them, there is no additional demand at this time. The basketball court is in almost constant use.

Leslie The WSDOT Charrette suggested relocating the skate park next to teen center. Issaquah's example suggests greater public visibility.

Jennifer In the shade of the I-405 bridges, the master plan should consider parking, sculptural elements and an urban edge

Keith Emergency access and visual link are important to the success of skate parks.

Jerry Described "Teen" centers and various types of programs.

Terry Suggested Senior Center move to Liberty Park and the maintenance facility to the Senior Center / Multi-age facility. Many responded coolly to this suggestion.

Jennifer Teen Center @ YMCA-partnering possibilities? Location – parking uses

Jerry Summer day camp program is based at Liberty Park.

Mark Downtown pavilion building : Mayor would like library there. Is there an alternate use for the old library? The Highlands library is not adequate.

Mark Suggested an overall timeline would be helpful at the next workshop. In addition, a statement of WSDOT, park needs and possible Stoneway site acquisition.

Tri Parks Master Plan

Staff Meeting 3.6.06

<u>Name</u>	<u>Phone</u>	<u>e-mail</u>
Dave McNeal - JGM	425 454 5723	jgm@jgm-inc.com
Keith R Woolley Transp	425 430 7318	kwoolley@ci.renton.wa.us
Luis Bettach Park	425-430-6619	lbettach@ci.renton.wa.us
Mark Santos-Johnson, EDNTSA	425-430-6584	msantosjohnson@ci.renton.wa.us
Terry Flatley	425 430 6601	tflatley@ci.renton.wa.us
Jennifer Henning	425 430 7286	jhenning@ci.renton.wa.us
Jerry Rereich	425-430-6615	j.rereich@ci.renton.wa.us
Bill Rasmussen	425-430-6617	
CRAIG LEWIS	425-454-5723	CLAW@JGM-INC.COM
Michael Nolan	425 - 430 - 6608	mnolan@ci.renton.wa.us

# City of Renton



## Park Board Minutes City Hall 1055 South Grady Way Conferencing Center March 14, 2006--4:30 p.m.

In Attendance:

**Members**

Michael O'Donin, Chair  
Cynthia Burns  
Ron Regis  
Troy Wigestrang

**Staff**

Leslie Betlach  
Kelly Beymer  
Terry Flatley  
Sandy Pilat  
Jerry Rerecich

**Others**

Dave McNeal

Absent

Ralph Evans  
Marge Richter  
Tim Searing

### **CALL TO ORDER**

Chair, Michael O'Donin, called the meeting to order at 4:33 p.m.

### **ANNOUNCEMENTS**

An announcement was made that Ralph Evans resigned from the Board. Also Ron Regis and Tim Searing's terms had expired. Ron indicated he would like to renew for another term. Staff will check with Tim and forward information to the Mayor's office.

### **PRESENTATION**

Dave McNeal of JGM Landscaping introduced himself. He gave an overview of the Tri-Park Master Plan that was presented at a community workshop two weeks ago on February 28<sup>th</sup>. He explained the project purpose was to re-master plan Liberty Park, Cedar River Park and the Narco site to best meet the City of Renton's park and recreational needs, protect the City's sole source aquifer and incorporate future improvements to the I-405 and SR169 corridors. This new plan will reflect the dictates of the natural environment; recreational needs of citizens, staff and elected officials; and park, utility and transportation requirements. Slides were shown illustrating the existing access to Renton Hill

and proposed access. This master plan is being geared to serve the community for the next 20-30 years. Some property purchased with grant money must be used specifically per outlined use by grant (passive) opposed to having sports fields. If we do not comply with grant requirements we would have to purchase the land back at today's market value. Potential expansion of aquatic center and phasing out of ballfields at Liberty Park were discussed. Leslie indicated we would not lose any fields until we had a replacement field to accommodate the leagues. Vision statement will be the focus of the Master Plan. Leslie indicated one proposal for Liberty Park was a teen center, but there is a lot of discussion to occur prior to any decisions being made.

At the Community Open House the attendees broken into groups. Their comments were distributed. The common ground seemed to be describing cluster like facilities and making the trail system seamless, Another open house will be held from 7:00 – 9:00 p.m. at the Renton Community Center on April 18<sup>th</sup>. The goal is to get as much public input as possible. Cynthia Burns and Ron Regis thanked Dave for the presentation.

Leslie Betlach reviewed the consent agenda:

- A. WRPA Aquatic Section, Lisa Greenmun, requested to hold the WRPA Skill Builder for Aquatics, at the Henry Moses Aquatic Center on June 4<sup>th</sup> from 8:00 a.m. until 4:00 p.m. and waiver of fees for use of the facility. The fee would be \$1,500. WRPA will waive the \$20 class charge for all City staff. Anticipated attendance by City staff would be approximately 25 lifeguards. Staff recommends approval of this request.
- B. The VFW, Post #1263, has requested to use Teasdale Park on Saturday, April 15, 2006, from 9:00 a.m. until 12 noon for an Easter Egg Hunt. Anticipated attendance is 100-150 children. Staff recommends approval of this request.
- C. Betty Newman, Loyal 4H Dog Club, requested use of Riverview Park and the Cedar River Trail on Saturday, May 13, 2006, from 8:00 a.m. until 3:00 p.m. for a dog walk. This walk benefits King County Search and Rescue Dogs and last year raised approximately \$5,000. Staff recommends approval of this \$100 fee waiver contingent on supplying an insurance certificate and completion of paperwork.
- D. Margaret Harto, Kiwanis, submitted a request on behalf of Division 32, to receive a partial refund for use of the Renton Community Center on February 25, 2006. The group utilized the banquet facilities and three meeting rooms. They have requested a refund of \$450 for the meeting rooms. Staff does not recommend authorizing a refund.

- E. Al Siebert requested permission to stay at the tournament site of the American Bass Association at Coulon Park on Saturday and Sunday, July 29<sup>th</sup> and 30<sup>th</sup>, and June 3<sup>rd</sup> and 4<sup>th</sup> in his motor home. Staff recommends approval; however, fees must be paid at pay box for appropriate amount of time he is on site. (City cannot guarantee availability of parking stalls).
- F. Bohol Association of Washington State is having a potluck picnic at Gene Coulon Memorial Beach Park on Sunday, April 16, 2006, for 100 people. They have requested to use a microphone for announcements and an amplified sound for a karaoke system. Staff does not recommend approval.
- G. Deanna Isadore, Concessionaire at Liberty Park, requested an extension of her 3-year contract for the concession stand. Staff recommends approval of this request. (*Concessionaire grossed \$4,800 in 2005*)

Jerry Rerecich, Acting Recreation Director, explained that Ms. Isadore invested a considerable sum in an espresso maker. When the drive-thru chain, Big Foot Java, opened across the street it considerably impacted her business. Despite that, she still wishes a 3-year extension on her current contract. Cynthia Burns made a motion seconded by Ron Regis to approve the consent agenda as stated. She also asked Sandy to explain to the Kiwanis Club that in future they would entertain a request for waiver of fees, but are unable to do that retroactively. Ron Regis seconded the motion, all were in favor, motion carried.

Troy Wigestrاند inquired about the free fishing day.

#### **APPROVAL OF MINUTES**

Cynthia Burns made a motion to approve the February minutes as written. Troy Wigestrاند seconded the motion. All were in favor, motion carried, minutes approved.

#### **ADJOURNMENT]**

Troy Wigestrاند made a motion seconded by Ron Regis to adjourn the meeting. All were in favor, motion carried. The meeting was adjourned at 5:46 p.m.

### **NEXT REGULAR MEETING**

April 11, 2005 @ 4:30 pm

Room 511—5<sup>th</sup> floor

LIBERTY PARK  
CEDAR RIVER PARK  
NARCO SITE

# TRI-PARK MASTER PLAN

CITY OF RENTON  
COMMUNITY SERVICES

Prepared by: JGM Landscape Architects, Inc.



Site  
Alternatives

Principles & Design



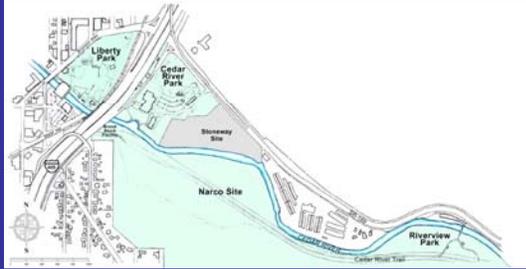


Site Analysis

Community Input

- Cluster Sports Fields
- Trail Continuity
- Youth Activities
- Road: Maintain "Park" Character

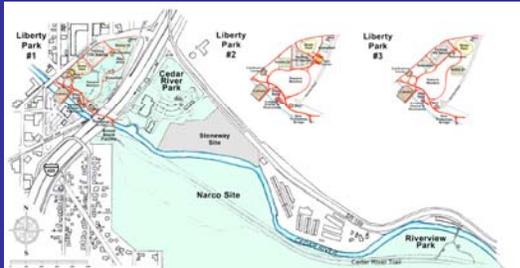
### Current Parks



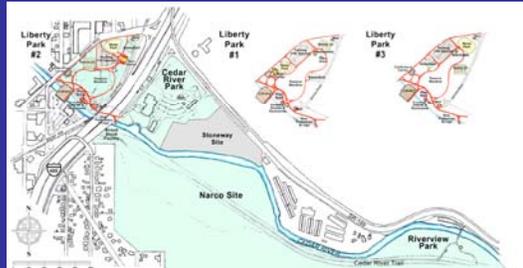
### Park Alternatives



### Liberty Park - Alternative #1



### Liberty Park - Alternative #2



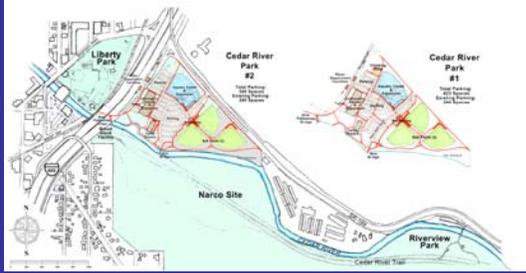
### Liberty Park - Alternative #3



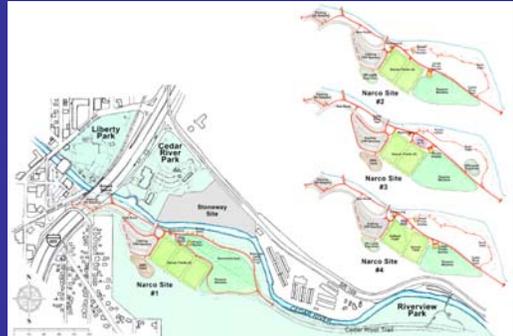
### Cedar River Park - Alternative #1



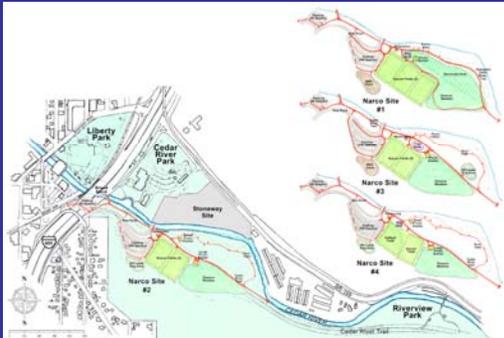
Cedar River Park – Alternative #2



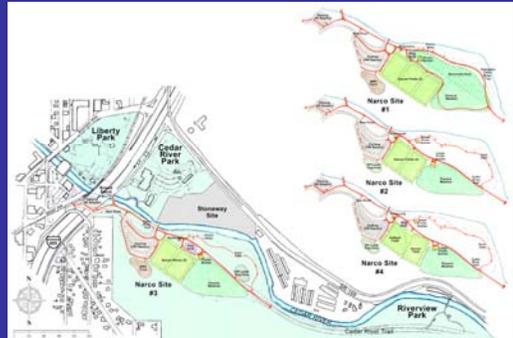
Narco Site – Alternative #1



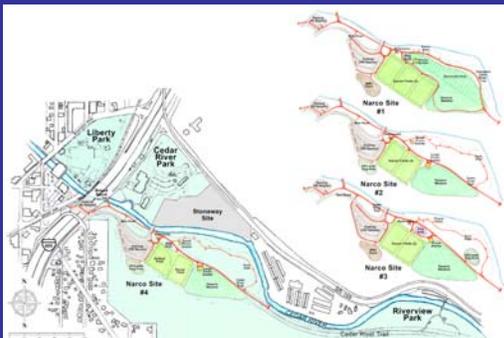
Narco Site – Alternative #2



Narco Site – Alternative #3



Narco Site – Alternative #4



Tri-Park : Example of Combined Alternatives

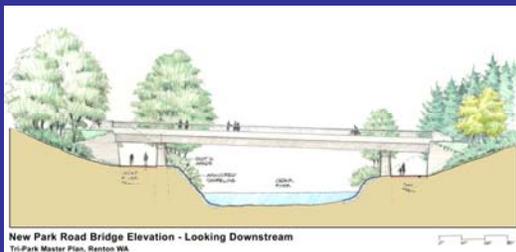


### Park Road Design Principles:

- Park Traffic Only
- Traffic Calming Measures:
  - Alignment/Design
  - Stop Signs
  - Traffic Tables ("Raised" Intersections)
- Pedestrians Have Right - of - Way

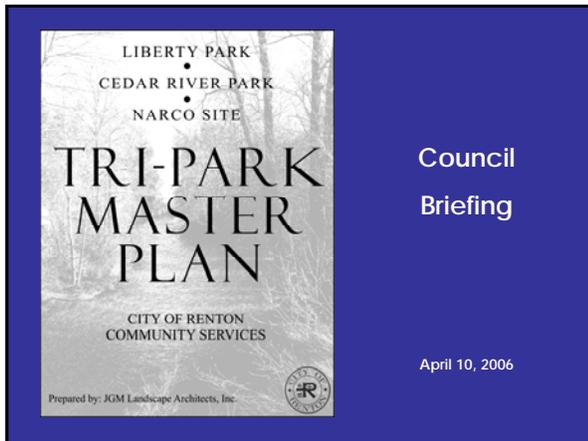
### Trail Design Principles:

- Continuity / Seamless
- Safety
- Emergency / Service Access
- Pedestrians Have Right - of - Way



### Schedule

- Tri-Park Master Planning Process  
(Completion: Summer 2006)
- I-405 Modifications  
(Completion dependent on funding)
- Tri-Park Master Plan Implementation  
(Multiple Phases-dependent on funding)



**Council Briefing**

**Project Purpose:**  
 Re-master plan Liberty Park, Cedar River Park and the Narco Site to accomplish the following:

- Best meet the City of Renton's park and recreational needs
- Protect the City's sole source aquifer
- Incorporate future improvements to the I-405 and SR 169 Corridors
- Reflect the dictates of the natural environment
- Provide opportunities for community events
- Meet park, utility and transportation requirements.

**Background:**  
 Original Cedar River Master Plan (1980s Era)



**Property Owned by City of Renton**



**Background:**  
 WSDOT I-405 Charette – Summer 2005



**Schedule of Completion Dates**

- I-405/I-5 to SR 169 – Nickel/TPA Funding (formerly Renton Nickel)
  - One lane each direction
  - Benson Bridge
  - SR 167 South Bound

Schedule:  
 Preliminary Engineering & Environmental – January 2007  
 Est. Construction Completed - October 2009

- I-405/SR515 Interchange – Nickel/TPA Funding

Schedule:  
 Preliminary Engineering & Environmental - Nov. 2006  
 Construction Completed - December 2010

### Schedule of Completion Dates - Continued

- I-405 Renton to Bellevue (SR-169 to I-90) including South Bound Flyover from I-405 to SR 169

RTID - ROW/Construction (Not funded, potential vote 2007)

Schedule:  
 Preliminary Engineering & Environmental – Sept. 2006  
 Est. Construction Completed - 2016

- I-405/I-5 to SR 169 – Implementation Plan including Wells-Parks-Renton Hill Access

No Funding Source Identified for ROW/Construction

Schedule:  
 Preliminary Engineering & Environmental – Nov. 2006  
 Construction Completed - 2023

### Future Access Points



### Access to Renton Hill

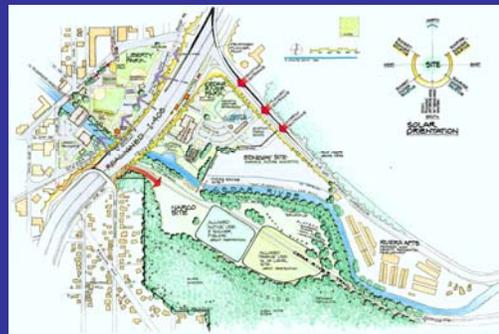
Existing Condition



Proposed Access



### Site Analysis



### Vision Statement:

Integrate Liberty Park, Cedar River Park and the Narco Site to provide compatible park, recreational and environmental opportunities that complement a variety of uses which:

- Meets the community's needs
- Promotes environmental stewardship
- Creates a focus of community pride

### Planning Principles

- Address Social/Recreation/Utility/Transportation Needs
- Interdepartmental Coordination
- Conform with Regulatory Constraints
- Achieve Sustainability
- Promote Environmental Stewardship
- Protect Public Health, Safety and Welfare

*These principles will serve as evaluation criteria for master plan alternatives throughout the planning process.*

**Background:**  
1993 Adopted Master Plan



**Field Number Comparison**

Design Considerations:  
No net loss of fields by field type  
Need by 2007\* - 1 baseball and 4 soccer/football fields

Park	Existing	Full Build Out Concept **
Liberty	2 lighted ballfields	
Cedar River	1 soccer & 1 ballfield	
Narco		4 multi-use fields (4 soccer, 4 rugby, 4 lacrosse, 3 cricket)
Stoneway		3 lighted ballfields

\*As identified in the 2003 Long-Range Park, Recreation and Open Space Implementation Plan  
\*\* 2007 shortfall is 1 ballfield, 1 soccer field

**Liberty Park Concept**



**Cedar River Park Concept**



**Narco Site Concept**



**Full Build Out Concept**



## Next Steps

- Open House – April 18  
7pm – 9pm, Renton Community Center
- Other
  - Interdepartmental Meetings
  - Second Open House in June (Date to be determined)
  - Park Board Presentations
  - Council Briefings
- Final Draft
  - Council Approval – Estimated Summer 2006

# Tri-Park Open House #1

April 18, 2006





**TRI-PARK MASTER PLAN UPDATE  
SUMMARY OF OPEN HOUSE COMMENTS  
April 18, 2006  
Revised May 9, 2006**

The following attendee comments are recorded here exactly as they were submitted:

**LIBERTY PARK:**

- Makes more sense-how fields are divided. The skate park and teen center are a bonus.
- Looks good in the concept photo.
- The idea of the Teen Center is a really good idea.
- I like the teen center addition that will help teens become more involved with their community.
- I like the idea of the teen center and an amphitheater in the park is another good idea.
- More kid areas? More picnic areas.
- Teen Center expansion is an awesome idea. A gym and exercise room for teens would be awesome.
- Looks good.
- Have strong wi-fi in picnic areas. Will road next to I-405 be one-way or two-way?
- The tennis courts are a nice feature to keep. The other sites might enjoy it too, if space allowed.
- I like the stadium concept at the present site. Put effort in to high quality fields.
- It looks good to me.
- More Basketball.
- I like the way that the new park is set up. I think the play area should be bigger and with swings.
- Is there something you can put in the meadow?
- I like all the parking. Is the "passive meadow" important? Can't it be a sports field with something?
- More tennis courts. They are almost always full.
- I like the location of the teen center next to the library.
- I like the idea of creating a teen center and adding an open space to it-amphitheater would be awesome.
- I like the idea of having a teen center added for teens in future generations to use.
- Build the tennis courts quick!
- I do not want to see baseball fields replaced by soccer fields-if soccer fields are put in, new softball fields need to be also.
- I like moving the skate park to a visible area.
- I like it.
- I like how we are keeping the library, adding a huge lawn space, adding three tennis courts and keeping the skate park.
- Passive meadow...not a tennis court?

**CEDAR RIVER PARK:**

- Looks good in the concept photo.
- I like the idea of the expansion of the water park and the RCC expansion.
- I'm very excited about the aquatic center and RCC expansions, which I believe will have a very positive impact on our community.
- I don't like how the ball fields are close together. I play baseball but that sound leads to injury.
- Lighted tennis?
- I like the two bridges (one pedestrian only) connecting with Narco Site across Cedar River.
- Have movie screening capability at outdoor party room.

- I definitely like how the Narco Site and Cedar River Park are connected by footbridges for teens and city members for easy travel by foot.
- I like the three softball fields in the Stoneway property.
- I think the water park is being expanded, and I like that the ball fields are going to be replaced.
- There is not a lot of change, but I agree with the expansion of the aquatic center.
- Not much seems to be proposed, but expansion on a growing aquatic center is always a good thing.
- I like the aquatic center and community center expansions.
- The ball fields would be good use of empty space.
- I think expanding the aquatic center is a good idea as well as the baseball fields. A lot of people use the water park, so make it bigger.
- Make the water park really BIG! Maybe put in a lap pool for year round use.
- Excellent idea to expand Aquatic Center, great for area youth!
- I must protest the double fee for the aquatic center for non-Renton addresses. My address is Seattle, but I pay Renton school taxes, I work in Renton, I shop in Renton, I go to the dentist in Renton, etc. I don't mind paying a few dollars more, but double is totally unfair as my family has supported Renton in every other way. So far, we have boycotted the Aquatic Center and have chosen to go to Wild Waves where all are equal - and so have many of our friends and neighbors.
- 3 ball fields are nice, but would like to see the fields all down SR 169 at Ron Regis.
- I like it.
- I love how we still have baseball fields, and extension to the Aquatic Center, more parking and connecting bridge to Narco Site.

#### NARCO SITE:

- More "passive" space would be nice. Concern: Allowing cars (a lot of them) so close to the trail, and adding a new bridge over the river for traffic will make it less safe for bikers and walkers.
- Living in south King County, I am pleased to see opportunities for youth. I ride bikes and look forward to the opportunity to have a bike park. In my experience, these parks represent a safe, fun and healthy environment.
- I like the options for youth individual sports-skate park/bike park.
- For the passive/active area-I am pleased to see the option for a bike/BMX area. I think there is plenty of interest in the Renton area to utilize this land well. Many kids are involved in non-team sports and including a bike area in the park will give them a safe place to ride. I think the bike park should include jumps and freestyle-related terrain to give riders the riding options they are looking for. Because a skate park is already included in the Master Plan, I don't believe there would be any additional insurance issues. Thank you for taking these ideas into account!
- I attended the first meeting and am very glad I did. It is good to see the City planners and officials looking toward the future of the City of Renton. Having lived here 32 years and buying my first house in Renton this last year, I am very interested in the places my children will be frequenting for their childhood years. I would like to see more progressive sports in our city, knowing that younger families are moving in. Dirt jumping parks, skate parks, climbing walls and other features like this will make Renton a place where more families will want to move to.
- I really like the multi-purpose fields.
- I like that the trail will still be there and I like the climbing wall.
- I really like the multi-purpose fields.
- I like the idea, but this puts a lot of kids out of sports due to lack of fields at Cedar River Park.
- Trailheads into the woods with maintained soft-surface trails within the Cedar River greenbelt. Trail connections from Renton Hill, at the bottom of Renton Ave, directly to the Narco Site (near present trailhead parking lot for Cedar River Trail). In addition to providing park access for Renton Hill, would also provide downtown and library access once the Renton and Cedar Avenue bridges are reconfigured as per the full I-405 project.
- More picnic areas. It is good to see the incorporation of non-team sports in the Master Plan. (After attending the first meeting.)
- Everything seems spread out.
- I like the isolation from noise pollution. A possibility is to separate the parks to suit personalities. Narco could be the quiet park, due to its traffic isolated location. This would be for people who want somewhere

to read or sit down and do some work on their laptop with wi-fi. This isolated location is perfect for that. The other parks can concentrate on youth and teens, and one could target adults.

- The ball and soccer fields are pretty spread out but it looks well planned with footbridges to the other venues.
- I would like to see one or two of the fields lined for football use-We could use it for practices and games. There are two jr. football and cheer programs in Renton that need their own practice facilities with lights August thru November. Fields should be artificial turf-not grass.
- Multi-use fields are good, but there should be a variety of other activities, because right now, it just seems like fields.
- I like the new pedestrian bridge.
- I like the idea of multi-use fields and picnic sites.
- I like the climbing wall for potential area options.
- Like the idea of a climbing wall and BMX area. Why is Liberty Park the only place to play tennis?
- Three extra fields is a smart idea.
- Build the soccer fields quick! With turf! Put places to buy food and refreshments in.
- I like very much the usage abilities set up by the 3 softball and four soccer field setup. It is a must to have the field turf fields available in this area for not only soccer but football and lacrosse as well. As you know, soccer in the area is growing at a tremendous rate. We've had 15% growth over these past two years and we expect more this year. The lack of field space is already an issue and it only will be worse in the coming years. My one major point and suggestion, is while you are working on the Tri-Park plan, please consider finishing the job at Ron Regis Park. You could quickly add the 2<sup>nd</sup> soccer and softball fields that were planned in 1993 and never completed. If Field Turf were added on the soccer fields, with lights, there would be quite a revenue opportunity to be able to help re-capture some of those initial costs. Please understand that the need for youth/adult fields, especially for soccer in the Renton area, is desperate. Let's finish Regis now to help stem the tide of completion of the Tri-Park Plan. Thanks!
- Put four soccer fields here and put four softball fields at Ron Regis along with concession and beer sales.
- I like it.
- I love how we have three soccer fields, more open space, and a place for bike park, climbing wall, etc... I think all concepts are great. We are offering more options for people and allowing people with all different passions to enjoy downtown Renton. Although we are moving things around, we are connecting two large sites together by a road over the river and they will all be located close together which is not an inconvenience to others.

#### VERBAL COMMENTS:

- Many are concerned with the possibility of cut-through traffic on the proposed road through Cedar River Park and the Narco Site.

#### OTHER:

- As a long time, frequent user of Renton parks, the plans all look good, planning for best use of land, considering near future growth in Renton's population.
- Please do everything possible to keep the dinner train.
- Overall, very nice planning. I particularly like the Narco Site and Cedar River Park combination.
- Any chance of getting a covered swimming pool?
- I would like to see additional sand volleyball courts added to any of these locations.
- Block off Seattle water service road from Royal Hills to River so that no motorized vehicles can access. Eliminate stop light at Shary's Restaurant to eliminate congestion.
- I am concerned about the "high-density" possible apartments at the current Riviera Site and the impact on river for the salmon and heron. Parking-is it enough for all the sports fields?
- Ron Regis is our current best resource. It needs to be developed to help with our immediate needs.
- I do not want any interruptions in the Cedar River Trail system-needs to be continuous for bikers and runners.
  
- I jotted a few comments last night on the form but must have gotten sidetracked. I don't remember turning it in to anybody but didn't bring it home with me. It was probably left lying around somewhere so hopefully it got picked up. If not, this email re-summarizes (in greater detail) my comments, and also adds a few more that have come to mind since then.

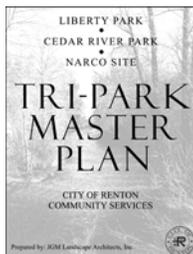
It would be nice to have a direct pedestrian connection (trail) from the bottom of Renton Hill, near Renton Avenue at the top of the I-405 bridge, down to the Tri-Parks area. The preferable location for the bottom end of the trail would be near the present trailhead parking for the Cedar River Trail. From this location, one could head east into the Narco site, cross the river at the pedestrian bridge over to the north bank parks, or head west along the Narco access road towards downtown. Note there is already somewhat of a steep trail connecting these two points, along the area recently eroded by a surcharged catchbasin. A formalized trail with ADA access would have to veer east and then double-back to follow a more gradual gradient, with a possible separate connection directly to Narco. A set of stairs could replace the existing informal trail but of course wouldn't provide ADA access. See attached file for clarification. In addition to providing access from the Renton Hill neighborhood to the parks, this would also be an important pedestrian connection to downtown. The proposed re-routing of the Renton Avenue bridge over I-405 from its present connection at Mill and Houser to S. 4th and Main, will eliminate (or at least significantly lengthen) a direct and well-used pedestrian connection from Renton Hill to downtown and the Library.

The very first figure posted as you walked into the open house was the early-90's vintage conceptual plan for the Narco site and tri-parks area. This figure promotes a network of (presumably) soft-surface trails within the Cedar River greenbelt. I would like to throw my support behind development of such a trail system within this area. As you know, there are indeed some existing trails within this area, which are shown (to the best of my estimation) on the second attached airphoto graphic. The problem lies however in the new housing development that went in off of Royal Hill Drive. As is evident from the airphoto, this development has cutoff and disconnected the majority of the trails that exist(ed) in the area. As a result, the trails have become less accessible, and many of the trail segments are becoming grown over and disappearing due to disuse. The development has generally not provided any access points to these trails, at the points where they have been cutoff. The trails just simply end, and I'm not sure many residents there are even aware of them (they aren't obvious from inside the development). As a solution, in addition to providing some access points (or in lieu of), new trail connections could be developed around the perimeter of the housing development which would reconnect the cutoff trails. More relevant to Narco and the tri-parks, you can also see from the airphoto that there is a fairly large expanse of greenbelt further to the west of these trails and closer to Narco, that does not include any trails. Although some of this land has steep slopes, there are significant areas here that could accommodate soft-surface trails. This would provide beneficial recreational opportunity to the Narco site beyond just ball and sports fields, and could also provide connections into the existing network of trails. The only access point from the bottom of the hill (i.e. along the Cedar River Trail) into the current trail network is at Riverview Park, and this access point is seasonably wet and difficult to manage. Consider a soft-surface trail along the south river bank and generally parallel to the paved Cedar River Trail, providing an alternative to the Cedar River Trail within the Narco site. Optionally, a similar trail on the north bank beginning in Cedar River Park and continuing upstream through the Merlino property (if acquired).

Bridges across the Cedar River to connect Narco to the north bank parks are important. I like the idea of the new bridge connection, as well as maintaining (or replacing) the existing pedestrian/bike bridge under I-405. A playground area for kids (slides, climbing, swings -- the usual) might be nice near the east end of the tri-parks area, on one side of the river or the

other. This becomes some distance from the existing play area at the west end in Liberty Park, and could probably be smaller scale than the one there.





## **TRI-PARK MASTER PLAN UPDATE**

### **Park Board Meeting #2**

The modified conceptual plans were presented to the Board and a favorable discussion followed. One of the newly updated slides was a parking summary for all three park components. The parking counts were based on simultaneous facility and area use projections for a typical summer weekend. One board member asked about accommodating River Days parking demand on site. Other members quickly countered, expressing their concern that to design for peak parking demand would destroy the reason people come to the park in the first place. Other board members concurred with the consultant's approach or basis for sizing the parking facilities.

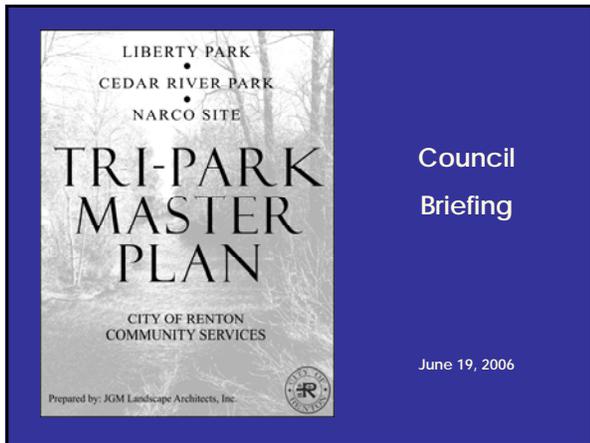
#### Comment from Troy Wigestrund:

With all the new parking, and lots of activities going on at the Community Center, pool, Carco Theater and ball fields, traffic will continue to be a challenge in the parking areas. It's a real bottle neck at times currently only having two entrances/exits, and I'd like to recommend that we add a couple more car access and exits points than what's currently being planned for.

Dream request: move the current pool location and switch it with one of the ball fields being planned near the river. (yeah, I know: pipe dream, but thought I'd throw it out there anyway).

Please add a multi purpose field at Liberty (in part of the area that is being planned for being left as just a grassy field) that can be used for small family base ball games, or casual soccer games, etc.

END OF REPORT



## Council Briefing

June 19, 2006

### Review – Cedar River Greenway Master Plan

- Master Plan for area located between existing Liberty Park east to Renton's City limits at Orcas Ave.
- First Plan developed and adopted in the mid 80's. Plan reflected existing City-owned properties and opportunities for future development , expansion & acquisition.
- Second Plan publicly reviewed, revised and adopted in 1993.
- 57 Acre Narco property identified as part of plan was acquired in 1993 utilizing several funding sources.
- The Cedar River Trail was identified as part of this plan. This major trail is part of a much larger trail network.

### Review – Continued

- As part of the proposed I-405 transportation improvements, Liberty Park, Cedar River Park and the Narco property will re-evaluated and re-master planned.
- Consultant retained January 2006. Inter-departmental team formed. Public participation process commenced:
  - Community Workshop - 2/28/06
  - Park Board - 3/14/06
  - Committee of the Whole Briefing - 4/10/06
  - Open House #1 - 4/18/06
- Park Board – 6/13/06
- Committee of the Whole – 6/19/06
- Current process is anticipating and planning for recreational trends up to twenty years in the future.

### Vision Statement:

**Integrate Liberty Park, Cedar River Park and the Narco Site to provide compatible park, recreational and environmental opportunities that complement a variety of uses which:**

- Meets the community's needs
- Promotes environmental stewardship
- Creates a focus of community pride

### Planning Principles

- Address Social/Recreation/Utility/Transportation Needs
- Interdepartmental Coordination
- Conform with Regulatory Constraints
- Achieve Sustainability
- Promote Environmental Stewardship
- Protect Public Health, Safety and Welfare

*These principles will serve as evaluation criteria for master plan alternatives throughout the planning process.*

### WSDOT Staging

## Upper/Lower Mill

Existing Condition



Proposed Access



## Schedule of Completion Dates

- I-405/I-5 to SR 169 – Nickel/TPA Funding (formerly Renton Nickel)

- One lane each direction
- Benson Bridge
- SR 167 South Bound

Schedule:

Preliminary Engineering & Environmental – January 2007  
Est. Construction Completed - October 2009

- I-405/SR515 Interchange – Nickel/TPA Funding

Schedule:

Preliminary Engineering & Environmental - Nov. 2006  
Construction Completed - December 2010

## Schedule of Completion Dates - Continued

- I-405 Renton to Bellevue (SR-169 to I-90) including South Bound Flyover from I-405 to SR 169

RTID - ROW/Construction (Not funded, potential vote 2007)

Schedule:

Preliminary Engineering & Environmental – Sept. 2006  
Est. Construction Completed - 2016

- I-405/I-5 to SR 169 – Implementation Plan including Wells-Parks-Renton Hill Access

No Funding Source Identified for ROW/Construction

Schedule:

Preliminary Engineering & Environmental – Nov. 2006  
Construction Completed - 2023

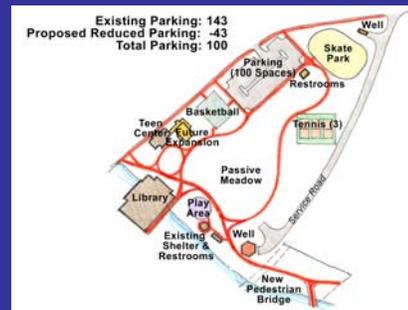
## Public Open House #1, 4/18/06



## Full Build Out Concept



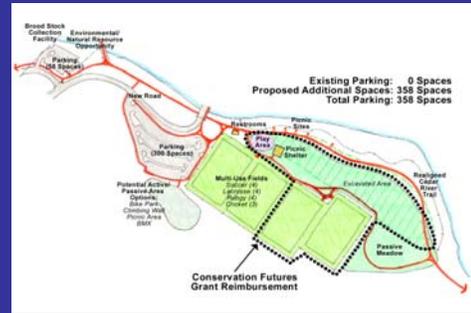
## Liberty Park Concept



## Cedar River Park Concept



## Narco Site Concept



## Full Build Out Concept



## Parking Summary

Park	Existing Spaces	Proposed Total Spaces	+Increase/ -Decrease
Liberty Park	143	100	-43
Cedar River Park	240	450	+210
Narco Site	0	358	+358
<b>TOTALS</b>	<b>383</b>	<b>908</b>	<b>+525</b>

*Note: Numbers do not include the Main Library and Mill Avenue lots.*

## Implementation Strategies

- Coordination with WSDOT Mitigation
- Build Replacement Facilities Prior to Demolition of Existing Facilities.
- No Net Loss of Active Recreation
- Coordination with Library Master Plan and other long range plans in progress

## Open House Comment Summary Liberty Park

- Concept was well-received and particularly the layout of amenities
- Addition of teen center utilizing the existing community building was liked
- Maybe want more tennis courts
- A few questions about having a passive meadow as compared to more active sports in the same location

## Open House Comment Summary Cedar River Park

- Concept was well-received and particularly the layout of amenities
- Liked the aquatic facility expansion
- Liked the expansion of the community center
- Liked the better visual and physical connection between all three facilities
- Several verbal concerns about “pass through” vehicular traffic through the park – the park being used as a short-cut route
- Liked grouping of fields
- Discussion about visual connectivity from Community Center to the river

## Open House Comment Summary Narco Site

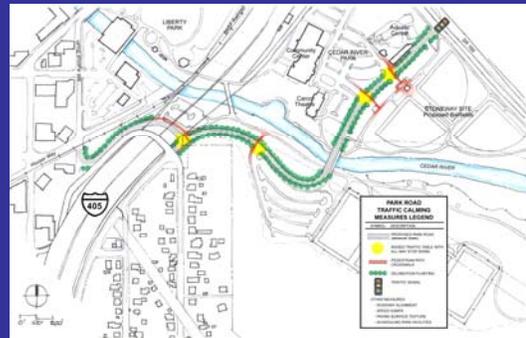
- The concept was liked
- Really liked the multi-purpose fields
- Really liked the wide range of recreational opportunities including biking, climbing, organized sports and locations for individual sports.
- Liked trail and new pedestrian bridges
- Concern about parking close to the trail
- Some concern about the fields being spread out over several facilities while others really liked the layout and combination
- Need for a trail connection from Renton Hill to Narco.

## Field Number Comparison Design Considerations:

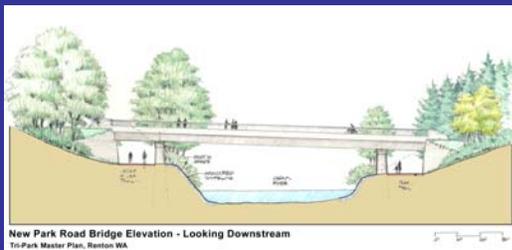
No net loss of fields by field type

Park	Existing	Full Build Out Concept
Liberty	2 lighted ballfields	
Cedar River	1 soccer & 1 ballfield	
Narco		4 multi-use fields (4 soccer, 4 rugby, 4 lacrosse, 3 cricket)
Stoneway (Potential Mitigation Site)		3 lighted ballfields

## Park Road Traffic Control Measures



## Proposed Bridge & Trails



## Cedar River Park Detail Plan



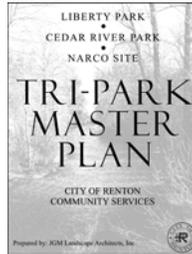
## Next Steps

- Open House #2 June 28, 2006
- Council Briefing #3 (Draft Plan) To be determined
- Open House #3 (Draft Plan Presentation) To be determined
- Park Board #3 (Final Plan Presentation/Recommendation) To be determined
- Council Presentation (Final Plan Presentation & Adoption) Anticipated 9/06

# Tri-Park Open House #2

June 28, 2006





## **TRI-PARK MASTER PLAN UPDATE SUMMARY OF OPEN HOUSE COMMENTS June 28, 2006**

A total of twelve residents exclusive of city staff and consultants attended the Open House. The following attendee comments are recorded here exactly as they were submitted:

### **LIBERTY PARK:**

- Delete the whole park and make a ghetto like planners are creating up the hill in the annexed areas! I am not on board with Renton planning. Sorry! I am not convinced this will work.

### **CEDAR RIVER PARK:**

- Too much congestion too close to I405. Renton wants to de-emphasize car travel yet you are adding many parking spaces.
- We like all three plans and hope they work out soon.
- Monitor pass through traffic.

### **NARCO SITE:**

- Nice to have public use in this area.
- We think the plans look wonderful. We are glad that land will be put to good use.

### **OTHER:**

- I liked all three plans
- We think the plans are great. We really like Renton parks-we frequently walk along the river or at Gene Coulon.



### Schedule of Completion Dates

- I-405/I-5 to SR 169 – Nickel/TPA Funding (formerly Renton Nickel)

- One lane each direction
- Benson Bridge
- SR 167 South Bound

Schedule:  
Preliminary Engineering & Environmental – January 2007  
Est. Construction Completed - October 2009

- I-405/SR515 Interchange – Nickel/TPA Funding

Schedule:  
Preliminary Engineering & Environmental - Nov. 2006  
Construction Completed - December 2010

### Schedule of Completion Dates - Continued

- I-405 Renton to Bellevue (SR-169 to I-90) including South Bound Flyover from I-405 to SR 169

RTID - ROW/Construction (Not funded, potential vote 2007)

Schedule:  
Preliminary Engineering & Environmental – Sept. 2006  
Est. Construction Completed - 2016

- I-405/I-5 to SR 169 – Implementation Plan including Wells-Parks-Renton Hill Access

No Funding Source Identified for ROW/Construction

Schedule:  
Preliminary Engineering & Environmental – Nov. 2006  
Construction Completed - 2023

### Public Open House #2; June 28, 2006



### Full Build Out Concept



### Parking Summary

Park	Existing Spaces	Proposed Total Spaces	+Increase/ -Decrease
Liberty Park	143	100	-43
Cedar River Park	240	450	+210
Narco Site	0	358	+358
<b>TOTALS</b>	<b>383</b>	<b>908</b>	<b>+525</b>

Note: Numbers do not include the Main Library and Mill Avenue lots.

### Field Number Comparison

#### Design Considerations:

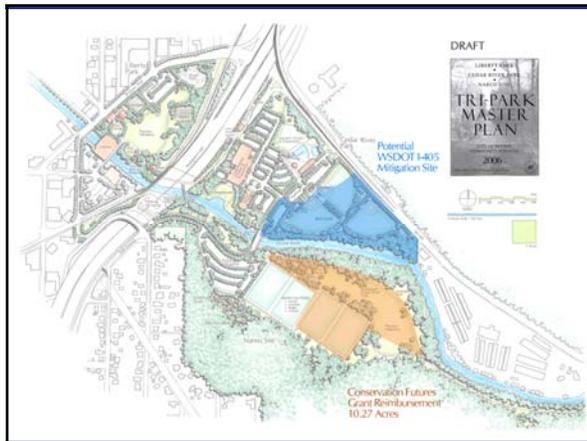
- No net loss of fields by field type
- Need by 2007\*: 1 baseball and 4 soccer/football fields
- 2007 shortfall with Full Build Out Concept: 1 ballfield, 1 soccer field

Park	Existing	Full Build Out Concept **
Liberty	2 lighted ballfields	
Cedar River	1 soccer & 1 ballfield	
Narco		4 multi-use fields (4 soccer, 4 rugby, 4 lacrosse, 3 cricket)
Stoneway		3 lighted ballfields

\*As identified in the 2003 Long-Range Park, Recreation and Open Space Implementation Plan

## Open House Comment Summary

- Full Build-Out Concept was well-received
- Monitor "pass through" traffic in Cedar River Park



## Implementation Strategies

- Coordination with WSDOT Mitigation
- Build Replacement Facilities Prior to Demolition of Existing Facilities.
- No Net Loss of Active Recreation
- Coordination with Library Master Plan and other long range plans in progress

## Preliminary Estimates (2006 Costs):

Park Element	COR Costs (A)	WSDOT Mitigation Estimates (B)	COR & WSDOT (A & B)
Liberty Park	\$ 3,753,000	\$ 1,420,400	\$ 5,173,400
Cedar River Park	\$ 8,749,300	\$ 801,700	\$ 9,571,000
Cedar River Park - Potential Mitigation Site (Stoneway)	\$ 974,700	\$ 3,100,000 *	\$ 4,074,700 *
Narco Site	\$ 7,265,500	\$ 5,926,400	\$ 13,191,900
Narco Site - King County Conservation Futures	\$ 4,812,500 **	\$ -	\$ 4,812,500 **
Subtotals	\$ 25,575,000 **	\$ 11,248,500 *	\$ 36,823,500 ***

\*Does not include WSDOT property acquisition costs for Potential Mitigation Site.  
 \*\*Does not include City costs for converting property from passive to active use.

## Next Steps

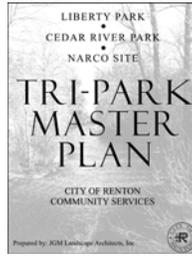
- Community Open House #3 August 16, 2006
- Park Board Meeting #3 September 12, 2006  
(Final Plan Presentation/Recommendation)
- City Council Presentation September 25, 2006  
(Final Plan Presentation and Adoption)



# Tri-Park Open House #3

August 16, 2006

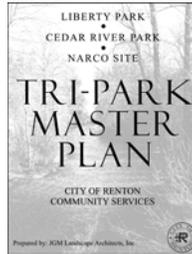




## **TRI-PARK MASTER PLAN UPDATE SUMMARY OF OPEN HOUSE COMMENTS August 16, 2006**

A total of twenty seven people, including city staff and consultants, attended the Open House conducted at the Renton Community Center. The following comments were recorded exactly as submitted:

- I like the overall plan. The area that I can comment on as a skateboarder is the new, and existing skatepark. For the existing park, adding lighting would reduce vandals and keep the park useful in the winter. For the new park 15 years down the road, please have a well known skatepark design/construction (like DreamLand Co) do the park. These companies are owned by skaters so they know what works. Also please leave money in their budget for lights! Thanks, Bill.
- Nice! I like that different fields aren't spread out all over. The Narco site will be a great addition and draw to Renton. I noticed there is going to be an amphitheater-I would love more info about that as I am a member of Allied Arts of Renton and would like to share it with my group. The scheduled expansions are needed. Looking forward to seeing the finished parks.
- Have lights installed at the existing skate park for night use. Have a company that are skaters build the new park, i.e. Grandline, Dreamland etc... We like the skatepark that is existing, but it is not even close to a world class park. P.S. been skating since 1963 and have seen a lot of skateparks.
- I question the use of the concrete (Stoneway) property for organized sport fields-the "highest and best" use of this property may be medium-density housing, where residents are close to downtown services (library, community center, transit center, shops, restaurants, p.o.) and not organized sports fields, where users predominantly drive to use facility. A dense urban center (future downtown Renton?) doesn't need sports fields downtown-put these land-intensive users a little more out of the city center. Land Swap? Don't forget the history-this is what makes Renton a "place", not another generic city strung along 405 (Redmond, Kirkland, Bellevue, Tukwila). Incorporate the historic infrastructure into the site. Don't over "program" the site. Our lives (and our kids lives) are too programmed. Maintain "passive" unstructured areas. Overall, good plan – good to "cluster" organized sports facilities.
- Skatepark ought to have lights. Skatepark should be bigger (20,000 sf min.)
- I'm favorably impressed with the plan but do have some concerns about the future of the library-I hope there is available space for expansion as needed. Will any of the future ball fields have sufficient grandstand space? I have attended a number of games at the present facility-really a nice way to spend a summer evening.
- Please augment the drop-off area near the Aquatic Center to provide for the safety of those waiting and driving to Com. Center. Consider a concession stand for the ball fields and at least two m/f restrooms for fields. Family friendly.
- I like the idea of a teen center since I have a 14 yo. Unfortunately, it will probably be too late for my son. The main thing we miss since moving to Renton 4 yrs ago, is the Boys and Girls Club, YMCA, etc organization for young folks after school, etc. Especially the tweens and teens. Would the Aquatic Center expansion include an indoor facility to make year round, not just in the summer? My husband loves bicycle trails so would be excited about those facilities; not necessarily BMX uses but other commuter, general use trails and facilities. Thank you. Janice.



**TRI-PARK MASTER PLAN UPDATE  
SUMMARY OF PARK BOARD COMMENTS  
September 12, 2006**

The following Park Board member questions, *with staff and consultant responses*, are recorded here:

**LIBERTY PARK:**

- Is there a traffic light proposed at the new Liberty Park entry to the parking area? *Yes, the entrance and exit to the parking area from Bronson Way will have a traffic signal.*

**CEDAR RIVER PARK:**

- Is there any modification proposed to the river bank in front of the Community Center amphitheater area? *The river bank will be modified to allow better public and visual access to the river. The channel of the river will remain unchanged.*
- Will the existing fishing hole formed by the old concrete diversion structure be affected by any of the proposed park improvements? *No modifications are proposed within the river channel.*
- Is additional parking being proposed for the new ballfields located on the Stoneway property? *Yes, an additional 50 parking stalls per field are proposed directly adjacent to the edge of the ballfields. Additional parking is also proposed north of the Community Center and at the NARCO site.*
- Where are the proposed concession facilities, bleachers and picnic shelters located? *New concessions, bleachers, restrooms and picnic shelters were identified in several locations around Cedar River Park and also at the NARCO site.*
- Is there going to be easy river access for pedestrians under the I-405 bridge structures? *Yes, safe river access for pedestrians is proposed in the Master Plan.*

**NARCO SITE:**

- Will the fields be lighted and what surfacing material is proposed? *Yes, the proposed fields will be lighted and the proposed field surfacing is artificial grass turf.*

**OTHER:**

- What is the anticipated time frame for construction of the park improvements? *The actual time frame depends upon the beginning of several WSDOT construction projects, funding sources and community needs.*

- Please provide another auto access/exit to the Tri-park facility if at all possible. *If another access/exist can be found it will be added. Opportunities are limited due to the locations of existing streets, I-405structures, wells and the Cedar River.*
- Is relocating the railroad trestle really necessary if the line is going to be blocked at Wilburton tunnel project in Bellevue and the Spirit of Washington Dinner Train will be relocating in the future? *Yes, the line also services Boeing and possible other businesses north of this location.*

END OF COMMENT SUMMARY



# COMMUNITY SERVICES DEPARTMENT

## M E M O R A N D U M

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DATE: September 20, 2006

TO: Randy Corman, Council President  
Members of the Renton City Council

VIA: Kathy Keolker, Mayor

FROM: Terry Higashiyama, Community Services Administrator X6606

STAFF CONTACT: Leslie Betlach, Parks Director X6619

**SUBJECT: Tri-Park Master Plan  
(Liberty Park, Cedar River Park, Narco Property)**

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### **PURPOSE:**

To inform the City Council regarding the final Open House conducted on August 16, 2006, for the Tri-Park Master Plan, summarize the master planning process, and forward the September 12, 2006, Board of Park Commissioner's recommendation to Council.

### **BACKGROUND:**

- With the anticipated improvements to the I-405 corridor and the SR 169 interchange, the City of Renton reviewed impacts to Liberty Park, Cedar River Park, and the Narco Property as part of the Tri-Park Master Plan.
- The I-405 Wells and Parks Task Force was formed and work accomplished through July 2005 was documented in a letter of concurrence.
- Outstanding issues were further addressed during a design charrette conducted in July 2005.
- Decisions, along with solutions, were summarized in the Cedar River Vicinity Charrette, Solutions for Parks, Wells & Local Access report.
- The Cedar River Vicinity Charrette report was the starting point of a public process to develop the Tri-Park Master Plan.
- A consultant, JGM, was hired and a City inter-departmental team was formed in January 2006.
- A series of workshops, public meetings, presentations, and briefings were conducted to solicit input.
- The entire Master Plan process included:
  - ✓ One (1) Community Workshop
  - ✓ Three (3) Community Open Houses
  - ✓ Three (3) Park Board presentations
  - ✓ Four (4) Mayoral briefings,
  - ✓ Three (3) Council briefings
  - ✓ One (1) Council presentation.
- The third and final Open House was conducted on August 16, 2006, to present concepts for the three parks.

- Approximately 27 people attended the August 16, 2006, Open House located at the Renton Community Center. City staff and the consultant were present to discuss and answer questions relating to the presentation boards.
- Attendees were encouraged to complete comment sheets regarding the concepts.
- Comments from the August 16, 2006, Open House were compiled and a summary prepared (attached).
- Coordination is occurring with the Library Master Plan and other on-going plans.
- Based upon information received as part of the master planning process, a final Draft Master Plan was prepared. The Consultant presented the Draft Master Plan and Preliminary Cost Estimates to the Board of Park Commissioners on September 12, 2006.
- The Board of Park Commissioners voted to approve the Plan as presented and forward a recommendation to Council to adopt.

#### **SUMMARY:**

- The first Greenway Master Plan was developed and adopted in the mid-1980's and included existing park facilities, and also reflected opportunities for future development, acquisition, and expansion.
- The Plan was reviewed, updated to reflect current needs and future trends and adopted in 1993.
- The Narco property acquisition was completed as identified in this Plan.
- The Cedar River Trail was identified as part of this Plan. This major trail is part of a much larger trail network.
- Riverview Park and the first phase of Ron Regis Park were completed as part of this Plan.
- The current Master Plan process anticipated and planned for recreational trends up to twenty years in the future.
- It is possible this Plan will be reviewed and potentially modified within this twenty year timeframe as trends change, or as transportation needs and/or impacts to Liberty Park, Cedar River Park, or the Narco property occur.
- Once the Plan is adopted by Council, the Plan will be presented to WSDOT as part of the continuing work on the I-405 Project.
- Improvements can be completed in phases and are presently not funded by WSDOT.
- The City will have the opportunity to seek alternative funding sources through granting agencies, such as the Interagency Committee for Outdoor Recreation (IAC), to leverage City funds.

#### **RECOMMENDATION:**

The Board of Park Commissioners recommends that Council adopt the Tri-Park Master Plan as presented.

#### Attachments:

Open House Comment Summary (8/18/06)  
Power Point Presentation

Cc: Jay Covington, Chief Administrative Officer  
Leslie Betlach, Parks Director  
Bill Rasmussen, Project Coordinator

COMMITTEE OF THE WHOLE  
COMMITTEE REPORT

APPROVED BY  
CITY COUNCIL

Date 9-25-2006

September 25, 2006

Tri-Park Master Plan

Initiated by anticipated improvements to the I-405 corridor and the SR 169 interchange, impacts to Liberty Park, Cedar River Park, and the Narco Property were reviewed and studied. The I-405 Wells and Parks Task Force was formed in January 2004 and work accomplished through July 2005 was documented in a letter of concurrence. Outstanding issues were further addressed during a design charrette conducted in July 2005, and decisions, along with solutions summarized in the Cedar River Vicinity Charrette, Solutions for Parks, Wells & Local Access Report.

The Cedar River Vicinity Charrette report was the starting point of a public process utilized to develop the Tri-Park Master Plan. The Draft Master Plan was presented to the Board of Park Commissioners on September 12, 2006. The Board of Park Commissioners approved the Draft Master Plan and forwarded a recommendation to adopt the Plan.

The Committee of the Whole recommends concurrence in the Board of Park Commissioners recommendation to adopt the Tri-Park Master Plan.



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Randy Corman, Council President

cc: Terry Higashiyama, Community Services Administrator  
Leslie Betlach, Parks Director  
Bill Rasmussen, CIP Project Coordinator