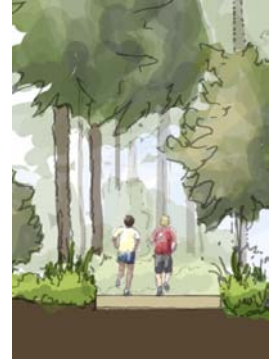




Magnuson Park Improvements Public Meeting Minutes



Trail Access to Waterfront Via NE 65th St.



Place: The Brig @ Magnuson Park, 6330 NE 74th St.
Time: 7:00 – 8:30pm
Date: Tues. February 24, 2009

Seattle Parks Project Manager: Andy Sheffer
Consultant: The Berger Partnership, Guy Michaelson-Principal in charge.

I. INTRODUCTION (Andy Sheffer)

The intent of The Magnuson Park Improvement project funded by the 2008 Parks and Green Spaces levy is to improve access to the shoreline from Sandpoint Way NE via NE 65th St. By dovetailing this new levy project with what is currently under construction we may have an opportunity to save money/stretch the dollar and help stimulate the economy.

A. Update on Wetland, Habitat, and Sports field Project:

Schedule:

- 1.) North Area - Sports fields (2x soccer, 1x rugby) will be complete (weather permitting) by the end of April 2009 and open to the public. All three fields will have secondary lines for Ultimate Frisbee. Tentatively scheduled opening event with Mayor on Saturday, April 25th, 11-3pm. This event will primarily be focused on the overall progress in Magnuson Park. Another opening focused on The Wetlands Habitat and Sports fields project will occur in the Fall of 2009.
- 2.) South Area – Baseball/ Softball fields and Wetlands will be complete in late October 2009. However the Baseball/ Softball fields will be closed until the spring of 2010 to allow outfield grass to mature.

Progress:

- 1.) Project is ahead of schedule (by close to 6 months). Wetlands are close to completion and full of life. Monitoring the health of the wetlands, as directed by the permitting agencies, will begin promptly.
- 2.) Turbidity levels at the point of discharge are low and all agencies are very pleased with the progress and success thus far.
- 3.) There are 4 sources of soil contamination discovered in the grading of the wetlands. Andy had to remove 2 source sites to continue on with the project. The navy will remove the remaining two source sites in July/August 2009.

- B.** “Magnuson Park Improvements Project” funded by 2008 Parks and Green Spaces Levy as defined by the “Design Program” approved by Parks Proview Review Committee on January 27, 2009.

Goals:

- 1.) Develop a multi-use trail on the North side of NE 65th St. from the Sportsfield Drive intersection to the “Lake Shore Promenade”
- 2.) Identify improvements to park entry at NE 65th St. and Sandpoint Way NE to better receive park users and construct improvements as budget permits.

Priorities:

- 1.) Develop multi-use trail, separated from NE 65th St, from Sportsfield Drive to waterfront.
- 2.) Reduce pedestrian/vehicular conflict at intersection of NE 65th St and boatramp parking lots (where all the “Do not Enter” signs are).
- 3.) Enhance entry at NE 65th St. and Sandpoint Way, particularly, the Northeast quadrant, so as to better direct pedestrians of route of travel and potentially enhance route of travel to Sportsfield Dr.
- 4.) Reduce pedestrian/vehicular conflict at Sportsfield drive by potentially eliminating “spur” road off Sportsfield drive onto NE 65th Ave.
- 5.) Identify NE 65th Ave. as a road shared by bicycles and pedestrians by potentially painting “Sharrows” on the road surfacing.

Total Project Budget: \$500,000

Phasing:

- 1.) Spring 2009: Implement Priorities 1-2, trail from Sportsfield Drive to waterfront, upon completion of public and parks review.
- 2.) Spring – Winter 2009: Complete Design and Costing of Priorities 3-5 including public, parks, and SDOT reviews. Implement a project within remaining budget.

C. Meeting Format:

- 1.) Presentation of design by Guy Michaelson.
- 2.) Collect public comment. Front of room to back. Record comment in three categories: Pro-design, Con-design, General Comments. 2 minutes per person – keep cycling around room until everyone has been thoroughly heard
- 3.) Quick charrett to convert “con’s” into “pro’s”
- 4.) Determine direction of project

Ground rules:

- 1.) No cross talk.
- 2.) Respect, Balance, Appreciation

II. BODY

Design Presentation (Guy Michaelson)

NE 65th St trail access Phases I and II are consistent with the original master plan and the 2001 Master plan was approved by City Council

Phase I is the number one priority since there is currently no pedestrian access from Sportsfield Drive to the waterfront. Upon approval from the public and parks, this phase will be implemented immediately (potentially as a change order to the current contract).

Phase II will be implemented at a later date after design is further reviewed by the public, Seattle Department of Transportation, and Parks. The budget will largely be dictated by what is left over from the 500k after Phase I is completed.

- Phase II first priority is to repair or replace sidewalk on N. Side of NE 65th St.
 - Construct new curb and gutter and 6 foot wide cast in place concrete sidewalk.
 - This gets expensive because the curb is actually 18" deep and requires part of the roadway to be demo'd and replaced.
 - Slope of sidewalk will not meet ADA required gradient.
 - Install ADA compliant ramps at intersections
 - Will include naturalistic rockeries 2-3' in height to retain adjacent side slope in areas.
 - Current sidewalk is 4 feet wide and curb varies to 4 inches.
- (Additive) Clean up Park entry at NE quadrant of Sandpoint way NE and NE 65th St.
 - Develop rolling mound of grass to elevate the signage
 - 74th Street entrance is historic entry and NE 65th Street entrance is the natural entry.
 - Place and invite signage for events
 - Add Way Finding signage.
 - Cannot Redo roadway intersection because it is not the best place to spend "parks" \$.
- (Additive) ADA compliant crushed rock trail from NE quadrant of intersection/park entry leading diagonally to the NE and connecting up with 62nd.
 - Possible plazas, art, and or shelters/ picnic areas along the route.
 - Would lead toward the center of the park.
- (Additive) Paint Sharrows where appropriate on one side or both of NE 65th St.
 - Sharrows are the bicycle symbol painted in the roadway to alert vehicles to the presence of bicyclists.
- (Additive) Demo Spur road from Sportsfield Drive to NE 65th St.
 - This eliminates another pedestrian/vehicular conflict.
 - Area would be filled in with native plantings.

Phase I to be implemented immediately upon public and parks approval includes an Asphalt trail along N. side of NE 65th St. from Sportsfield Drive to Beach Parking. The profile will be 6' wide asphalt w/3' wide crushed rock shoulder on north side, Planting will buffer facilities to the North and Street Trees will line NE 65th St. (will try to use natives) to the South, Movable grass will be the typical ground cover.

- (Additive) demolish gas station paving and appurtenances just East of Sportsfield Dr. and NE 65th St. intersection
 - Berm over demolished surfacing
 - Plant Berm to create better sense of entry
 - Add 6' crushed rock spur path leading to wetlands
- (Additive) demolish commissary pad and leave in place
 - Berm over demolished surfacing
 - Plant Berm to create better sense of entry
 - Add 6' crushed rock spur path leading to wetlands
- (Additive) demolish parking spur to boat launch area
 - Create low Berm over demolished surfacing
 - Construct last section of pathway to "Waterfront Promenade" over this slight berm.
 - Add Curbs, ramps, and sidewalk crossings.
 - Add stop signs at three roadways @ terminus of NE 65th St. to protect pedestrian crossing.

II. PUBLIC COMMENT

-Ed Bronson from the group "Outdoors for All" wants Universal Access which will benefit all user groups. He is in full support of the trails project.

-Will pedestrians and bicycles be separate or together?

The street will serve as the primary access for bicyclists and the trail will serve for slow bicyclists including young children. This is not a commuter route like the Burke Gilman and is not anticipated to attract speedy bicycles

-Be careful how high you berm the trail through the boat launch parking area. We need to maintain sightlines across the parking lot to protect riders and walkers from cars.

We are only planning to berm it slightly because the trail can't slope any greater than 5%.

-Increasing access to the wetlands will bring more foot traffic with dogs and there is never any enforcement of dogs off leash.

Andy will research case studies and present options for dog control at next meeting.

-We need full maps of the Warren G. Magnuson Park Campus in signage through-out the park.

This project seems appropriate to incorporate such a map in the scope.

-We need more trails that take you from point A to point B without having to go through gates, dog's off leash areas, and mud.

That's why the trail needs to be asphalt and relatively linear.

-Are you going to be installing pedestrian lights?

No, we don't have the budget to do so. We are hopeful that the ambient light from the parking lots and Sportsfields is adequate.

-I would be hesitant to remove the spur road off of Sportsfield Dr. We don't want to inconvenience truck traffic trying to access future development project sites.

We are in agreement and that is the lowest priority on our list.

-Wouldn't a 6'-0 wide path be too narrow? Or maybe the soft shoulder should be wider? We don't see enough non-vehicular traffic to warrant a wider path. If traffic necessitates a wider path in the future, we can always pave over the "soft shoulder"

-There is a good overall plan. A 6'-0 path will deter speeders and a 3'-0 soft shoulder will appease some runners and walkers.

-Signage will need to be clear on NE 65th Street.

We plan to add direction signage per the Magnuson Park Wayfinding Plan as part of the project.

- How are you going to direct Bicyclists.

-The NE 65th St. Sharrows will function clearly for cyclists who ride on the road the trail will serve those who don't feel comfortable on the road; but, it won't be signed for specific users.

-Will there be Sharrows on both sides of NE 65th St?

SDOT will have to give Parks direction on this issue.

-A speed bump could help slow cars at the end of NE 65th St. Or even one of those "table top" designs if stop signs are not possible.

We don't think it will be a problem installing stop signs.

-I think you are going to want several small "spur" connections along the route. Particularly a couple of connections to the Children's Hospital Parking Lot.

Yes, we will incorporate this into the plan.

-Are there any citizen groups that would want to help with the plantings to cost?

We are planning on mainly using grass to serve as a filter strip to clean the water before it enters the wetland system.

-Is there an opportunity to use permeable asphalt or concrete?

The cost is far greater than the standard materials. Permeable asphalt and concrete needs to be frequently cleaned to keep the pores open and therefore doesn't work well under street trees. When the pores are plugged it is no different than the standard material.

-Are you familiar with the Seattle Edge Project?

Yes, providing drainage that is more similar to the natural landscape prior to development than traditional piped systems. However, in our project we are eliminating a far greater volume of impervious surfacing than we are re-installing. Additionally, in our situation, the wetland acts as our natural landscape and the grass acts as our filtration method.

-September Day of Caring might be a great opportunity for volunteers.

If we have any remaining funding at that point Parks could purchase plants for a large volunteer planting party.

-What is the width of the Marymoor paths? This may be a good guide on what could best work at Magnuson.

We are not sure; but, will definitely check them out. This is a good suggestion.

III. CONCLUSION (Andy Sheffer)

Compromise Solution: How do we convert "con's" into "pro's", project constraints into project benefits. Is anyone not satisfied with our responses to your questions? *No response*. We want to start construction of Phase I by April and want to make sure that everyone is in agreement with what we discussed. Are there any unresolved issues? *No response*.

How to proceed: Seattle Parks will schedule a Public Meeting for Phase II design and Phase I construction progress update the end of July. Seattle Parks will mail out notification.

Thank you, kindly and GO TEAM!