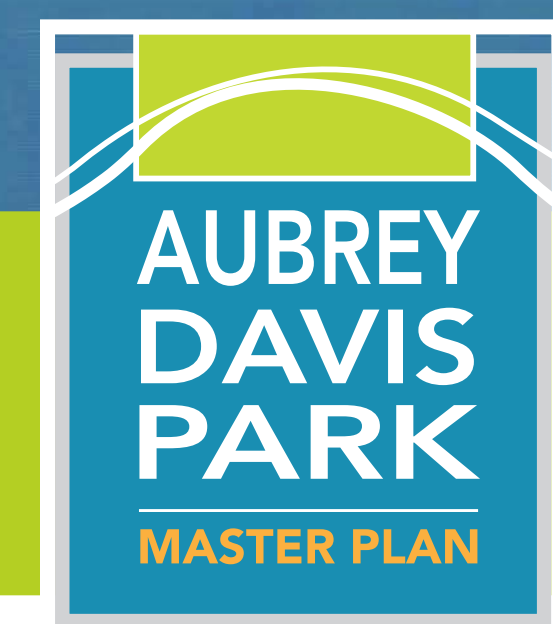


legend

- Intensive Soil Amendment and Replanting**  
Higher visibility areas with lots of ivy and existing vegetation dieback
- Infill Planting Areas**  
Lower visibility areas with vegetation mostly intact
- Non-Active Recreation Lawn Areas**  
Areas proposed for lower maintenance and water conservation options

Vegetation improvements conceptually described in this plan shall be further developed and adapted to the specific conditions found in different landscape areas shown. The performance of vegetation improvements shall be evaluated periodically and modified as needed to achieve the objectives of the plan. This approach recognizes that landscapes evolve over time and management techniques may need to be adapted due to changing conditions or new innovations available in the future.

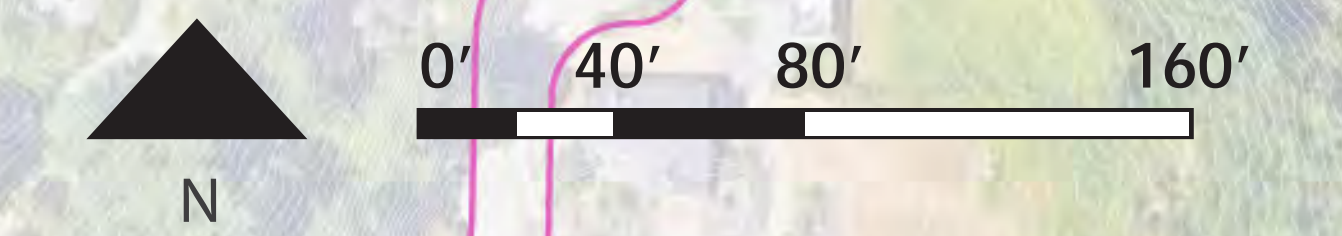
Pavement installed within the dripline of existing trees shall be carefully evaluated for root barriers and/or suspended pavement systems to increase the compatibility and longevity of the landscape elements. Locations for radial trenching within tree driplines will also be further explored to increase the long-term health of existing trees.



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## SITE PLAN



### legend

- existing trail alignment
- existing trail bypass route
- wayfinding, ADA access, and/or traffic calming improvements\*

#### A W MERCER WAY CROSSING

- Improved crossing
  - Add tactile warning surface at crossings
  - Add high visibility crosswalk markings
  - Add trail crossing signs
  - Consider raised crossing, pedestrian refuge, or raised median
- Wayfinding
  - To on-street alternate route
  - To continuation of regional trail
  - To park amenities
  - To restrooms

#### A W MERCER WAY CROSSING

- Improved crossing
  - Add tactile warning surface at crossings
  - Add high visibility crosswalk markings
  - Add pedestrian crossing signs
  - Consider raised crossing, pedestrian refuge, or raised median

#### E RESTROOM CONFLICT ZONE

- Traffic calming
  - Location for either relocating the trail behind the restroom, or creating a multi-use plaza to expand use zone and better define space for all users

#### D CONVERGENCE AREA

- Traffic calming
  - Potential location for a trail roundabout to improve safety for bicyclists and pedestrians
- Wayfinding
  - To Town Center
  - To continuation regional trail
  - To park amenities
  - To restrooms

- A. Enhanced intersection crossing at W Mercer Way
- B. ADA access to playground and basketball courts
- C. ADA access to tennis courts and proposed off-leash area
- D. Traffic calming and wayfinding improvements at convergence area
- E. Restroom conflict zone resolution
  - Location for either relocating the trail behind the restroom, or creating a multi-use plaza to expand use zone
- F. Stair connection and ADA path from Upper Luther Lid to N Mercer Way
- G. Stair connection and path from Upper Luther Lid to 84th Ave SE
- H. Town Center
  - The master plan has not analyzed recreational needs and opportunities in the Town Center portion of the park (76th Ave SE to Island Crest Way). This area is currently subject to transportation planning efforts initiated by light rail. The result of this process shall be that the Town Center portion of the park provides equal or greater environmental, cultural and recreational functions as compared to what currently exists.

\* Wayfinding systems shall be coordinated with other signage programs within the park and along the trail. Systems shall be based on the Manual on Uniform Traffic Control Devices (MUTCD) transportation standards (along the trail), City of Mercer Island Wayfinding system, and regional trail branding while allowing opportunities for wayfinding to support placemaking through the use of public art and cultural features.

To address community concerns of connectivity and wayfinding, specifically around Luther Burbank Park, two new trail connections are proposed.

(F) is a stair connection outlined in the Luther Burbank Park Master Plan, which will provide a more direct pedestrian connection from Luther Burbank Park to the Upper Luther Lid and Town Center. An ADA connection along N Mercer Way is also proposed.

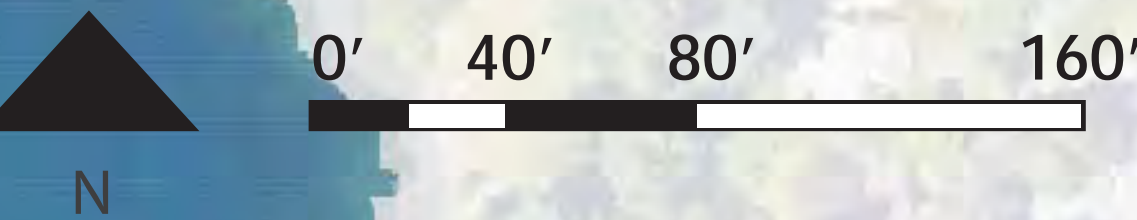
(G) is a stair connection at the southeast corner of the Upper Luther Lid to create a direct connection to N Mercer Way, 84th Ave SE, and adjacent neighborhoods.

The use and placement of bollards shall generally follow the recommendation of the 2016 report, Bollard Recommendations Memo, Mercer Island I-90 Trail Project by Toole Design Group.

Master plan projects that involve WSDOT property and/or facilities shall be designed to WSDOT standards that are current at the time of the project's design.



SITE PLAN



legend

- existing trail alignment
- existing trail bypass route
- existing soft surface trail
- wayfinding, ADA access, and/or traffic calming improvements\*

To address community concerns of connectivity and wayfinding, specifically around Luther Burbank Park, two new trail connections are proposed.

(F) is a stair connection outlined in the Luther Burbank Park Master Plan, which will provide a more direct pedestrian connection from Luther Burbank Park to the Upper Luther Lid and Town Center. An ADA connection along N Mercer Way is also proposed.

(G) is a stair connection at the southeast corner of the Upper Luther Lid to create a direct connection to N Mercer Way, 84th Ave SE, and adjacent neighborhoods.

The use and placement of bollards shall generally follow the recommendation of the 2016 report, Bollard Recommendations Memo, Mercer Island I-90 Trail Project by Toole Design Group.

Master plan projects that involve WSDOT property and/or facilities shall be designed to WSDOT standards that are current at the time of the project's design.

- G. Stair connection and path from Upper Luther Lid to 84th Ave SE
  - I. Lighting along trail where there is excessive shading from retaining wall
  - J. Trail spur between trail and N Mercer Way to connect to paved shoulder at an accessible grade
  - K. Upper Luther Ravine Trail
- \* Wayfinding systems shall be coordinated with other signage programs within the park and along the trail. Systems shall be based on the Manual on Uniform Traffic Control Devices (MUTCD) transportation standards (along the trail), City of Mercer Island Wayfinding system, and regional trail branding while allowing opportunities for wayfinding to support placemaking through the use of public art and cultural features.

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SITE PLAN



legend

- existing trail alignment
- existing trail bypass route

The proposed trail section through the lidded park would retain the existing paved width and re-establish a 2'-wide clear zone on either side of the trail. This clear zone could be lawn, mulch, or gravel depending on the adjacent landscape and maintenance requirements. The remaining east half of the trail corridor is proposed as a 12'-wide paved trail with 2'-wide gravel shoulders for the clear zone area.

The use and placement of bollards shall generally follow the recommendation of the 2016 report, Bollard Recommendations Memo, Mercer Island I-90 Trail Project by Toole Design Group.

Master plan projects that involve WSDOT property and/or facilities shall be designed to WSDOT standards that are current at the time of the project's design.

Wayfinding, ADA improvements at intersections, and traffic calming features would be included throughout the entire corridor.

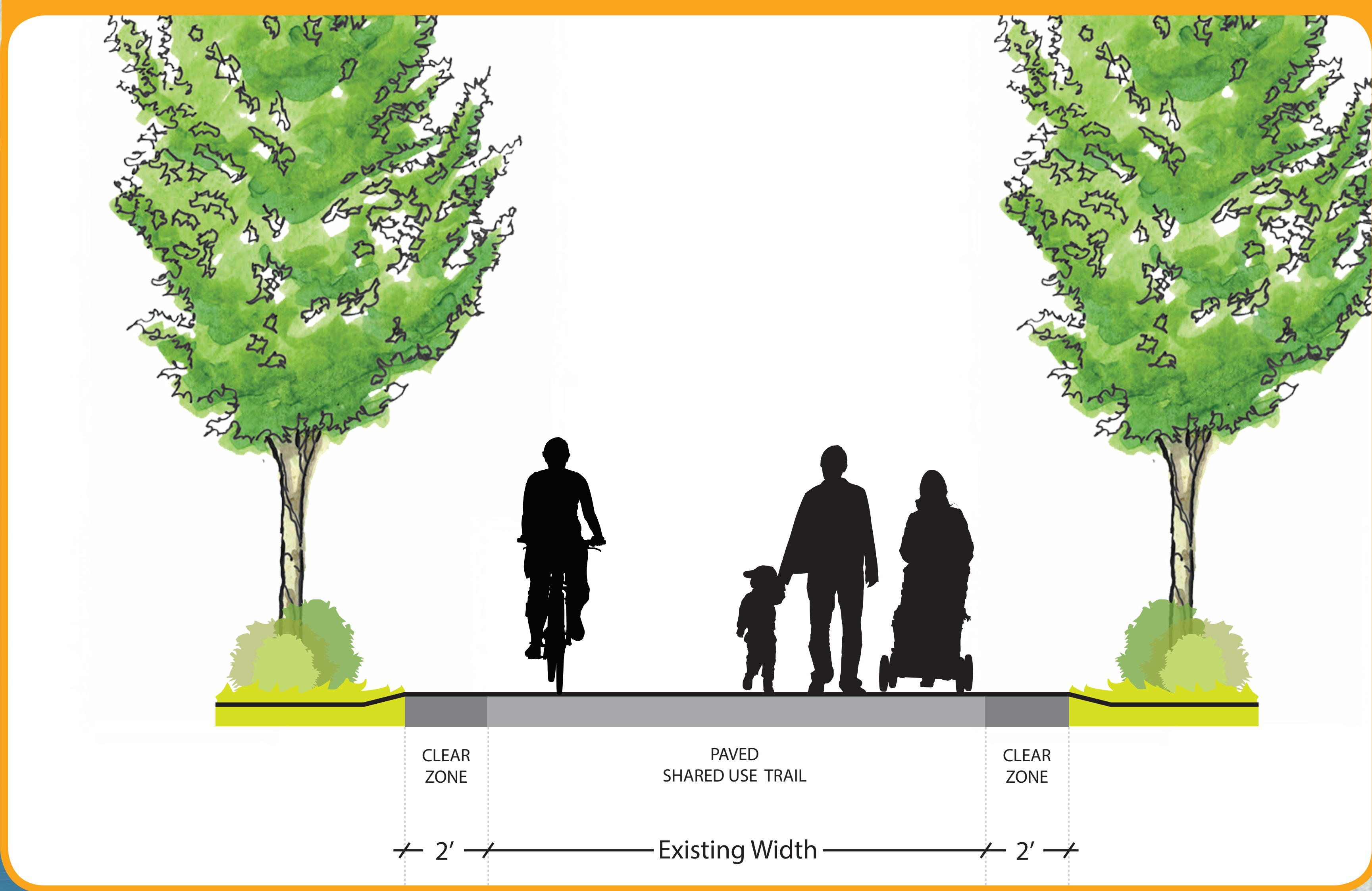
TRAIL THROUGH THE LIDDED PARK

TRAIL THROUGH THE TOWN CENTER

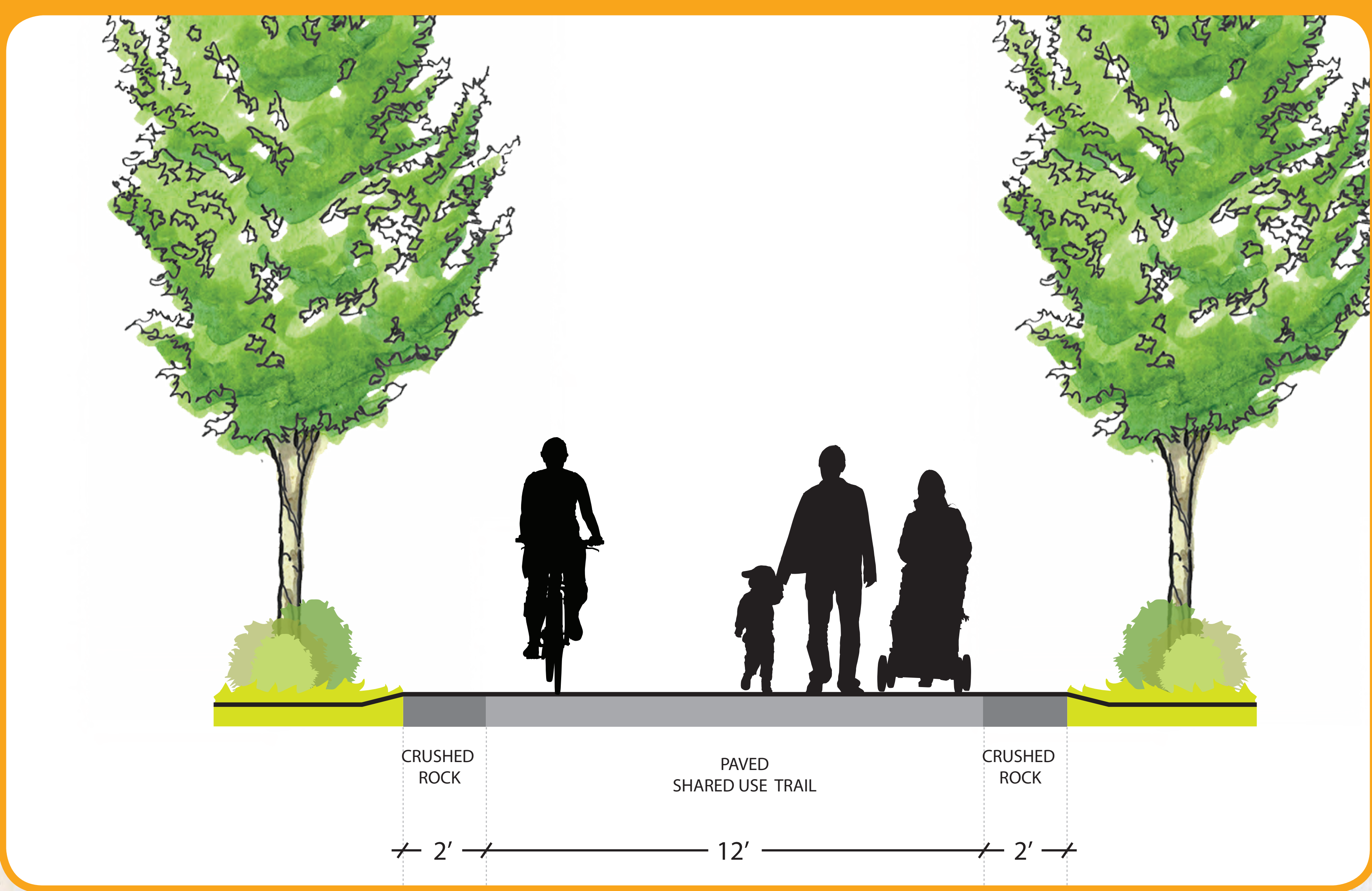
The master plan has not analyzed recreational needs and opportunities in the Town Center portion of the park (76th Ave SE to Island Crest Way). This area is currently subject to transportation planning efforts initiated by light rail. The result of this process shall be that the Town Center portion of the park provides equal or greater environmental, cultural and recreational functions as compared to what currently exists.

TRAIL THROUGH THE EAST HALF

TRAIL THROUGH THE LIDDED PARK

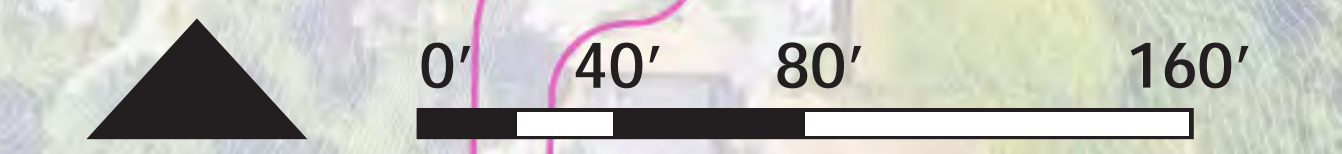


TRAIL THROUGH THE EAST HALF





# SITE PLAN



## legend

- existing trail alignment
- existing trail bypass route

Amenities for the Lid Park are primarily focused on user safety and ADA access to existing park elements. An off-leash area and a second restroom are the only new uses proposed. The remaining improvements are associated with existing uses.

Master plan projects that involve WSDOT property and/or facilities shall be designed to WSDOT standards that are current at the time of the project's design. New or renovated facilities shall also be designed using current best practices for Crime Prevention Through Environmental Design (CPTED).

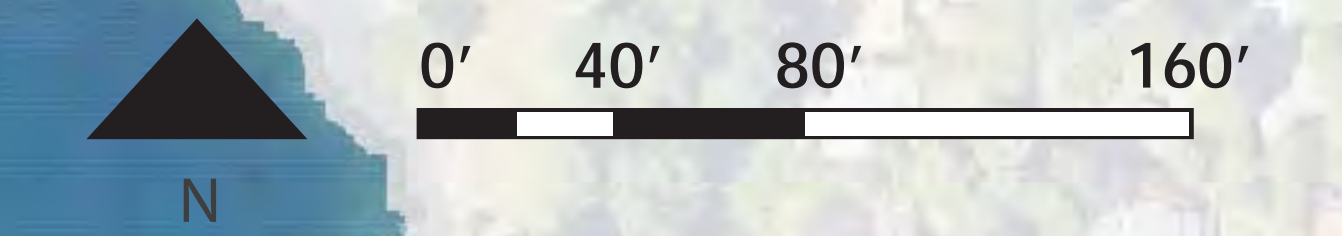
- |  |   |
|--|---|
| <p>A. Drainage improvements at Field C</p> <p>B. New restroom building near playground</p> <ul style="list-style-type: none"> <li>Single story restroom with utilities</li> <li>Sited off lid structure with CPTED principles in mind</li> </ul> <p>C. ADA parallel parking on West Mercer Way</p> <ul style="list-style-type: none"> <li>Additional 1-2 parking spaces to provide ADA access to playground and other nearby amenities</li> </ul> <p>D. Hard-Surface Courts</p> <ul style="list-style-type: none"> <li>Citywide demand for hard surface courts programming will be analyzed in Parks Recreation and Open Space (PROS) plans at approximately 6 year intervals. Court areas (currently tennis and basketball) may be reprogrammed, reconfigured or relocated based on PROS plan findings but the total square footage of hard-surface courts in the park shall not increase.</li> </ul> | <p>E. Off-leash area at stacks</p> <p>F. ADA seating &amp; access</p> <p>G. ADA parking and drop-off at end of 74th Ave SE Street</p> <ul style="list-style-type: none"> <li>Additional 1-2 parking spaces to provide ADA access to playground, picnic shelter, and other nearby amenities</li> </ul> <p>H. Reserved for future commuter parking</p> <p>I. Town Center</p> <ul style="list-style-type: none"> <li>The master plan has not analyzed recreational needs and opportunities in the Town Center portion of the park (76th Ave SE to Island Crest Way). This area is currently subject to transportation planning efforts initiated by light rail. The result of this process shall be that the Town Center portion of the park provides equal or greater environmental, cultural and recreational functions as compared to what currently exists.</li> </ul> |
|--|---|

\* Placemaking - Arts and Culture section currently under development.

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# SITE PLAN



## legend

- existing trail alignment
- existing trail bypass route

An improved shoreline access area on the east end is proposed near the boat launch. This would include shoreline restoration, water access, and potential seating improvements. All existing shoreline uses will remain.

Master plan projects that involve WSDOT property and/or facilities shall be designed to WSDOT standards that are current at the time of the project's design. New or renovated facilities shall also be designed using current best practices for Crime Prevention Through Environmental Design (CPTED).

- J. Existing Marine Patrol facility to remain
- K. Improved shoreline access
  - Shoreline restoration
  - Water access
  - Seating improvements

\* Placemaking - Arts and Culture section currently under development.

EXISTING MARINE PATROL FACILITY J

IMPROVED SHORELINE ACCESS K

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