



# PARKS & RECREATION COMMISSION REGULAR VIDEO MEETING

Thursday, November 5, 2020 at 6:30 PM

## BOARD MEMBERS:

Chair Rory Westberg  
Vice Chair Jodi McCarthy  
Board Members: Don Cohen, Amy Richter  
Lyn Gualtieri, Sara Berkenwald, Peter Struck

## LOCATION & CONTACT

Zoom Meeting  
Phone: 206.275.7626 | [www.mercerisland.gov](http://www.mercerisland.gov)

*In compliance with the Americans with Disabilities Act, those requiring accommodation for meetings should notify the Staff Liaison at least 24 hours prior to the meeting at 206.275.7706.*

## Virtual Meeting Notice

The virtual meeting will be broadcast live on Zoom and recorded and saved on the City's [YouTube Channel](#)

**Registering to Speak:** Individuals wishing to speak live during Appearances will need to register their request with Tammy Bodmer at 425.346.7856 or email [tammy.bodmer@mercergov.org](mailto:tammy.bodmer@mercergov.org) and leave a message before 4 PM on the day of the meeting. Please reference "Appearances" on your correspondence. Each speaker will be allowed three (3) minutes to speak.

**Join by Telephone at 6:30 PM:** To listen to the meeting via telephone, please call **253.215.8782** and enter Webinar ID **963 2184 0163** and Password **983582** when prompted.

**Join by Internet at 6:30 PM:** To watch the meeting over the internet via your computer, follow these steps:

- 1) Click [this link](#)
- 2) If the Zoom app is not installed on your computer, you will be prompted to download it.
- 3) If prompted for Webinar ID, enter **963 2184 0163** Enter Password 983582

**For the safety and wellbeing of the public and staff,** the City strongly recommends that community members attend the meeting by viewing the live feed on Zoom or watching the recording of the video conference on the City's [YouTube Channel](#), which will be available approximately 24 hours after the meeting.

## CALL TO ORDER & ROLL CALL, 6:30 PM

## WELCOME & INTRODUCTION OF NEW COMMISSIONER

## PUBLIC APPEARANCES

## REGULAR BUSINESS

1. Approve minutes of the February 6, 2020 meeting
2. Election of Officers:
  - A. Nominate a Commissioner to serve as Chair
  - B. Nominate a Commissioner to serve as Vice Chair
3. Department Report & Update HYPERLINK \I "applSac868085470c49e0b702a56cc4ad9a47"
4. [Aubrey Davis Park Trail Safety Improvements – Cont.](#)
5. [Luther Burbank Dock Reconfigure/Repair – Update](#)

## OTHER BUSINESS

6. [Next Meeting Date & Time](#)

## ADJOURNMENT



## PARKS & RECREATION COMMISSION REGULAR MEETING MINUTES February 6, 2020

### Call To Order:

Chair Westberg called the meeting to order at 6:30 pm at the Mercer Island Community and Event Center, 8236 SE 24<sup>th</sup> St., Mercer Island, WA 98040.

### Roll Call:

Commissioners Don Cohen, Amy Richter, Jodi McCarthy, Rory Westberg and Lyn Gualtieri were present. City Council Liaison Jake Jacobson was present.

Commissioner Sara Berkenwald was absent

Staff present were Ryan Daly, Parks and Recreation Interim Director, Paul West, Capital Projects and Planning Manager, Zach Houvener, Interim Recreation Manager and Tammy Bodmer Senior Administrative Assistant.

### Minutes

Minutes from the following meetings were presented:

- December 5, 2019 Regular Meeting
- December 17, 2019 Special Meeting
- January 8, 2020 Special Meeting

Commissioner Cohen motioned to accept the minutes and Commissioner McCarthy seconded the motion. Motion passed 5-0.

### Appearances:

No appearances.

### Regular Business:

#### 1. Director's Report –

- Director Daly introduced and welcomed Commissioner Jake Jacobson.
- Daly gave the Director's report. See Powerpoint presentation attached to agenda packet.

#### 2. Capital Project Overview

West presented to the Commission an overview of Parks & Recreation Capital Projects. See handouts and Powerpoint presentation attached to agenda packet.

- 2020 PROS Plan
- Aubrey Davis Park Trail Safety Improvements
- Luther Burbank Dock Repair and Reconfiguration Design
- South Mercer Playfield Backstop Upgrades
- Lincoln Landing Improvements Design
- Luther Burbank Irrigation Intake Design
- Luther Burbank Waterfront Plaza Repairs

- Luther Burbank South Shoreline Trail Reroute
3. ADMP Trail Safety Improvements—Continued  
West presented staff report for Aubrey Davis Park Trail Safety Improvements. He discussed how the Commission would be assisting in the development of a scope of work for the project, and information regarding the Department of Commerce grant which will serve as the funding source. Commissioners provided feedback and ideas focused on the area of trail between 60<sup>th</sup> Ave SE and 76<sup>th</sup> Ave SE. which included a combination of low impact approaches.  
West will compile the Commission’s suggestions in to a draft scope of work to be presented at the March meeting for Commissioners to review.
  4. Next Meetings:
    - Thursday, March 5, 2020—6:30-8:30pm —Regular Meeting at the Mercer Island Community and Event Center.
    - Tuesday, March 17, 2020, 5:30—7pm —Joint Study Session with City Council at Council Chambers at City Hall. Time will be confirmed

**Other Business:**

1. Commission Workplan/Planning – Daly reviewed the 2019/2020 workplan. He also presented the meeting planning schedule and shared how Parks & Rec staff utilize this document.
2. Department Workplan – Daly shared the document that was presented at the City Council Planning Session.
3. Questions arose regarding when we will fill the vacant P&R Commission

**Adjournment:** 8:15 pm



# Parks & Recreation Commission



## Department Report

November 5, 2020



# Department Report

- Covid-19 Impacts to Operations: *February to Present*
- Organizational Structure (Current/Proposed)
- Recovery Planning for Department
- PROS Plan- Status update
- MI Thrift Shop
- Illuminate MI



# Covid-19 Impacts on Parks & Recreation

- February-March: Department operations changed dramatically
  - MICEC was only open for limited access.
  - Many rentals groups canceled and were refunded.
  - All city coordinated recreation programs and events were canceled until further notice.
  - Closed playgrounds, athletic fields & picnic areas.
  - Limited group activities in parks.
- April-May: Significant staffing reductions & revenue declines
  - All seasonal staff, instructors, and recreation staff positions eliminated.
    - A few staff were reassigned to the Emergency Operation Center.
    - All rentals and reservations (facility and park) canceled until further notice.
  - Closed many park parking lots and adjusted Mercedale to “Senior Priority Parking”.
  - Suspend all contracts and non-essential work including volunteer and donation projects.
  - Staff primary focus was on health and sanitation.
  - Separated maintenance teams into multiple groups to limit potential exposure.
  - Teams moved in to MICEC.

# Covid-19 Impacts on Parks & Recreation

- June-August: Increasing Park Activity
  - Significant gathering and crowding challenges in parks.
    - Heavy trail use
    - Temporary closure of Groveland Beach (July 30-Aug. 21).
    - Parks seeing extensive use and increased trash- some trash cans removed.
    - Parking challenges near parks, specifically Groveland.
    - Re-open ballfields to rental groups, playgrounds, and skate park (Late-Aug.)
    - Coordinate field and fitness rentals.
- September - October: Decreasing Park Activity
  - Poor Air quality- moves teams indoors.
  - Re-open MICEC parking lot.
  - Catch up on deferred maintenance.
  - Begin recovery planning.



# Covid~19 Impacts on Parks & Recreation

## Challenges experienced through pandemic period:

- Inability to meet community expectations
- Increased community interest in volunteerism, adding projects, and philanthropy
- Increased daily traffic on trails and in in parks (with associated impacts)
- Increased complaints regarding dogs in parks (off-leash)
- Park Rules education:
  - E-bikes/scooters
  - Business usage (fitness groups, camps, etc.)
  - Field use regulations, scheduling, priorities
  - Individuals/groups following COVID-19 requirements.
- Parks & Recreation donation requests (benches, amenities, etc.)
- Park usage impacts on neighbors (Groveland, Clarke, Luther Burbank)



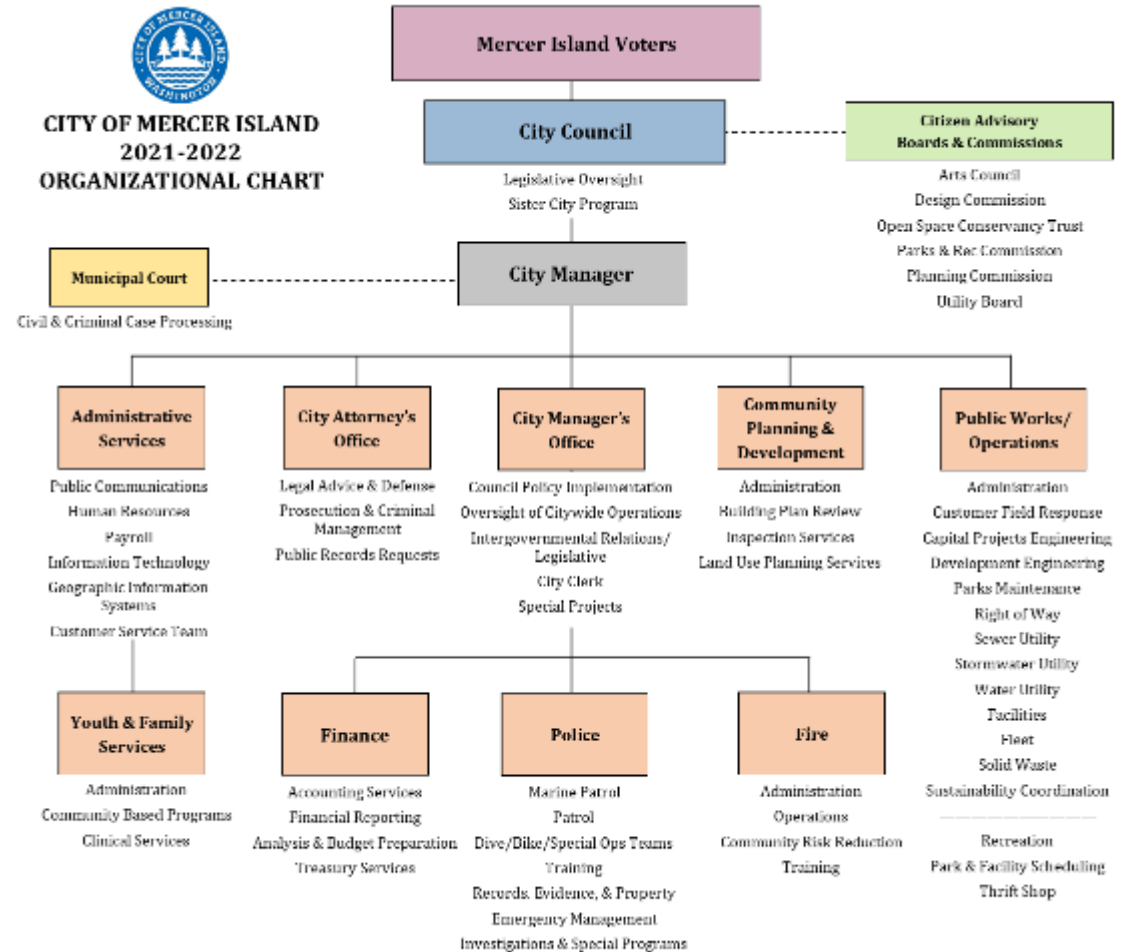
# Covid-19 Impacts on Parks & Recreation

Item 3.

## Questions?

# 2021-2022 Organizational Structure

- Organizational structure proposed in 2021-2022 Preliminary Budget
- Organization in transition
  - Prioritize delivery of essential services
  - Provide stability for the Org.
  - Focus on continuous improvement and efficiency
  - Strengthen the CIP Team and ensure maintenance/stewardship of critical infrastructure
  - Provide for succession planning



# Essential Services

The City of Mercer Island is a full-service city, and the following list describes the essential services:

- Emergency Response
- Public Safety
- Roads/Safe Transportation
- Utilities
- Mental Health Services
- Municipal Court
- Parks – Limited
- Planning – Limited
- Internal Support Services – Human Resources, Information Technology, Finance, Communications, Legal, and Facilities

# FTE Count by Department

DEPARTMENT	2020 FTE	2021 FTE	FTE
Municipal Court	3.3	3.3	0.0
Fire Department	32.0	32.0	0.0
Police Department	35.5	35.5	0.0
City Attorney's Office	3.0	2.0	-1.0
City Manager's Office	3.8	3.5	-0.3
Finance Department	7.0	7.0	0.0
Administrative Services	13.0	13.5	+0.5
Community Planning & Dev	24.9	15	-9.9
Youth & Family Services	27.91	11.62	-16.29
<b>Parks &amp; Recreation</b>	<b>28.8</b>	<b>3.75</b>	<b>-25.05</b>
Public Works	35.8	59.3	+23.5
<b>TOTAL</b>	<b>215</b>	<b>186.5</b>	<b>-28.5</b>



# Eliminated Positions / FTE

Dept	Position Title	FTE	Funding
Admin	Maintenance Technician	1.0	General
CAO	Assistant City Attorney	1.0	General
CPD	Administrative Assistant*	1.0	General
CPD	Front Counter/Admin Support*	1.0	General
CPD	Planning Manager	1.0	General
P&R	Community Programs Manager	1.0	General
P&R	Customer Service Representative	3.0	General
P&R	Customer Service Supervisor*	1.0	General
P&R	Marketing Coordinator	1.0	General
P&R	Operations Coordinator*	1.0	General
P&R	Parks & Recreation Director*	1.0	General
P&R	Parks Projects Coordinator*	1.0	General
P&R	Recreation Coordinator	2.0	General
P&R	Recreation Manager*	1.0	General
P&R	Recreation Supervisor	1.0	General
P&R	Sr. Admin Assistant*	1.0	General

Dept	Position Title	FTE	Funding
Admin	Facility Projects Manager	1.0	General & Capital
CMO	Sr. Project Manager	0.8	General & ST
CPD	Utilities & ROW Technician	0.6	General & Utilities
PW	Sr. Admin Assistant*	1.0	General & Utilities
CPD	Building Inspector/Plans Examiner	1.0	Permit Fees
CPD	Permit Technician	1.0	Permit Fees
CPD	Planner	1.0	Permit Fees
CPD	Senior Planner	1.0	Permit Fees
CPD	Senior Plans Examiner	1.0	Permit Fees
YFS	Administrative Assistant	1.0	YFS
YFS	Community Based Counselor	0.8	YFS
YFS	Donor Development Officer	0.7	YFS
YFS	VOICE/SVP Coordinator	1.0	YFS (VOICE Fees)
YFS	Thrift Shop Support Staff	9.75	YFS
YFS	Youth & Family Services Director	1.0	YFS
<b>Total FTEs Eliminated in 2020</b>		<b>41.6</b>	

\*Staff member reassigned to Emergency Operations Center

# Legend

Position Title

Regular Position



Vacant Position

Position Title

New Position Proposed in Preliminary Budget

Position Title

Position for City Council Review & Consideration (see next slide)

Position Title

Contract Position or contract services

**EOC**

25% or more of this position is anticipated to support EOC needs.

Position Title  
(x.x LTE)

Limited-Time Position

Position Title  
(0.x FTE)

Part-Time Regular Position

Position Title  
(x.x FTEs)

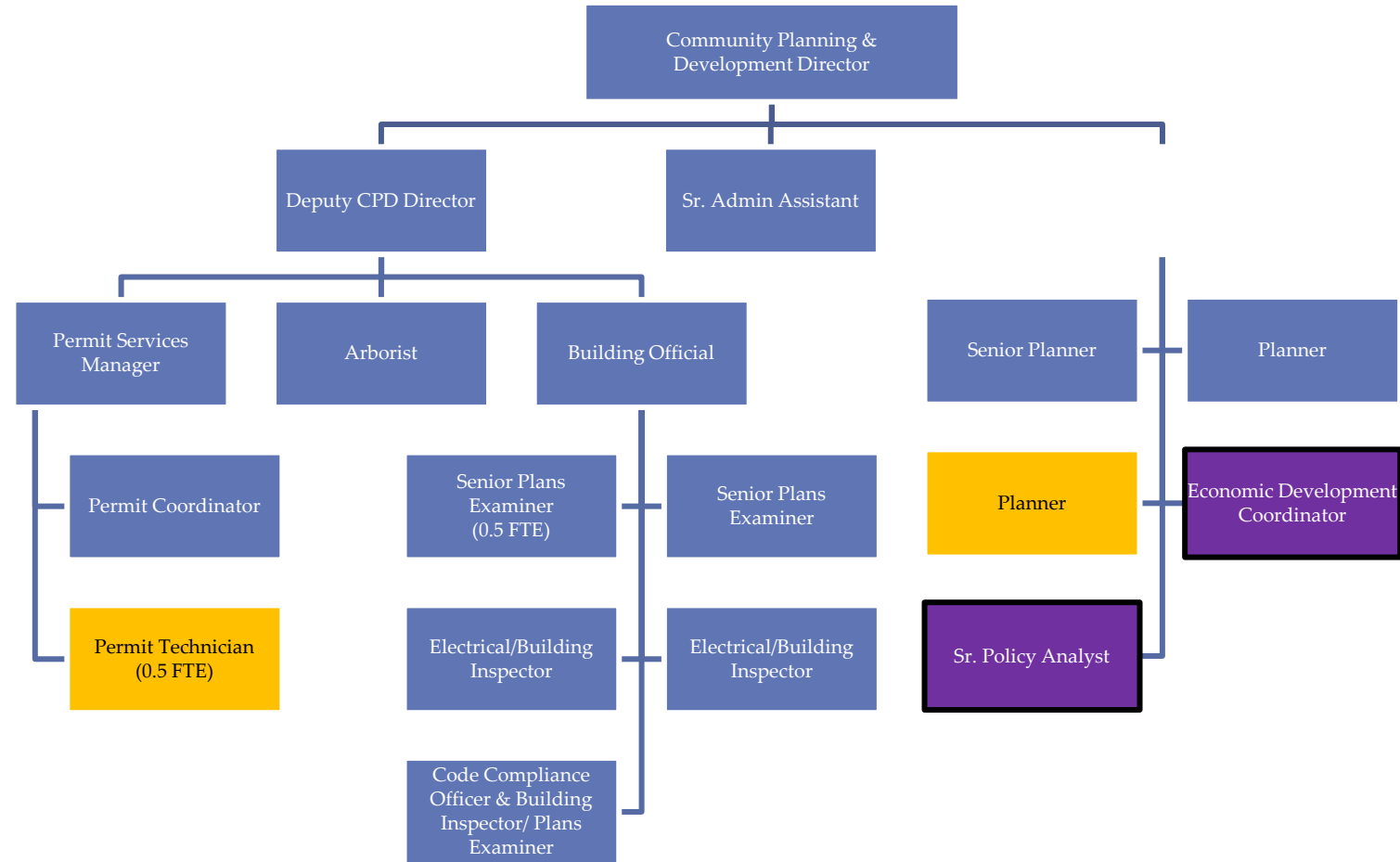
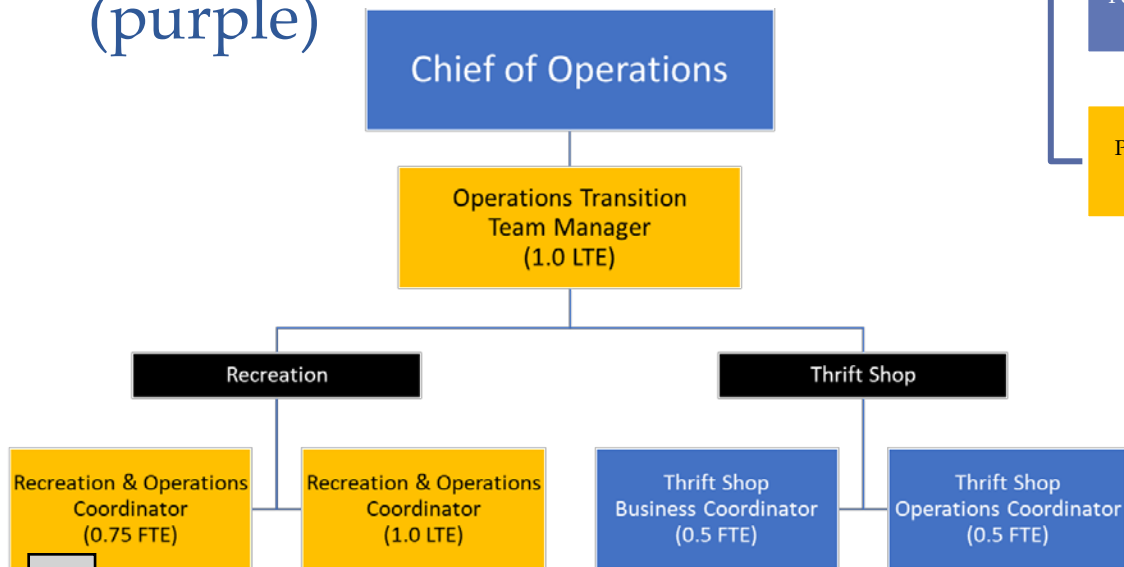
Multiple Regular Positions

Position Title  
(x.x FTE)

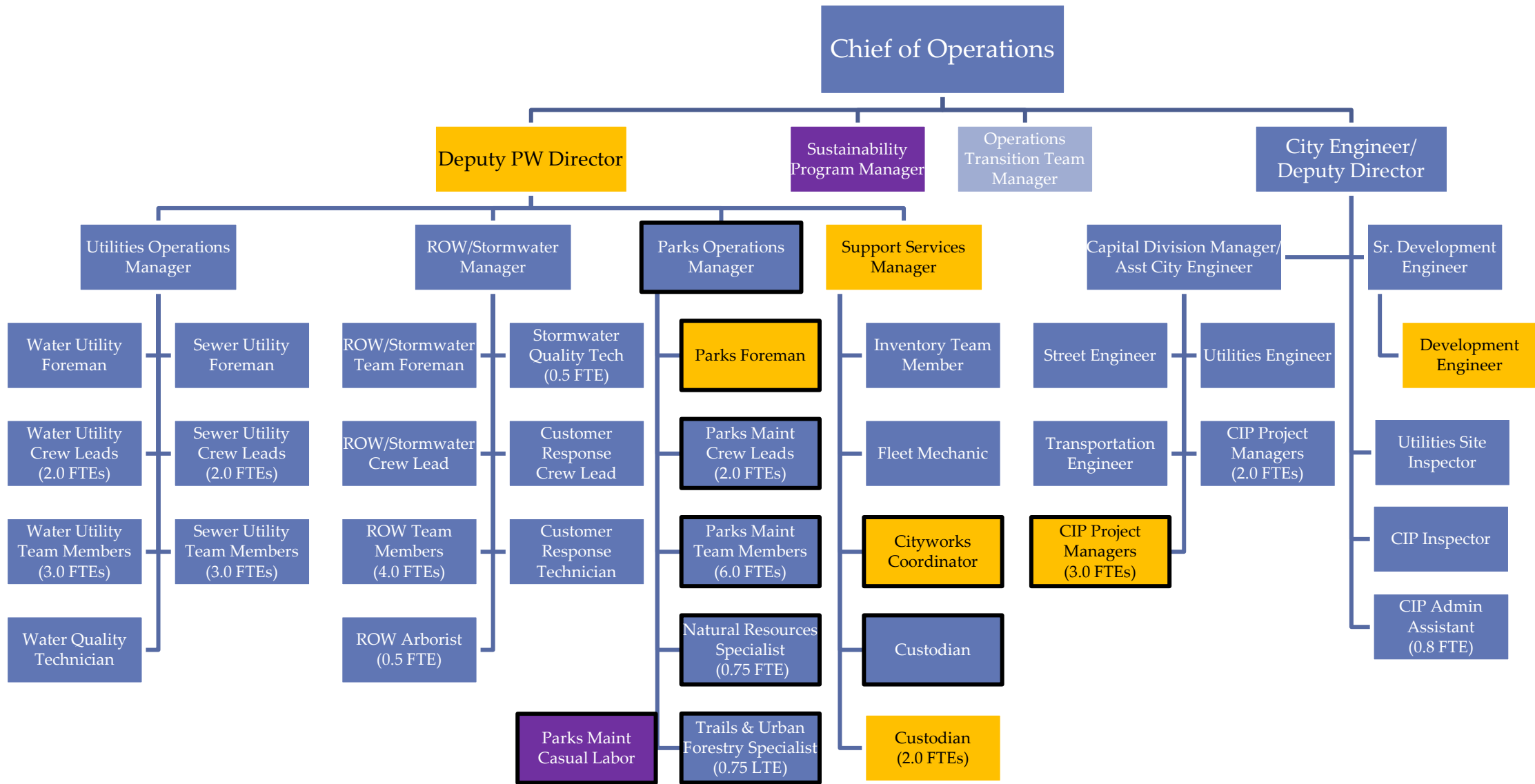
FTE(s) Reduction

# CPD & Operations Transition Team/Recreation Item 3.

- Parks & Recreation Department functions spread across multiple departments
- Organization in state of transition
- Council will be discussing proposed positions (purple)



# Public Works/Operations





# Opportunities Ahead

- It's been a very challenging year.
- We find ourselves on the ground floor. We may not like the way we got here, but we're embracing the many opportunities that lie ahead.
  - What is our vision for the City of Mercer Island?
  - How will we get there?
  - What have we learned? And how will we apply that to our service recovery planning strategies?
- Now is the time to evaluate and advocate solutions.

# Operations

# Questions?

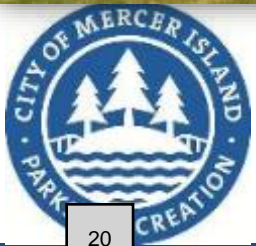
## What does this work look like?

- Staff is working with a consultant to gather information.
  - Costs
  - Program history
  - Past priorities
  - Evaluating potential opportunities for change
- The Commission will then be engaged to provide feed back and direction on a phased recovery.
- A proposed plan and operational budget will be presented to City Council in Q1 of 2021.

# Parks, Recreation, and Open Space Plan (PROS)



- Staff will be meeting with the Conservation Technix (Consultant) to begin discussions around re-starting plan.
- Community Survey and Facility Assessment have been completed.
- Return to the Commission in early Q1 to provide an update on proposed Community Engagement Plan and to review survey & Facility Assessment results.





# Thrift Shop Donation Restart

- The community's positivity, patience, and generosity made the Thrift Shop donation restart last Saturday a huge success.
- **Over 125 vehicles and thousands of pounds of donations were received Saturday.**
- Wait times averaged 10-20 minutes (up to 45 minutes at the busiest time).
- Traffic patterns were challenging at times with access to the ballot box being maintained. We are excited for future weeks and "smoothing out" the traffic plan.



# Thrift Shop Volunteers Needed!

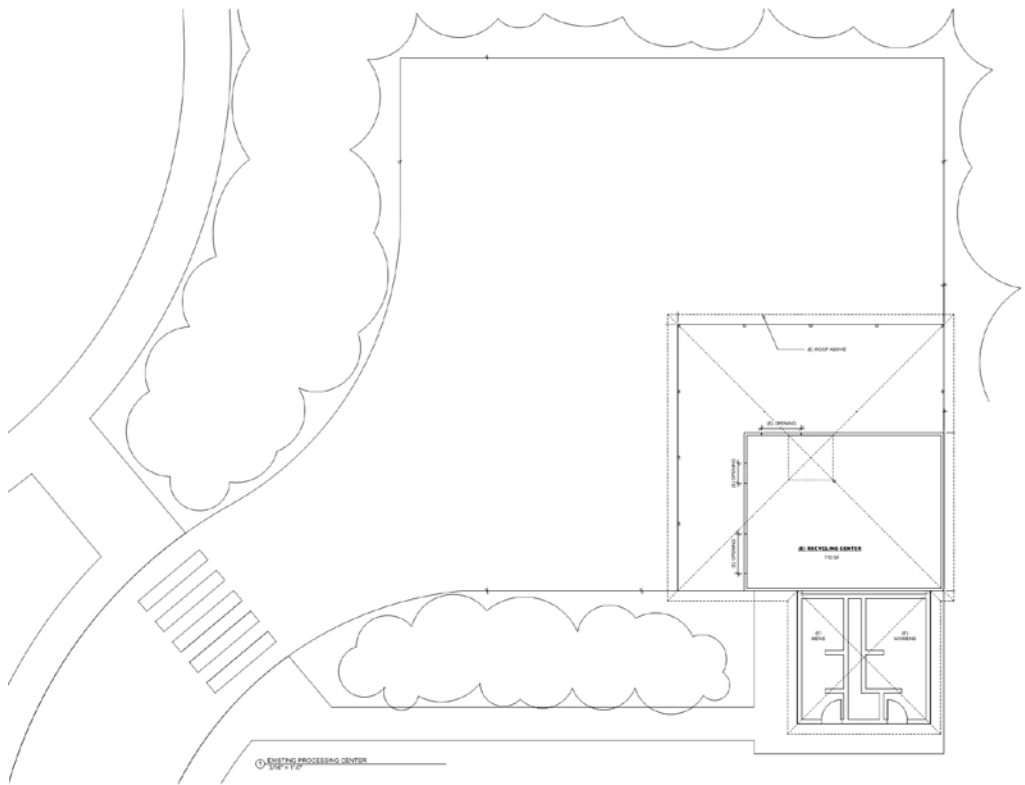
- Now that we've restarted accepting donations in addition to the Thrift Shop operating on Sundays, we are in need of volunteers!
- Staff will work to accommodate volunteer schedules on various days of the week / hours for these positions:
  - Donation management & acceptance
  - Cashier
  - Sales Floor
  - Apparel Dept.
  - Holiday Decorations and Costumes
  - Marketing and administrative assistance
- For more info or to volunteer, please contact [suzanne.philen@mercerisland.gov](mailto:suzanne.philen@mercerisland.gov)



# Thrift Shop Potential remodel

Existing Thrift Shop

Existing Recycling Center



**RETAIL**      **PROCESSING**      **MISC BOH**

# Thrift Shop

# Questions?

# Illuminate MI

- The City needs your help to light the trees in the 78th Ave SE medians from the Sculpture Park to Mercerdale Park.
- **Saturday, November 14 from 9am – 2pm.**
- Help us remove weeds, place lights on the tree trunks in the medians, install lights in the sculpture park, and additional areas of Town Center.
- The outdoor event will have appropriate social distancing and masks will be required.
- We also encourage Islanders and businesses to put up their lights a bit early to join the fun as we Illuminate MI.





# Illuminate MI

- This is a community sponsored event to light up and bring joy to the Island.
- Thank you for the support from 4 Culture for financial assistance and to the community for making this possible!
- We're still looking for sponsors. If you or your business are interested, please contact us ASAP.
- To volunteer or sponsor the event, call 206-275-7626 or email [miparks@mercerisland.gov](mailto:miparks@mercerisland.gov).
- Visit <https://letstalk.mercergov.org/illuminate-mi> for more information.







Thank you!

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# CITY OF MERCER ISLAND

## Parks & Recreation Department

9611 SE 36TH STREET | MERCER ISLAND, WA 98040

PHONE: 206.275.7870 | [www.mercergov.org](http://www.mercergov.org)




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## Parks and Recreation Commission

### November 5, 2020

#### Aubrey Davis Park Trail Safety Improvements #2

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To: Parks & Recreation Commission

From: Paul West, CIP Project Manager

Date: October 27, 2020

Mercer Island City Council directed the City Manager and the Parks and Recreation Commission to develop a recommended scope of work for the \$500,000 Washington State Department of Commerce grant when it adopted the Aubrey Davis Park Master Plan. These funds were appropriated to the City of Mercer Island by the Washington State Legislature, designated specifically for trail safety improvements on the Mountains to Sound Trail.

#### **Background:**

At its February 6, 2020 meeting the Parks and Recreation Commission discussed the draft scope of work for Aubrey Davis Park Trail Safety Improvements. Prior to the meeting, several commissioners had walked the trail through the Lid Park and had come to the meeting with an interest in considering “lower impact” improvements on a stretch of trail between 60<sup>th</sup> Ave SE and 76<sup>th</sup> Ave SE. The focus of the conversation at the meeting sought to improve trail safety without the need for a separate parallel trail, when possible limit additional installation of impervious surface, and eliminate the need to relocate the maintenance shop area. Traffic calming, separation of traffic on the trail, speed limits, education and wayfinding were all topics the Commission directed to be within the scope of work at this meeting.

Through the input and direction received, staff drafted a scope of work, attached as Exhibit 1. It was forwarded to WSDOT Northwest Region for an initial review on February 24, 2020.

For the past nine months, Commission meetings have been cancelled because of COVID-19 Pandemic. At the November 5<sup>th</sup> meeting, Commissioners will review the draft scope of work and provide further input. Once a recommendation for a scope of work is finalized by the Commission, it will be delivered to the City Council for review at a future City Council Meeting.

The Aubrey Davis Park Master Plan generated significant public conversation regarding the future of the Mountains to Sound trail. Interest in this facility remain high. The proposed scope of work will include provisions for continues public engagement throughout the project design.

There is some urgency to this matter. The Department of Commerce (DOC) cannot issue a grant agreement until there is an approved scope of work. The DOC has indicated that this funding has to be encumbered by the end of the fiscal year on June 30, 2021 to be eligible to be carried forward. Given the steps of obtaining City Council and WSDOT's approvals prior to submitting the scope of work to the DOC, this matter will be a high priority for the Commission.

**NEXT STEPS:**

Staff requests the following:

1. Provide revisions and edits to the attached scope of work;
2. Is any further analysis or engagement recommended or needed before the Commission is ready to make a final recommendation to the City Council?

## Aubrey Davis Park Trail Safety Improvements Scope of Work

### Problem Statement

The 0.8 mile section of the Mountains to Sound Regional Trail from 60<sup>th</sup> Avenue SE to 76<sup>th</sup> Avenue SE travels through an urban park setting that contains many recreational facilities, including sports fields, tennis courts, playgrounds, picnic areas and connecting spur trails. The intensive recreational use on this stretch of trail contributes to user conflicts. This segment of trail also contains significant grades that contribute to high speeds of travel among wheeled trail users. As a result, traffic along the trail travels at a wide range of speeds. Traffic also crosses the trail between two destinations, such as a parking lot and a sports facility. The trail currently does not segregate users, nor does it have notable features that regulate speed or control traffic flow other than limited center striping, bollards and “keep right” signs.

The Aubrey Davis Park Master Plan explored high-level trail planning issues such as trail width, bypass routes and key intersections. It did not consider a more detailed transportation design of the trail itself. Also, a main goal of the master plan is to preserve the open space in the park. Limiting or avoiding new impervious surface is a key objective in planning new facilities.

### Goals and Objectives

The goal of this project is to reduce user conflicts to create a safer, more enjoyable experience for both trail users and park users while maintaining the existing character of the park.

Primarily, this goal would be achieved by combining “low impact” approaches in a coordinated trail plan. Low impact approaches could include, but are not limited to:

- Traffic calming measures
- Traffic separation on the trail
- Street bypass routes for high-speed cyclists
- Trail speed limits
- Traffic barriers to limit cross-trail traffic in targeted areas
- Traffic signage and pavement markings
- Wayfinding and park rules signs
- Public education
- Art and placemaking elements

Secondarily, the planning process would consider an expanded trail cross section in limited or targeted areas such as immediately around the restroom that enhances the function of the low impact approaches. This objective would exclude the creation of new parallel trails, such as the one that has been proposed to route cyclists behind the restroom.

### Scope of Work

This project would design and construct trail safety improvements that meet these goals and objectives in the segment of the Mountains to Sound Trail defined above. The scope of work would include regular public involvement in the design of the project. Roles for project partners would generally be as follows:

1. Project management by City of Mercer Island (CMI). These costs are not covered by the Department of Commerce (DOC) grant.
2. Project oversight by City of Mercer Island Parks and Recreation Commission
3. Review and approval authority by WA State Dept of Transportation Northwest Region staff (WSDOT).
4. Design, permitting and construction management provided by a consultant team selected by CMI and WSDOT
5. Public works construction of an approved plan or a portion thereof
6. Grant management by the DOC (@2% of the grant total)

DRAFT

# CITY OF MERCER ISLAND

## Parks & Recreation Department

9611 SE 36TH STREET | MERCER ISLAND, WA 98040

PHONE: 206.275.7870 | [www.mercergov.org](http://www.mercergov.org)



## Parks and Recreation Commission November 5, 2020

### Luther Burbank Docks Preferred Alternative Development

Exhibit 1: Criteria for Evaluation of the Alternative Concepts

Exhibit 2: Luther Burbank Park Master Plan Excerpt

Exhibit 3: Let's Talk Comments

Exhibit 4: Design Charrette Summary and Notes

Exhibit 5: Luther Burbank Docks Open House Survey Report

To: Parks & Recreation Commission

From: Paul West, CIP Project Manager

Date: October 27, 2020

### 1. Goals and Objectives

**PROPOSAL:** Over the course of several meetings, the Parks and Recreation Commission and the City's design team will develop a preferred concept alternative for the Luther Burbank docks. The preferred alternative will be recommended to the Mercer Island City Council for approval, likely Q2/Q3 2021. At tonight's meeting we will review current information and discuss the process needed to develop this product.

### 2. Suggested Process

It is anticipated that this process may require four or more meetings with the Parks and Recreation Commission. The proposed timeline would be:

- November 2020: goals, objectives and process
- December 2020: dock design elements
- January 2021: shoreline and plaza elements
- February 2021: draft preferred alternative



The main objective at tonight’s meeting is for the Parks and Recreation Commission to discuss the process for identifying a preferred alternative. Exhibit 1 includes a set of criteria to evaluate the dock alternatives. At subsequent meetings, the Commission could discuss each aspect of the project with a common understanding of the criteria to be considered. The Commission is also at liberty to propose another mechanism or other tools that would assist with deliberations.

**3. Background Information**

Below is information on the project that may be useful to review prior to the November meeting.

**A. Timeline**

The projected timeline for this project predicts construction in 2024. Design, permitting and funding are significant milestones.

- 2020** – Scoping, Public Input, Conceptual Design (10%)
- 2021** – 30% Design, Submit for Permits
- 2022** – Complete Permitting, 90% Design, Cost Estimates, Grant Applications
- 2023** – Balance of Funding, 100% Design
- 2024** – Bidding and Construction (and/or additional grant applications)

**B. The Design Team**

**City Staff:** Paul West, CIP Project Manager  
 Jason Kintner, Public Works Director  
 Ryan Daly, Emergency Operations Chief  
 Alaine Sommargren, Parks Operations Manager  
 Sarah Bluvus, Small Business Liaison

**Consultant:** KPFF, Inc. (prime) Andy Bennett, Principal and other staff  
 Anchor QEA Peter Hummel, Principal Landscape Architect and other staff  
 Blue Coast Eng. Kathy Ketteridge, PhD, PE and other staff  
 Eschelon Eng. Shelley Sommerfeld, PE and other staff  
 GeoEngineers Lyle Stone, PE and other staff

**C. Current Work Completed**

- November 2019:** Boating Facilities Program (BFP) planning grant agreement executed
- January 2020:** Request for Proposals released
- May 2020:** consultant contract executed
- June 2020:** underwater survey of docks, geotechnical evaluation, bathymetric survey
- August 2020:** virtual design charrette, alternatives development
- September - October 2020:** public open house event

**D. Context Highlights**

- The docks, waterfront plaza and boiler building are built on Washington State Department of Natural Resources (DNR) aquatic shorelands. The City leases these lands at low-cost for public access. All changes to the improvements must follow DNR guidelines and be approved by DNR.

- The docks have less than five years of useful life left without major renovations. The City is currently performing minor repairs to enable the docks to remain functional until this project is executed. Time is of the essence.
- The Boiler Building is not included in this planning effort. However, this planning considers the conceptual design that was in the 2017 Boiler Building feasibility study, including the long-term intention of using the building for boating programs.

### E. Luther Burbank Park Master Plan

The design team has been taking direction from the Luther Burbank Park Master Plan (the “Plan”) for this project. The page from the Plan’s introduction that pertains to the waterfront is found in Exhibit 2. It should be noted that the Plan places a strong emphasis on preserving the natural character of the park. To illustrate, the guiding principles of the Plan are stated as:

- **Embrace natural systems:** Improvements to the park should seek to protect and enhance natural systems in the park. These natural systems include forested steep slopes through the park. New areas of vegetation can weave existing habitats within the park together, improving both aesthetic and habitat function.
- **Maintain the character:** Luther Burbank is a much-loved park, and improvements proposed in the master plan should work toward maintaining the park’s existing character, particularly the serenity of Upper Luther and Calkins Point.
- **Manage vegetation:** Significant stands of vegetation (Upper Luther, the hill adjacent to the fishing pier, and the west hill) should be preserved as important habitat areas. Vegetation and habitat in these areas can be improved over time through the low impact- high environmental reward practice of under planting of native species and the removal of invasives.
- **Improve Park infrastructure:** Many of the park’s existing features – restrooms and irrigation for example - are outdated and can be replaced or renovated. Other features, such as the park’s path network, can be improved.
- **Improve the arrival:** Whether by foot, bike or car, the arrival at the park is not the quality of experience befitting such a great park. The arrival can be improved not only at the main entry, but countless other entries to the park as well, better unifying the park into a cohesive whole.

The plan intentionally focuses active recreation uses mostly in a central “core” from the main parking lot to the waterfront. This includes the tennis courts, playground, administration building, picnic areas and the waterfront. The remainder of the park is left mostly as open space, either as natural area or developed landscape. The Luther Burbank Master Plan has been the guiding document for capital projects in the park for the past 14 years. It has effectively protected the park’s open space and natural character.

The thoughtful development of the docks and waterfront is part of this vision. It is one of the few places in the park where activation and upgrade are the themes. The Plan calls for new docks, a new shellhouse, and repurposing of the boiler building for a small boat operations center. At the same time, the Plan makes clear the primary focus is on human-powered boating to foster low impact uses. City staff recommend that the contemplated dock project follow the concepts outlined in the Plan or their intent.

## F. Public Engagement

The City developed a [public involvement plan](#) for this project which is posted on the project website. This plan is an adaptive plan, meaning that it has been revised as the project evolves. Key public engagement initiatives have included:

**The project website** <https://letstalk.mercergov.org/lbdock>. This site has been available to the public to find information, ask questions and post comments on the project. This will be an ongoing resource throughout the project. See Exhibit 3: Let’s Talk Comments.

**The August 6, 2020 design charrette.** Interested individuals and organizations were invited to attend this public workshop to provide early input on the design alternatives. See Exhibit 4: Design Charrette Summary and Notes. A video recording of the meeting is available at [the project website](#).

**The September 2020 public open house event.** On-site and online postings provided participants with three alternative concepts and a survey to provide input. See Exhibit 5: Luther Burbank Docks Open House Survey Report.

Staff recommend that the commissioners carefully consider the input from these three sources. Since respondents were self-selecting, there is little objective information in these resources. Instead, these represent the diverse ideas and opinions held by the public. There are several spectra of opinion expressed. These can be characterized by examples such as:

<b>Keep it the way it is</b>	↔	<b>Renovate it and make it more attractive</b>
<b>Encourage active use (boating programs, classes)</b>	↔	<b>Focus on passive use</b>
<b>Build a limited, low-cost facility</b>	↔	<b>Build a facility with adequate space and features</b>
<b>Focus primarily on boating</b>	↔	<b>Focus primarily on non-boating (fishing, sunbathing, walking, sitting)</b>
<b>Make it more usable for power boats</b>	↔	<b>Make it primarily for non-power boats</b>
<b>Include big boats/yacht moorage</b>	↔	<b>Don’t encourage bigger (&gt;25’) boats</b>
<b>Include food concession</b>	↔	<b>Keep it simple/don’t have food</b>
<b>Make it accessible to a wide range of people</b>	↔	<b>This site does not lend itself to good access</b>

City staff anticipate that public engagement will culminate in the development of a preferred alternative through Parks and Recreation Commission meetings, followed by discussion and adoption by City Council. The email interest list will be notified of these meetings so that interested individuals and organizations may observe and participate in the process.

### G. Funding Options

Over-water infrastructure work is costly, requiring multiple permits and specialized construction. The total probable cost of this project is in the range of three million dollars. The City does not have the capacity to commit to this level of funding when it is struggling to fund its other capital needs. Understanding the options for funding the project is key to its planning, various funding strategies will need to be utilized.

Luther Burbank Park is a regional park. It draws people from the cities surrounding Lake Washington and especially along the I-90 corridor. This regional draw makes this project a good candidate for state and federal grant funding. The most readily accessible sources of recreation funding are the programs through the state Recreation and Conservation Office (RCO). Programs applicable to this project are summarized below. These grant programs run on two-year cycles with applications being accepted in even years.

**GRANT FUNDING TO DATE:** The City secured a \$173,000 Boating Facilities Program (BFP) grant for the design of the floating docks in 2019. The City applied for a \$279,320 Boating Infrastructure Grant (BIG) funding for renovation of the north pier in 2020. That grant would fund both design and construction for the north pier. The City has committed the 25% match funds in both cases.

	Project Component	Grant Limit	Match Requirement
<b>Boating Facilities Program (state)</b>	Floating docks for small powerboats	\$1,000,000	25%
<b>Boating Infrastructure Grant (federal)</b>	Fixed pier for large powerboats	\$1,440,645	25%
<b>Aquatic Lands Enhancement Account (state)</b>	Shoreline access and small paddlecraft facilities	\$1,000,000	50% (currently 25%)
<b>Land and Water Conservation Fund (federal)</b>	Shoreline Access	\$960,430	50%

For construction of new floating docks, two grant sources are anticipated. The BFP program could fund a small powerboat portion of the project and the Aquatic Lands Enhancement Account (ALEA) could fund a paddlecraft portion of the project. Each grant requires the City to provide matching funds. The ALEA or the Land and Water Conservation Fund (LWCF) could fund beach access improvements.

The grants for boating are well-funded programs that derive revenue from a dedicated tax revenue stream. They are competitive but are more reliable than other grant programs. The ALEA and LWCF programs are highly competitive and even high-scoring projects fail to receive funding as there are many projects that apply.

Part of the design strategy for this project will be to create discrete facilities that can be constructed as stand-alone projects and fit within these grant programs. That allows for phasing of the project should a particular component fail to receive funding in the 2022 grant cycle.

**RECOMMENDATION:**

Develop criteria for evaluating the various options for the project.

Luther Burbank Docks Alternatives  
 EXAMPLE Evaluation Criteria  
 for discussion only

Item 5.

Floating Dock Alternatives

Criteria		Alternative				
		No Build	1	2	3	Preferred
Top Priorities	Improved safety & security					
	<i>Lighting</i>					
	<i>Breakwater performance (Meet 6" criteria)</i>		Yellow	Green	Green	
	Cost (least expensive gets highest rank)		Green	Yellow	Red	
	Permitting Feasibility		Green	Yellow	Yellow	
Other Criteria	Environmental Impact		Green	Yellow	Yellow	
	Alignment with Grant Criteria					
	<i>Qualify?</i>		Yellow	Green	Green	
	<i>Likely high score?</i>		Yellow	Green	Green	
	Revenue Generation					
	<i>Small craft rental</i>		Yellow	Green	Green	
	Local Benefits					
	<i>Educational, youth oriented</i>		Yellow	Green	Green	
	Regional Benefits					
	<i>Power boat access</i>		Green	Yellow	Green	
	Park Character					
	<i>Encourage active uses</i>		Yellow	Yellow	Green	
	<i>Consistent with existing park activities</i>		Yellow	Yellow	Red	
	<i>Noise &amp; Traffic</i>		Green	Yellow	Red	
	Plaza Function					
	<i>Support expanded programming</i>		Yellow	Green	Green	
Seasonality		Yellow	Yellow	Green		



Plaza Improvement Alternatives

Criteria		Alternative				
		No Build	1	2	3	Preferred
Top Priorities	Improved safety & security					
	<i>Lighting</i>		Yellow	Yellow	Green	
	<i>Breakwater performance (Meet 6" criteria)</i>		Grey	Grey	Grey	
	Cost (least expensive gets highest rank)		Green	Yellow	Red	
	Permitting Feasibility		Green	Green	Yellow	
Other Criteria	Environmental Impact		Green	Green	Yellow	
	Alignment with Grant Criteria					
	<i>Qualify?</i>		Yellow	Green	Green	
	<i>Likely high score?</i>		Yellow	Yellow	Green	
	Revenue Generation					
	<i>Small craft rental</i>		Yellow	Green	Green	
	Local Benefits					
	<i>Educational, youth oriented</i>		Yellow	Yellow	Green	
	Regional Benefits					
	<i>Power boat access</i>		Grey	Grey	Grey	
	Park Character					
	<i>Encourage active uses</i>		Yellow	Green	Green	
	<i>Consistent with existing park activities</i>		Green	Yellow	Red	
	<i>Noise &amp; Traffic</i>		Green	Yellow	Red	
	Plaza Function					
	<i>Support expanded programming</i>		Red	Yellow	Green	
Seasonality		Yellow	Yellow	Green		

Beach Improvement Alternatives

Criteria		Alternative				
		No Build	1	2	3	Preferred
Top Priorities	Improved safety & security					
	<i>Lighting</i>					
	<i>Breakwater performance (Meet 6" criteria)</i>					
	Cost (least expensive gets highest rank)					
	Permitting Feasibility					
Other Criteria	Environmental Impact					
	Alignment with Grant Criteria					
	<i>Qualify?</i>					
	<i>Likely high score?</i>					
	Revenue Generation					
	<i>Small craft rental</i>					
	Local Benefits					
	<i>Educational, youth oriented</i>					
	Regional Benefits					
	<i>Power boat access</i>					
	Park Character					
	<i>Encourage active uses</i>					
	<i>Consistent with existing park activities</i>					
	<i>Noise &amp; Traffic</i>					
	Plaza Function					
	<i>Support expanded programming</i>					
Seasonality						

### Dock/ Boiler Building Area:

The Dock and Boiler Building Area maintains much of its character and physical elements, but has added programming to return the area to its once active use. Restoration of the docks and boiler building to support a boating/rowing facility (primarily human powered boating) will bring a relatively low impact use to the area. Highlights include:

- A boating/rowing facility would make use of the existing boiler for maritime use including rental/storage of “human powered” kayaks, canoes, and small sailboats as well as being the operation center of any sailing/boating program that might be offered to serve the community.
- A shell house to serve rowing is located at the top of the boiler building access road, where it serves rowing as a functional location, but is remotely located from the docks, reducing shoreline impacts.
- Improved access from the campus areas is provided to the area with reduced grade paths (ADA access is a focus of these improvements, but may not be achieved due to site grades)
- The piers are to be restored with the north dock to remain as passive use (fishing, sunbathing, etc., no swimming) with addition of ladders. The south dock is to be replaced and straightened with lower floating dock with improved finger piers for small motor craft, “human powered” boats and motorized launch boat storage.
- The existing restroom structures receive plumbing. Security upgrades and utilities in this area present an opportunity to serve a mobile concessionaire.
- The shoreline is improved with an aggregate beach to provide direct access to the water (without bulkhead) for boat launching and a homeowner demonstration garden abutting bulkhead with interpretive signage.



## **Luther Burbank Dock Reconfiguration and Repair Project**

### **Comment from Let's Talk as of 10/21/2020**

On September 17: For safety reasons I believe that having a life ring and stairs coming up from the water in at least two locations needs to be added to the design. I visited Bellevue's Newcastle and Meydenbaur parks where these features exist. I personally would not vote personal funding for any of the 3 designs without these features being added. Adding these safety features should also help with funding as residents should support safety, especially those with children. People who can't swim are at the mercy of someone who can be there and helping them. Life ring recommended to be enclosed in a breakable window similar to a fire extinguisher and a sign stating for emergency use only. Submitted by Roger Urbaniak

On September 4: I'd be very excited to see a small sail boat community at Luther Burbank, I use Sail Sand Point in Seattle and building a small community of instruction/rental would be a big asset to MI. Sail Sand Point and Mt Baker Rowing Center are a bit far for MI (and other Eastsiders). Submitted by Jason Moss

I support concept 2 with the understanding that dock ladders are part of design and a life ring, preferably enclosed like a fire extinguisher, are added. I would also support lowering parking fees at East Channel boat launch for vehicles without trailers to \$5.00. This will encourage more use of kayak/canoe dock especially from car top users and will likely increase use enough to add to overall revenue from launch. Roger Urbaniak

On September 2: I am not interested in concession stands in that there is no room for much, not to mention, I don't want to encourage a lot of off-islanders to Luther Burbank Park as it is a small park. And there is no reason for ADA trail leading down the steep hill and if they put it going from the swim area to the docks, that will cause the destruction of mature trees which as you know, I am dead against and tired of keep having to fight...about mature trees being cut down. from Sarah Fletcher

On August 18: I appreciated the opportunity to participate in the Luther Burbank Park (LBP) planning charrette on Aug. 6 on behalf of the Seattle Sea Kayak Club (SSKC). Afterwards, I informed our members of what I learned, I surveyed them about their opinions, and I encouraged them to get involved in the next steps of the process. The purpose of this memo is to fill you in about the information I received from SSKC members.

To understand our interests, it might help to understand the nature of sea kayaks and sea kayakers, so I will start with that subject.

The nature of sea kayaks and sea kayakers

- The characteristics of sea kayaks. Sea kayaks are cumbersome to transport from the car to the launch site. They are long (15-17 ft, and even longer for tandems) and heavy (50-60 lb, plus any gear, water, food, etc).. Usually two people are required to carry them. Some of us have wheels we can use to transport our kayaks, but wheels require a pretty level and straight route. The best launch sites have a route from parking to the beach that is fairly flat and short. Thus, launching personal sea kayaks at either the dock area or the south beach area presents problems that may be insurmountable, even with improvements.
- Sea Kayakers. Sea kayaking is like backpacking without the heavy pack. We go towards wilderness and away from the crowds of urban areas. While we do some urban kayaking, our preferred launch sites and routes allow us to stay away from crowds.

- Sea kayaks vs motor boats. Some members avoid kayaking on Lake Washington during the summer because of the heavy motor boat traffic. A day of paddling on Lake Washington in the summer typically includes paddling across boat traffic, which is hazardous. And when we travel parallel to boat traffic, the wakes can range from annoying to hazardous. These factors influence the choices we make about when and where to kayak. As a practical matter, any improvements at the dock area that draw bigger crowds, especially motor boats, will make it less useful for sea kayakers.

How we currently use LBP

The most common use is to use Calkins Point as a rest stop. Its low gradient beach makes it ideal for landing, exiting, entering and re-launching. A few members report using the south beach or the dock area as a rest stop. A few report using the south beach to launch, but no one uses the dock area to launch.

How we might use LBP if improvements are made

A couple members said they might use the dock or south beach areas as a launch site if appropriate improvements were made. But by far the most likely way we would use LBP is as a rest stop.

- At the south beach, improvements to the beach north of the swimming beach would allow kayakers to stop for a rest stop near the restrooms. That would also enable users of paddle boards and light recreational kayaks to use that beach as a launch site.
- At the dock area, improvements would allow kayakers to use this as a rest stop. A low gradient sand or small stone beach is preferred to a floating dock, but a low floating dock is better than the existing dock (which is unusable for us). The beach would have to be long enough to accommodate several kayaks at one time.

What services would we like to see at LBP?

Apart from structural improvements, I asked what services members would like to see. Three services were mentioned: restrooms (the most common answer); food service (members mentioned either a food truck or a restaurant such as those at Gene Coulon Park); one person said they might use a kayak rental service.

Conclusions

Realistically, the terrain and other characteristics of LBP, especially in the summer when it is so busy, make it unsuitable for launching sea kayaks. It would be more suitable for those carrying light gear, such as stand-up paddle boards or small light recreational kayaks, and for those who will be paddling close to shore. Knowing what I learned in the Aug 6 meeting about land use limitations, I doubt that it would be feasible to make the pathway long enough and straight enough to meet the needs of sea kayakers. We already have several satisfactory launch sites on Lake Washington. What the SSKC members would really like to see is a better rest stop at LBP – a place where we can stop mid-day during a day-long trip. This would include convenient restrooms and a suitable location for landing and re-launching our kayaks. A beach is preferred to a dock, but a low-elevation floating dock would be better than the current docks. Thank you again for the opportunity to be involved in this process. I look forward to seeing the design proposals later this month. Submitted by Ann Kruse for Seattle Sea Kayak Club

On August 15: Advertising, Input, and Schedule:

- Would recommend notifying public via nextdoor. I was completely unaware of this project and found out by accident when CM Bon made me aware of it in response to a different email.

Ironically, this is a project I've been pushing for since 2013 and am a strong advocate for Dock replacement. Also, as a neighborhood resident, daily park user, Parent of two disabled children, avid local boater, I'd like to know how to become a stakeholder on the committees? My wife and I dock our boat at Luther 3-4 times a week during the summer to pick people up.

- Would also recommend having socially distant meetings somehow. Luther Burbank is a flashpoint and people need to have a chance to review the project and provide input. Most of my neighbors are seniors and they don't know how to use Zoom and maybe don't even use PCs. How can high touch groups become engaged?
- Even though we use the docks nearly every day, we never saw the signs advertising for the project. We come by boat to pick people up but don't linger on the docks because they have degraded so much it isn't pleasant.
- How can the city get the message out to the broader community? Answer: Nextdoor. The city seems to only selectively use this forum which is a shame. I cancelled the reporter as the content degraded to the point it wasn't worth it to keep. Let's Talk is something that I've never signed into until this event. Only a small percentage of People use Let's Talk. Start a Let's talk section on Nextdoor and it may be a lot more effective.
- Who was there from the island boater community?
- I think the deadline was too aggressive for feedback to be provided. Most people haven't even seen materials yet and might not even be able to access the video as noted above. Many people also don't use Zoom.
  - Will the city create a hub during corona where people can come in and provide interactive feedback with masks on?
- Many thanks to Deb Estrada for getting the materials out. I have some context now and am very supportive of the project. However, I do not fully understand the scope or objectives.
- Thanks also to Paul who called me on Tuesday or Wednesday and provided more context. I also really applaud the city for trying to secure funding. This has been a big miss over the years with MIYFS and other departments. In the event Grants can't be secured, a renewal of the Parks Levy may need to be created. People are not happy with the way the Legacy Council managed budgets and established priorities. The council was never consistent with their priorities and they weren't aligned with the community. Defining the scope and objectives of the Luther Burbank Park project is consistent with all of the previous survey data. People like the parks and greenspace. They like things clean, safe, and well kept. As repeatedly stated while on the council, I could sell a parks levy, or a counselor levy, but there is no way an operational levy would ever fly. Targeting funds to specific projects works. People understand where their \$\$\$ and taxes will be going. In addition, it aligns with community values and feedback.

#### Questions and Feedback:

Would like to know more about the breakwater. What was done in Bellevue is unsightly and doesn't allow boater dock space.

Define what the docks are used for:

- Clearly boaters like using the docks.
  - How many boats is the city looking at? Hopeful the docks will be returned to their old glory. There should be enough space for at least 20 boats with spaces that can support boats between 14-28' in length
    - Consider making re-establishing 2 spaces for boats 35' or longer on the North Pier – sometimes the Sea Scout boat docks in this space.



- Sunbathing space and docks should be considered
- Fishing
- ADA
- Sailing Club
- Crew Teams
- Paddleboarders/Kyaks
- Shoreline Vendor/Concessions might be considered – in the 1970's the concessions were packed.
- Proper Signage should be put in place letting people know that boats coming into the docks have priority. The dock sunbathers are creating dangerous situations and are resentful of boaters interrupting their sunbathing and libation.
- Whether intended or not, people will bath and swim off docks. Docks should be wide and stable. Floating Piers are nice. The end of the docks are fairly deep and rebuilding and constructing can be costly. If the project can't be done fully, it may make sense to defer the project until the city can afford it.
- Why is YFS a stakeholder? Just Curious
- Will food concessions be put back into place?
- Shoreline:
  - from my perspective, not every path must be ADA compliant as long as the destination locations are accessible (e.g. Swim Area, Docks, North Point, Playground)
  - The paths we've been using since the 1970's between the swim beach and the main docks are eroding. Some fill and shoreline restoration work should be done there.
  - The park does not need any additional paths at this point if the existing paths can be repaired.
- Can Mercer Island create a permanent local sailing club?
- What about an MI Crew facility? Crew might be better at Clarke Beach.
- City will need to look at city ordinances regarding park use, noise pollution, etc.
- Would recommend the city goes back to closing parking gates at 10pm every night as the parks become more popular.
- Very glad to see someone from outdoors for all was included
- How does one become a stakeholder? I think there needs to be several Stakeholders from the neighborhood included. I saw there was one person who may live close by but the impacts of design will greatly significantly impact the neighborhood.
- Consider protecting existing trees from Beavers and also planting larger stately trees where appropriate. (bigtreesupply in Marysville provides large plantings that won't take 30 years before the trees take root.

#### Over utilization

- The parks, and especially Luther Burbank, are at great risk. More and more people are there every day. Last night at 8pm I took the attached photos. People wanted into the park so badly they were parking illegally – see photo. This is an on-going problem as the number of apartments on Mercer Island is increasing. This is particularly hard when the apartments have kids and pets. They aren't just housing retirees but also families who move here for the schools and safety. They are residents and they need to be able to use the parks safely. Unfortunately, with the regional growth, and the discovery of Mercer Island Parks during Covid, the utilization

will increase. The dog park also draws people from around the region. (e.g. I met a professional Kirkland Dogwalker at the park.).

- The dog leash laws must be addressed and enforced. There are too many conflicts occurring (See the Man in Woods Post on Nextdoor). It's only a matter of time before there is another aggressive conflict.
- Plan for the park's use to increase even if parking isn't increased. When light rail implements, plan for more people to ride to the MI station during summer and then making the short walk to the park.
- Should security Cameras be installed documenting every car that comes in and out of the park and one at the docks? Filming people on the beaches is too intrusive but there are some good high-resolution options to help law enforcement.
- What is the public safety plan for the park? In the old days officers would walk to the docks or come in by boat twice a day. It kept the users (mostly kids) in check. Safety matters.  
Submitted by Tom Acker

DATE: August 11, 2020

TO: Paul West; Planning Manager-City of Mercer Island

FROM: Trina Contreras; Shoreline District Contract Specialist Joe Miles; Shoreline District Manager

SUBJECT: Luther Burbank Docks Design

DNR staff appreciate inclusion on the planning meetings with stakeholders and were happy to participate in the first one on August 6, 2020. DNR will not do a full habitat stewardship review on the leasehold until a final JARPA is submitted. As we move forward with the planning and design of the facility DNR is able to continue to provide feedback and support. The August 6th meeting was incredibly helpful for our staff to better understand some of the design components. This memo may help your design team make considerations which incorporate certain design features to improve habitat stewardship at the site. Please feel free to check in as the design process evolves.

Lighting: Artificial night lighting on and from overwater structures must be minimized by focusing the light on the decks surface and using shades that minimize illumination of the surrounding environment and reduces glare on the water surface. Exceptions will be made on a site-by-site basis in order to meet safety requirements for commercial uses. DNR will require fixtures which directional point downward onto the docks surfaces and not positioned to illuminate the overhead night sky. Photo depicts directional dock lighting fixture. Night lighting is positioned to stay on dock surface, not shining into the night sky or the waters surface. DNR Photo: Alderbrook Resort, Mason County, WA

Treated Wood Use: No treated wood may be used as part of the decking, pilings, or other components of any in-water structures. Treated wood may only be used for above water structural framing and may not be used as decking, pilings, or for any other uses. During maintenance that involves replacement of treated wood, existing treated wood must be replaced with alternative materials such as untreated wood, steel, concrete, or high density plastic; or encased in a manner that prevents metals, hydrocarbons and other toxic substances from leaching out.

Breakwater: New fixed breakwaters will not be authorized on state-owned aquatic land. If breakwaters are critical to the safety or protection of a facility, floating breakwaters or wave boards may be authorized, if placed in a manner that does not block the predominant longshore current or fish passage. Existing solid breakwaters must be retrofitted over time to incorporate gaps either through or under the structure that allow for longshore transport of sediments, fish passage and water circulation.

Initial planning designs for the facility's breakwater outer dock should incorporate grating to the maximum extent possible. Given the that breakwater is proposed to be a concrete monolithic structure DNR recognizes that grating incorporation to the design of the breakwater may be limited however DNR would prefer incorporation of grating. If the design team finds that grating is not feasible DNR will require an engineering explanation as to the need for a solid decked breakwater.

Grating on Floating Docks: Floats must have unobstructed grating over at least 50 percent of the surface. For both new and replacement projects floats may reduce unobstructed grating of the surface if it is determined to be required by engineering design. All grating material must have at least 60 percent functional open space or 40 percent or greater multi-directional open space. Grating requirements can also be met if the combination of grated surface area and grating open space are equal or better than the above standards. It was mentioned in the August 6th meeting that the north dock still has a useful life on the decking. DNR recommends a strategy with time commitments for when the solid decking will be replaced with a grated surface.

Grating on Gangways: Gangways must incorporate 100 percent grating with 60 percent functional open space or 40 percent or greater multi-directional open space unless other site specific measures that will maximize light are defined in stewardship review.

ADA Considerations: DNR recognizes that this facility will meet ADA standards. Considerations for ADA requirements will be incorporated into lease agreement. Please notify DNR land manager as the process moves forward to include DNR in requirements for ADA set by regulatory authorities.

Water Depth and Moorage Access: Overwater structures must be located in water sufficiently deep to prevent the structure from grounding at the lowest low water, or stoppers must be installed to prevent grounding, keeping the bottom of the structure above the level of the substrate. DNR prefers a vertical distance from the bottom of vessels to the substrate of 7 feet at low water. One of the alternatives proposed in the August 6th meeting described non-motored vessel moorage on the shoreward most docks. This alternative would meet DNR's objectives for designs which incorporate minimal disturbance to the substrate from prop scour.

On August 6: Here are a few more ideas my 8 year old grandsons mentioned. --lighting on docks and breakwaters--How about reflectors? How about lighting placed inside the docks? How about small elevated lights shining on the docks, not in the water? Lighting is important for evening pedestrian strolling. by Don Cohen, via email

On August 5: I believe the social distancing concept should be considered a limitation. One of the criterion to consider in the permitting process is to "reduce the in-water and over-water footprint". As we have seen at other dock areas, social distancing can be difficult in small areas, and thus one considers the design of a new dock area that public health should be considered.... I get the impression from the video that the City would like this area to be "all things to all people". I wonder if a more minimalist approach that focuses on just one or two attributes. There does not appear to be sufficient area to be a true gathering place, but rather one of more transition from water to land or just moving through the area, i.e., pedestrians. by Peter Struck via email

On Monday July 27: I'm the conservation chair for the Washington Kayak Club. A floating dock for paddle sports is a great idea. A dock that floats just inches above the water is ideal for entering and exiting small craft. A "rubber" bumper is great as well to easily slide boats on and off the dock. I use the Kenmore floating dock frequently and, although kayaks can launch pretty much anywhere, it's my favorite way to launch. My only other suggestion is to be sure there are free ends and a full side (not

obstructed by the anchor pilings) for launching, as sea kayaks can be as long as 20 ft. from Gary Luhm, via email.

**LBDR: Design Charrette**  
**08.06.20 | 5-9pm | Virtual Public Meeting via Zoom**  
**Meeting Summary and Notes**

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**Participants**

John Scherzo  
Erik Gordon  
Joe Miles  
Gary Luhm  
Lalena Amiotte  
Don Cohen  
Shannon Leversedge  
Ann Kruse  
Lyn Gualtieri  
Sue Stewart  
Rory Westberg  
Tyler Simpson  
Don Chayette  
Tim Nagel  
Suzanne Skone

**Presenters**

Paul West  
Peter Hummel  
Andy Bennett  
Kathy Ketteridge  
Bob Riley  
Josh Jensen

**Staff**

Andrea Larson  
Sarah Bluvas  
Alaine Sommargren  
Jason Kitner

**Floating Docks – 00:22:42**

Key Takeaways

- Importance of separating motor craft and human-power watercraft users
- Concerns about opportunities for non-boating recreational use of the docks (fishing, etc.) being impacted by dock reconfiguration

Individual Comments & Questions/Responses

- General
  - Replacing the concrete with grating on the north pier? Answer: no plan for that.
- Human-power watercraft
  - Freeboard – typically 5-5.5” for rowing; needs to be lower than other paddlecraft
  - Rowing and adaptable rowing safety – should launch human-power watercraft separately and further away from motor craft; could accomplish this in Alternative 1 or Alternative 2
  - Seen the separation in action with summer camps and summer power boat users – the further apart, the better
  - Small craft usually follow a flow pattern when launching and returning to the docks – need to avoid the pattern flow that motor craft would come in on
  - Need to keep in mind wind pattern as well regarding launching human-powered craft
- Fishing from the docks
  - Concerned about how different configurations will impact fishing, especially since we can’t fish at Groveland anymore
  - Could protect fishing from the North Pier in Alternative 3

## Breakwater – 00:52:03

### Key Takeaways

- Interest in the construction and aesthetics of the breakwater (do NOT want the Groveland breakwater)
- Solutions in addition to the breakwater to create safe routes for non-motorized boats

### Individual Comments & Questions/Responses

- Construction
  - Grating – some floating breakwaters use grating; challenge in using grating for a breakwater that also acts as a dock (needs to be a solid structure)
    - Ideal structure would be concrete dock with no grating but design also depends on what permitting agencies will allow
  - Anchoring – likely come down to costs and aesthetics
  - Piling – four types of piles
    - Timber: not generally used anymore
    - Steel: most economical; could be a good option
    - Concrete: more durable and less erosion
    - Composite: more expensive and doesn't work well in dense soil
  - Illumination
    - Restrictions for lighting the docks?
    - Groveland breakwater structures are black and wouldn't be seen at night so each buoy includes solar-powered lighting
    - Dock lighting – opportunity for public art/placemaking?
    - Docks for day moorage only and close at the same time the park closes; no plan for overnight moorage in the LBP Master Plan
- Wind impacts
  - Wind data presented is 20 years of combined data – stronger winds in winter and not in summer; storm waves in winter and not a major concern in summer
  - Also looking at coastal erosion in both conditions
  - Seasonal patterns emerge
- Buoys
  - Who places the No Wake buoys and will the dock reconfiguration impact the placement?
    - Placed by MI Marine Patrol
    - Outer limit of DNR aquatic lease
    - Likely won't be affected
  - May be opportunities to add other buoys for other purposes – ex. what are the limits of motorized boats as they get closer to shore to create safe route for non-motorized docking areas – use buoys within the facility to keep the uses separate from each other
- Other
  - Concerns about impact to fishing use – can floating breakwater be used for fishing or sunbathing?
    - Come in a variety of sizes; can be used for fishing, docking, etc., depending on unit selected
  - Liked the configuration Alternative presented in Kathy's presentation (separation between breakwater and finger docks)

## Shoreline Access and ADA – 01:23:40

### Key Takeaways

- Launching needs for personal small craft users and commercial small craft users may not be the same (dock vs. beach launch)
- Opportunity for multi-season water access
- Disconnect between parking access and dock access may prohibit personal small watercraft launching from the area
- Need more input for ADA access needs (dock vs. beach launch)

### Individual Comments & Questions/Responses

- What is the goal? Make it more accessible to small/hand-powered crafts? Whatever the goal is would determine how we approach accessibility
- Access to the site (from upper level park)
  - Explore south parking lot options for creating more hand-powered kayak access launching
  - Kayakers and SUPers not parking at north lot and walking down to the docks to launch
- Access to the water (from docks/beach)
  - Beach vs. dock
    - Extend a paved ramp into the water across to launch kayaks
    - Gravel material on the beach prevents erosion (logs are nearshore habitat improvements)
    - As a kayaker, I love low floating docks, like 5-6", and prefer that to shore access if available.
    - Commercial rentals require coming off the plaza to the beach or off the plaza to the dock – camps and classes in high-demand; can't meet the demand right now; believe that's fairly large potential
  - General water access
    - Possibility to launch from the swim beach instead – need to reconfigure the beach for separate uses
    - Opportunity to extend accessibility throughout the season – personal kayakers are less likely to use Lake WA in the summer; probably 4-5 personal kayakers in the summer (as opposed to camps, motorpower watercraft, etc.)
- ADA
  - Bring permanent access to the beach and add a seasonal option to the edge of the water to facilitate more ADA
  - Do grants exist for ADA trails/boat launches? – Public grants require ADA improvements but not aware of ADA-specific grants
  - Consultants created ADA kayak launch ramp from dock at Meydenbauer project
  - Beach vs. dock access for ADA – where should investment go?
    - I would hope ADA access to floating dock would be preferable as well.
    - In my experience, users with mobility impairments would use accessible access to docks for kayaks/sups more than a beach.
    - People would like ADA access to a beach for launching and ADA access to docks to boat
  - Surfaces
    - Current access further north is crushed gravel trail; when maintained, provides a firm, stable surface



- “Not all ADA surfaces are created equal”
- “Does not the access from the south beach negate the need to have ADA access at the dock? Less cost and more logical as Paul identified.”
  - Ability to launch individual watercraft doesn’t let us off the hook for providing ADA access for people who want to participate in programs
- Looking at some improvements to make the Boiler Building/restrooms more accessible

### **Plaza Elements – 02:17:03**

#### Takeaways

- Key Opportunity to integrate the dock reconfiguration into holistic plaza/place design
- Connect to other community needs beyond boating, water recreation, etc.

#### Individual Comments & Questions/Responses

- Efficient uses of space – plaza is tight; may be asking a lot of functionality
- Something to draw people down there – can imagine a bustling place
- Plaza activation – once you build the dock and want activities going on, need to provide a setting that facilitates that
- Connect to community needs – highlight the MI Historical Society in some capacity?
- Interested in mix of uses

### **Goals and Evaluation of Alternatives – 02:49:49**

- Areas of interest/goals
  - Water education safety
  - Access for everyone
  - Alignment with community vision – LBP Master Plan as a guiding document but what does the current community need and want
  - Social distancing – should we consider the possible need for social distancing in our design going forward?
  - How do you inspire the idea of gathering but allow people to spread out in more space (aside from just COVID-related circumstances)
  - Flexibility to accommodate a variety of uses
  - Innovative and aspirational design
- DNR – cost to lease the land could be a factor
- Continue to engage people of all ages – using the whole space as an educational opportunity

### **Other Questions/Comments**

- How do we plan to use the polling information?
  - Part of the public record
  - Provides a snapshot of where we’re at after this discussion
  - Not a vote – tells us where opinion lies right now

### Luther Burbank Docks Open House survey report amended with additional analysis

The Luther Burbank Docks Open House ran from September 2 to October 7, 2020. The purpose of the “event” was to inform the public about the need to rebuild and repair the docks and to collect public input on the conceptual design of new docks and related facilities at the Luther Burbank Park waterfront. The event occurred during the 2020 COVID pandemic. The event was designed to comply with emergency orders enacted by the State of Washington. Poor air quality from west coast wildfires lasted for ten days during the second and third weeks of September. In response, the open house was extended one week from its original September 30 end date.

Six 3’x 4’ posters were displayed at the waterfront (see Figure 1). Two of the posters gave background on the project. Three posters presented three “concept alternatives” to illustrate options for the docks, shoreline access, and plaza improvements. One poster gave instructions on how to complete an online survey set up on a [surveymonkey.com](https://www.surveymonkey.com) website. The instructions and paper copies of the survey were also available in flyer boxes attached to the posters.



Figure 1: Open House poster display

At several locations on the site, the project manager posted “prompts” to demonstrate some of the choices presented in the alternatives. See Figure 2.

Two weeks into the open house a table comparing the alternatives was added to the survey instructions. All of the materials mentioned above were simultaneously available on the project webpage <https://letstalk.mercergov.org/lbdock>. People were encouraged to come to the park to view the posters to be able to visualize the proposed improvements. However, promotions also encouraged those not able to make it to the park to use the available online materials to participate.



Figure 2: example of "prompt" poster at the beach location

The event was promoted on social media, such as Facebook, Nextdoor, and the Mercer Island Weekly. It was covered in the Mercer Island Reporter twice. It was featured in the City Manager's report to Mercer Island City Council twice. An email interest list of organizations and individuals was contacted twice, once on the start date and again after two weeks. The project manager met virtually or on-site with representatives of several organizations to promote engagement on the topic.

The survey had four "open ended" questions to encourage free expression of ideas and opinions that might not be captured in the multiple-choice questions. Typically this type of input would have been captured in face-to-face conversations at a large open house event. With emergency restrictions limiting gatherings to groups of five, this alternative was offered instead.

The survey received 131 responses. Eighty-one percent of the respondents identified as Mercer Island residents. Fifty-nine percent of respondents consider themselves boaters. Forty-one percent identified as 55 years old or older. Sixty-two percent of the households reported no children under the age of 18.

Generally, more support was shown for the more elaborate "Alternative 3" options than for the other two. A strong majority (76%) thought that the breakwater was "important" or "very important." Plaza features most preferred included seating, viewing options, and landscaping. Charts of the responses can be found in Appendix 1. Additional charts showing boater vs. non-boater responses and Mercer Island residents responses have been added to the original report.

The "open-ended" question responses provide a rich representation of the ideas and opinions held by the survey respondents. They are presented in raw form in Appendix 1. In order to understand their meaning better, the project manager sorted them. New ideas not shown in the alternatives were put into a list. Other ideas and opinions were aggregated into categories of opinion. These are shown below. It should be noted that the number associated with an opinion or idea does not measure how many people hold that opinion, but rather how many people felt strongly enough about that opinion to write something about it. This characterization is meant to supplement but not reduce the value and complexity expressed in the full written responses.

**OPEN ENDED RESPONSES, CHARACTERIZED**

<b>General</b>	<b># of responses</b>
no more paving	2
keep the park natural	5
concern about noise/power boat traffic	10
lower cost preferred	9
need information on costs	3
more investment preferred	5
design with flexibility for future change	3
parking is an issue	1
accessibility from parking lot is important	2
allow swimming	3
preserve trees	3
get dogs under control	1
<b>Docks</b>	
provide good moorage for boats	7
separation of power and paddlecraft	3
focus on non-power craft	6
provide for fishing and sunbathing	5
yes finger piers	3
no finger piers	3
improve aquatic habitat	1
limit additional maintenance	3
charge for moorage	3
have power at the docks	2
<b>Beach</b>	
bigger beach needed	5
use swim beach for water access	2
<b>Plaza</b>	
the plaza is important	5
Have a snack concession	16
food truck	5
restaurant	4
no snack concession	3
upgrade restrooms	2
more plants	3
limit lighting	4

don't like steps	1
like steps	3
have benches	6
have picnic tables	8
include video surveillance	2
offer small boat rentals	7
offer sailing school	2

**NEW IDEAS**

**General**

- Picnic tables on the hillside below the flagpole
- Increase depth of water in front of the bulkhead
- Repair south shoreline
- Insure cell phone access for user safety
- Rowing and sailing facility
- Storage space for community members' boats
- Concerts by the waterfront

**Docks**

- Electricity for charging electric boats in the future
- Fish cleaning station
- Overnight moorage
- Move finger docks south to provide more room to maneuver around the breakwater

**Beach**

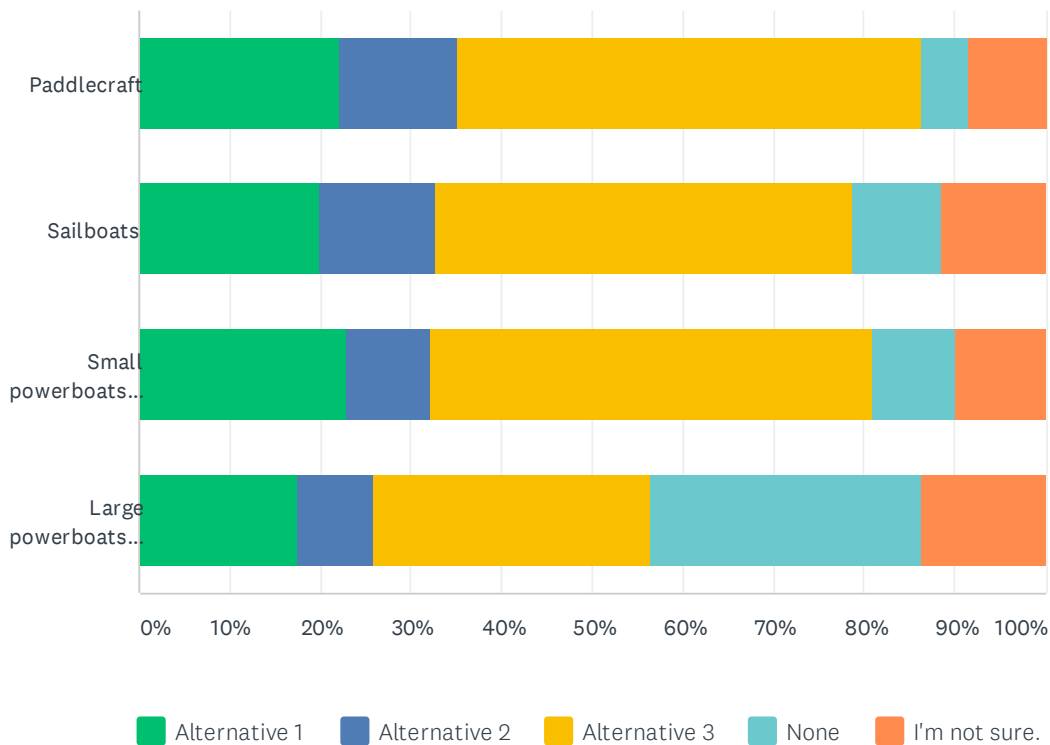
- Posts or rail on north beach to tie off kayaks to keep them from floating away
- Concern that ramp into the water will be slippery

**Plaza**

- security cameras
- BBQ grills
- Sailing school
- Shade
- Bike rack
- Food truck space
- Sell boating needs (ice, etc)
- Outdoor shower to rinse off
- Restaurant

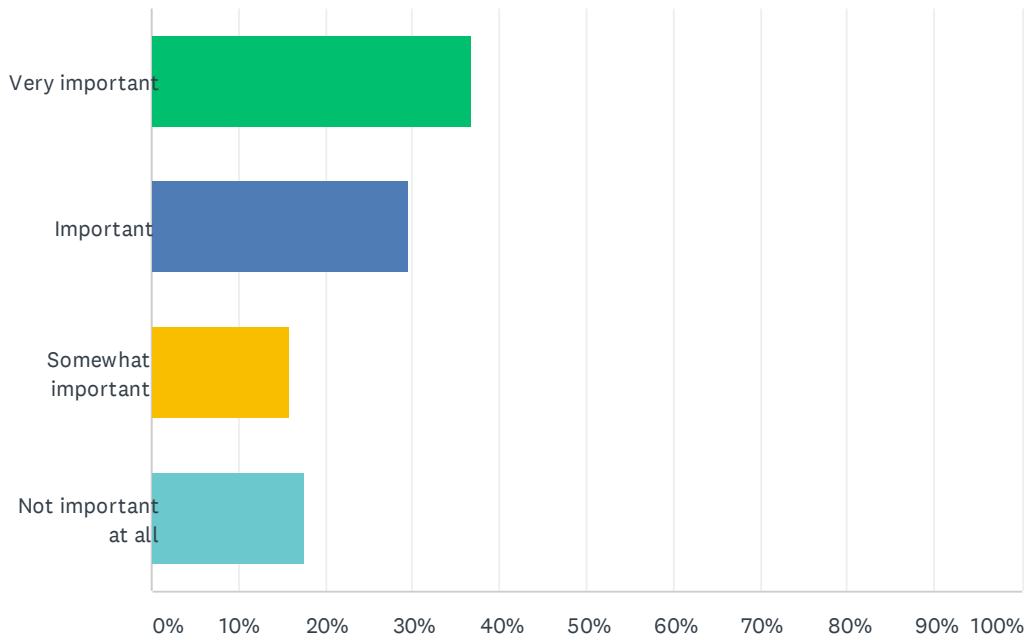
### Q1 For each type of watercraft listed below, please indicate which alternative for dock design you prefer.

Answered: 131 Skipped: 0



## Q2 A breakwater would reduce wave movement of the new floating docks. How important is this feature for the way that you use the docks?

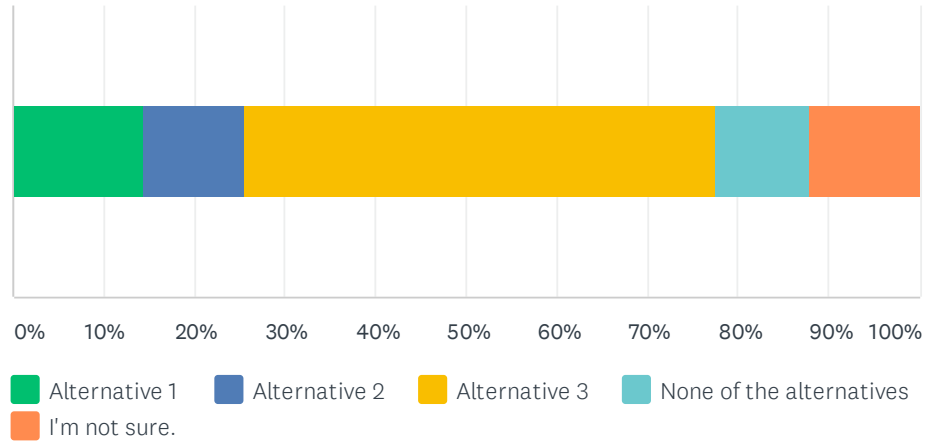
Answered: 125 Skipped: 6





### Q3 The Concept Alternatives present three approaches for building the breakwater. Which alternative do you prefer?

Answered: 125 Skipped: 6



Q4 In the space provided below, please share additional ideas or comments for the design of the docks and/or breakwater.

Answered: 61 Skipped: 70

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#	RESPONSES	DATE
1	Lots of people relax, fish & use the dock as an extension of recreation. So keeping them stable would continue some recreational traditions of actually being on the docks. Really prefer the quiet/peace/tranquility w/o having larger (louder, noiser) motor boats, such as @ the Shoreclub or the MI Beach Club allow. Best possible breakwater within the framework of existing funds (w/o adding additional levies)	10/7/2020 7:59 PM
2	The breakwater is needed due to wave action here. Need for separation of motor boats and human powered boats a priority.	10/7/2020 7:49 PM
3	Wish the was done 30 years ago when I had my boat	10/7/2020 2:08 PM
4	The least expensive option is preferred. If a breakwater or accomodating larger/more boats is included, then it should be funded through moorage fees and NOT an increase in taxes. Breakwaters can have an effect on shoreline erosion and the long-term effects must be completely understood before committing funding and building. Also boats with motorized engines add pollution to the lake. Will having a dock that accommodates yachts and other engine-powered boats create an increase in traffic and an increase in oil contamination? Will having more moorage increase noise?	10/7/2020 1:49 PM
5	N/A	10/7/2020 8:13 AM
6	These matters are too technical for me to provide input.	10/6/2020 9:38 PM
7	Incorporating the breakwater as part of a floating dock seems to me to be the most efficient use dock space.	10/6/2020 8:35 PM
8	I have moored our 20' skiboat at Luther many times. The current fixed docks are difficult due to wind & wave and poor fenderage and cleat placement. I have also moored a 65' tugboat a the north dock several times. Poor fenderage, poor cleat placement and winds/waves from the north made this a difficult moorage. Lack of cleats on the south side of the north pier is another big problem. Install a large number of solid cleats on the new pier, or better yet, a pipe rail like Bell St. Pier moorage.	10/6/2020 11:39 AM
9	Not option 2. Would like to see more breakwater/stability incorporated in the powerboat floating dock.	10/6/2020 11:33 AM
10	The 3 alternatives look similar, #3 being more elaborate, #1 being more skeletal, so for me it is about money. So #2? Would be great to sit at the docks drinking ice coffee.	10/6/2020 11:25 AM
11	No. 3 allows for more types of boats. Wish there were a few more picnic tables	10/6/2020 7:42 AM
12	The docks design is pretty good as long as the North docks stay in place and aren't removed. They need to be upgraded to accommodate larger boats. The docks have been around since the early 70's and don't need a breakwater.	10/5/2020 3:30 PM
13	Make it easy for human powered boats to use and difficult or impossible for powered boats	10/4/2020 5:27 PM
14	I honestly haven't seen these docks in peak season before. I'm wondering if the finger docks for the non-powered watercraft are a bit excessive. If it's needed for sailboats to dock, that's more understandable.	10/3/2020 11:33 AM
15	Swimming from dicks should be maximized! Also lots of small docks for folks to fish, swim and hang! No boats! Just small ppl powered boats for swimmer safety!!!!!!!!!!	10/2/2020 5:33 PM
16	The breakwater is important, but it is not clear to me what Alternative 2 provides that Alternative 1 or 3 does not provide. The docks need to serve the public by providing a place for kayaks and small sailboats where youth and families can recreate. I would not encourage large boats to come for two reasons: 1) the creation of dangerous situations with small boats and 2) increase the shoreline erosion.	10/1/2020 9:42 PM
17	I really enjoy the shape of the alternatives and would hope that the leftmost dock isn't changed outside of potential repairs.	10/1/2020 5:15 PM
18	Finger docks really maximize the effectiveness of the breakwater also the beach option is great for kayak and PWC day use	9/28/2020 6:19 PM
19	Xx	9/27/2020 5:37 PM

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20	The main issue is the funding. Alternative 2 looks good, but I have no idea what the cost would be or how likely it is that funds could be secured.	9/26/2020 3:08 PM
21	Design 3 seems to be most comprehensive and will provide for access for all kinds of boats year round	9/24/2020 8:56 AM
22	Keeping costs to a minimum should be the guiding principle.	9/23/2020 6:11 PM
23	I do not see the need for actual slips unless you expect people to stay a long time. I prefer option 1 but it seems to limit the use. why not separate the ADA to the south beach and they can come to the north dock area. It seems to me it would reduce the cost of the north dock project.	9/23/2020 2:26 PM
24	I would use the dock area as a lunch stop during a kayak trip. Though my preference for launching and landing is the beach, my second preference would be the finger docks. I like having several of them, as whichever number our group uses would be occupied the entire duration of our lunch stop.	9/23/2020 12:33 PM
25	The current dock area is perfect for the vast majority of users who are NOT boat owners. The character of the current park is what makes it appealing - the quiet and lack of noise and combustion odors. To increase the moorage to allow too many larger and power boats will increase noise pollution and air pollution, endanger swimmers at the nearby beach south of docks, and make the park a boaters parking lot with accompanying boat parties, noise and littering!	9/23/2020 12:31 PM
26	.	9/21/2020 5:57 PM
27	We should leave the park as natural as possible to preserve the wildlife that lives in it	9/20/2020 11:42 AM
28	I like it how it is. No changes necessary.	9/20/2020 11:36 AM
29	You need docks low enough to launch small craft. You should create space for, or open up the existing boathouse, for community members to rent space to store kayaks, rowing shells, and other small boats.	9/20/2020 9:52 AM
30	Add power, water and charge for overnight moorage	9/19/2020 8:20 AM
31	LBP does not need a breakwater. This is an expensive design that only promotes long term moorage.	9/19/2020 8:16 AM
32	Go with the cheapest option and closest to what there is currently. Nothing fancy.	9/18/2020 10:13 PM
33	Provide power option(paid by boater) to plan for future electric powered boats	9/17/2020 7:24 AM
34	prefer guardrails	9/10/2020 12:43 PM
35	I'd prefer that there would be no large boats/yachts	9/8/2020 3:49 PM
36	Public spigot and fish cleaning station. docks are used for fishing a lot	9/8/2020 2:43 PM
37	Design 3 looks to do the most but I'm assuming its the most expensive. If it can last close to 50 years like the current one then its money very well spent.	9/8/2020 10:51 AM
38	Staying within budget seems important	9/7/2020 6:24 PM
39	Alternative #3 provides most functional use	9/7/2020 10:58 AM
40	There are very few dock options for water ski boats any more on lake Washington where you can dock and use a restroom. This is the most important feature to maintain for me.	9/7/2020 10:52 AM
41	Do not build it. Too much maintenance	9/7/2020 10:42 AM
42	voting no on any levy that includes Mercer island taxpayers footing any of the bill.	9/7/2020 8:24 AM
43	Why do we need docks? We do not want more people in our neighborhood	9/6/2020 8:30 PM
44	Make sure people can still swim on the docks. Add a ladder to get out of the water.	9/6/2020 3:37 PM
45	I don't think we should be designing things for large boats. Those boats can anchor out, if they choose and the whole area is safer with out them.	9/6/2020 11:09 AM
46	No finger docks	9/5/2020 9:50 PM

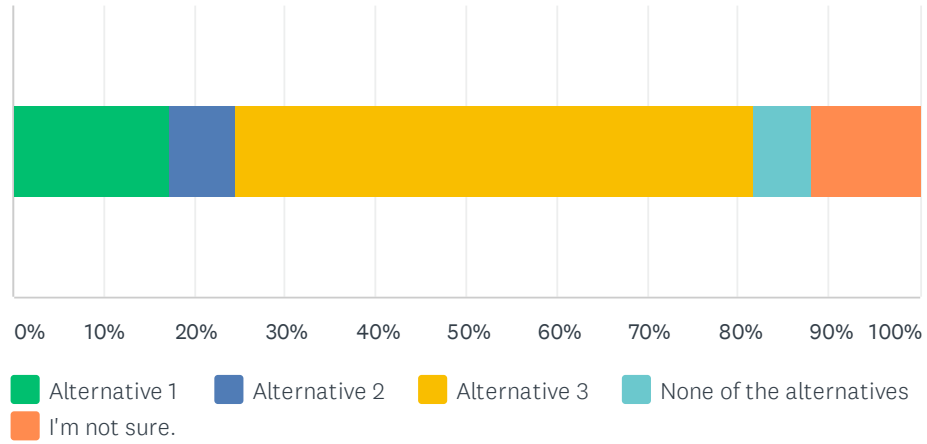
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47	Height should be so kayaker can mount and dismount safely	9/5/2020 1:23 PM
48	Alternative 2 is a poor design for two reasons: 1) puts the non-powered too far off shore and 2) creates a bottle neck with only 1 narrow gangway serving both docks. Strong preference for alternative 3. Adding additional finger docks will help to accommodate more boats for both powered and non powered boaters. Suggest moving the finger docks farther south to provide more room to maneuver by the breakwater landing float.	9/3/2020 6:35 PM
49	Having the motorized dock extend beyond the length of the non-powered dock is understandable based on demand for usage, but creates a dangerous situation for non-powered craft to dock. Additionally, having non-powered craft dock "inside" of the powered dock (closer to shore) makes sailboat docking almost impossible unless you are approaching from the south.	9/3/2020 4:47 PM
50	I worry the breakwater will be too large and ugly. If money is no object I prefer alternative three due to more moorage, although I would probably segregate what to do with the docks from shore improvements. Commercial or vending activities at Luther Burbank have been controversial in the past.	9/3/2020 2:13 PM
51	If large(er) boats are on the outside of the floating breakwater, it will be more effective. I support a large outer dock where big boats can dock. Option #1 does this.	9/3/2020 12:59 PM
52	PLEASE get food trucks on the waterfront!!!!	9/3/2020 10:46 AM
53	I think these concepts are great! I'd just like to be sure that there are cleats and that the decking is non-slip.	9/3/2020 8:42 AM
54	* Have permanent bumpers/fenders on the docks to protect boats * Have plenty of cleats to tie up boats * I like the perpendicular mini-docks in design 3 (if parallel to the dock, not enough room for several boats) * Nice that powered vs. non-powered boats are separated * Have a time limit (and enforce it periodically): maybe 3 hours max so people can watch Shakespeare in the Park or eat in town. * Boat docks to float *Would love to have a structure to house large community boat(s). E.g. shells or dragon boats for community row club(s).	9/2/2020 10:21 PM
55	Love the picnic tables and added benches.	9/2/2020 10:13 PM
56	Make sure the structure is quality built to last and utilize all the space available.	9/2/2020 6:30 PM
57	The existing area in question needs as many upgrades as possible - it is woefully underused, derelict and underdeveloped. It also presents a great opportunity to create a public amenity that the City could be proud of.	9/2/2020 5:44 PM
58	Meydenbauer did a nice job of shaping their new dock with a curve which I think adds a VERY nice/luxurious feel to the build - take all you can from their design!	9/2/2020 4:42 PM
59	Please do not include power boats. I live near Luther Burbank and the power boats drive close to the waterfront destroying it and the noise is hard to have a peaceful life!	9/2/2020 4:42 PM
60	minimize cost	9/2/2020 11:24 AM
61	The breakwater is for boats, 99% of current usage is fishing swimming and sunbathing, design should be built around current usage not boats that never come	9/1/2020 5:18 PM

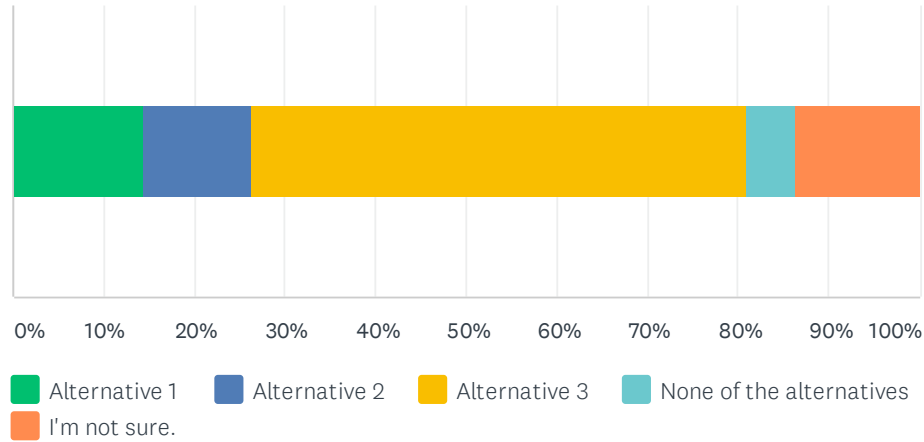
### Q5 The Concept Alternatives present three approaches for providing beach access at the waterfront. Which alternative do you prefer?

Answered: 110 Skipped: 21



### Q6 The Concept Alternatives also include different approaches for launching paddlecraft at the waterfront. Which alternative do you prefer for this use?

Answered: 110 Skipped: 21





Q7 In the space provided below, please share additional ideas or comments related to access/accessibility at the waterfront.

Answered: 42 Skipped: 89

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#	RESPONSES	DATE
1	prefer no more paving than is absolutely necessary. Area should be kept as porous as possible. A park should be a green space not a place with a lot of pavement. I believe the current paths on Luther Burbank are adequate for ADA accessibility.	10/9/2020 11:53 AM
2	Not sure how power boats would add to the ambience. If there were enough tables or an outdoor/indoor store/cafe - it could become a destination point for food, coffee, even kayak rentals. Not sure how much this requires.	10/7/2020 8:01 PM
3	Access for elderly can be difficult. The ADA design for the boiler building if less expensive than to existing design would be beneficial.	10/7/2020 7:50 PM
4	How about a foodtruck access?	10/7/2020 2:09 PM
5	It is very important that the plans must be reviewed with regard to the current minimal park's support that the City is providing (i.e. the City is NOT maintaining the parks and not picking up/removing trash). How well do each of the designs conform to the current level of maintenance? Although we hope that park maintenance will go back to how it was in 2019 by the time the renovations of LB are done--it is entirely possible that something could happen that could cause the maintenance situation to be as it is in September of 2020. Therefore please review the plans in that light. Will the increase in moorage/facilities result in MORE usage that might increase the maintenance burden?	10/7/2020 1:56 PM
6	N/A	10/7/2020 8:14 AM
7	I don't see a place to launch paddle craft in any of the alternatives.	10/6/2020 9:49 PM
8	This is tough because the trails to the waterfront are either long or too steep. Accessibility to the plaza and docks is critical. Accessibility to the water would be better served at the swim beach area.	10/6/2020 8:40 PM
9	Instead of placing picnic tables on the waterfront plaza, I strongly recommend installing 3 or 4 on the hillside below the flagpole. Great views, sunny, easy to access and I guarantee that they will be well-used and appreciated by seniors and folks who cannot make the hike down to the dock.	10/6/2020 11:41 AM
10	would like to see an expanded sand beach area.	10/6/2020 11:33 AM
11	not sure beach access is a priority. Both Alternative 2 and 3 look great. I don't have a boat - only paddle craft. Don't want to attract large boats coming for coffee and leaving.	10/6/2020 11:27 AM
12	Please don't cut down anymore trees. Luther is already very ADA accessible. Even the docks are accessible.	10/5/2020 3:32 PM
13	Decrease the number of powered boats approaching the park or the cove.	10/4/2020 5:28 PM
14	It would be great to have the flexibility to also launch paddle craft easily from the waterfront to avoid conflicts with larger boats and the potential for a large amount of boat traffic going in and out of the dock access points.	10/2/2020 11:40 AM
15	Access to the docks is made primarily by coming down a steep, paved hill. I don't believe changing the grade of the hill is in scope and that will be the main barrier at this location. The northernmost part of the park is the easiest place for someone to dip their toes in the water because the path is relatively shallow.	10/1/2020 9:46 PM
16	Please build more access for paddleboards, canoes, kayaks. I would love to see the city offer some amenities, even if its just ice cream and popsicles, something for the family to do, kids to do when they paddle board over, and a revenue generator for the city	10/1/2020 8:16 PM
17	N/A	10/1/2020 5:15 PM
18	Xx	9/27/2020 5:37 PM
19	If you must build an ADA access path to the beach, *please* expand the beach (alternative 3) because otherwise the entire beach will be taken up by the new path.	9/26/2020 10:01 PM
20	Please consider accessibility from the parking lots to the docks/beaches/waterfront. This is equally important.	9/24/2020 2:56 PM
21	Low freeboard floating docks for launching crew/racing shells	9/24/2020 8:58 AM

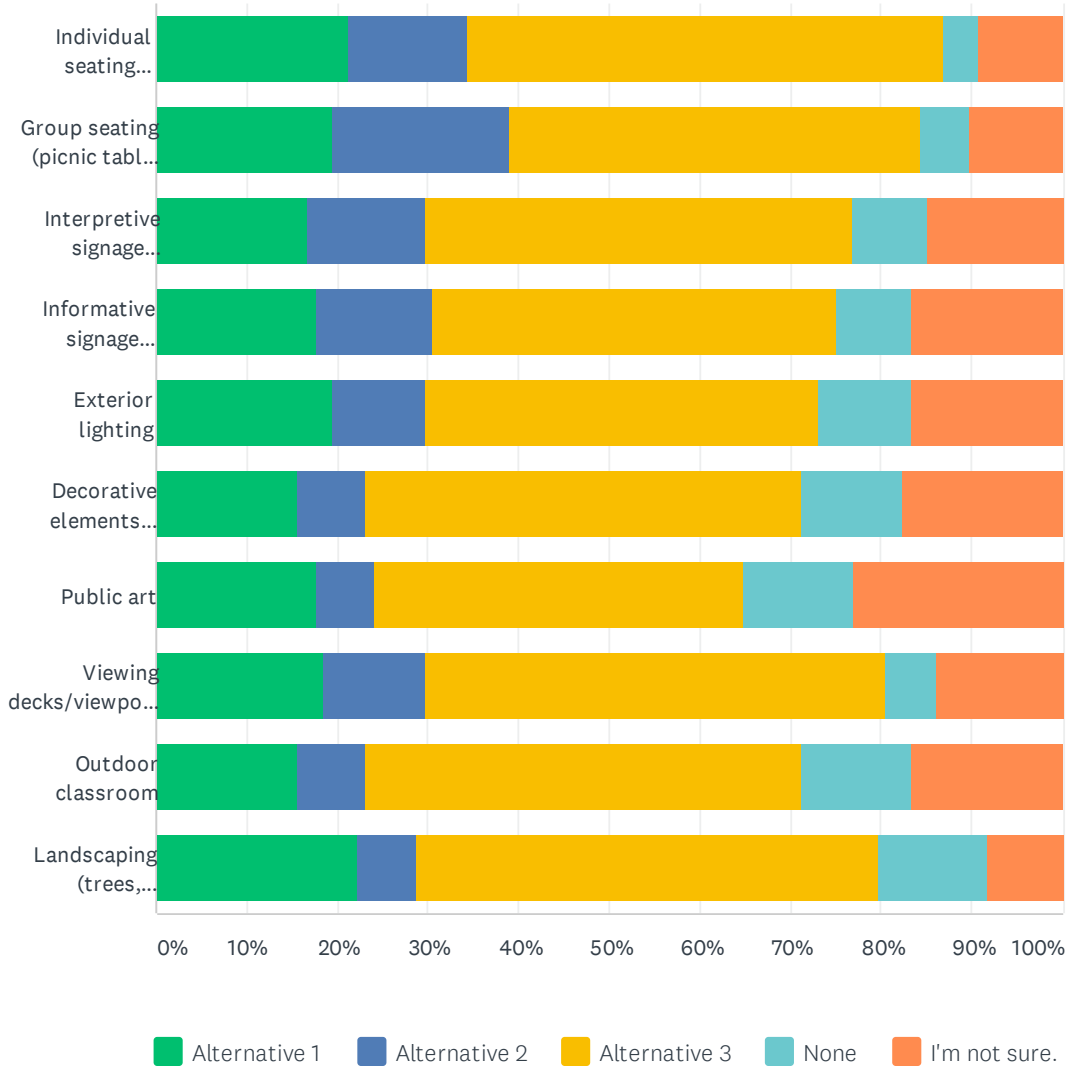
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22	I think the south beach should be used for ADA accessibility. flat The slopes and path at the north beach make ADA more expensive	9/23/2020 2:29 PM
23	My preferred way to launch and land my kayak is on the beach, so I like the extended beach in Alt. 3. But how does our group keep our kayaks secure (i.e. from being washed away by waves) while we are sitting at the picnic tables on the patio having lunch? I suggest one or more posts or rails near the north end of the beach to which we can tie our kayaks.	9/23/2020 12:44 PM
24	.	9/21/2020 5:58 PM
25	N/A	9/20/2020 11:36 AM
26	Please do not add another path, it is not needed.	9/18/2020 10:13 PM
27	Love the idea of outdoor classroom, concession stand, and improved beauty of the waterfront	9/17/2020 7:25 AM
28	prefer easy access and guardrail	9/10/2020 12:44 PM
29	I think its very important to do some plaza improvements to maximize the use of that space.	9/8/2020 10:53 AM
30	There should be ramps from the docks to the restrooms to the beach. Not sure how important it would be for paddle boats.	9/7/2020 10:54 AM
31	Limit Boat access to canoe paddleboards kayaks etc. piers and docks are expensive to build and maintain. Also they will be used by a limited and More affluent few.	9/7/2020 10:46 AM
32	We want to keep this park natural, and peaceful, not to make it easy for drunks and noise people	9/6/2020 8:32 PM
33	Concerned about the North beach ADA ramp into the water. Seems like this will become very slippery in a short time and will present more of a hazard to people trying to use it - slip and fall.	9/3/2020 6:39 PM
34	If there is not sufficient shoreline area provided for paddlecraft launching, users will create pathways to the water through vegetation.	9/3/2020 4:49 PM
35	The guiding principle for the new parks commission is no new net impervious surfaces in the parks. I don't think this ADA access is mandated by law and really does not benefit disabled individuals. Since funding for any of the alternatives will like include renewing the parks levy I would be careful about proposing spending a lot of money on concrete paths in the park. Many citizens I know would vote no on any alternative, and renewing the parks, levy on this alone. There is a STRONG sentiment on the Island to do NOTHING with parks. Citizens have learned if they don't fund it it won't get built. Just like the ADMP these large paved "access" roads or paths are not popular among most park users and lovers. If one includes gravel paths as impervious, any new paths for accessibility need to be net neutral on impervious surfaces in my opinion. Our parks dept. has a reputation for being in love with concrete.	9/3/2020 2:18 PM
36	It would be great to have a place to pop by boat in and get grab and go food.	9/3/2020 10:47 AM
37	I love concept 3's steps into the water! Also like the walkway landing & expanded beach in #3 design.	9/2/2020 10:24 PM
38	Make sure you build with quality and sound foundation and as well as use as much space that is available.	9/2/2020 6:31 PM
39	The more options for access and accessibility the better.	9/2/2020 5:45 PM
40	Just please be sure things are organized and 'make sense' to the lay person when it comes to using the space(s). I hate when rental activity gets 'in the way' of the parks everyday users, and vice versa.	9/2/2020 4:44 PM
41	Too much noise and destruction of the waterfronts	9/2/2020 4:43 PM
42	minimize cost	9/2/2020 11:26 AM

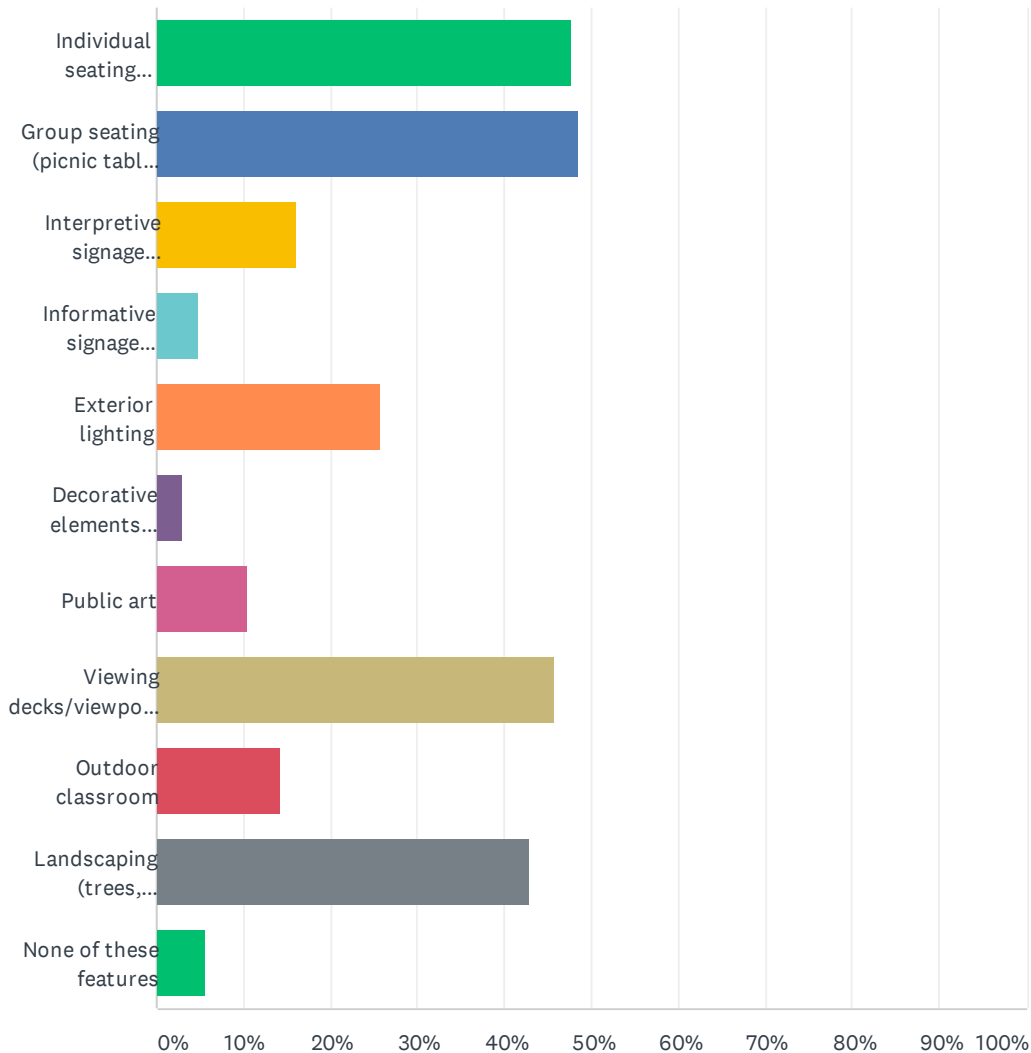
Q8 The Concept Alternatives present many ideas for plaza design and activation. For each plaza element listed below, indicate which alternative you prefer.

Answered: 108 Skipped: 23



### Q9 Which plaza features do you prefer the most? (Select up to three.)

Answered: 105 Skipped: 26



Q10 In the space provided below, please share additional ideas or comments for plaza design and activation.

Answered: 52 Skipped: 79

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#	RESPONSES	DATE
1	Something more walkable. Redesigned restrooms, please. Doesn't need to be colorful. Could be tasteful & more natural in appearance. Existing landscape seems great. altho would love to add fall foliage at this area.	10/7/2020 8:03 PM
2	Focus on human powered and sail boat rentals; no concessions or snack bars; if lighting, cuts out at dusk when park closes; security cameras - wifi - safety elements required.	10/7/2020 7:53 PM
3	I would be a nice place to have a lunch on the water.	10/7/2020 2:12 PM
4	Keeping current trees is important. The existing viewing areas are good. Minimizing light pollution is important. We do NOT need more information kiosks or ugly bulletin boards. We currently have grass (not steps)--I assume that is easier to keep clean than steps (people can always put out a blanket or folding chairs). Steps are nice, but the ones at Clarke Beach are a magnet for goose droppings--so do what is cheapest to install/maintain and most environmentally friendly (reducing run-off/cleaning chemicals into the lake).	10/7/2020 2:05 PM
5	I like a few places to sit, like benches. Maybe a few picnic tables. The alternatives presented seem to have not enough or too much.	10/6/2020 9:50 PM
6	I like the idea of steps to the water. It encourages people to connect to the lake and creates and provides an easy point of access to the water.	10/6/2020 8:44 PM
7	An important factor will be to remove and clean up the cement pieces and abandoned pipes in the water right below the "Handsome Bollards" guardrail. Remove all the man-made debris and dump a load of 1-3" round stone to cover and protect the lake bottom near the seawall.	10/6/2020 11:44 AM
8	BBQ grills? What about food and beverage at the concession stand?	10/6/2020 11:34 AM
9	#3 is wonderful but needs to balance with money. Shrubbery is OK, but least important to have.	10/6/2020 11:31 AM
10	A consistent vendor for the docks should be selected for kayaks, sailboats and food.	10/5/2020 3:34 PM
11	Sailing school	10/5/2020 9:06 AM
12	Please also think about safety - specifically ensure outdoor video surveillance is part of the plan. Also, it is valuable if every portion of the park is covered by cell phone access so that in an emergency a park user can call 911.	10/4/2020 5:31 PM
13	I enjoyed the amount of picnic tables in design 2. I also enjoy the benches, stair amphitheater seating to the water, interpretative signage and existing landscaping of design 3. Perhaps there could be a happy medium of both. Please keep the trees and provide more greenery since it currently looks like a concrete jungle!	10/3/2020 11:37 AM
14	Being able to be have the most flexibility for uses within the plaza will allow the city to adapt to evolving community needs.	10/2/2020 11:46 AM
15	Lets create an attractive, relaxing, beautiful waterfront space that increases utilization of the park space and builds community by creating opportunities for people to gather. I love what Tacoma did in their waterfront park - music, awesome splash pad that looks like a beautiful piece of art, food carts...community wants to gather there!	10/1/2020 8:22 PM
16	I think this area should be focused more on communal aspects rather than the accommodation of boats, so I think seating and plaza appearance are two very important factors.	10/1/2020 5:15 PM
17	Shade is important for families. Also bike racks / parking. Food truck area with utility hook ups would add lots of potential for holidays and special events	9/28/2020 6:26 PM
18	Xx	9/27/2020 5:39 PM
19	I like the idea of some individual seating, some more plantings, and a few picnic tables.	9/26/2020 10:03 PM
20	I favor the least possible development of our docks--simply the minimum for safety. The more they are developed, the more traffic there will be, and the more expense to our City for maintenance and monitoring.	9/26/2020 6:37 PM
21	Should make dedicated space and adequate facilities for a couple of food trucks to set up during summer season in addition to concession stand. Also, consider concession selling common boating needs like ICE, canned (to go) beverages, including beer and wine.	9/24/2020 9:00 AM

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22	Variety and options should be provided. Individual and group. Picnic tables, viewing, quiet contemplation and reading	9/23/2020 7:28 PM
23	The park is closed after dark. Why are lighting options even considered?	9/23/2020 6:16 PM
24	If you make more accessible for the general public there will be no space for the boating people.	9/23/2020 2:35 PM
25	.	9/21/2020 6:05 PM
26	Washrooms nearby.	9/20/2020 2:32 PM
27	We should try to keep this as low impact on the natural wildlife in the park. Adding all of these extra features is going to attract more people causing harm to the wild life	9/20/2020 11:43 AM
28	No changes necessary. Too many people come to this park from out of town anyways.	9/20/2020 11:38 AM
29	Suggest a cafe and restaurant. Rent it to increase revenue to pay for park as well as a private paddle/kayak center. Think of carillon pt, Coulan Park	9/19/2020 8:24 AM
30	Stop! LBP is beautiful the way it is. These are expensive modifications being falsely driven my "the master plan."	9/19/2020 8:19 AM
31	I have no problem with your repairing the pavers, but that is all what is needed and erosion control. We do not want concession stands or the area enlarged or changed. I like it the way it is.	9/18/2020 10:17 PM
32	The space should be easy to use for everyone. Those that want a peaceful view, those that want to sit/stay a while, and those that want to exercise/access the water. Lets renovate this outdoor space to increase access and enjoyment and high activity.	9/17/2020 5:45 PM
33	prefer easy water access and guardrail	9/10/2020 12:46 PM
34	fishing info and spigot as above	9/8/2020 2:45 PM
35	NA	9/7/2020 6:26 PM
36	Keep it simple. Keep it sustainable and accessible for all people.	9/7/2020 10:59 AM
37	Encourage sunbathers to use plaza and beach, not the docks	9/7/2020 10:56 AM
38	A large area for public events that can be flexibly configured is my preference. In addition to public events, we as a city could also earn offsetting revenue by renting out for weddings, events, maybe an outdoor seating area for a restaurant & bar leasing nearby pottery building. On-lake dining is limited, and this could attract foot traffic and lake traffic providing lease revenue and sales tax to the city.	9/7/2020 10:45 AM
39	Need to invest in More conservation, reforestation, not on concrete and pollution. I want to see the environmental assessment	9/6/2020 8:34 PM
40	Some seating areas would be nice and some lighting. Planters are hard to keep up.	9/6/2020 5:29 PM
41	Using the rooftop of the concession stand is a great idea. Not sure about the "classroom" designation, seems more suited to seating, viewing area and picnic tables. What is the plan for food and beverage at the concession stand? Grill?	9/3/2020 6:46 PM
42	Traffic flow should be a main consideration. There will be many people on nice days going to and from these docks	9/3/2020 4:54 PM
43	Although I support this project all three alternatives are going to be controversial when it comes to the plaza. In essence our park dept. loves development in parks, whereas the citizens love parks (the green part). Lighting, public art, classrooms, flags, and signage are not why people come to Luther Burbank Park. They come to this part of the park to swim, hang out on the docks, or boat, and for the green respite from development. Lighting, public art, "decorative elements", signage are in many ways are clutter. Some citizens like me have lived here for over 50 years. We know the park. We want less man made parts and more God like parts. Every time we redo a park or develop a master plan the park becomes more like a town center development and less like a park. The citizens are going to be focused on the costs, and of course that includes renewing the parks levy. They want to see each dime of this project used wisely, and for park related items. Docks, small boat moorage, an attractive and	9/3/2020 2:34 PM



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reasonable breakwater, swimming areas, bathrooms, a small boat center, these will all be popular because they are water and lake related. But anything that resembles commercial development will not. Focus on the docks and breakwater, and for the plaza boat related projects.

44	Make it interactive w water	9/3/2020 10:49 AM
45	It would be even more fabulous if we could consider having concerts by the waterfront. In that case, we might need more seating or a hillside access for viewing. But combos on the dock could be incredible. I also like the food cafe option.	9/3/2020 8:44 AM
46	Cost must factored in on the three alternative designs. My responses ignore this fact.	9/3/2020 7:23 AM
47	* Hands down, #3 is best. Not too few or too many benches & tables. * Lighting is important even though I didn't note it above: will be much safer with good lighting. * Flags nice, but the one on the north end in the middle (near interpretive sign) blocks the view & pole could be annoying to whoever sits on that bench. * Glad you'd keep the artful "hands" rail. * Love green on the main plaza (in #3), but reconsider trees. They are messy. If they die, it's really obvious when you're left with a hole in the concrete. They may get too big and roots damage plaza. CONSIDER large planter box with easy to maintain flowers or smaller shrubs. Maybe community groups can be in charge of one of the 3 or 4 boxes (e.g. senior group, scouts, ...). * LOVE rental/concession idea!! Coffee & ice-cream :-). Maybe team with REI to provide rentals.	9/2/2020 10:39 PM
48	Use colors to make design appealing and attractive for families to gather.	9/2/2020 6:32 PM
49	All of the items in Question 9 above should be incorporated	9/2/2020 5:47 PM
50	Just make it welcoming and impressive - this is really the only MAJOR waterfront park that MI has. When I take friends/family there to SEE MI's waterfront, I'd like it to be something others envy and are impressed by. Frankly that (and waterfront/view restaurants are things that MI is REALLY missing!	9/2/2020 4:47 PM
51	minimize cost	9/2/2020 11:27 AM
52	Concession should be for food and snacks	9/1/2020 5:20 PM

**Q11 We recognize that we may have missed some topics with this brief survey. Please share any other ideas, concerns, or other information we should consider during the process to repair and redesign the Luther Burbank docks.**

Answered: 57 Skipped: 74

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#	RESPONSES	DATE
1	We're so used to the existing docks - thank you for an updated design & the vision of what it could be. (not flashy, garish, "commercial" but more organic to the space. More fall foliage please - thank you.	10/7/2020 8:04 PM
2	General safety and noise issues involved with dock and plaza upgrades. This area is not easily monitored from 84th. Summer of 2020 increased traffic demonstrates limited parking availability. This park should focus on its natural beauty and peaceful environment.	10/7/2020 7:55 PM
3	Go for it.	10/7/2020 2:13 PM
4	As you are far along in the process it is good to complete these plans, but please consider holding off on construction if our City does not have money. We currently are being taxed with a Park's Levy that should be funding our parks and yet we have no money to maintain what we have. Parks have been closed and trash has not been picked up. Why build more when we cannot take care of our current facilities?	10/7/2020 2:08 PM
5	Please not too much lighting. We should avoid putting a lot of bells and whistles. Keep it simple so that what we notice is the water, the docks, and the natural areas. No need to try to become more of a regional park. Keep it for the birds and some people. Human or small wind powered boats, with just as much power boat access as they require. Small boat rental would be good.	10/6/2020 9:53 PM
6	In additional to a dock configuration that is useful to all types of boaters, creating a pleasant and welcoming plaza area should be a long term goal.	10/6/2020 8:45 PM
7	Open a space for a coffee place and/or bar w/snack, finger food.	10/6/2020 12:01 PM
8	The docks- It is important to get these right. The prevailing winds and swell come down the channel from the north so the north/south axis of the new main dock is good. Pay close attention to dock fendering and provide numerous sturdy cleats on Both sides of all docks. For the Breakwater Dock, consider a sturdy pipe-rail mooring cleat system similar to that at Bell St Pier moorage. Thank you for asking for these comments. This project is long overdue and will benefit the community for decades.	10/6/2020 11:47 AM
9	What are the plans for the north pier? Increase the water depth in front of the plaza, dredge/remove rocks so boats can use finger pier.	10/6/2020 11:35 AM
10	What is the expected "intensity of use" between the 3 alternatives as well as an estimate of the annual maintenance and repair cost for each alternative.	10/6/2020 9:01 AM
11	Get the dogs under control. They are everywhere including at the docks. I think the shores from the docks south to the beach need to be repaired.	10/5/2020 3:35 PM
12	Safety is important. We don't want too many powered boats. No eating concession please - it just causes a mess.	10/4/2020 5:31 PM
13	I'm sure it's been taken into account with building a breakwater—as we sit at the docks right now, the waves are coming in parallel with all the proposed docks. As long as there's a sturdy dock on the outside, hopefully that will prevent the rocking of the floating interior docks. Excited to come back some day and see the final project! Thank you for involving public input.	10/3/2020 11:39 AM
14	I love that we are creating more docks space for boat, dingys, kayaks, paddle boards, etc. however, we do not offer much to compel people to come park there. Too far from town to walk, no food or snacks, etc. I'd love to see more offerings to compel people to come. it would be great for teenagers and kids to paddle board down and hang out in our beautiful Luther Burbank park! we do not need as many picnic tables - more individual seatings and bench. build it to look like it belongs in a park - beautiful, natural, and blending with its surroundings.	10/1/2020 8:27 PM
15	N/A	10/1/2020 5:16 PM
16	There are very few public docks on Mercer Island, and even fewer that support powered boating. So I would prioritize the docks and mooring capacity in the design. I like alternative 3 because it maximize mooring capacity and accommodates a wide range of powered and unpowered boat types	9/28/2020 2:38 PM
17	Xx	9/27/2020 5:39 PM
18	Alternative 1 is the only one that doesn't require additional funding. Given the sorry state of	9/27/2020 1:57 PM

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city's finances, we should do the minimum.

19	Just to clarify, when this survey has 1, 2, and 3 as choices, I'm assuming those correlated with Alternative 1, 2 and 3. If not, the survey isn't clearly stating what the options are. If 1, 2 and 3 meant most to least favored, then I answered the questions incorrectly.	9/26/2020 10:05 PM
20	I wish that there had been questions about budget. Asking the public to participate without weighing the costs is like entering a store with no limit on spending--sometimes tough choices have to be made, and by not clarifying how much each each of these elements costs, I don't see how the public input has any context. Sometimes choices have to be made--and I favor the LEAST development possible which I think will provide the MOST protection for our parkland. Also, I am concerned that attracting more people to the Island parks may overload our parks with off-Island users who do not have as their TOP priority caring for them and protecting them.	9/26/2020 6:40 PM
21	I think it is important to make the park much more accessible to boaters.	9/26/2020 9:09 AM
22	Would love to have a boat house that would accommodate Parks & Rec equipment (kayaks, sailboats, AND rowing(CREW) shells). It's time to stand up and build MI Rowing & Sailing Club, public / private partnership.	9/24/2020 9:02 AM
23	Concessions like coffee, ice cream or lunch make LB a destination. Also lessons in sailing and guided kayak tours	9/23/2020 7:31 PM
24	In all the times that I have been boating I have never considered any interest in stopping at the docks at Luther Burbank. It seems like anything other than minimum expenditures will be a waste of the city budget.	9/23/2020 6:25 PM
25	Do we really have the money to pursue this this project in the near future. I still think using the south beach will reduce the cost of improving the north area.	9/23/2020 2:36 PM
26	In responding to the questions, I wasn't sure what the difference was between "none" and "not sure." For example, in expressing an opinion about sailboats in Q 1, I simply have no opinion about sailboats. Since the systems required an answer, I answered "none."	9/23/2020 12:48 PM
27	A smaller dock configuration is perfectly aligned for the vast majority of users who go there for the quiet, trails, and clean water. Increasing motorized boat access boat is the very thing that destroys the very features that make this park so popular and is a move to bend over for the few rich and influential to the detriment of the majority of park users!	9/23/2020 12:39 PM
28	Costs of the three alternatives are missing from what I was able to read and view. This is a critical step in the analysis and should not have been left out or, if I missed it, should have been featured prominently. Please provide this data as I am sure it is available now.	9/21/2020 6:07 PM
29	Parking should be nearby and convenient to accommodate all kinds of users.	9/20/2020 2:32 PM
30	By developing the park further we're going to lose our natural wildlife that makes the park so great. Mercer Island will turn into a recreational facility for people who do not even live here	9/20/2020 11:44 AM
31	No changes necessary. Too many people come to this park from out of town. Its hard to find parking during the summer so why would we want to attract more people?	9/20/2020 11:39 AM
32	Where is the discussion of cost. Sure plate everything in gold if it's free!	9/19/2020 8:19 AM
33	Please do not ask us to pass a levy. You need to live within your means. It is like the Aubrey Davis Trail, we want you to keep it the way it is, just repair and stop the erosion. Thanks.	9/18/2020 10:18 PM
34	I hope the redesign is done with from the viewpoint of high activity/usage across all users of the space, including small boats, kayaks, folks who want to exercise, and enough/nice seating to simply find a space to sit and enjoy views and open space. Let's make renovating this space a big deal/set the standard for the future of mercer island outdoor shared spaces.	9/17/2020 5:47 PM
35	easy boat and personal craft access and prefer guardrail	9/10/2020 12:48 PM
36	I really like the idea of having some commercial activity at this location.	9/8/2020 10:17 PM
37	dogs are destructive to natural setting and wildlife. limit dog activity.	9/8/2020 2:46 PM
38	So, happy this is happening. This face lift is long overdue!	9/8/2020 10:56 AM
39	The 1974 concept was clearly impractical and limiting for the general public. Develop this	9/7/2020 11:02 AM

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space humbly and gradually. People in nature is what is important. Elaborate or expansive facilities are unnecessary and wasteful.

40	It is likely a huge stretch, but it would be so nice if there were places to eat in LB.	9/7/2020 11:00 AM
41	Please maximize for boaters, similar to Coulon. Bring a taco place for the consession, allow them to put up awning and patio heaters for year round use	9/7/2020 10:57 AM
42	I live on MI and am a kayaker. I have plenty of places to launch and don't need a big dock. I think that would serve off-island people the most. I think having a flexible dock system for whatever is popular would be best. And I like the idea of repurposing that little used pottery building into a commercial lease for restaurant & bar. City could increase use of the park, and also receive lease and sales tax revenue. Take a look at what the city of Renton does down at Coulon Park - Ivar's & Kidd Valley. There are not many places to bring a boat to on Lake Washington. It is far away from MI houses so that it would not be a loud bother, but again could increase city revenue. I'd love it. And I think we should make the docks usable for everyone, not just motors, and not just sail/human powered. City of Seattle has a pwc dock on Lake Union that is kind of a big rectangle, and is never very busy. I have seen 10 people launch from it. And this could be just one part of design #2. My suggestion is for flexibility as we don't know trends in the future.	9/7/2020 10:49 AM
43	Include other ptojects how to invest this money, instead of the docks. We do mot want docks	9/6/2020 8:42 PM
44	Most of the use of the docks is for sunbathing and swimming. I would like to see a design that allows for this	9/5/2020 9:53 PM
45	More beach please!!	9/5/2020 4:07 PM
46	Would like additional details on the breakwater and floating dock design / type of construction.	9/3/2020 6:48 PM
47	There need to be adequate trash receptacles to avoid spill over into the lake. Perhaps charging for moorage should be entertained as this will be a huge draw for people from off island.	9/3/2020 4:55 PM
48	I wish the parks commission had been involved in the initial scoping of these alternatives, all of which have some questionable parts. I prefer the more expensive alternative 3 when it comes to the docks, but prefer the least expensive alternative 1 when it comes to the plaza unless the activities are water and boat related, and not just clutter or special interest stuff like "public art". Who comes to this part of Luther Burbank for more bad public art? Or worse flags? Or the never ending signage. Think like a naturalist. The docks are designed to get users closer to the water, and everything shoreside should reflect the rest of the park, which is greenery although it seems we are developing our parks to death with impervious surfaces and clutter. Remember this project is about replacing the docks, and money. Period.	9/3/2020 2:38 PM
49	I strongly oppose finger piers on the boating floats. Navigating into slips is difficult, especially for new boaters. When you have long piers without fingers, given enough width between piers, it makes it easier to dock. The current marina is hard to dock in and I believe the designs should follow the "Canada" style -- long floats without fingers.	9/3/2020 1:02 PM
50	Great concepts. Biggest issue now is that they are too high and have too few tie-ups.	9/3/2020 8:44 AM
51	Option #3 is FAR superior than #1 or #2. I would use the docks for visits to the park or to commute to town center for a meal. I'd use a kayak, canoe or motor boat. I'd consider renting a SUP or sailboat if offered.	9/2/2020 10:42 PM
52	During summer time, it would be great to have an outdoor shower to rinse off and changing area.	9/2/2020 6:33 PM
53	This area is in dire need of redevelopment - this Project (Alternative #3) should be approved in its totality	9/2/2020 5:49 PM
54	Don't skimp or do this halfway - look at Meydenbauer and what they did. VERY impressive! I would love to be able to take a skiff to the park to play with my kids, make sure that is do-able. I would love for my friends and family to love seeing MI step up their waterfront game in a meaningful way. This park is a gold mine and for now the dogs/dog owners are the only ones that really get to enjoy it as it now stands.	9/2/2020 4:49 PM
55	The noise level and destruction of all waterfront along the north end would be jeopardized	9/2/2020 4:45 PM
56	minimize cost	9/2/2020 11:27 AM

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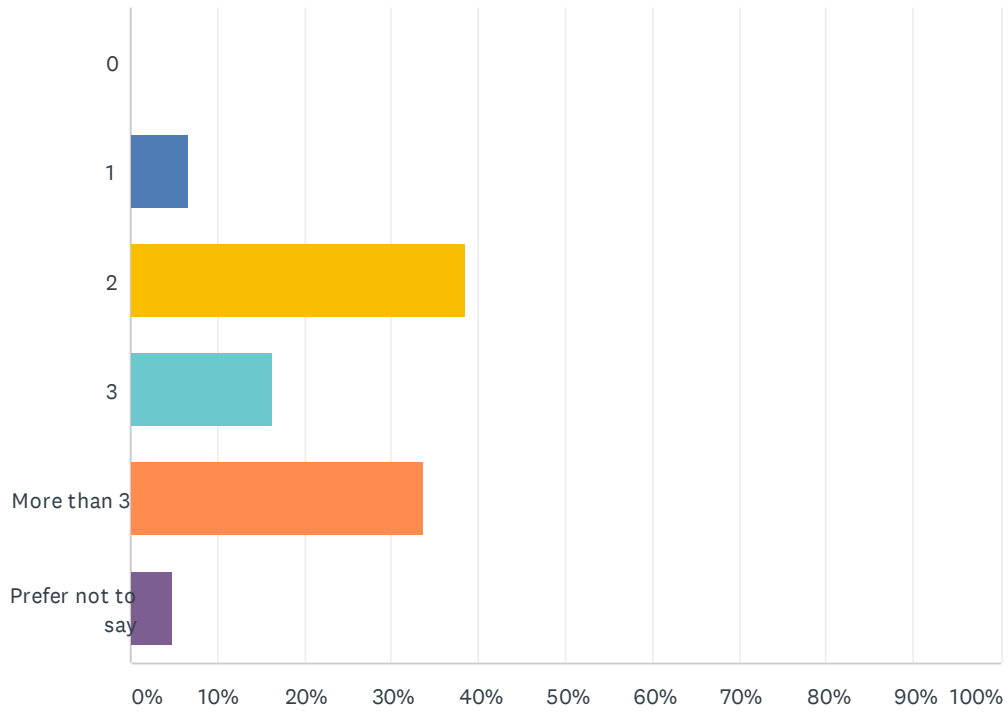
57

Commission a study to evaluate actual current use, boats and boaters never use this facility, this facility should be designed around swimming and sunbathing and fishing activities, dock should be in tree configuration with multiple Spurs to facilitate this. The beach is for kiddie, adults swim off these docks. Smart planners would recognize this

9/1/2020 5:22 PM

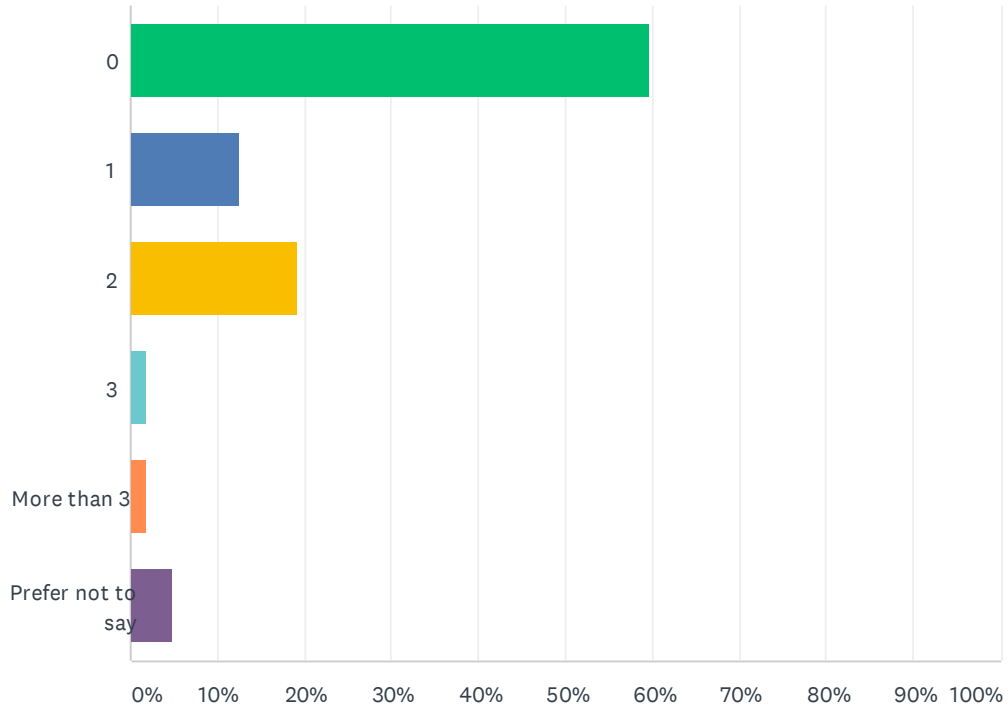
## Q12 How many people live in your household?

Answered: 104 Skipped: 27



### Q13 How many people children under the age of 18 live in your household?

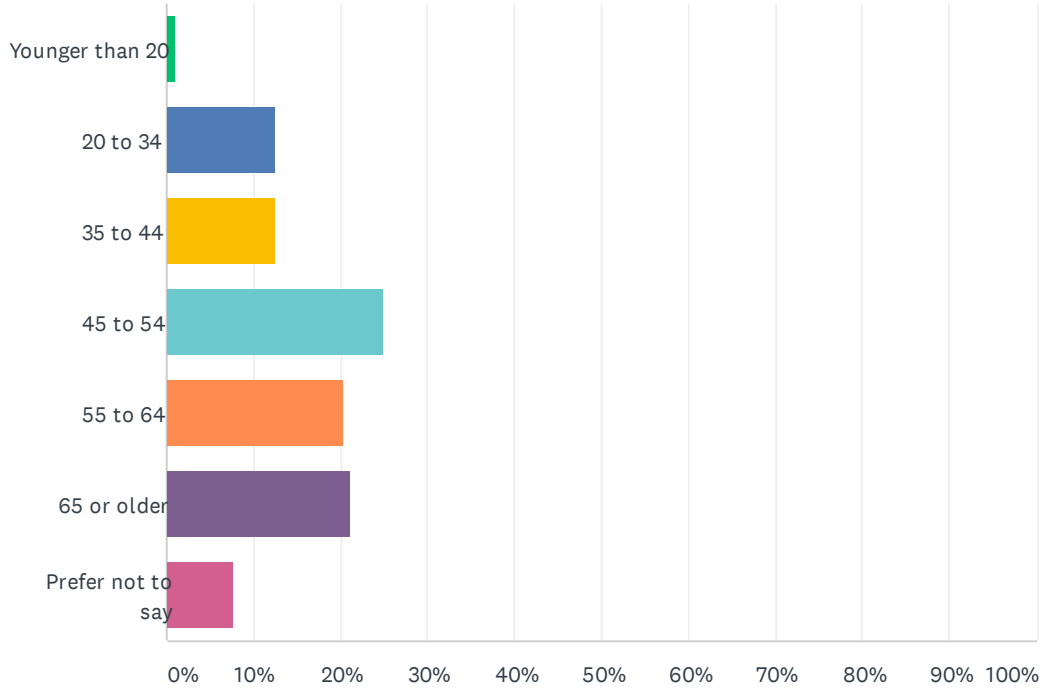
Answered: 104 Skipped: 27





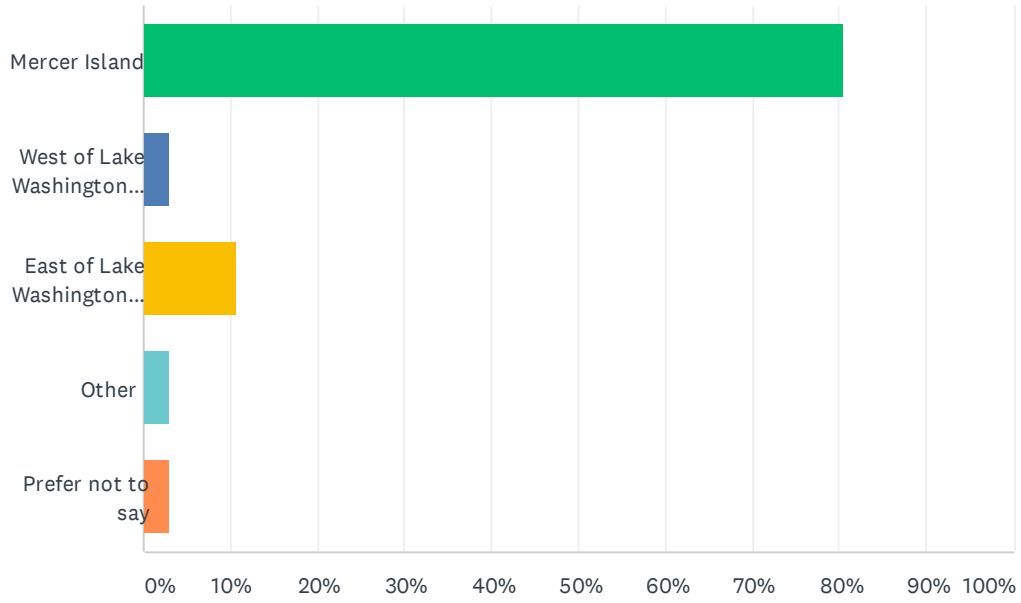
### Q14 What is your age?

Answered: 104 Skipped: 27



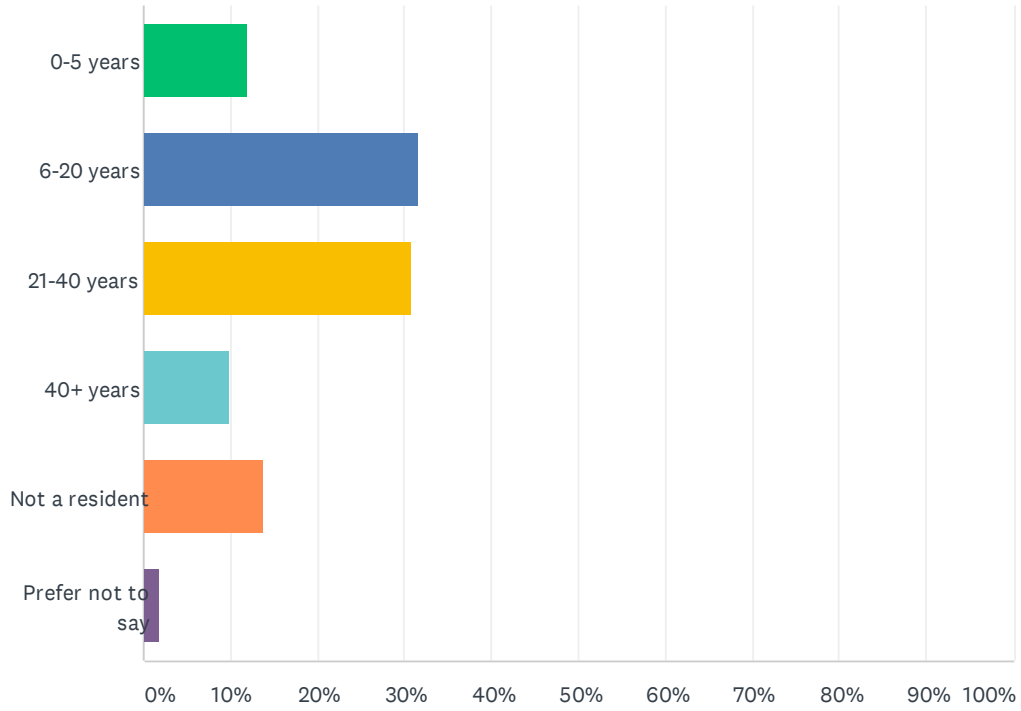
### Q15 Where do you live?

Answered: 103 Skipped: 28



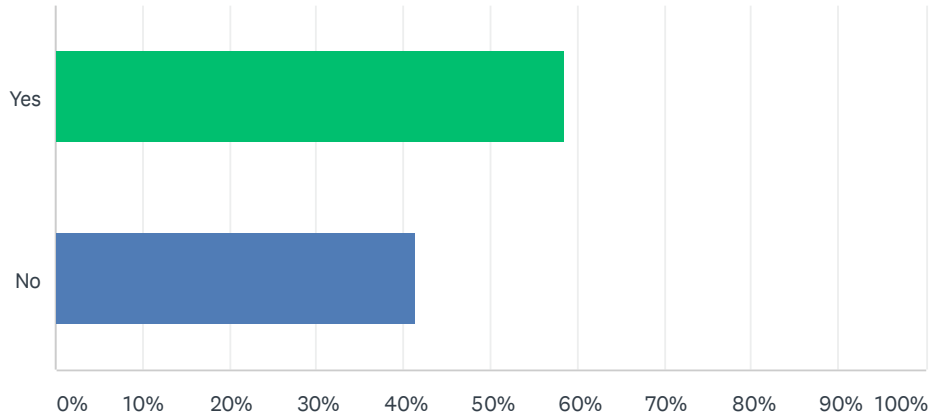
### Q16 If you are a Mercer Island resident, how long have you lived on the Island?

Answered: 101 Skipped: 30



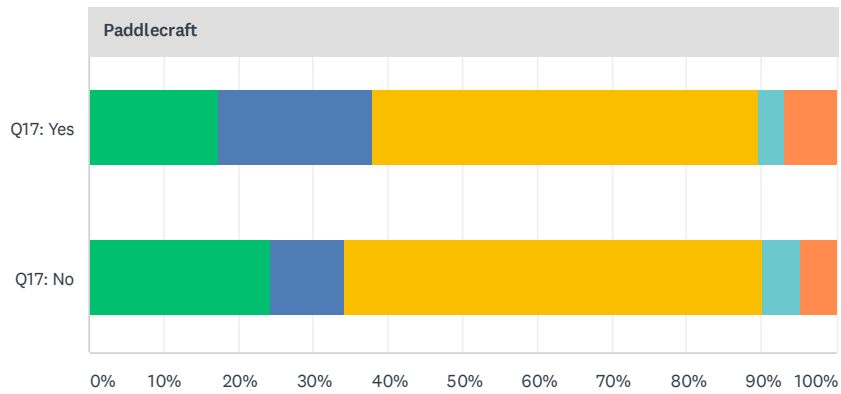
### Q17 Do you consider yourself a boater?

Answered: 99 Skipped: 32

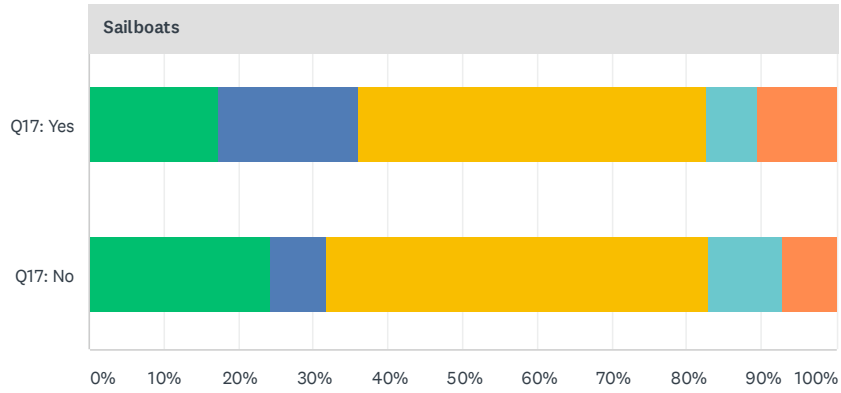


Q1 For each type of watercraft listed below, please indicate which alternative for dock design you prefer.

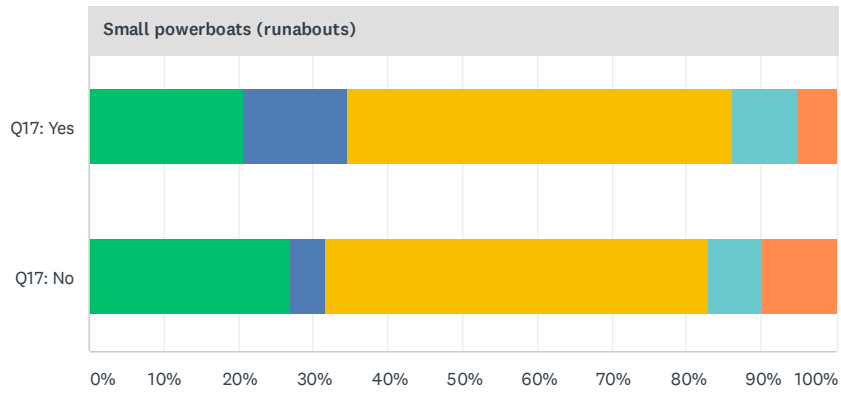
Answered: 99 Skipped: 0



Alternative 1 Alternative 2 Alternative 3 None I'm not sure.



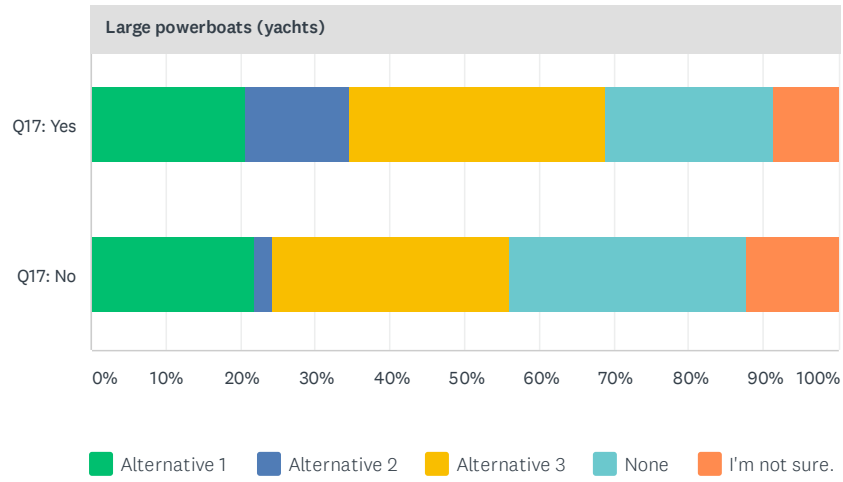
Alternative 1 Alternative 2 Alternative 3 None I'm not sure.



Alternative 1 Alternative 2 Alternative 3 None I'm not sure.

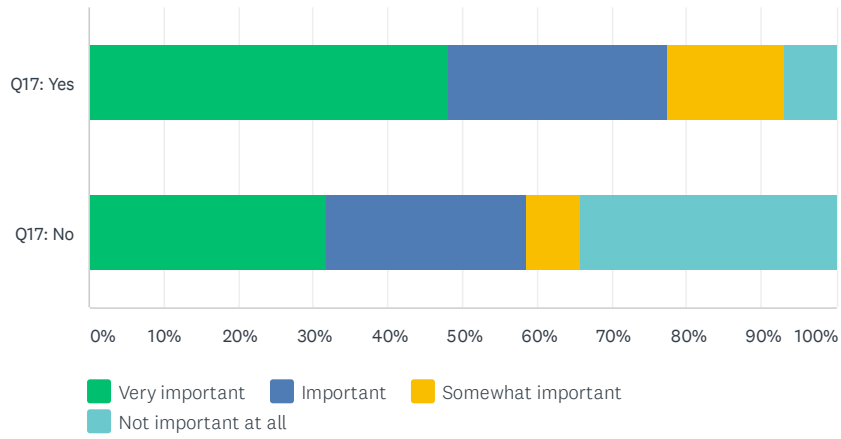
Luther Burbank Docks Open House Survey  
Appendix 1B - Boater vs. Non-boater

Item 5.



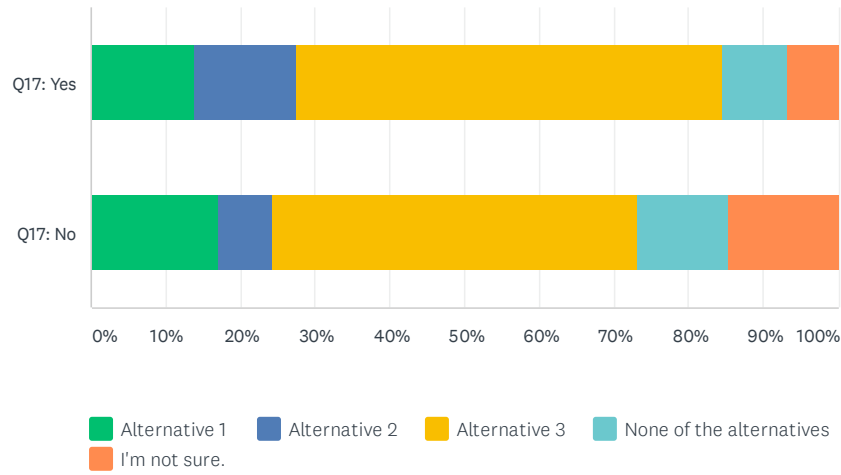
Q2 A breakwater would reduce wave movement of the new floating docks. How important is this feature for the way that you use the docks?

Answered: 99 Skipped: 0



### Q3 The Concept Alternatives present three approaches for building the breakwater. Which alternative do you prefer?

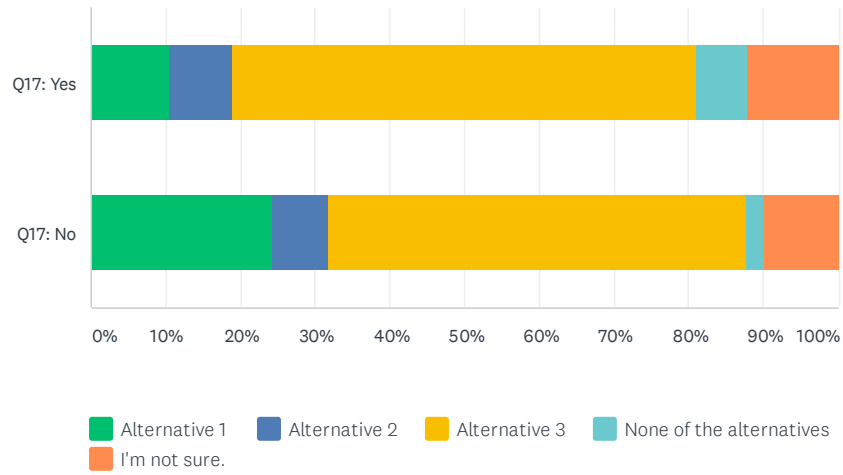
Answered: 99 Skipped: 0





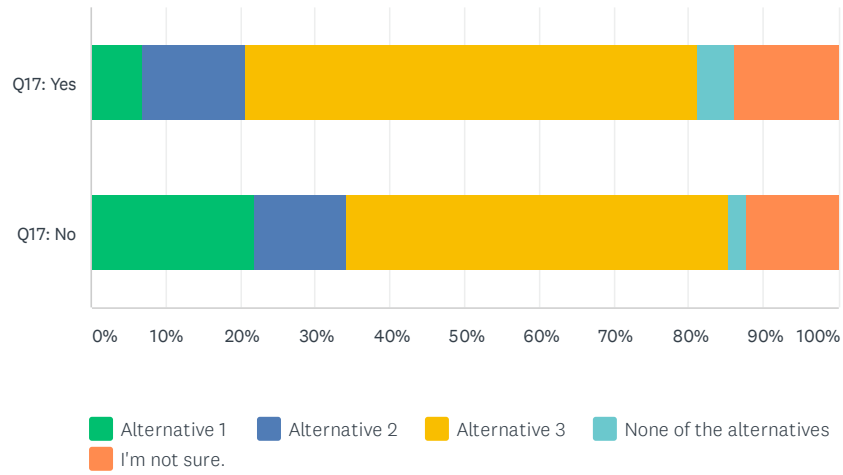
### Q5 The Concept Alternatives present three approaches for providing beach access at the waterfront. Which alternative do you prefer?

Answered: 99 Skipped: 0



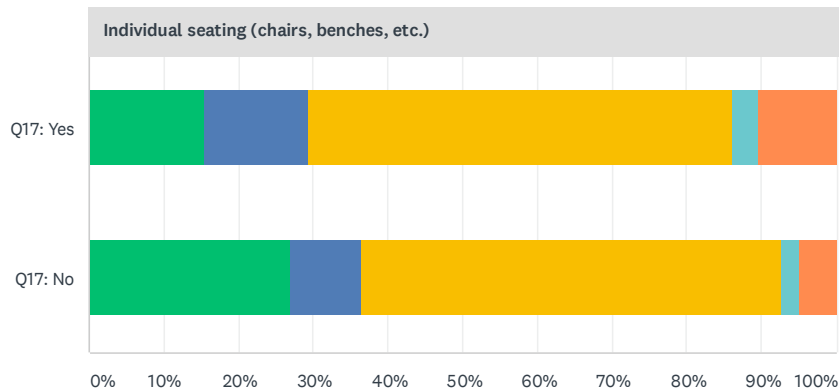
Q6 The Concept Alternatives also include different approaches for launching paddlecraft at the waterfront. Which alternative do you prefer for this use?

Answered: 99 Skipped: 0

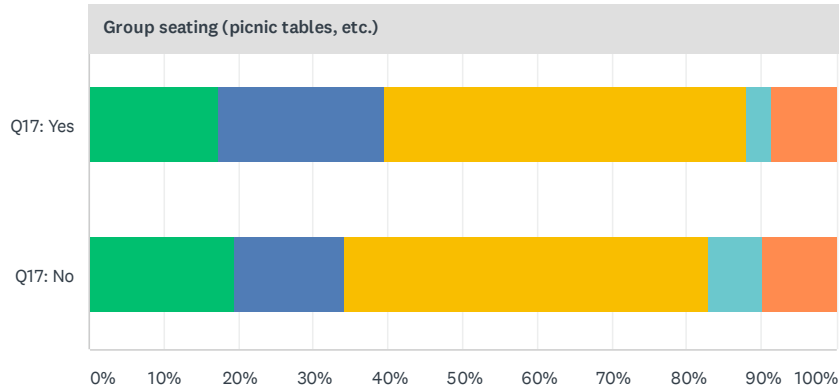


Q8 The Concept Alternatives present many ideas for plaza design and activation. For each plaza element listed below, indicate which alternative you prefer.

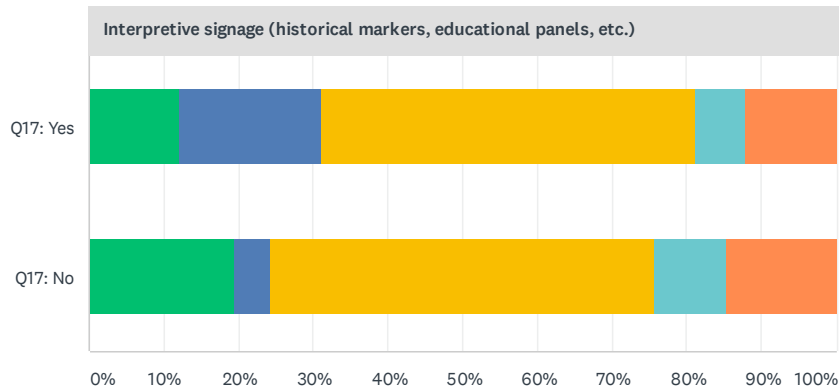
Answered: 99 Skipped: 0



Alternative 1 Alternative 2 Alternative 3 None I'm not sure.



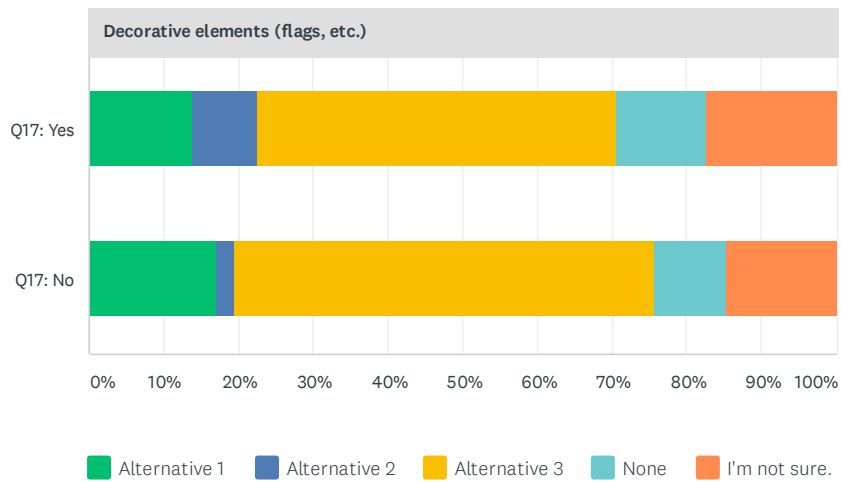
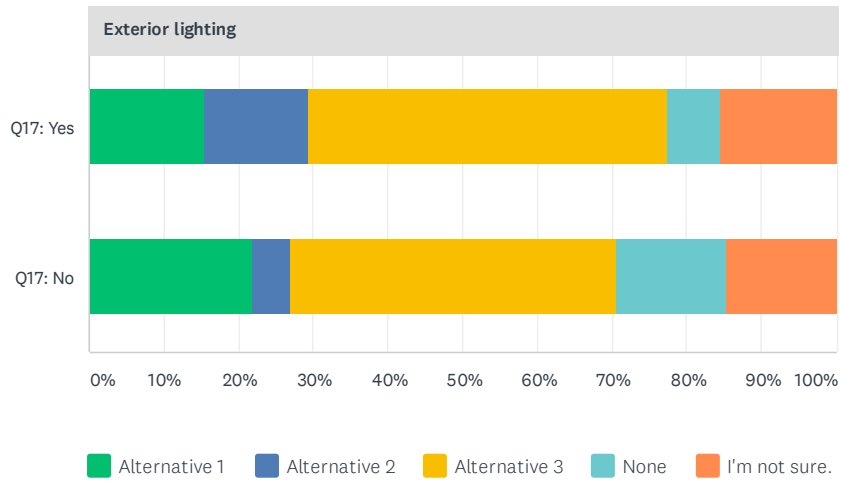
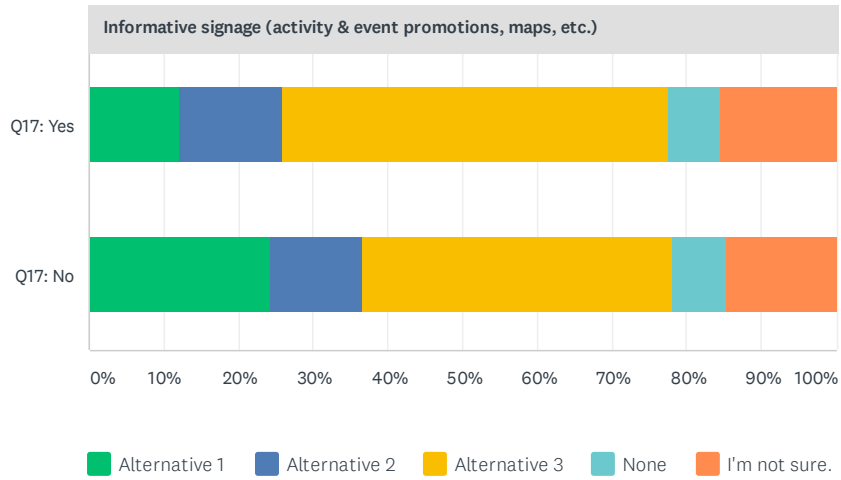
Alternative 1 Alternative 2 Alternative 3 None I'm not sure.



Alternative 1 Alternative 2 Alternative 3 None I'm not sure.

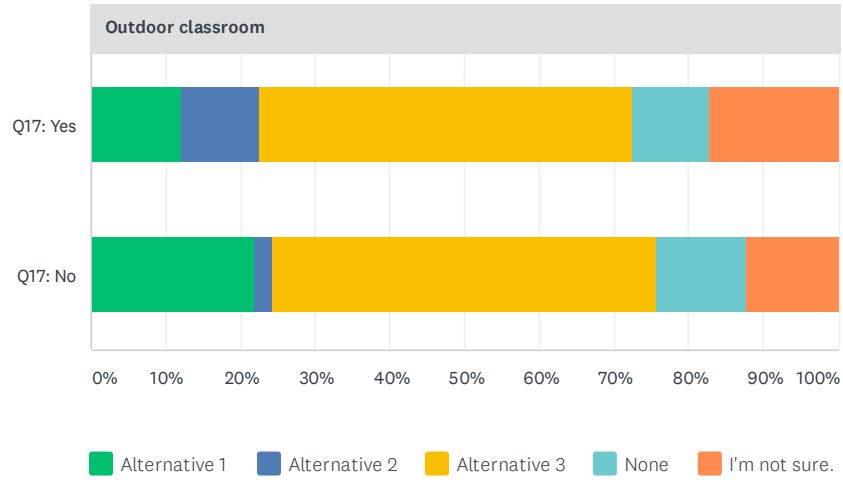
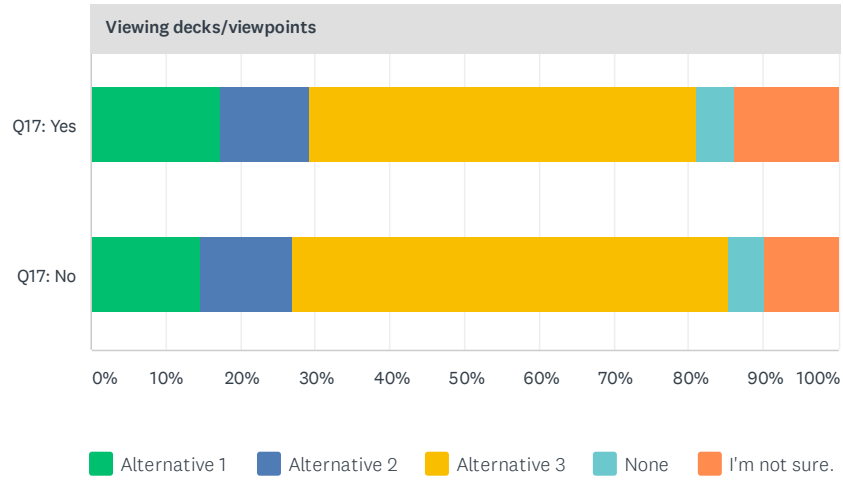
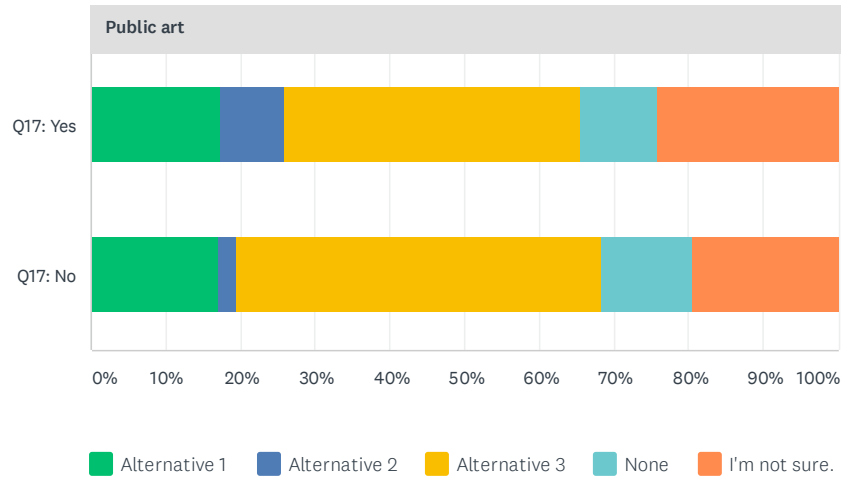
Luther Burbank Docks Open House Survey  
Appendix 1B - Boater vs. Non-boater

Item 5.



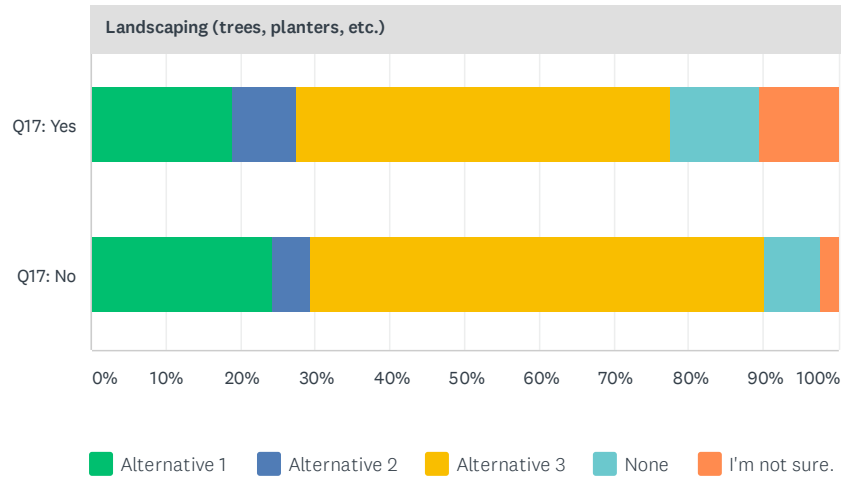
Luther Burbank Docks Open House Survey  
Appendix 1B - Boater vs. Non-boater

Item 5.



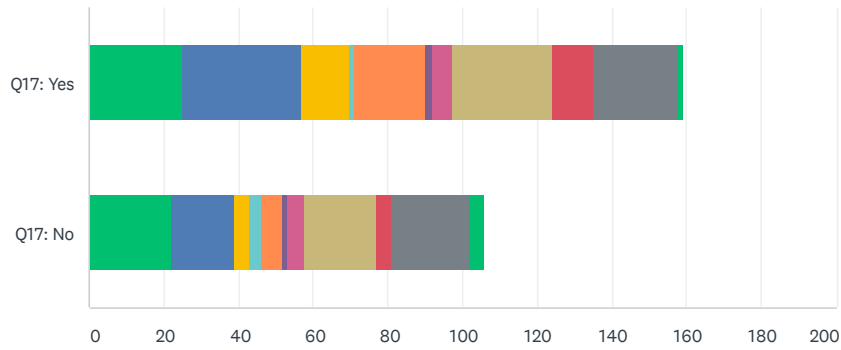
Luther Burbank Docks Open House Survey  
Appendix 1B - Boater vs. Non-boater

Item 5.



Q9 Which plaza features do you prefer the most? (Select up to three.)

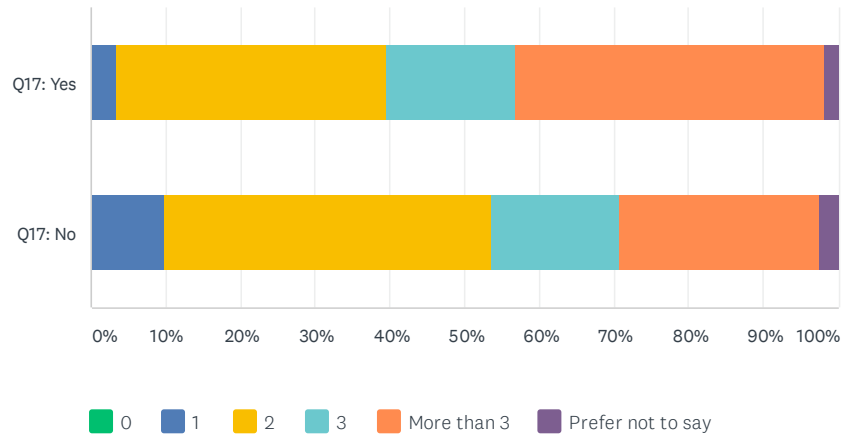
Answered: 99 Skipped: 0



- Individual seating (chairs, benches, etc.)
- Group seating (picnic tables, etc.)
- Interpretive signage (historical markers, educational panels, etc.)
- Informative signage (activity & event promotions, maps, etc.)
- Exterior lighting
- Decorative elements (flags, etc.)
- Public art
- Viewing decks/viewpoints
- Outdoor classroom
- Landscaping (trees, planters, etc.)
- None of these features

### Q12 How many people live in your household?

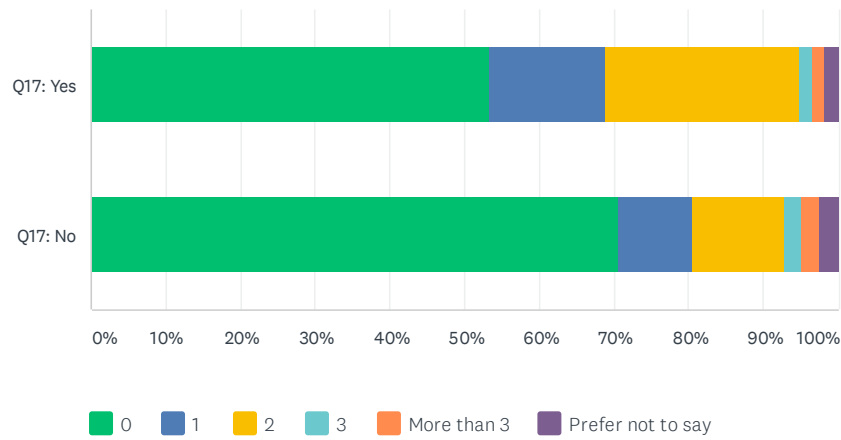
Answered: 99 Skipped: 0





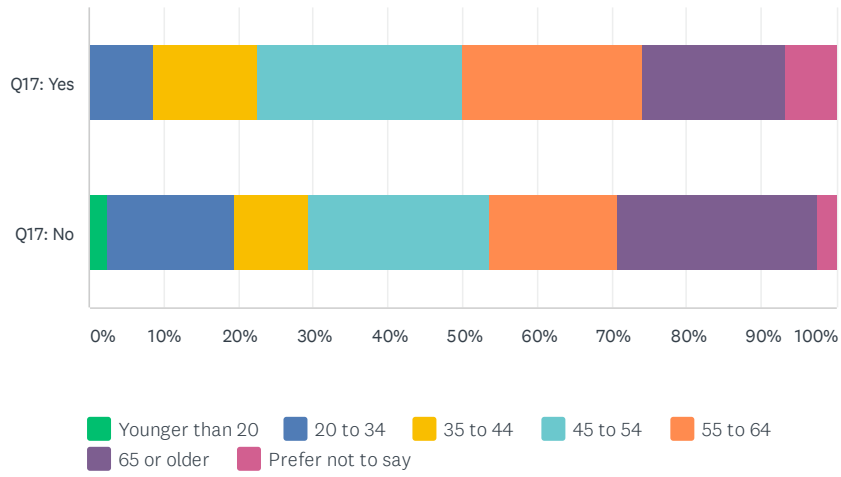
### Q13 How many people children under the age of 18 live in your household?

Answered: 99 Skipped: 0



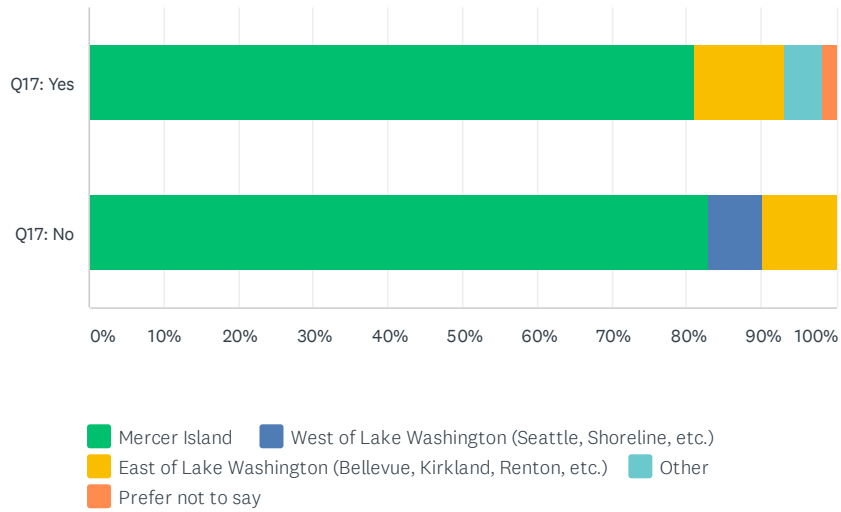
### Q14 What is your age?

Answered: 99 Skipped: 0



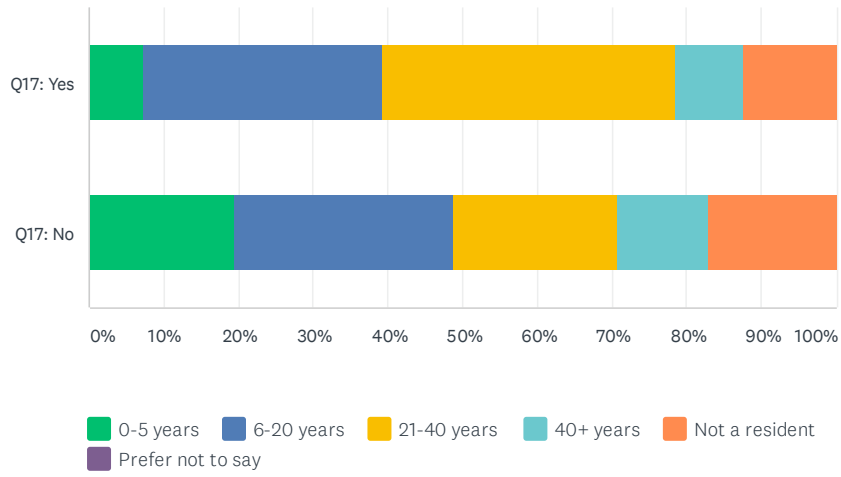
### Q15 Where do you live?

Answered: 99 Skipped: 0



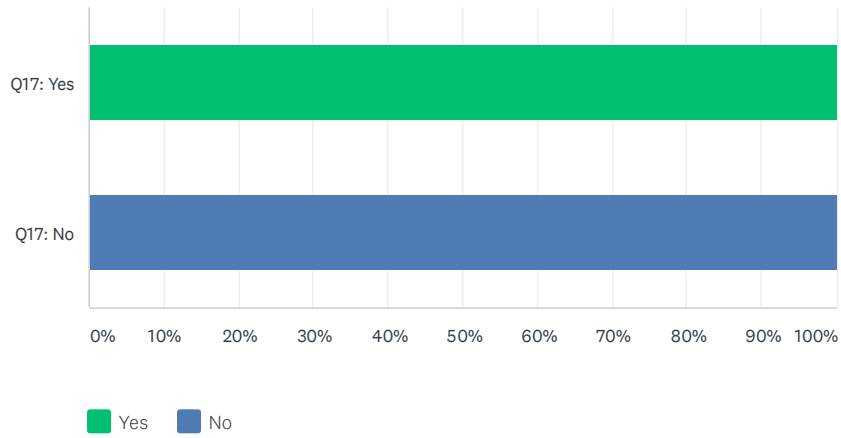
### Q16 If you are a Mercer Island resident, how long have you lived on the Island?

Answered: 97 Skipped: 2



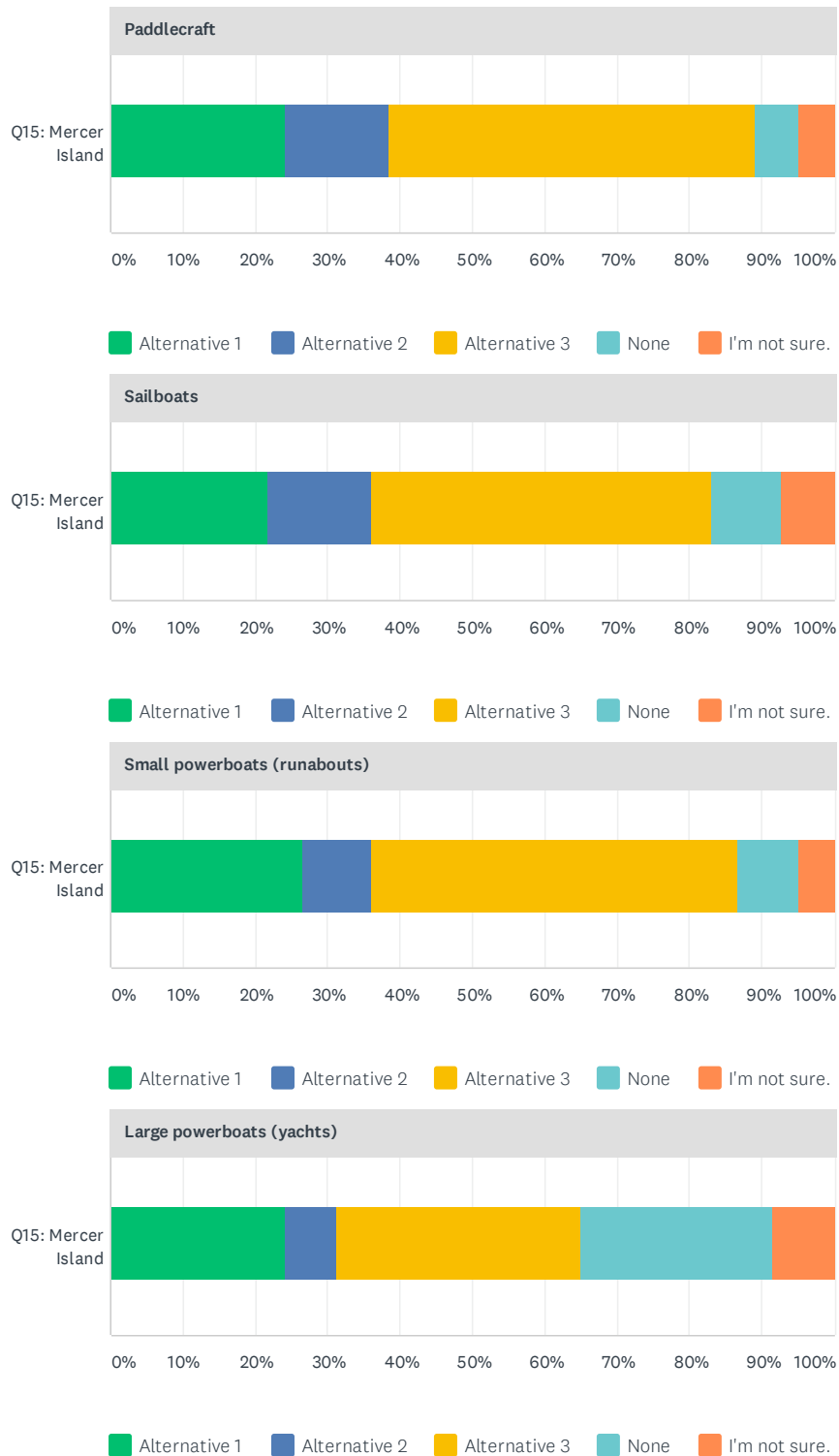
### Q17 Do you consider yourself a boater?

Answered: 99 Skipped: 0



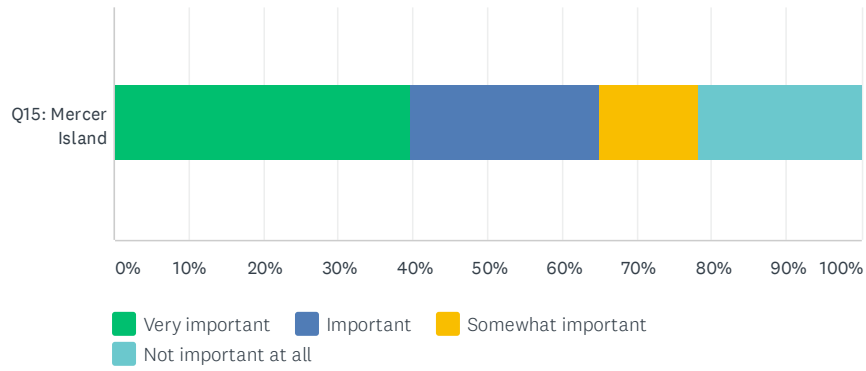
Q1 For each type of watercraft listed below, please indicate which alternative for dock design you prefer.

Answered: 83 Skipped: 0



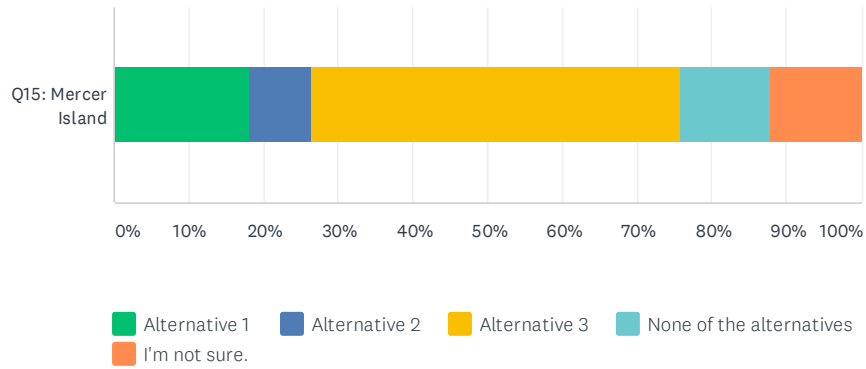
Q2 A breakwater would reduce wave movement of the new floating docks. How important is this feature for the way that you use the docks?

Answered: 83 Skipped: 0



### Q3 The Concept Alternatives present three approaches for building the breakwater. Which alternative do you prefer?

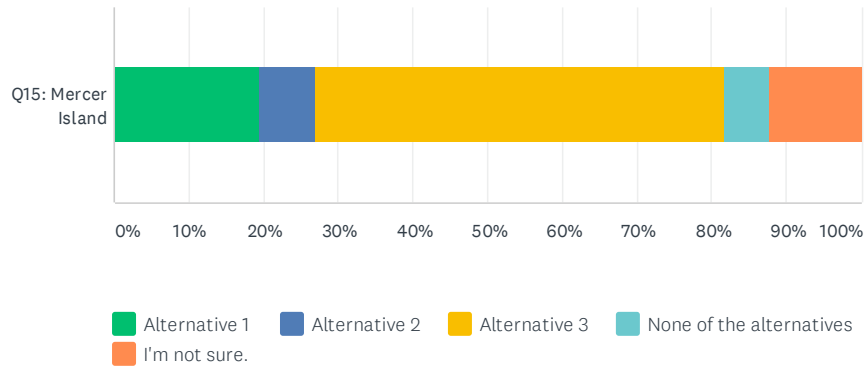
Answered: 83 Skipped: 0





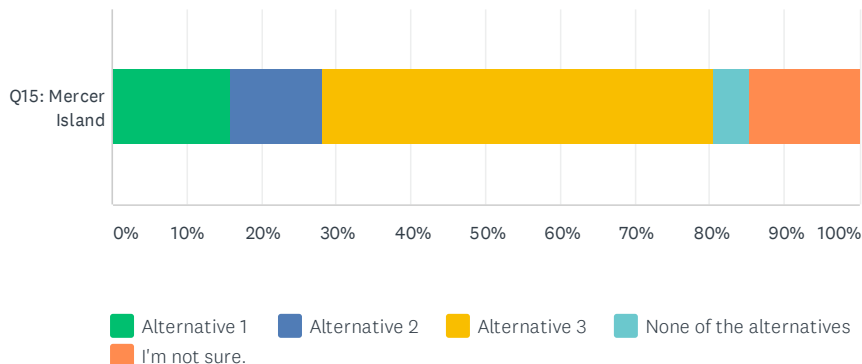
### Q5 The Concept Alternatives present three approaches for providing beach access at the waterfront. Which alternative do you prefer?

Answered: 82 Skipped: 1



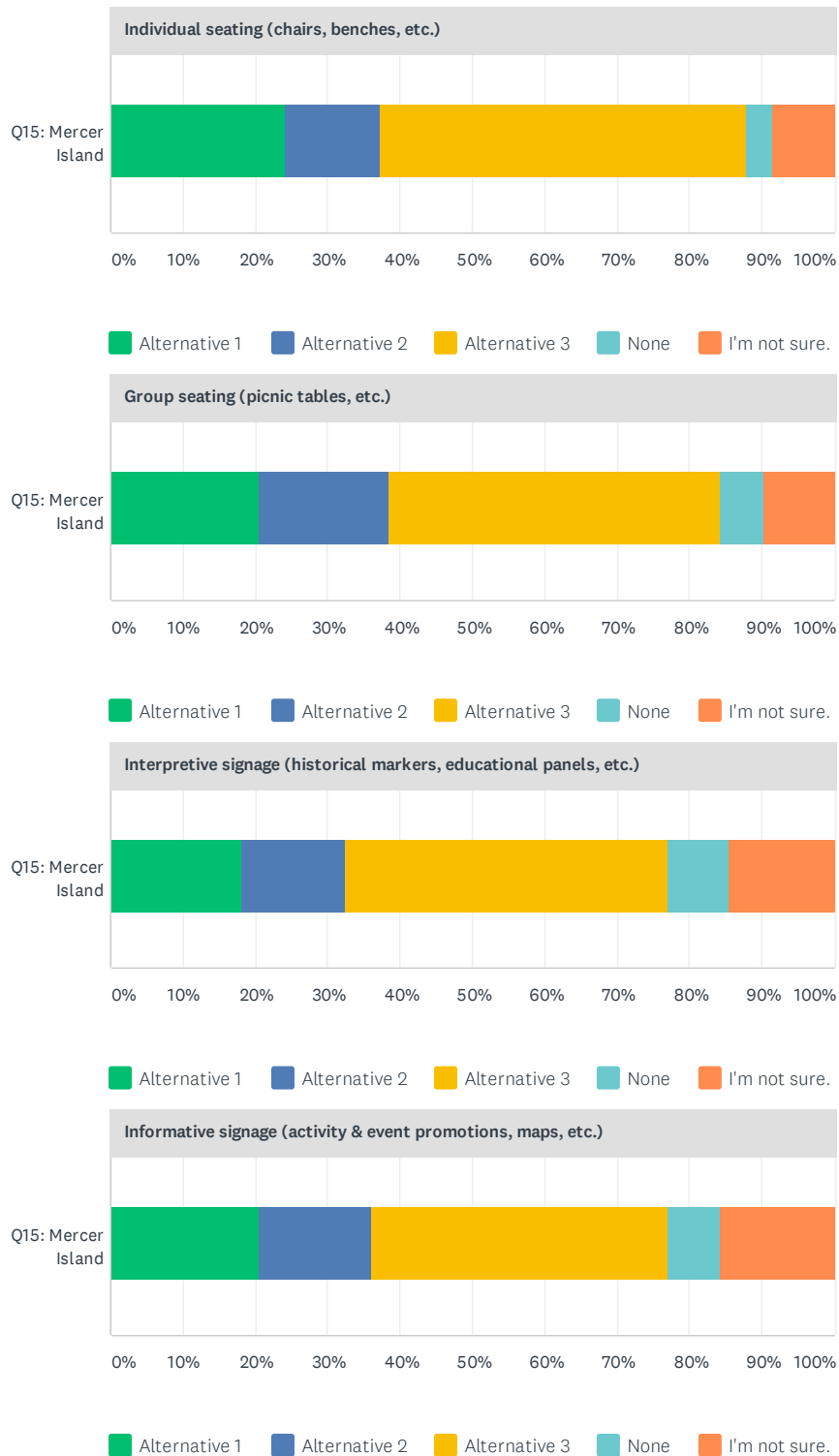
### Q6 The Concept Alternatives also include different approaches for launching paddlecraft at the waterfront. Which alternative do you prefer for this use?

Answered: 82 Skipped: 1



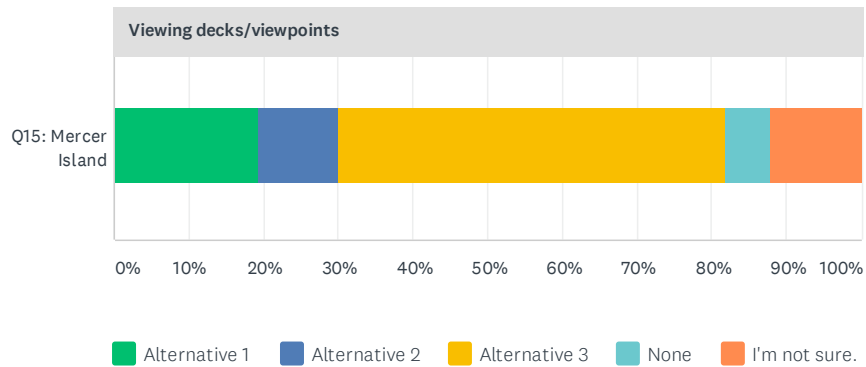
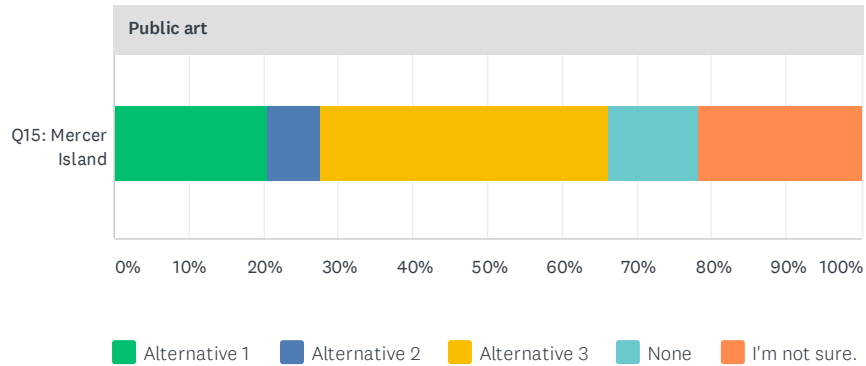
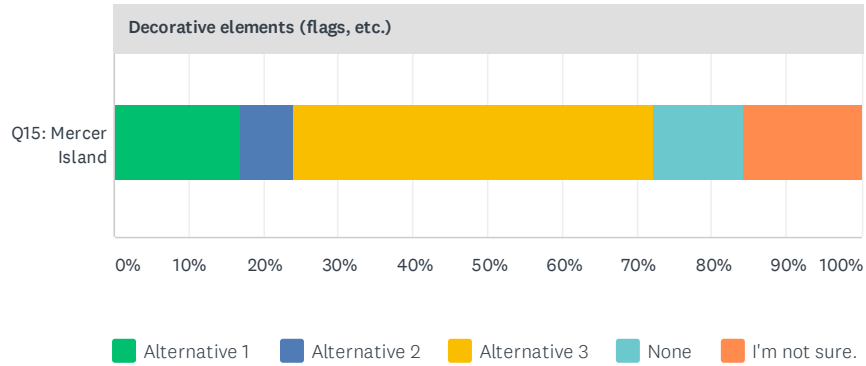
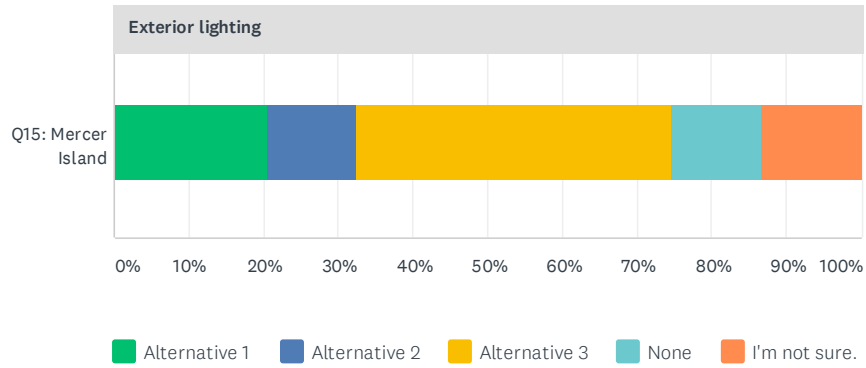
Q8 The Concept Alternatives present many ideas for plaza design and activation. For each plaza element listed below, indicate which alternative you prefer.

Answered: 83 Skipped: 0



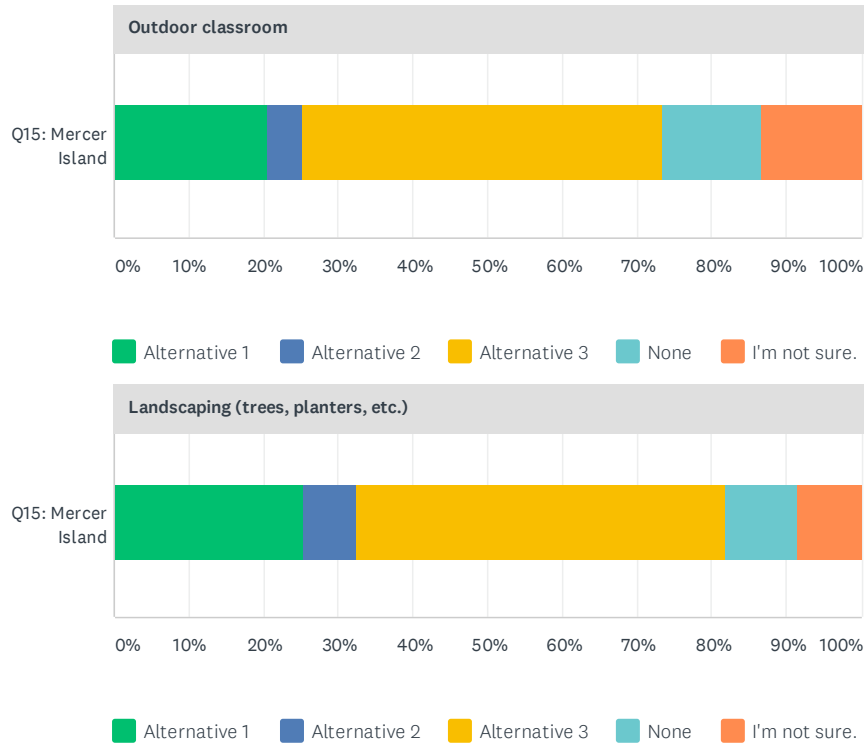
Luther Burbank Docks Open House Survey  
Appendix 1C - Mercer Island residents

Item 5.



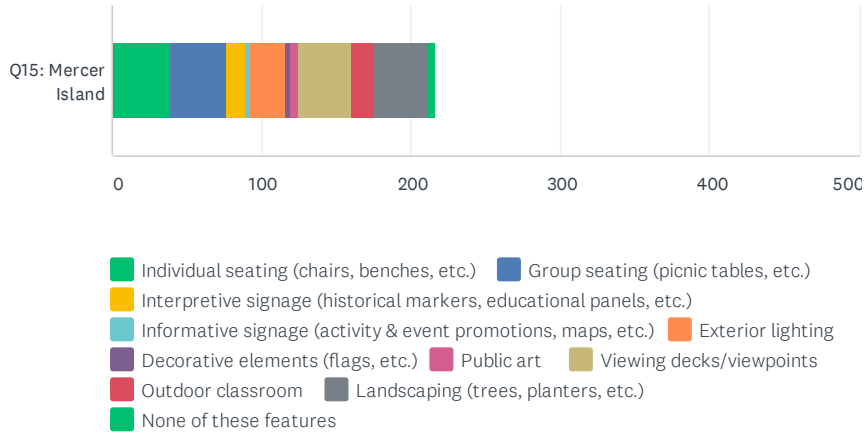
Luther Burbank Docks Open House Survey  
Appendix 1C - Mercer Island residents

Item 5.



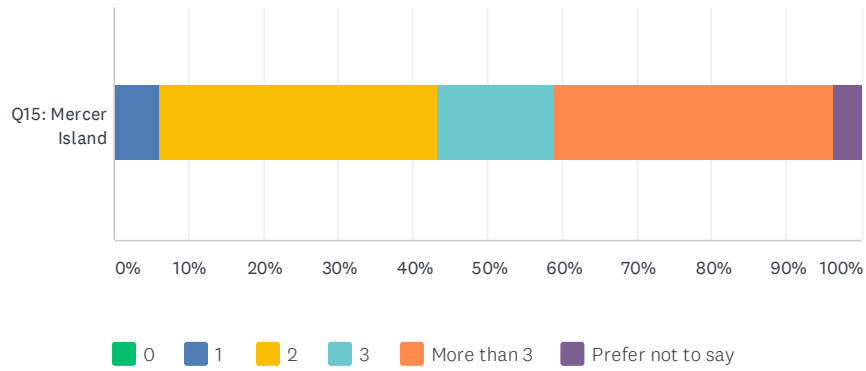
### Q9 Which plaza features do you prefer the most? (Select up to three.)

Answered: 82 Skipped: 1



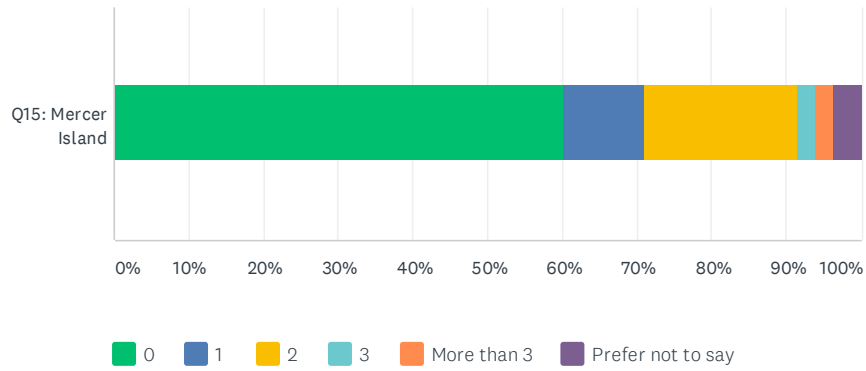
### Q12 How many people live in your household?

Answered: 83 Skipped: 0



### Q13 How many people children under the age of 18 live in your household?

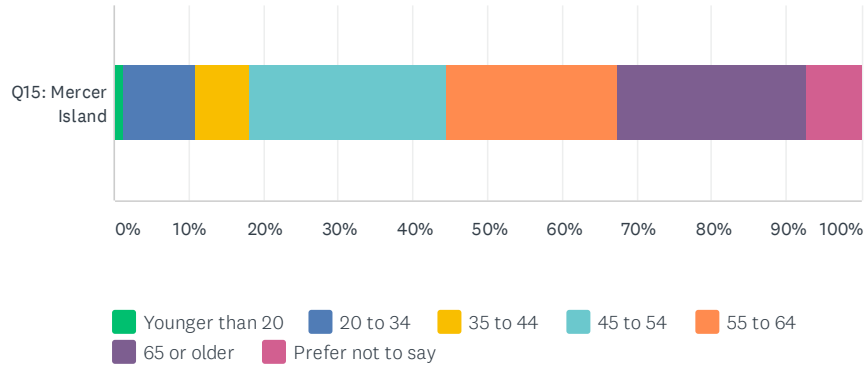
Answered: 83 Skipped: 0





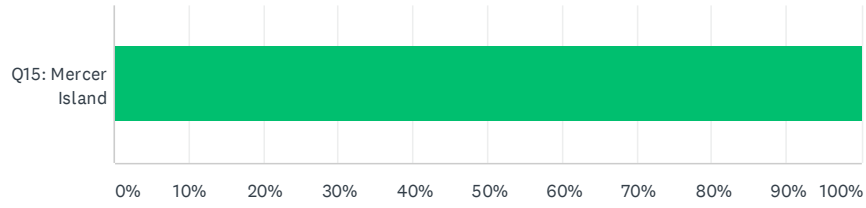
### Q14 What is your age?

Answered: 83 Skipped: 0



### Q15 Where do you live?

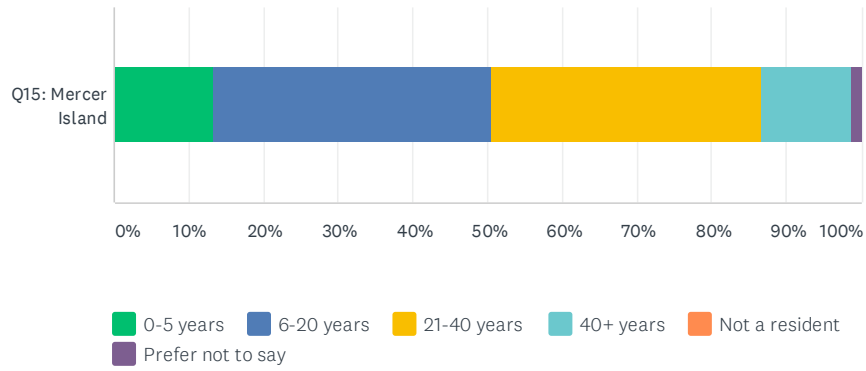
Answered: 83 Skipped: 0



- Mercer Island
- West of Lake Washington (Seattle, Shoreline, etc.)
- East of Lake Washington (Bellevue, Kirkland, Renton, etc.)
- Prefer not to say
- Other

### Q16 If you are a Mercer Island resident, how long have you lived on the Island?

Answered: 83 Skipped: 0



### Q17 Do you consider yourself a boater?

Answered: 81 Skipped: 2

