



Parks Zone

PRC 25-02

February 6, 2025





Agenda

Review and Discussion: Draft Parks Zone Development Regulations

1. Wireless Communications Facilities
2. Other Discussion Items
3. I-90 Transportation Corridor/Aubrey Davis Park
4. Mercer Island Community and Event Center (MICEC)



Wireless Communications Facilities



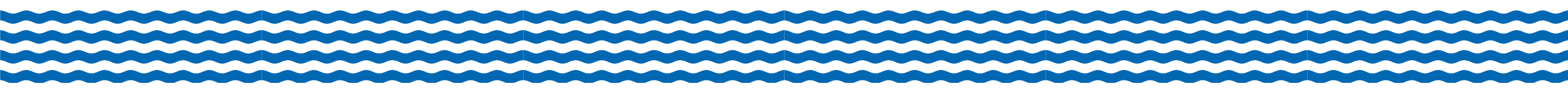
Wireless Communications Facilities

- Wireless communications facilities consist of infrastructure that transmits and receives data for wireless services, such as radio and satellite antennas and cell towers.
- Wireless communications facilities are regulated Citywide in the MICC:
 - [MICC 19.06.040](#) (macro wireless communications facilities)
 - [MICC 19.06.070](#) (small wireless facilities deployment)
 - [MICC 19.06.075](#) (design and concealment standards)



Wireless Communications Facilities

- Local zoning regulation of wireless communication facilities is severely constrained by state and federal law and regulations promulgated by the Federal Communications Commission (FCC).
- Any changes to how the City regulates wireless communications facilities should be addressed as a separate and holistic City-wide project due to the many complexities involved with regulating these types of facilities.
- Exclusion of wireless communications facilities as a permitted use in the Parks Zone would require city staff to enforce a code during permit application review that potentially violates statutes and federal regulations resulting in appeals by applicants.
- **Recommendation:** Include wireless communications facilities as a permitted use with language similar to the Open Space Zone.





Other Discussion Items



Other Discussion Items

- **Setbacks**: The development standard language proposed for setbacks is taken from the Open Space Zone with bollards, kiosks, and parking areas, also proposed to be exempt in the Parks Zone.
- The amenities identified in the exemption list are those that are often located on or near the property boundary.



Other Discussion Items

- **Signs:** The development standards proposed for signs were drafted to align with current practices.
- Staff are recommending a 16 to 18 sq. ft. size limit on park signs.
- For comparison, signs are limited to 10 sq. ft. in the new Open Space Zone.
- Many existing signs in parks are larger than 10 sq. ft.
 - Bike Skills Area sign: 12 sq. ft.
 - Mercerdale Park noticeboard: 15 sq. ft.



Other Discussion Items

- **Scoreboards:** Scoreboards likely fall under the definition of a “sign” in City Code and need to be referenced in the Parks Zone since scoreboards are present at athletic fields.
- Staff are recommending 200 to 220 sq. ft. as the maximum allowed size for a scoreboard.
- The largest scoreboard in the park system is 20 ft. x 10 ft.



Other Discussion Items

- **Kiosks:** Kiosks are present in most parks and provide important information about park use and events. Staff are recommending 22 sq. ft. as the maximum size and 10 ft. as the maximum height for kiosks, consistent with the Open Space Zone.
- Kiosks in the Open Space Zone are limited to 15 sq. ft. and 10 ft. in height with an exception for Pioneer Park, where kiosks are limited to 22 sq. ft. and 10 ft. in height.
- The Luther Burbank Park kiosk is the same model that is located at Pioneer Park. This model of kiosk is the largest in the park system other than the Mountains to Sound kiosk at Aubrey Davis Park, which is 8 ft. 8 in. wide and 4 ft. 5 in. in height.



Other Discussion Items

- **Trails:** The language for trail standards is taken from the Open Space Zone.
- Trail width examples:

Park	Trail Location/Description	Trail Width
Mercerdale	Perimeter asphalt and concrete	5.5-6.5 ft.
Homestead	Asphalt path by tennis courts	8.5 ft.
Groveland	Asphalt path, access downhill	10.5 ft.
Luther Burbank	South Shoreline gravel trail	6.5-7 ft.
Luther Burbank	Gravel path connecting playgrounds	12 ft.
Luther Burbank	Boardwalk in north wetlands area	6 ft.
Luther Burbank	Meadow Trail	10-18 ft.
Luther Burbank	Luther Burbank Administrative Building	16 ft.



Trail Photos – Luther Burbank Park



Trail near the LB Administrative Building (concrete and brick)



Trail near the Dog Park (asphalt)

Trail Photos – Luther Burbank Park



South Shoreline Trail (asphalt)

Trail Photos – Luther Burbank Park



Trail along the Shoreline (gravel)

Trail Photos – Luther Burbank Park



North Wetland Boardwalk

Trail Photos – Luther Burbank Park



Trail near Calkins Point (concrete)

Trail Photos – Mercerdale Park



Perimeter trail (asphalt)



Perimeter trail (concrete)

Trail Photos – Homestead Park



Perimeter Trail (asphalt)

Trail Photos – Groveland Beach Park



Trail from the beach to the parking lot (asphalt)

Photos – Maintenance Vehicles



Heavy Duty
Pickup

6.3 ft. wide



Parks Dump Truck

8.2 ft. wide



Light Duty
Pickup

5.8 ft. wide



Small Utility Vehicle

5.4 ft. wide

Not included in the images above are emergency response vehicles, which vary in size and have unique clearance/access needs. Some parks are also accessed by large utility vehicles such as the Sewer Vector Truck.

Other Discussion Items

- **Picnic Shelters:** The development standards for picnic shelters are proposed at a maximum height of 16 ft. and 1,200 sq. ft. of gross floor area.
- There are currently only two picnic shelters in the parks system (Aubrey Davis Park and Deane's Children's Park), but there is high demand for these facilities.
- The Luther Burbank Park Master Plan calls for the addition of a picnic shelter in the future. The shelter at Deane's Children's Park is in poor condition and anticipated for replacement.
 - The picnic shelter at Aubrey Davis Park is 15 ft. tall, 36 ft. long, and 30 ft. wide (1,080 GFA).

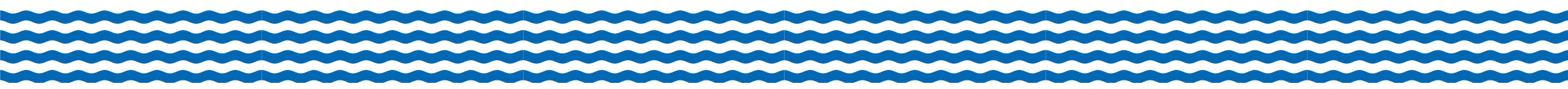


Other Discussion Items

- **Parking:** The development standards for parking were drafted to address parking design, ingress and egress, and minimum parking requirements only if a proposed use is expected to create parking demand beyond existing capacity.
- Language on parking minimums for athletic fields was removed from the draft.
- A “one size fits all” approach to parking is challenging and does not address unique needs of each park.
- Staff requests PRC feedback on the proposed parking requirements.



Other Discussion Items

- **Impervious Surface:** Impervious surface standards are proposed to prohibit a “net” increase in impervious surfaces in the park system with some exemptions:
 - Approved Master Plan improvements are exempt. This allows for the City to undertake a public process to evaluate the addition of a new park amenity.
 - ADA Transition Plan improvements are exempt to accommodate federal ADA requirements including accessible parking.
 - Emergency access is exempt to ensure that emergency responders have suitable access to respond to emergencies in parks.
 - Public trails are exempt because surfacing other than natural soil is impervious.
 - Synthetic turf fields are exempt because conversion of natural grass fields to synthetic turf increases field capacity and is a long-term strategy to address athletic field demand.
 - Utilities are exempt because they are essential public facilities that often include impervious surfaces to meet operational needs.
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Other Discussion Items

- **General Outdoor Lighting:** The development standards for general outdoor lighting are proposed to minimize glare, sky glow, and light trespass onto neighboring properties. This section includes shielding and installation requirements as well as exemptions for lighting that serves specific purposes or is required by state or federal law.
- **Lighting for Outdoor Performance, Sport and Recreation Facilities, and Play Fields:** The development standards for this section are proposed to meet the standards of the Illuminating Engineering Society of North America (IESNA), minimize illumination of surrounding areas, and require that lights be turned off when not in use.



Other Discussion Items

- **Buildings**: the development standards for buildings in parks are still in progress and will be ready for discussion at the March PRC Meeting.
- This work includes specific designations for the Luther Burbank Buildings and other park buildings such as restrooms.



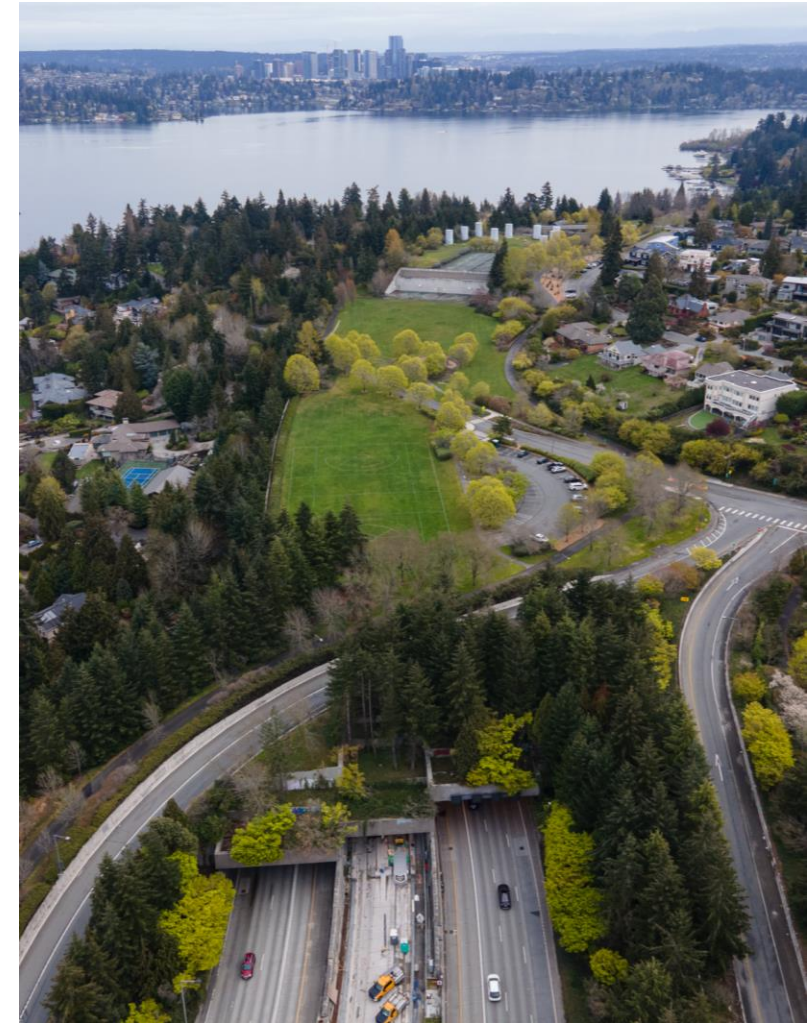


I-90 Transportation Corridor



I-90 Transportation Corridor

- The north end of Mercer Island is crossed by the 2.8-mile-long I-90 Transportation Corridor, owned by the Washington State Department of Transportation (WSDOT).
- This transportation corridor is also known as Aubrey Davis Park.
- Some of the properties that comprise Aubrey Davis Park were built in 1992 to mitigate impacts from the reconstruction of I-90 (aka the lids). Other parcels include surplus properties remaining after construction.
- The I-90 Transportation Corridor has been in the Public Institution Zone ([MICC 19.05.010](#)) since 1987, when the City amended its Development Code and Comprehensive Plan to prepare for the reconstruction of I-90.



I-90 Transportation Corridor

- WSDOT and the City executed several turnback and maintenance agreements in the late 1980s to jointly develop recreation facilities and improvements within the I-90 Transportation Corridor to be maintained by the City.
- WSDOT and the City executed airspace leases in 1994 to maintain and operate Aubrey Davis Park (aka the highway lids) with a 40-year term.
- The leases may be terminated by WSDOT on immediate notice for transportation emergencies, and terminated without penalty for transportation purposes, emergency, or default provisions.



I-90 Transportation Corridor

- The terms of the air space lease and statutory authority ([RCW 47.01.260\(1\)](#)) control the use and development of the I-90 Transportation Corridor through 2034.
- All revisions and construction work must be done in accord with plans approved by WSDOT and in compliance with WSDOT's construction standards.
- [RCW 47.12.120](#) was amended in 2003 to provide that surplus property leases will be “subject to the provisions and requirements of zoning ordinances of political subdivisions or governments.”
- Renegotiation of the agreements and airspace leases of surplus property with WSDOT will be affected by any changes to development regulations imposed on the I-90 Transportation Corridor.



I-90 Transportation Corridor

- **Recommendation:** The I-90 Transportation Corridor should remain in the Public Institution Zone.
- Any proposed regulatory changes to the I-90 Transportation Corridor should be addressed through a collaborative process with WSDOT, consistent with current practices and working relationships.
- If the PRC has a concern about current operations related to the I-90 Transportation Corridor, those items should be flagged now for consideration as part of the airspace lease and turnback agreement re-negotiations or to be addressed through other mechanisms.





Mercer Island Community and Event Center



Mercer Island Community and Event Center (MICEC)

- MICEC is a 42,755 sq. ft. two-story facility that serves as a multi-purpose facility for recreation programs, private events, special events, and other citywide operations (EOC, City Council, etc.)
- Current zoning: R-15
- Amenities:
 - Full gymnasium, game room, dance room, fitness room, and meeting rooms.
 - Catering kitchen, terrace, landing, lawn, art installations, annex facility, emergency generator, and over 220 parking spaces.



Mercer Island Community and Event Center (MICEC)

- MICEC is a multi-purpose City facility:
 - Recreational and nonrecreational programs, activities, and events.
 - Emergency Operations Center, shelter, and warming/cooling center.
 - City Council, Board, and Commission meetings.
 - Leased space for childcare services.
 - City-wide meeting and office space.
- **Recommendation:** MICEC should not be included in the Parks Zone.
- MICEC is one of the City facilities planned for zoning review as part of a larger project to evaluate zoning of City-owned facilities. It will likely be recommended for inclusion in the Public Institution Zone.

