



CITY OF MERCER ISLAND

CITY COUNCIL REGULAR HYBRID MEETING

Tuesday, July 16, 2024 at 5:00 PM

MERCER ISLAND CITY COUNCIL:

Mayor Salim Nice, Deputy Mayor David Rosenbaum,
Councilmembers: Lisa Anderl, Jake Jacobson,
Craig Reynolds, Wendy Weiker, and Ted Weinberg

LOCATION & CONTACT:

MICEC – Slater Room Council Chambers and via Zoom
8236 SE 24th Street | Mercer Island, WA 98040
206.275.7793 | www.mercerisland.gov

We strive to create an inclusive and accessible experience. Those requiring accommodation for meetings should notify the City Clerk's Office 3 days prior to the meeting at 206.275.7793 or by emailing cityclerk@mercerisland.gov.

The hybrid meeting will be live streamed on the City Council's [YouTube Channel](#).

Individuals wishing to speak live during Appearances (public comment period) must register with the City Clerk at 206.275.7793 or cityclerk@mercerisland.gov before 4 PM on the day of the Council meeting. Each speaker will be allowed three (3) minutes to speak. A timer will be visible to online to speakers, City Council, and meeting participants.

Written comments may be sent to the City Council at council@mercerisland.gov.

Join the meeting at 5:00 PM (Appearances will start sometime after 5:00 PM) by:

- **Telephone:** Call 253.215.8782 and enter Webinar ID 846 7228 8176 and Password 730224
- **Zoom:** Click this [link](#) (Webinar ID 846 7228 8176; Password 730224)
- **In Person:** Mercer Island Community & Event Center – Slater Room Council Chambers (8236 SE 24th Street, Mercer Island, WA 98040)

MEETING AGENDA - AMENDED

CALL TO ORDER & ROLL CALL, 5:00 PM

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL

SPECIAL BUSINESS

1. Swearing In of Police Chief

CITY MANAGER REPORT

APPEARANCES

(This is the opportunity for anyone to speak to the City Council on any item, except items before the City Council requiring a public hearing, any quasi-judicial matters, or campaign-related matters)

CONSENT AGENDA

2. AB 6511: June 28, 2024 Payroll Certification

Recommended Action: Approve the June 28, 2024 Payroll Certification in the amount of \$905,231.08 and authorize the Mayor to sign the certification on behalf of the entire City Council.

3. Certification of Claims:

A. Check Register | 00220164-00220219 | 6/28/2024 | \$829,594.10

B. Check Register | 00220220-00220309 | 7/05/2024 | \$1,934,871.71

Recommended Action: Certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

4. City Council Regular Hybrid Meeting Minutes of July 2, 2024

Recommended Action: Approve the City Council Regular Hybrid Meeting Minutes of July 2, 2024.

5. AB 6512: 2024 Asbestos Cement (AC) Water Main Replacement Bid Award

Recommended Action: Award the 2024 AC Water Main Replacement project to Kar-Vel Construction, authorize the City Manager to execute a contract with Kar-Vel Construction in an amount of \$3,737,940, and set the total project budget at \$5,151,289.

6. AB 6513: 80th Avenue SE Pedestrian Improvements Bid Award

Recommended Action: Award the 80th Avenue SE Pedestrian Improvements project to Always Active Services, LLC, a Washington-based company, and authorize the City Manager to execute a contract with Always Active Services, LLC in an amount not to exceed \$1,590,160; appropriate an additional \$808,711 from the Street Fund balance for the project; and set the total project budget at \$2,184,711.

7. AB 6504: Sewer Pump Station Generator Replacement Bid Award

Recommended Action: Award the Sewer Pump Station Generator Replacement project to Valley Electric Co of Mt Vernon, a Washington-based company, in the amount of \$879,947, authorize the City Manager to execute a contract with Valley Electric Co of Mt Vernon for the construction of the Sewer Pump Station Generator Replacement project, and appropriate \$698,650 from the Sewer Fund balance and set the project's total budget at \$1,102,212.

8. AB 6506: Kroger Co. Opioid Settlement

Recommended Action: Authorize the City Manager to execute and submit the necessary participation forms for the Kroger Co. Settlement.

9. AB 6516: MICEC Room 104 Hybrid Meeting Capability Upgrade

Recommended Action: Appropriate \$99,565 of ARPA funds to upgrade MICEC Room 104 audio-visual capabilities and purchase associated equipment for hybrid meetings.

10. AB 6517: Public Works Building Seismic Repairs

Recommended Action: Appropriate \$987,000 from the ARPA fund and authorize staff to proceed with seismic repairs to Public Works building.

11. AB 6518: Disability Pride Month, Proclamation No. 340

Recommended Action: Approve Proclamation No. 340 proclaiming the month of July as Disability Pride Month on Mercer Island.

REGULAR BUSINESS

12. AB 6515: Definition of Antisemitism, Proclamation No. 339

Recommended Action: Approve Proclamation No. 339 Defining Antisemitism.

13. AB 6510: 2024 Comprehensive Plan Periodic Update – Presentation of Planning Commission Recommended Draft

Recommended Action: Receive report. No action necessary.

14. AB 6514: Town Center Parking Regulations

Recommended Action: Receive report and provide feedback. No action necessary.

OTHER BUSINESS

15. Planning Schedule

16. Councilmember Absences & Reports

EXECUTIVE SESSION - Approximately 60 Minutes

17. Collective Bargaining

Executive Session for planning or adopting the strategy or position to be taken by the City Council during the course of any collective bargaining, professional negotiations, or grievance or mediation proceedings, or reviewing the proposals made in the negotiations or proceedings while in progress pursuant to RCW 42.30.140(4)(b)

Real Estate Acquisition

Executive Session to consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price pursuant to RCW 42.30.110(1)(b)

Pending or Potential Litigation – *Added 7/15/2024*

Executive Session to discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i)

ADJOURNMENT



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6511
July 16, 2024
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6511: June 28, 2024 Payroll Certification	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve the June 28, 2024 Payroll Certification in the amount of \$905,231.08.	

DEPARTMENT:	Administrative Services
STAFF:	Ali Spietz, Chief of Administration Nicole Vannatter, Human Resources Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. June 14, 2024 Payroll Certification 2. FTE/LTE Counts
CITY COUNCIL PRIORITY:	n/a

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUIRED	\$ n/a

EXECUTIVE SUMMARY

This agenda bill is to approve the payroll certification for the City of Mercer Island for the period from June 8, 2024 through June 21, 2024 in the amount of \$905,231.08 (see Exhibit 1).

BACKGROUND

[RCW 42.24.080](#) requires that all claims presented against the City by performing labor must be certified by the appropriate official to ensure that the labor was performed as described, and that the claims are just, due, and unpaid obligations against the City, before payment can be made. [RCW 42.24.180](#) allows the payment of claims to occur prior to City Council approval to expedite processing of the payment of claims, provided, however, that review and approval of the claims' documentation occurs at the next regularly scheduled public meeting. The Payroll Certification details the total payment to employees for labor performed and benefits payments made for each payroll. The City is on a bi-weekly payroll schedule with payments every other Friday.

ISSUE/DISCUSSION

Each payroll varies depending on several factors (i.e., number of employees, pay changes, leave cash outs, overtime, etc.). In addition to regular pay for employees, this payroll has variants that are outlined below.

Additional payments:

Description	Amount
Leave cash outs for current employees	\$5,940.28
Leave cash outs for retired employees	\$19,320.00
Service and recognition awards	\$8,500.00
Overtime earnings (see chart for overtime hours by department).	\$22,699.55
Total	\$56,459.83

Overtime hours by department:

Department	Hours
Administrative Services	
City Attorney’s Office	
City Manager’s Office	
Community Planning & Development	
Finance	4.00
Municipal Court	
Police	160.50
Public Works	94.50
Thrift Shop	
Youth & Family Services	
Total Overtime Hours	259.00

NEXT STEPS

FTE/LTE COUNTS

The table in Exhibit 2 shows the budgeted versus actual counts for Full Time Equivalents (FTEs) and Limited Term Equivalents (LTEs) for the current payroll. Casual labor employees (temporary and seasonal) are not included in the counts.

Casual Labor

In addition to FTE and LTE employees, the City utilizes casual labor to address workload needs that exceed the capacity or expertise of the City’s regular staff and that are time limited or seasonal. Casual labor is used primarily to address seasonal workload needs and short-term workload issues created by special projects or position vacancies. Compared to an LTE position, a casual labor position has limited benefits and is filled for a shorter period of time (1-3 months, 6 months, or 9 months). The departments/divisions that utilize casual labor the most are Parks Maintenance, Recreation, Public Works, and the Thrift Store.

RECOMMENDED ACTION

Approve the June 28, 2024 Payroll Certification in the amount of \$905,231.08 and authorize the Mayor to sign the certification on behalf of the entire City Council.

CITY OF MERCER ISLAND PAYROLL CERTIFICATION

Item 2.

PAYROLL PERIOD ENDING **06.21.2024**
PAYROLL DATED **06.28.2024**

Net Cash	\$	615,433.63
Net Voids/Manuals		
Net Total	\$	615,433.63
<hr/>		
Federal Tax Deposit	\$	100,927.75
Social Security and Medicare Taxes	\$	67,945.31
State Tax (California)	\$	4.52
State Tax (California)	\$	12.77
Public Employees Retirement System 1 (PERS 1)	\$	-
Public Employees' Retirement System (PERS Plan 2)	\$	32,972.61
Public Employees' Retirement System (PERS Plan 3)	\$	9,173.98
Public Employees' Retirement System (PERSJM)	\$	622.45
Law Enforcement Officers' & Fire Fighters' Retirement System (LEOFF Plan2)	\$	17,256.74
Regence & LEOFF Trust Medical Insurance Deductions	\$	13,417.58
Domestic Partner Medical Insurance Deductions		
Kaiser Medical Insurance Deductions	\$	1,336.14
Health Care - Flexible Spending Account Contributions	\$	1,672.65
Dependent Care - Flexible Spending Account Contributions	\$	1,057.70
ICMA Roth IRA Contributions	\$	397.77
ICMA 457 Deferred Compensation Contributions	\$	32,236.08
ICMA 401K Deferred Compensation Contributions	\$	-
Garnishments (Chapter 13)	\$	572.00
Child Support Wage Garnishment	\$	917.23
Mercer Island Employee Association Dues	\$	250.00
AFSCME Union Dues	\$	3,005.65
Police Union Dues	\$	2,100.38
Standard - Supplemental Life Insurance	\$	378.70
Unum - Long Term Care Insurance	\$	310.45
AFLAC - Supplemental Insurance Plans	\$	238.52
Miscellaneous	\$	150.00
Oregon Transit Tax and Oregon Benefit Tax	\$	-
Washington Long Term Care	\$	2,840.47
Tax & Benefit Obligations Total	\$	289,797.45

TOTAL GROSS PAYROLL	\$	905,231.08
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I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.



Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

6

Mayor Date

FTE AND LTE COUNTS AS OF 6/21/2024

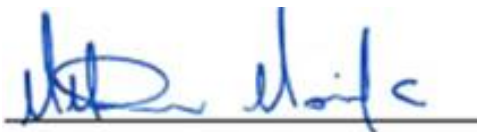
Full Time Equivalents (FTEs)	2024 Budgeted	2024 Actual
Administrative Services	15.00	15.00
City Attorney's Office	2.00	2.00
City Manager's Office	3.00	3.00
Community Planning & Development	18.00	17.00
Finance	9.00	6.50
Municipal Court	3.10	3.10
Police	37.50	37.50
Public Works	64.80	63.55
Recreation	10.25	10.25
Youth & Family Services	11.43	11.43
Thrift Shop	2.00	2.00
Total FTEs	176.08	171.33
Limited Term Equivalents (LTEs)	2024 Budgeted	2024 Actual
City Manager's Office ¹	1.00	3.00
Community Planning & Development ^{2,4}	2.00	1.00
Finance	1.00	1.50
Public Works ³	4.00	6.75
Youth & Family Services	2.03	2.01
Thrift Shop	7.50	7.20
Total LTEs	17.53	21.46
Total FTEs & LTEs	193.61	192.79

FTE Vacancies:	
1.0	Accounting Specialist
1.0	Development Engineer
1.0	Financial Analyst
1.0	Planner
1.0	Police Support Officer
0.5	Utility Billing Admin Assistant

Footnotes:	
1	5/23/2023: Extend 1.0 LTE Management Analyst AB 6255
2	5/23/2023: New 1.0 LTE Assistant Planner AB 6255
3	5/23/2023: New 1.0 LTE Support Services Foreman AB 6255
4	3/1/2024: New 1.0 LTE Planner 3/1 Minutes

CERTIFICATION OF CLAIMS

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.



Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

Mayor

Date

Report	Checks	Date	Amount
Check Register	00220164-00220219	6/28/2024	\$829,594.10

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P0121810	00220210	QUICK CRETE PRODUCTS CORP	INVENTORY PURCHASES	11,940.59
P0121811	00220182	GRAINGER	INVENTORY PURCHASES	1,774.49
P0121809	00220184	H D FOWLER	INVENTORY PURCHASES	719.85
P0121780	00220188	IBS INC	INVENTORY PURCHASES	202.19
<i>Org Key: 814074 - Garnishments</i>				
	00220171	CHAPTER 13 TRUSTEE	PR 06.28.2024	572.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00220201	MI EMPLOYEES ASSOC	PR 06.28.2024	250.00
<i>Org Key: 814076 - City & Counties Local 21M</i>				
	00220219	WSCCCE AFSCME AFL-CIO	PR 06.28.2024	3,005.65
<i>Org Key: 814077 - Police Association</i>				
	00220208	POLICE ASSOCIATION	PR 06.28.2024	2,100.38
<i>Org Key: AS1100 - Administrative Services</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
<i>Org Key: CA1100 - Administration (CA)</i>				
P0121844	00220198	Madrona Law Group, PPLC	Invoice #12634 Professional	12,896.50
P0121843	00220199	MARTEN LAW	Invoice #44096870	7,670.00
P0121844	00220198	Madrona Law Group, PPLC	Invoice #12632 Professional	5,852.50
P0121844	00220198	Madrona Law Group, PPLC	Invoice #12639 Professional	2,039.00
P0121844	00220198	Madrona Law Group, PPLC	Invoice #12638 Professional	1,729.50
P0121844	00220198	Madrona Law Group, PPLC	Invoice #12637 Professional	399.00
P0121844	00220198	Madrona Law Group, PPLC	Invoice #12633 Professional	256.50
P0121844	00220198	Madrona Law Group, PPLC	Invoice #12635 Professional	57.00
<i>Org Key: CM1100 - Administration (CM)</i>				
P0121838	00220167	AT&T MOBILITY	CM Hot Spot Charges	371.65
<i>Org Key: CM1200 - City Clerk</i>				
P0121803	00220213	SOUND PUBLISHING INC	NTC 2772091 NOPH ORD 24C-12	89.06
P0121803	00220213	SOUND PUBLISHING INC	NTC 2771507 NOPH ORD 24C-08	86.34
P0121803	00220213	SOUND PUBLISHING INC	NTC 2771508 NOPH ORD 24C-07	86.34
P0121803	00220213	SOUND PUBLISHING INC	NTC 2771509 NOPH 6 YEAR TIP	86.34
P0121803	00220213	SOUND PUBLISHING INC	NTC 2771778 ORD 24-04	53.67
P0121803	00220213	SOUND PUBLISHING INC	NTC2771779 ORD 24C-06	53.67
P0121803	00220213	SOUND PUBLISHING INC	NTC 2771780 ORD 24C-10	53.67
P0121803	00220213	SOUND PUBLISHING INC	NTC 2772090 ORD 24-11	53.67
<i>Org Key: CO6100 - City Council</i>				
	00220203	NICE, SALIM	REIMBURSEMENT: MILEAGE	290.51
	00220218	WEINBERG, TED	REIMBURSEMENT: MILEAGE	276.61
	00220218	WEINBERG, TED	REIMBURSEMENT: PER DIEM	196.90
	00220203	NICE, SALIM	REIMBURSEMENT: PER DIEM	153.95
<i>Org Key: CR1100 - Human Resources</i>				
P0121817	00220214	SUMMIT LAW GROUP	HR Support Professional Servic	5,350.50
P0121817	00220214	SUMMIT LAW GROUP	HR Support Professional Servic	1,738.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: CT1100 - Municipal Court</i>				
P0121836	00220215	TSE, BIANCA	Judge Pro Tem 6/25/24 - 7.5 hr	375.00
	00220164	Amazon Capital Services Inc	4609799-1668226	8.82
<i>Org Key: DS0000 - Development Services-Revenue</i>				
	00220168	BAILEY, YURIKA	REFUND: PERMIT OVERPAYMENT	676.00
	00220168	BAILEY, YURIKA	REFUND: PERMIT OVERPAYMENT	211.25
<i>Org Key: DS1100 - Administration (DS)</i>				
P0121839	00220167	AT&T MOBILITY	Cellular Services	80.08
	00220164	Amazon Capital Services Inc	6777780-5964226	27.43
	00220164	Amazon Capital Services Inc	6052128-3879462	21.29
	00220164	Amazon Capital Services Inc	6777780-5964226	20.81
	00220164	Amazon Capital Services Inc	2411592-2469014	4.39
<i>Org Key: DS1300 - Land Use Planning Svc</i>				
P0121803	00220213	SOUND PUBLISHING INC	REFUND REF# 219791	-86.34
<i>Org Key: FN1100 - Administration (FN)</i>				
P0121818	00220181	Government Finance	June 24, 2024 - June 23,	4,800.00
<i>Org Key: GB0115 - Facilities Plan</i>				
P0121805	00220204	Northwest Studio	FACILITIES ASSESSMENT PROJECT	1,590.50
<i>Org Key: GB0121 - Precinct Facility Assessment</i>				
P0121804	00220204	Northwest Studio	TULLY'S SITE PLANNING	38,619.96
<i>Org Key: GGM001 - General Government-Misc</i>				
P0121837	00220174	COMCAST	June-July Comcast Cable Charge	122.19
P0121837	00220174	COMCAST	May - June Comcast Cable Chrg	122.19
P0121837	00220174	COMCAST	May - June Comcast Cable Chrg	97.24
P0121837	00220174	COMCAST	May - June Comcast Cable Chrg	62.42
P0121837	00220174	COMCAST	June-July Comcast Cable Charge	62.42
P0121837	00220174	COMCAST	April - May 2024 Remain Balanc	50.00
P0121837	00220174	COMCAST	June-July Comcast Cable Charge	-90.74
<i>Org Key: GGM100 - Emerg Incident Response</i>				
P0121819	00220186	HEARTLAND LLC	Invoice #1352May2024 Professio	15,898.75
<i>Org Key: IS2100 - IGS Network Administration</i>				
P0121762	00220170	CDW GOVERNMENT INC	PureStorage Renewal	19,553.20
P0121759	00220170	CDW GOVERNMENT INC	Trend Micro Apex One Renewal	7,440.48
P0120665	00220191	KING COUNTY FINANCE	I-NET MONTHLY SERVICES FROM	1,492.00
	00220164	Amazon Capital Services Inc	4773339-0678633	218.62
	00220164	Amazon Capital Services Inc	2945536-8999436	166.27
	00220164	Amazon Capital Services Inc	9228015-9035416	77.05
	00220164	Amazon Capital Services Inc	4288499-9643410	40.00
	00220164	Amazon Capital Services Inc	2725244-2603442	32.45
	00220164	Amazon Capital Services Inc	0789021-3042628	8.80
<i>Org Key: MT1500 - Urban Forest Mangement</i>				
P0120571	00220206	Olson Environmental	Ivy survival rings	3,408.81
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P0121636	00220187	HOME DEPOT CREDIT SERVICE	MISC ITEMS FOR ROW PER CASEY T	382.13
P0121816	00220187	HOME DEPOT CREDIT SERVICE	12 VOLT BATTERY	109.10
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
<i>Org Key: MT2150 - Pavement Marking</i>				
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
<i>Org Key: MT2255 - Urban Forest Management (ROW)</i>				
P0120571	00220206	Olson Environmental	Ivy survival rings	734.97
<i>Org Key: MT2500 - ROW Administration</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	760.27
	00220164	Amazon Capital Services Inc	6482559-4618624	121.21
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	45.38
	00220164	Amazon Capital Services Inc	1591473-2485807	8.79
<i>Org Key: MT3100 - Water Distribution</i>				
P0121826	00220179	FERGUSON ENTERPRISES LLC	4 PC DP SOCKET SET	344.05
	00220196	LEYDE, CASEY	REISSUE REIMB: MILEAGE	94.84
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	45.62
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	36.81
<i>Org Key: MT3150 - Water Quality Event</i>				
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	78.28
	00220196	LEYDE, CASEY	WO38172 FLUSHING	45.63
<i>Org Key: MT3300 - Water Associated Costs</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	886.98
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	171.10
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	98.25
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	84.00
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	84.00
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	83.95
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	67.00
	00220196	LEYDE, CASEY	WATER/SEWER CERT	62.00
	00220196	LEYDE, CASEY	WO 40779 WATER REPAIR	45.38
	00220196	LEYDE, CASEY	WO 40892 MAIN BREAK	45.38
	00220178	FELIX, JIM	REISSUE-REIMBURSE water cert	42.00
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	41.98
	00220196	LEYDE, CASEY	REISSUE REIMBURSEMENT	41.98
<i>Org Key: MT3400 - Sewer Collection</i>				
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
<i>Org Key: MT3500 - Sewer Pumps</i>				
P0121840	00220167	AT&T MOBILITY	Wireless Services	120.12
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	760.29
	00220196	LEYDE, CASEY	WASTEWATER CERT RENEWAL	20.00
<i>Org Key: MT3800 - Storm Drainage</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	36.81
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P0121841	00220167	AT&T MOBILITY	Wireless Services	1,745.07
	00220164	Amazon Capital Services Inc	0449134-4911445	301.65
P0121837	00220174	COMCAST	May - June Comcast Cable Chrg	86.42
P0121837	00220174	COMCAST	June-July Comcast Cable Charge	86.42
	00220164	Amazon Capital Services Inc	6823635-3560259	7.70
<i>Org Key: MT4200 - Building Services</i>				
P0121821	00220166	AMERICAN ROOTER	HYDRO JET AND SCRAPED 240326-0	1,156.05
	00220164	Amazon Capital Services Inc	6644453-2986604	556.20
	00220164	Amazon Capital Services Inc	8847196-3758661	372.97
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	253.42
	00220164	Amazon Capital Services Inc	4180301-7941058	71.39
	00220164	Amazon Capital Services Inc	1457627-6447457	44.00
	00220164	Amazon Capital Services Inc	3550192-8110664	36.98
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
	00220164	Amazon Capital Services Inc	8847196-3758661	25.89
<i>Org Key: MT4270 - ARPA-Asbestos Response</i>				
P0121850	00220183	GREEN LATRINE	Site: City of Mercer Island Ci	350.00
<i>Org Key: MT4272 - ARPA-Police Iterim Site</i>				
P0121805	00220204	Northwest Studio	Police Transition/Relocation	3,641.00
P0121779	00220195	LAKESIDE INDUSTRIES	170-WSDOT HMA 1/2 ASPHALT (8.1	750.48
	00220164	Amazon Capital Services Inc	9151980-5719433	162.60
	00220164	Amazon Capital Services Inc	6225597-3195449	152.08
	00220164	Amazon Capital Services Inc	325275441	96.96
	00220164	Amazon Capital Services Inc	6704491-1237027	85.74
<i>Org Key: MT4300 - Fleet Services</i>				
P0121780	00220188	IBS INC	MISC. HARDWARE (VEHICLE MAINT.	419.00
P0121813	00220207	OWEN EQUIPMENT COMPANY	LATCH FOR SWEEPER	210.49
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
	00220164	Amazon Capital Services Inc	6014133-5545018	109.09
	00220164	Amazon Capital Services Inc	6014133-5545018	109.09
	00220164	Amazon Capital Services Inc	8450571-2736222	62.17
	00220164	Amazon Capital Services Inc	40739857004	42.93
	00220164	Amazon Capital Services Inc	8450571-2736222	29.14
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
	00220164	Amazon Capital Services Inc	9847437-2984254	11.74
	00220164	Amazon Capital Services Inc	8515177-4175401	10.42
	00220164	Amazon Capital Services Inc	1309589-8409024	10.39
<i>Org Key: MT4420 - Transportation Planner Eng</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.70
<i>Org Key: MT4450 - Cust Resp - Clearing Acct</i>				
	00220196	LEYDE, CASEY	SR7410 LOCATE	45.63
	00220196	LEYDE, CASEY	EMERGENCY LOCATE	28.11
<i>Org Key: MT6100 - Park Maintenance</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0121827	00220183	GREEN LATRINE	ADPark and Boat Launch	790.00
	00220164	Amazon Capital Services Inc	3240039-0430668	549.68
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	380.13
	00220164	Amazon Capital Services Inc	2914687-9742626	88.14
	00220164	Amazon Capital Services Inc	2914687-9742626	88.14
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
<i>Org Key: MT6200 - Athletic Field Maintenance</i>				
	00220164	Amazon Capital Services Inc	6355706-6177806	390.43
P0121799	00220216	UNITED REPROGRAPHICS	SOUTH MERCER PLAYFIELD TURF RU	413.82
P0121812	00220177	EWING	BASELINE MARKER CHALK (50 BAGS	285.73
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
	00220164	Amazon Capital Services Inc	3646959-9791441	27.35
<i>Org Key: MT6500 - Luther Burbank Park Maint</i>				
	00220164	Amazon Capital Services Inc	2100424-2279448	468.34
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
	00220164	Amazon Capital Services Inc	8983178-4400214	39.54
	00220164	Amazon Capital Services Inc	3392089-8314624	31.84
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
	00220164	Amazon Capital Services Inc	3494776-1432223	16.54
<i>Org Key: MT6600 - Park Maint School Fields</i>				
P0121812	00220177	EWING	BASELINE MARKER CHALK (50 BAGS	285.72
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.22
<i>Org Key: MT6800 - Trails Maintenance</i>				
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
<i>Org Key: MT6900 - Aubrey Davis Park Maint</i>				
P0121823	00220183	GREEN LATRINE	I39065 Aubrey Davis Park	395.00
P0121823	00220183	GREEN LATRINE	I40012 Boat Launch	395.00
P0121823	00220183	GREEN LATRINE	I40788 Boat Launch	395.00
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	253.42
P0121780	00220188	IBS INC	MISC. HARDWARE (WAREHOUSE)	32.20
<i>Org Key: PA0100 - Open Space Management</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	380.13
	00220164	Amazon Capital Services Inc	9476403-6901039	93.55
	00220164	Amazon Capital Services Inc	7859527-9365868	73.91
	00220164	Amazon Capital Services Inc	2721354-2045835	36.48
	00220164	Amazon Capital Services Inc	8063299-7937815	33.60
	00220164	Amazon Capital Services Inc	2721354-2045835	12.11
	00220164	Amazon Capital Services Inc	0110014-3760248	9.65
<i>Org Key: PA0103 - Trail Renovation & Property Ma</i>				
P0116291	00220202	MONARCH LANDSCAPE HOLDINGS	ROW Stair tread replacement 5%	2,756.75
<i>Org Key: PA0129 - Pioneer Park/Engstrom OS Fores</i>				
P0121823	00220183	GREEN LATRINE	I38652 ICW & SE 68th	200.00
P0121827	00220183	GREEN LATRINE	ADPark and Boat Launch	200.00

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PA0143 - LB Park Tennis Court Resurface</i>				
P0118506	00220175	DA HOGAN	Luther Burbank Park Sport Cour	9,141.00
<i>Org Key: PA0144 - LB Parking Lot Lighting</i>				
P0121829	00220192	KPG	LB Park Improvements	1,940.00
<i>Org Key: PO1100 - Administration (PO)</i>				
	00220212	SEIFERT, MIKE	REIMBURSEMENT: PER DIEM WASPC	222.60
<i>Org Key: PO1650 - Regional Radio Operations</i>				
P0121833	00220209	PSERN	Public Safety Radios - Quarter	9,611.76
P0121833	00220209	PSERN	Police Public Safety Radios an	8,282.64
<i>Org Key: PO2100 - Patrol Division</i>				
P0121847	00220194	KROESENS UNIFORM COMPANY	Police uniforms/equipment	4,498.76
P0121831	00220194	KROESENS UNIFORM COMPANY	Police uniforms/equipment	2,119.86
P0121846	00220197	MAC TOWING	Towing for multiple cases	1,795.38
P0121848	00220180	FIRST RESPONDER OUTFITTERS INC	Police uniforms	1,248.56
	00220164	Amazon Capital Services Inc	7763333-3465862	150.00
	00220164	Amazon Capital Services Inc	7763333-3465862	112.50
	00220164	Amazon Capital Services Inc	2288134-8822600	72.40
	00220164	Amazon Capital Services Inc	3865543-6423458	48.67
	00220164	Amazon Capital Services Inc	2902531-4324246	39.66
P0121832	00220172	CLEANERS PLUS 1	Cleaning bill, Invoice #73975	34.16
	00220164	Amazon Capital Services Inc	7253842-6265800	33.03
	00220164	Amazon Capital Services Inc	2288134-8822600	13.08
<i>Org Key: PO2201 - Dive Team</i>				
P0121849	00220217	UW VALLEY MEDICAL CENTER	Dive physicals	1,561.00
<i>Org Key: PR1100 - Administration (PR)</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	760.27
	00220164	Amazon Capital Services Inc	2649616-8082665	247.94
	00220164	Amazon Capital Services Inc	6969089-5381840	193.50
	00220164	Amazon Capital Services Inc	3452325-2568210	145.42
	00220164	Amazon Capital Services Inc	3452325-2568210	72.71
	00220164	Amazon Capital Services Inc	6667643-7132213	60.61
	00220164	Amazon Capital Services Inc	8682333-5981004	60.11
	00220164	Amazon Capital Services Inc	1083675-7057037	53.83
	00220164	Amazon Capital Services Inc	1083675-7057037	53.82
	00220164	Amazon Capital Services Inc	1626300-5084211	43.96
	00220164	Amazon Capital Services Inc	3452325-2568210	40.75
	00220164	Amazon Capital Services Inc	0796013-1577039	40.75
	00220164	Amazon Capital Services Inc	3573626-8155407	24.13
	00220164	Amazon Capital Services Inc	7157756-7960227	19.82
<i>Org Key: PR2104 - Special Events</i>				
	00220164	Amazon Capital Services Inc	1818547-6597069	131.86
	00220164	Amazon Capital Services Inc	9303996-5730638	31.93
	00220164	Amazon Capital Services Inc	6700587-4897052	9.91
<i>Org Key: PR4100 - Community Center</i>				
P0121837	00220174	COMCAST	June-July Comcast Cable Charge	450.18

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0121837	00220174	COMCAST	May - June Comcast Cable Charg	329.95
	00220164	Amazon Capital Services Inc	8571076-0772231	134.40
	00220164	Amazon Capital Services Inc	4750242-3382627	81.72
	00220164	Amazon Capital Services Inc	4750242-3382627	56.06
<i>Org Key: SP0100 - Residential Street Resurfacing</i>				
P0121828	00220173	CM DESIGN GROUP	Project Management	15,229.80
<i>Org Key: SP0104 - NMW - 7500 to Roanoke</i>				
P0121828	00220173	CM DESIGN GROUP	Project Management	15,229.80
<i>Org Key: SP0111 - 80th Ave SE Sidewalk Improve</i>				
P0104658	00220192	KPG	80TH AVE SE PEDESTIAN IMPROVEM	14,690.50
<i>Org Key: SP0114 - WMW P3 Shoulder Improvements</i>				
P0121824	00220193	KRAZAN & ASSOCIATES INC	Asphalt Testing WMW Phase 4	1,841.95
<i>Org Key: SP0129 - 4004 ICW Property</i>				
P0120010	00220189	KAMINS CONSTRUCTION INC	4004 ICW PROPERTY TRANSPORTATI	6,007.00
<i>Org Key: SU0113 - SCADA System Replacement-Sewer</i>				
P0103284	00220169	BROWN AND CALDWELL CONSULTANTS	PH1 SCADA EQUIPMENT REPLACEMEN	45,822.21
<i>Org Key: SW0127 - Stormwater Trunkline Assessmen</i>				
P0119484	00220205	Olson Brother's Pro-Vac LLC	Stormwater Utility M&O	99,176.20
<i>Org Key: VCP402 - CIP Water Salaries</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
<i>Org Key: VCP426 - CIP Sewer Salaries</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
<i>Org Key: VCP432 - CIP Storm Drainage Salaries</i>				
P0121822	00220165	AMERICAN RED CROSS	Training Course Fees	126.71
<i>Org Key: WU0103 - Water Reservoir Improvements</i>				
P0117106	00220211	RH2 ENGINEERING INC	RESERVOIR IMPROVEMENTS - SERVI	4,957.19
<i>Org Key: WU0117 - Meter Replacement Implementati</i>				
P0102980	00220185	HDR ENGINEERING INC	WATER METER REPLACEMENT	6,399.90
<i>Org Key: WU0119 - Reservoir Generator Replacemen</i>				
P0117841	00220200	McClure and Sons, Inc.	Reservoir Standby Generator	48,832.37
<i>Org Key: WU0130 - 2023 Water Sys Improvements</i>				
P0119570	00220190	KAR-VEL CONSTRUCTION INC	2023 Water System Improvements	319,483.98
P0119457	00220193	KRAZAN & ASSOCIATES INC	Materials testing	1,202.90
<i>Org Key: WU0170 - ARPA-First Hill Generator</i>				
P0114349	00220176	DAVID EVANS & ASSOC INC	21-45 First Hill Booster Stati	22,268.20
<i>Org Key: YF1100 - YFS General Services</i>				
	00220164	Amazon Capital Services Inc	0114007-2389046	94.80
	00220164	Amazon Capital Services Inc	6284815-7995428	91.76
	00220164	Amazon Capital Services Inc	6284815-7995428	46.26
	00220164	Amazon Capital Services Inc	2142216-0670636	35.91

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00220164	Amazon Capital Services Inc	2142216-0670636	27.52
	00220164	Amazon Capital Services Inc	6284815-7995428	13.21
	00220164	Amazon Capital Services Inc	0477246-8445008	8.75
	00220164	Amazon Capital Services Inc	3882509-5935441	7.12
	00220164	Amazon Capital Services Inc	0733618-7025050	6.60
 <i>Org Key: YF1200 - Thrift Shop</i>				
	00220164	Amazon Capital Services Inc	8773083-8021030	778.80
	00220164	Amazon Capital Services Inc	0561953-5534669	294.20
	00220164	Amazon Capital Services Inc	5324795-0721034	74.98
	00220164	Amazon Capital Services Inc	3738653-1680221	70.48
	00220164	Amazon Capital Services Inc	1582314-2461008	43.58
	00220164	Amazon Capital Services Inc	2324747-9536224	21.82
	00220164	Amazon Capital Services Inc	7681587-2319420	17.95
	00220164	Amazon Capital Services Inc	4267464-4729018	9.91
	00220164	Amazon Capital Services Inc	0395493-0013036	9.36
Total				829,594.10

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00220164	06/28/2024	Amazon Capital Services Inc 4609799-1668226		17W6-H7P3-49WF	05/10/2024	8,639.94
00220165	06/28/2024	AMERICAN RED CROSS Training Course Fees	P0121822	22689925	05/15/2024	5,702.00
00220166	06/28/2024	AMERICAN ROOTER HYDRO JET AND SCRAPED 240326-0	P0121821	240326-03	05/26/2024	1,156.05
00220167	06/28/2024	AT&T MOBILITY CM Hot Spot Charges	P0121841	3437X06132024	06/13/2024	2,316.92
00220168	06/28/2024	BAILEY, YURIKA REFUND: PERMIT OVERPAYMENT		06212024	06/21/2024	887.25
00220169	06/28/2024	BROWN AND CALDWELL CONSULTANTS PH1 SCADA EQUIPMENT REPLACEMEN	SP0103284	14523974	06/12/2024	45,822.21
00220170	06/28/2024	CDW GOVERNMENT INC PureStorage Renewal	P0121759	RT97588	06/14/2024	26,993.68
00220171	06/28/2024	CHAPTER 13 TRUSTEE PR 06.28.2024		PR 06.28.2024	06/28/2024	572.00
00220172	06/28/2024	CLEANERS PLUS 1 Cleaning bill, Invoice #73975	P0121832	73975	06/01/2024	34.16
00220173	06/28/2024	CM DESIGN GROUP Project Management	P0121828	24022	06/12/2024	30,459.60
00220174	06/28/2024	COMCAST April - May 2024 Remain Balanc	P0121837	2599 MAY-JUNE	05/20/2024	1,378.69
00220175	06/28/2024	DA HOGAN Luther Burbank Park Sport Cour	P0118506	24-8582	05/31/2024	9,141.00
00220176	06/28/2024	DAVID EVANS & ASSOC INC 21-45 First Hill Booster Stati	P0114349	3075/6597/2283	12/22/2023	22,268.20
00220177	06/28/2024	EWING BASELINE MARKER CHALK (50 BAGS	P0121812	22582941	06/13/2024	571.45
00220178	06/28/2024	FELIX, JIM REISSUE-REIMBURSE water cert		112921	11/29/2021	42.00
00220179	06/28/2024	FERGUSON ENTERPRISES LLC 4 PC DP SOCKET SET	P0121826	0264424	06/12/2024	344.05
00220180	06/28/2024	FIRST RESPONDER OUTFITTERS INC Police uniforms	P0121848	6159-3/6177-3	06/18/2024	1,248.56
00220181	06/28/2024	Government Finance June 24, 2024 - June 23,	P0121818	MI-0624-01	06/24/2024	4,800.00
00220182	06/28/2024	GRAINGER INVENTORY PURCHASES	P0121811	6667/6659	06/17/2024	1,774.49
00220183	06/28/2024	GREEN LATRINE Site: City of Mercer Island Ci	P0121827	I45409	06/14/2024	2,725.00
00220184	06/28/2024	H D FOWLER INVENTORY PURCHASES	P0121809	I6737144	06/20/2024	719.85
00220185	06/28/2024	HDR ENGINEERING INC WATER METER REPLACEMENT PROGRA	P0102980	1200626465	06/10/2024	6,399.90
00220186	06/28/2024	HEARTLAND LLC Invoice #1352May2024 Professio	P0121819	1352MAY2024	06/19/2024	15,898.75
00220187	06/28/2024	HOME DEPOT CREDIT SERVICE 12 VOLT BATTERY	P0121636	47116148456	06/05/2024	491.23
00220188	06/28/2024	IBS INC INVENTORY PURCHASES	P0121780	8331/8351/8352	06/10/2024	1,081.23
00220189	06/28/2024	KAMINS CONSTRUCTION INC 4004 ICW PROPERTY TRANSPORTATI	P0120010	1/1/24-6/30/24	06/30/2024	6,007.00

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00220190	06/28/2024	KAR-VEL CONSTRUCTION INC 2023 Water System Improvements	P0119570	5/1/24-5/31/24	05/31/2024	319,483.98
00220191	06/28/2024	KING COUNTY FINANCE I-NET MONTHLY SERVICES FROM	P0120665	11014751	05/31/2024	1,492.00
00220192	06/28/2024	KPG LB Park Improvements	P0104658	209393	06/16/2024	16,630.50
00220193	06/28/2024	KRAZAN & ASSOCIATES INC Asphalt Testing WMW Phase 4	P0119457	I623639-5832	04/30/2024	3,044.85
00220194	06/28/2024	KROESENS UNIFORM COMPANY Police uniforms/equipment	P0121847	94/28/68/98/49	05/15/2024	6,618.62
00220195	06/28/2024	LAKESIDE INDUSTRIES 170-WSDOT HMA 1/2 ASPHALT (8.1	P0121779	273345	06/08/2024	750.48
00220196	06/28/2024	LEYDE, CASEY REISSUE REIMBURSMENT		070722	07/07/2022	1,228.51
00220197	06/28/2024	MAC TOWING Towing for multiple cases	P0121846	24-4658122	06/12/2024	1,795.38
00220198	06/28/2024	Madrona Law Group, PPLC Invoice #12632 Professional	P0121844	32/33/05/04/12	06/13/2024	23,230.00
00220199	06/28/2024	MARTEN LAW Invoice #44096870	P0121843	44096870	06/10/2024	7,670.00
00220200	06/28/2024	McClure and Sons, Inc. Reservoir Standby Generator	P0117841	5/1/24-5/31/24	05/31/2024	48,832.37
00220201	06/28/2024	MI EMPLOYEES ASSOC PR 06.28.2024		PR 06.28.2024	06/28/2024	250.00
00220202	06/28/2024	MONARCH LANDSCAPE HOLDINGS ROW Stair tread replacement 5%	P0116291	CD50256382 RET	06/25/2024	2,756.75
00220203	06/28/2024	NICE, SALIM REIMBURSEMENT: MILEAGE		06272024.01	06/27/2024	444.46
00220204	06/28/2024	Northwest Studio FACILITIES ASSESSMENT PROJECT	P0121805	2304-12	05/28/2024	43,851.46
00220205	06/28/2024	Olson Brother's Pro-Vac LLC Stormwater Utility M&O	P0119484	424/582/003/203	02/29/2024	99,176.20
00220206	06/28/2024	Olson Environmental Ivy survival rings	P0120571	050851/050852	06/11/2024	4,143.78
00220207	06/28/2024	OWEN EQUIPMENT COMPANY LATCH FOR SWEEPER	P0121813	00115378	06/13/2024	210.49
00220208	06/28/2024	POLICE ASSOCIATION PR 06.28.2024		PR 06.28.2024	06/28/2024	2,100.38
00220209	06/28/2024	PSERN Public Safety Radios - Quarter	P0121833	123/281	11/15/2023	17,894.40
00220210	06/28/2024	QUICK CRETE PRODUCTS CORP INVENTORY PURCHASES	P0121810	130457	06/20/2024	11,940.59
00220211	06/28/2024	RH2 ENGINEERING INC RESERVOIR IMPROVEMENTS - SERVI	P0117106	96605	06/18/2024	4,957.19
00220212	06/28/2024	SEIFERT, MIKE REIMBURSEMENT: PER DIEM WASPC		06272024	06/27/2024	222.60
00220213	06/28/2024	SOUND PUBLISHING INC NTC 2771507 NOPH ORD 24C-08	P0121803	8137499	05/31/2024	476.42
00220214	06/28/2024	SUMMIT LAW GROUP HR Support Professional Servic	P0121817	154578/155038	06/18/2024	7,088.50
00220215	06/28/2024	TSE, BIANCA Judge Pro Tem 6/25/24 - 7.5 hr	P0121836	06252024	06/25/2024	375.00

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00220216	06/28/2024	UNITED REPROGRAPHICS SOUTH MERCER PLAYFIELD TURF RU	P0121799	9120915-IN	06/07/2024	413.82
00220217	06/28/2024	UW VALLEY MEDICAL CENTER Dive physicals	P0121849	70000814 JUNE	06/13/2024	1,561.00
00220218	06/28/2024	WEINBERG, TED REIMBURSEMENT: MILEAGE		06272024.01	06/27/2024	473.51
00220219	06/28/2024	WSCCCE AFSCME AFL-CIO PR 06.28.2024		PR 06.28.2024	06/28/2024	3,005.65
					Total	<u>829,594.10</u>

CERTIFICATION OF CLAIMS

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.



Finance Director

I, the undersigned, do hereby certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

Mayor

Date

<u>Report</u>	<u>Checks</u>	<u>Date</u>	<u>Amount</u>
Check Register	00220220-00220309	7/05/2024	\$1,934,871.71

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P0121864	00220285	RETIREMENT SOLUTION	Returning account credit	200.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P0121856	00220299	TRAFFIC SAFETY SUPPLY	INVENTORY PURCHASES	5,304.93
<i>Org Key: AS1100 - Administrative Services</i>				
P0121888	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	213.89
P0121886	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	42.22
<i>Org Key: CA1100 - Administration (CA)</i>				
P0121891	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service	53.13
P0121890	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Dates	47.22
<i>Org Key: CM1100 - Administration (CM)</i>				
P0121890	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Dates	301.51
P0121890	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Dates	164.46
<i>Org Key: CO6100 - City Council</i>				
P0121890	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Dates	298.33
<i>Org Key: CO6500 - Sister City Program</i>				
P0121913	00220235	CivicPlus	Website Annual Fee - Sister Ci	1,732.50
<i>Org Key: CR1100 - Human Resources</i>				
P0121866	00220282	RALPH ANDERSEN & ASSOCIATES	Police Chief Recruitment	18,000.00
P0121863	00220275	MODUS TECHNOLOGY INC	HR Records Scanning INV 11556	7,305.29
P0121914	00220278	OCCUPATIONAL HEALTH CTRS OF WA	DOT PHYSICAL	62.00
<i>Org Key: CT1100 - Municipal Court</i>				
P0121884	00220228	Bradley Public Safety	BPSS (Security) Invoice 063007	1,350.00
P0121871	00220261	INTERCOM LANGUAGE SERVICES INC	Intercom invoice #24-328	859.16
P0121865	00220236	COMPLETE OFFICE	2292962-0 MI Court	72.73
P0121887	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	42.22
P0121865	00220236	COMPLETE OFFICE	2291836-0 MI Court	25.62
<i>Org Key: DS1100 - Administration (DS)</i>				
P0121906	00220267	KPG	Transportation Element Update	835.00
P0121907	00220309	WSP USA	Geo Peer Review; Task No. 3 -	593.75
P0121868	00220300	Travelers	Notary Bond D. Estrada, Policy	40.00
<i>Org Key: DS1300 - Land Use Planning Svc</i>				
P0121908	00220250	Galt, John	Hearing Ex Services APL24-002	5,071.25
<i>Org Key: FN1100 - Administration (FN)</i>				
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	80.52
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	53.13
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	47.22
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	42.22
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	42.22
<i>Org Key: FN2100 - Data Processing</i>				
P0121878	00220297	SUPERION LLC	3RD QTR ONESOLUTION	14,968.78
<i>Org Key: FN4501 - Utility Billing (Water)</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0121675	00220247	FCS GROUP	2024 Utility Rate Model Update	396.56
P0121875	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	218.16
P0121875	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	161.49
P0121876	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	105.51
P0121874	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	104.85
P0121877	00220273	METROPRESORT	JUNE 2024 PRNT & MAILING OF UT	88.47
P0121876	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	78.57
P0121874	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	78.01
P0121877	00220273	METROPRESORT	JUNE 2024 PRNT & MAILING OF UT	65.84
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	47.22
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	42.22
 <i>Org Key: FN4502 - Utility Billing (Sewer)</i>				
P0121675	00220247	FCS GROUP	2024 Utility Rate Model Update	396.57
P0121875	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	218.16
P0121875	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	161.49
P0121876	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	105.51
P0121874	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	104.85
P0121877	00220273	METROPRESORT	JUNE 2024 PRNT & MAILING OF UT	88.49
P0121876	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	78.57
P0121874	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	78.01
P0121877	00220273	METROPRESORT	JUNE 2024 PRNT & MAILING OF UT	65.85
 <i>Org Key: FN4503 - Utility Billing (Storm)</i>				
P0121875	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	218.16
P0121875	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	161.50
P0121876	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	105.51
P0121874	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	104.85
P0121877	00220273	METROPRESORT	JUNE 2024 PRNT & MAILING OF UT	88.47
P0121675	00220247	FCS GROUP	2024 Utility Rate Model Update	88.12
P0121876	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	78.58
P0121874	00220273	METROPRESORT	MAY 2024 PRNT & MAILING OF UTI	78.01
P0121877	00220273	METROPRESORT	JUNE 2024 PRNT & MAILING OF UT	65.84
 <i>Org Key: FR2100 - Fire Operations</i>				
P0121713	00220244	EASTSIDE FIRE & RESCUE	July 2024 Contract Fee	656,228.83
 <i>Org Key: GB0107 - Honeywell Site Remediation</i>				
P0117370	00220246	FARALLON CONSULTING LLC	REMEDIATION PROJECT	7,417.46
 <i>Org Key: GE0107 - Fleet Replacements</i>				
P0118968	00220230	BUD CLARY FORD HYUNDAI	2024 FORD F350 2WD CAB & CHASS	73,941.81
P0116345	00220230	BUD CLARY FORD HYUNDAI	2024 FORD F550 4WD TRUCK FOR	67,462.74
 <i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P0121880	00220284	RESERVE ACCOUNT	RESERVE FUND REFILL FOR COURT	500.00
 <i>Org Key: GGM005 - Genera Govt-LI Retiree Costs</i>				
	00220257	HILTNER, PETER	LEOFF1 Medicare	619.50
	00220227	BOOTH, GLENDON D	LEOFF1 Medicare	344.90
	00220241	DEEDS, EDWARD G	LEOFF1 Medicare	273.10
	00220225	BARNES, WILLIAM	LEOFF1 Medicare	271.10
	00220249	FORSMAN, LOWELL	LEOFF1 Medicare	271.10

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00220271	LYONS, STEVEN	LEOFF1 Medicare	247.80
	00220298	THOMPSON, JAMES	LEOFF1 Medicare	245.90
	00220289	SCHOENTRUP, WILLIAM	LEOFF1 Medicare	240.60
	00220293	SMITH, RICHARD	LEOFF1 Medicare	239.90
	00220221	ABBOTT, RICHARD	LEOFF1 Medicare	239.10
	00220252	GOODMAN, J C	LEOFF1 Medicare	236.30
	00220245	ELSOE, RONALD	LEOFF1 Medicare	220.10
	00220222	ADAMS, RONALD E	LEOFF1 Medicare	214.40
	00220263	JOHNSON, CURTIS	LEOFF1 Medicare	212.60
	00220224	AUGUSTSON, THOR	LEOFF1 Medicare	209.90
	00220270	LOISEAU, LERI M	LEOFF1 Medicare	209.90
	00220276	MYERS, JAMES S	LEOFF1 Medicare	179.80
	00220243	DOWD, PAUL	LEOFF1 Medicare	174.70
	00220254	HAGSTROM, JAMES	LEOFF1 Medicare	174.70
	00220288	RUCKER, MANORD J	LEOFF1 Medicare	174.70
	00220307	WEGNER, KEN	LEOFF1 Medicare	170.10
	00220308	WHEELER, DENNIS	LEOFF1 Medicare	164.90
	00220283	RAMSAY, JON	LEOFF1 Medicare	136.20
	00220233	CARLSON, LARRY	LEOFF1 Medicare	92.60
Org Key: GGM606 - Excess Retirement-Fire				
	00220225	BARNES, WILLIAM	LEOFF1 Excess Benefit	3,133.75
	00220237	COOPER, ROBERT	LEOFF1 Excess Benefit	3,085.43
	00220263	JOHNSON, CURTIS	LEOFF1 Excess Benefit	1,978.49
	00220289	SCHOENTRUP, WILLIAM	LEOFF1 Excess Benefit	1,577.32
	00220283	RAMSAY, JON	LEOFF1 Excess Benefit	1,074.17
Org Key: GGX620 - Custodial Disbursements				
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	2,528.77
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	2,204.73
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	1,467.76
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	1,358.74
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	1,327.11
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	901.75
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	809.64
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	502.15
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	295.58
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	295.46
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	158.20
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	152.97
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	99.99
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	99.99
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	41.64
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	21.19
P0121859	00220306	WA ST TREASURER'S OFFICE	REMIT MI Court Transmittal 5-2	20.53
P0121858	00220306	WA ST TREASURER'S OFFICE	REMIT NC Court Transmittal 5-2	2.68
Org Key: GT0108 - Technology Equipment Replaceme				
P0121701	00220242	DELL MARKETING L.P.	3 Dell Precision 3590 Laptop	5,761.28
Org Key: IS2100 - IGS Network Administration				
P0121881	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 IGS CITY C	231.10

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	40.01
<i>Org Key: MT3300 - Water Associated Costs</i>				
	00220269	LEYDE, CASEY	REIMBURSEMENT: PER DIEM AWWA	224.50
<i>Org Key: MT3400 - Sewer Collection</i>				
P0121830	00220258	HOME DEPOT CREDIT SERVICE	2 X 20V IMPACT WRENCH	659.00
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P0121867	00220239	DATAQUEST LLC	Background Checks INV 23514	79.50
<i>Org Key: MT4420 - Transportation Planner Eng</i>				
P0118253	00220260	IDAX DATA SOLUTIONS	IDAX On-Call Traffic Data	1,200.00
<i>Org Key: MT4501 - Water Administration</i>				
P0121873	00220290	SEATTLE PUBLIC UTILITIES	MAY 2024 WATER PURCHASE	168,680.10
<i>Org Key: MT4502 - Sewer Administration</i>				
P0120214	00220265	KING COUNTY TREASURY	2024 JAN-DEC MONTHLY SEWER CHA	476,701.50
<i>Org Key: MT4910 - ARPA-Curbside Recycling</i>				
P0121853	00220286	RIDWELL INC	STYROFOAM AND PLASTIC FILM PIC	8,817.78
<i>Org Key: MT6100 - Park Maintenance</i>				
P0121892	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	564.43
P0121835	00220259	HORIZON	IRRIGATION FITTINGS	481.49
P0121892	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	142.57
<i>Org Key: PA0109 - Aubrey Davis Park Trail Safety</i>				
P0110899	00220305	WA ST DEPT OF TRANSPORTATION	JZ AUBREY DAVIS PARK SAFETY	1,386.52
<i>Org Key: PA0122 - Luther Burbank Dock Repair & R</i>				
P0114806	00220266	KPFF CONSULTING ENGINEERS	Luther Burbank Park Final Desi	200.00
<i>Org Key: PA0123 - Luther Burbank Minor Capital L</i>				
P0121062	00220240	DCW Cost Management	CIP Cost estimating for Boiler	3,500.00
<i>Org Key: PA0124 - Luther Burbank Boiler Bldg Roo</i>				
P0121161	00220248	Ferguson Construction Inc.	Scope: 23-30 Luther Burbank Pa	106,500.26
P0121164	00220232	CARDINAL ARCHITECTURE PC	Scope: Luther Burbank Park Boi	12,349.84
<i>Org Key: PA0129 - Pioneer Park/Engstrom OS Fores</i>				
P0120907	00220255	HANSON TREE SERVICE LLC	23-14B Work Request 1	19,095.69
P0121262	00220255	HANSON TREE SERVICE LLC	Pioneer Park NE + Engstrom PP1	711.22
<i>Org Key: PA122B - LB Shoreline Access Improvemen</i>				
P0121161	00220248	Ferguson Construction Inc.	Scope: 23-30 Luther Burbank Pa	30,428.64
P0121164	00220232	CARDINAL ARCHITECTURE PC	Scope: Luther Burbank Park Boi	3,528.52
P0114806	00220266	KPFF CONSULTING ENGINEERS	Luther Burbank Park Final Desi	766.00
<i>Org Key: PA122D - LB Storm Drainage KC Flood Con</i>				
P0114806	00220266	KPFF CONSULTING ENGINEERS	Luther Burbank Park Final Desi	5,462.00
<i>Org Key: PA124B - LB Boiler Bldg City Portion</i>				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0121161	00220248	Ferguson Construction Inc.	Scope: 23-30 Luther Burbank Pa	1,383.12
P0121164	00220232	CARDINAL ARCHITECTURE PC	Scope: Luther Burbank Park Boi	160.39
<i>Org Key: PO1100 - Administration (PO)</i>				
P0121889	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Dates	282.30
<i>Org Key: PO1350 - Police Emergency Management</i>				
P0121726	00220280	POSITIVE PROMOTIONS	Reusable Bags with PD logo (or	1,235.75
P0121807	00220220	4IMPRINT INC	EM Summer Celebration Supplies	774.60
P0121870	00220302	UNITED REPROGRAPHICS	EM Banners (2 - Invoice #91211	281.40
P0121869	00220302	UNITED REPROGRAPHICS	PD Banners (2 - Invoice #91212	281.40
P0121879	00220292	SKYLINE COMMUNICATIONS INC	JULY 2024 EOC INTERNET	220.55
<i>Org Key: PO1650 - Regional Radio Operations</i>				
P0121885	00220281	PSERN	Police Public Safety Radios -	8,196.24
P0121885	00220281	PSERN	Gen Gov Non-Public Safety Radi	86.40
<i>Org Key: PR1100 - Administration (PR)</i>				
P0121886	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	136.66
P0121892	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	42.22
<i>Org Key: PR4100 - Community Center</i>				
P0121893	00220256	HELLO REFRIGERATION LLC	Repaired catering kitchen frid	727.87
<i>Org Key: PR5600 - Cultural & Performing Arts</i>				
P0121902	00220251	GLENN A HENRY III	8/1/24 Mostly Music in the Par	5,000.00
P0121894	00220279	PATRICK NAPPER	8/22/24 Mostly Music in the Pa	3,500.00
P0121898	00220229	BRIAN DAVID GARRISON	7/11/24 Mostly Music in the Pa	2,000.00
P0121896	00220234	CHARLES VALENTINE	7/25/24 Mostly Music in the Pa	1,500.00
P0121895	00220264	JORDYN DAY PALMER	8/8/24 Mostly Music in the Par	800.00
P0121897	00220262	JABLONSKI LAW PLLC	7/18/24 Mostly Music in the Pa	750.00
<i>Org Key: PR5900 - Summer Celebration</i>				
P0121900	00220287	RONALD A GATTY	2024 Summer Celebration Perfor	3,500.00
P0121901	00220268	LEDBETTER, WAYNE	2024 Summer Celebration Perfor	2,000.00
P0121899	00220296	STEVEN FLETCHER	2024 Summer Celebration Perfor	600.00
<i>Org Key: SP0118 - ADA Compliance Plan Implementa</i>				
P0119275	00220266	KPFF CONSULTING ENGINEERS	ADA Transition Plan Implementa	8,974.95
<i>Org Key: SP0122 - Minor Capital - Traffic Operat</i>				
P0121862	00220223	APPLIED CONCEPTS INC	2-PMG WITH TRAFFIC ANALYST	9,076.07
<i>Org Key: SP0135 - ICW Corridor Improvements</i>				
P0118254	00220267	KPG	ICW Corridor Safety Analysis a	6,403.68
<i>Org Key: SU0103 - Easement, Access Codes & Stand</i>				
P0121860	00220231	BUSH ROED & HITCHINGS INC	PS19 BOUNDARY SURVEY	12,571.84
<i>Org Key: SU0108 - Comprehensive Pipeline R&R Pro</i>				
P0119153	00220294	STAHALI TRENCHLESS CONSULTANTS	Basin 40 CIPP Sewer Lining Pro	5,059.68
<i>Org Key: SU0109 - Sewer System Generator Replace</i>				
P0121852	00220238	DAILY JOURNAL OF COMMERCE	BC: SEWER PUMP STATION	469.20

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: SU0115 - Sewer Pipe Upsize</i>				
P0114350	00220295	Staheli Trenchless Consultants	21-48 Sewer Pipe Replacements	71,861.46
<i>Org Key: SW0111 - Sub Basin 46a.3 Watercourse</i>				
P0120250	00220277	NW Hydraulic Consultants Inc.	Sub Basin 46a.3 Watercourse	21,485.17
<i>Org Key: SW0134 - Storm Conveyance Repairs</i>				
P0121834	00220301	ULTRABLOCK INC	32) FULL BLOCKS, 3) HALF BLOCK	6,859.96
P0121845	00220301	ULTRABLOCK INC	10) BLOCK CAPS & HALF BLOCKS	2,115.84
<i>Org Key: WU0112 - Water System Components Repl</i>				
P0121855	00220253	GRAINGER	BACKFLOW ASSEMBLIES FOR	2,225.59
<i>Org Key: WU0145 - Emergency Repair-SPU SE 40th</i>				
P0121861	00220231	BUSH ROED & HITCHINGS INC	SE 40TH ST BOUNDARY SURVEY	6,144.40
<i>Org Key: YF1100 - YFS General Services</i>				
P0121904	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	293.33
P0121904	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	268.32
<i>Org Key: YF1175 - ARPA-YFS Community Needs Asses</i>				
P0121912	00220226	BERK CONSULTING	Community needs assessment	1,013.25
<i>Org Key: YF1200 - Thrift Shop</i>				
P0121867	00220239	DATAQUEST LLC	Background Checks INV 23515	79.50
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	47.22
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	42.22
P0121903	00220304	VERIZON WIRELESS	MAY 24-JUN 23, 2024 FINANCE &	42.22
P0121867	00220239	DATAQUEST LLC	Background Checks INV 23514	26.51
<i>Org Key: YF2100 - School/City Partnership</i>				
P0121904	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	211.10
	00220272	MATTSON, JULIE	REIMBURSEMENT: CEU COURSES	98.08
	00220272	MATTSON, JULIE	REIMBURSEMENT: CONTINUING ED	69.00
<i>Org Key: YF2500 - Family Counseling</i>				
P0121904	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	174.17
<i>Org Key: YF2600 - Family Assistance</i>				
P0121911	00220291	SHOREWOOD #14885	Rental assistance for EA clien	1,926.00
P0121910	00220274	MISD FOOD SERVICE	Campership for EA client	350.00
P0121911	00220291	SHOREWOOD #14885	Utility assistance for EA clie	194.36
P0121904	00220303	VERIZON WIRELESS	5.24 - 6.23.2024 Service Perio	42.22
Total				1,934,871.71

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00220220	07/05/2024	4IMPRINT INC EM Summer Celebration Supplies	P0121807	27518911	06/19/2024	774.60
00220221	07/05/2024	ABBOTT, RICHARD LEOFF1 Medicare		JUL2024B	07/01/2024	239.10
00220222	07/05/2024	ADAMS, RONALD E LEOFF1 Medicare		JUL2024B	07/01/2024	214.40
00220223	07/05/2024	APPLIED CONCEPTS INC 2-PMG WITH TRAFFIC ANALYST	P0121862	439681	06/10/2024	9,076.07
00220224	07/05/2024	AUGUSTSON, THOR LEOFF1 Medicare		JUL2024B	07/01/2024	209.90
00220225	07/05/2024	BARNES, WILLIAM LEOFF1 Medicare		JUL2024A	07/01/2024	3,404.85
00220226	07/05/2024	BERK CONSULTING Community needs assessment	P0121912	10884-06-24F	07/01/2024	1,013.25
00220227	07/05/2024	BOOTH, GLENDON D LEOFF1 Medicare		JUL2024B	07/01/2024	344.90
00220228	07/05/2024	Bradley Public Safety BPSS (Security) Invoice 063007	P0121884	063007P-24	07/01/2024	1,350.00
00220229	07/05/2024	BRIAN DAVID GARRISON 7/11/24 Mostly Music in the Pa	P0121898	07012024	07/01/2024	2,000.00
00220230	07/05/2024	BUD CLARY FORD HYUNDAI 2024 FORD F550 4WD TRUCK FOR	P0118968	3RX735 X735	06/24/2024	141,404.55
00220231	07/05/2024	BUSH ROED & HITCHINGS INC PS19 BOUNDARY SURVEY	P0121861	372232	05/31/2024	18,716.24
00220232	07/05/2024	CARDINAL ARCHITECTURE PC Scope: Luther Burbank Park Boi	P0121164	2140-23	05/31/2024	16,038.75
00220233	07/05/2024	CARLSON, LARRY LEOFF1 Medicare		JUL2024B	07/01/2024	92.60
00220234	07/05/2024	CHARLES VALENTINE 7/25/24 Mostly Music in the Pa	P0121896	07012024	07/01/2024	1,500.00
00220235	07/05/2024	CivicPlus Website Annual Fee - Sister Ci	P0121913	309158	09/20/2024	1,732.50
00220236	07/05/2024	COMPLETE OFFICE 2291836-0 MI Court	P0121865	2291836/2292962	06/14/2024	98.35
00220237	07/05/2024	COOPER, ROBERT LEOFF1 Excess Benefit		JUL2024A	07/01/2024	3,085.43
00220238	07/05/2024	DAILY JOURNAL OF COMMERCE BC: SEWER PUMP STATION	P0121852	3400516	06/17/2024	469.20
00220239	07/05/2024	DATAQUEST LLC Background Checks INV 23514	P0121867	23514/23515	06/30/2024	185.51
00220240	07/05/2024	DCW Cost Management CIP Cost estimating for Boiler	P0121062	3095	06/13/2024	3,500.00
00220241	07/05/2024	DEEDS, EDWARD G LEOFF1 Medicare		JUL2024B	07/01/2024	273.10
00220242	07/05/2024	DELL MARKETING L.P. 3 Dell Precision 3590 Laptop	P0121701	10756551420	06/25/2024	5,761.28
00220243	07/05/2024	DOWD, PAUL LEOFF1 Medicare		JUL2024B	07/01/2024	174.70
00220244	07/05/2024	EASTSIDE FIRE & RESCUE July 2024 Contract Fee	P0121713	6209	07/01/2024	656,228.83
00220245	07/05/2024	ELSOE, RONALD LEOFF1 Medicare		JUL2024B	07/01/2024	220.10

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00220246	07/05/2024	FARALLON CONSULTING LLC REMEDIATION PROJECT MANAGEMENT	P0117370	0052729	06/21/2024	7,417.46
00220247	07/05/2024	FCS GROUP 2024 Utility Rate Model Update	P0121675	3984-22406082	06/21/2024	881.25
00220248	07/05/2024	Ferguson Construction Inc. Scope: 23-30 Luther Burbank Pa	P0121161	5/1/24-5/31/24	05/31/2024	138,312.02
00220249	07/05/2024	FORSMAN, LOWELL LEOFF1 Medicare		JUL2024B	07/01/2024	271.10
00220250	07/05/2024	Galt, John Hearing Ex Services APL24-002	P0121908	3328	06/28/2024	5,071.25
00220251	07/05/2024	GLENN A HENRY III 8/1/24 Mostly Music in the Par	P0121902	07012024	07/01/2024	5,000.00
00220252	07/05/2024	GOODMAN, J C LEOFF1 Medicare		JUL2024B	07/01/2024	236.30
00220253	07/05/2024	GRAINGER BACKFLOW ASSEMBLIES FOR HYDRAN	P0121855	9161910857	06/24/2024	2,225.59
00220254	07/05/2024	HAGSTROM, JAMES LEOFF1 Medicare		JUL2024B	07/01/2024	174.70
00220255	07/05/2024	HANSON TREE SERVICE LLC Pioneer Park NE + Engstrom PP1	P0120907	195042	05/23/2024	19,806.91
00220256	07/05/2024	HELLO REFRIGERATION LLC Repaired catering kitchen frid	P0121893	I9222	06/28/2024	727.87
00220257	07/05/2024	HILTNER, PETER LEOFF1 Medicare		JUL2024B	07/01/2024	619.50
00220258	07/05/2024	HOME DEPOT CREDIT SERVICE 2 X 20V IMPACT WRENCH	P0121830	47116135255	06/25/2024	659.00
00220259	07/05/2024	HORIZON IRRIGATION FITTINGS	P0121835	3M518593	06/20/2024	481.49
00220260	07/05/2024	IDAX DATA SOLUTIONS IDAX On-Call Traffic Data	P0118253	INV-0004724	06/21/2024	1,200.00
00220261	07/05/2024	INTERCOM LANGUAGE SERVICES INC Intercom invoice #24-328	P0121871	24-328	06/28/2024	859.16
00220262	07/05/2024	JABLONSKI LAW PLLC 7/18/24 Mostly Music in the Pa	P0121897	07012024	07/01/2024	750.00
00220263	07/05/2024	JOHNSON, CURTIS LEOFF1 Medicare		JUL2024A	07/01/2024	2,191.09
00220264	07/05/2024	JORDYN DAY PALMER 8/8/24 Mostly Music in the Par	P0121895	07012024	07/01/2024	800.00
00220265	07/05/2024	KING COUNTY TREASURY 2024 JAN-DEC MONTHLY SEWER CHA	P0120214	30039088	07/01/2024	476,701.50
00220266	07/05/2024	KPFF CONSULTING ENGINEERS Luther Burbank Park Final Desi	P0119275	521426	06/10/2024	15,402.95
00220267	07/05/2024	KPG Transportation Element Update	P0118254	209394	06/16/2024	7,238.68
00220268	07/05/2024	LEDBETTER, WAYNE 2024 Summer Celebration Perfor	P0121901	07012024	07/01/2024	2,000.00
00220269	07/05/2024	LEYDE, CASEY REIMBURSEMENT: PER DIEM AWWA		06272024	06/27/2024	224.50
00220270	07/05/2024	LOISEAU, LERI M LEOFF1 Medicare		JUL2024B	07/01/2024	209.90
00220271	07/05/2024	LYONS, STEVEN LEOFF1 Medicare		JUL2024B	07/01/2024	247.80

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00220272	07/05/2024	MATTSON, JULIE REIMBURSEMENT: CEU COURSES		06212024	06/21/2024	167.08
00220273	07/05/2024	METROPRESORT MAY 2024 PRNT & MAILING OF UTI	P0121877	IN667681	07/01/2024	2,702.75
00220274	07/05/2024	MISD FOOD SERVICE Campership for EA client	P0121910	1002400032	06/04/2024	350.00
00220275	07/05/2024	MODUS TECHNOLOGY INC HR Records Scanning INV 11556	P0121863	11556	06/26/2024	7,305.29
00220276	07/05/2024	MYERS, JAMES S LEOFF1 Medicare		JUL2024B	07/01/2024	179.80
00220277	07/05/2024	NW Hydraulic Consultants Inc. Sub Basin 46a.3 Watercourse	P0120250	31436	05/31/2024	21,485.17
00220278	07/05/2024	OCCUPATIONAL HEALTH CTRS OF WA DOT PHYSICAL	P0121914	83195951	05/15/2024	62.00
00220279	07/05/2024	PATRICK NAPPER 8/22/24 Mostly Music in the Pa	P0121894	07012024	07/01/2024	3,500.00
00220280	07/05/2024	POSITIVE PROMOTIONS Reusable Bags with PD logo (or	P0121726	07412303	06/21/2024	1,235.75
00220281	07/05/2024	PSERN Police Public Safety Radios -	P0121885	450	07/01/2024	8,282.64
00220282	07/05/2024	RALPH ANDERSEN & ASSOCIATES Police Chief Recruitment	P0121866	INV-04848	06/28/2024	18,000.00
00220283	07/05/2024	RAMSAY, JON LEOFF1 Medicare		JUL2024A	07/01/2024	1,210.37
00220284	07/05/2024	RESERVE ACCOUNT RESERVE FUND REFILL FOR COURT	P0121880	06172024	06/17/2024	500.00
00220285	07/05/2024	RETIREMENT SOLUTION Returning account credit	P0121864	INV-60295	06/24/2024	200.00
00220286	07/05/2024	RIDWELL INC STYROFOAM AND PLASTIC FILM PIC	P0121853	253671766	06/27/2024	8,817.78
00220287	07/05/2024	RONALD A GATTY 2024 Summer Celebration Perfor	P0121900	07012024	07/01/2024	3,500.00
00220288	07/05/2024	RUCKER, MANORD J LEOFF1 Medicare		JUL2024B	07/01/2024	174.70
00220289	07/05/2024	SCHOENTRUP, WILLIAM LEOFF1 Medicare		JUL2024A	07/01/2024	1,817.92
00220290	07/05/2024	SEATTLE PUBLIC UTILITIES MAY 2024 WATER PURCHASE	P0121873	MAY 2024	05/31/2024	168,680.10
00220291	07/05/2024	SHOREWOOD #14885 Utility assistance for EA clie	P0121911	07022024	07/02/2024	2,120.36
00220292	07/05/2024	SKYLINE COMMUNICATIONS INC JULY 2024 EOC INTERNET	P0121879	IN47841	07/01/2024	220.55
00220293	07/05/2024	SMITH, RICHARD LEOFF1 Medicare		JUL2024B	07/01/2024	239.90
00220294	07/05/2024	STAHELI TRENCHLESS CONSULTANTS Basin 40 CIPP Sewer Lining Pro	P0119153	24-131	06/12/2024	5,059.68
00220295	07/05/2024	Staheli Trenchless Consultants 21-48 Sewer Pipe Replacements	P0114350	24-130	06/12/2024	71,861.46
00220296	07/05/2024	STEVEN FLETCHER 2024 Summer Celebration Perfor	P0121899	07012024	07/01/2024	600.00
00220297	07/05/2024	SUPERION LLC 3RD QTR ONESOLUTION MAINTENANC	P0121878	414746	07/01/2024	14,968.78

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00220298	07/05/2024	THOMPSON, JAMES LEOFF1 Medicare		JUL2024B	07/01/2024	245.90
00220299	07/05/2024	TRAFFIC SAFETY SUPPLY INVENTORY PURCHASES	P0121856	INV071068	06/18/2024	5,304.93
00220300	07/05/2024	Travelers Notary Bond D. Estrada, Policy	P0121868	6/18/24-6/18/28	06/18/2024	40.00
00220301	07/05/2024	ULTRABLOCK INC 32) FULL BLOCKS, 3) HALF BLOCK	P0121845	0056101-IN	05/31/2024	8,975.80
00220302	07/05/2024	UNITED REPROGRAPHICS EM Banners (2 - Invoice #91211	P0121869	9121269-IN	06/28/2024	562.80
00220303	07/05/2024	VERIZON WIRELESS 5.24 - 6.23.2024 Service Perio	P0121904	9967333124	06/23/2024	3,320.30
00220304	07/05/2024	VERIZON WIRELESS MAY 24-JUN 23, 2024 FINANCE &	P0121903	9967333125	06/23/2024	757.52
00220305	07/05/2024	WA ST DEPT OF TRANSPORTATION JZ AUBREY DAVIS PARK SAFETY	P0110899	35L018/35L019	05/14/2024	1,386.52
00220306	07/05/2024	WA ST TREASURER'S OFFICE REMIT MI Court Transmittal 5-2	P0121859	85001350 MAY2024	05/31/2024	12,288.88
00220307	07/05/2024	WEGNER, KEN LEOFF1 Medicare		JUL2024B	07/01/2024	170.10
00220308	07/05/2024	WHEELER, DENNIS LEOFF1 Medicare		JUL2024B	07/01/2024	164.90
00220309	07/05/2024	WSP USA Geo Peer Review; Task No. 3 -	P0121907	40033350	05/15/2024	593.75
					Total	<u>1,934,871.71</u>



CITY COUNCIL MINUTES REGULAR HYBRID MEETING JULY 2, 2024

Item 4.

CALL TO ORDER & ROLL CALL

Mayor Salim Nice called the Regular Hybrid Meeting to order at 5:01 pm in the Slater Room Council Chambers at the Mercer Island Community & Event Center, 8236 SE 24th Street, Mercer Island, Washington.

Mayor Salim Nice, Deputy Mayor Dave Rosenbaum, and Councilmembers Jake Jacobson and Ted Weinberg attended in person. Councilmember Lisa Anderl and Craig Reynolds attended via Zoom. Councilmember Wendy Weiker was absent.

PLEDGE OF ALLEGIANCE

The City Council delivered the Pledge of Allegiance.

AGENDA APPROVAL

It was moved by Weinberg; seconded by Rosenbaum to:

Approve the agenda as presented.

PASSED: 6-0

FOR: 6 (Anderl, Jacobson, Nice, Rosenbaum, Reynolds, and Weinberg)

ABSENT: 1 (Weiker)

CITY MANAGER REPORT

Chief of Administration Ali Spietz reported on the following items:

- **Council, Boards & Commission Meetings:** Next City Council Meeting – July 16 at 5:00 pm, Design Commission – July 3 at 6:00 pm, and Parks & Recreation Commission – July 11 at 5:00 pm.
- **Welcome:** Welcome Police Chief Chris Sutter. He will begin as Mercer Island's Police Chief on July 8. Stay tuned for details on the next Coffee with a Cop to meet Chief Sutter
- **SPU Water Supply pipeline repair:** The SPU contracts have completed the excavation at both access pits and have pulled the new liner through the existing 24" pipe and are completing air testing. Next steps will include fitting and connections to be made next week, then work will transition to disinfection, flushing, and water sampling/testing.
- **Water Conservation:** The City is still receiving water through the back-up line water line and still needs the Communities help conserving water, with warmer weather on the horizon.
- **City Services Updates:** Xing Hua site is progressing with demolition scheduled for the week of July 8. First Hill Park Playground replacement concepts and equipment selection is accepting feedback on through July 8. The Luther Burbank Sports Court renovation is continuing and paving is scheduled for the week of July 8. Work continues on the Luther Burbank Boiler Building roof materials were delivered last week and are being installed. Island Crest Way Crosswalk Improvements are beginning this week and will continue through the end of August. Consumer Fireworks are prohibited this year following an emergency order issued by the City Manager and Fire Chief.
- **Upcoming Events:** Mostly Music in the Park kicks off on Thursday evening for the next seven weeks. Summer Celebration is only a week and a half away, thank you to our many sponsors!
- **News:** MI Farmers Market and YFS are partnering to offer "Market Bucks" to support food security efforts.

APPEARANCES

Addie Smith spoke about being a hate crime survivor.

Peter Struck (Mercer Island) spoke in support of AB 6502 and AB 6505.

CONSENT AGENDA

AB 6500: June 14, 2024 Payroll Certification

Recommended Action: Approve the June 14, 2024 Payroll Certification in the amount of \$862,073.75 and authorize the Mayor to sign the certification on behalf of the entire City Council.

Certification of Claims:

A. Check Register | 00219994-00220076 | 6/14/2024 | \$1,169,766.09

B. Check Register | 00220077-00220163 | 6/21/2024 | \$697,724.39

C. EFT Payments | April 2024 | \$2,322,581.74

D. EFT Payments | May 2024 | \$3,776,030.08

Recommended Action: Certify that the City Council has reviewed the documentation supporting claims paid and approved all checks or warrants issued in payment of claims.

City Council Regular Hybrid Meeting Minutes of June 18, 2024

Recommended Action: Approve the City Council Regular Hybrid Meeting Minutes of June 18, 2024.

AB 6505: Parks and Recreation Month Proclamation No. 338

Recommended Action: Approve Proclamation No. 338 proclaiming July 2024 as Parks and Recreation Month on Mercer Island.

AB 6502: Resolution to Apply for Washington State Recreation and Conservation Office's Grant Funding Programs for Luther Burbank Park Access Improvements

Recommended Action:

1. Adopt Resolution No. 1662 authorizing the application for grant funds in the amount of \$2,200,000 from the Land and Water Conservation Fund and the Washington State Wildlife and Recreation Program, subject to conditions described in Resolution No. 1662, for the Luther Burbank Park Access Improvements project.
2. Authorize the City Manager, and their designees, to execute all necessary documents to apply for the grant and accept the grant and conditions of the grant, if awarded.

AB 6507: Interlocal Agreement with MISD for Mental Health Counseling Services

Recommended Action: Authorize the City Manager to sign the interlocal agreement with the Mercer Island School District for mental health counseling services during the 2024-2025 school year substantially in the form attached as Exhibit 1 to AB 6507.

It was moved by Weinberg; seconded by Jacobson to:

Approve the Consent Agenda as presented, and the recommended actions contained therein.

PASSED: 6-0

FOR: 6 (Anderl, Jacobson, Nice, Rosenbaum, Reynolds, and Weinberg)

ABSENT: 1 (Weiker)

REGULAR BUSINESS

AB 6498: Public Hearing and Renewal of Interim Regulations Related to Permit Processing in Chapters 19.15 and 19.16 MICC (Ord. No. 24C-12)

Mayor Nice opened the Public Hearing at 5:18 pm. There were no public comments and Mayor Nice closed the Public Hearing at 5:19 pm.

CPD Deputy Director Alison Van Gorp presented the proposed renewal of interim regulations related to permit processing in Mercer Island City Code (MICC) Chapters 19.15 and 19.16.

It was moved by Rosenbaum; seconded by Weinberg to:

Adopt Ordinance No. 24C-12 renewing Interim Regulations Related to Permit Processing in Chapters 19.15 and 19.16 MICC

PASSED: 6-0

FOR: 6 (Anderl, Jacobson, Nice, Rosenbaum, Reynolds, and Weinberg)

ABSENT: 1 (Weiker)

AB 6508: State of the Court Report

Judge Jeff Gregory gave a State of the Court Report. He introduced the Municipal Court team, spoke about how the emphasis of the Mercer Island Municipal Court is the administration of justice through accountability, transparency, and reliability. Judge Gregory discussed the transition of the Court to Fire Station 91 and then to the Kirkland Municipal Court after the closing of City Hall in April 2023. He spoke about the transition to the new temporary home of the Municipal Court to the third floor of the Newcastle City Hall in 2024 and the work that was completed to complete this transition.

Judge Gregory spoke about the impacts of the City Hall closure and how Court staff are managing these impacts including lack of Zoom options, security considerations, travel time for everyone to the Court, in-custody remote hearings, and jury trials/evidentiary hearings. He discussed technology options the Court has been exploring for electronic file conversion and repository, and about the new statewide Case Management System that the State of Washington is rolling out to all courts in Washington. Judge Gregory highlighted the many ways that the Court has been making community connections and discussed how the Court is working with MIPD to increase the services and support for domestic violence victims.

City Council thanked Judge Gregory and asked questions.

AB 6509: Emergency Assistance Program Update

YFS Administrator Derek Franklin presented an update on the Emergency Assistance Program. He discussed the pre-pandemic programming and how the demands on the program began to stabilize in 2023 through the pandemic recovery. He presented the adjustments that were made to the Emergency Assistance Program in 2024 including the transition away from food gift cards to contracting with Hopelink to bring a mobile fresh food market to the Island and partnering with the Mercer Island Farmers Market with "Market Bucks" for food security assistance.

City Council asked questions of staff.

OTHER BUSINESS

Planning Schedule

Chief of Administration Ali Spietz spoke about the July 16 meeting and the August recess.

Councilmember Absences and Reports

It was moved by Jacobson seconded by Weinberg to:

Cancel the City Council Regular Meetings of August 2 and 16.

PASSED: 6-0

FOR: 6 (Anderl, Jacobson, Nice, Rosenbaum, Reynolds, and Weinberg)

ABSENT: 1 (Weiker)

It was moved by Jacobson; seconded by Weinberg to:

Excuse Councilmember Weiker's absence from tonight's meeting.

PASSED: 6-0

FOR: 6 (Anderl, Jacobson, Nice, Rosenbaum, Reynolds, and Weinberg)

ABSENT: 1 (Weiker)

Deputy Mayor Rosenbaum noted that there is a SCA PIC meeting next week.
Councilmember Weinberg noted that June 9 was national Wear Orange Day to unite against gun violence and noted that Mayor Nice and Councilmembers Weiker and Weinberg attended the AWC Annual Conference earlier in June. He also noted that he met with Jen Dean from the MI Chamber of Commerce.
Councilmember Reynolds thanked Parks & Recreation Commission and staff for all of the work they do for parks and recreation on the Island year around and especially during Parks & Recreation Month.
Councilmember Anderl noted she met with Jen Dean from the MI Chamber of Commerce.

ADJOURNMENT

The Regular Hybrid Council Meeting adjourned at 6:28 pm.

Salim Nice, Mayor

Attest:

Andrea Larson, City Clerk



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6512
July 16, 2024
Consent Agenda**

AGENDA BILL INFORMATION

TITLE:	AB 6512: 2024 Asbestos Cement (AC) Water Main Replacement Bid Award	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Award the 2024 AC Water Main Replacement construction contract to Kar-Vel Construction and set the total project budget to \$5,151,289.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations Patrick Yamashita, Deputy Public Works Director Clint Morris, Capital Division Manger George Fletcher, Senior CIP Project Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Project Location Map
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

AMOUNT OF EXPENDITURE	\$ 5,151,289
AMOUNT BUDGETED	\$ 3,159,000
BUDGET ADJUSTMENT	\$ 1,992,289

EXECUTIVE SUMMARY

The purpose of this agenda bill is to award a public works construction contract to replace Asbestos Cement (AC) water main pipe in the upper Mercerwood neighborhood and Greenbrier Lane (Exhibit 1).

- This project replaces over 5,100 feet of AC water main, along with water services, fire hydrants, and other critical water distribution system components.
- A total of 4,300 feet of this project (WU0135) is included in the 2023-2024 Biennial Budget and Capital Improvement Program (CIP) with a total project budget of \$3,159,000, funded by the Water Fund.
- Approximately 800 feet of additional AC water main was accelerated for replacement and added to this project due to multiple water main breaks (2014, 2021, and 2023) and subsequent private property damage in 2022-2023. This section of AC water main was originally scheduled for replacement in 2025-2026.
- One contractor bid was received, at a price of \$3,737,940. Staff recommends repurposing \$1,992,289 from the 2024 Water System Improvements project (WU0131) to fully fund the project.
- Construction is scheduled to occur from September 2024 through May 2025.

BACKGROUND

One of the City's top priorities is to provide safe and reliable drinking water to the community. A major component of achieving that goal is ongoing, planned replacement of portions of the water system that have reached the end of their service life. Each biennium, the City constructs at least one water main replacement project and performs other capital water system upgrades. During each Capital Improvement Program (CIP) budget planning process, City staff evaluate and prioritize water mains for replacement using a scoring matrix that applies rating factors to attributes such as pipe material, age, diameter, condition, water quality, and fire flow.

The City owns and maintains approximately 115 miles of water mains, ranging in size from 4-inches to 30-inches in diameter. Just under 5 miles of those were constructed using Asbestos Cement pipe (also known as "AC" pipe). This material was widely used from the 1940's to the early 1980's for both water and sewer systems; however, as this material reaches its middle and late stages of useful life, it is prone to failure. For pressurized pipes such as water mains, these failures can be catastrophic in nature, where several feet of the pipe can burst or split open.

The City has prioritized the replacement of all known AC pipe within the City's water system over the next six years. While several small areas of AC pipe have been removed from the water system over the past two years as part of other water main replacements, the 2024 AC Main Replacement project is the first all-AC pipe project that will occur over the next several years. The first area identified for AC replacement is the Mercerwood neighborhood in the northeastern part of Mercer Island. Developed in the late 1950's and early 1960's, it is one of the oldest parts of the City's water infrastructure.

Water mains in this area are predominantly AC pipe, in 4-, 6-, and 8-inch sizes. Some of the mains have a history of breaks, some are undersized, many of the water services are galvanized pipe in need of replacement, and many of the hydrants are obsolete. Given the extensive length of AC pipe in Mercerwood, it will take multiple years and multiple projects to replace all of it.

This project will provide timely water system upgrades by strengthening the distribution system, increasing fire flow, improving water quality, replacing aging water services, and taking AC mains out of the water system.

Design work began in October 2023. During the early stages of design, several catastrophic water main breaks occurred to the AC main one block away from the areas identified for the 2024 replacement project, causing private property damage. Given the proximity to the current scope, an 800-foot section of AC main was added to the project (which was originally planned for 2025-2026). That addition significantly increased the cost of the 2024 project. Design work was completed in early June 2024, and the project was then advertised for bids. At completion of design, the engineer's estimated construction cost was \$3,847,000.

ISSUE/DISCUSSION

PROJECT DESCRIPTION

The 2024 AC Water Main Replacement project (WU0135) consists of installing 5,100 feet of new 8-inch ductile iron water main, 9 new fire hydrants, 92 water services, and 5 connections to existing water mains.

The project will remove almost one mile of aging AC main from the water system. The 2024 AC replacement project includes work in the following locations (Exhibit 1):

- 3700 Block of Greenbrier Lane south to SE 40th Street
- 93rd Avenue SE from Mercerwood Drive to SE 43rd Street
- 94th Avenue SE from 93rd Ave SE to SE 43rd Street
- SE 43rd Street from 93rd Avenue to 94th Avenue SE
- Crestwood Place

BID RESULTS

One construction bid was received and opened on June 27, 2024. That bid was received from Kar-Vel Construction with a price of \$3,737,940, which is approximately 2.8% below the engineer’s upper range construction cost estimate. The following table shows the bid results.

COMPANY NAME	TOTAL BID AMOUNT INCLUDING 10.2% WASHINGTON SALES TAX
Kar-Vel Construction	\$3,737,940
Engineer's Estimate:	Range: \$3,011,000 - \$3,847,000

During the time this project was advertised for bids (June 13-June 27), the construction market had numerous similar utility projects available for bid in the region. After the bid opening, staff discussed the single bid response with the design consultant, Consor Inc, and contacted two contractors that were on the plan holder’s list. One contractor said their resources were stretched too thin to bid on the Mercer Island project. The other had an issue with their bonding and could not submit a bid on time but had planned on bidding. Timing of the project’s bidding period was likely a factor in the limited bid response. However, rebidding the project in the current bidding environment will not guarantee more bids or a lower bid.

The apparent low bidder, Kar-Vel Construction (Kar-Vel), based in Renton, Washington was established in 1990. They have completed several water main and utility infrastructure construction projects for public agencies and private developments in Western Washington, including the City’s 2023 Water System Improvements project, which was completed on time and under budget. Currently, Kar-Vel is constructing a water main project for the City of Tukwila.

A review of the Labor and Industries (L&I) website confirms Kar-Vel Construction is a contractor in good standing with no license violations, outstanding lawsuits, or L&I tax debt. Based on review of Kar-Vel’s bid submittal and reference checks, staff has determined that Kar-Vel is the lowest responsive bidder for this project and staff recommends awarding the 2024 AC Water Main Replacement project to Kar-Vel Construction.

PROJECT BUDGET

Adding costs for project design, construction contingency, inspection, and project management brings the total estimated project cost to \$5,151,289. Historically, staff apply a 20% contingency for utility construction due to the unknowns associated with underground work. However, with this larger project, staff are recommending a 15% contingency. Staff reduced the contingency since recent water main replacement projects have utilized little to no contingency. Project costs are summarized in the table on the following page.

2024 AC WATER MAIN REPLACEMENT PROJECT PROJECT BUDGET (WU0135)	
Description	TOTAL
Construction	\$3,391,960
Washington State Sales Tax @ 10.2%	\$345,980
Total Construction Contract Award to Kar-Vel Construction	\$3,737,940
Construction Contingency @ 15%	\$560,691
Project Design - Consultant	\$469,358
Construction Support Services - Consultant	\$33,300
Project Management/In-House Staff Support	\$250,000
Construction Inspection	\$100,000
Total Project Cost	\$5,151,289
2023-2024 Budget Available for Project WU0135	\$3,159,000
Additional Budget Resources Required	\$1,992,289

To complete this project as currently designed and bid, additional funds are needed. Staff recommends repurposing \$1,992,289 from the 2024 Water System Improvements project (WU0131) to fully fund the 2024 AC Water Main Replacement project (WU0135).

These resources are available due to the staff team delaying the bid award and construction for the 2024 Water System Improvements project until January 2025. The 2024 Water System Improvements, which is another water main replacement project, will be reprogrammed to 2025 and included in the 2025-2030 CIP. Any unspent funds remaining at the end of the current biennium will remain in the Water Fund.

NEXT STEPS

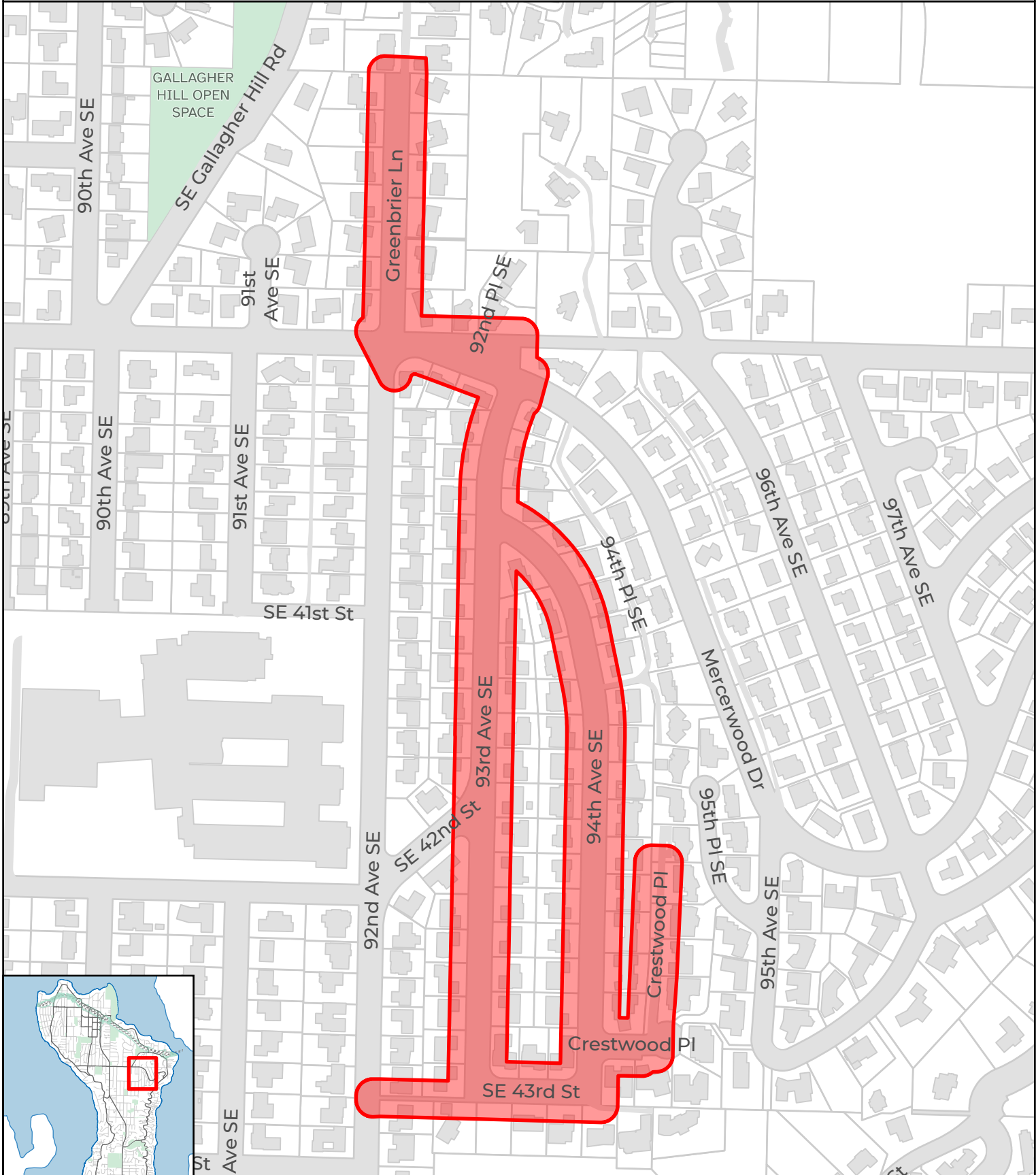
Public agencies, contractors, and suppliers are still experiencing shortages of materials and long lead times on critical items, such as ductile iron pipe, brass pipe fittings, and other water system accessories. Staff anticipates construction work will begin in September of 2024 and completion of the entire project is expected in May 2024. Staff will work closely with the Kar-Vel team to manage the project timeline and work schedule.

RECOMMENDED ACTION

Award the 2024 AC Water Main Replacement project to Kar-Vel Construction, authorize the City Manager to execute a contract with Kar-Vel Construction in an amount of \$3,737,940, and set the total project budget at \$5,151,289.

WU0135: 2024 AC Mains Replacement

Item 5.



- Project Area
- Roads
- I-90
- Parcels
- Parks

Disclaimer: No warranties of any sort including accuracy, fitness or merchantability accompany this map.





**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6513
July 16, 2024
Consent Agenda**

AGENDA BILL INFORMATION

TITLE:	AB 6513: 80 th Avenue SE Pedestrian Improvements Bid Award	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Award the 80 th Avenue SE Pedestrian Improvements construction contract to Always Active Services, LLC.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations Patrick Yamashita, Deputy Public Works Director Clint Morris, Capital Division Manager Ian Powell, Street Engineer
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Project Location Map
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

AMOUNT OF EXPENDITURE	\$ 2,184,711
AMOUNT BUDGETED	\$ 1,376,000
APPROPRIATION REQUIRED	\$ 808,711

EXECUTIVE SUMMARY

The purpose of this agenda bill is to award a public works construction contract for the reconstruction of sidewalks in a portion of the Town Center.

- This project (SP0111) reconstructs sidewalks along the east side of 80th Avenue SE from SE 27th to SE 32nd Streets and along a short section of the west side of 78th Avenue SE in the 3000 block.
- Street trees have caused sidewalks to heave, crack, and become uneven. Curb ramps and sidewalk landings do not meet current ADA standards.
- Street trees need to be removed and replaced to repair sidewalk damage and prevent ongoing damage. The obsolete street lighting system on 80th Avenue will also be replaced.
- Five contractor bids were received. The lowest responsive and responsible bid totaled \$1,590,160.
- This project is included in the 2023-2024 Biennial Budget and Capital Improvement Program (CIP) and is funded with Sound Transit Mitigation Funds.
- Construction is scheduled to occur from August through December 2024.
- To complete the 80th Avenue SE Pedestrian Improvement project, staff recommends the City Council appropriate \$808,711 from the Street Fund.

BACKGROUND

Many of the roadways in the Mercer Island Town Center were developed in the 1960's and 1970's to include curbs, sidewalks, street trees, and a street lighting system. Most of 80th Avenue SE dates to this period. In the mid 1990's, the City undertook a large three-year street improvement project in the Town Center and rebuilt most of the east-west streets, all of 77th and 78th Avenues, and the west side of 80th Avenue SE from SE 28th and SE 32nd Streets. Improvements included new curbs, wider sidewalks, asphalt paving, a new street lighting system, new street trees, and other sidewalk furnishings. While the west side of 80th Avenue SE received sidewalk replacements in the 1990's, no improvements were made to the east side of 80th Avenue SE, and the lighting system along 80th Avenue SE was not upgraded.

Today, the east sidewalk on 80th Avenue SE is in poor condition, with many damaged areas due to mature street trees with large root masses, causing sidewalk heaving and uneven walking surfaces that do not meet standards required by the Americans with Disabilities Act (ADA). The lighting system is a combination of the original 1970's wiring and wood poles combined with some newer concrete poles installed over the past 25 years to replace failed wood poles. Lighting coverage from this old system is inadequate and not uniform.

The 80th Avenue SE Sidewalk Improvements project was first introduced into the TIP in 2018 with an initial limited scope of replacing portions of sidewalks along the east side of the roadway, at a budget of \$500,000. Design work began in 2019 and a 30% conceptual design was developed; however, work on the project was suspended in 2020 due to COVID. The project budget was increased in the 2023-2024 CIP to \$1,376,000 based on a broader assessment of the condition and needs of 80th Avenue SE. The design work resumed in early 2023.

On April 16, 2024, staff made a presentation to the Council about this project and highlighted its major elements including new sidewalks, new street lighting, the need to remove and replace a significant number of existing street trees within the project limits, and the likely need for additional funds to complete the construction ([AB 6455](#)).

Final design work was completed in May 2024 and the project was advertised for bids. Five contractor bids were received, and the project is now ready for contract award.

ISSUE/DISCUSSION

PROJECT DESCRIPTION

This project involves three main elements: sidewalk replacements, street tree replacements, and street lighting.

Sidewalks

The sidewalks along the east side of 80th Avenue SE between SE 27th to SE 32nd Streets will be replaced, and ADA compliant curb ramps will be installed at street intersection corners. In general, the curb alignments are not changing and most of the new sidewalks will be 5-foot wide. During the design work in 2023, staff added a small segment of 78th Avenue SE sidewalk improvements to this project. This is on the west side in the 3000 block, along the Newell Court Building. This area has heaved and sunken sidewalk panels due to street trees, very similar to the conditions on 80th Avenue SE. Staff added this work for the economy of scale provided by the much larger 80th Avenue SE project. The 78th Avenue SE sidewalks are 12-foot wide. Locations are shown in Exhibit 1.

Street Trees

Of the nearly 50 trees within and along the 80th Avenue SE sidewalk and the small 78th Avenue SE location, over half of them will be removed and replaced. The reasons for removal vary. Some trees have large root masses that cannot be built around, some have poor location within the sidewalk, others have health or structural concerns. Most of the trees affected by this project were assessed by an independent arborist in 2023, and that report documented approximately 20 trees with health or structural deficiencies.

Due to the different street and sidewalk cross-sections involved in this project, several solutions for the street trees will be implemented. Some trees will be retained, and the sidewalk relocated, or the grade raised to go over the existing roots. In some areas, new tree planting cells will be constructed underneath the new sidewalk areas, which will give the new trees ample space for root mass development. Other trees will be replanted within a planter median between the curb and sidewalk.

Lighting

The existing street lighting system is outdated and inadequate along both sides of 80th Avenue SE. The new street lighting system will include installation of a control cabinet, conduits, wiring, concrete poles, and light fixtures. It will also utilize conduits on the west side of 80th Avenue SE installed in the 1990’s and retain most of the existing concrete poles. The level and quality of lighting will be improved on both sides of 80th Avenue SE from SE 28th to SE 32nd Streets.

At the completion of design, the engineer’s estimate for construction was \$1,650,000.

BID RESULTS

Five construction bids were received on June 26, 2024. The lowest bid was from Always Active Services, LLC for \$1,590,160, which is approximately 4% below the engineer’s estimate. The following table shows the bid results.

80TH AVENUE SE PEDESTRIAN IMPROVEMENTS BID RESULTS	
COMPANY NAME	TOTAL BID AMOUNT
Always Active Services	\$1,590,160.00
Active Construction Inc.	\$1,838,838.00
Westwater Construction	\$2,115,400.00
Gary Merlino Construction Company	\$2,137,716.00
Kamins Construction	\$2,291,294.90
ENGINEER’S ESTIMATE	\$1,650,000.00

The apparent low bidder, Always Active Services, LLC from Snohomish, has successfully completed numerous projects for the nearby cities of Everett, Kirkland, Shoreline, and Lynnwood in recent years.

A review of the Labor and Industries (L&I) website confirms Always Active Services is a contractor in good standing with no license violations, outstanding lawsuits, or L&I tax debt. Based on review of Always Actives Services’ bid submittal and reference checks, staff has determined that Always Active Services is the lowest responsive bidder for this project and staff recommends awarding the 80th Avenue SE Pedestrian Improvements project to Always Active Services, LLC.

PROJECT BUDGET

Adding amounts for design, construction contingency, construction services/inspection, project management, and 1% For the Arts brings the total estimated project cost to \$2,184,711, which is \$808,711 more than the current budget of \$1,376,000. Project costs and budget are summarized in the following table.

80TH AVENUE SE PEDESTRIAN IMPROVEMENTS PROJECT BUDGET	
DESCRIPTION	TOTAL
Design	\$190,125
Construction Contract Award to Always Active Services	\$1,590,160
Construction Contingency @ 15%	\$238,524
Construction Services and Inspection	\$85,000
Project Management/In-House Staff Support	\$65,000
1% for the Arts	\$15,902
Total 80th Avenue SE Pedestrian Improvements Cost	\$2,184,711
Total Available Project Budget	\$1,376,000
Budget Appropriation Required	\$808,711

The initial project budget authorized in the 2023-2024 CIP – amounting to \$1.38 million – was funded via traffic safety enhancement funds as outlined in section five of the 2017 Settlement Agreement with Sound Transit. To complete the 80th Avenue SE Pedestrian Improvement project as described above, staff recommends the City Council appropriate \$808,711 from the Street Fund balance.

NEXT STEPS

Construction of the 80th Avenue SE Pedestrian Improvements is tentatively scheduled to begin in August 2024 and be substantially complete by the end of December.

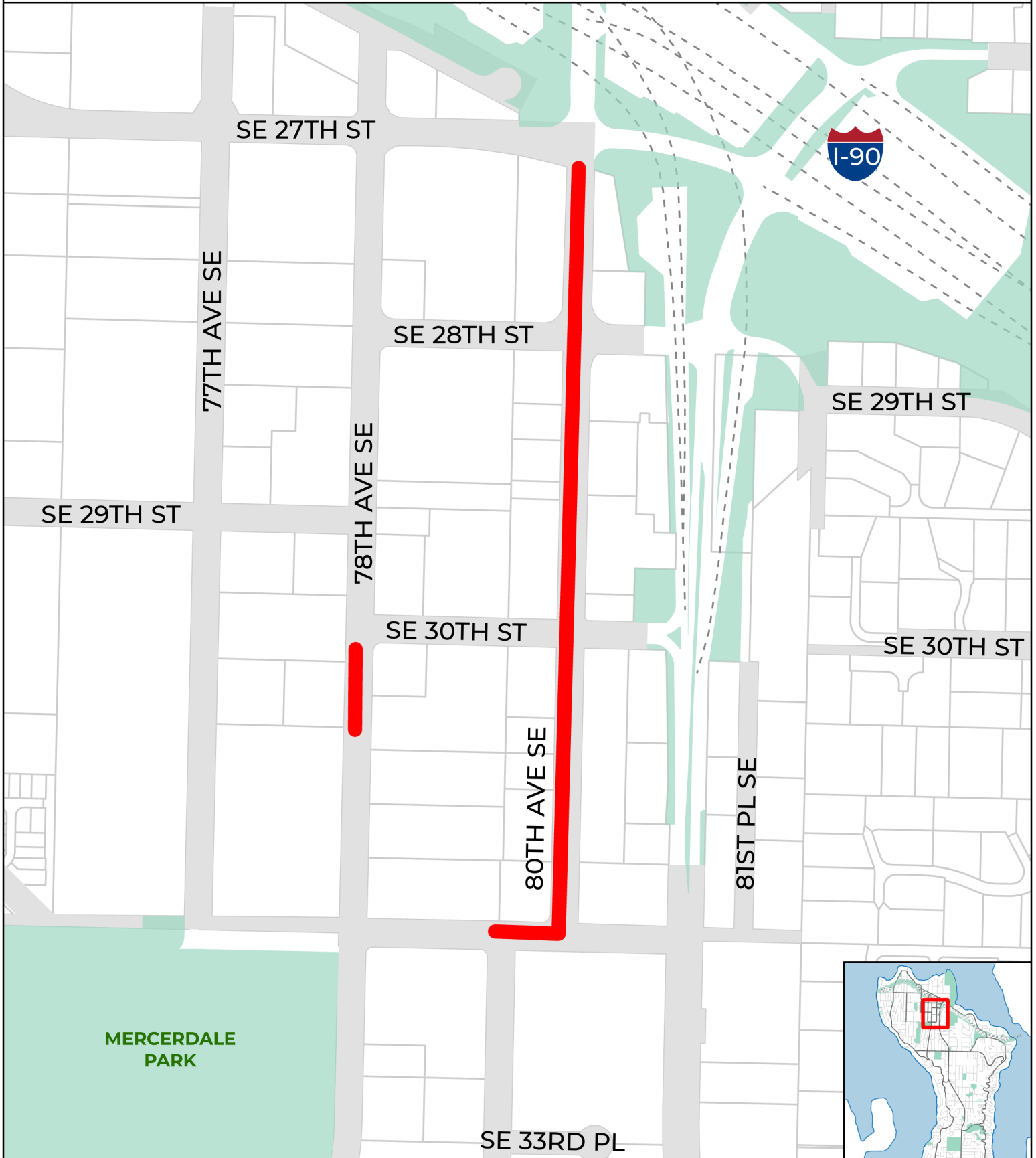
Businesses and residents in the area will be notified of the project prior to the start of construction and a Let’s Talk page has been created for ongoing communications throughout construction.

RECOMMENDED ACTION

Award the 80th Avenue SE Pedestrian Improvements project to Always Active Services, LLC, a Washington-based company, and authorize the City Manager to execute a contract with Always Active Services, LLC in an amount not to exceed \$1,590,160; appropriate an additional \$808,711 from the Street Fund balance for the project; and set the total project budget at \$2,184,711.

SP0111 - 80TH AVE SE PEDESTRIAN IMPROVEMENT Item 6.

80th Ave SE, 78th Ave SE





BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6504
July 16, 2024
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6504: Sewer Pump Station Generator Replacement Bid Award	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Award the Sewer Pump Station Generator Replacement contract to Valley Electric Co of Mt. Vernon and appropriate funds for the project.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations/Public Works Director Patrick Yamashita, Deputy Public Works Director Clint Morris, Capital Division Manager Christopher Marks, Utilities Engineer
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Project Location Map
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

AMOUNT OF EXPENDITURE	\$ 1,102,212
AMOUNT BUDGETED	\$ 403,562
APPROPRIATION REQUIRED	\$ 698,650

EXECUTIVE SUMMARY

The purpose of this agenda bill is to award a public works construction contract for the Sewer Pump Station Generator Replacement project (SU0109).

- As required by the Department of Ecology, each of the City’s 18 pump stations has a connected standby generator to maintain sewer pumping operations in the event of grid power failure.
- The City’s ongoing generator replacement program ensures that each generator is replaced prior to the end of its service life, which is typically 25-30 years.
- The underground standby generators at sewer Pump Stations 23 and 25 are the last two generators in this cycle requiring replacement.
- RH2 Engineering, Inc. was contracted by the City in 2021 to perform engineering design for replacement of both generators. Design work was completed in May of this year.
- Additional work to address structural issues, electrical space constraints, and ventilation requirements within the existing underground vaults that will house the new generators has significantly increased costs of the project beyond the approved 2023-2024 budget for the construction phase.

- Two bids were received; the lowest responsive bid is \$879,947.
- An appropriation of \$698,650 is needed to fully fund the project. Construction is scheduled to begin in August 2025.

BACKGROUND

The City owns and operates a sewage collection system to convey sewage to two locations where it can be discharged to King County's sewer system. The City's system is comprised of 115 miles of collection pipes, 2,446 manholes, 16.7 miles of Lakeline, 17 pump stations, and 1 flush station. Much of this system was originally constructed in the late 1950s and early 1960s under three utility local improvement districts (ULIDs) by the Mercer Island Sewer District.

Due to the Island's topography, the sewer system utilizes gravity flow for the collection system to reach the pumping stations. These pumping stations then move the sewage around the perimeter of the Island, through the Lakeline, to two discharge points into the King County sewer system for further pumping and treatment.

The Department of Ecology requires emergency backup power to keep pump stations operational and flowing during grid outages. For Mercer Island, backup power comes in the form of diesel generators located mostly in underground vaults near each respective pump station (a few generators are above ground). To meet minimum reliability requirements, the Capital Improvement Program (CIP) has funded a systematic sewer system generator replacement program since the 2009-2010 biennium.

The underground standby generators at sewer Pump Stations 23 and 25 were last replaced in 1988 and 1998, respectively. Of the 18 stations, they are the last remaining generators requiring replacement in the current cycle (see Exhibit 1).

In 2021, the City contracted with RH2 Engineering, Inc. (RH2) for the development of bid-ready construction documents to replace the two generators on a like-for-like basis. After initial site visits and analysis, RH2 determined that neither of the existing underground vaults met current National Electric Code (NEC) working space requirements, National Fire Protection Association (NFPA), and International Fire Code (IFC) regulations and found the concrete vault lids to be in poor structural condition.

These unanticipated issues expanded the project scope to include relocation of electrical equipment above ground to free up vault space, installation of fuel tank vent piping to meet current fire codes, and replacement of the vault lids at both sites, resulting in significant project costs above resources authorized in the 2023-2024 biennium. RH2 finalized the engineering and design in May of this year and the project was advertised for bids. At completion of design, the engineer's estimated construction cost was \$897,623.

ISSUE/DISCUSSION

PROJECT DESCRIPTION

The City of Mercer Island's Sewer Pump Station Generator Replacement project will replace the 40 kilowatt diesel generators at Pump Stations 23 and 25, located at 5406 96th Ave SE and 4266 E Mercer Way, respectively. The existing vault lids will be removed and replaced. Ventilation and electrical will be rerouted and relocated to meet current local, state, and federal regulations. The electrical work will require that both stations be taken offline; therefore, installation of a complete temporary sewer bypass system will be included as a contractor work item. The bypass system will consist of above ground pumps and piping to divert sewer flows around the station during construction. Testing and startup construction items will include

integration of the new generators and generator components with the City’s Supervisory Control and Data Acquisition (SCADA) network.

BID RESULTS

The project was advertised on June 12, 2024, and a pre-bid meeting was held on June 18, 2024, with three construction firms in attendance. Two construction bids were received and opened on July 1, 2024. The lowest responsive bid was received from Valley Electric Co. of Mt. Vernon (Valley) in the amount of \$879,947, which is two percent lower than the engineer’s construction cost estimate. The table below shows bid results.

COMPANY NAME	BID AMOUNT + 10.2% WA SALES TAX
* Valley Electric Company of Mt. Vernon	\$879,947
McClure and Sons, Inc.	\$1,134,810
Engineer’s Estimate	\$897,623

**Lowest responsive bidder*

The lowest responsive bidder, Valley, has completed many electrical systems repair, replacement, and upgrade projects for public agencies across the Pacific Northwest. These include projects of similar scopes of work within the last four years for the University of Washington, the City of Lynnwood, and Snohomish County Public Utility District. More notably, they are currently working with the City on the SCADA Sewer Equipment Replacement project, which includes work at all eighteen pump stations. Valley is also performing complete upgrades to sewer Pump Station 11 as part of King County’s North Mercer Island Interceptor and Enatai Interceptor project.

Review of the Labor and Industries (L&I) website confirms Valley is a contractor in good standing with no license violations, outstanding lawsuits, or L&I tax debt. Based on the review of the Valley bid submittal and reference checks, staff has determined that Valley is the lowest responsive bidder for this project and staff recommends awarding the project to Valley.

PROJECT BUDGET

RH2, having completed the project design, will provide support services during construction and Brown and Caldwell, the City’s contracted programmer, will provide SCADA software configuration services. City staff will provide project management and perform inspection services.

Adding costs for contingency and this supporting work brings the total estimated cost of the project to \$1,102,212, which exceeds the approved 2023-2024 budget. Factors that increased cost include expansion of scope to address NEC, NFPA, and IFC code requirements, structural design and replacement of structurally deficient vault lids and inflation. Project costs are summarized in the table on the following page.

SEWER PUMP STATION GENERATOR REPLACEMENT (SU0109) PROJECT BUDGET	
DESCRIPTION	TOTAL
Construction	\$798,500
Washington State Sales Tax @ 10.2%	\$81,447
Total Construction Contract Award to Valley Electric Co. of Mt Vernon	\$879,947
Project Design (RH2)	\$63,265
Construction Contingency – 10%	\$87,995
Construction Support Services (RH2)	\$46,125
Project Management/Utility Team	\$12,589
Inspection Services	\$7,700
SCADA Software Configuration (Brown and Caldwell)	\$4,591
Total Estimated Project Cost	\$1,102,212
Total 2023-2024 Budget Available for Project SU0109	\$403,562
Budget Appropriation Needed	\$698,650

Staff proposes appropriating the additional \$698,650 needed to complete this critically important project from the existing Sewer Fund balance. At completion of the contract, any funds not used on this project will remain in the Sewer Fund.

NEXT STEPS

Staff recommends awarding the bid to Valley, authorizing the City Manager to execute a contract with Valley for construction of the Sewer Pump Station Generator Replacement project, appropriating the necessary funds to complete the construction, and setting the total project budget to \$1,102,212.

Work on this project will begin as soon as feasible; however, easement restrictions for Pump Station 25 do not allow any work between Memorial Day to Labor Day and long equipment lead-times of up to 52 weeks will delay the construction start until next year. Nonetheless, approval of the bid award is needed now to procure the equipment. Construction is tentatively scheduled to begin in August of 2025 and will take six weeks to complete. Prior to the start of construction, residents near the project sites will be notified of the upcoming work.

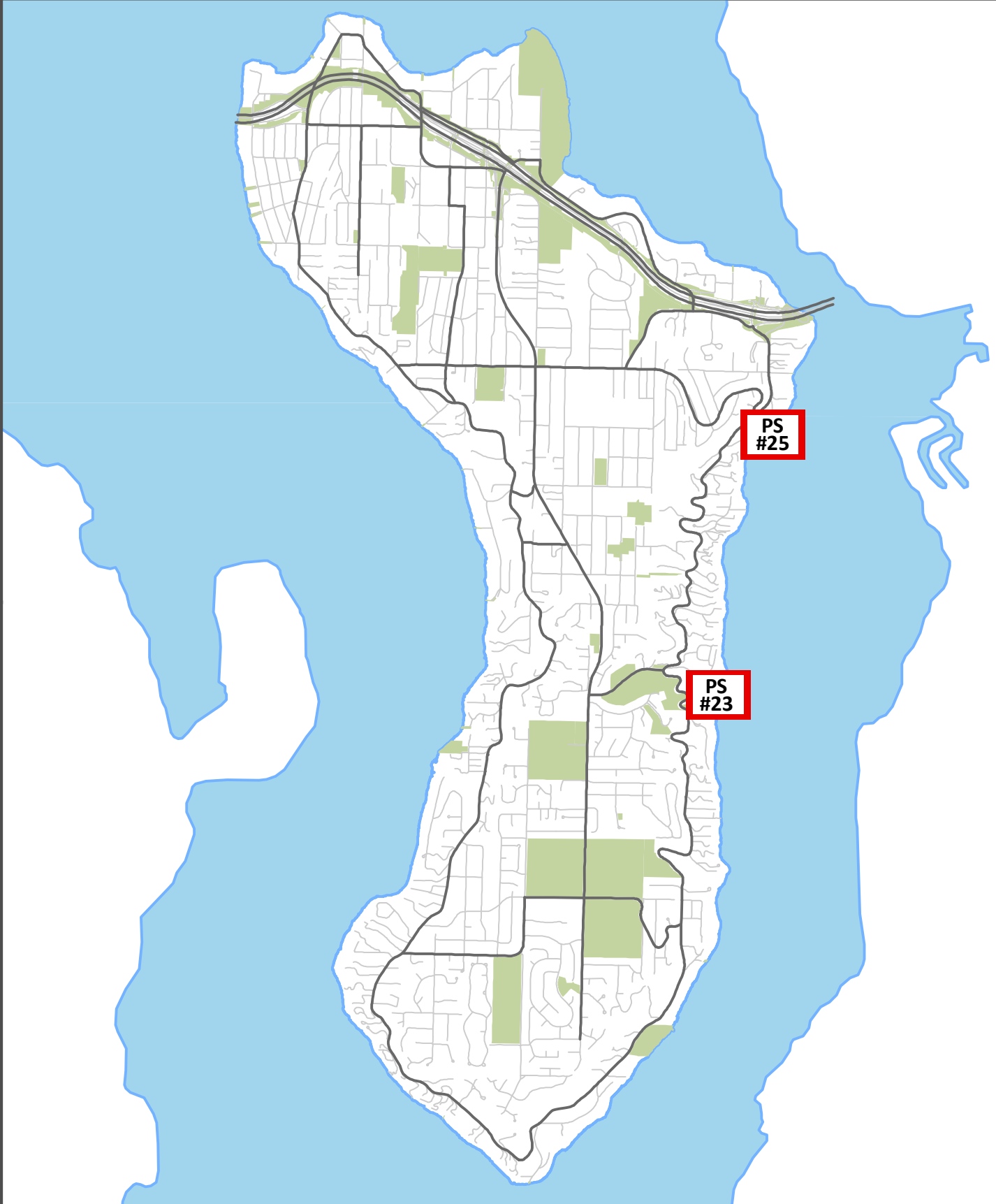
After project completion, the service life of both station generators will be extended to 2050. This cycle of the generator replacement program for the 18 stations in the sewer system will be complete, and the program will not restart until 2027 per the City’s General Sewer Plan.

RECOMMENDED ACTION

Award the Sewer Pump Station Generator Replacement project to Valley Electric Co of Mt Vernon, a Washington-based company, in the amount of \$879,947, authorize the City Manager to execute a contract with Valley Electric Co of Mt Vernon for the construction of the Sewer Pump Station Generator Replacement project, and appropriate \$698,650 from the Sewer Fund balance and set the project’s total budget at \$1,102,212.

SU0109 - City of Mercer Island Sewer Pump Station Generator Replacement

Item 7.



Project Location



Major Roads



Streets



Parks





**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6506
July 16, 2024
Consent Agenda**

AGENDA BILL INFORMATION

TITLE:	AB 6506: Kroger Co. Opioid Settlement	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Authorize the City Manager to execute and submit the necessary participation forms for the Kroger Co. Settlement.	

DEPARTMENT:	City Manager
STAFF:	Jessi Bon, City Manager Bio Park, City Attorney
COUNCIL LIAISON:	n/a
EXHIBITS:	n/a
CITY COUNCIL PRIORITY:	n/a

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUIRED	\$ n/a

EXECUTIVE SUMMARY

The purpose of this agenda bill is to seek authorization to participate in the national opioid settlement with Kroger Co. ("Kroger") for claims related to the opioid epidemic.

- Under the Kroger Settlement, the state of Washington and its local governments will receive up to \$47.5 million over 11 years, if all eligible local governments participate and release claims related to the opioid epidemic against Kroger.
- The funds will be split 50/50 between the state and local governments. Mercer Island’s share may be approximately \$41,500 if all eligible jurisdictions participate, and the maximum amount is collected from Kroger.
- Settlement funds allocated to local governments will be further allocated to each participating jurisdiction under the terms of the One Washington MOU Between WA Municipalities (MOU), which has already been signed by the City for previous opioid settlements.
- Settlement funds must be spent on approved purposes to abate and mitigate impacts from the opioid epidemic.

BACKGROUND

The Washington State Attorney General’s Office has reached a settlement with Kroger for claims related to the opioid epidemic. Under the settlement, Kroger will pay up to \$47.5 million to state and local governments

over 11 years. Washington cities and counties with a population over 10,000 can join this settlement. If enough join, local governments will receive up to \$23.75 million that must be spent on efforts to combat the opioid epidemic. The state will also receive \$23.75 million to be spent throughout Washington on combatting the opioid epidemic.

Local governments must spend the settlement money on approved uses, keep records of its spending, file reports with the settlement administrator, and comply with all terms of the national settlements. A local government can either spend the money itself or elect to pool its money with other local governments on a regional basis.

ISSUE/DISCUSSION

The deadline for local governments to join the Kroger Settlement is August 12, 2024. If every eligible local government does not join, the settlement amount may be reduced. For the City of Mercer Island to join the Kroger Settlement, the City must execute and timely submit the participation forms releasing all of the City's claims related to the opioid epidemic against Kroger.

Settlement funds will be allocated between the state and local governments, and amongst local governments, per the terms of (1) the Allocation Agreement and (2) the One Washington MOU, both of which have already been signed by the City for previous opioid settlements. See [AB 6241](#). Under the Allocation Agreement the settlement funds will be split evenly with the state receiving 50% (\$23.75 million) and eligible local governments as a group receiving 50% (\$23.75 million).

Terms of the One Washington MOU will be used to split the local government portion of the settlement funds among eligible local governments participating in the Kroger Settlement. Under the MOU, settlement funds are allocated based on the formula used in prior opioid litigations in other states. The formula as applied to the City of Mercer Island is described and explained in [AB 6070](#), and it is estimated that the City's share of settlement funds may be approximately \$41,500 for 11 years, if all eligible jurisdictions participate and the maximum settlement amount is collected from Kroger.

Settlement funds may only be used for approved purposes. Approved purposes relate to abating and mitigating impacts of the opioid epidemic. Examples include programs to treat and prevent opioid use disorder and impacts therefrom (similar to programs offered by YFS); programs to support those in recovery; assistance to criminal justice system in dealing with opioid related crimes; training first responders and law enforcement officers on responding to opioid emergencies; and purchase of medication and supplies to combat overdose.

NEXT STEPS

Once participation in the Kroger Settlement is authorized by the City Council, the participation forms signed by the City Manager will be submitted by the August 12, 2024 deadline.

RECOMMENDED ACTION

Authorize the City Manager to execute and submit the necessary participation forms for the Kroger Co. Settlement.



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6516
July 16, 2024
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6516: MICEC Room 104 Hybrid Meeting Capability Upgrade	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Appropriate the required funds to upgrade MICEC Room 104 to provide hybrid meeting technology.	

DEPARTMENT:	City Manager
STAFF:	Ali Spietz, Chief of Administration Alfredo Moreno, IT Manager Andrea Larson, City Clerk
COUNCIL LIAISON:	n/a
EXHIBITS:	n/a
CITY COUNCIL PRIORITY:	n/a

AMOUNT OF EXPENDITURE	\$ 99,565
AMOUNT BUDGETED	\$ 0
APPROPRIATION REQUIRED	\$ 99,565

EXECUTIVE SUMMARY

The purpose of this agenda bill is to appropriate funds to install audio-visual and associated equipment in Meeting Room 104 at the Mercer Island Community and Event Center (MICEC) for hybrid (in-person and remote) meetings.

- To facilitate hybrid meetings in Meeting Room 104, certain audio/visual (A/V) upgrades and associated equipment are needed in the room.
- Once installed this room will be used for hybrid public meetings, staff meetings, Executive Sessions, the Emergency Operations Center, and the room will be available for rentals who wish to hold a hybrid meeting.
- Staff recommends the City Council appropriate \$99,565 of American Rescue Plan Act (ARPA) funds to proceed with the project.

BACKGROUND

Since the closure of City Hall in April 2023, there has been a lack of technology to run hybrid meetings in an efficient manner at MICEC. Currently, non-public hybrid meetings are run using OWL cameras which are inadequate for large hybrid meetings. Virtual meeting participants historically have difficulty fully participating in meetings due to poor A/V quality.

ISSUE/DISCUSSION

To facilitate the ability to run hybrid meetings, certain audio/visual upgrades and associated equipment are needed in Room 104 at the MICEC. This work will include the removal and installation of existing A/V equipment from the Mercer Island Municipal Court Room at City Hall and the installation of new A/V equipment, pendant speakers, a ceiling microphone for high quality audio during video conferencing, two new TV displays, and a control panel.

This upgrade will have both Zoom and Microsoft Teams capabilities that will allow the room to be used to hold hybrid meetings for public meetings, staff meetings, Executive Sessions, emergency operations, and room rentals. Room 104 will remain available to the public and will be available for rental. The room will also be available for City staff to reserve.

To proceed with the project, an appropriation of ARPA funds is needed. A breakdown of the estimated cost is summarized in the following table.

Room 104 Audio-Visual Upgrade Project	Total
Estimated A/V Contract with Morgan Sound	\$95,365
Networking Upgrade	\$4,200
Total Estimated Cost	\$99,565
Total Approved Project Budget (2023-2024)	\$0
Additional Funds Needed	\$99,565

ARPA Funds

At the beginning of 2024, a total of \$1.3 million in ARPA funds remained unappropriated by the City Council. A/V improvements fall within the general provision of government services as an eligible use of ARPA funds. Staff recommends the City Council appropriate \$99,565 of ARPA funds to proceed with the project.

NEXT STEPS

Following City Council appropriation of funding, City staff will commence work on the Room 104 project. Installation of the A/V and associated equipment will be completed by December 2024.

RECOMMENDED ACTION

Appropriate \$99,565 of ARPA funds to upgrade MICEC Room 104 audio-visual capabilities and purchase associated equipment for hybrid meetings.



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6517
July 16, 2024
Consent Agenda**

AGENDA BILL INFORMATION

TITLE:	AB 6517: Public Works Building Seismic Repairs	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Appropriate \$987,000 from the ARPA fund and authorize staff to proceed with seismic repairs to Public Works building.	

DEPARTMENT:	City Manager
STAFF:	Jessi Bon, City Manager Robbie Cunningham Adams, Management Analyst
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Quantum Consulting Seismic Assessment Letter
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

AMOUNT OF EXPENDITURE	\$ 987,000
AMOUNT BUDGETED	\$ 0
APPROPRIATION REQUIRED	\$ 987,000

EXECUTIVE SUMMARY

The purpose of this agenda bill is to appropriate \$987,000 in ARPA funds and authorize staff to proceed with seismic repairs to the Public Works building.

- While the facilities condition assessment confirmed the functional obsolescence of the existing Public Works building (see [AB 6402](#) and [AB 6477](#)), it remains necessary to operate key components of the facility for approximately five to seven years while a new building and maintenance yard is designed, funding is secured, and a new building is constructed.
- Staff explored the feasibility of fully abandoning the Public Works building now and using alternative facility options until the opening of the new Public Safety and Maintenance (PSM) building.
- Unfortunately, there are no reasonable alternatives to fully abandoning the building, although there are opportunities to scale back building use.
- To reduce further strain on critical building systems, and facilitate faster and less expensive construction of needed seismic repairs, staff are preparing to reduce the number of employees using the Public Works building by half starting this fall.
- Staff recommend making the minimum necessary seismic repairs to keep the Public Works building safely in operation in the short-term (see Exhibit 1).

- Should the Council approve this appropriation and scope of work, the City will complete design work in the coming weeks and go out to bid. Construction is expected to commence this fall and potentially be completed by the end of the year.

BACKGROUND

Long-Range Facility Planning

In early 2023, the City began a planning process to complete a Facilities Conditions Assessment for various municipal buildings and to develop a Long-Range Facilities Plan for select City facilities. Northwest Studio was selected as the consultant for this project and is supported by a variety of specialized consultants.

The Long-Range Facility Planning project was intended to be completed in two phases, the first phase focusing on comprehensive Facilities Conditions Assessment (FCAs) for six buildings in 2023: Mercer Island City Hall, the Public Works Building, the Mercer Island Community & Event Center Annex Building, the Luther Burbank Administrative Building, the Mercer Island Thrift Shop, and the former Tully's Building. A second phase will include Facility Conditions Assessments for Fire Station 91, Fire Station 92, and the Mercer Island Community and Event Center.

The purpose of an FCA is to inventory and evaluate building and site infrastructure conditions, document observed deficiencies, and develop a recommended strategy to ensure continuity of services, extend the life of each facility, or alternatively prepare to replace existing assets.

The second phase of facilities planning work included developing a Long-Range Facilities Plan for these six facilities based on assessment and data collected from the FCA process. The Long-Range Planning Work was intended to be completed in 2024 and anticipated an extensive public engagement process. Unfortunately, just as the facilities planning work was kicking off in early 2023, City Hall was closed due to asbestos contamination.

Facility Conditions Assessment – Public Works

Given the age and condition of the Public Works Building, the City Manager directed the staff and consulting teams to proceed with the FCA for this building, while pausing assessment work on the other buildings.

The Public Works building, located behind City Hall, was constructed primarily as a workshop and mechanic facility in 1981. The facility operates under an approved Conditional Use permit originally issued in 1979. The Public Works Building is 15,350 square feet and currently houses the following operational and administrative teams:

- Right-of-Way & Stormwater Team (10 FTEs)
- Water Utility (8.5 FTEs, 3 LTEs)
- Sewer Utility (6.5 FTEs)
- Parks Maintenance (10 FTEs)
- Support Services Team (3 FTEs, 1 LTE)
- Public Works Engineering and Administration Teams (19 FTEs)

Following the closure of City Hall in April 2023, the City's Utility Billing Team was re-located at the Public Works building (3 FTEs). In total, there are 64 employees (FTE and LTE equivalents) and 15 to 20 seasonal employees who currently operate out of this facility. In addition to the primary building, the site also includes the City warehouse and the "yard", which accommodates the storage of City vehicles, large equipment

(plows, sanders, mowers, loaders, backhoes, etc.), small equipment and tools, and construction materials (gravel, pipe, waste, etc.).

At the February 6, 2024 City Council meeting (see [AB 6402](#)), City staff presented initial findings from the FCA and a high-level overview of the potential repairs and investments necessary to keep the Public Works building operational. These include both critical systems repairs and basic safety, efficiency, and comfort-centered upgrades.

At the May 21, 2024 City Council meeting (see [AB 6477](#)), City staff introduced the findings from the Public Works Building Seismic Analysis and provided follow-up on the Public Works Building Facility Conditions Assessment.

ISSUE/DISCUSSION

Occupancy of Public Works Building Until Completion of PSM Building

While the facilities condition assessment confirmed the functional obsolescence of the existing Public Works building, it remains necessary to operate the facility for approximately five to seven years while a new building and yard is designed, funding is secured, and the new PSM building is constructed.

Staff explored the feasibility of fully abandoning the Public Works building now and using alternative facility options until the opening of the new Public Safety and Maintenance (PSM) building. Unfortunately, there are no reasonable alternatives to fully abandoning the building, although there are opportunities to scale back building use.

The Public Works building includes shop and mechanic facilities used to maintain and operate the City's vehicle fleet. City staff determined there is no alternative facility on Mercer Island capable of servicing the entire City fleet. The City fleet includes many large utility vehicles that commercial mechanic shops on Mercer Island cannot service. City emergency response operates 24/7, so City staff need access to shop mechanic services at all hours.

Staff considered temporarily re-locating the shop and mechanic facilities off-island, but determined this would present significant challenges to City operations. Using snow response as an example, the City fleet would continue to be stored in the existing Public Works yard. During an emergency snow event, City trucks would need to be picked up from the existing Public Works yard, moved to the off-island mechanic shop to have a snowplow installed, and then driven back to Mercer Island to begin snow removal operations. The added time and operational complexity would significantly reduce efficiency and impact operations and response times.

While abandoning the Public Works building would remove the need for seismic and other safety repairs, it would require acquiring or leasing additional workspace for displaced staff in addition to leasing an off-island mechanic shop and warehouse. These leased spaces would be necessary until the PSM building is completed. Initial assessments indicate costs to lease these spaces are comparable if not more than keeping the current Public Works building in operation.

On this basis, staff recommends making the minimum necessary seismic and safety repairs to keep the Public Works building in operation in the short-term.

Appropriation Needed for Seismic Repairs to Public Works Building

Staff is requesting the City Council appropriate \$987,000 in ARPA funds and authorize staff to proceed with seismic repairs to the Public Works building.

The City's consultant, Northwest Studio, engaged Quantum Consulting Engineers, a structural engineering firm, to conduct a detailed seismic analysis of the Public Works Building, and to identify specific structural retrofits required for the building. Quantum's recommendations (see Exhibit 1), include the following:

- Completely remove the existing green roof and accumulated soil.
- Fully replace the roof once the green roof and soil are removed, and the retrofits to secure the roof to the walls are completed.
- Install anchoring between the walls and the wood diaphragms at the two higher level roofs (the second-floor office space and high bay garage).
- Install a subsurface concrete-grade beam along the exterior at each end of the high-bay garage doors.
- Retrofit numerous unbraced interior concrete masonry unit walls throughout the building.

Reducing Risk of Further Repairs to Existing Public Works Building

To reduce further strain on critical building systems and facilitate faster and less expensive construction of needed seismic repairs, staff is preparing to reduce the number of employees using the Public Works building by half starting this fall.

There are 64 employees currently using the building and this can be reduced to around 30 staff by moving some employees to the Luther Burbank Administration building, the Reservoir Facility, and the Caretaker's House in Luther Burbank Park.

NEXT STEPS

Should the Council approve this appropriation and scope of work for seismic repairs of the Public Works building, the City will complete design work in the coming weeks and go out to bid. Construction is expected to commence this fall and potentially be completed by the end of the year.

Upon installation of the final police modular building this month, staff will begin reducing the number of staff based in the Public Works building.

RECOMMENDED ACTION

Appropriate \$987,000 in ARPA funds and authorize staff to proceed with seismic repairs to Public Works building.

April 18, 2024

Aaron Young
northwest studio
 1205 E Pike Street, #2F
 Seattle, WA 98122

**Subject: City of Mercer Island Public Works Department Maintenance Building
 Seismic Upgrade design
 Quantum Project #23452.01**

Dear Aaron Young:

Quantum recently issued a draft of our seismic upgrade drawings for the Mercer Island Shop Facility, dated April 5, 2024. This draft set of drawings is close to 90% complete, barring any changes requested by the City, and is based on the seismic analysis work performed by our firm.

The analysis was completed for 100% of the current IBC 2021 seismic loads for “Risk Category 2”. However, since this is an existing building, we also used provisions from the Existing Building Code (IEBC 2021) which allow for the analysis to be completed using “Intermediate Masonry Shear Wall” and “Ordinary Concrete Shear Wall” seismic systems that are otherwise not permitted by the IBC 2021 in our seismic zone. If we were to construct this building today under the 2021 IBC, we would use “Special” seismic systems which need slightly more rebar in the shear walls and a thicker concrete topping slab.

Using “Intermediate” and “Ordinary” seismic systems results in the Code requiring that these shear walls be designed for higher seismic forces than what a currently required “Special” system with more rebar would be designed for (because they are less ductile). So, while these systems are not permitted for new construction today, the IEBC recognizes that they do still have capacity. This approach is similar to the approach used by ASCE 41 “Seismic Evaluation and Retrofit of Existing Buildings.”

Our conclusion is that the existing shear walls are adequate if the soil on the roof is completely removed. The impact of removing the vegetative roof cannot be understated in allowing this building to comply with the Code, in conjunction with the select retrofit work as detailed in the drawings. A general order of retrofit priority is outlined below (all predicated on the removal of the vegetive roof):

As noted in the previously issued Stemper/MLA report, the first retrofit priority is anchoring the masonry walls to the wood diaphragms at the two higher roofs: the office and the high-bay garage. In past major earthquakes the lack of a robust, positive attachment from the masonry walls to the roof diaphragms has led to partial and full wall collapses. Therefore, we strongly recommend that the retrofit shown on sheet S2.2 of the drawings be made in the near term. This retrofit could be accomplished from the exterior as part of a re-roof to minimize the impact to the building use.

The second priority is to reinforce the foundations along the high bay doors on both the east and west sides, as shown on sheet S2.0 of the drawings. This retrofit may have more impact on the use of the building but should be able to be completed relatively quickly.

The third priority is to brace the internal non-bearing CMU walls against toppling over in an earthquake, as it is unclear if they are currently attached to the roof. This work is shown on sheet S2.1 of the drawings and should have minimal impact on the use of the facility.

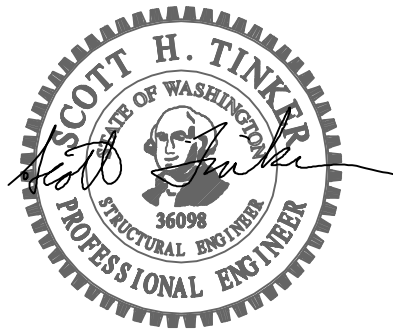
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Please feel free to call me or Travis at 206-957-3900 if you have any questions regarding this memo.

Sincerely,
Quantum Consulting Engineers, LLC



Scott Tinker, P.E., S.E., Principal





BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6518
July 16, 2024
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6518: Disability Pride Month, Proclamation No. 340	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve Proclamation No. 340 proclaiming the month of July as Disability Pride Month on Mercer Island.	

DEPARTMENT:	City Council
STAFF:	Salim Nice, Mayor Ali Spietz, Chief of Administration Derek Franklin, YFS Administrator
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Proclamation No. 340
CITY COUNCIL PRIORITY:	n/a

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUIRED	\$ n/a

EXECUTIVE SUMMARY

The purpose of this agenda bill is to recognize July as Disability Pride Month on Mercer Island (Exhibit 1).

BACKGROUND

Disability Pride Month is a time to celebrate disabled persons embracing their disabilities as part of their identity, being visible, and rejecting shame and internalized ableism. Originally commemorating the passage of the landmark Americans with Disabilities Act (ADA) in July 1990, it has evolved into a month-long celebration.

ISSUE/DISCUSSION

Fifteen percent of the world's population is disabled across all races, ages, economic statuses, religions, and gender backgrounds. Youth and Family Services counselors and case workers support disabled Islanders and help them honor and embrace their identities and cope with experiences of marginalization.

This July is a time to honor Islanders with disabilities, helping to end the stigma of disability, and creating a safe space for those with disabilities to celebrate and be celebrated for all their contributions to the community.

RECOMMENDED ACTION

Approve Proclamation No. 340 proclaiming the month of July as Disability Pride Month on Mercer Island.



City of Mercer Island, Washington *Proclamation*

WHEREAS, Mercer Island is a welcoming community and an exceptional place to live, learn, work, play, and raise a family; and disabled persons are our family, friends, neighbors, and co-workers who contribute meaningfully to the community.

Disability Pride Month is a time to celebrate disabled persons embracing their disabilities as part of their identity, being visible, and rejecting shame and internalized ableism.

Disability Pride is defined as accepting and honoring each person’s uniqueness and seeing that as a natural and beneficial part of human diversity. Disability Pride is an integral part of inclusiveness and an important component in creating a place where everyone can share a sense of belonging.

Fifteen percent of the world's population is disabled across all races, ages, economic statuses, religions, and gender backgrounds. Youth and Family Services (YFS) staff support disabled Islanders and help them honor and embrace their identities and cope with experiences of marginalization.

In alignment with the July 1990 passing of the landmark Americans with Disabilities Act (ADA), Disability Pride Month is celebrated every year in July.

This July, join YFS in honoring Islanders with disabilities, helping to end the stigma of disability, and creating a safe space for those with disabilities to celebrate and be celebrated for all their contributions to the community.

NOW, THEREFORE, I, Salim Nice, Mayor of the City of Mercer Island, do hereby proclaim July 2024 as

DISABILITY PRIDE MONTH

APPROVED, this 16th day of July 2024

Mayor Salim Nice

Proclamation No. 340





**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6515
July 16, 2024
Regular Business**

AGENDA BILL INFORMATION

TITLE:	AB 6515: Definition of Antisemitism, Proclamation No. 339	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve Proclamation No. 339 Defining Antisemitism.	

DEPARTMENT:	City Council
STAFF:	Salim Nice, Mayor Andrea Larson, City Clerk
COUNCIL LIAISON:	Jake Jacobson
EXHIBITS:	1. Proclamation No. 339
CITY COUNCIL PRIORITY:	n/a

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUIRED	\$ n/a

EXECUTIVE SUMMARY

The purpose of this agenda bill is to approve a proclamation to adopt the International Holocaust Remembrance Alliance (IHRA) non-legally binding working definition of antisemitism as adopted by the IHRA Plenary in Bucharest on May 26, 2016.

BACKGROUND

The IHRA’s mandated focus is solely on Holocaust-related issues. With evidence that antisemitism was on the rise in 2016, IHRA adopted a working definition of antisemitism to provide a tool to help guide work on combating antisemitism.

The working definition of antisemitism was built by the IHRA Committee on Antisemitism and Holocaust Denial with international consensus from the IHRA member countries.

ISSUE/DISCUSSION

Mercer Island is the proud home to one of Washington State’s largest Jewish populations and the City is committed to fostering an inclusive and respectful community for all residents.

Proclamation No. 339 (Exhibit 1) adopts the IHRA working definition of antisemitism. This working definition can help guide efforts to identify antisemitism throughout the community.

RECOMMENDED ACTION

Approve Proclamation No. 339 Defining Antisemitism.



City of Mercer Island, Washington *Proclamation*

WHEREAS, The City of Mercer Island stands committed to fostering an inclusive and respectful community for all its residents, free from discrimination and prejudice.

Mercer Island is the proud home of one of Washington State’s largest Jewish populations and several Jewish institutions and organizations, including the Jewish Community Center, Synagogues, and Jewish schools, which serve the broader Jewish community in the region.

Antisemitism is a pernicious form of prejudice that has caused immense suffering throughout history and continues to pose a threat to Jewish individuals and communities worldwide. The International Holocaust Remembrance Alliance (IHRA) has formulated a non-legally binding working definition of antisemitism, which the IHRA Plenary adopted in Bucharest on May 26, 2016.

This definition provides a clear and comprehensive description of antisemitism in its various forms, including but not limited to its rhetorical and physical manifestations directed toward Jewish or non-Jewish individuals and their property, community institutions, and religious facilities.

The IHRA definition includes examples of contemporary antisemitism in public life, the media, schools, the workplace, and the religious sphere and offers guidance on identifying instances of antisemitism effectively.

NOW, THEREFORE, I, Salim Nice, Mayor of the City of Mercer Island, do hereby proclaim adoption of the IHRA's non-legally binding working definition of antisemitism, including the eleven contemporary examples stated in Exhibit A that help protect Jewish people on Mercer Island from hate and discrimination, as follows:

"Antisemitism is a certain perception of Jews, which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of antisemitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities."

I encourage all city officials, residents, and partners in our community to join in this critical effort to combat antisemitism in all its forms, ensuring Mercer Island remains a place of safety, respect, and dignity for all.

APPROVED, this 16th day of July 2023

Mayor Salim Nice

Proclamation No. 339



INTERNATIONAL HOLOCAUST REMEMBRANCE ALLIANCE

Contemporary examples of antisemitism in public life, the media, schools, the workplace, and in the religious sphere could, taking into account the overall context, include, but are not limited to:

- Calling for, aiding, or justifying the killing or harming of Jews in the name of a radical ideology or an extremist view of religion.
- Making mendacious, dehumanizing, demonizing, or stereotypical allegations about Jews as such or the power of Jews as collective — such as, especially but not exclusively, the myth about a world Jewish conspiracy or of Jews controlling the media, economy, government or other societal institutions.
- Accusing Jews as a people of being responsible for real or imagined wrongdoing committed by a single Jewish person or group, or even for acts committed by non-Jews.
- Denying the fact, scope, mechanisms (e.g. gas chambers) or intentionality of the genocide of the Jewish people at the hands of National Socialist Germany and its supporters and accomplices during World War II (the Holocaust).
- Accusing the Jews as a people, or Israel as a state, of inventing or exaggerating the Holocaust.
- Accusing Jewish citizens of being more loyal to Israel, or to the alleged priorities of Jews worldwide, than to the interests of their own nations.
- Denying the Jewish people their right to self-determination, e.g., by claiming that the existence of a State of Israel is a racist endeavor.
- Applying double standards by requiring of it a behavior not expected or demanded of any other democratic nation.
- Using the symbols and images associated with classic antisemitism (e.g., claims of Jews killing Jesus or blood libel) to characterize Israel or Israelis.
- Drawing comparisons of contemporary Israeli policy to that of the Nazis.
- Holding Jews collectively responsible for actions of the state of Israel.

Antisemitic acts are criminal when they are so defined by law (for example, denial of the Holocaust or distribution of antisemitic materials in some countries).

Criminal acts are antisemitic when the targets of attacks, whether they are people or property – such as buildings, schools, places of worship and cemeteries – are selected because they are, or are perceived to be, Jewish or linked to Jews.

Antisemitic discrimination is the denial to Jews of opportunities or services available to others and is illegal in many countries.



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6510
July 16, 2024
Regular Business**

AGENDA BILL INFORMATION

TITLE:	AB 6510: 2024 Comprehensive Plan Periodic Update – Presentation of Planning Commission Recommended Draft	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Receive report, no action necessary.	

DEPARTMENT:	Community Planning and Development
STAFF:	Jeff Thomas, Director Adam Zack, Senior Planner
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Planning Commission Findings and Recommendation A. Recommended Draft Comprehensive Plan Elements Clean B. Recommended Draft Comprehensive Plan Elements in Track Changes 2. Planning Commission Public Hearing Amendment Tracker
CITY COUNCIL PRIORITY:	n/a

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUIRED	\$ n/a

EXECUTIVE SUMMARY

The purpose of this briefing is to present the City Council with the Planning Commission (PC) recommended draft of the 2024 Comprehensive Plan periodic update, and request comments on the draft from the City Council prior to the first reading of an ordinance to adopt this update.

- On May 29, 2024, the PC held a public hearing on the proposed 2024 Comprehensive Plan periodic update.
- The public hearing drafts of the Comprehensive Plan elements provided to the PC are in [PCB 24-13](#).
- After receiving public testimony, the PC began deliberated on its recommendation to the City Council on May 29, June 5, and June 12.
- All written public comments the PC received between May 28 and June 6, 2024 are provided in Exhibit 3 of [PCB 24-16](#).
- On June 12, 2024, the PC made findings and a recommendation to the City Council (Exhibit 1).
- The PC recommended drafts are attached as exhibits in two formats:
 - A clean version showing the text without any editing notation (Exhibit 1.A).
 - A track changes version tracking all changes from the existing 2016 Comprehensive Plan to the June 12, 2024 PC recommended drafts (Exhibit 1.B).

- Note: Exhibit 1.B does not include markup versions of the Housing, Economic Development, and Parks and Open Space elements. The proposed Housing Element will be a complete repeal and replacement of the 2016 Comprehensive Plan Housing Element with the June 12, 2024 PC recommended draft Housing Element. The Economic Development Element as well as the Parks and Open Space Element are new, therefore only clean versions from the June 12, 2024 PC recommendation are presented.
- During its deliberations following the May 29, 2024 public hearing, the PC made several final amendments to the draft Comprehensive Plan elements which led to its June 12, 2024 recommendation to City Council. These changes are tracked in Exhibit 2.
- Staff requests the City Council provide any proposed amendments to the June 12, 2024 PC recommended drafts on a rolling basis discussed below from July 17 through August 9, 2024.

BACKGROUND

The City began the 2024 periodic review of its Comprehensive Plan in March 2022, when the City Council approved the Scope of Work, Master Schedule, and Public Participation Plan with [Resolution No. 1621](#). At 24 public meetings between March 2022 and May 2024, the PC prepared public hearing drafts of each Comprehensive Plan Element, except for the Shoreline Master Program. Each of these public hearing drafts were posted to the [project website](#) as they were completed. The public had the opportunity to comment on the drafts throughout the process, including public access time during each PC meeting and written comment periods.

On May 29, 2024, the PC conducted a public hearing on the updated Comprehensive Plan and began deliberating on its recommendation to the City Council. These deliberations continued through June 5 and June 12. On June 12, 2024, the PC finalized its recommendation to the City Council. To complete the 2024 Comprehensive Plan periodic review, the City Council must complete its review and adopt, amend, or remand the PC recommendation. Per the WA Growth Management Act (GMA), the 2024 Comprehensive Plan periodic review must be adopted by December 31, 2024.

Comprehensive Plan Elements

The Comprehensive Plan is composed of topic-specific elements that establish goals and policies. The goals detail what the City would like to accomplish in the next 20 years. The policies establish the high-level strategies the City will use to achieve its goals. The goals and policies in the Comprehensive Plan elements are implemented through regulations, programs, and projects. The City Council will determine which actions the City will take to implement the updated goals and policies after the Comprehensive Plan elements are adopted. Before the end of this year, the PC will recommend implementing development code amendments for the Council to consider.

Planning Commission Amendment Tracker

The Planning Commission Amendment Tracker shows all amendments the PC made to get from the public hearing drafts to the Planning Commission recommended drafts (Exhibit 2). The public hearing drafts were published on the project Let's Talk Mercer Island page as the PC completed its initial review throughout the update process and provided to the PC in advance of the public hearing with [PCB 24-13](#). Every amendment the PC made was approved by motion and [the minutes of each meeting](#) show the detail of every change.

Drafting New Elements

The City Council approved scope of work for the 2024 Comprehensive Plan periodic review included a substantial reworking of the Housing Element and drafting two new Comprehensive Plan Elements: Economic Development and Parks and Open Space ([Res. No. 1621](#)). In 2023, the approved scope of work was supplemented with additional tasks for the Housing Element to respond to updated statewide requirements ([Res. No. 1645](#)).

The approved scope of work included the creation of two work groups to prepare the initial drafts of the new Economic Development and Housing elements. The work groups were composed of three City Council members and two Planning Commissioners.

The Economic Development Working Group (EDWG) prepared the initial draft of the Economic Development Element between November 2022 and June 2023 ([PCB 23-12](#)). The PC reviewed the EDWG draft of the Economic Development Element over the course of four meetings from June to October 2023. The PC arrived at its public hearing draft of the Economic Development Element on October 25, 2023. The public hearing draft was then further refined by a handful of amendments made during the PC deliberations following the public hearing on May 29, 2024 (Exhibit 2).

The Housing Work Group (HWG) prepared the initial draft of the Housing Element from January to March 2024 ([PCB 24-05](#)). The draft Housing Element was prepared to ensure that the Comprehensive Plan complies with updated requirements set in state law. The PC considered the HWG draft of the Housing Element on March 20, 2024, before arriving at the public hearing draft of the Housing Element on March 27, 2024. The public hearing draft was then further refined by a handful of amendments made during the PC deliberations following the public hearing on May 29, 2024 (Exhibit 2).

Agency Comments

The City has received some comments on the 2024 Comprehensive Plan periodic update from state and regional agencies. However, the City continues to wait for comments from others, namely the Washington Department of Commerce. It is anticipated the City will receive all agency comments by the end of July. Staff will compile and review all agency comments received as well as present any recommendations for amendments to the PC recommended draft to the City Council on September 3, 2024.

ISSUE/DISCUSSION

During the presentation on Tuesday night, staff will provide an overview of the PC recommended draft of the 2024 Comprehensive Plan periodic review. Staff requests the City Council provide any proposed amendments to the June 12, 2024 PC recommended drafts on a rolling basis discussed below from July 17 through August 12, 2024, as follows:

- July 29 – Introduction, Land Use Element and Housing Element
- August 5 – Transportation Element, Utilities Element and Capital Facilities Element
- August 12 – Economic Development Element, Parks and Recreation Element and Shoreline Master Program

Please send proposed amendments to Adam Zack, Senior Planner (adam.zack@mercerisland.gov), without copying or adding any other councilmembers to avoid potential OPMA violations.

NEXT STEPS

- **July 17 – August 12, 2024** – City Council review and submittal of proposed amendments to the June 12, 2024 PC recommended draft.
- **September 3, 2024** – City Council deliberation on City Council proposed amendments as well as recommended amendments resulting from agency comments.
- **September 17, 2024** – (Tentative) First reading of an ordinance to adopt the 2024 Comprehensive Plan.
- **October 2024** – (Tentative) Second reading of an ordinance to adopt the 2024 Comprehensive Plan

Following adoption of the updated Comprehensive Plan, the City Council will begin considering development code amendments to implement the updated Comprehensive Plan elements. All necessary amendments for the Comprehensive Plan periodic review must be adopted before December 31, 2024.

RECOMMENDED ACTION

Receive report. No action necessary.

COMMUNITY PLANNING & DEVELOPMENT

9611 SE 36TH STREET | MERCER ISLAND, WA 98040
PHONE: 206.275.7605 | www.mercerisland.gov



PLANNING COMMISSION

To: City Council

From: Angela Battazzo, Planning Commission Chair

Date: June 12, 2024

Subject: Comprehensive Plan Periodic Review – Findings and Recommendation

Attachments:

- A. Recommended Draft Comprehensive Plan Elements (Clean)
- B. Recommended Draft Comprehensive Plan Elements (with Markup)

On behalf of the Planning Commission, I am pleased to present a recommendation to adopt, as amended, an update of the Comprehensive Plan Elements. Over the course of 24 meetings from February 2022 to June 2024, the Planning Commission reviewed the Comprehensive Plan Elements to complete the work the City Council assigned when it approved the project scope of work, master schedule, and public participation plan with [Resolution No. 1621](#) and supplemented by [Resolution No. 1646](#). The approved minutes and all documents considered during the review are [posted on the City website](#) and available for review. The record of the process shows how the Commission meticulously considered each goal and policy, staff recommendation, and public comment throughout this process to arrive at the enclosed recommendation. At its June 12, 2024, meeting, the Planning Commission approved a motion to make this recommendation, capping off an effort that the Planning Commission began in 2022.

The recommended draft Comprehensive Plan update reflects the Planning Commission's hard work over the course of the last two-plus years. The Planning Commission recommended draft is the result of many volunteered hours spent reading, discussing, and weighing alternatives. It is important to acknowledge the significant contributions from both current and former Planning Commission members: Michael Murphy, Kate Akyuz, Adam Ragheb, Victor Raisys, Carolyn Boatsman, Chris Goelz, Michael Curry, and Daniel Hubbell. Vice Chair Murphy and former Commissioner Daniel Hubbell deserve additional credit for serving as chairs during the first two years of the project.

The recommended drafts of the Comprehensive Plan Elements are attached to this memo in two formats. Attachment A provides the Planning Commission recommended drafts clean, without tracked changes. Attachment B shows the Planning Commission recommended draft with tracked changes from the existing Comprehensive Plan. Please note that Attachment B does not include tracked changes of the Housing, Economic Development, and Parks and Open Space

elements. The recommendation is that the existing Housing Element be repealed and replaced with the Planning Commission recommended draft thereby striking the entire existing Housing Element. The Planning Commission recommended Economic Development and Parks and Open Space elements are two entirely new elements the Planning Commission prepared as directed by the project scope of work.

Findings

In addition to the Planning Commission's recommendations on the draft elements, the Commission made findings to provide additional context for City Council consideration. The findings generally relate to ways the City can address public comments during the implementation of the Comprehensive Plan's goals and policies. The Planning Commission makes the following findings:

- A. Consider CPP T-6 when planning for any sub-area plans or surrounding infrastructure for the future Link Light Rail expansion.

- B. When implementing residential anti-displacement policies, identify approaches that are more likely to:
 1. Increase the number of lower-cost rental units;
 2. Expand homeownership opportunities to renting households; and
 3. Increase the variety of housing options.

- C. Identify regulations that can reduce the following impacts when establishing regulations for moderate density:
 1. More people parking on neighborhood streets;
 2. Traffic and parked cars affecting pedestrian safety;
 3. Reduced parking requirements in areas close to transit causing more residents to park on the street; and
 4. Loss of mature trees and landscaping when new development occurs.

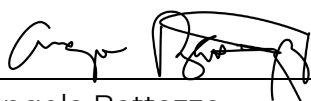
- D. During implementation of the Comprehensive Plan, open space networks should be preserved and enhanced, particularly in and around higher density areas of the City.

- E. Consider the following strategies for increasing affordable housing first when implementing the Housing Element:
 1. Support Proximity to Transit Hubs: Foster the development and preservation of affordable housing within walking distance of the Link Light Rail;
 2. Allow Multifamily in C-O zone: Permit mixed-use and multifamily development in areas of the city zoned Commercial-Office (C-O) if they incorporate affordable housing units within the development;

3. Town Center Focus: Concentrate the development of affordable housing units in Town Center zones by increasing the maximum allowable height for multifamily or mixed-use developments inclusive of affordable housing.
 4. Streamline Permit Processes: Reduce permit review times and fees for new development that include affordable housing units.
 5. Mandatory Inclusion in New Development: Require the inclusion of affordable housing units in all new multifamily or mixed-use development.
- F. Prioritize the following actions when implementing the Transportation Element:
1. Improve and expand safe pedestrian and bicycle routes, including safe routes to school;
 2. Improvements to the “last mile” transportation options to the Town Center and transit station; and
 3. Provide more public parking in the Town Center for patrons and commuters.
- G. Prioritize the following investments when implementing the Comprehensive Plan:
1. Maintaining City services;
 2. Quality infrastructure;
 3. Increasing variety of businesses on Mercer Island; and
 4. Protect natural resources.
- H. Transportation Element Policy Goal 4.10 received six public comments asking that we note that off-street parking is important to families and those who are handicapped.
- I. A number of public comments expressed opposition to state mandated or Planning Commission driven changes included in the new draft of the comprehensive plan. The Planning Commission took up several amendments to the draft in response to public comment but did not elect to make all changes recommended by the public. We encourage the City Council to review public comment during their consideration of the draft plan.

Recommendation

At its June 12, 2024, meeting, the Planning Commission recommended adoption of the updated Comprehensive Plan to the City Council. The recommended drafts are attached.



Angela Battazzo
Planning Commission Chair

July 8, 2024

Date

2 LAND USE ELEMENT

I. INTRODUCTION

Mercer Island prides itself on being a residential community. As such, most of the Island's approximately 6.2 square miles of land area is developed with single family homes. The Island is served by a small Town Center and two other commercial zones which focus on the needs of the local population. Mixed-use and multifamily developments are located within the Town Center. Multifamily development also rings the Town Center and the western fringe of the smaller Commercial Office Zone.

Parks, open spaces, educational and recreational opportunities are highly valued and consume a large amount of land. The Island has 472 acres of park and open space lands including small neighborhood parks and trails as well as several larger recreational areas, including Luther Burbank Park and Aubrey Davis Park above the Interstate 90 tunnel. One hundred fifteen acres of natural-forested land are set aside in Pioneer Park and an additional 150 acres of public open spaces are scattered across the community. There are four elementary schools, one middle school and a high school owned and operated by the Mercer Island School District. In addition, there are several private schools at the elementary and secondary education levels.

Arts are integral to Mercer Island's identity, vitality, heritage, and shared values. The City of Mercer Island is committed to supporting and sustaining rich and diverse cultural and arts experiences and opportunities for the community. In 2018, the City incorporated the Arts and Culture plan as an appendix to the Comprehensive Plan incorporating the goals and policies in the Arts and Culture Plan into the City's Comprehensive Plan.

The community strongly values environmental protection. As a result, local development regulations have sought to safeguard land, water and the natural environment, balanced with private property rights. To reflect community priorities, development regulations also attempt to balance views and tree conservation.

TOWN CENTER

For many years, Mercer Island citizens have been concerned about the future of the community's downtown. Past business district revitalization initiatives (e.g., Project Renaissance in 1990) strove to overcome the effects of "under-capitalization" in the Town Center. These efforts sought to support and revitalize downtown commercial/retail businesses and devised a number of recommendations for future Town Center redevelopment. Growing out of previous planning efforts, a renewed interest in Town Center revitalization emerged in 1992—one looking to turn the 33-year-old downtown into the vital economic and social center of the community.

In 1992 the City of Mercer Island undertook a major "citizen visioning" process that culminated in a broad new vision and direction for future Town Center development as presented in a document entitled "Town Center Plan for the City of Mercer Island," dated November 30, 1994. The City used an outside consultant to help lead a five-day citizen design charrette involving hundreds of Island residents and design professionals. This citizen vision became the foundation for new design and development standards within the Town Center and a major part of the new Comprehensive Plan that was adopted in the fall of 1994. At the same time, the City invested about \$5 million in street and streetscape improvements to

create a central pedestrian street, along 78th Avenue and route the majority of vehicular trips around the core downtown onto 77th and 80th Avenues. Specific new design and development standards to implement the Town Center vision were adopted in December of 1995. The Mercer Island Design Commission, City staff and citizens used these standards to review all Town Center projects until 2002.

In 2002, the City undertook a major planning effort to review and modify Town Center design and development guidelines, based on knowledge and experience gained from the previous seven years. Several changes were made in the existing development and design standards to promote public-private partnerships, strengthen parking standards, and develop public spaces as part of private development. Another goal of the revised standards was to unify the major focal points of the Town Center including the pedestrian streetscape of 78th Avenue, an expanded Park-and-Ride and Transit Facility, the public sculpture garden, and the Mercerdale Park facility. As a result, the following changes were made to the design standards:

- Expanding sidewalk widths along the pedestrian spine of 78th Avenue between Mercerdale Park on the south and the Sculpture Garden Park on the north;
- Identifying opportunity sites at the north end of 78th for increased public spaces;
- Requiring that new projects include additional public amenities in exchange for increased building height above the two-story minimum; and
- Increasing the number of visual interest design features required at the street level to achieve pedestrian scale.

The changes to the design and development standards were formulated by a seven-member *Ad Hoc* Committee composed of citizen architects, engineers, planners and several elected officials. Working for three months, the *Ad Hoc* Committee forwarded its recommendations to the Planning Commission, Design Commission and City Council for review. The revised Town Center Development and Design Standards (Mercer Island City Code chapter 19.11) were adopted by City Council in July 2002 and amended in June 2016. They will continue to implement the Town Center vision.

The effects of the City's efforts to focus growth and revitalize the Town Center through targeted capital improvements, development incentives and design standards to foster high quality development are now materializing.

Between 2001 and 2007, 510 new housing units, and 115,922 square feet of commercial area were constructed in the Town Center. Between 2007 and August 2014, 360 new housing units, and 218,015 square feet of new commercial area were constructed.

During 2004, the City engaged in a major effort to develop new design standards for all non-single family development in zoning districts outside the Town Center. This effort also used an ad-hoc process of elected officials, design commissioners, developers, and architects. The design standards for Zones Outside of Town Center were adopted in December 2004. These standards provide new direction for quality design of non-residential structures in residential zones and other multi-family, commercial, office and public zones outside the Town Center.

In 2014, the City began a process to review the vision, Comprehensive Plan polices and development and design guidelines for the Town Center. This effort involved several stakeholder groups, 15 joint meetings of the Planning and Design Commissions and hundreds of public comments.

Updates to this document were made in 2014 to comply with the Countywide Planning Policies, including updated housing and employment targets.

In June 2020, the City Council enacted a moratorium on major new construction generally in the southeast quadrant of the Town Center. This moratorium temporarily prevented submittal of development applications while the City considered potential updates and amendments to development regulations within the Town Center, including requirements for ground-floor commercial use and for preserving existing commercial square footage. The City Council adopted new Town Center regulations and resolved the moratorium in 2022. The new regulations established commercial use standards for street frontage, a minimum floor area ratio for commercial uses along specific street frontages, and a standard of no net loss of commercial square footage. The principal purpose of the new development regulations is to support commercial uses in Town Center.

SUSTAINABILITY

Mercer Island has a proud tradition of accomplishment toward sustainability. One of the earliest efforts was the formation of the Committee to Save the Earth by high school students in the early 1970s. Through the students' fundraising, the construction and opening of the Mercer Island Recycling Center (Center) was realized in 1975. The self-supported Center was well-patronized by Islanders and, during its many years of operation, it prevented millions of pounds of recyclable materials from ending up in the landfill while contributing to the development of a sustainability ethic on Mercer Island.

In 2006, a grassroots effort of Island citizens led the City to modify the vision statement in its Comprehensive Plan to include language embracing general sustainability, and in May 2007 the City Council committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas (GHG) emissions by 80 percent from 2007 levels by 2050, which was consistent with King County and Washington State targets. Later in 2007, the City Council set an interim emissions reduction goal (often called a "milepost") for City operations of five percent by 2012.

In 2012, the City convened a Sustainability Policy Taskforce, a City/community partnership, to recommend sustainability policies to the City. The City Council adopted its recommendations including dedicated staffing, incorporation of recommendations into City planning documents, development of a Sustainability Plan, and legislative actions to foster sustainability. The City's Sustainability Manager was hired in 2013.

Numerous community groups have contributed to sustainability accomplishments in the ensuing years, and many are still active, such as IslandVision, a nonprofit organization that had encouraged and supported sustainable practices on Mercer Island and helped launch an annual Earth Day fair called Leap for Green. In 2017, Sustainable Mercer Island (SMI) emerged as an umbrella group to help coordinate various initiatives on Island and to advocate for county and state-level climate measures. It has also helped organize and publicize solarize campaigns, youth environmental education, public outreach, advocating for bicycle and pedestrian facilities, and many other activities. Some are doing research, and many are volunteering with national and local organizations working to solve the climate crisis. One volunteer leads the very successful Green Schools program for the Mercer Island School District, supported by King County Department of Natural Resources and Parks. SMI fosters waste reduction, recycling, and conservation by students and schools. IslandVision, a nonprofit organization, encourages and supports sustainable

practices on Mercer Island. It provided to the City, in 2018, a technical analysis of GHG sources on Mercer Island and recommended strategies to reduce GHG emissions.

From 2010 to 2019, with the entire community's sustainability in mind, the City has implemented a wide range of outreach programs, efficiency campaigns, alternative energy initiatives, land-use guidelines, and other natural resource management measures designed to minimize the overall impacts generated by Island residents, for the benefit of future generations. Due to the 20-year horizon envisioned by this Comprehensive Plan, it is especially appropriate to include measures that address the long-term actions needed to reduce greenhouse gas emissions, ideally in collaboration with other local governments. Actions that the City will take in the management of its own facilities and operations are addressed in the Capital Facilities Element of this Plan. In 2018, the City continued to promote and support sustainable development, through the development of green building goals and policies for all residential development.

CLIMATE CHANGE

Climate change has far-reaching and fundamental consequences for our economy, environment, public health, and safety. Cities have a vital role in mitigating and adapting to climate change both individually and by working collaboratively with other local governments. Current science indicates that to avoid the worst impacts of global warming we need to reduce global GHG emissions sharply.

In 2008, the City created a Climate Action Task Force which was charged with developing a climate action plan for the City and community. The resulting plan called for tracking emissions and the formation of a City/community partnership which was called the Green Ribbon Commission. It was tasked with identifying strategies to reduce GHG emissions. Notable outcomes were the successful promotion of Puget Sound Energy's Green Power Program, which generated funds to cover the cost of the solar array the City installed at the Mercer Island Community and Events Center, and the 22 Ways emissions reduction campaign.

Leap for Green Sustainability Fair spearheaded by IslandVision and co-developed with the City is a vital instrument to educate and encourage engagement in sustainability. In addition to food and entertainment, the fair offers activities for kids and adults, demonstrations and displays of environmentally friendly ways of living, sustainability vendors, and more. The fair was not held in 2019 due to budget constraints.

The City has been very active in addressing climate change and has received national recognition for its efforts. In 2013, the City was recognized by the EPA as a Green Power Community of the Year for its very successful Green Power sign-up campaign for residents and for its commitment to local solar power generation. It was awarded Sol Smart Gold Designation from the Department of Energy in January 2018 for meeting stringent and objective criteria targeting removal of obstacles to solar development including streamlined permitting. As of January 2018, there were 184 known solar installations in the City, higher per capita than any other Eastside City. The City offers same-day permitting for most solar installations and most require only an electrical permit. The City has also installed electric vehicle charging stations, banned plastic bags, successfully piloted bike share and ride hailing services, and contracted with PSE for energy from a new windfarm to power 100 percent of City facilities, among many other actions.

The Capital Facilities Element includes a summary of the City's actions to reduce its own carbon footprint.

In 2014, King County and cities formed the innovative King County-Cities Climate Collaboration (K4C) to coordinate and enhance local government climate efforts. Mercer Island was a founding member and remains a very active participant. The K4C has charted opportunities for joint action to reduce GHG emissions and accelerate progress toward a clean and sustainable future. Mercer Island, through K4C, seeks opportunities to partner on outreach to decision-makers and the public, adopt consistent standards and strategies, share solutions, implement pilot projects, and cooperate on seeking funding resources. In 2016, Mercer Island, along with King County and other partners in K4C, was recognized with a national Climate Leadership Award from EPA. In 2019, the City Council passed Resolution 1570, which adopted an updated version of the K4C Joint Climate Commitments.

In 2018 and 2019, the City added goals and policies to the Land Use Element that support climate change planning with Ordinances 18-13 and 19-23. These ordinances established Goals 26 through 29. This included a goal and policies that referenced the STAR Community Framework as a means for assessing the City’s sustainability efforts. During the 2024 periodic review, goals and policies referring to the STAR Community Framework were amended to reflect that this framework was absorbed into the U.S. Green Building Council’s LEED for Cities program.

Beginning in 2022, the City began composing a Climate Action Plan. The Climate Action Plan establishes strategies for the City to reduce greenhouse gas emissions and vehicle miles traveled to address climate change. Those strategies are an important step to move the City forward in its response to the changing climate. Where needed, goals and policies were amended or added to this Land Use Element to support the strategies in the Climate Action Plan, including amendments to the policies under goals 26, 27, and 28.

II. EXISTING CONDITIONS AND TRENDS

TOWN CENTER

The Town Center is a 76-acre bowl-shaped area that includes residential, retail, commercial, mixed-use and office-oriented businesses. Historically, convenience businesses — groceries, drugstores, service stations, dry cleaners, and banks — have dominated the commercial land uses; many of them belonging to larger regional or national chains. Retailers and other commercial services are scattered throughout the Town Center and are not concentrated in any particular area. With a diffused development pattern, the Town Center is not conducive to "browsing," making movement around the downtown difficult and inconvenient for pedestrians, physically disadvantaged persons and bicyclists.

Mercer Island's downtown is located only three miles from Seattle and one mile from Bellevue via I-90. I-90 currently provides critical vehicular, bicycle and pedestrian access to the Town Center as well as the rest of the Island. Regional transportation plans anticipate future development of a high capacity transit system in the I-90 corridor. In light of recent and potential future public transportation investments in the I-90 corridor and in keeping with the region's emerging growth philosophy, redevelopment and moderate concentration of future growth into Mercer Island's Town Center represents the wisest and most efficient use of the transportation infrastructure.

As required by the Growth Management Act of 1990, the Land Use Element presents a practical and balanced set of policies that address current and future land use issues. An inventory of existing land uses (Table 1) and a forecast of future development and population trends (Section III.) provide a backdrop for

issues and policies. Subsequent sections IV and V address major land use issues and policies for the Town Center and non-Town Center areas.

Note: Table 1 requires additional information from the Puget Sound Regional Council (PSRC). Staff expect to get this information from PSRC before the updated Land Use Element is adopted. This table will be updated with that information once it is provided.

Table 1. Town Center Land Uses & Facts Snapshot (May 2015)

Total Land Area	76.5 acres
Total Net Land Area (excludes public right-of-way)	61.1 acres
Total Floor Area (includes all uses)	2,385,723 square feet (20% office, 15% retail, and 65% residential)
Total Floor Area - Ratio	0.90
Total Housing Units	1,532
Total Net Residential Density	25 units/acre (Approx. 75 units/acre on sites with residential uses)
Total Employment	3,993 ¹

Notes: This table includes one mixed-use project currently under construction as of May 2015 (i.e., Hadley).

¹This information is provided by the PSRC and is derived from Census data.

AREAS OUTSIDE THE TOWN CENTER

Single family residential zoning accounts for 88 percent of the Island's land use. There are 3,534 acres zoned for single family residential development. This compares to 77 acres in the Town Center zones, 19 acres for Commercial Office zone, and 103 acres in multi-family zones (Table 2). City Hall is located in a Commercial Office zone, while other key civic buildings such as the Post Office and the Main Fire Station are located in the Town Center and City Hall. Many of the remaining public buildings, schools, recreational facilities and places of religious worship are located in residential or public zones.

Table 2. Land Use Zones and Acreage (2014)

Zone	Acreage
Business - B	2.85
Commercial Office - CO	19.45
Multifamily - MF-2	42.03
Multifamily - MF-2L	7.73
Multifamily - MF-3	53.73
Public Institution - P	284.31
Planned Business - PBZ	13.89
Single Family - R-12	77.44
Single Family - R-15	1277.04
Single Family - R-8.4	779.36
Single Family - R-9.6	1399.98
Town Center - TC	77.16

Note: Figures above include adjacent right-of-way.

Over the last 30 years, most public facilities have been re-constructed, or have planned additions, in sufficient quantities to serve current and projected populations. This category includes schools, parks and recreation facilities, streets and arterials, and fire stations. In 2015, the City constructed a new fire station on Southeast 68th Street to increase service capacity for the south end of the island. Northwood Elementary School was constructed in 2016, adding to the Mercer Island School District’s capacity. [Refer to the Capital Facilities Element for a more in-depth discussion of public facilities.]

Residential zones in the City are primarily zoned for single-family residential development. There are four minimum lot sizes in single-family zones, ranging from 15,000 square feet, 12,000 square feet, 9,600 square feet, and 8,400 square feet. Existing single-family development is mostly made up of established neighborhoods constructed in the latter-half of the 20th Century. Most lots in the single-family zones are already subdivided and few are undeveloped. New development in the single-family zones is typically demolition of an existing home and replacement with a newer home.

The most densely developed neighborhoods are found on the Island's north end. This includes East Seattle and First Hill as well as neighborhoods immediately north and south of the I-90 corridor and areas along the entire length of Island Crest Way.

The least densely populated neighborhoods are ones with the largest minimum lot size and are designated as Zone R-15 (15,000-square-foot minimum lot size). These neighborhoods, generally located along East and West Mercer Way, contain the greatest amount of undeveloped residential land and often contain extremely steep slopes, deep and narrow ravines and small watercourses. Because environmentally sensitive areas often require careful development and engineering techniques, many of these undeveloped lands are difficult and expensive to develop.

Generally, Mercer Island's oldest neighborhoods are situated on a fairly regular street grid with homes built on comparatively small lots 40 to 60 years ago. Interspersed among the older homes are renovated homes and new homes that are often noticeably larger. Newer developments tend to consist of large homes on steeply pitched, irregular lots, with winding narrow private roads and driveways. Many residential areas of Mercer Island are characterized by large mature tree cover. Preservation of this greenery is an important community value.

Most Mercer Island multi-family housing is located in or on the borders of the Town Center. However, two very large complexes straddle I-90 and are adjacent to single family areas. Shorewood Apartments is an older, stable development of 646 apartment units. It was extensively remodeled in 2000. North of Shorewood and across I-90 is the retirement community of Covenant Shores. This development has a total of 237 living units, ranging from independent living to fully assisted living.

There is one Commercial/Office (CO) zone outside the Town Center. It is located along the south side of the I-90 corridor at East Mercer Way and contains several office buildings, including the Mercer Island City Hall. In the summer of 2004, the regulations in the CO zone were amended to add retirement homes as a permitted use with conditions.

For land use and transportation planning purposes, Mercer Island is designated as a High Capacity Transit community in the Puget Sound Regional Council's Vision 2050. This designation recognizes the

importance of the localities with high-capacity transit service as a place to focus new development due to the excellent access to employment centers, educational institutions and other opportunities. As such, Mercer Island will continue to see new employment and residential development, most of which will be concentrated in the Town Center. Employment will continue to grow slowly and will be significantly oriented towards serving the local residential community. Transit service will focus on connecting Mercer Island to other metropolitan and sub-regional centers via Interstate 90 and the region's high capacity transit system, including Sound Transit's East Link Light Rail.

III. GROWTH FORECAST

RESIDENTIAL AND EMPLOYMENT 20-YEAR GROWTH TARGETS

The King County Countywide Planning Policies (CPPs) establish growth targets for all of the jurisdictions within King County. The CPPs were initially adopted in 1992, and have been amended several times since then. Elected officials from King County, the cities of Seattle and Bellevue, and the Sound Cities Association meet as the Growth Management Planning Council (GMPC). This Council makes recommendations to the County Council, which has the authority to adopt and amend the CPPs. King County amended the CPPs in 2021, updating the growth targets for cities and towns throughout the County. The updated growth targets extended the planning horizon through the year 2044. Table 3 shows the City of Mercer Island's housing and employment growth targets for 2024 through 2044.

Table 3. Growth Targets

Housing growth target (in dwelling units), 2024 – 2044	1,239
Employment growth target (in jobs), 2024 – 2044	1,300

EMPLOYMENT AND COMMERCIAL CAPACITY

According to the Puget Sound Regional Council, as of March 2020 there are approximately 7,325 jobs on Mercer Island. The City's development capacity is analyzed in the 2021 Urban Growth Capacity Report. That report shows that Mercer Island has sufficient development capacity to accommodate the 2044 employment and housing growth targets .

Table 4 summarizes employment capacity findings from the 2021 Urban Growth Capacity Report. The 2021 Urban Growth Capacity Report provides capacity for zones grouped by the type of land use. These categories are commercial and mixed-use. Mixed-use zones are those that allow both commercial and residential development. The City of Mercer does not have any zoned industrial lands.

Table 4. Employment Capacity 2018 – 2035.

Land Use	Vacant / Redevelopable	Floor Area Capacity	Square Feet per Job	Job Capacity
Commercial	Vacant	10,000	200	52
	Redevelopable	50,000	200	242
Mixed Use	Vacant	20,000	200	119
	Redevelopable	100,000	200	479
Total	Vacant	30,000	200	171
	Redevelopable	150,000	200	721
	Jobs in Pipeline	-	-	70
	Totals	180,000	200	962

Source: King County 2021 Urban Growth Capacity Report.

Note: The 2021 Urban Growth Capacity Report evaluates employment capacity for 2018 through 2035. If the study period were extended through 2044, there is sufficient capacity to accommodate the 1,300-job growth target.

RESIDENTIAL GROWTH

The Comprehensive Plan contains three types of housing figures: a capacity estimate, a growth target, and a housing and population forecast. Each of these housing numbers serves a different purpose.

Housing Capacity.

As required in a 1997 amendment to the Growth Management Act (RCW 36.70A.215), recent growth and land capacity in King County and associated cities have been reported in the 2021 Urban Growth Capacity Report.

The capacity estimate identifies the number of new units that could be accommodated on vacant and redevelopable land given existing development and under current zoning. The capacity estimate is not a prediction of what will happen, merely an estimate of how many new units the Island could accommodate based on our current zoning code, the number and size of vacant properties, and some standard assumptions about the redevelopment potential of other properties that could accommodate additional development.

According to the 2021 Urban Growth Capacity Report, the City of Mercer Island has development capacity to accommodate 1,429 new housing units. Most of the housing development capacity is in medium-high and high-density residential zones, including Town Center. Table 5 summarizes residential capacity findings from the 2021 Urban Growth Capacity Report. The 2021 Urban Growth Capacity Report provides residential capacity in five categories based on assumed density: very low density (2.6 – 3.3 dwellings per acre), low density (4.6 – 6.1 dwellings per acre), medium-low density (2.6 – 3.3 dwellings per acre), medium-high density (22.7 dwellings per acre), and high density (100.6 – 167 dwellings per acre). The assumed densities are based on the achieved density in each zone.

Table 5. Residential Development Capacity.

Assumed Density Level	Vacant / Redevelopable	Assumed Densities Assumed Densities (low/high units per acre)	Net Developable Acres	Capacity in housing units
Very Low Density	Vacant	2.6/3.3	32.05	85
	Redevelopable	2.6/3.3	85.97	35
	Subtotal	N/A	118.02	120
Low Density	Vacant	4.6/6.1	21.12	98
	Redevelopable	4.6/6.1	107.54	138
	Subtotal	N/A	128.65	235
Medium Low Density	Vacant	22.7	0.45	10
	Redevelopable	22.7	1.13	0
	Subtotal	N/A	1.58	10
Medium High Density	Vacant	26	0	0
	Redevelopable	26	43.7	535
	Subtotal	N/A	43.7	535
High Density	Vacant	100.6/167	0.54	91
	Redevelopable	100.6/167	23.47	437
	Subtotal	N/A	24.01	528
All Zones	Vacant	N/A	54.16	284
	Redevelopable	N/A	261.81	1,145
	Total	N/A	315.97	1,429

Source: King County 2021 Urban Growth Capacity Report.

Housing Targets.

As mentioned above, the City has a King County Growth Management Planning Council (GMPC) 2044 housing target of 1,239 new housing units. The housing target represents the number of units that the City is required to plan for under the Growth Management Act. The housing target is not necessarily the number of units that will be built on Mercer Island over the next two decades. Market forces, including regional job growth, interest rates, land costs, and other factors will have a major influence on the number of actual units created.

Housing and Population Forecast.

Note: The housing and population forecast section requires additional information from the Puget Sound Regional Council (PSRC). Staff expect to get this information from PSRC before the updated Land Use Element is adopted. This section will be updated with that information once it is provided.

The third type of housing figure contained in the Comprehensive Plan is a local housing forecast. Table 4 contains a housing unit and population forecast for 2010 through 2030 conducted by the Puget Sound Regional Council (PSRC), using a parcel-based land use model called UrbanSim, based on existing zoning and land use designations.

PSRC anticipates an increase in housing units at an average annual growth rate of approximately 0.25 percent between 2010 and 2040. This represents an increase of approximately 453 housing units and 1,495 people over 30 years.

The Housing Unit and Population forecasts are informed estimates based on several factors such as growth trends for new single family and accessory dwelling units over the last several years, Puget Sound Regional Council forecasts of future household size, transportation systems and demand modeling, and real estate market fluctuations.

Housing Density.

Note: The housing density section requires additional information from the Puget Sound Regional Council (PSRC). Staff expect to get this information from PSRC before the updated Land Use Element is adopted. This section will be updated with that information once it is provided.

The average allowed density in the City of Mercer Island is more than 6.2 dwelling units per acre. This figure is based on the proportional acreage of each land use designation (or zones) that allows residential development, the densities permitted under the regulations in place today for that zone, and an assumption that the average practical allowed density for the Town Center is 99.16 units per acre. Since there is no maximum density in the Town Center and density is controlled instead by height limits and other requirements, the figure of 99.16 units per acre represents the overall achieved net density of the mixed-use projects in the Town Center constructed since 2006.

Table 4. 2010-2030 Housing Unit and Population Forecast

Year	Overall Household Size	SFR Units	Multi-family Units	Total Increase in units per decade	Total Housing Units	Population
2010 (Census)	2.48	6,873	2,236	N/A	9,109	22,699
2020 (Forecast)	2.54	7,201	2,257	349	9,458	24,991
2030 (Forecast)	2.53	7,349	2,266	157	9,615	25,243

2010 household size data obtained from the 2010 Census. All other data is from PSRC, using their 2013 Forecast parcel-based land use model using Urban Sim.

IV. LAND USE ISSUES

TOWN CENTER

- (1) Town Center is an area in the City where most new development will be focused in the coming years. The Town Center area includes land zoned for commercial retail, service, mixed, and office uses .. The Town Center is the largest mixed-use zone in the City and an important economic hub. Older commercial development in the Town Center consists of many one story strip centers, surrounded by parking lots. The Town Center subarea plan adopted in 1993 establishes the planning framework

for Town Center to redevelop with a mix of residential and commercial development. Mixed-use development is replacing existing commercial development as the Town Center redevelops. This has led to an increase in the number of residential dwellings in this area concurrent with changes to the type of commercial development in the zone. There is concern that redevelopment will displace existing businesses or reduce the total commercial square footage available for new and expanding businesses in Town Center. In 2022 the City adopted new regulations to limit the loss of commercial space as the area redevelops. As these regulations influence the built environment in Town Center, the City will need to monitor their influence on the availability and affordability of commercial space.

- (2) In 1994, the City made significant street improvements in the Town Center, which have resulted in a more pedestrian-friendly environment. However, more needs to be done on the private development side to design buildings with attractive streetscapes so that people will have more incentive to park their car and walk between shopping areas.
- (3) The Town Center is poorly identified. The major entrance points to the downtown are not treated in any special way that invites people into the business district.

OUTSIDE THE TOWN CENTER

- (1) The community needs to accommodate two important planning values — maintaining the existing single family residential character of the Island, while at the same time planning for population and housing growth.
- (2) Accessory dwelling units are allowed by City zoning regulations, and offer a way to add housing capacity to single family residential zones without disrupting the character as much as other types of higher-density residential development.
- (3) Commercial Office and PBZ zones must serve the needs of the local population while remaining compatible with the overall residential character of the community.
- (4) Ongoing protection of environmentally sensitive areas including steep slopes, ravines, watercourses, and shorelines is an integral element of the community's residential character.
- (5) View protection is important and must be balanced with the desire to protect the mature tree growth.
- (6) Within the bounds of limited public resources, open space and park land must be preserved to enhance the community's extraordinary quality of life and recreation opportunities.
- (7) There is a lack of pedestrian and transit connections between the Town Center, the Park and Ride, and Luther Burbank Park.

V. LAND USE POLICIES

TOWN CENTER

Town Center Vision	
Mercer Island Town Center Should Be ...	
1.	THE HEART of Mercer Island and embody a small town character, where residents want to shop, eat, play and relax together.
2.	ACCESSIBLE to people of all ages and abilities.
3.	CONVENIENT to enter, explore and leave with a variety of transportation modes.
4.	WELL DESIGNED with public spaces that offer attractive settings for entertainment, relaxation and recreation.
5.	DIVERSE with a range of uses, building types and styles that acknowledge both the history and future of the Island.
6.	LOCAL providing businesses and services that meet every day needs on the Island.
7.	HOME to a variety of housing options for families, singles and seniors.

GOAL 1:

Create a mixed-use Town Center with pedestrian scale and connections.

- 1.1 A walkable mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.

Land Use and Development

GOAL 2:

Create a policy and regulatory structure that will result in a diversity of uses that meets Islanders' daily needs and helps create a vibrant, healthy Town Center serving as the City's business, social, cultural and entertainment center.

- 2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center.
- 2.2 Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.

GOAL 3:

Have a mixture of building types, styles and ages that reflects the evolution of the Town Center over time, with human-scaled buildings, varied height, setbacks and step-backs and attractive facades.

- 3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided.

- 3.2 Locate taller buildings on the north end of the Town Center and step down building height through the center to lower heights on the south end, bordering Mercerdale Park.
- 3.3 Calculate building height on sloping sites by measuring height on the lowest side of the building.
- 3.4 Mitigate the "canyon" effect of straight building facades along streets through use of upper floor step-backs, façade articulation, and similar techniques.
- 3.5 Buildings on larger parcels or with longer frontage should provide more variation of the building face, to allow for more light and create the appearance of a smaller scale, more organic, village-like development pattern. Building mass and long frontages resulting from a single user should be broken up by techniques such as creating a series of smaller buildings (like Island Square), providing public pedestrian connections within and through a parcel, and use of different but consistent architectural styles to create smaller building patterns.
- 3.6 Building facades should provide visual interest to pedestrians. Street level windows, minimum building set-backs, on-street entrances, landscaping, and articulated walls should be encouraged.

GOAL 4:

Create an active, pedestrian-friendly, and accessible retail core.

- 4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.
- 4.2 Retail street frontages (Figure TC-1) should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services also encouraged to a more limited extent.

GOAL 5:

Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.

- 5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.
- 5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.
- 5.3 Encourage the development of affordable housing within the Town Center.
- 5.4 Encourage the development of accessible and visitable housing within the Town Center.
- 5.5 Encourage options for ownership housing within the Town Center.

Circulation and Parking

GOAL 6:

Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.

GOAL 7:

Town Center streets should be viewed as multiple-use facilities, providing for the following needs:

- Access to local businesses and residences.
- Access for emergency vehicles.
- Routes for through traffic.
- Transit routes and stops.
- On-street parking.
- Pedestrian and bicycle travel.
- Sidewalk activities, including limited advertising and merchandising and restaurant seating.
- Occasional special events and outdoor entertainment.

7.1 Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.

7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.

7.3 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping and amenities.

7.4 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle network along I-90 and the planned light rail station with Mercerdale Park and the rest of the Island south of the Town Center.

GOAL 8:

Be pedestrian-friendly, with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.

8.1 Provide convenient opportunities to walk throughout Town Center.

8.2 Create safe pedestrian routes that break-up larger City blocks.

GOAL 9:

Have ample parking, both on-street and off, and the ability to park once and walk to a variety of retail shops.

9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.

- 9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.
- 9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.
- 9.4 On and off-street parking should be well-lit, convenient and well-signed so that drivers can easily find and use parking.
- 9.5 Develop long-range plans for the development of additional commuter parking to serve Mercer Island residents.
- 9.6 Prioritize parking for Mercer Island residents within the Town Center.

GOAL 10:

Prioritize Town Center transportation investments that promote multi-modal access to regional transit facilities.

GOAL 11:

Promote the development of pedestrian linkages between public and private development and transit in and adjacent to the Town Center.

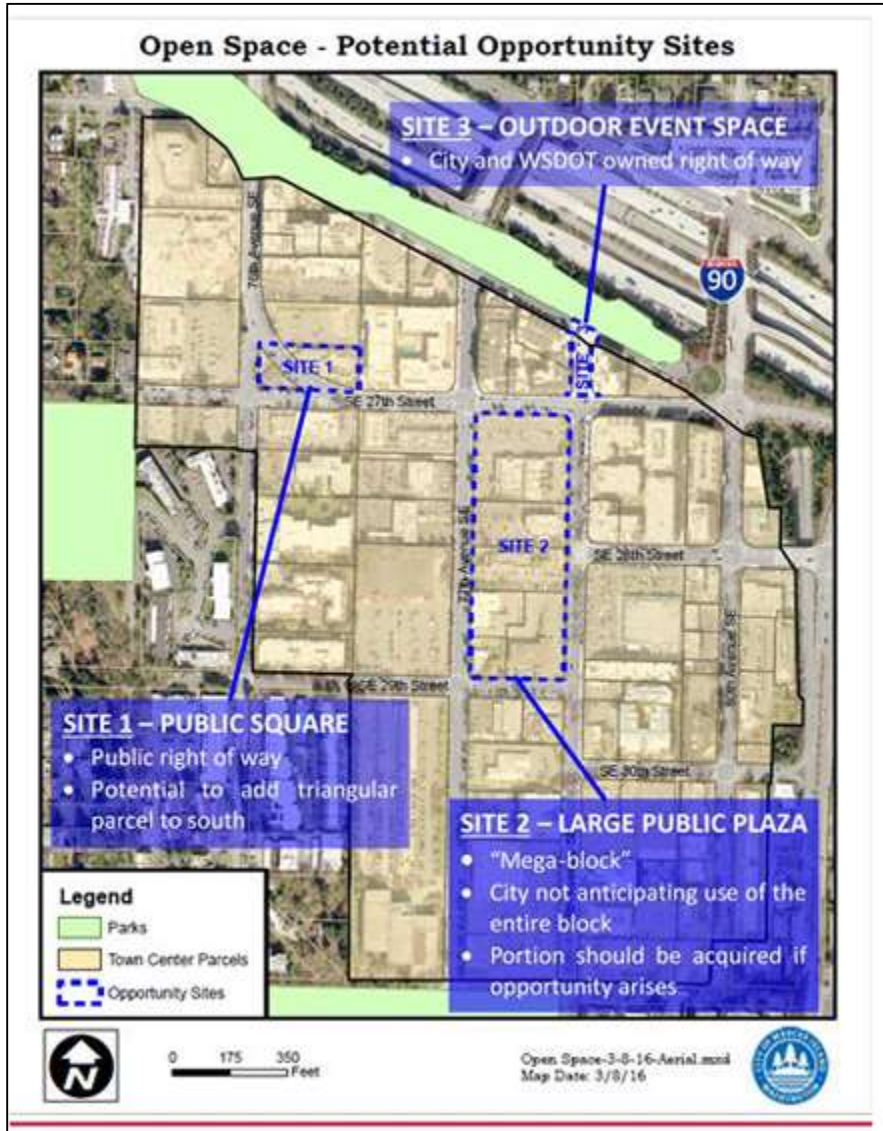
Public Realm

GOAL 12:

Have inviting, accessible outdoor spaces with seating, greenery, water features, and art that offer settings for outdoor entertainment and special events as well as for quiet contemplation.

- 12.1 Outdoor public spaces of various sizes in Town Center are important and should be encouraged.
- 12.2 Encourage the provision of on-site public open space in private developments. This can include incentives, allowing development agreements, and payment of a calculated amount of money as an alternative to dedication of land. In addition, encourage aggregation of smaller open spaces between parcels to create a more substantial open space.
- 12.3 Investigate potential locations and funding sources for the development (and acquisition if needed) of one or more significant public open space(s) that can function as an anchor for the Town Center's character and redevelopment. Identified "opportunity sites" are shown in Figure TC-2 and described below. These opportunity sites should not preclude the identification of other sites, should new opportunities or circumstances arise.

Figure TC-2. Open Space — Potential Opportunity Sites



Green Building

GOAL 13:

Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices as well as exhibiting other innovative green features, above and beyond what is required by the existing Construction Code.

Economic Development

GOAL 14:

Support the further economic development of Mercer Island, particularly in the Town Center.

- 14.1 Establish economic development policies in an Economic Development Element.
- 14.2 Maintain a diversity of downtown land uses.
- 14.3 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of 1,300 new jobs from 2024–2040, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies.
- 14.4 Create a healthy and safe economic environment where Town Center businesses can serve the needs of Mercer Island residents as well as draw upon broader retail and commercial market areas.

OUTSIDE THE TOWN CENTER

GOAL 15:

Mercer Island should remain principally a low to moderate density, single family residential community.

- 15.1 Preserve the neighborhood character in all residential zones.
- 15.2 Provide for housing types in residential zones, such as accessory dwelling units and additional middle housing types at slightly higher densities as outlined in the Housing Element.
- 15.3 Encourage multifamily and mixed-use housing within the existing boundaries of the Town Center, multifamily, and Commercial Office zones to accommodate moderate- to extremely low-income households.
- 15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should recognize the need and support the ability to maintain, update, and renovate social, recreational, educational, and religious facilities as allowed by the land use code. Such facilities are community assets which are essential for the mental, physical and spiritual health of Mercer Island. Future land use decisions should encourage the retention of these facilities.
- 15.5 Discourage incompatible land uses such as landfills, correctional facilities, zoos and airports in existing zones. Encourage compatible uses such as education, recreation, open spaces, government social services and religious activities .
- 15.6 Manage impacts that could result from new development in residential zones by establishing standards to:

- 15.6.A Regulate on- and off-street parking;
- 15.6.B Encourage the retention of landscaped areas and the retention and planting of trees;
- 15.6.C Establish incentives and anti-displacement measures consistent with the Housing Element; and
- 15.6.D Control new development to be compatible in scale, form, and character with existing surrounding neighborhoods.

GOAL 16:

Achieve additional residential capacity in residential zones through flexible land use techniques and land use entitlement regulations.

- 16.1 Encourage the use of the existing housing stock to address changing population needs and aging in place. Accessory dwelling units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.
- 16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.
- 16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.
- 16.4 Promote accessory dwelling units in single-family zones subject to specific development and owner occupancy standards.
- 16.5 Encourage development of middle housing where mandated by state law, outside of critical areas and ensure that it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.
- 16.6 Explore flexible residential development regulations and entitlement processes that support, create incentives for, and encourage public amenities such as wildlife habitat, accessible homes, affordable housing, and sustainable development.
- 16.7 Ensure development regulations allow the improvement of existing homes and do not create incentives to remove or replace existing homes.
- 16.8 Evaluate locally adopted building and fire code regulations within existing discretion to encourage the preservation of existing homes.

GOAL 17:

The allowed uses in commercial and mixed-use zones balance the City's economic development and housing needs.

- 17.1 The Planned Business Zone uses on the south end of Mercer Island are compatible with the surrounding single family zone needs. All activities in the PBZ are subject to design review. Supplemental design guidelines have been adopted.

- 17.2 Commercial uses and densities near the I-90/East Mercer Way exit and SE 36th Street are appropriate for that area. All activities in the Commercial Office zone are subject to design review and supplemental design guidelines may be adopted.
- 17.3 Add multifamily residential and other commercial uses to the Commercial Office zone. This should be accomplished through changes in zoning regulations that consider adverse impacts to surrounding areas.

NATURAL ENVIRONMENT POLICIES

GOAL 18:

The protection of the natural environment will continue to be a priority in all Island development. Protection of the environment and private property rights will be consistent with all state and federal laws.

- 18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.
- 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.
- 18.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.
- 18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.
- 18.5 The City shall utilize best available science during the development and implementation of critical area regulations. Regulations will be updated periodically to incorporate new information and as required by the Growth Management Act.
- 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.
- 18.7 Services and programs provided by the City with regards to land use should encourage residents to minimize their own personal carbon footprint, especially with respect to energy consumption and waste reduction.
- 18.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.
- 18.9 Outreach campaigns and educational initiatives should inform residents of the collective impact of their actions on local, county, and state greenhouse gas emissions reduction goals.

- 18.10 The Stormwater Management Program Plan is hereby adopted by reference.
- 18.11 Ensure all people in Mercer Island have a clean and healthy environment, regardless of race, social, or economic status.
- 18.12 Reduce impacts to people and areas that have been disproportionately affected by noise, air, pollution, or other environmental impacts.

GOAL 19:

Protect and enhance habitat for native plants and animals for their intrinsic value and for the benefit of human health and aesthetics. Regulatory, educational, incentive-based, programmatic, and other methods should be used to achieve this goal, as appropriate.

- 19.1 Designate bald eagles as a Species of Local Concern for protection under the Growth Management Act. Identify additional Species and Priority Habitats of Local Concern referencing best available science and the Washington Department of Fish and Wildlife Priority Habitats and Species List. Determine how best to protect these species and habitats.
- 19.2 Encourage the inventorying of native plants and animals on Mercer Island and the habitats that support them. As part of this effort, identify pollinators and the native plants they depend upon.
- 19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way.
- 19.4 Critical areas and associated buffers should consist of mostly native vegetation.
- 19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values.
- 19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way.
- 19.7 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover. [Relocated Policy 20.3]
- 19.8 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to

- forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.
- 19.9 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands.
- 19.10 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters, and areas which will enhance open space networks.
- 19.11 Support conservation on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs.
- 19.12 Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.
- 19.13 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.
- 19.14 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.
- 19.15 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures.
- 19.16 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community.
- 19.17 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community.
- 19.18 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors.
- 19.19 Promote wildlife watering.

GREEN BUILDING

GOAL 21:

Promote the use of green building methods, design standards, and materials, for residential development, to reduce impacts on the built and natural environment and to improve the quality of life. Green building should result in demonstrable benefits, through the use of programs such as, but not limited to, Built Green, LEED, the Living Building Challenge, Passive House, Salmon Safe, or similar regional and recognized green building programs.

- 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building.
- 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques.
- 21.3 Consider expanding requirements for green building certification to additional zones and/or development of subdivisions as a component of a green building program.
- 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development.

Climate Change

GOAL 26:

Continue to develop and refine City policies and implementation strategies to address climate change.

- 26.1 Adopt a Climate Element or equivalent components in this plan, as directed by state law, to plan for reducing greenhouse gas emissions and vehicle miles traveled and to improve community resilience by planning for climate preparedness, response, and recovery efforts.
- 26.2 The most recent version of the Climate Action Plan is hereby adopted by reference. This plan provides more specific policy direction and implementation guidance for climate action. This plan shall be updated periodically to reflect changing needs in the community.

GOAL 27:

Reduce community-wide greenhouse gas emissions.

- 27.1 Collect data and report on Mercer Island GHG emissions annually. Document progress toward emission reduction targets consistent with King County-Cities Climate Collaboration (K4C).
- 27.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.
- 27.3 Provide public information and support to individual and community efforts to mitigate climate change.
- 27.4 Evaluate and prioritize actions to reduce GHG emissions.

- 27.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips.
- 27.6 Promote an energy-efficient built environment by:
 - 27.6.1 Focusing development where utility and transportation investments have been made;
 - 27.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;
 - 27.6.3 Encouraging the use of carbon-efficient building materials and building design;
 - 27.6.4 Reducing greenhouse gas emissions from the construction, heating, and cooling of residential structures by encouraging smaller single family residential housing units, moderate density housing (including duplexes and triplexes), and the use of green building materials and techniques; and
 - 27.6.5 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.
- 27.7 Promote renewable power generation in the community.

GOAL 28:

Adapt to and mitigate local climate change impacts.

- 28.1 Prioritize the reduction of greenhouse gas emissions and other contributors to climate change.
- 28.2 Develop an adaptive response to expected climate change impacts on the community.
- 28.3 Increase carbon sequestration through expanding tree canopy and vegetation cover.

VI. ACTION PLAN

GOAL 29:

To implement land use development and capital improvement projects consistent with the policies of the comprehensive plan.

- 29.1 Improve the usability of the "Development Code" by simplifying information and Code format; eliminating repetitious, overlapping and conflicting provisions; and consolidating various regulatory provisions into one document.
- 29.2 Establish a Land Use Element implementation strategy and schedule in conjunction with each biennial budget cycle. This implementation strategy can be periodically updated and amended by City Council at any time thereafter and should detail the following:

- 29.2.A Actions from this element to be added to department work plans for the next biennial budget cycle;
 - 29.2.B Any funding including grants allocated to support the completion of these actions;
 - 29.2.C Any staff resources allocated to support the completion of these actions;
 - 29.2.D A schedule detailing the key actions and/or milestones for the completion of each action; and
 - 29.2.E A list of near-term future actions expected to be proposed to be added to department work plans in the next three to five years.
- 29.3 Prepare a biennial report tracking implementation of the Land Use Element. The report will be provided to the City Council prior to adoption of the budget.
- 29.4 Provide resources for actions to implement this element and respond to limited resources by using strategies such as:
- 29.4.A Alternate funding sources;
 - 29.4.B Public-private partnerships;
 - 29.4.C Reducing project or program scope to align with current biennial budget constraints; and
 - 29.4.D Amending the policies of the Land Use Element to reflect the City’s capacity to implement the element.
- 29.5 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.
- 29.6 Coordinate with tribes to identify and mitigate potential impacts when implementing this element.

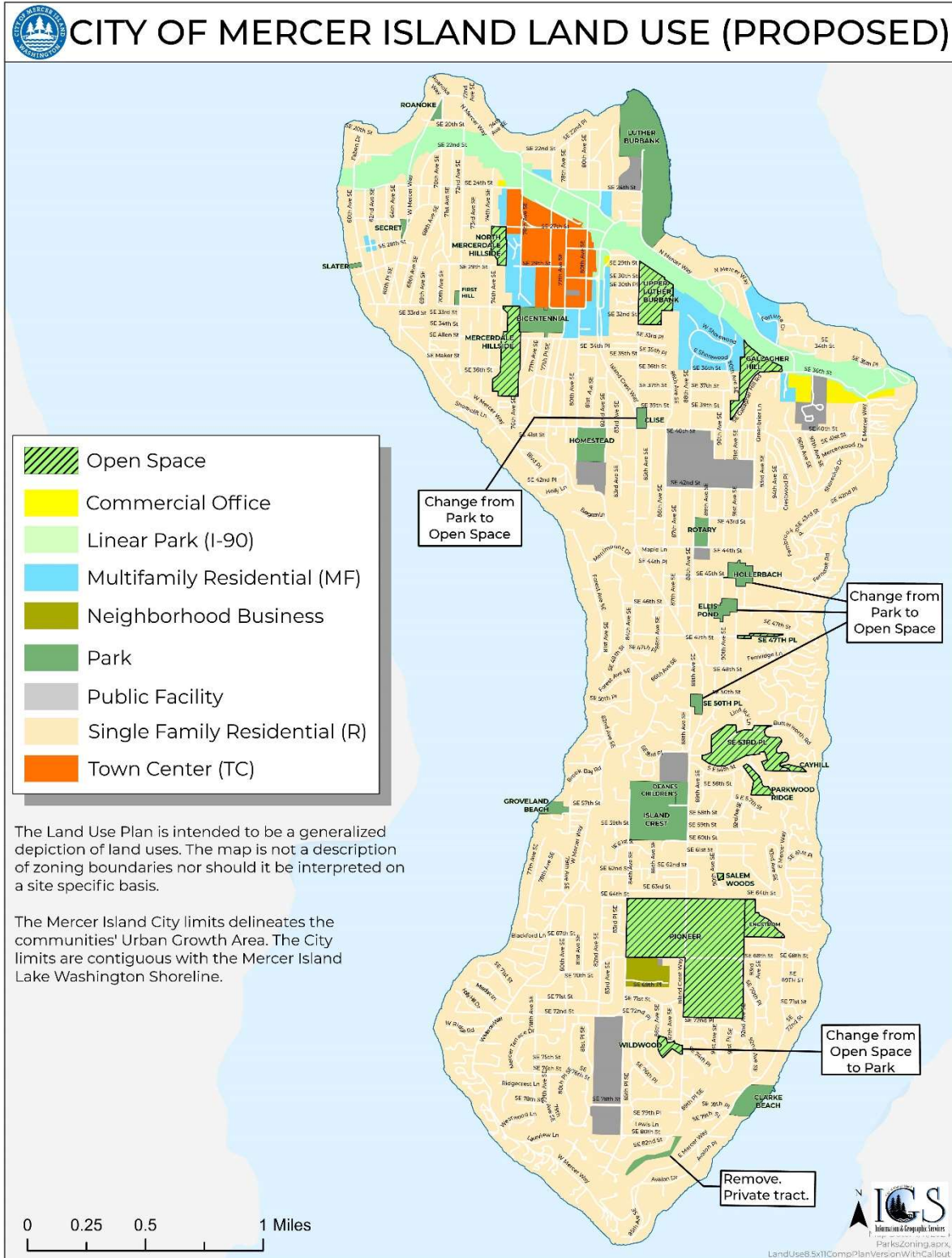
VII. LAND USE DESIGNATIONS

Land Use Designation	Implementing Zoning Designations	Description
Park	PI R-8.4 R-9.6 R-12 R-15	The park land use designation represents land within the City that is intended for public use consistent with the adopted Parks and Recreation Plan.
Linear Park (I-90)	PI	The linear park (I-90) land use designation primarily contains the Interstate 90 right-of-way. The land use designation is also improved with parks and recreational facilities (e.g., Aubrey Davis park, I-90 Outdoor Sculpture Gallery, etc.) adjacent to and on the lid above the Interstate 90 freeway.
Open Space	PI R-8.4 R-9.6 R-12 R-15	The open space use designation represents land within the City that should remain as predominantly unimproved open space consistent with the adopted Parks and Recreation Plan.
Commercial Office	C-O B	The commercial office land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land use will be predominantly commercial office. Complementary land uses (e.g., healthcare uses, schools, places of worship, etc.) are also generally supported within this land use designation.
Neighborhood Business	PBZ	The neighborhood business land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land uses will be predominantly a mix of small scale, neighborhood oriented business, office, service, public and residential uses.
Single Family Residential (R)	R-8.4 R-9.6 R-12 R-15	The single family residential land use designation (R) represents areas within Mercer Island where development will be predominantly single family residential neighborhoods. Complementary land uses (e.g., private recreation areas, schools, home businesses, public parks, etc.) are generally supported within this land use designation.
Multifamily Residential (MF)	MF-2 MF-2L MF-3	The multifamily residential land use (MF) represents areas within Mercer Island where the land use will be predominantly multifamily residential development. Complementary land uses (e.g., private recreation areas, schools, home businesses, public parks, etc.) are generally supported within this land use designation.
Town Center (TC)	TC	The Town Center land use designation represents the area where land uses consistent with the small town character and the heart of Mercer Island will be located. This land use designation supports a mix of uses including outdoor pedestrian spaces, residential, retail, commercial, mixed-use and office-oriented businesses.

Public Facility	C-O PI R-8.4 R-9.6 R-15 TC	The public facility land use designation represents land within the City that is intended for public uses, including but not limited to schools, community centers, City Hall, and municipal services.
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Figure 1. Land Use Map.



Note: Figure 1 will be updated to optimize the map symbology for web viewing.

1 **I. Introduction**

2 This Housing Element of the Comprehensive Plan details the policy approaches the
3 City will take to manage projected housing growth and accommodate its housing
4 needs.

6 **Housing Growth Target and Housing Needs**

7 In 2022, King County adopted [Ordinance 19384](#), which amended the Countywide
8 Planning Policies (CPPs) and set housing growth targets for the cities in King County.
9 Mercer Island’s projected housing growth target is 1,239 dwelling units.

11 In 2023, King County adopted [Ordinance 19660](#), which amended the Countywide
12 Planning Policies (CPPs) to establish the number of dwelling units needed to
13 accommodate moderate, low, very low, and extremely low-income households for
14 cities throughout the county. The Housing Growth Target and Housing Needs by
15 income level are shown in Table 1.

17 **Table 1. Mercer Island Housing Growth Target and Housing Needs.**

	Housing Growth Target	Housing Needs By Income Level								Emergency Housing ²
		0-≤30% AMI ³			>30-≤50% AMI	>50-≤80% AMI	>80-≤100% AMI	>100-≤120% AMI	>120% AMI	
		PSH ¹	Non-PSH ¹	Total ≤30% AMI						
20-years Total Need	1,239	339	178	517	202	488	4	5	23	237
% of total	100%	27%	14%	41%	16%	39.39%	0.32%	0.40%	1.86%	N/A
Average Units/year achieve in 20 Years (2024-44)	62	17	9	26	10	24	0	0	1	12

18 Source: King County Countywide Planning Policies (CPPs), current through Ordinance 19660.

19 Notes:

- 20 1. Permanent Supportive Housing (PSH)
- 21 2. Emergency Housing need is its own metric and not part of the housing need or housing growth target.
- 22 3. Area Median Income (AMI) for King County as tracked by the U.S. Department of Housing and
- 23 Urban Development (HUD).

26 **Capacity to Accommodate Housing Growth Target and Housing Needs**

27 In 2022, King County enacted [Ordinance 19369](#), which adopted the King County Urban
28 Growth Capacity (UGC) Report. The UGC Report established the land capacity analysis
29 for the City of Mercer Island and found that the City has capacity for 1,429 dwelling
30 units; enough capacity to accommodate its housing growth target.

32 In 2023, the WA Department of Commerce (Commerce) issued new guidance for
33 complying with updated housing requirements in the WA Growth Management Act
34 (GMA) to counties and cities. That guidance recommended a process by which cities

1 should evaluate development capacity to accommodate housing needs
2 disaggregated by income level. Based on the Commerce guidance, the City prepared
3 the Land Capacity Analysis (LCA) Supplement (Appendix X).

4
5 The Land Capacity Analysis Supplement found that the City needed to increase
6 multifamily and mixed-use development capacity by at least 143 units during the
7 Comprehensive Plan periodic review to accommodate lower income housing needs.
8 During the Comprehensive Plan periodic review, the City expanded development
9 capacity with two actions. First, the City increased the maximum building height in
10 selected Town Center subareas. Second, the City allowed multifamily development in
11 the Commercial Office (C-O) zone. Those two actions were analyzed in the Land
12 Capacity Analysis Supplement and were found to generate adequate capacity to
13 accommodate the City's housing needs.

14
15 The City prepared a Housing Needs Assessment (HNA) during the Comprehensive
16 Plan periodic review (Appendix X). This assessment included an inventory and analysis
17 of the existing housing stock that, combined with LCA, found that the City can
18 accommodate its projected growth.

19
20 **Permanent Supportive Housing and Emergency Housing**

21 Under the GMA the City must plan for two types of housing for households with
22 income at or below 30 percent of the AMI: Permanent Supportive Housing (PSH) and
23 non-permanent supportive housing. Housing need for extremely low-income housing
24 is split into these two categories because these are two distinct housing types. PSH is
25 intended to house people who need support services whereas non-PSH extremely
26 low-income housing is meant for people at the lowest income level that do not
27 necessarily need additional services. For reference, PSH is defined in [RCW](#)
28 [36.70A.030\(31\)](#).

29
30 In addition to planning for PSH, the City must also plan for emergency housing.
31 Emergency housing provides temporary indoor accommodations for individuals or
32 families who are homeless or at imminent risk of becoming homeless that is intended
33 to address the basic health, food, clothing, and personal hygiene needs of individuals
34 or families ([RCW 36.70A.030\(14\)](#)). Emergency housing is different from housing for
35 extremely low-income households and PSH in that it is intended to be shorter-term
36 accommodations. Emergency housing can include shelter space.

37
38 Capacity for PSH and emergency housing was evaluated in the LCA Supplement. The
39 LCA Supplement found that the Comprehensive Plan allows adequate capacity to
40 accommodate its PSH and emergency housing needs.

41
42 **Adequate Provisions**

43 The GMA requires the Housing Element to make adequate provisions for existing and
44 projected needs of all economic segments of the community. This includes taking
45 actions to address potential barriers to housing production. Barriers are factors that
46 negatively affect production for different housing types. The Commerce Housing
47 Element Update Guidebook 2 explains barriers as follows:

1 “For example, a city may be seeing a lot of detached single-family housing
2 production on vacant land, and therefore determine that there are no
3 significant barriers to single-family home construction. However, the same
4 city may be seeing very little production of moderate density housing
5 types such as townhomes or triplexes in zones where those types are
6 allowed. If the city’s housing element is relying on capacity for those
7 housing types to meet the needs of moderate-income households, then
8 its housing element should also assess barriers specific to those housing
9 types as well as actions to help overcome those barriers.”

10
11 Table 2 provides the documentation of potential barriers and the programs and
12 actions detailed in this Housing Element to overcome those barriers and achieve
13 housing availability.

14
15

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Table 2. Programs and Actions Needed to Achieve Housing Availability.

Housing Type	Share of Existing Housing Units ¹	Likelihood Barriers Exist	Potential Barriers	Action or Program
Single-Family	67%	Very Low Likelihood given the large share of existing units	Development Regulations	No change.
			Other Limitations: Permitting Process	Comply with statewide legislation ^{8(d)} .
			Other Limitations: Development Capacity	No change.
Multifamily and Mixed-Use	27% ²	Moderate Likelihood given the lower share of existing units and the need to increase capacity ³ during the periodic review	Development Regulations	Review multifamily zone development regulations to: <ul style="list-style-type: none"> • Simplify the requirements • Reduce permit review times • Consider adjustments to bulk, dimensions, and parking standards
			Other Limitations: Permitting Process	Consider streamlining design review for multifamily and mixed-use development, particularly for developments with income-restricted affordable units.
			Other Limitations: Development Capacity	Increase development capacity within existing Town Center and Commercial Office zone boundaries to address the capacity shortfall identified in the City's Land Capacity Analysis Supplement ⁷ .
			Other Limitations: Displacement Risk	Establish anti-displacement measures to reduce and mitigate risk of displacement in areas with increased displacement risk.
Middle Housing	6% ⁴	Moderate Likelihood given the small share of existing units	Development Regulations	Comply with statewide legislation ^{8(b)} .
			Other Limitations: Permitting Process	Comply with statewide legislation ^{8(b)} .
			Other Limitations: Development Capacity	Comply with statewide legislation ^{8(b)} .
Income Restricted Units, Permanent Supportive Housing (PSH) and Emergency Housing	<1% ⁵	High Likelihood given the small share of existing units	Development Regulations	<ul style="list-style-type: none"> • Comply with statewide legislation^{8(a)} for PSH and emergency housing • Adopt additional incentives to spur development of new income-restricted affordable housing units
			Other Limitations: Permitting Process	<ul style="list-style-type: none"> • Comply with statewide legislation^{8(a)} • Consider streamlining design review for developments with income-restricted affordable units.
			Other Limitations: Development Capacity	<ul style="list-style-type: none"> • Increase land capacity within existing boundaries to address the capacity shortfall identified in the City's Land Capacity Analysis Supplement⁷ • Comply with statewide legislation^{8(a)}
			Funding Gaps	<ul style="list-style-type: none"> • Maintain membership in A Regional Coalition for Housing (ARCH) and continue to contribute to the ARCH Housing Trust Fund (HTF) • Evaluate potential local revenue sources for affordable housing • Evaluate an affordable housing fee-in-lieu program • Use incentives to reduce the per-unit costs for affordable housing Coordinate efforts with providers, developers, and government agencies
Accessory Dwelling Units (ADUs)	N/A ⁶	Very Low Likelihood given ADUs are allowed in all single-family zones	Development Regulations	Comply with statewide legislation ^{8(c)}
			Other Limitations: Permitting Process	Comply with statewide legislation ^{8(c)}
			Other Limitations: Development Capacity	Comply with statewide legislation ^{8(c)}

Notes:

1. Source: U.S. Census Bureau 2022 American Community Survey (ACS), Table B25024. This is an estimate of the number of existing housing units based on an annual survey.
2. Multifamily and mixed-use housing type is categorized as residential development with ten or more units per structure.
3. A multifamily and mixed-use housing capacity deficit was found in the Land Capacity Analysis Supplement (Appendix X). The capacity deficit was addressed in the Comprehensive Plan periodic review, but additional actions can address other potential barriers.
4. Middle housing development is categorized as residential development with 2-9 units per structure.
5. The Puget Sound Regional Council (PSRC) maintains [an inventory of income restricted housing units per jurisdiction](#). As of November 6, 2023, PSRC tracked that there were 102 income restricted affordable housing units in Mercer Island. Per the PSRC inventory, there were 30 units for extremely low-income households, 59 units for very low-income households, and 13 units for low-income households.
6. Accessory dwelling unit share of housing units is combined with the single-family. Between 2006 and 2022, the City permitted 104 ADUs.
7. The Land Capacity Analysis Supplement was developed to evaluate whether the Comprehensive Plan allows adequate capacity to accommodate its housing needs (Appendix X).
8. Statewide legislation passed in the years preceding the Comprehensive Plan periodic review affected several types of housing as follows:
 - a. House Bill 1220 – Adopted in 2021, this bill amended several GMA requirements and also set limits on how jurisdictions can regulate PSH and emergency housing;
 - b. House Bill 1110 – Adopted in 2023, this bill requires cities to allow middle housing types in zones where single-family homes are allowed. Jurisdictions must make amendments to comply with this bill within six months of the Comprehensive Plan periodic review;
 - c. Housing Bill 1337 – Adopted in 2023, this bill requires cities and counties to amend the development regulations for ADUs. Jurisdictions must make amendments to comply with this bill within six months of the Comprehensive Plan periodic review; and

d. Senate Bill 5290 – Adopted in 2023, this bill requires cities and counties to meet permit review timetables.

DRAFT

Racially Disparate Impacts and Displacement Risk

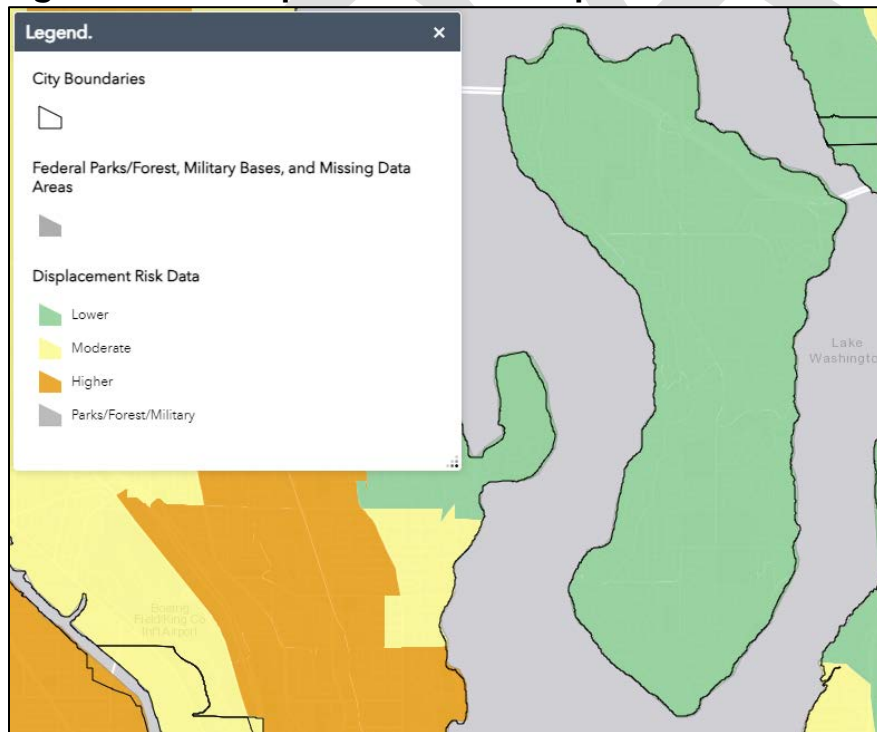
In 2021, the GMA was amended to require jurisdictions to identify potential racially disparate impacts, take steps to address those impacts, and reduce displacement risk. In 2023, Commerce provided guidance for complying with the GMA requirement to identify and begin undoing racially disparate impacts established in [RCW 36.70A.070\(2\)\(e\)-\(g\)](#). Based on that guidance, the City prepared the Racially Disparate Impacts (RDI) Evaluation. The RDI Evaluation provides the analysis and policy evaluation to identify policies that may have resulted in racially disparate impacts and identify areas at higher risk of displacement (Appendix X).

The RDI Evaluation found that the primary racially disparate impacts are:

- Renting households are more cost-burdened than homeownership households by a margin of 20 percentage points;
- Households of color are eight percentage points more likely than White households to be housing cost-burdened; and
- Black or African American households in Mercer Island are severely housing cost-burdened at more than double the rate of any other racial group.

Figure 1 shows the PSRC displacement risk mapping for Mercer Island census tracts. All tracts on Mercer Island were in the lower risk category, suggesting that most of Mercer island in general has a lower risk of displacement occurring compared to other census tracts in King, Pierce, Snohomish, and Kitsap counties.

Figure 1. PSRC Displacement Risk Map.



Source: Puget Sound Regional Council (PSRC) Displacement Risk Mapping. <https://www.psrc.org/our-work/displacement-risk-mapping>.

1 The RDI Evaluation identified three areas that may be at higher risk of displacement
2 relative to other areas in the City. Displacement could occur due to changes in
3 development regulations or capital investments. The three areas that may be at higher
4 risk of displacement are:

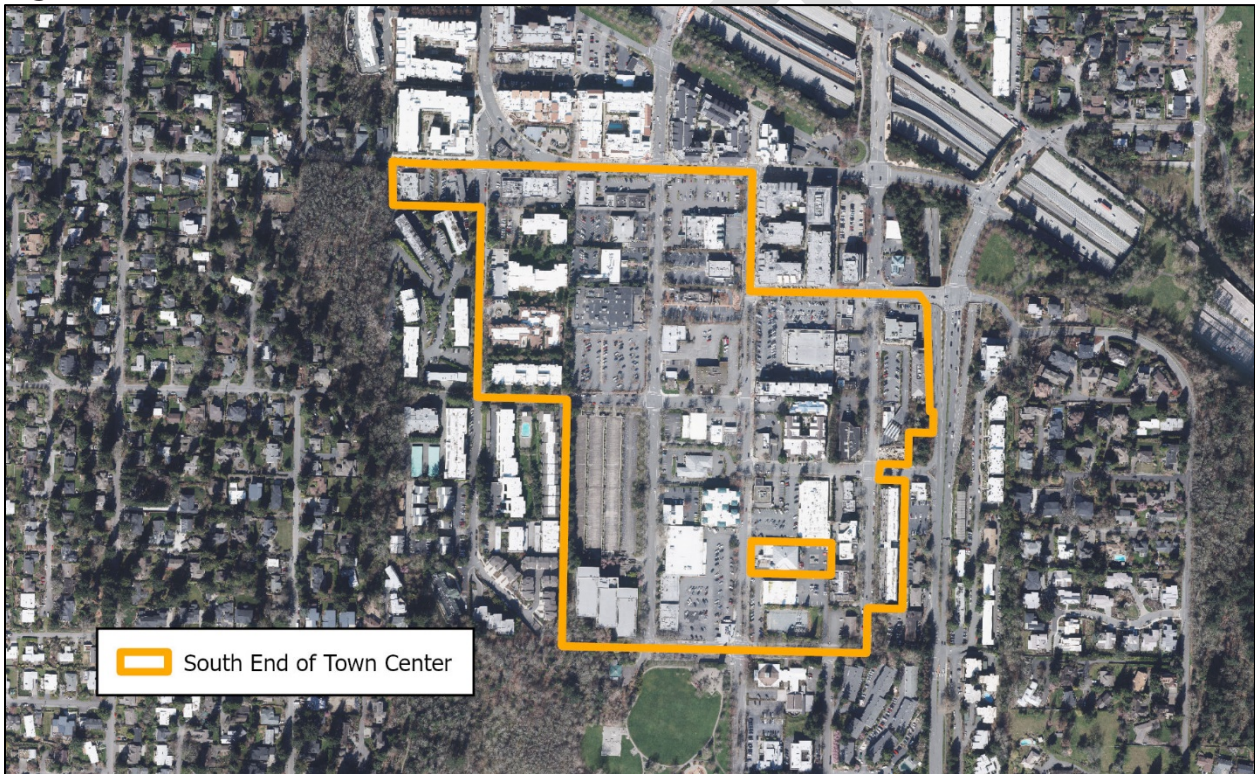
5
6
7
8
9

- The south end of Town Center;
- Multifamily zones adjacent to Town Center; and
- Multifamily zones east of Town Center.

10
11
12
13

Figures 2, 3, and 4 show maps of the three areas that may be at higher risk of displacement.

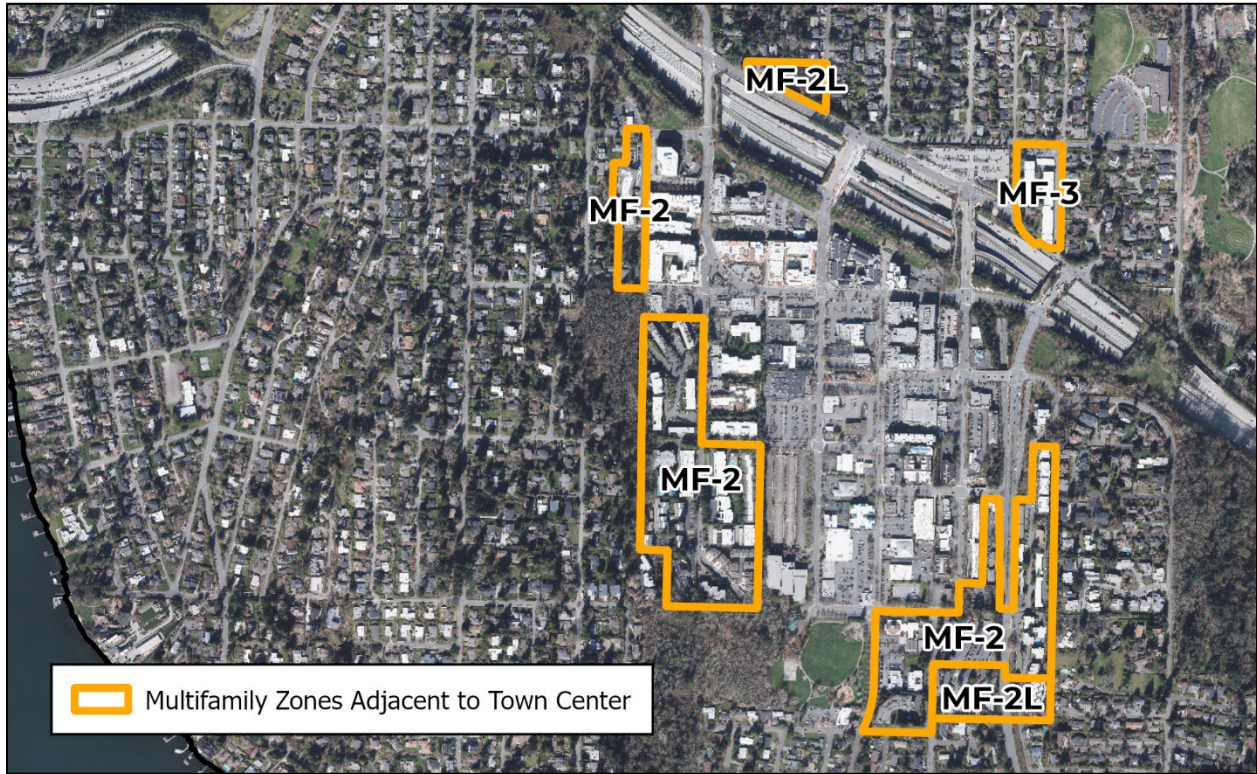
Figure 2. South End of Town Center.



14
15

Source: RDI Evaluation dated December 15, 2023.

1 **Figure 3. Multifamily Zones Adjacent to Town Center.**



2
3 Source: RDI Evaluation dated December 15, 2023.

4
5 **Figure 4. Multifamily Zones East of Town Center.**



6
7 Source: RDI Evaluation dated December 15, 2023.

1 The following strategies detailed in this Housing Element are directed at addressing
2 and beginning to undo the impacts identified in the RDI Evaluation:

- 3
- 4 • Expand tenant protections;
- 5 • Intentional public outreach during implementation of the Comprehensive Plan;
- 6 • Increase the supply of affordable rental housing;
- 7 • Add incentives for the construction of affordable housing; and
- 8 • Increase capacity for multifamily and mixed-use housing.
- 9

10 **Goals and Policies**

11 The goals and policies in this Housing Element are divided into six sections focusing on
12 a specific topic:

- 13
- 14 • Overall housing strategies;
- 15 • Affordable housing;
- 16 • Racially disparate impacts;
- 17 • Anti-Displacement;
- 18 • Residential regulations; and
- 19 • Implementation.
- 20

21 The strategies outlined in the policies should be implemented throughout the planning
22 period to accomplish the following by the year 2044:

- 23
- 24 • Accommodate the City’s housing target and projected housing needs;
- 25 • Make adequate provisions for housing needs for all economic segments of the
26 community;
- 27 • Provide for and address potential barriers to the preservation, improvement, and
28 development of housing;
- 29 • Begin undoing racially disparate impacts from past housing policies;
- 30 • Reduce or mitigate displacement risk as zoning changes and development
31 occur; and
- 32 • Realize the City’s goals for housing.
- 33

34 **II. Goals and Policies**

35 **Goal 1 – Overall Housing Strategies**

36 Goal: Mercer Island provides housing affordable for all income levels meeting its
37 current and future needs.

38 **Policies**

39 1.1 Accommodate the Mercer Island housing growth target and housing needs
40 shown in Table 1 by:

- 41
- 42
- 43 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer
44 Island housing growth target and housing needs assigned by King County;
- 45
- 46
- 47

- 1 1.1.B Adopting policies that will increase the supply of income-restricted and
- 2 naturally occurring affordable housing;
- 3 1.1.C Addressing racially disparate impacts;
- 4 1.1.D Reducing or mitigating displacement risk; and
- 5 1.1.E Taking actions to implement this element throughout the Comprehensive
- 6 Plan planning period.
- 7
- 8 1.2 Categorize household income level for the purposes of this element as follows:
- 9
- 10 1.2.A High income is a household income that exceeds 120 percent of the AMI;
- 11 1.2.B Moderate income is a household income at or below 120 percent and
- 12 above 80 percent of the AMI;
- 13 1.2.C Low income is household income at or below 80 percent and above 50
- 14 percent of the AMI;
- 15 1.2.D Very low income is household income at or below 50 percent and above
- 16 30 percent of the AMI; and
- 17 1.2.E Extremely low income is household income at or below 30 percent of the
- 18 AMI.
- 19
- 20 1.3 Accommodate the Mercer Island housing growth target and housing needs by
- 21 income level with the following approaches:
- 22
- 23 1.3.A High Income – Continue to allow market rate single-family, moderate
- 24 density, and condominium housing;
- 25 1.3.B Moderate, Low-, and Very Low-Income –
- 26 (1) Implement strategies to preserve existing units;
- 27 (2) Implement strategies to increase the supply of new income
- 28 restricted units; and
- 29 (3) Reduce barriers to new moderate density, multifamily, and mixed-
- 30 use construction.
- 31 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –
- 32 (1) Implement strategies to increase the supply of new income
- 33 restricted units for extremely low-income households and PSH; and
- 34 (2) Coordinate efforts among providers, developers, and government
- 35 agencies; and
- 36 (3) Organize resources in support of new income restricted
- 37 development.
- 38 1.3.D Emergency Housing – Allow use consistent with state law and ensure that
- 39 occupancy, spacing, and intensity regulations allow sufficient capacity to
- 40 accommodate the City’s level of need.
- 41
- 42 1.4 Plan for residential neighborhoods that protect and promote the health and well-
- 43 being of residents by supporting equitable access to:
- 44
- 45 1.4.A Parks and open space;
- 46 1.4.B Recreation opportunities and programs
- 47 1.4.C Safe pedestrian and bicycle routes;

- 1 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and
- 2 passengers;
- 3 1.4.E Clean air, soil, and water;
- 4 1.4.F Shelter from extreme heat events;
- 5 1.4.G Fresh and healthy foods;
- 6 1.4.H High-quality education from early learning through kindergarten through
- 7 twelfth grade;
- 8 1.4.I Public safety;
- 9 1.4.J Artistic, musical, and cultural resources
- 10 1.4.K Affordable and high-quality transit options and living wage jobs;
- 11 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender
- 12 identity, sexual identity, ability, use of a service animal, age, immigration
- 13 status, national origin, familial status, religion, source of income, military
- 14 status, or membership in any other category of protected people; and
- 15 1.4.M Neighborhoods in which environmental health hazards, including noise
- 16 and light pollution, are minimized to the extent possible.
- 17
- 18 1.5 Take actions to promote healthy and safe homes.
- 19
- 20 1.6 Mitigate climate impacts related to housing by executing the Climate Action
- 21 Plan.
- 22
- 23 1.7 Strive to increase class, race, and age integration by equitably dispersing
- 24 affordable housing opportunities.
- 25
- 26 1.8 Discourage neighborhood segregation and the isolation of special needs
- 27 populations.
- 28
- 29 1.9 Increase housing choices for everyone, particularly those earning lower wages, in
- 30 areas with access to employment centers and high-capacity transit.
- 31
- 32 1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to
- 33 meet housing needs for moderate to low-income households.
- 34
- 35 1.11 Focus on the Town Center and Commercial-Office zones when increasing
- 36 multifamily and mixed-use development capacity to accommodate the Mercer
- 37 Island housing growth target and housing needs. Strive to reduce and/or
- 38 mitigate displacement of businesses resulting from an increase in residential
- 39 capacity.
- 40
- 41 1.12 Consider alternatives for maximizing housing capacity in the Town Center and
- 42 Commercial-Office zones before analyzing alternatives for increasing multi-
- 43 family capacity elsewhere.
- 44
- 45 1.13 Identify and mitigate the additional costs and effect on housing affordability
- 46 whenever possible during implementation of other components of the
- 47 Comprehensive Plan, including the Climate Action Plan.
- 48

Goal 2 – Affordable Housing

Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing.

Policies

- 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.
- 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include:
 - 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;
 - 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs;
 - 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.
- 2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households.
- 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.
- 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following
 - 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases.
 - 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island's affordable housing needs;
 - 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;
 - 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.
 - 2.5.E Reduced design review processes and simplified standards for developments with affordable units.
 - 2.5.F Reduced or waived permit fees for developments with affordable units.
 - 2.5.G Reduced parking requirements for income-restricted units.
 - 2.5.H Relief from other development code provisions that do not affect health or safety requirements.

- 1 2.6 Evaluate potential revenue sources to fund a local affordable housing fund.
- 2
- 3 2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing
- 4 fund can be made as an alternative to constructing required income-restricted
- 5 housing.
- 6
- 7 2.8 Prioritize the use of local and regional resources for income-restricted housing,
- 8 particularly for extremely low-income households, populations with special
- 9 needs, and others with disproportionately greater housing needs.
- 10
- 11 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-
- 12 use zones that would require developers to provide affordable housing in new
- 13 high-density developments.
- 14
- 15 2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key
- 16 strategy for addressing affordable housing need for low-, very low-, and extremely
- 17 low-income households.
- 18
- 19 2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to
- 20 be at a per-capita rate consistent with other participating/member cities as a key
- 21 strategy to address PSH, extremely low-, very low-, and low-income housing
- 22 needs.
- 23
- 24 2.12 Develop partnerships to address barriers to the production of housing affordable
- 25 to extremely low-income households by connecting with government agencies,
- 26 housing service providers, religious organizations, affordable housing developers,
- 27 and interested property owners.
- 28
- 29 2.13 Periodically meet with partners to gather feedback on actions the City can take
- 30 to reduce barriers to the production of extremely low-income housing units,
- 31 including PSH and emergency housing.
- 32

Goal 3 – Racially Disparate Impacts

33
34
35 Goal 3: Undo identified racially disparate impacts, avoid displacement and
36 eliminate exclusion in housing, so that every person has the opportunity
37 to thrive in Mercer Island regardless of their race.
38

Policies

- 39
- 40
- 41 3.1 Begin undoing racially disparate impacts by prioritizing actions that:
- 42
- 43 3.1.A Increase the supply of affordable rental housing;
- 44 3.1.B Expand tenant protections;
- 45 3.1.C Add incentives for the construction of affordable housing;
- 46 3.1.D Increase capacity for multifamily and mixed-use housing; and
- 47 3.1.E Include intentional public outreach during implementation of the
- 48 Comprehensive Plan.

- 1
- 2 3.2 Acknowledge historic inequities in access to homeownership opportunities for
- 3 communities of color.
- 4
- 5 3.3 Seek partnerships with impacted communities to promote equitable housing
- 6 outcomes and prioritize the needs and solutions expressed by these
- 7 disproportionately impacted communities for implementation.
- 8
- 9 3.4 Include a statement in all future Public Participation Plans adopted for actions
- 10 that implement this Housing Element explaining how the City will reach
- 11 impacted communities.
- 12
- 13 3.5 Seek partnerships and dedicated resources to eliminate racial and other
- 14 disparities in access to housing and neighborhoods of choice.
- 15

16 **Goal 4 – Anti-Displacement**

17

18 Goal: City actions reduce and mitigate displacement risk as regulations change

19 and development occurs.

20

21 **Policies**

- 22
- 23 4.1 Seek partnerships to develop an affordable housing inventory to catalog the
- 24 location, quantity, and ownership of income-restricted affordable units and
- 25 Naturally Occurring Affordable Housing (NOAH).
- 26
- 27 4.2 Evaluate and consider implementing the following tenant protections:
- 28
- 29 4.2.A Required advance notice of rent increases;
- 30 4.2.B Relocation assistance; and
- 31 4.2.C Right of first refusal or tenant opportunity to purchase requirements when
- 32 an apartment building is converted to a condominium.
- 33
- 34 4.3 Evaluate the potential increased risk of displacement that could accompany any
- 35 increase in development capacity concurrent with proposed zoning changes
- 36 affecting a zone where multifamily or mixed-use development is allowed. This
- 37 evaluation should:
- 38
- 39 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf
- 40 of the City;
- 41 4.3.B Consider economic, physical, and cultural displacement as defined by the
- 42 WA Department of Commerce;
- 43 4.3.C Recommend strategies to reduce or mitigate identified displacement
- 44 risks; and
- 45 4.3.D Be presented to City decision makers prior to making findings,
- 46 recommendations, or decisions.
- 47

- 1 4.4 Policy or regulatory amendments that affect development capacity in zones
- 2 where multifamily or mixed-use residential development is allowed must be
- 3 accompanied by findings that displacement risk has been adequately reduced
- 4 and/or mitigated.
- 5

6 **Goal 5 – Residential Regulations**

7

8 Goal: Regulations that affect residential development are balanced so that they

9 safeguard the public health, safety, and welfare.

10

11 **Policies**

- 12
- 13 5.1 Consider reviewing the multifamily development standards to identify potential
- 14 amendments that would:
 - 15
 - 16 5.1.A Reduce permit review times and costs;
 - 17 5.1.B Simplify requirements,
 - 18 5.1.C Limit design review process to administrative design review and ensure
 - 19 that all design standards are objective and measurable;
 - 20 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily
 - 21 housing but rather carefully balance the need for parking and the cost of
 - 22 providing it.
 - 23 5.1.E Increase affordable housing incentives; and
 - 24 5.1.F Address displacement risk from zoning changes.
 - 25
- 26 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes,
- 27 townhomes, and other moderate density housing types in residential zones.
- 28
- 29 5.3 Amend residential development standards to allow middle housing types and
- 30 ADUs in residential zones consistent with the state law.
- 31
- 32 5.4 Consider amending ADU development standards to add flexibility and expand
- 33 options for the development of this type of housing to help meet housing needs
- 34 for moderate to low-income households.
- 35
- 36 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus
- 37 to require affordable housing.
- 38

39 **Goal 6 – Implementation**

40

41 Goal: The Housing Element is implemented in a timely and efficient manner so

42 that the City’s goals are realized.

43

44 **Policies**

- 45
- 46 6.1 Establish a Housing Element implementation strategy and schedule in
- 47 conjunction with each biennial budget cycle. This implementation strategy can

- 1 be periodically updated and amended by City Council at any time thereafter and
- 2 should detail the following:
- 3
- 4 6.1.A Actions from this element to be added to department work plans for the
- 5 next biennial budget cycle;
- 6 6.1.B Any funding including grants allocated to support the completion of these
- 7 actions;
- 8 6.1.C Any staff resources allocated to support the completion of these actions;
- 9 6.1.D A schedule detailing the key actions and/or milestones for the completion
- 10 of each action; and
- 11 6.1.E A list of near-term future actions expected to be proposed to be added to
- 12 department work plans in the next three to five years.
- 13
- 14 6.2 Prepare a biennial report tracking implementation of the Housing Element. The
- 15 report will be provided to the City Council prior to adoption of the budget.
- 16
- 17 6.3 Partner with state, regional, and countywide agencies to periodically track the
- 18 effectiveness of the policies in this element including the GMA required
- 19 implementation progress report due five years after each Comprehensive Plan
- 20 periodic review.
- 21
- 22 6.4 Provide resources for actions to implement this element and respond to limited
- 23 resources by using strategies such as:
- 24
- 25 6.4.A Alternate funding sources;
- 26 6.4.B Public-private partnerships;
- 27 6.4.C Reducing project or program scope to align with current biennial budget
- 28 constraints; and
- 29 6.4.D Amending the policies of the Housing Element to reflect the City's
- 30 capacity to implement the element.
- 31

4 TRANSPORTATION ELEMENT

I. INTRODUCTION

The Transportation Element provides policies and projects to guide the development of the Mercer Island transportation system in support of the City's vision for the future. The policies guide the actions of the City, as well as the decisions related to individual developments.

The Transportation Element provides an inventory of Mercer Island's existing transportation system and includes auto, truck, bicycle, transit, and pedestrian.

OBJECTIVES OF THE TRANSPORTATION ELEMENT

The City of Mercer Island has three main objectives within its Transportation Element:

- Develop multimodal goals, policies, programs, and projects which support implementation of the Land Use Element of the Comprehensive Plan,
- Define policies and projects that encourage the safe and efficient development of the transportation system, and
- Comply with legislative requirements for multimodal transportation planning.

Washington State's Growth Management Act (GMA) outlines specific requirements for the Transportation Element of the city's Comprehensive Plan. It calls for a balanced approach to land use and transportation planning to ensure that a city's transportation system can support expected growth and development. In addition, it mandates that capital facilities funds be adequate to pay for any necessary improvements to the transportation system. Finally, a city must adopt specific standards for the acceptable levels of congestion on its streets; these standards are called level of service (LOS) standards.

At the federal level, transportation funds have been focused on the preservation and improvement of transportation facilities and creating a multimodal approach to transportation planning. For Mercer Island, transportation projects that combine improvements for auto, buses, bicycles, and pedestrians have a much greater chance of receiving state and federal grant funds than those that focus solely on widening the road to carry more single-occupant vehicles.

Other legislative requirements addressed by the Transportation Element include the King County 2021 Countywide Planning Policies, the 1991 Commute Trip Reduction Act, the Americans with Disabilities Act (ADA) and the 1990 federal Clean Air Act Amendments. Each of these laws emphasizes closer coordination between a jurisdiction's land use planning and its approach to transportation planning.

TRANSPORTATION TODAY

Most of Mercer Island's streets are two lane residential streets with low to moderate volumes of traffic. Island Crest Way, a north-south arterial which runs the length of the Island, is an exception because it is a principal feeder route to I-90 and the Town Center. East and West Mercer Way ring the Island and provide two more connections with I-90. SE 40th Street and Gallagher Hill Road also carry high traffic volumes in the north-central portion of the Island. In addition to arterial streets, the local street network provides access to private residences and properties. Public transit serves the Mercer Island Park and Ride and other locations on the Island.

new light rail station located north of the Town Center, on the I-90 corridor between 77th Avenue SE and 80th Avenue SE, provides access to destinations in Seattle, Bellevue and other cities that are part of the Sound Transit system.

Mercer Island has over 56 miles of trails, sidewalks, and bicycle lanes for non-motorized travel. The regional Mountains-to-Sound Greenway Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

LAND USE ASSUMPTIONS — THE COMPREHENSIVE PLAN

Mercer Island's Comprehensive Plan, of which the Transportation Element is a part, must be internally consistent. This means that the various requirements in each element must not contradict one another. Of particular importance is the relationship between the Transportation Element and the Land Use Element.

The transportation forecasts used in this element are based on Mercer Island growth targets for housing and employment, regional traffic forecasts by the Puget Sound Regional Council, and local traffic counts. Within the 20-year planning period, the City's growth target is 1,239 new housing units and 1,300 new jobs to be generated on the Island by 2044.

The Land Use Element defines Mercer Island's strategy for managing future growth and physical land development for the 20-year planning period. Proposed transportation improvements, policies and programs are consistent with the vision of the Land Use Element. The Land Use vision emphasizes continued reinvestment and redevelopment of the Town Center to create a mixed-use pedestrian-friendly and transit-oriented environment. Most of the forecasted housing units and jobs will be located in and around the downtown core. Outside of the Town Center, the lower density residential nature of the remainder of the Island will be maintained with low forecasted changes in household growth.

TOWN CENTER PLAN

The 1994 Town Center Plan for Mercer Island was updated in 2016 through a cooperative effort of City staff, consultants and many citizens over a two-year long process. Specific goals and policies related to transportation and mobility are in the Land Use element.

The Sound Transit Link Light Rail station located on the I-90 corridor between 77th Avenue SE and 80th Avenue SE will continue to focus multimodal development and population growth within the Town Center area.

II. TRANSPORTATION GOALS AND POLICIES

The following transportation goals and policies have been developed to guide transportation decisions for Mercer Island. They have been crafted to be consistent with all other Comprehensive Plan elements, including the Land Use Element. They also serve to further articulate and implement the City's vision for the future.

GOAL 1:

Encourage the most efficient use of the transportation system through effective management of transportation demand and the transportation system.

- 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management strategies such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options.
- 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.
- 1.3 Employ transportation system management (TSM) techniques to improve the efficient operation of the transportation system including, but not limited to: traffic through and turn lanes, management of street parking, signals and other traffic control measures.

GOAL 2:

Receive the maximum value and utility from the City's investments in the transportation system.

- 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way.
- 2.2 Prioritize expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.
- 2.3 Encourage partnerships with nonprofit providers and the private sector in the provision and operation of the transportation system.
- 2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity.
- 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature.
- 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multimodal access to regional transit facilities.
- 2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

GOAL 3:

Minimize negative transportation impacts on the environment.

- 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, light, stormwater, and pollution for all communities.
- 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities.
- 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees and retain trees in unused portions of public rights-of-way.
- 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and developing an electric vehicle infrastructure plan to provide for electric vehicle charging stations.

GOAL 4:

Provide transportation choices for travelers through the provision of a complete range of transportation facilities, and services.

- 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:
 - maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;
 - provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; and
 - continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.
- 4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.
- 4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as:
 - providing small park and ride facilities throughout the Island; and
 - improving pedestrian access to transit with on and off-road pedestrian improvements.
- 4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.
- 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit.

- 4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.
- 4.7 Promote the development of multimodal linkages to transit in the Town Center District.
- 4.8 Promote the mobility of people and goods through a multimodal transportation system consistent with the Pedestrian and Bicycle Facilities Plan.
- 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.
- 4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.

GOAL 5:

Comply with local, regional, state and federal requirements related to transportation.

- 5.1 Comply with the requirements of the federal and state Clean Air Acts, and work with other jurisdictions in the Puget Sound region to achieve conformance with the State Implementation Plan.
- 5.2 Meet the requirements of the Americans with Disabilities Act (ADA) and apply these standards to development of the transportation system.
- 5.3 Comply with the Commute Trip Reduction requirements through the continued implementation of a CTR plan.
- 5.4 Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.
- 5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.
- 5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.

GOAL 6:

Ensure coordination between transportation and land use decisions and development.

- 6.1 Ensure compatibility between transportation facilities and services and adjacent land uses, evaluating aspects such as:

- potential impacts of transportation on adjacent land use;
 - potential impacts of land development and activities on transportation facilities and services; and
 - need for buffering and/or landscaping alongside transportation facilities.
- 6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.
- 6.3 In the project development review process, evaluate transportation implications including:
- congestion and level of service;
 - connectivity of transportation facilities and services from a system perspective;
 - transit needs for travelers and for transit operators; and
 - non-motorized facilities and needs.
- 6.4 Ensure that transportation improvements, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years.
- 6.5 As part of a project's SEPA review, review the project's impact on transportation and require mitigation of on-site and off-site transportation impacts. The City shall mitigate cumulative impacts of SEPA-exempt projects through implementation of the Transportation Improvement Program.
- 6.6 Maintain standards and procedures for measuring the transportation impact of a proposed development and for mitigating impacts.
- 6.7 Participate in the review of development and transportation plans outside the City boundaries that may have an impact on the Island and its transportation system, and consider the effect of the City's transportation plans on other jurisdictions.
- 6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects including:
- locating structures on the site in order to facilitate transit and non-motorized travel modes;
 - placing and managing on-site parking to encourage travel by modes other than single occupant vehicles;
 - provision of convenient and attractive facilities for pedestrians and bicyclists; and
 - provision of public easements for access and linkages to pedestrian, bicycle, and transit facilities.
- 6.9 Require adequate parking and other automobile facilities to meet anticipated demand generated by new development.

GOAL 7:

Provide a safe, convenient, and reliable transportation system for Mercer Island.

- 7.1 Include requirements in the City's roadway design standards for facilities to safely accommodate travel by all travel modes.
- 7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities.
- 7.3 Reduce the number of deaths and serious injuries caused by vehicle collisions on Mercer Island to zero by 2030.
- 7.4 Emphasize transportation network connectivity to minimize travel distances and emergency response times by avoiding permanent closure of streets to through traffic.
- 7.5 Monitor the condition and performance of the transportation system to compare growth projections with actual conditions, assess the adequacy of transportation facilities and services, and to identify locations where improvements may become necessary.
- 7.6 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.
- 7.7 Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings.
- 7.8 Verify the policies, criteria, and a process to determine when, and under what conditions, private roads and privately maintained roads in the public right-of-way should be accepted for public maintenance and improvement.
- 7.9 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.
- 7.10 Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes.
- 7.11 New or remodeled public institutions, commercial mixed use, and multifamily facilities should have sufficient storage for bicycles and other active transportation modes.

GOAL 8:

Preserve adequate levels of accessibility between Mercer Island and the rest of the region.

- 8.1 Continue to recognize I-90 as a highway of statewide significance.
- 8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.
- 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents.

- 8.4 Maintain an effective role in regional transportation planning, decision-making and implementation of transportation system improvements.

GOAL 9:

Balance the maintenance of quality Island neighborhoods with the needs of the Island's transportation system.

- 9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment.
- 9.2 Address parking overflow impacts on neighborhoods caused by major traffic generators such as schools, businesses, parks, and multifamily developments.
- 9.3 Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.
- 9.4 Work with King County Metro to provide public transit vehicles and services that are more in scale with the City's neighborhoods and its local road network.
- 9.5 Maintain comprehensive street design guidelines and standards that determine the appropriate function, capacity, and improvement needs for each street/roadway, while minimizing construction and neighborhood impacts.

GOAL 10:

Maintain acceptable levels of service for transportation facilities and services on Mercer Island.

- 10.1 The City of Mercer Island Level of Service (LOS) at arterial street intersections shall be a minimum of "C" within and adjacent to the Town Center and "D" for all other intersections.
- 10.2 Use the level of service standard to evaluate the performance of the transportation system and guide future system improvements and funding. Emphasize projects and programs that focus on the movement of people and provide alternatives to driving alone.
- 10.3 Implement the following strategy when vehicle capacity or funding is insufficient to maintain the LOS standard: (1) seek additional funding for capacity improvements, (2) explore alternative, lower-cost methods to meet level-of-service standards (e.g., transportation demand management program, bicycle corridor development or other strategies), (3) reduce the types or size of development, (4) restrict development approval, and (5) reevaluate the level of service standard to determine how it might be adjusted to meet land use objectives.
- 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements.
- 10.5 Revise the Transportation Element if the Land Use and/or Capital Facilities Element of the Comprehensive Plan are changed to maintain a balanced and consistent plan.

10.6 Levels of service for pedestrian, bicycle, and transit transportation modes should be established.

GOAL 11:

Ensure parking standards support the land use policies of the Comprehensive Plan.

- 11.1 Continue to implement flexible parking requirements for Town Center development based on the type and intensity of the proposed development; site characteristics; likelihood for parking impacts to adjacent uses; opportunities for transit, carpooling and shared parking; and potential for enhancements to the pedestrian environment.
- 11.2 Maintain the current minimum parking requirements of three off-street spaces for single family residences, but may consider future code amendments that allow for the reduction of one of the spaces provided that the quality of the environment and the single family neighborhood is maintained.
- 11.3 Support business development in the downtown area by prioritizing on-street parking spaces in the Town Center for short-term parking, and encourage the development of off-street shared parking facilities for long-term parking in the Town Center.

GOAL 12:

Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, parks, and transit within the City.

- 12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be distinguished from designated bicycle lanes.
- 12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.
- 12.3 Study opportunities for use of innovative treatments for pedestrians crossing streets.
- 12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.
- 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.).
- 12.6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.

III. TRANSPORTATION SYSTEM—EXISTING CONDITIONS

This section describes and inventories the current transportation system serving Mercer Island. Major transportation modes serving Mercer Island include automobiles, non-motorized modes such as walking and biking, and public and school transit.

ROADWAY NETWORK

Mercer Island has over 75 miles of public roads. Interstate 90 (I-90) runs east-west across the northern end of Mercer Island, providing the only road and transit connection to the rest of the Puget Sound region. Access to the I-90 on-ramps and off-ramps is provided at West Mercer Way, 76th Avenue SE, 77th Avenue SE, 80th Avenue SE, Island Crest Way, and East Mercer Way.

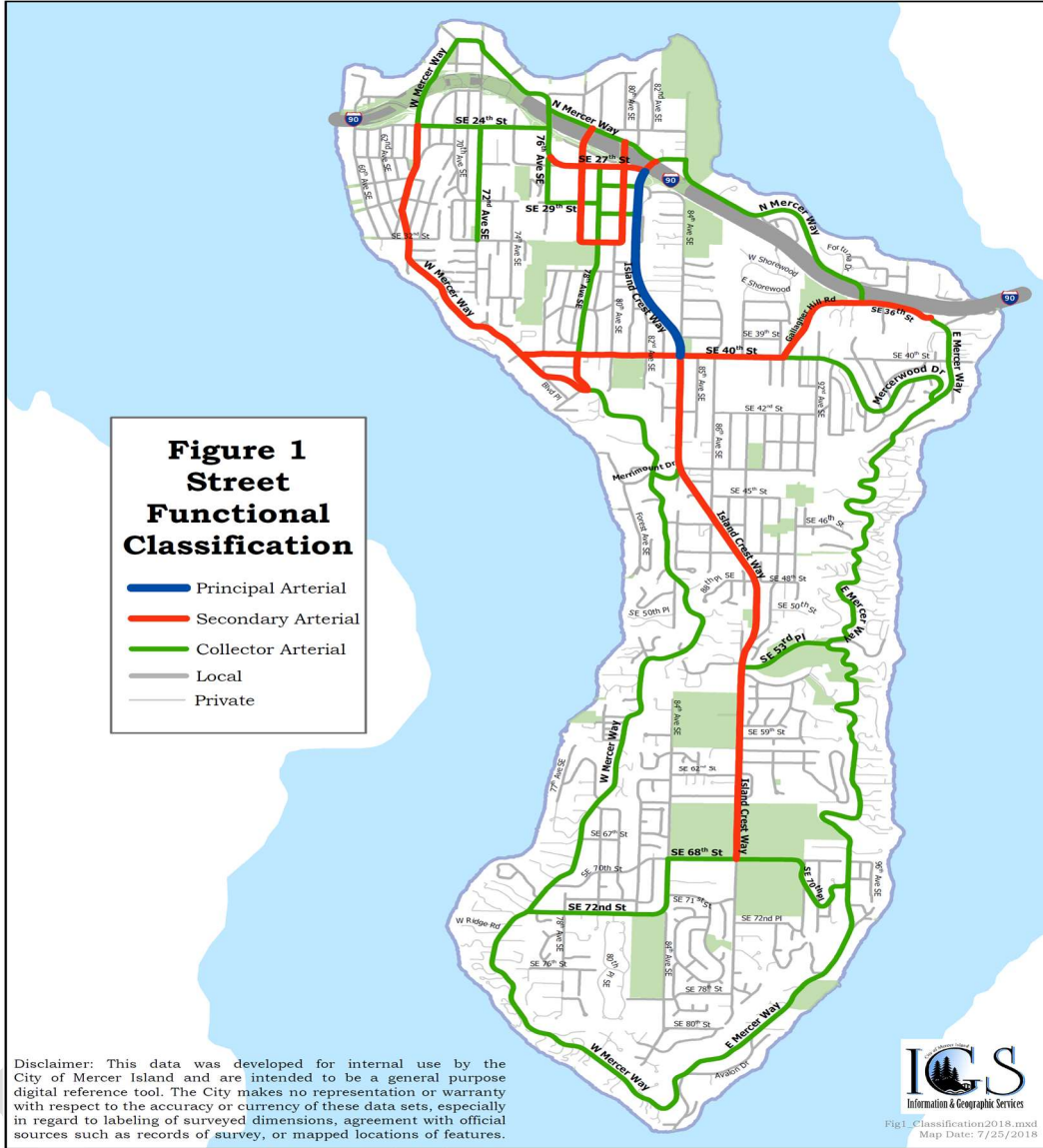
Most of the road network is comprised of two-lane local streets serving the Island's residential areas. Arterial roadways comprise approximately 25 miles, or one-third, of the system. In addition to public roads, there are numerous private roads serving individual neighborhoods and developments on the Island.

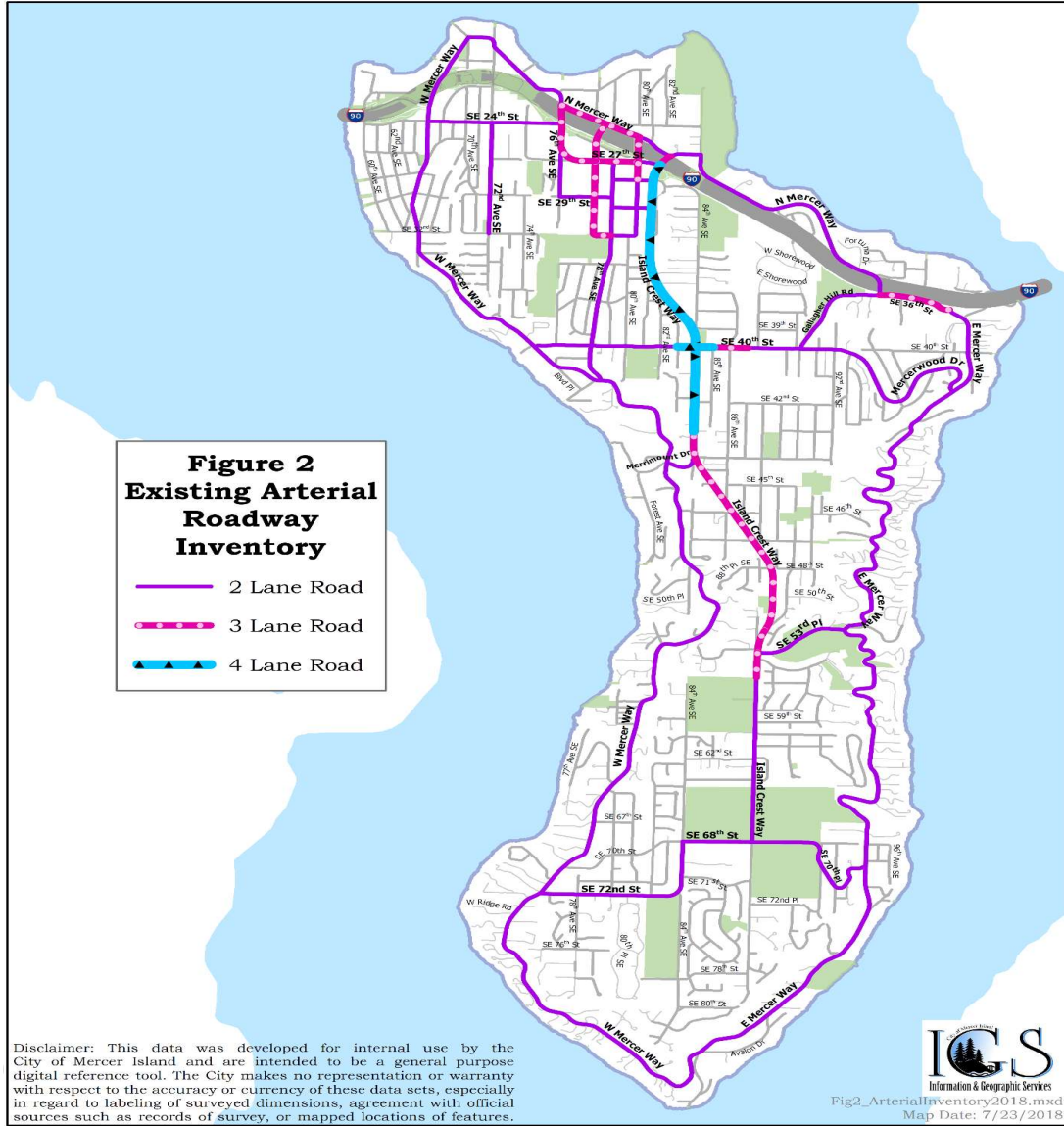
Roadways on the Island are classified into different categories according to their purpose and physical characteristics. The categories are:

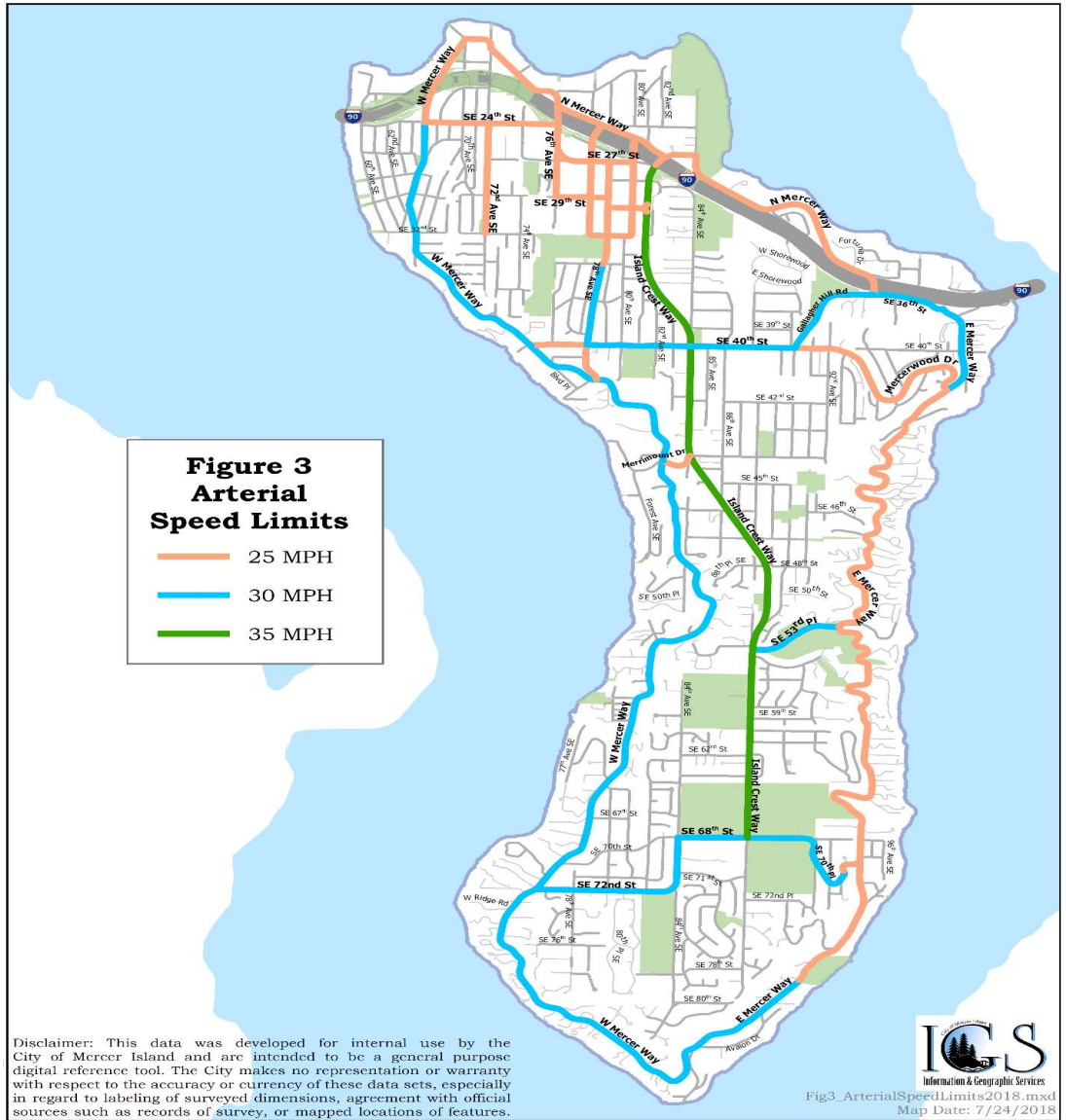
- **Principal arterials** carry the highest volumes of traffic and provide the best mobility in the roadway network. These roads generally have higher speed limits, higher traffic volumes, and limit access to adjacent land uses.
- **Secondary arterials** connect with and augment principal arterials and generally have a higher degree of access to adjacent land, lower traffic volumes and lower travel speeds.
- **Collector arterials** provide for movement within neighborhoods, connecting to secondary and principal arterials; and typically have low traffic volumes and carry little through traffic.
- **Local streets** provide for direct access to abutting properties and carry low volumes of traffic at low travel speeds. Local streets are usually not intended for through traffic.

Individual streets are assigned classifications based on several criteria, including the type of travel to be served, the role of the street in the overall street network and transportation system, physical characteristics, traffic characteristics, and adjacent land uses. Based on City staff recommendations, the City Council periodically reviews and updates the street classification system, its criteria and specific street classification designations.

Figure 1 shows the street functional classifications. Figure 2 shows the number of travel lanes and Figure 3 shows the posted speed limits of arterial roadways.







LEVEL OF SERVICE STANDARDS

Level of Service (LOS) is a measurement of the quality of traffic flow and congestion at intersections and roadways. LOS is defined by the amount of delay experienced by vehicles traveling through an intersection or on a roadway. LOS is based on an A-F scale with LOS A representing little or no delay and LOS F representing very long delays.

Under the Growth Management Act, each local jurisdiction is required to establish a minimum threshold of performance for its arterial roadways. Cities use this standard to identify specific actions to maintain the adopted LOS standard. The City of Mercer Island has established its Level of Service standard at intersections of two arterial streets as LOS C within and adjacent to the Town Center and LOS D elsewhere. This standard applies to the operation during either the AM or PM peak periods. The intersection of SE 53rd Place/Island Crest Way does not have sufficient volumes on SE 53rd Street to warrant a signal and is exempt from the LOS D standard until traffic volumes increase and signal warrants are met.

To be consistent with the WSDOT standard for I-90 and its ramp intersections, the City will accept LOS D at those intersections. I-90 is designated as a Highway of Statewide Significance under RCW 47.06.140.

TRAFFIC OPERATIONS

For transportation planning purposes, traffic operations are typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. On Mercer Island, the peak hour of traffic operations typically corresponds with the afternoon commute, which falls between 4:00 PM and 6:00 PM in the afternoon (PM peak hour). Traffic counts were collected and analyzed at 39 intersections throughout the Island. Select intersections for the AM peak hour were counted and analyzed to provide an understanding of the transportation system during the morning commute, which typically peaks between 7:30 AM and 8:30 AM.

For this update, select traffic counts were conducted in 2022 to compare 2022 and 2018 AM and PM peak hour volumes. Results of the analysis found no growth in the last four years. This is primarily due to the COVID pandemic and advances in technology which have increased the number of people working from home. It was determined that the 2018 counts continue to be accurate for planning purposes.

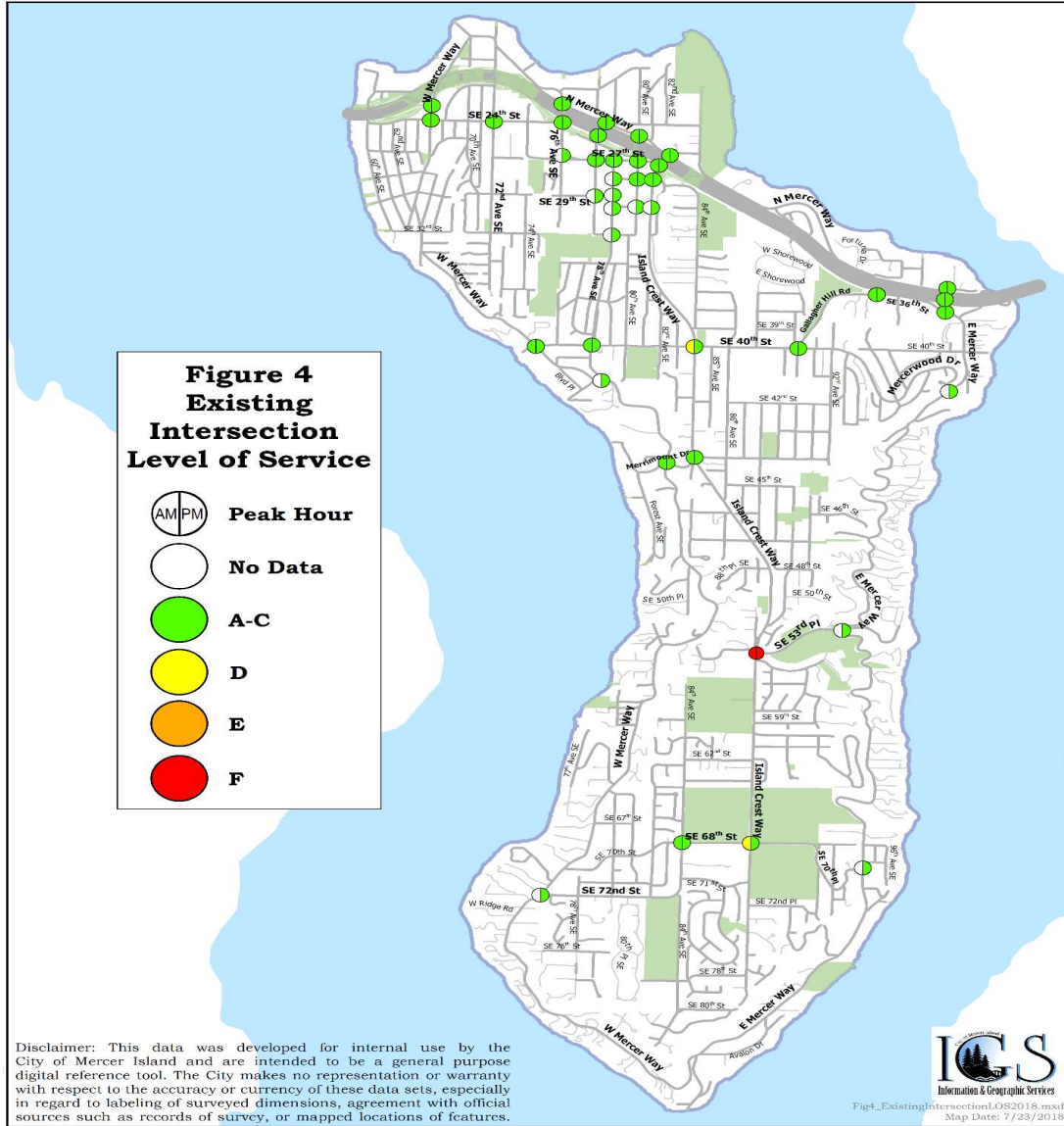
Table 1 and Figure 4 show the AM and PM peak hour operations for each of the study intersections. Outside of the Town Center, the analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for existing conditions, except the intersection of SE 53rd Place/Island Crest Way operates at LOS F during the morning and afternoon peak hours.

Within and adjacent to the Town Center, where the LOS C standard applies, all intersections operate within this standard during the morning and afternoon peak hours.

Table 1. Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
Intersections Within and Adjacent to the Town Center (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C
SE 27th St/76th Ave SE	—	A
SE 27th St/77th Ave SE	B	B
SE 27th St/78th Ave SE	A	B
SE 27th St/80th Ave SE	B	C
SE 28th St/78th Ave SE	—	A
SE 28th St/80th Ave SE	B	B
SE 28th St/Island Crest Way	B	B
SE 29th St/77th Ave SE	—	B
SE 29th St/78th Ave SE	—	B
SE 30th St/78th Ave SE	—	B
SE 30th St/80th Ave SE	—	A
SE 30th St/Island Crest Way	—	B
SE 32nd St/78th Ave SE	—	B
WSDOT Intersections (LOS D Standard)		
I-90 EB off-ramp/I-90 WB on-ramp/W Mercer Way	B	B

I-90 WB on-ramp/N Mercer Way/76th Ave SE	A	A
I-90 EB off-ramp/77th Ave SE	B	B
I-90 WB off-ramp/N Mercer Way/Island Crest Way	D	C
I-90 EB on-ramp/SE 27th St/Island Crest Way	B	B
I-90 WB ramps/100th Ave SE	B	A
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B
Outside of Town Center Intersections (LOS D Standard)		
SE 24th St/W Mercer Way	B	B
SE 24th St/72nd Ave SE	A	B
SE 36th St/N Mercer Way	C	C
SE 40th St/W Mercer Way	B	A
SE 40th St/78th Ave SE	A	B
SE 40th St/Island Crest Way	D	C
SE 40th St/SE Gallagher Hill Rd	C	B
Mercerwood Dr/E Mercer Way	—	A
W Mercer Way/78th Ave SE	—	B
Merrimount Dr/W Mercer Way	B	B
Merrimount Dr/Island Crest Way	C	C
SE 53rd Place/Island Crest Way	F	F
SE 53rd Place/E Mercer Way	—	A
SE 68th St/84th Ave SE	C	B
SE 68th St/Island Crest Way	D	C
SE 70th Place/E Mercer Way	—	A
SE 72nd St/W Mercer Way	—	A



PARKING

Most parking in the City is provided by off-street parking lots, along residential access streets, or by on-street spaces in select areas of the Town Center.

The City manages a permit parking program for on-street parking in the Town Center in response to overflow conditions at the Mercer Island Park and Ride lot. This program preserves selected public on-street parking spaces for Mercer Island resident use, between the hours of 7:00 AM and 9:00 AM, Monday through Friday. All Mercer Island residents are eligible for a Town Center District permit which will allow them to park on Town Center streets during the specified hours.

An additional permit parking program was developed for residential streets north of the park and ride lot on North Mercer Way. This program only allows residents of the area to park on City streets between 7:00 AM and 4:00 PM, weekdays.

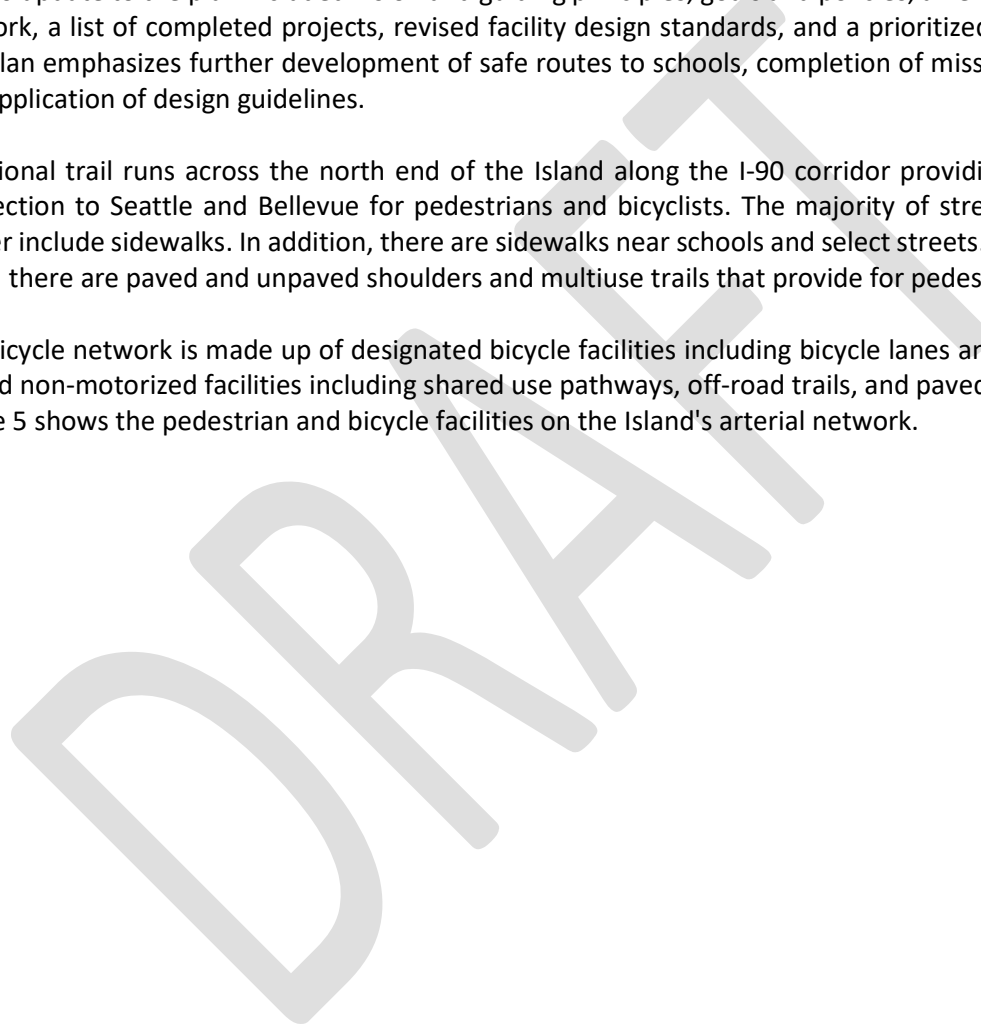
BICYCLE AND PEDESTRIAN FACILITIES

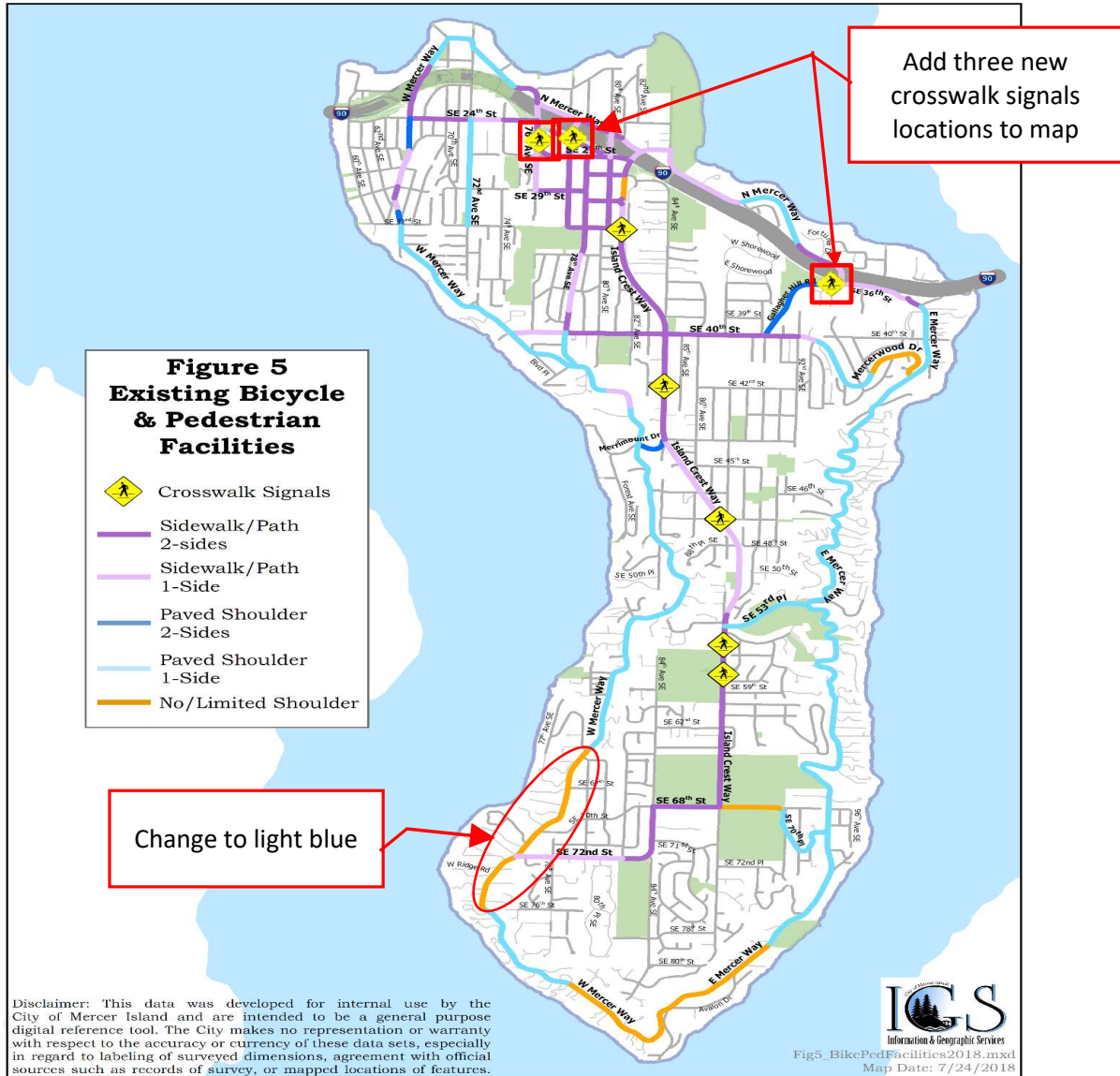
Bicycle and pedestrian facilities are a valuable asset for the residents of Mercer Island. These facilities are used for basic transportation, recreation, going to and from schools, and the facilities contribute to our community's quality of life. In 1996, the City developed a Pedestrian and Bicycle Facilities Plan to provide a network of bicycle and pedestrian facilities. The plan focused on encouraging non-motorized travel and improving the safety of routes near the Island's elementary schools. Of the 47 projects identified in the plan, 38 of the projects were either fully or partially completed during the first 12 years of the plan.

A 2010 update to the plan included vision and guiding principles, goals and policies, an existing and future network, a list of completed projects, revised facility design standards, and a prioritized list of projects. The plan emphasizes further development of safe routes to schools, completion of missing connections, and application of design guidelines.

A regional trail runs across the north end of the Island along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists. The majority of streets in the Town Center include sidewalks. In addition, there are sidewalks near schools and select streets. Throughout the Island there are paved and unpaved shoulders and multiuse trails that provide for pedestrian mobility.

The bicycle network is made up of designated bicycle facilities including bicycle lanes and sharrows, and shared non-motorized facilities including shared use pathways, off-road trails, and paved shoulder areas. Figure 5 shows the pedestrian and bicycle facilities on the Island's arterial network.





PUBLIC TRANSPORTATION

The King County Metro Transit Department (Metro) and the regional transit agency, Sound Transit, provide public transportation services for Mercer Island and throughout King County. There are five major types of service offered on the Island: Link light rail, local fixed route service, regional express service, custom bus service, and access service.

Link light rail runs through Mercer Island along the median of I-90 with a station located north of the Town Center, between 77th Avenue SE and 80th Avenue SE. The light rail provides frequent connections to Seattle, Bellevue, and other regional destinations.

Local fixed route service operates on the arterial roadway system, and provides public transit service connecting residential and activity areas.

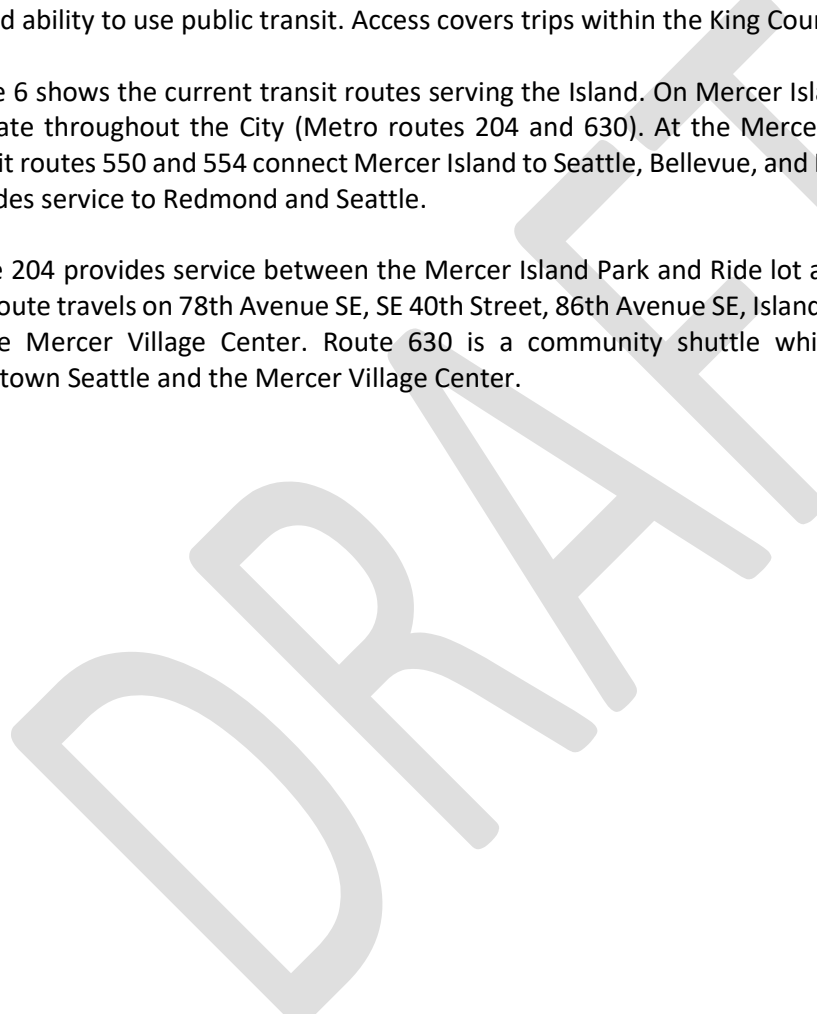
Regional express service, which also operates on fixed routes, is oriented toward peak hour commuter trips between the Mercer Island Park and Ride and major employment and activity centers off the Island. Sound Transit and Metro provide express service west and east along I-90 into Seattle and Bellevue.

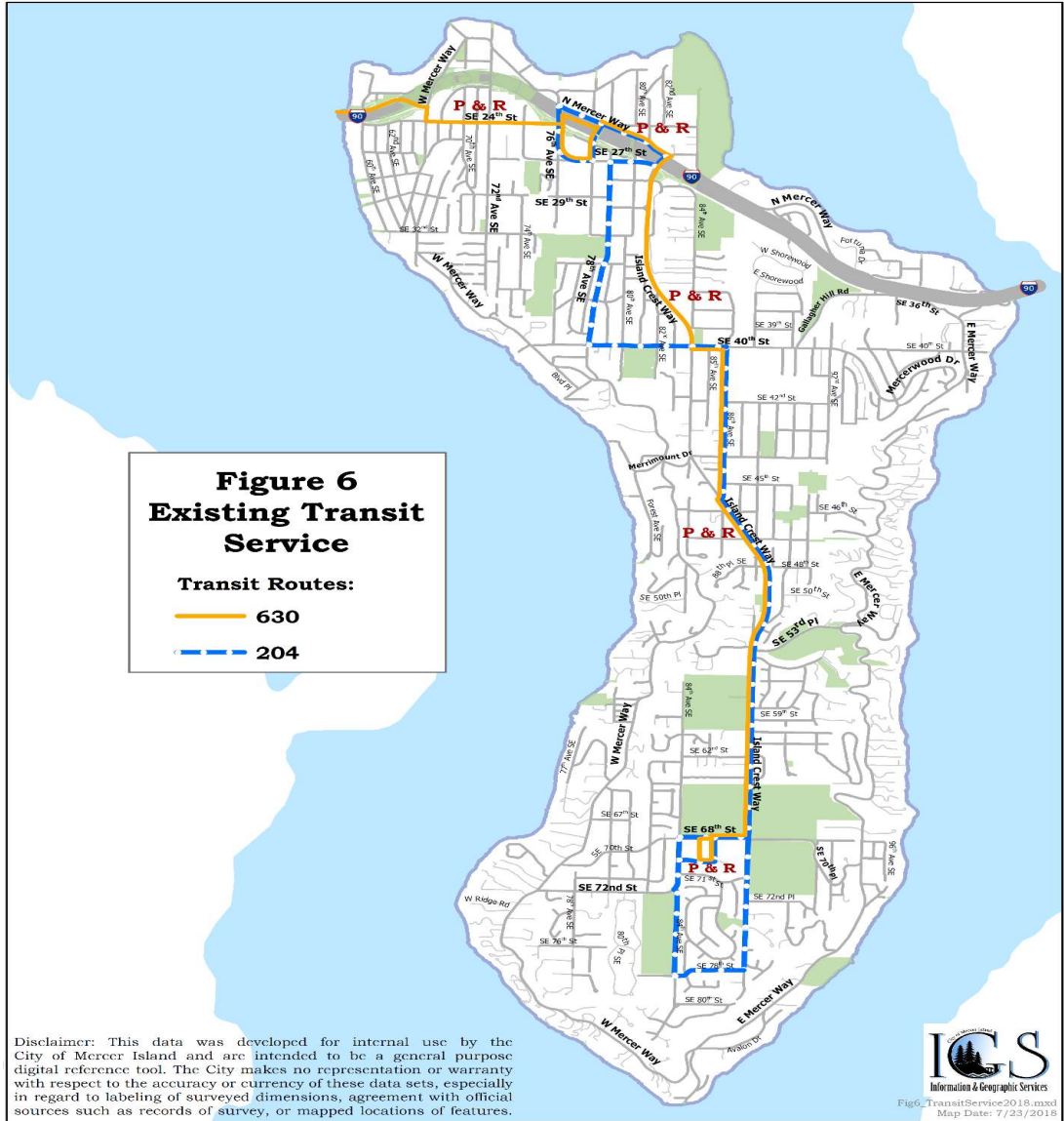
Custom bus service includes specially designed routes to serve specific travel markets, such as major employers, private schools, or other special destinations. These services are typically provided during peak commute hours, and operate on fixed routes with limited stops. Custom bus service is currently provided between the Mercer Island Park and Ride and Lakeside School and University Prep in Seattle.

Access service provides door-to-door transportation to elderly and special needs populations who have limited ability to use public transit. Access covers trips within the King County Metro transit service area.

Figure 6 shows the current transit routes serving the Island. On Mercer Island, there are two routes that circulate throughout the City (Metro routes 204 and 630). At the Mercer Island Park and Ride, Sound Transit routes 550 and 554 connect Mercer Island to Seattle, Bellevue, and Issaquah; and Metro route 216 provides service to Redmond and Seattle.

Route 204 provides service between the Mercer Island Park and Ride lot and the Mercer Village Center. This route travels on 78th Avenue SE, SE 40th Street, 86th Avenue SE, Island Crest Way, and SE 68th Street to the Mercer Village Center. Route 630 is a community shuttle which provides service between downtown Seattle and the Mercer Village Center.





PARK AND RIDE

The Mercer Island Park and Ride is located north of I-90 on N Mercer Way near Mercer Island's Town Center. The Park and Ride has 447 spaces and is served by Link light rail and both Metro and Sound Transit buses.

According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the Mercer Island log is typically fully occupied during weekdays. A number of users of this lot do not reside on the Island. The 2023 Town Center Parking plan reports a single point in time weekday utilization at 67%.

To supplement park and ride capacity on the Island, Metro has leased four private parking lots for use as park and ride lots, located at the Mercer Island Presbyterian Church, Mercer Island United Methodist Church, Congregational Church of Mercer Island and at the Mercer Village Center. These lots are described in Table 2. Together, they provide an additional 81 parking spaces for use by Island residents.

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
Mercer Island Park and Ride	8000 N Mercer Way	447	447	100%
Mercer Island Presbyterian Church	3605 84th Ave SE	14	13	93%
United Methodist Church	70th Ave SE & SE 24th St	18	17	96%
Mercer Village Center	84th Ave SE & SE 68th St	21	7	32%
Congregational Church of Mercer Island	4545 Island Crest Way	28	3	11%

Source: Metro Transit P&R Utilization Report Fourth Quarter 2017.

SCHOOL TRANSPORTATION

The Mercer Island School District (MISD) provides bus transportation for public kindergarten through 12th grade students on Mercer Island. The MISD operates approximately 40 scheduled bus routes during the morning and afternoon. In addition, the District provides free Orca cards to high school students who live more than one mile from Mercer Island High School and who neither have a parking pass nor are assigned to a district bus.

RAIL SERVICES & FACILITIES

There are no railroad lines or facilities on Mercer Island. In the region, the Burlington Northern Railroad and Union Pacific Railroad companies provide freight rail service between Seattle, Tacoma, Everett, and other areas of Puget Sound, connecting with intrastate, interstate, and international rail lines. Amtrak provides scheduled interstate passenger rail service from Seattle to California and Chicago. Major centers in Washington served by these interstate passenger rail routes include Tacoma, Olympia, Vancouver, Everett, Wenatchee, and Spokane.

AIR TRANSPORTATION

Mercer Island does not have any air transportation facilities or services. Scheduled and chartered passenger and freight air services are provided at Seattle-Tacoma International Airport in SeaTac, and at the King County International Airport in south Seattle.

WATER TRANSPORTATION

Mercer Island does not have any public water transportation services. The City's public boat launch is on the east side of the Island, off of East Mercer Way, under the East Channel Bridge.

IV. TRANSPORTATION SYSTEM—FUTURE NEEDS

This section describes the future transportation conditions and analysis used to identify future transportation needs and improvements.

FUTURE TRAVEL DEMAND

The future traffic volumes were forecast for the year 2044 based on the City's land use and zoning, as well as the housing and employment growth targets, as identified in the 2021 King County Urban Growth Capacity report. More than 70 percent of new households and 76 percent of new jobs are forecasted to occur within the Town Center.

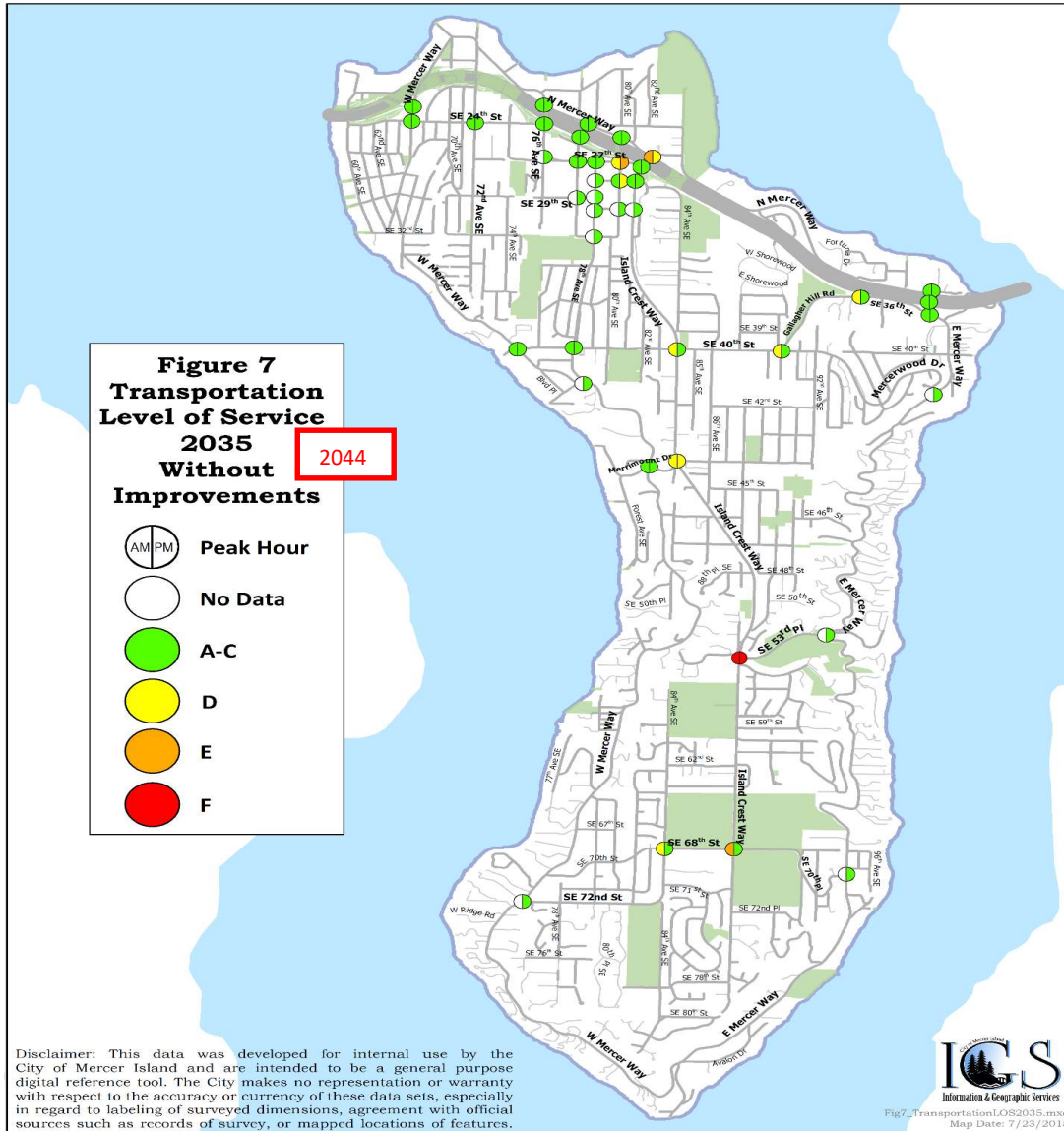
The opening of the East Link light rail line provides an additional travel option between the Town Center and regional destinations.

Town Center traffic growth reflects the higher potential for pedestrian and transit trips. Overall, the traffic growth in the Town Center is forecast to increase by 28 percent between 2024 and 2044, an annual growth rate of 1.4 percent. For areas outside the Town Center, traffic growth is expected to be lower with approximately ten percent growth between 2024 and 2044, an annual growth rate of 0.5 percent. The resulting forecasted traffic volumes directly reflect the anticipated land use, housing, and employment growth assumptions for the Island.

TRAFFIC OPERATIONS WITHOUT IMPROVEMENTS

The 2044 traffic analysis uses the forecasted growth in traffic and planned changes to the regional transportation system. Figure 7 shows the future traffic operations at the study intersections without any changes to roadway capacity on Mercer Island.

Results of the 2044 traffic operations analysis show that five intersections would operate below the LOS standards by 2044 if improvements are not made to the intersections. In the Town Center, the two intersections of SE 27th Street/80th Avenue SE and SE 28th Street/80th Avenue SE, would operate at LOS D or worse during either the AM or PM peak hours, without improvements. Outside of the Town Center, the intersections of SE 53rd Place/Island Crest Way and SE 68th Street/Island Crest Way would operate below the LOS D standard during either the AM or PM peak hours. The WSDOT-controlled intersection at the I-90 westbound off-ramp/N Mercer Way/Island Crest Way intersection would operate at LOS E during 2044 AM peak hour. The City will work with the WSDOT to explore improvements at this intersection.



RECOMMENDED IMPROVEMENTS

In addition to the projects identified in the City's Six-Year 2023 – 2028 Transportation Improvement Program (TIP), a future transportation needs analysis recommended additional projects based on the long-range mobility and safety needs through 2044. These include projects from the City's Transportation Impact Fee program and select projects from the City's Pedestrian and Bicycle Facilities Plan. Figure 8 shows the locations of the recommended improvement projects. Table 3 provides a map identification, describes the location and details for each of the projects, and estimates a project cost. The table is divided into two main categories of project types:

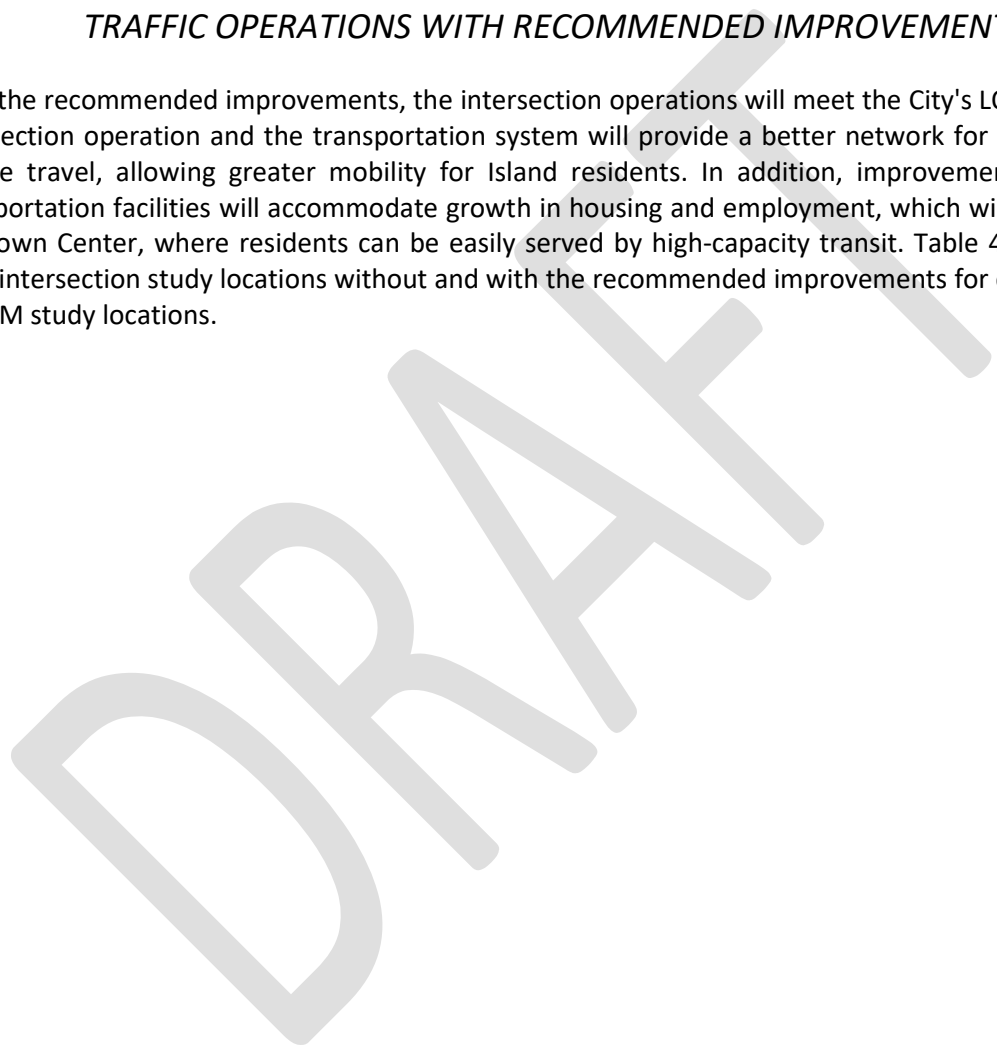
Non-Motorized Projects — The listed projects include new crosswalk improvements and pedestrian and bicycle facilities. These include projects from the City's Pedestrian and Bicycle Facilities Plan that connect residential areas to schools, parks, regional transit, and other destinations.

Intersection/Road Projects — These projects increase the capacity and safety of an intersection or roadway segment. The projects include the maintenance of existing roadway segments to ensure that the City's current street system is maintained.

The recommended improvements identify a total of approximately \$60 million of transportation improvements over the next 20 years. About 50 percent (\$30 million) of the total is for street preservation and resurfacing projects to maintain the existing street system. Another 37 percent (\$22 million) is for non-motorized system improvements. About 13 percent (\$8 million) is for intersection and roadway improvements.

TRAFFIC OPERATIONS WITH RECOMMENDED IMPROVEMENTS

With the recommended improvements, the intersection operations will meet the City's LOS standard for intersection operation and the transportation system will provide a better network for pedestrian and bicycle travel, allowing greater mobility for Island residents. In addition, improvements to regional transportation facilities will accommodate growth in housing and employment, which will be focused in the Town Center, where residents can be easily served by high-capacity transit. Table 4 compares the 2044 intersection study locations without and with the recommended improvements for each of the AM and PM study locations.



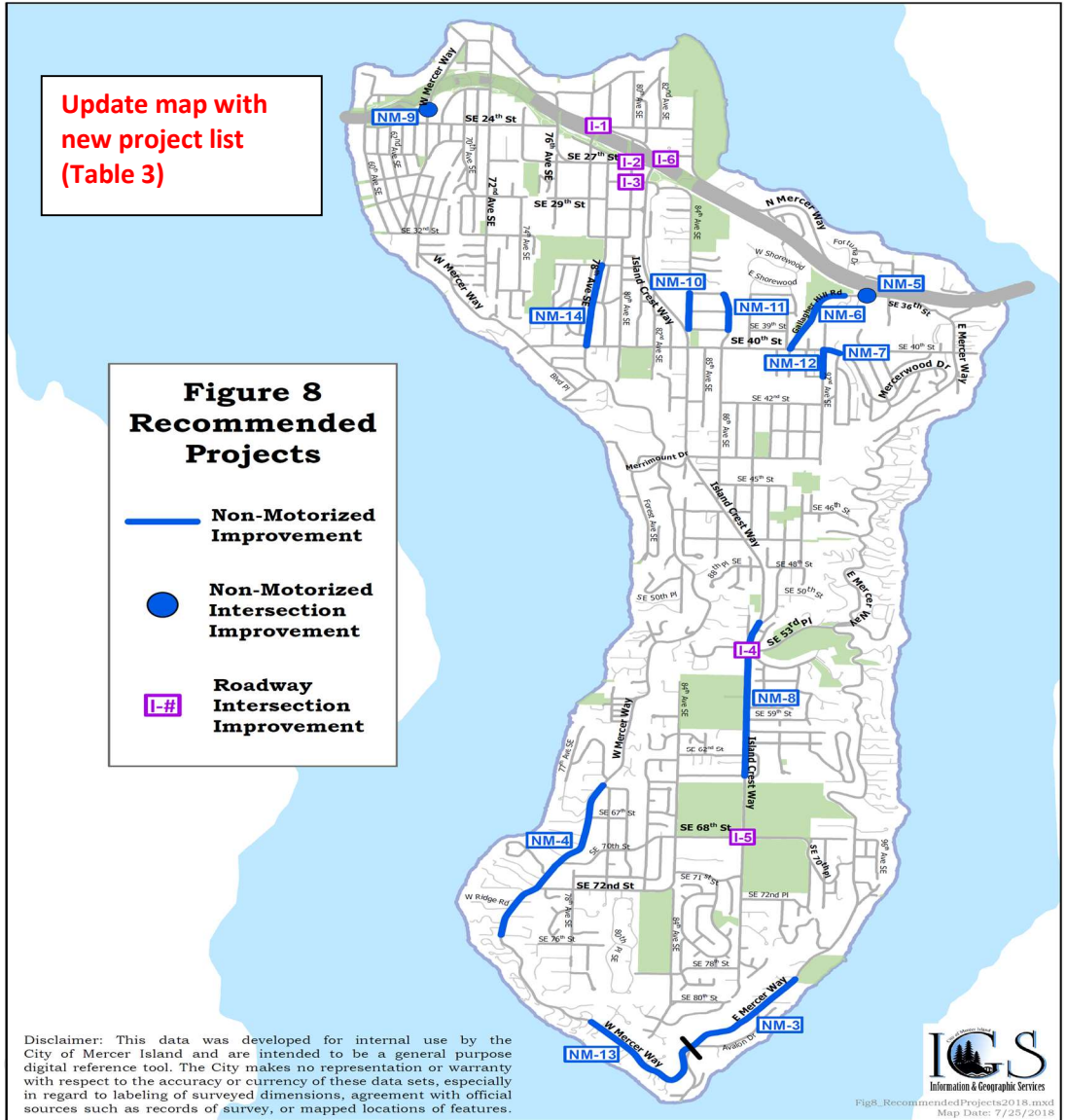


Table 3. Recommended Project List 2022—2044

ID	Location	Description	Justification	Cost (\$)
Non-Motorized Projects (NM)				
NM-1	80th Ave SE Sidewalk (SE 27th St - SE 32nd St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP136)	1,376,000
NM-2	78th Ave SE Sidewalk (SE 32nd St - SE 34th St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP137)	779,488

NM-3	West Mercer Way Roadside Shoulders (8100 WMW - 8400 EMW)	Add shoulder along the east side of West Mercer Way for nonmotorized users.	2023-2028 TIP (SP138)	690,979
NM-4	Gallagher Hill Road Sidewalk Improvement	Construct sidewalk.	2023-2028 TIP (SP139)	508,455
NM-5	SE 40th St Sidewalk Improvement (Gallagher Hill Road - 93rd Ave SE)	Replace/improve existing sidewalks and construct bike lanes.	2023-2028 TIP (SP140)	997,639
NM-6	ADA Transition Plan Implementation	Construct pedestrian facility improvements to comply with the City's ADA Transition Plan.	2023-2028 TIP (SP141)	5,000,000
NM-7	Island Crest Way Corridor Improvements (90th Ave SE - SE 68th St)	Implementation of recommendations from Island Crest Way Corridor Safety Analysis.	2023-2028 TIP (SP142)	1,526,375
NM-8	North Mercer Way - MI Park and Ride Frontage Improvements	Remove bus bay on north side of NMW, widen trail, and construct safety improvements.	2023-2028 TIP (SP144)	1,203,081
NM-9	Pedestrian and Bicycle Facilities Plan Implementation	Annual program to identify, prioritize, design, and construct spot improvements and gap completion projects.	2023-2028 TIP (SP145)	1,340,000
NM-10	SE 32nd St Sidewalk Replacement (77th Ave SE - 78th Ave SE)	Replace sidewalk and trees adjacent to Mercerdale Park due to tree damage.	2023-2028 TIP (SP147)	324,719
NM-11	East Mercer Way Roadside Shoulders (SE 79th St - 8400 block)	Add shoulder along the west side of East Mercer Way for nonmotorized users.	2023-2028 TIP (SP148)	531,105
NM-12	78th Ave SE Nonmotorized Improvements (SE 34th St - SE 40th St)	Improve pedestrian and bicycle facilities to connect with Town Center.	2022 Transportation Impact Fee (#3)	1,697,000
NM-13	84th Ave SE Sidewalk (SE 33rd St - SE 36th St)	Construct sidewalk.	2022 Transportation Impact Fee (#4)	597,000
NM-14	86th Ave SE Sidewalk Phase 2 (SE 36th St - SE 39th St)	Construct sidewalk along east side of street.	2022 Transportation Impact Fee (#5)	1,141,000
NM-15	92nd Ave SE Sidewalk (SE 40th St - SE 41st St)	Construct sidewalk along west side of street.	2022 Transportation Impact Fee (#6)	803,000

NM-16	Merrimount Dr Sidewalk (ICW - Mercer Way)	Construct sidewalk along both sides of street.	2022 Transportation Impact Fee (#8)	632,000
NM-17	78th Ave SE Sidewalk (SE 40th St - SE 41st St)	Construct sidewalk along west side of street.	2022 Transportation Impact Fee (#9)	250,000
NM-18	86th Ave SE Nonmotorized Improvements (SE 42nd St - ICW)	Construct bike facilities and sidewalk along west side of street.	2022 Transportation Impact Fee (#10)	2,666,000
Intersection Projects (I)/Road Projects (R)				
I-1	Minor Capital - Traffic Operations Improvements	Minor improvements to address traffic operation and safety issues.	2023-2028 TIP (SP143)	313,295
I-2	SE 28th St/80th Ave SE	Install traffic signal.	2022 Transportation Impact Fee (#1)	1,464,000
I-3	80th Ave SE/North Mercer Way	Add turn lane to improve traffic operations at the intersection.	2022 Transportation Impact Fee (#14)	754,000
I-4	North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	2022 Transportation Impact Fee (#15)	650,000
I-5	SE 53rd Pl/Island Crest Way	Install traffic signal.	Fails to meet LOS standard	1,907,130
I-6	SE 68th St/Island Crest Way	Install traffic signal or roundabout.	Fails to meet LOS standard in the future	2,151,590
R-1	77th Ave SE Channelization (SE 32nd - North Mercer Way)	Rechannelization of the roadway to comply with street design standards.	2023-2028 TIP (SP146)	53,324
R-2	Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.	Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.	2022 Transportation Impact Fee (#11)	690,000
R-3	Street Preservation/Maintenance	Resurfacing arterial and residential streets based on pavement conditions.	2023-2028 TIP	30,000,000
Total 2022—2044 Projects				60,047,180

**Table 4. 2044 Intersection Operations —
Without and With Recommended Improvements**

Intersection	2044 AM Peak Hour		2044 PM Peak Hour	
	Without Improvements	With Recommended Improvements	Without Improvements	With Recommended Improvements
Intersections Within and Adjacent to the Town Center (LOS C Standard)				
SE 24th St/76th Ave SE	B	B	B	B
N Mercer Way/77th Ave SE	A	B	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C	C	C
SE 27th St/76th Ave SE	—	—	B	B
SE 27th St/77th Ave SE	B	B	C	C
SE 27th St/78th Ave SE	B	B	B	B
SE 27th St/80th Ave SE	D	B	E	B
SE 28th St/78th Ave SE	—	—	B	B
SE 28th St/80th Ave SE	B	B	D	B
SE 28th St/Island Crest Way	B	B	C	C
SE 29th St/77th Ave SE	—	—	B	B
SE 29th St/78th Ave SE	—	—	C	C
SE 30th St/78th Ave SE	—	—	C	C
SE 30th St/80th Ave SE	—	—	B	B
SE 30th St/Island Crest Way	—	—	B	B
SE 32nd St/78th Ave SE	—	—	C	C
WSDOT Intersections (LOS D Standard)				
I-90 EB off-ramp/I-90 WB on-ramp/W Mercer Way	B	B	B	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	B	B	A	A
I-90 EB off-ramp/77th Ave SE	B	B	B	B
I-90 WB off-ramp/N Mercer Way/Island Crest Way	E	C	D	C
I-90 EB on-ramp/SE 27th St/Island Crest Way	C	C	C	C

AB 6510
EXHIBIT 1.A

I-90 WB ramps/100th Ave SE	C	C	B	B
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B	B	B
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B	B	B
Outside of Town Center Intersections (LOS D Standard)				
SE 24th St/W Mercer Way	B	B	C	C
SE 24th St/72nd Ave SE	B	B	B	B
SE 36th St/N Mercer Way	D	D	C	C
SE 40th St/W Mercer Way	B	B	B	B
SE 40th St/78th Ave SE	B	B	B	B
SE 40th St/Island Crest Way	D	D	C	C
SE 40th St/SE Gallagher Hill Rd	D	D	C	C
Mercerwood Dr/E Mercer Way	—	—	B	B
W Mercer Way/78th Ave SE	—	—	B	B
Merrimount Dr/W Mercer Way	C	C	C	C
Merrimount Dr/Island Crest Way	D	D	D	D
SE 53rd Place/Island Crest Way	F	B	F	B
SE 53rd Place/E Mercer Way	—	—	A	A
SE 68th St/84th Ave SE	D	D	B	B
SE 68th St/Island Crest Way	E	A	C	A
SE 70th Place/E Mercer Way	—	—	B	B
SE 72nd St/W Mercer Way	—	—	B	B

V. FINANCIAL ANALYSIS

Since incorporation in 1960, the City has consistently made (or required through private development) transportation investments that have preceded and accommodated population and employment growth and its associated traffic growth. This strategy has enabled the City to make significant improvements in the community's neighborhood streets, arterial roads, pavement markings, streets signs, and pedestrian and bicycle facilities.

In 2022, the City's primary funding sources for local transportation projects included: gas tax revenues (\$429,000), real estate excise tax (\$2,253,000), Transportation Benefit District vehicle fees (\$375,000) and transportation impact fees (\$75,000). In total, the City received approximately \$3.1 million in annual transportation revenues.

In addition, Sound Transit mitigation for the closure of the I-90 center roadway is providing up to \$5.1 million in funds for operational and safety improvements.

Combined with supplemental federal and state grant funding, Mercer Island has sufficient resources to maintain and improve its transportation system over the next 20 years and will be able to accomplish the following:

- Maintain the City's arterial street system on a 25-year (average) life cycle.
- Maintain the City's residential system on a 35-year (average) life cycle.
- Maintain, improve, and expand the City's pedestrian and bicycle system over the next 20 years.
- Maintain and improve the transportation system to meet the forecasted housing and employment growth targets.

VI. IMPLEMENTATION STRATEGIES

The following actions by the City of Mercer Island and other jurisdictions will be necessary to effectively implement the programs and policies of this transportation element:

TRANSPORTATION SYSTEM STREETS, TRANSIT, NON-MOTORIZED

- Implement local neighborhood traffic control strategies as necessary to address specific issues.
- Implement Transportation System Management techniques to control traffic impacts.

PLANNING STANDARDS, POLICIES, PROGRAMS

- Periodically update the City's inventory of transportation conditions, existing level of service and projected level of service.
- Complete the plan for non-motorized transportation improvements consistent with the City's Comprehensive Plan, including a review of the Pedestrian and Bicycle Facilities Plan and its design standards.
- Develop a neighborhood parking program to address parking overflow impacts from schools, businesses, parks, and multi-family housing.
- Revise design standards as necessary to comply with ADA requirements.
- Continue to involve the public in transportation planning and decisions.
- Create "transit friendly" design guidelines for new development projects in the Town Center.

- Develop policies, criteria, and a process to determine when, and under what conditions, private roads and privately-maintained roads in public rights-of-way should be accepted for public maintenance and improvement.
- Implement the City's adopted Commute Trip Reduction program.

FINANCIAL STRATEGIES

- Secure funding to implement the adopted Six-Year Transportation Improvement Program.
- Actively pursue outside funding sources to pay for adopted transportation improvements and programs.

TRANSIT PLANNING

- Work with Metro to improve transit services and explore alternative methods of providing service, such as developing a demand responsive service.
- Work with Sound Transit to design and construct high-capacity transit and parking facilities consistent with Land Use and Transportation Policies contained in the Comprehensive Plan that will be available for use by Mercer Island residents.

VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS

The Growth Management Act of 1990 requires that local comprehensive plans be consistent with plans of adjacent jurisdictions and regional, state and federal plans. Further, there are several other major statutory requirements with which Mercer Island transportation plans must comply. This section briefly discusses the relationship between this Transportation Element and other plans and requirements.

OTHER PLANS

The Transportation Element of the Mercer Island Comprehensive Plan is fully consistent with the following plans:

Mercer Island Comprehensive Plan — The Transportation Element is based on the needs of, and is consistent with the Land Use Element.

King County and Multicounty Planning Policies — Mercer Island's proposed transportation policies are consistent with PSRC's multi-county and King County's countywide planning policies.

Vision 2050 — Vision 2050 is the region's Metropolitan Transportation Plan and builds upon Vision 2020, Destination 2030, and Vision 2040 to articulate a coordinated long-range land use and transportation growth strategy for the Puget Sound region. Mercer Island Comprehensive Plan's Land Use and Transportation Elements support this strategy by accommodating new growth in the Town Center, which is near existing and proposed future transportation improvements along the I-90 corridor. The Transportation Element is consistent with these plans.

Regional Transit System Plan — Sound Transit's Regional Transit System Plan (RTP) lays out the Puget Sound region's plans for constructing and operating a regional high-capacity transit system. Both the Land Use and Transportation Elements directly support regional transit service and facilities, and are consistent with the RTP.

PLAN REQUIREMENTS

The Transportation Element of the Mercer Island Comprehensive Plan meets the following regulations and requirements:

Growth Management Act — The Growth Management Act, enacted by the Washington State Legislature in 1990 and amended in 1991, requires urbanized counties and cities in Washington to plan for orderly growth for 20 years into the future. Mercer Island's Transportation Element conforms to all of the components of a Comprehensive Transportation Element as defined by GMA.

Commute Trip Reduction — In 1991, the Washington State Legislature enacted the Commute Trip Reduction Law which requires implementation of transportation demand management (TDM) programs to reduce work trips. In response to these requirements, Mercer Island has developed its own CTR program to reduce work trips by City employees. There are two other CTR-affected employers on the Island; both have developed CTR programs.

Air Quality Conformity — Amendments to the federal Clean Air Act made in 1990 require Washington and other states to develop a State Implementation Plan (SIP) which will reduce ozone and carbon monoxide air pollutants so that national standards may be attained. The Central Puget Sound area, including King County and Mercer Island, currently meets the federal standards for ozone and carbon monoxide. The area is designated as a carbon monoxide maintenance area, meaning the area has met federal standards, but is required to develop a maintenance plan to reduce mobile sources of pollution.

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5 UTILITIES ELEMENT

I. INTRODUCTION

The Growth Management Act requires this comprehensive plan to include the general location and capacity of all existing and proposed utilities on Mercer Island (RCW 36.70A.070). The following element provides that information for water, sewer, stormwater, solid waste, electricity, natural gas and telecommunications.

One main goal of the Utilities Element is to describe how the policies contained in other elements of this comprehensive plan and various other City plans will be implemented through utility policies and regulations.

The Land Use Element of this Plan allows limited development that will not have a significant impact on utilities over the next 20 years. For that reason, many of the policies in this element go beyond the basic GMA requirements and focus on issues related to reliability rather than capacity.

POLICIES — ALL UTILITIES

- 1.1 Structure rates and fees for all City-operated utilities with the goal of recovering all costs, including overhead, related to the extension of services and the operation and maintenance of those utilities.
- 1.2 Encourage, where feasible, the co-location of public and private utility distribution facilities in shared trenches and assist with the coordination of construction to minimize construction-related disruptions and reduce the cost of utility delivery.
- 1.2 ~~The City shall~~ Encourage, where feasible, the co-location of public and private utility distribution facilities in shared trenches and assist with the coordination of construction to minimize construction-related disruptions, decrease impacts to private property, and reduce the cost of utility delivery. [PC Comment]
- 1.3 Encourage economically feasible diversity among the energy sources available on Mercer Island to avoid over-reliance on any single energy source.
- 1.4 Support efficient, cost effective and reliable utility service by ensuring that land is available for the location of utility facilities, including within transportation corridors.
- 1.5 Maintain effective working relationships with all utility providers to ensure the best possible provision of services.
- 1.6 Consider natural asset management as a part of utilities management.

II. WATER UTILITY

Mercer Island obtains its water from Seattle Public Utilities (SPU). The City of Mercer Island purchases and distributes most of the water consumed on the Island under a long-term contract with SPU that

1 guarantees an adequate supply through the year 2062. In 1997, the City assumed the Mercer Crest Water
2 Association that for many years had been an independent purveyor of SPU. It served a largely residential
3 base with customers residing in the neighborhoods south of the Shorewood Apartments, and east and
4 west of the Mercer Island High School campus areas of the Island. The Mercer Crest system was intertied
5 and consolidated into the City utility during 1998-99. One small independent water association,
6 Shorewood, remains as a direct service customer of SPU. The City is one of 19 wholesale customers
7 (Cascade Water Alliance and 18 neighboring cities and water districts) of SPU.
8

9 The bulk of the Island's water supply originates in the Cedar River watershed and is delivered through the
10 Cedar Eastside supply line to Mercer Island's 30-inch supply line. Mercer Island also is served periodically
11 through the South Fork of the Tolt River supply system.
12

13 Water is distributed by the City through 113 miles of mains (4-, 6-, and 8-inch) and transmission lines (10-
14 to 30-inch) constructed, operated and maintained by the City. The City's distribution system also includes
15 two four-million-gallon storage reservoirs, two pump stations, and 86 pressure-reducing valve stations.
16

17 Minimizing supply interruptions during disasters is a longstanding priority in both planning efforts and the
18 City's capital improvement program. The City completed an Emergency Supply Line project in 1998-99. In
19 2001 following the Nisqually Earthquake, SPU strengthened sections of the 16-inch pipeline.
20

21 The year before the earthquake, the City completed extensive seismic improvements to its two storage
22 reservoirs. As a result, neither was damaged in the earthquake. The improvements were funded through
23 a hazard mitigation grant from the Federal Emergency Management Agency.
24

25 In 2004, the City completed a Seismic Vulnerability Assessment that examined how a major seismic event
26 might impact the 30-inch and 16-inch SPU lines that supply water to the Island. The assessment predicted
27 that the Island's water supply would likely be disrupted in a disaster such as a major earthquake. In
28 response to the finding, City officials initiated a Water Supply Alternatives study before applying for a
29 source permit for an emergency well, the first such permit to be issued in Washington State. Construction
30 of the emergency well was completed in spring of 2010. The well was designed and permitted to provide
31 five gallons per day for each person on the Island for a period of seven to 90 days.
32

33 In 2014, the City took significant action to ensure high water quality standards after two boil water
34 advisory alerts, including additional expanded collection of water quality samples, injection of additional
35 chlorine, research into potential equipment upgrades and improvements, and a thorough review of the
36 City's cross-contamination program, including the best means of overseeing the registration of
37 certification of backflow prevention devices.
38

39 In 2021, the City's total number of water customers was 7,537.
40

41 In 2021, the City met the requirements of the 2018 America's Water Infrastructure Act through
42 completion of a Risk and Resilience Assessment (RRA) and update of the Emergency Response Plan.
43 Projects identified in the RRA will be included in future CIPs.
44

45 In 2022-2023, the City constructed a booster chlorination station at the reservoir site to boost residual
46 chlorine levels in the reservoirs and throughout the distribution system to prevent coliform growth.
47 Additionally, the Supervisory control and Data Acquisition (SCADA) system was upgraded. Together, they
48 strengthen the water supply system and improve system operations for water quality control.

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FUTURE NEEDS

Both the water supply available to the City and the City's distribution system are adequate to serve growth projected for Mercer Island. New development, as anticipated by the Land Use Element of this Plan, will increase the City's total number of dwelling units by 1,239 and employment will increase by 1,300 new jobs, by 2044. Water system capacity and future service demand are calculated in the City of Mercer Island Water System Plan (WSP). The most recent update of the WSP was adopted in 2022. The WSP establishes that there is system capacity for 14,234 equivalent residential units (ERU). The WSP projects that there will be demand for 11,596 ERUs by 2036. Some maintenance and capacity improvements to the water system are planned during the planning period (2024-2044). Those projects are detailed in the WSP and have been added to the Capital Facilities Element Capital Facilities Plan (CFP) and Capital Reinvestment Plan (CRP). The capacity maintained and added through CFP and CRP projects is expected to provide sufficient water supply to accommodate the growth planned in this Comprehensive Plan.

The City does not plan to implement an aquifer protection program because there are no known aquifers in the vicinity of Mercer Island that are utilized by the City or any other water supplier.

Although aquifer protection is not a factor for future needs, species protection may be. On March 24, 1999 the National Marine Fisheries Service issued a final determination and listed the Puget Sound Chinook salmon as threatened or endangered under the Endangered Species Act (ESA). Like all communities in the Puget Sound region, Mercer Island will need to address a number of land use, capital improvement and development process issues that affect salmon habitat. However, Mercer Island may be better positioned to respond to the ESA listing than some due to the Island's small, unique environment with a lack of continuous rivers or streams, minimal amounts of vacant land available for new development, progressive critical areas regulations and previous attention to stormwater detention.

WATER UTILITY POLICIES

- 2.1 TObtain a cost-effective and reliable water supply that meets all the needs of Mercer Island, including domestic and commercial use, fire-flow protection, emergencies, and all future development consistent with the Land Use Element of this Plan.
- 2.2 Upgrade and maintain the water distribution and storage system as necessary to maximize the useful life of the system. All system improvements shall be carried out in accordance with the City's Comprehensive Water System Plan and Capital Improvement Program.
- 2.3 Work cooperatively with the Seattle Public Utilities and its other purveyors on all issues of mutual concern.
- 2.4 Obtain Mercer Island's water supply from a supply source that fully complies with the Safe Drinking Water Act. For this reason, future development on Mercer Island will not affect the quality of the Island's potable water.
- 2.5 Comply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act.

1
2 The City must serve the sewer needs of its planned growth, much of which will be focused in the Town
3 Center. While most of the Town Center's sewer system is adequate to meet future demand, some
4 pipelines may exceed their capacity during extreme storms due to stormwater inflow/infiltration and will
5 require monitoring to determine if larger diameter pipelines are warranted. The City will use substantive
6 authority under the State Environmental Policy Act (SEPA) to require mitigation for proposed projects that
7 generate flows that exceed sewer system capacity. The CIP includes projects that will increase system
8 capacity.

9
10 King County is upgrading three miles of their sewer pipeline across north Mercer Island and their North
11 Mercer Pump Station due to age and long term capacity needs. This three year project will be completed
12 in 2025.

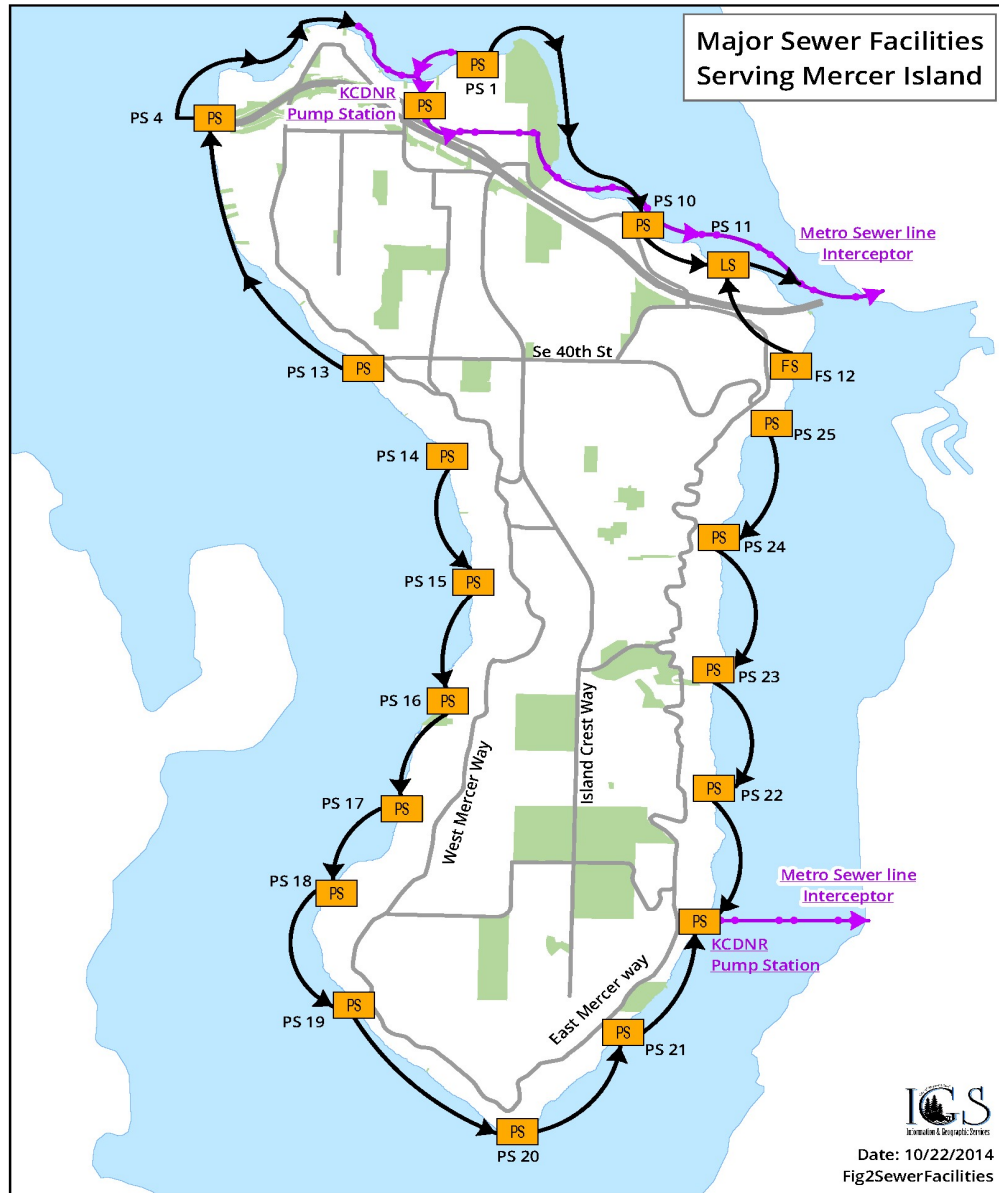
13
14 All future improvements to the sewer system will be addressed through a Capital Improvement Plan
15 developed in conjunction with the updated General Sewer Plan and/or CIP budget.

16 *SEWER UTILITY POLICIES*

- 17 3.1 Require that all new development be connected to the sewer system.
18
19 3.2 Allow existing single-family homes with septic systems to continue using these systems so long
20 as there are no health or environmental problems. If health or environmental problems occur
21 with these systems, the homeowners shall be required to connect to the sewer system.
22
23 3.3 Require any septic system serving a site being re-developed be decommissioned according to
24 county and state regulations and that the site must be connected to the sewer system.
25
26 3.4 Actively work with regional and adjoining local jurisdictions to manage, regulate and maintain
27 the regional sewer system.
28
29 3.5 Prevent overflows taking whatever steps are economically feasible.
30
31 3.6 Design and implement programs to reduce infiltration/inflow wherever these programs can be
32 shown to significantly increase the capacity of the sewer system at a lower cost than other
33 types of capacity improvements.
34

1

Figure 1. Major Sewer Facilities Service Mercer Island



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IV. STORMWATER

4 Mercer Island's stormwater system serves a complex network of 88 drainage basins. The system relies
 5 heavily on "natural" conveyances. There are more than 15 miles of ravine watercourses that carry
 6 stormwater and 26 miles of open drainage ditches. Forty percent of the ravine watercourses are privately
 7 owned, while roughly 70 percent of the drainage ditches are on public property. See Figure 2 —
 8 Stormwater Drainage Basins.

9

10 The artificial components of the system include 58 miles of public storm drains, 59 miles of private storm
 11 drains, and more than 5,502 catch basins.

12

1 The public portion of the system is maintained by the City's Public Works Department as part of the
2 Stormwater Utility, with funding generated through a Stormwater Utility rate itemized on bimonthly City
3 utility bills.

4
5 Mercer Island has no known locations where stormwater recharges an aquifer or feeds any other source
6 used for drinking water.

7 *FUTURE NEEDS*

8 In May 1993, the City began preparing to make significant changes in the way it managed stormwater on
9 Mercer Island. The catalyst for this effort was new regional, state and federal requirements.

10
11 During the second half of 1993, two of Mercer Island's drainage basins were studied in detail during a
12 process that actively involved interested basin residents. The studies were designed to gauge public
13 perception of drainage and related water-quality problems, and to evaluate the effectiveness of various
14 education tools.

15
16 The information gained from these studies, along with additional work scheduled for mid-1994, was used
17 to develop an Island-wide program of system improvements and enhancements and a financing structure
18 for the program.

19
20 In the fall of 1995, the City Council passed two ordinances (95C-118 and 95C-127) that created the legal
21 and financial framework of the Storm and Surface Water Utility and provided the tools to begin achieving
22 the goals of "creating a comprehensive program that integrates the Island's private, public and natural
23 and manmade systems into an effective network for control and, where possible, prevention of runoff
24 quantity and quality problems."

25
26 By the end of 1998, the Storm and Surface Water Utility had been fully launched with a full range of
27 contemporary utility issues and needs. Major capital projects, along with operating and maintenance
28 standards, have been established to meet customer service expectations and regulatory compliance.

29
30 The City is in compliance with all applicable federal and state stormwater requirements, Western
31 Washington Phase II Municipal (NPDES) Permit issued by the Washington State Dept. of Ecology. In 2005,
32 the City developed a Comprehensive Basin Review that examined the City's storm and surface water
33 programs, focusing on capital needs, capital priorities, and utility policies. The capital priorities are
34 updated regularly in conjunction with the capital budget process. Mercer Island is urban/residential in
35 nature and all of the Island's stormwater eventually ends up in Lake Washington. The prevention of
36 nonpoint pollution is a major priority.

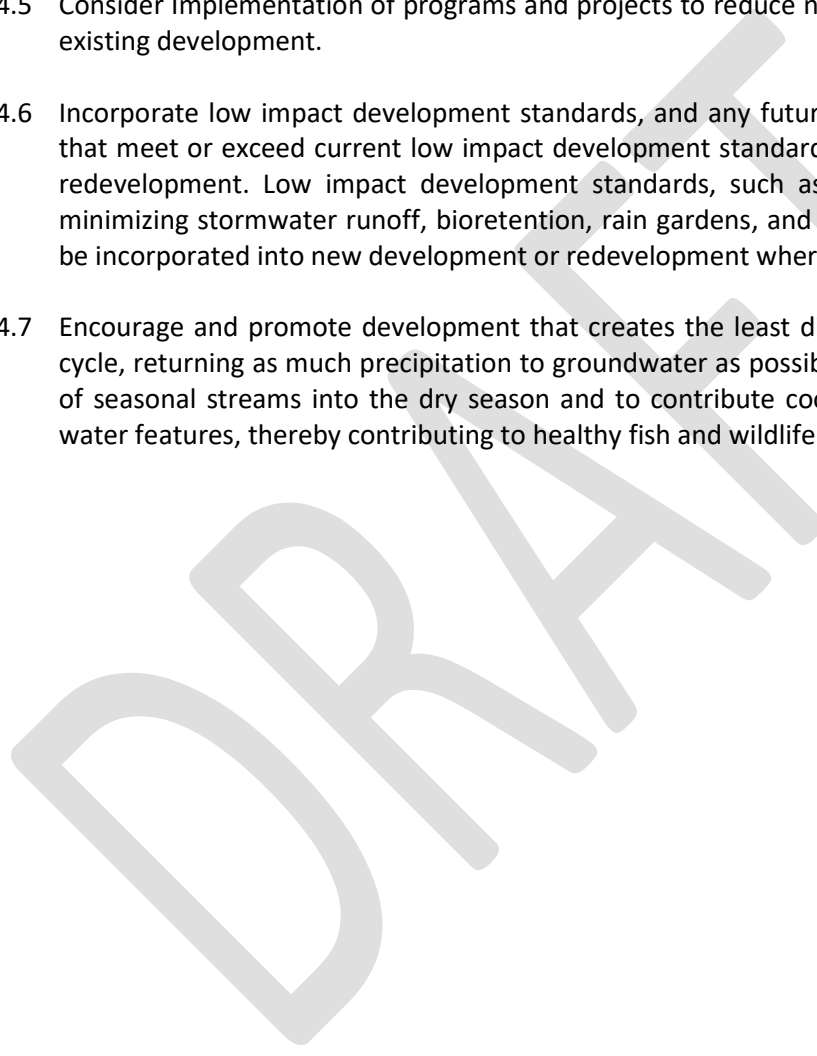
37 *STORMWATER POLICIES*

38 4.1 Implement programs and projects designed to meet the goals and requirements of the Action
39 Agenda for Puget Sound.

40
41 4.2 Actively promote and support education efforts focusing on all facets of stormwater
42 management.

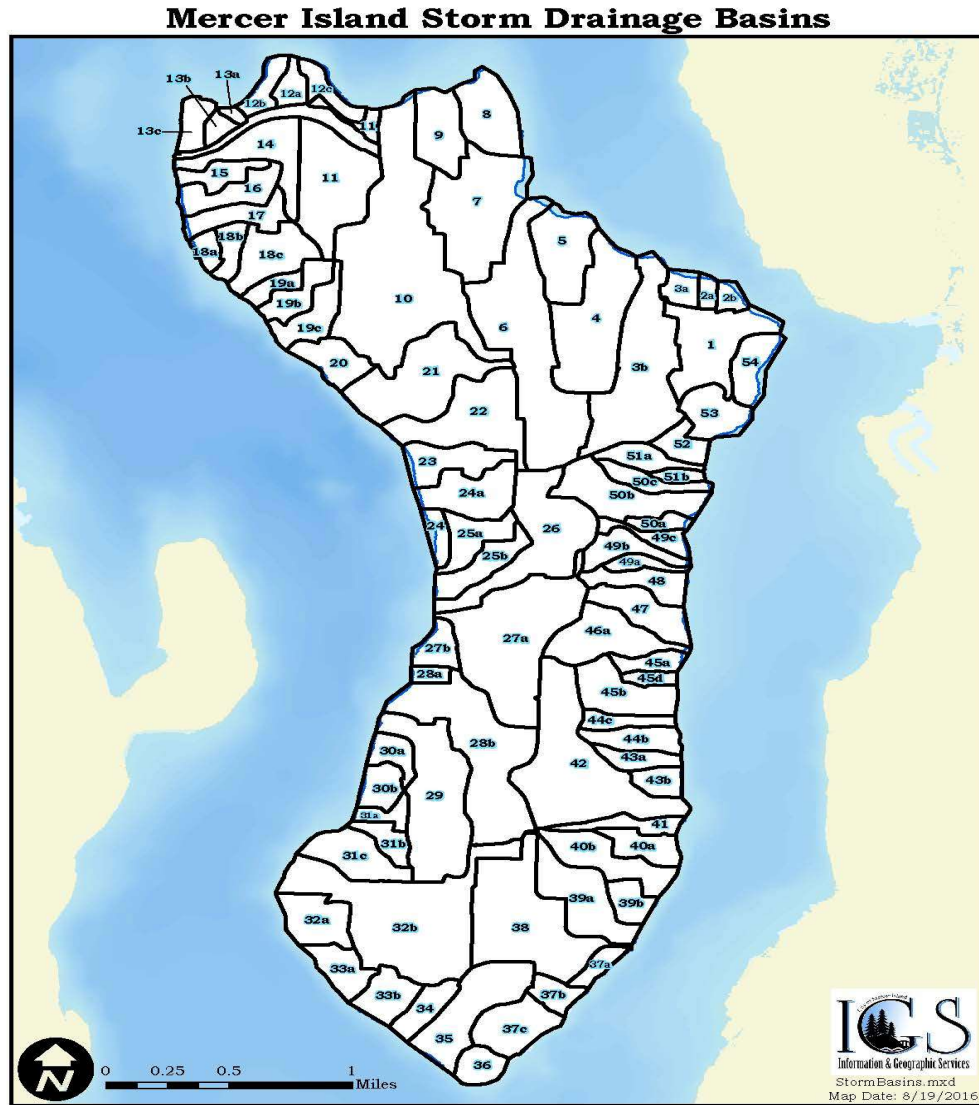
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- 1 4.3 The City should collaborate with King County to support implementation of regional water
2 quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.
3
- 4 4.4 Maintain and enforce land use plans and ordinances requiring stormwater controls for new
5 development and re-development. The ordinances shall be based on requirements contained
6 in the City’s NPDES permit and shall be consistent with the policies in the Land Use Element of
7 this Plan and the goals and policies of the City’s Community Planning & Development
8 Department.
9
- 10 4.5 Consider Implementation of programs and projects to reduce nonpoint source pollution from
11 existing development.
12
- 13 4.6 Incorporate low impact development standards, and any future innovations or technologies
14 that meet or exceed current low impact development standards, into new development and
15 redevelopment. Low impact development standards, such as retaining native vegetation,
16 minimizing stormwater runoff, bioretention, rain gardens, and permeable pavements should
17 be incorporated into new development or redevelopment where feasible and appropriate.
18
- 19 4.7 Encourage and promote development that creates the least disruption of the natural water
20 cycle, returning as much precipitation to groundwater as possible in order to extend the flow
21 of seasonal streams into the dry season and to contribute cooling ground water to surface
22 water features, thereby contributing to healthy fish and wildlife habitat.
23



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Figure 2. Stormwater Drainage Basins



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V. SOLID WASTE

4 The majority of solid waste services on Mercer Island are provided through a private hauler licensed by
5 the City; currently this is Recology. Recology collects residential and commercial/multi-family garbage,
6 and also collects residential recyclables and residential yard/food waste. Businesses that recycle or
7 compost select their own haulers. As of 2022, Recology was serving a total of 6,950 residential customers,
8 and 215 commercial or multi-family locations on Mercer Island.

9

10 A new contract for collection of solid waste was approved by the City Council for a ten year contract
11 starting in October 2019. This contract replaces the former license agreement dating back to 2009 with
12 Republic Services. Rates are adjusted each year based on the Seattle-area Consumer Price Index (CPI) and
13 terms identified within the contract. The cost of providing solid waste services on Mercer Island is covered
14 entirely through the rates charged by haulers.

15

1 Recology transports most garbage from Mercer Island to the Factoria transfer station, after which it is
2 compacted and buried at Cedar Hills Regional Landfill. Recyclables are transported to Recology’s
3 ownprocessing facility in Seattle, and yard/food waste is transported to Cedar Grove Composting or Lenz
4 Composting.

5 *FUTURE NEEDS*

6 In 1988, Mercer Island entered into an interlocal agreement that recognizes King County as its solid waste
7 planning authority (RCW chapter 70.95). The Mercer Island City Council adopted the first King County
8 Comprehensive Solid Waste Management Plan in mid-1989, and in October 1993 the City Council adopted
9 the updated 1992 edition of the Plan.

10
11 The King County's 2001 Comprehensive Solid Waste Management Plan established countywide targets
12 for resident and employee disposal rates. As of 2014, King County was working on an update of the
13 Comprehensive Solid Waste Management Plan. As a plan participant, Mercer Island met the original King
14 County goal of 35 percent waste reduction and recycling in 1992. By late 1993, Mercer Island was diverting
15 nearly 50 percent of its waste stream. Subsequent goals called for reducing the waste stream 50 percent
16 in 1995 and 65 percent by the year 2000. Mercer Island has consistently diverted an average of 65 percent
17 of its waste stream annually from 2000 to 2014.

18
19 Achieving these goals has helped lengthen the lifespan of the Cedar Hills Regional Landfill and avoid the
20 need to find alternative disposal locations for Mercer Island's garbage.

21
22 The overall amount of waste generated on Mercer Island is not expected to increase significantly due to
23 new development anticipated in the Land Use Element of this Plan. However, the amount of recyclables
24 and yard waste being diverted from Mercer Island's waste stream should continue increasing over the
25 next few years. Private facilities (Republic Services and Cedar Grove Composting) have the capacity to
26 absorb this increase. Any additional garbage produced due to growth will be collected through a private
27 hauler licensed by the City. To increase capacity, expansion of the existing Factoria Transfer Station began
28 in late 2014 and is scheduled to open in late 2017. The City's existing solid waste program of offering two
29 special collection events per year is expected to remain adequate. These events, at which yard waste and
30 hard-to-recycle materials are collected by private vendors, are designed to assist households in further
31 reducing the waste stream.

32
33 The collection of household hazardous waste on Mercer Island is available once a year over a two-week
34 period through the Household Hazardous Wastemobile, a program of the Seattle-King County Local
35 Hazardous Waste Management Plan. Mercer Island households and businesses help fund the Plan through
36 a surcharge on their garbage bills.

37 *SOLID WASTE POLICIES*

38 5.1 Require all new construction, with the exception of single-family homes, to provide adequate
39 space for on-site storage and collection of recyclables pursuant to City regulations.

40
41 5.2 Actively promote and support recycling, composting and waste reduction techniques among
42 the single-family, multifamily and commercial sectors with the aim of meeting or exceeding
43 King County diversion goals.
44

1 electric vehicles, maintain remote or hybrid work environments, and new development moves away from
2 natural gas to electric space heating and cooling, in an effort to reduce personal GHG emissions, total
3 electricity consumption may increase.

4
5 PSE's planning analysis has identified five alternative solutions to address transmission capacity deficiency
6 identified in the "Eastside Needs Assessment Report—Transmission System King County" dated October
7 2013. Each of these five solutions fully satisfies the needs identified in the Eastside Needs Assessment
8 Report and satisfies the solution longevity and constructability requirements established by PSE. These
9 five solutions include two 230 kV transmission sources and three transformer sites, outside of Mercer
10 Island.

11
12 With one exception (see Policy 6.1), the only significant changes in PSE's Mercer Island facilities will come
13 from efforts aimed at improving system reliability.

14
15 The issue of system reliability, which is the subject of a Memorandum of Agreement (MOA) between the
16 City of Mercer Island and PSE, will require considerable attention over the next several years. The MOA
17 sets policies for identifying locations where power lines should be relocated underground and describes
18 strategies for funding undergrounding projects. There is a reoccurring issue of unreliability is unresolved
19 and needs to be addressed.

20 ***ELECTRICITY POLICIES***

21 6.1 Encourage PSE or the current provider to upgrade its facilities on Mercer Island where
22 appropriate and incorporate technological changes when they are cost effective and otherwise
23 consistent with the provider's public service obligations. Mercer Island will serve as a test area
24 for projects involving new technologies when appropriate.

25
26 6.2 Annually evaluate the reliability of electric service provided to Mercer Island. Measures of
27 reliability shall include the total number of outages experienced, the duration of each outage,
28 and the number of customers affected.

29
30 6.3 Install all new electric transmission and distribution facilities in accordance with this Plan, the
31 City's zoning code, the Washington State Department of Labor and Industries electrical code
32 and other applicable laws, and shall be consistent with rates and tariffs on file with the WUTC.
33 The electricity provider will obtain the necessary permits for work in the public right-of-way,
34 except in emergencies.

35
36 6.4 Encourage the undergrounding of all existing and new electric distribution lines where feasible.
37 As required by the City's franchise agreement with PSE (Section 5), any extension of existing
38 distribution lines up to 15,000 volts shall be installed underground and should be arranged,
39 provided, and accomplished in accordance with applicable schedules and tariffs on file with the
40 WUTC.

41
42 6.5 Encourage the undergrounding of electrical transmission lines where feasible, if and when such
43 action is allowed by, and consistent with rates, regulations, and tariffs on file with the WUTC.
44 Along with PSE, work cooperatively with the WUTC to establish rate schedules that equitably
45 allocate the cost of undergrounding transmission lines among PSE customers.

46

1 6.6 The clearing of vegetation from power lines in rights-of-way shall balance the aesthetic
2 standards of the community while enhancing improved system reliability.

3
4 6.7 Support conservation programs undertaken by the electricity provider, and encourage the
5 provider to inform residents about these programs.
6

7
VII. NATURAL GAS

8 Natural gas is provided to Mercer Island by Puget Sound Energy (PSE) under a franchise agreement with
9 the City. The current 15-year agreement expires in the year 2028, with the City having the right to grant a
10 five-year extension. The delivery of natural gas is regulated by the Federal Energy Regulation Commission,
11 the National Office of Pipeline Safety, and the Washington Utilities and Transportation Commission
12 (WUTC). These agencies determine service standards, and safety and emergency provisions. The WUTC
13 also sets rates.
14

15 Natural gas is delivered to Mercer Island via an interstate pipeline system that is owned and operated by
16 Northwest Pipeline Corp. The pipeline connects to PSE's regional distribution network. Natural gas
17 consumed in the Pacific Northwest comes from a variety of sources in the United States and Canada.

18
FUTURE NEEDS

19 While natural gas is not considered a utility that is essential to urban development, it is an alternative
20 energy source currently provided to the majority of homes on Mercer Island. However, as increasing
21 numbers of residents move away from gas to electricity as their energy source for heating/cooling, and
22 hot water, the number of customers is expected to decline. In 2022, in the interests of reducing GHG
23 emissions, the State's Building Code Council has also required that, with a few exceptions, all new
24 commercial and residential construction must use electric heat pumps for heating/cooling and hot water
25 needs.
26

27 New natural gas lines on Mercer Island are installed on an as-requested basis. Natural gas lines are in
28 place in virtually all developed areas of the Island, making natural gas available to most households. As of
29 2021, PSE had 6,936 residential customers, and 187 commercial customers.
30

31 No major new facilities would be required to accommodate this number of customers. New development,
32 as anticipated in the Land Use Element of this Plan, is not expected to significantly affect the number of
33 gas customers on Mercer Island.

34
NATURAL GAS POLICIES

35 7.1 Promote and support conservation and emergency preparedness programs undertaken by PSE,
36 or the current provider, and shall encourage PSE to inform residents about these programs.
37

38
VIII. TELECOMMUNICATIONS

39 Telecommunication utilities on Mercer Island encompass conventional wireline telephone, wireless
40 communications (Cellular telephone, Personal Communication Services (PCS), and Specialized Mobile
41 Radio (SMR)), internet service, and cable television.

1
2 Telecommunication technologies have undergone significant changes in the last several decades. The
3 rapid pace of change in these technologies has been paired with an increasing centrality to the services
4 they provide in people’s lives. Telecommunications have come to be a key component of a high quality
5 of life by facilitating the exchange of information, remote work, and community involvement. More
6 workers work from home and an increasing share of commerce takes place online in the wake of the
7 COVID-19 pandemic, driving demand for faster and more reliable telecommunication services.
8 Throughout the planning period, telecommunication technologies are expected to continue to be an
9 important service in the City.

10
11 Wireless service on Mercer Island is an important utility, allowing residents and visitors to remain
12 connected wherever they go on-island. Wireless communications are provided by several private
13 companies. The Federal Communications Commission (FCC) and City regulate wireless facilities. Rules
14 enacted in 2019 by the FCC curtailed local jurisdictions’ power to regulate wireless facilities. To comply
15 with the 2019 FCC rule change, the City amended its wireless communication facilities regulations in 2021.
16 Between 2015 and 2022, the City processed an annual average of 20 permits for new facilities and
17 improvements to existing facilities. As technology continues to be developed and improved, the existing
18 wireless coverage on Mercer Island is expected to be faster, more available, and more reliable through
19 the planning period.

20
21 Cellular communication involves transmitting and receiving radio signals on frequencies reserved for
22 cellular use. Signals to and from cellular phones are routed along a series of low-powered transmitting
23 antennas located at "cell sites."
24
25

26 *FUTURE NEEDS*

27 As a telecommunications utility, Lumen Technologies is required to provide services on demand.
28

29 Comcast has sufficient capacity to provide cable communications services to any new development on
30 Mercer Island. During its franchise, Viacom replaced the coaxial cable in its trunk-line system on Mercer
31 Island with fiber-optic cable. This 1993 undertaking was a major step toward meeting customer demand
32 for an expanded number of channels and improved reliability.
33

34 The FCC has mandated Enhanced-911 (E-911), which seeks to improve the effectiveness and reliability of
35 wireless 911 service by requiring Automatic Location Identification (ALI). ALI will allow emergency
36 dispatchers to know the precise location of cell phone users to within 50—100 meters.

37 *TELECOMMUNICATIONS POLICIES*

38 8.1 Encourage the consolidation and shared use of utility and communication facilities where
39 feasible. Examples of shared facilities include towers, poles, antennae, substation sites, cables,
40 trenches and easements.
41

42 8.2 Encourage the undergrounding of all existing and new communication lines where feasible and
43 not a health or safety threat.
44

- 1 8.3 Periodically review and revise development regulations for telecom facilities to ensure that a
2 balance exists between the public benefit derived from the facilities and their compatibility
3 with the surrounding environment.
4
- 5 8.4 Work with the cable communications provider to select and implement pilot projects
6 appropriate for Mercer Island that explore the newest advances in cable technology, including
7 interactive cable and public access.
8
- 9 8.5 Continue to participate in a consortium of Eastside jurisdictions to collectively analyze rate
10 adjustments proposed by the cable communications provider.
11
- 12 8.6 The City may allow limited well designed Wireless Communication Facilities (WCF) in the rights-
13 of-way adjacent to Clise Park and Island Crest Park, consistent with the requirements and
14 restrictions in the development code.
15
- 16 8.7 Encourage WCF providers to optimize cell sites to maintain service during inclement weather
17 and natural disasters.
18
- 19 8.8 Establish WCF regulations to minimize noise and visual impacts and mitigate aesthetic or off-
20 site impacts.
21
- 22 8.9 Work with service providers to plan for the provisions of telecommunication infrastructure to
23 provide access to residents and businesses in all communities, especially underserved areas.
24

DRAFT

1 **6 CAPITAL FACILITIES ELEMENT**

2 ***I. INTRODUCTION***

3 ***LAND USE & CAPITAL FACILITIES***

4 Incorporated in 1960, Mercer Island is a "mature" community. Approximately 95 percent of the
5 community's residential lands have already been developed and its commercial centers are now
6 experiencing increasing redevelopment pressures. The remaining lands to be developed are all
7 commercial and residential infill where public facilities have long been established.

8
9 As a "mature community," Mercer Island has made substantial investments in public infrastructure over
10 the last 60 years. As a result, the community largely has sufficient capacity in water and sewer systems,
11 parks, schools, local streets and arterials, and public buildings (City Hall, library, fire stations, and
12 community center) to handle projected growth. However, additional investments may be considered for
13 park improvements as well as open space acquisition and trail development. In addition, improvements
14 will be needed to maintain adopted transportation Level of Service (LOS) standards and to maintain
15 existing infrastructure.

16
17 The following sections of the Capital Facilities Element inventory Mercer Island's existing public facilities
18 in terms of their capacity (quantity) to serve current and forecasted populations through 2035. The
19 Element continues with a discussion of existing "level of service" standards and expenditure requirements
20 to meet those standards. This is followed by a discussion of the City's overall capital planning and financing
21 strategy as well as the revenues available for capital investment. The Element concludes with policies that
22 will guide development of the City Capital Improvement Plan (CIP) and capital investments.

23 ***SUSTAINABILITY***

24 The City of Mercer Island has a long history of sustainability programs and community involvement in
25 general environmental measures. Sustainability is defined as the process of ensuring the wise use and
26 stewardship of all resources within a framework in which environmental, social, cultural and economic
27 well-being are integrated and balanced. It means meeting the needs of today without adversely impacting
28 the ability of future generations to also meet their needs.

29
30 In 2006, a grassroots effort of Island citizens led the City to modify the vision statement in the
31 Comprehensive Plan to include language embracing general sustainability, and in May 2007 the Council
32 committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas
33 (GHG) emissions by 80 percent from 2007 levels by 2050, which was consistent with King County and
34 Washington State targets (the 2050 target was later tightened to 95%).

35
36 The City has pursued a wide range of actions focusing on the sustainability of its internal operations. These
37 measures began with relatively humble recycling and waste reduction campaigns, and then expanded into
38 much larger initiatives such as energy-efficiency retrofits and fleet vehicle upgrades. More recently, the
39 City has installed its own on-site solar photovoltaic (PV) project at the Community and Event Center, and
40 now has a number of electric and hybrid vehicles in the fleet or scheduled for replacement. The City has
41 also been able to increase its tree canopy by 8% from 2007 to 2017.

1 Starting in 2020, 100 percent of government operations are now powered by clean, renewable energy
2 from a new 38-turbine windfarm in Western Washington that the City helped fund. A 20-year contract to
3 purchase carbon-free windpower directly from Puget Sound Energy replaced the City’s prior electricity
4 mix, over half of which was still based on coal and natural gas. The City tracks a number of GHG and
5 sustainability metrics such as energy use and overall carbon footprint.

6
7 In 2011, Mercer Island joined King County and other local cities as a founding member a nationally-
8 recognized, coordinated effort to jointly tackle climate issues and enhance the reach of each City's
9 sustainability initiatives: the [King County-Cities Climate Collaboration \(K4C\)](#). Both City staff and Council
10 Members have consistently participated in a wide range of K4C initiatives.

11
12 Island residents have also engaged in a number of public-facing initiatives, leading to two rooftop solar
13 installation campaigns (adding 110 new arrays), commercial green building requirements in Town Center,
14 very high rates of green power enrollment among residents, and high levels of personal electric vehicle
15 adoption. Since the City’s own operations contribute only one percent of the Island’s emissions, programs
16 that address the two biggest sectors – transportation and energy use in buildings – are critical as
17 community-wide initiatives.

18
19
20
21
22
23 The subset of sustainability work involving GHG emissions and resilience has never been more urgent in
24 Pacific Northwest communities, as we begin to experience the economic and health impacts of changes
25 to our global climate patterns locally. This includes rising average temperatures, changes in rainfall timing
26 and river volumes, and reduced snowpack. Recent extreme heat events and wildfire smoke incidents have
27 underscored this reality for many residents.

28
29 Due to the 20-year horizon envisioned by this Comprehensive Plan, it is especially appropriate to include
30 internal and external measures that address the long-term actions needed to reduce greenhouse gas
31 emissions, ideally in collaboration with other local governments. Actions that the City will implement with
32 the entire community's sustainability in mind are addressed in the Land Use Element of this Plan. The
33 City’s first Climate Action Plan (due Q1 2023) quantifies and enumerates the various City and community
34 actions needed to achieve the GHG reduction targets that successive City Councils have committed to, as
35 part of the City’s K4C membership.

36 ***II. CAPITAL FACILITIES INVENTORY***

37 Listed below is a brief inventory of Mercer Island's public capital facilities. Detailed descriptions of facilities
38 and their components (e.g., recreational facilities in public parks) can be found in the 2022 Parks,
39 Recreation and Open Space (PROS) Plan, the Comprehensive Parks and Recreation Plan and
40 Transportation and Utilities Elements.

41 ***PUBLIC STREETS & ROADS***

42 Mercer Island has over 75 miles of public roads. Interstate 90 and East Link light rail run east-west across
43 the northern end of Mercer Island, providing the only road and transit connections to the rest of the Puget

1 Sound region. Most of the road network on the Island is comprised of local streets serving the Island's
2 residential areas; arterials comprise approximately 25 miles, or one-third, of the system.

3 ***PEDESTRIAN AND BICYCLE FACILITIES***

4 Mercer Island has approximately 56.5 miles of facilities for non-motorized travel. In general, non-
5 motorized facilities serve multiple purposes, including recreational travel for bicycles and pedestrians as
6 well as trips for work and other purposes. On-road facilities for non-motorized travel include sidewalks
7 and paths for pedestrians and bicycle lanes for cyclists. Regional access for non-motorized travel is
8 provided by special bicycle/pedestrian facilities along I-90. Additional detail is provided in the 2010
9 Pedestrian and Bicycle Facilities Plan.

10 ***PARKS & OPEN SPACE***

11 Mercer Island has 481 acres of City parks and open space lands. This acreage comprises about 12 percent
12 of the Island. Eleven City parks, open spaces and playfields are over ten acres in size. Three parks exceed
13 70 acres (Luther Burbank, Pioneer Park, and Aubrey Davis Park). Island residents enjoy 18.5 acres of
14 publicly-owned park and open space lands per 1,000 population. In addition to City park lands,
15 approximately two-thirds of the Mercer Island School District grounds are available to Island residents.
16 An additional 40 acres of private open space tracts are available for residents of many subdivisions on the
17 Island. See Figure 1 for the locations and geographical distributions of the community's parks, open space
18 lands, street end parks, school district lands, I-90 facilities and private/semi-public facilities.

19
20 The City of Mercer Island adopted a Parks, Recreation, and Open Space Plan (PROS Plan) in 2022. The
21 PROS Plan evaluates the levels of service for City parks and open space throughout the City. The PROS
22 plan also considers the future needs of parks and lists projects to be added to the Capital Facilities Plan
23 (CFP) and Capital Reinvestment Plan (CRP). Those projects will maintain parks and open space capacity
24 as growth occurs through the planning period.

25 ***PUBLIC BUILDINGS***

26 Mercer Island is served by seven City-owned public buildings, the Mary Wayte Pool owned by the Mercer
27 Island School District and operated by Olympic Cascade Aquatics, one Post Office and one King County
28 (KCLS) Branch Library. Facility uses, locations, and sizes are listed in Table 1.

29
30 During 2001, construction of a new Main Fire Station and a sizable remodel of the Thrift Shop were
31 completed. The City became the owner of Luther Burbank Park in 2003 after transfer of the property by
32 King County. The Mercer Island Community and Events Center was completed in 2006. The reconstruction
33 of Fire Station 92 at the south end of the Island was completed in 2015.

34
35 **Table 1. Facility uses, locations and sizes**

Facility	Use	Location	Approx. Size
City Hall	Police, Dispatch, General Administration, Municipal Court, Facility Maintenance & Permitting Services	North MI 9611 SE 36th St.	32,000 sq ft
Public Works Shop	Parks, Water, Sewer, Right-of-Way, Stormwater, Fleet, Engineering &	North MI 9601 SE 36th St.	15,000 sq ft

Community and Events Center	Community meeting space, Recreation programs, Gymnasium, and Fitness	North MI 8236 SE 24th St.	42,500 sq ft
Luther Burbank Administration Building	Parks and Recreation and Youth and Family Services Depts.	North MI Luther Burbank Park 2040 84th Ave. SE	5,000 sq ft
Mercer Island Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 sq ft
Fire Station 91	Fire & Emergency Response, Administration	Central Business District 3030 78th Ave. SE	16,600 sq ft
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 sq ft
Mary Wayte Pool	Indoor Swimming Facility	Mid-Island 8815 SE 40th St.	7,500 sq ft
King County Library (KCLS)	Public Library	Mid-Island 4400 88th Ave SE	14,600 sq ft
Fire Station 92	Fire & Emergency Response	South End Shopping Center 8473 SE 68th St.	7,940 sq ft

1

2

PUBLIC SCHOOLS

3

The Mercer Island School District owns and operates one high school, one middle school and four elementary schools. Northwood, the fourth elementary school opened in 2016. Altogether, the School District owns 108.6 acres of land, including those lands dedicated to parks, open space and recreational uses. The District served a 2021-2022 school population of 4,069 students. The District estimates that it has capacity for 5,172 students in its Six-Year Capital Facilities Plan, a capacity surplus of 1,103 students.

8

9

In 1994, the voters approved a \$16.4 million bond issue to modernize the three elementary schools. All these schools underwent \$6 million remodels that were completed in September 1995. In 1996 voters approved a bond issue to modernize the high school. The total cost of the renovation, which included some new construction, was \$37.2 million. In February 2010, the community approved a six-year capital levy for nearly \$4.9 million per year, targeting minor capital replacement costs and improvements at each school site. Included in the levy were funds for the addition of music and orchestra rooms at Mercer Island High School, portable classrooms for elementary and middle schools, hard play area resurfacing at the elementary schools, replacement of the turf field and repair of the track at Mercer Island High School, painting, re-roofing, pavement overlays, security improvements, and other improvements.

18

19

A bond issue was approved by more than 74 percent of Mercer Island voters in February 2014 to address overcrowding in Mercer Island schools. The targeted facilities projects included:

21

22

- Building Northwood, a fourth elementary school;
- Expanding Islander Middle School, including 14 new classrooms and lab spaces, commons and cafeteria, gymnasiums, music rooms and administrative space, and a 100kw rooftop solar array; and

23

24

25

- 1 • Building ten additional classrooms at Mercer Island High School, including four lab spaces and
2 six general education classrooms.

3
4 Annually, the District develops projections primarily utilizing the historical enrollment trends tracked each
5 October for the past five years. In addition to the cohort derived from that historical database, the District
6 looks at much longer "real growth" trends as well as birth rates and female population patterns. The
7 District's Six-Year Capital Facilities Plan adopted in 2020, estimates that enrollment will decline by four
8 percent between 2020 and 2026.

9
10 Provision of an adequate supply of K-12 public school facilities is essential to enhance the educational
11 opportunities for our children and to avoid overcrowding. A variety of factors can contribute to changes
12 in K-12 enrollment, including changes in demographics, the resale of existing homes, and new
13 development. The District is engaged in an ongoing long-range planning process to maintain updated
14 enrollment projections, house anticipated student enrollment, and provide adequate school facilities.
15 Future needs, including proposed improvements and capital expenditures are determined by the District,
16 which has prepared a separate Capital Facilities Plan.

17 *WATER SYSTEM*

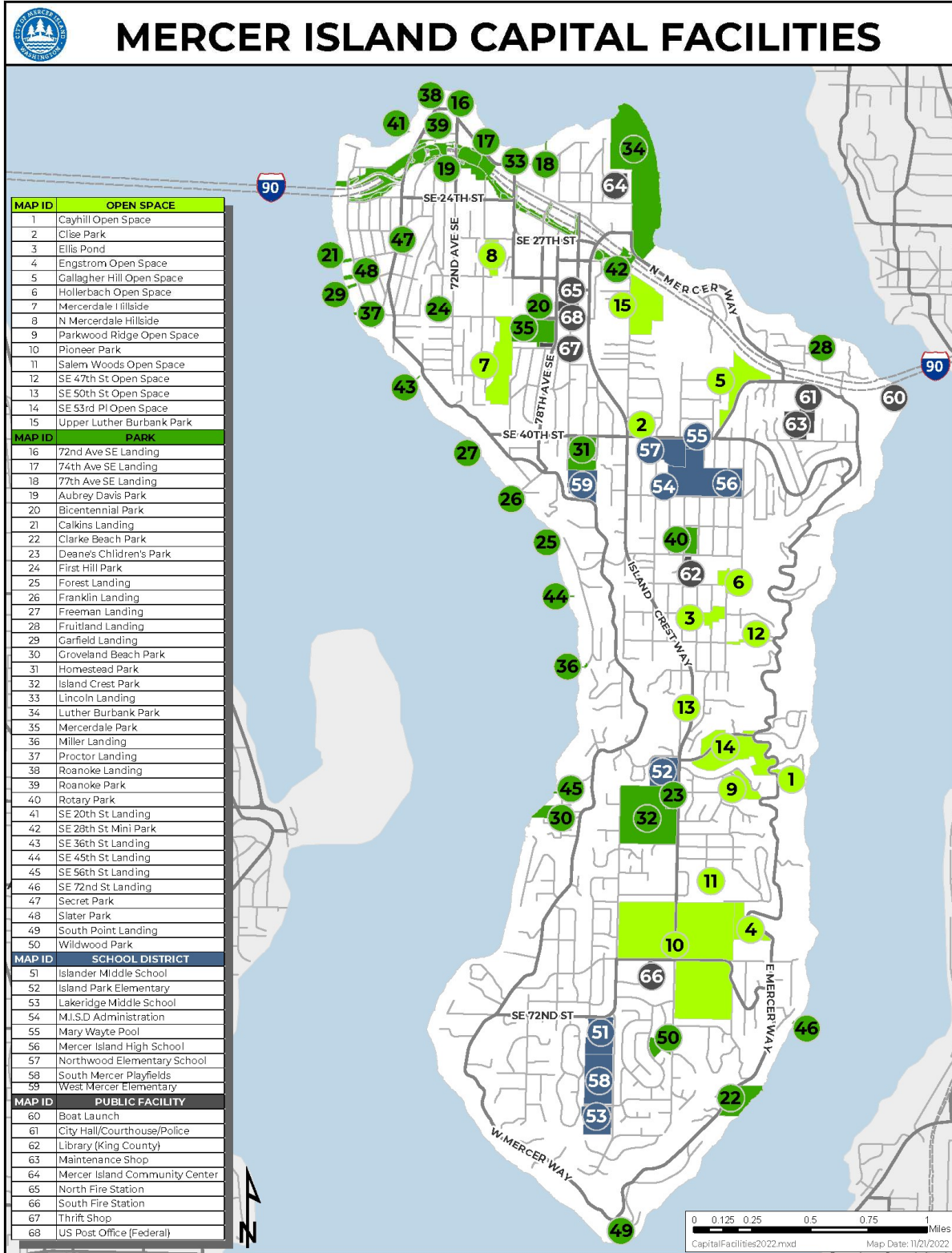
18 The City's Water Utility consists of 113 miles of water mains and transmission lines which serve over 7,530
19 water meters. In addition, the system includes two four-million-gallon storage reservoirs, two pump
20 stations, 86 pressure reducing valve stations, and an emergency well completed in 2010. The City
21 purchases water from Seattle Public Utilities, served by the Cedar and Tolt River watersheds.

22 *SEWER SYSTEM*

23 The Mercer Island sewer utility serves over 7,403 customers. The collection system includes 17 pump
24 stations, two flushing stations, and more than 113 miles of gravity and pressure pipelines, ranging in
25 diameter from three to 24 inches which ultimately flow into King County Department of Natural Resources
26 & Parks (KCDNR) facilities for treatment and disposal at the South Treatment Plant in Renton.

27 *STORM WATER SYSTEM*

28 The Island's storm water system is made up of a complex network of interconnected public and private
29 conveyances for surface water. The system serves 88 separate drainage basins. The major components of
30 the system include more than 15 miles of natural watercourses, 60 percent of these are located on
31 private property; 26 miles of open drainage ditches, 70 percent of which are on public property; 58 miles
32 of public storm drains; 59 miles of private storm drains; more than 5,502 City owned catch basins; and
33 over 3,300 non City owned catch basins.



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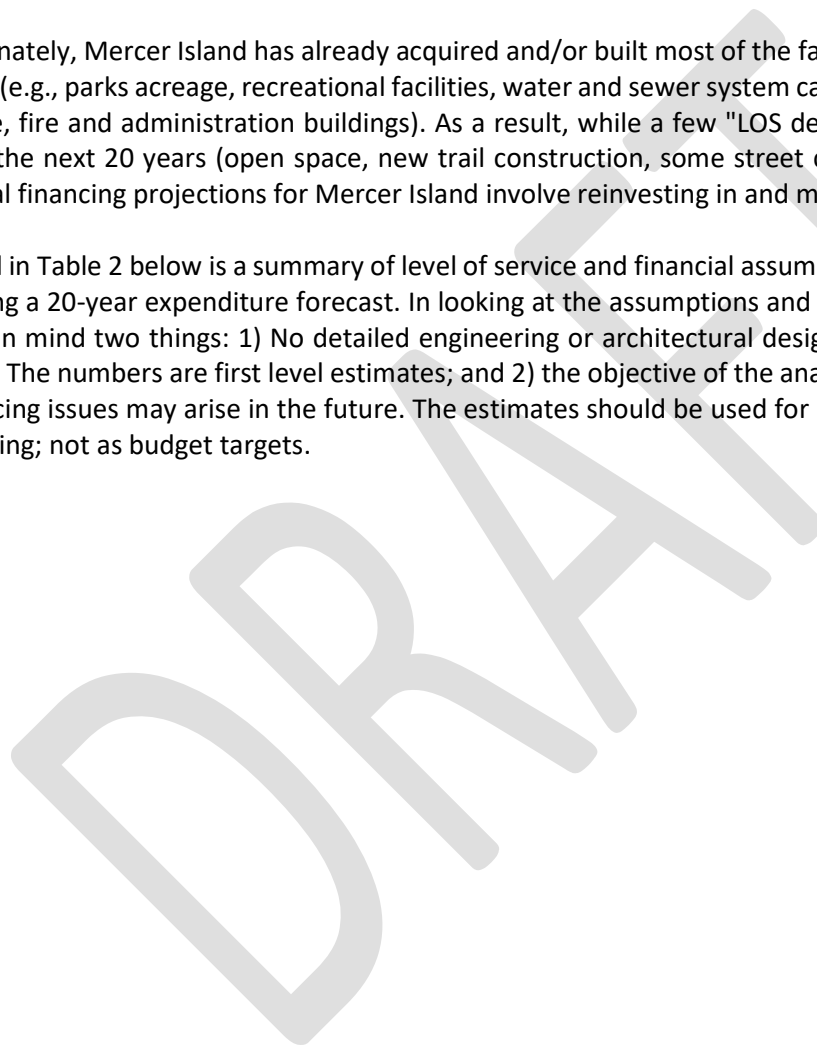
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III. LEVEL OF SERVICE & FORECAST OF FUTURE NEEDS

In analyzing capital financing over 20 years, the City must make estimates in two areas: Cost of New Facilities and the Cost to Maintain Existing Facilities. To estimate the former, the City must evaluate its established levels of service (LOS) for the various types of facilities — streets, parks, recreational facilities, open space, trails, and public buildings — and project future needed investments to reach those service targets. In this case, "Level of Service" refers to the quantitative measure for a given capital facility. See Table 2. In establishing an LOS standard, the community can make reasonable financial choices among the various "infrastructure" facilities that serve the local population.

Fortunately, Mercer Island has already acquired and/or built most of the facilities needed to meet its LOS goals (e.g., parks acreage, recreational facilities, water and sewer system capacity, street system capacity, police, fire and administration buildings). As a result, while a few "LOS deficiencies" must be addressed over the next 20 years (open space, new trail construction, some street capacity improvements), most capital financing projections for Mercer Island involve reinvesting in and maintaining existing assets.

Listed in Table 2 below is a summary of level of service and financial assumptions (by facility type) used in making a 20-year expenditure forecast. In looking at the assumptions and projections, the reader should bear in mind two things: 1) No detailed engineering or architectural design has been made to estimate costs. The numbers are first level estimates; and 2) the objective of the analysis is to predict where major financing issues may arise in the future. The estimates should be used for long range financial and policy planning; not as budget targets.



1

Table 2 — Level of Service & Financial Forecasts¹

Capital Facility	Level of Service Standard	Capital Needs	New Capital Cost (To address deficiency) ²	Annual Reinvestment Cost
Streets				
Arterials	LOS "D"	2 locations identified	\$4,058,720	\$1,126,000
Residential	None	None	\$0	\$920,000
Town Center	LOS "C"	2 locations identified	\$2,928,000	\$166,000
Parking Facilities*	To be assessed*	To be assessed*	To be assessed*	To be assessed*
Existing and New Pedestrian and Bicycle Facilities	See Pedestrian and Bicycle Facilities Plan	Shoulder improvements, 78th Ave. pedestrian and bike improvements, safe routes to school	\$19.6 million	\$327,500
Parks & Open Space	See Parks, Recreation & Open Space (PROS) Plan	Dock infrastructure, restrooms, playgrounds, open space, trails, and athletic fields	\$4.3 million	\$1.3 million Parks & Open Space CIP
Recreational Facilities	See PROS Plan	None	None	None
Schools	Established in the Mercer Island School District No. 400 Six-Year Capital Facilities Plan as may be amended	Maintenance of existing buildings, new elementary school, middle school and high school expansions	\$98.8 million bond	\$7.5 million levy passed February 2022
Water System				
Supply	6.7 m gal/day	None	None	\$6.5 million
Storage	8.0 m gal	None	\$2,750,000	
Distribution	> 30 psi	None	\$55,675,000	
Fire Flow	Multiple	None	None	
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches	\$26 million	\$1.68 million
Storm & Surface Water System				
Piped System	WA DOE Stormwater Manual	Multiple	\$850,000	\$1.2 million
Ravine Basins	WA DOE Stormwater Manual	Multiple	\$365,000	

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6

* An analysis is in progress, capital needs and costs to be evaluated pending completion of studies, after completion of light rail.

1 Notes:

- 2
- 3 1. More detailed LOS standards for capacity, operational reliability, and capital facilities needs can be found in the following
- 4 documents: Transportation Improvement Plan, Water System Plan, General Sewer Plan, Comprehensive Storm Basin
- 5 Review, Parks, Recreation and Open Space (PROS) Plan, Pedestrian and Bicycle Facilities Plan, Open Space Vegetation Plan,
- 6 Luther Burbank Master Plan, Ballfield Use Analysis, and the Transportation Element of this Comprehensive Plan.
- 7
- 8 2. Costs are estimated for the twenty-year planning period from 2024-2044. Actual costs are determined at the time
- 9 improvements are added to the CIP.
- 10
- 11 3. Annual reinvestment cost is estimated based on the total estimated twenty-year cost divided by twenty years. Actual costs
- 12 are not expected to occur annually.

13 **IV. CAPITAL FACILITIES FINANCING**

14 The community should expect most funding for future capital improvements to come from local public

15 sources. Substantial investments in transportation facilities—including parking, sewage collection and

16 conveyance, and stormwater facilities will be needed over the 20-year planning period. Funding for open

17 space acquisition and parks improvements may also be needed to meet community expectations. Private

18 development will finance some minor new capital improvements, such as stormwater facilities, sewage

19 conveyance improvements, and transportation improvements where proposed development will exceed

20 adopted levels of service. Impact fees on new development will also generate some revenue to offset the

21 impact of such growth on Mercer Island's public schools, parks and open space, and transportation

22 facilities.

23 **REVENUE SOURCES**

24 The City's capital program is funded by a variety of revenue sources ranging from largely unrestricted,

25 discretionary sources like General Funds and REET-1 to very restricted sources like fuel taxes and grants.

26 Listed below is a description of the major capital funding sources used by the City.

27

28 **General Fund Revenues** — Revenues from property, sales and utility taxes, other user fees, and state

29 shared revenues. Funds can be used for any municipal purpose and are generally dedicated to the

30 operation of the City's (non-utility) departments and technology and equipment upgrades.

31

32 **Real Estate Excise Taxes (1 & 2)** — Taxes imposed on the seller in real estate transactions. Both REET

33 1 & 2 taxes are levied at one-quarter of one percent of the sale price of the property. Revenues must

34 be used on the following types of projects:

35

36 • **REET 1** — Only to projects identified in the City's Capital Facilities Element. Funds can be

37 used for planning, acquisition, construction and repair of streets, roads, sidewalks, streets and

38 road lighting, traffic signals, bridges, water systems storm and sanitary sewer systems, parks,

39 recreational facilities, trails, and public buildings.

40

41 • **REET 2** — Planning, acquisition, construction and repair of streets, roads, sidewalks, streets

42 and road lighting systems, traffic signals, bridges, water systems, storm and sanitary sewer

43 systems, parks, and planning, construction, repair, or improvement of parks.

44

45 **Fuel Taxes** — City's share of fuel taxes imposed and collected by the state. Revenues must be used

46 for maintenance and construction of the City's arterial and residential streets.

47

1 **Voted Debt** — General obligation bonds issued by the City and paid for by a voter-approved increase
2 in property taxes.

3
4 **User Fees** — Utilities fee for the purchase of a City-provided service or commodity (e.g., water, storm
5 and sanitary sewage collection/treatment). Fees usually based on quantity of service or commodity
6 consumed. Revenues (rates) can be used for any operating or capital project related to the delivery
7 of the utility service or commodity.

8
9 **Impact Fees** — The Growth Management Act (GMA) authorizes cities to impose certain types of
10 impact fees on new development. These fees should pay for the development's proportionate share
11 of the cost of providing the public facilities needed to serve the development. Impact fees can be
12 collected for schools, streets, parks and open space, and fire protection.

13 *THE CAPITAL IMPROVEMENT PROGRAM*

14 The City of Mercer Island separates the Capital Improvement Program into two parts: The Capital
15 Reinvestment Program (CRP) and the Capital Facilities Program (CFP). The CRP contains all major
16 maintenance projects for existing public assets. The CFP consists of proposed new capital facilities.

17
18 Capital Reinvestment Plan (CRP)

19
20 The CRP's purpose is to organize and schedule repair, replacement, and refurbishment of public
21 improvements for the City of Mercer Island. The CRP is a six-year program setting forth each of the
22 proposed maintenance projects, the cost, and funding source within the Capital Improvement Program
23 (CIP) element of each biennial budget. These capital projects are generally paid for from existing City
24 resources.

25
26 The program emphasis in a reinvestment plan is timely repair and maintenance of existing facilities. To
27 this effect, while new equipment and improvements are made to some older fixed assets, the intent is to
28 design a program which will preserve and maintain the City's existing infrastructure. The maintenance and
29 enhancement of the taxpayer's investment in fixed assets remains the City's best defense against the
30 enormous cost of the replacement of older but still very valuable public improvements.

31
32 The CRP is intended to be a public document. For this purpose, it is organized by functional area. Hence,
33 any individual who wishes to gain knowledge about a project need not know the funding source or any
34 other technical information but only needs to know the general type of improvement to find the relevant
35 information. The Capital Reinvestment Program is divided into four functional programmatic areas:
36 streets and pedestrian and bicycle facilities, park and recreational facilities, general government
37 (buildings, equipment, and technology), and utilities — water, sewer, and storm water systems.

38
39 CRP projects are typically "pay as you go," which means that they are funded from the current operations
40 of the City Street Fund, CIP Funds, and the utilities funds.

41
42 Capital Facilities Plan (CFP)

43
44 The CFP is a six-year plan to outline proposed new capital projects. The CFP is also divided into four
45 component parts: streets and pedestrian and bicycle facilities, parks and recreation facilities, general
46 government (buildings, equipment, and technology), and utilities — water, sewer, and storm water

- 1 systems. Like the CRP, the plan for new facilities provides easy access for the public. Each project in the
- 2 plan is described briefly and the total cost and appropriation for the next six years is stated.
- 3
- 4 Funding for CFP projects will be identified in the Capital Improvement Program (CIP) element of each
- 5 biennial budget. However, final funding strategies will be decided simultaneously with the approval of the
- 6 projects. This may involve a bond issue, special grant or a source of revenue that is outside the available
- 7 cash resources of the City.

DRAFT

**CIP Project Summary
Capital Facilities Plan (CFP) and Capital Reinvestment Plan (CRP)**

D	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other	
CB0100	City Hall Building Repairs	CRP	ONGOING	370,500	359,100	210,900	210,900	210,900	210,900	1,573,200			1,573,200														
CB0101	Public Works Building Repairs	CRP	ONGOING	210,900	132,240	34,200	91,200	79,800	79,800	628,140			628,140														
CB0102	MICEC Building Repairs	CRP	ONGOING	357,960	430,350	182,400	202,578	190,380	235,980	1,599,648			1,599,648														
CB0103	FS91 and FS92 Building Repairs	CRP	ONGOING	397,860	250,458	239,058	443,688	190,380	109,668	1,631,112			1,631,112														
CB0104	Luther Burbank Administration Repairs	CRP	ONGOING	324,900	286,140	188,100	139,080	91,200	74,100	1,103,520			1,103,520														
CB0105	Thrift Shop Building Repairs	CRP	ONGOING	254,220	342,000	111,720	116,280	128,820	104,880	1,057,920			1,057,920														
CB0107	Honeywell Site Remediation	CRP	Q4 2022	207,500	207,500					415,000	134,356				22,306	21,788	29,050									207,500	
CB0109	Minor Building Repairs	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000			150,000		150,000												
CB0110	City Hall Renovation - Paint, Carpet, and Furniture	CRP	Q4 2023	660,000						660,000			660,000														
CB0111	Public Works Building Renovation - Paint, Flooring, and Furniture	CRP	Q4 2023	236,500						236,500			59,125		70,950	70,950	35,475										
CB0112	Municipal Court Renovations	CRP	2026	34,200	119,700	285,000	330,600			769,500			769,500														
CB0113	Police Department Renovation	CRP	2028					256,500	1,824,000	2,080,500			2,080,500														
CB0114	Luther Burbank Administration Building Renovation	CRP	2027			57,000	2,232,865			2,289,865			2,289,865														
CB0115	Facilities Plan	CRP	2025	200,000						200,000			200,000														
CB0116	Facility Access Control and Security	CRP	ONGOING	520,980	282,720	47,880	34,200	28,500	28,500	942,780			942,780														
CB0117	Facility Parking Lot Repairs	CRP	2028	375,000	30,000	132,000	190,000	-	28,000	755,000			641,750				113,250										
CB0119	FS91 Fuel Tank Removal	CRP	Q4 2024	75,000	175,000					250,000			250,000														
CB0120	Public Works Building Roof Replacement	CRP	Q2 2023	330,000						330,000			82,500		99,000	99,000	49,500										
18	GENERAL GOVERNMENT PUBLIC BUILDINGS TOTAL			4,865,520	2,665,208	1,481,258	1,865,526	3,459,345	2,745,828	16,822,685	134,356	-	15,719,560	-	342,256	191,738	227,275	-	-	-	-	-	-	-	-	-	207,500
GE0101	Minor Fire Tools and Equipment	CRP	Q4 2024	45,500	42,500					88,000			88,000														
GE0107	Fleet Replacements	CRP	ONGOING	676,729	430,211	911,511	1,305,238	1,474,095	1,152,484	5,950,267																5,950,267	
GE0108	Automated External Defibrillator Replacements	CRP	Q4 2023	94,686						94,686			94,686														
3	GENERAL GOVERNMENT EQUIPMENT TOTAL			816,915	472,711	911,511	1,305,238	1,474,095	1,152,484	6,132,953	-	-	-	182,686	-	-	-	-	-	-	-	-	-	-	-	5,950,267	
GT0101	City Information via Web Based GIS	CRP	Q4 2024	55,000				40,000		95,000			95,000														
GT0104	Mobile Asset Data Collection	CRP	Q2 2022			105,000		-	111,000	216,000		163,000														53,000	
GT0105	High Accuracy Aerial Orthophotos	CRP	Q3 2024	35,000		40,000				75,000			75,000														
GT0108	Technology Equipment Replacement	CRP	ONGOING	145,450	253,200	101,280	179,266	129,071	224,584	1,032,851															1,032,851		
GT0112	ArcGIS Image Server	CRP	Q3 2024	30,000						30,000			30,000														
GT0115	Modernize Municipal Court Services	CRP	Q1 2023	96,000	10,000					106,000			106,000														
GT0116	Emergency Purchases for Equipment and Technology	CRP	ONGOING	25,000	25,000	25,000	25,000	25,000	25,000	150,000			150,000														
GT0117	Cybersecurity Software Update	CRP	Q4 2023	52,500	10,750	-	-	-	-	63,250	10,750		52,500														
8	GENERAL GOVT TECHNOLOGY TOTAL			438,950	298,950	271,280	204,266	194,071	360,584	1,768,101	10,750	163,000	-	508,500	-	-	-	-	-	-	-	-	-	-	1,032,851	53,000	

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ID	Description	Plan	Target Completion Date	Target						TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other
				2023	2024	2025	2026	2027	2028																	
PA0100	Open Space Management	CRP	ONGOING	338,000	347,135	356,544	366,235	376,217	386,499	2,170,630			2,105,630									65,000				
PA0101	Recurring Parks Minor Capital	CRP	ONGOING	149,000	154,000	159,000	164,000	169,000	175,000	970,000			970,000													
PA0103	Trail Renovation and Property Management	CRP	ONGOING	54,000	56,000	58,000	60,000	62,000	64,000	354,000			354,000													
PA0104	Lake Water Irrigation Development	CFP	2025		82,000	141,000				223,000			223,000													
PA0107	Aubrey Davis Park Outdoor Sculpture Gallery Improvements Design	CRP	Q4 2024		33,000	68,000	198,000			299,000			124,000								100,000				75,000	
PA0108	Aubrey Davis Park Luther Lid Connector Trail	CFP	Q4 2024		164,000	853,450				1,017,450			1,017,450													
PA0109	Aubrey Davis Park Trail Safety Improvements	CRP	Q4 2023	385,000						385,000			10,000							375,000						
PA0110	Aubrey Davis Lid A Backstop Replacement	CRP	2028					96,000	689,000	785,000			785,000													
PA0111	Aubrey Davis Park Vegetation Management	CRP	ONGOING	117,000	121,000	125,000	129,000	133,000	137,000	762,000			117,000												645,000	
PA0112	Clarke Beach Shoreline Improvements	CRP	2025			2,814,000				2,814,000			1,814,000							1,000,000						
PA0115	Hollerbach SE 45th Trail System	CFP	2025		93,000	425,955				518,955			518,955													
PA0116	Island Crest Park South Field Lights Replacement and Turf Upgrade	CRP	2026		113,000		1,160,000			1,273,000			1,273,000													
PA0117	Island Crest Park Ballfield Backstops Upgrade & North Infield Turf Replacement	CRP	Q4 2023	1,255,000						1,255,000			1,049,000										206,000			
PA0122	Luther Burbank Dock and Waterfront Improvements	CRP	Q4 2024	928,300	6,597,300					7,525,600			3,666,600							3,859,000						
PA0123	Luther Burbank Minor Capital Levy	CRP	ONGOING	110,000	111,100	112,211	113,333	114,466	115,612	576,722			576,722									110,000				
PA0124	Luther Burbank Park Boiler Building Phase 1	CRP	Q4 2023	2,012,300						2,012,300			1,499,300							513,000						
PA0126	Mercerdale Park Master Plan	CRP	Q4 2023	200,000						200,000			200,000													
PA0129	Pioneer Park/Engstrom OS Forest Management	CRP	ONGOING	191,000	197,000	203,000	210,000	217,000	224,000	1,242,000			1,165,000								77,000					
PA0130	Roanoke Park Playground Replacement	CRP	Q4 2024	60,000	431,000					491,000			491,000													
PA0131	South Mercer Turf Replacement and Ballfield Backstops Upgrade	CRP	2025		245,000	3,010,000				3,255,000			2,955,000								300,000					
PA0132	Upper Luther Burbank Ravine Trail Phase 2	CFP	2026			113,000	261,000			374,000			261,000										113,000			
PA0133	MICEC Technology and Equipment Replacement	CRP	ONGOING	58,000	58,000	58,000	58,000	58,000	58,000	348,000	108,000														240,000	
PA0136	Luther Burbank Park South Shoreline Restoration	CRP	Q4 2023	575,000						575,000										169,000				406,000		
PA0138	Luther Burbank Swim Beach Renovation Design	CRP	2026		55,000	113,000	1,015,000			1,183,000			683,000							500,000						
PA0140	Aubrey Davis Mountains to Sound Trail Pavement Renovation	CRP	Q4 2024	101,000						101,000			101,000													
PA0141	Aubrey Davis Mountains to Sound Trail Connection at Shorewood	CFP	Q4 2024		82,000					82,000			82,000													
PA0142	Aubrey Davis Park Tennis Court Resurfacing/Shared-Use Pickleball	CRP	Q4 2024		121,000					121,000			63,000										58,000			
PA0143	Luther Burbank Park Tennis Court Renovation/Shared-Use Pickleball	CRP	Q4 2024	107,000	438,000					545,000			202,000							193,000			150,000			
PA0144	Luther Burbank Park Parking Lot Lighting	CRP	Q4 2023	133,000						133,000			133,000													
PA0145	Deane's Children's Park Playground Replacement Design	CRP	Q4 2023	226,000						226,000			226,000													
PA0146	South Point Landing General Park Improvements	CFP	Q4 2024		159,180					159,180			159,180													
PA0147	Roanoke Park General Park & ADA Improvements	CRP	2028					30,000	93,000	123,000			123,000													
PA0148	Aubrey Davis Park Intersection and Crossing Improvements	CRP	2028	80,000	83,000	86,000	89,000	92,000	95,000	525,000			525,000													
PA0149	Ellis Pond Aquatic Habitat Enhancement	CRP	Q4 2023	20,000						20,000						20,000										
PA0150	Spray Park Site Analysis	CFP	Q4 2023	50,000						50,000			50,000													
PA0151	Groveland Beach Dock Replacement & Shoreline Improvements	CRP	2026					4,180,000		4,180,000			3,500,000							680,000						
PA0152	Aubrey Davis MTS Trail Lighting from ICW to Shorewood	CRP	2027			58,000	299,000			357,000			357,000													
PA0153	Mercerdale Hillside Trail Renovation	CRP	2028					120,000	615,000	735,000			735,000													
PA0154	Wildwood Park ADA Perimeter Path & General Park Improvements	CRP	2027			58,000	180,000			238,000			238,000													
PA0155	Aubrey Davis Lid B Playground Replacement and ADA Parking	CRP	2027			232,000	836,000			1,068,000	107,000		961,000													
PA0156	Aubrey Davis Lid B Restroom and ADA Path	CFP	2027			232,000	1,195,000			1,427,000			1,070,250							356,750						
PA0157	Clarke and Groveland Beach Joint Master Plan	CFP	Q4 2023	300,000						300,000			300,000													
PA0158	First Hill Park Playground Replacement & Court Resurfacing	CRP	2026			87,000	329,000			416,000			416,000													
PA0159	Luther Burbank Park Amphitheater Renovation (Design Only)	CRP	2025		85,000					85,000											85,000					
PA0160	MICEC to LBP Stair Replacement	CRP	2028					36,000	197,000	233,000			233,000													
PA0161	Secret Park Playground Replacement	CRP	2028					87,000	448,000	535,000			535,000													
PA0162	MICEC Parking Lot Planter Bed Renovation	CRP	2027					239,000		239,000			239,000													
PA0163	MICEC Generator for Emergency Use	CRP	2027					478,000		478,000			478,000													
PA0164	Systemwide Property Acquisition - Reserve	CFP	ONGOING			500,000	500,000			2,000,000			2,000,000													
PA0165	Bike Skills Area	CFP	Q4 2023	302,500						302,500			302,500													
PA0166	Luther Burbank Park Boiler Building Phase 2	CRP	2028					239,000	3,690,000	3,929,000			3,929,000													
51	PARKS, RECREATION, & OPEN SPACE TOTAL			7,752,100	9,740,715	9,368,160	5,232,568	9,497,683	3,797,111	45,388,337	108,000	107,000	34,877,587				20,000		656,750	85,000	7,389,000	252,000		933,000		960,000

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SP0100	Residential Street Resurfacing	CRP	ONGOING	900,000	920,000	940,000	960,000	980,000	1,000,000	5,700,000		4,320,000			630,000	90,000	660,000										
SP0101	Arterial Preservation Program	CRP	ONGOING	75,000	77,000	78,000	80,000	82,000	83,000	475,000		415,000			12,000	30,000	18,000										
SP0104	North Mercer Way (7500 to Roanoke)	CRP	Q4 2023	616,000						616,000		428,000			105,000	8,000	75,000										
SP0106	Gallagher Hill Road Overlay (SE 36th to SE 40th Streets)	CRP	2025		77,000					587,000		510,000			35,000	8,000	60,000										
SP0107	SE 40th Street Overlay (88th Ave SE to Gallagher Hill Rd)	CRP	2025		51,000	365,000				416,000		402,000			10,000	2,000	2,000										
SP0110	SE 27th Street Overlay (76th Ave SE to 80th Ave SE)	CRP	Q4 2024		668,000					668,000		580,000			25,000	13,000	50,000										
SP0111	80th Ave SE Sidewalk Improvements (SE 27th to SE 32nd Street)	CRP	Q3 2023	1,376,000						1,376,000								1,376,000									
SP0112	78th Ave SE Sidewalk Improvements (SE 32nd to SE 34th Street)	CRP	2025		77,000	702,000				779,000								779,000									
SP0114	West Mercer Way Roadside Shoulders - Ph 4 (8100 WMW - 8400 EMW)	CFP	Q3 2024		693,820					693,820		438,820			85,000	5,000	165,000										
SP0115	Gallagher Hill Road Sidewalk Improvements (SE 36th to SE 40th Streets)	CFP	2025		102,000	409,330				511,330		511,330															
SP0116	SE 40th Street Sidewalk Improvements (Gallagher Hill to 93rd Ave)	CRP	2025		82,000	916,000				998,000					33,000	6,000	46,000										
SP0118	ADA Transition Plan Implementation	CRP	ONGOING	200,000	204,000		213,000		444,000	1,061,000																	
SP0122	Minor Capital - Traffic Safety and Operations Improvements	CRP	ONGOING	100,000		104,000		108,000		312,000																	
SP0123	North Mercer Way - MI P&R Frontage Improvements	CRP	2028		1,203,000					1,203,000								1,203,000									
SP0125	P&B Plan Implementation	CFP	ONGOING	100,000		104,000		108,000		312,000																	
SP0126	West Mercer Way Resurfacing (SE 56th to EMW)	CRP	2028						2,150,000	2,150,000					50,000	125,000	125,000										
SP0127	SE 36th Street Overlay (Gallagher Hill Rd to EMW)	CRP	2025			611,000				611,000				45,000	8,000	50,000											
SP0128	North Mercer Way Overlay (8400 Block to SE 35th Street)	CRP	2026				800,000			800,000				95,000	8,000	75,000											
SP0131	SE 32nd Street Sidewalk Improvements (77th to 78th Ave. SE)	CRP	2025		51,000	274,000				325,000																	
SP0132	East Mercer Way Roadside Shoulders - Ph 11 (SE 79th St. to 8400 block)	CFP	2026				531,000			531,000					62,000		86,000										
SP0133	Pedestrian & Bicycle Facilities Plan Update	CFP	2025				186,000	190,000		376,000																	
SP0134	East Mercer Way Overlay (SE 36th Street to SE 40th Street)	CRP	2027					425,000		425,000					30,000		30,000										
SP0135	Island Crest Way Corridor Improvements	CFP	Q4 2024	382,000	1,140,035					1,522,035																	
SP0136	77th Ave SE Channelization Upgrades (SE 32nd to North Mercer Way)	CRP	2026				53,000			53,000																	
SP0137	Traffic Signal Safety Improvements	CRP	Q4 2024	30,000	155,000					185,000																182,000	
25	STREETS, PEDESTRIANS, & BICYCLE FACILITIES TOTAL			3,779,000	5,500,855	5,013,330	2,823,000	1,893,000	3,677,000	22,686,185	-	13,933,150	-	-	1,217,000	303,000	1,442,000	5,609,035	-	-	182,000	-	-	-	-	-	

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other	
SU0100	Emergency Sewer System Repairs	CRP	ONGOING	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000						1,800,000											
SU0103	Easement, Access, Codes, and Standards Review	CRP	Q4 2024	150,000	150,000					300,000																	
SU0108	Comprehensive Pipeline R&R Program	CRP	ONGOING	550,000	550,000	550,000	550,000	550,000	550,000	3,300,000						3,300,000											
SU0109	Sewer System Generator Replacement	CRP	ONGOING	200,000	200,000				50,000	450,000																	
SU0113	SCADA System Replacement (Sewer)	CRP	Q4 2024	1,500,000	500,000					2,000,000																	
SU0114	Sewer System Components	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000																	
SU0115	Sewer Pipe Replacements & Upsizing	CRP	Q4 2024	600,000						600,000																	
SU0116	Comprehensive Inflow/ Infiltration Evaluation	CRP	2028				100,000	100,000	100,000	300,000																	
SU0117	Pump Station Rehabilitation & Replacement Assessment	CRP	2025	300,000	300,000					600,000																	
SU0119	Pump Station Accessibility Improvements	CRP	ONGOING			150,000	150,000	200,000	200,000	700,000																	
SU0120	Pump Station & HGMH Flow Monitoring	CRP	ONGOING			300,000	300,000	300,000	300,000	1,200,000																	
SU0121	Pipe Flow Monitoring	CRP	ONGOING			280,000	280,000	280,000	280,000	1,120,000																	
SU0122	Lake Line Locating and Marking	CRP	2027			950,000	1,025,000	925,000		2,900,000																	
SU0123	Lake Line Condition Assessment	CRP	2028						1,000,000	1,000,000																	
SU0124	Comprehensive Hydraulic Model Development	CRP	2028					1,000,000	1,000,000	2,000,000																	
SU0125	General Sewer Plan Update	CRP	2028					75,000	75,000	150,000																	
SU0126	Shorediff Ln & SE 24th Pipe Upsize	CRP	2026			60,000	360,000			420,000																	
SU0127	Backyard Sewer System Improvement Program	CRP	ONGOING	130,000	120,000	130,000	120,000	130,000	120,000	750,000																	
SU0128	Pump Station Rehabilitation & Replacement Improvements	CRP	ONGOING	150,000	950,000	800,000	150,000	950,000	800,000	3,800,000																	
19	SEWER UTILITY TOTAL			3,930,000	3,120,000	3,570,000	3,385,000	4,860,000	4,825,000	23,690,000	-	-	-	-	-	23,690,000	-	-	-	-	-	-	-	-	-	-	

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Item 13.

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other	
SW0107	Sub basin 47.4 and Sub basin 10.4 Watercourse Stabilization	CRP	2026			58,289	307,150			365,439							365,439										
SW0109	Sub basin 24a.1 Watercourse Stabilization	CRP	Q4 2024	18,341	61,642					79,983							79,983										
SW0110	Sub basin 39a.2 Watercourse Stabilization	CRP	Q4 2024	17,272	43,640					60,912							60,912										
SW0111	Sub basin 46a.3 Watercourse Stabilization	CRP	Q4 2024	52,100	405,500					457,600							457,600										
SW0112	Sub basin 34.1 Watercourse Stabilization	CRP	2025		26,500	103,000				129,500							129,500										
SW0113	Sub basin 45b.4 Watercourse Stabilization	CRP	2025		30,719	93,047				123,766							123,766										
SW0114	Sub basin 29.3 Watercourse Stabilization	CRP	2025		49,266	129,665				178,931							178,931										
SW0115	Watercourse Stabilization - Sub-Basin 42.2, 42.3, 42.8, 42.8a	CRP	2026			97,006	378,523			475,529							475,529										
SW0116	Watercourse Stabilization - Sub-Basin 44b.3	CRP	2026			32,452	76,840			109,292							109,292										
SW0117	Watercourse Stabilization - Sub-Basin 32b.1 and 32.2	CRP	2026			53,600	170,250			223,850							223,850										
SW0118	Watercourse Minor Repairs and Maintenance	CRP	2025			111,300				111,300							111,300										
SW0127	Stormwater Trunkline Condition and Capacity Assessments	CRP	ONGOING	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000							1,500,000										
SW0128	Basin 18C Drainage Improvement	CRP	Q4 2023	185,000						185,000							185,000										
SW0129	Basin 25B Neighborhood Drainage Improvements	CRP	Q4 2023	173,000						173,000							173,000										
SW0130	Basin 32B - SE 72nd St Drainage Capacity Improvement	CRP	Q4 2024		189,330					189,330							189,330										
SW0131	Basin 42- SE 58th St Drainage Improvement at cul-de-sac	CRP	2025			77,000				77,000							77,000										
SW0132	Sub-Basin 22.1 Watercourse Stabilization - Final Design and Construction	CRP	Q4 2023	148,698						148,698							148,698										
SW0133	Sub-Basin 25b.2 Watercourse Stabilization - Final Design and Construction	CRP	Q4 2023	155,100						155,100							155,100										
SW0134	Emergency Stormwater Conveyance Repairs	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000							300,000										
SW0135	Conveyance System Assessments (Basin Specific)	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000							300,000										
SW0136	Conveyance System Improvements (2027-2028)	CRP	2028					1,000,000	1,000,000	2,000,000							2,000,000										
SW0137	Street Related Storm Drainage Improvements	CRP	Q4 2024	100,000	100,000	100,000	100,000	100,000	100,000	600,000							600,000										
22	STORM WATER UTILITY TOTAL			1,199,511	1,236,597	1,205,359	1,382,763	1,450,000	1,450,000	7,944,230							7,944,230										

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other		
WU0100	Emergency Water System Repairs	CRP	ONGOING	150,000	150,000	150,000	150,000	150,000	150,000	900,000					900,000													
WU0102	SCADA System Replacement (Water)	CRP	Q4 2023	75,000						75,000					75,000													
WU0103	Water Reservoir Improvements	CRP	Q4 2024	2,805,000	2,750,000					5,555,000					5,555,000													
WU0112	Water System Components Replacement	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000					300,000													
WU0115	Water Modeling and Fire Flow Analysis	CRP	ONGOING	15,000	50,000	15,000	50,000	15,000	50,000	195,000					195,000													
WU0117	Meter Replacement Implementation	CRP	Q4 2024	3,850,000	3,005,000					6,855,000					6,855,000													
WU0120	First Hill Generator Replacement	CRP	Q4 2024	400,000	400,000					800,000					800,000													
WU0128	Reservoir Pump Replacement	CRP	Q4 2024	540,000	540,000					1,080,000					1,080,000													
WU0130	2023 Water System Improvements (First Hill, NMW, SE 37th Pl, SE 41st, & SE 42)	CRP	Q4 2023	4,684,000						4,684,000					4,684,000													
WU0131	2024 Water System Improvements (8600 Block SE 47th & SE 59th)	CRP	Q4 2024	373,000	2,082,000					2,455,000					2,455,000													
WU0132	2026 Water System Improvements (west Island - SE 37th PL & 5300 block WMW)	CRP	2026			89,000	498,000			587,000					587,000													
WU0133	2027 Water System Improvements (south end in Avalon neighborhood)	CRP	2027				352,000	1,970,000		2,322,000					2,322,000													
WU0134	2028 Water Main Replacement (south Towncenter and north of P & R)	CRP	2028					443,000	2,475,000	2,918,000					2,918,000													
WU0135	2024 AC Main Replacement (Gallagher Hill Rd, Greenbrier and SE 40th)	CRP	Q4 2024	479,000	2,680,000					3,159,000					3,159,000													
WU0136	2025 AC Main Replacement (Upper Mercerwood)	CRP	2025		1,040,000	5,822,000				6,862,000					6,862,000													
WU0137	2026 AC Main Replacement (3800 Block East Mercer Way)	CRP	2026			451,000	2,529,000			2,980,000					2,980,000													
WU0138	2027 AC Main Replacement (Lower Mercerwood)	CRP	2027				576,000	3,227,000		3,803,000					3,803,000													
WU0139	2028 AC Main Replacement (SE 40th to SE 36th and 97th Ave to EMW)	CRP	2028					289,000	1,616,000	1,905,000					1,905,000													
WU0140	Pressure Reducing Valve Station Replacements	CRP	ONGOING	395,000	2,025,000	2,025,000	395,000	2,025,000	-	6,865,000					2,420,000								4,445,000					
WU0141	Street Related Water System Improvements	CRP	ONGOING	150,000	150,000	150,000	150,000	150,000	150,000	900,000					900,000													
WU0142	Emergency Well #2 Site Evaluation	CRP	Q4 2024		45,000					45,000					45,000													
21	WATER UTILITY TOTAL			13,966,000	14,967,000	8,752,000	4,750,000	8,319,000	4,491,000	55,245,000					50,800,000													
166	TOTAL			\$ 36,487,896	\$ 38,022,036	\$ 30,572,898	\$ 20,948,361	\$ 31,147,194	\$ 22,499,007	\$ 179,677,490	\$ 253,106	\$ 14,203,150	\$ 50,597,147	\$ 691,186	\$ 2,359,256	\$ 24,184,738	\$ 9,633,505	\$ 5,609,035	\$ 656,750	\$ 85,000	\$ 7,571,000	\$ 252,000	\$ 4,445,000	\$ 933,000	\$ 6,983,117	\$ 1,220,500		

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V. CAPITAL FACILITIES GOALS AND POLICIES

Together with the City's Management and Budget Policies contained in the City's budget (and Capital Improvement Program), the following goal and policies guide the acquisition, maintenance, and investment in the City's capital assets.

GOAL 1:

Ensure that capital facilities and public services necessary to support existing and new development are available at locally adopted levels of service.

- 1.1 The Capital Improvement Program (CIP) shall identify and plan for projects needed to maintain adopted levels of service for services provided by the City.
- 1.2 The City shall schedule capital improvements in accordance with the adopted six-year CIP. From time to time, emergencies or special opportunities may be considered that may require a re-scheduling of projects in the CIP.
- 1.3 The CIP shall be developed in accordance with requirements of the Growth Management Act and consistent with the Capital Facilities Element of the City's Comprehensive Plan.
- 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.
- 1.5 If projected expenditures for needed capital facilities exceed projected revenues, the City shall re-evaluate the established service level standards and the Land Use Element of the Comprehensive Plan, seeking to identify adjustments in future growth patterns and/or capital investment requirements.
- 1.6 Within the context of a biennial budget, the City shall update the six-year CIP every two years. The CIP, as amended biennially, is adopted by reference as Appendix B of this Comprehensive Plan.
- 1.7 The City's two-year capital budget shall be based on the six-year CIP.
- 1.8 The Capital Facilities Element shall be periodically updated to identify existing and projected level of service deficiencies and their public financing requirements, based on projected population growth. Capital expenditures for maintenance, upgrades and replacement of existing facilities should be identified in the biennial budget and six-year CIP.
- 1.9 The City shall coordinate development of the capital improvement budget with the general fund budget. Future operation costs associated with new capital improvements should be included in operating budget forecasts.
- 1.10 The City shall seek to maintain its assets at a level adequate to protect capital investment and minimize future maintenance and replacement costs.

- 1 1.11 Highest priority for funding capital projects should be for improvements that protect the public
2 health and safety.
- 3
- 4 1.12 The City will adopt a Hazard Mitigation Plan. This Plan will be updated periodically and shall
5 guide City efforts to maintain reliability of key infrastructure and address vulnerabilities and
6 potential impacts associated with natural hazards.
- 7
- 8 1.13 Maintenance of and reinvestment in existing facilities should be financed on a "pay as you go"
9 basis using ongoing revenues.
- 10
- 11 1.14 Acquisition or construction of new capital assets should be financed with new revenues (such
12 as voter approved taxes or external grants).
- 13
- 14 1.15 Water, sanitary sewer, and storm water capital investments less than \$2,000,000 in value
15 should be financed through utility user fees.
- 16
- 17 1.16 Coordinate with other entities that provide public services within the City to encourage the
18 consistent provision of adequate public services.
- 19
- 20 1.17 Develop and adopt new impact fees, or refine existing impact fees, in accordance with the
21 Growth Management Act, as part of the financing for public facilities. Public facilities for which
22 impact fees may be collected shall include public streets and roads; publicly owned parks, open
23 space and recreation facilities; school facilities; and City fire protection facilities.
- 24
- 25 1.18 In accordance with the Growth Management Act, impact fees shall only be imposed for system
26 improvements which are reasonably related to the new development; shall not exceed a
27 proportionate share of the costs of system improvements reasonably related to the new
28 development; and shall be used for system improvements that will reasonably benefit the new
29 development.
- 30
- 31 1.19 The City adopts by reference the "standard of service" for primary and secondary education
32 levels of service set forth in the Mercer Island School District's capital facilities plan, as adopted
33 and periodically amended by the Mercer Island School District Board of Directors.
- 34
- 35 1.20 The School District's capital facilities plan, as amended yearly, is adopted by reference as
36 Appendix C of this Comprehensive Plan for the purpose of providing a policy basis for collection
37 of school impact fees.
- 38
- 39 1.21 City operations should be optimized to minimize carbon footprint impacts, especially with
40 respect to energy consumption, waste reduction, and procurement. New Capital Facilities
41 should incorporate and encourage the sustainable stewardship of the natural environment,
42 consider the benefit of creating cutting-edge, demonstration projects, and favor options that
43 have the lowest feasible carbon footprint and greatest carbon sequestration potential. The
44 City's commitment to adopted GHG emission reduction targets as part of its membership in the
45 K4C should be considered.
- 46
- 47 1.22 City procurement should include consideration of total lifecycle costs, recycled content, and
48 other common measures of product sustainability.

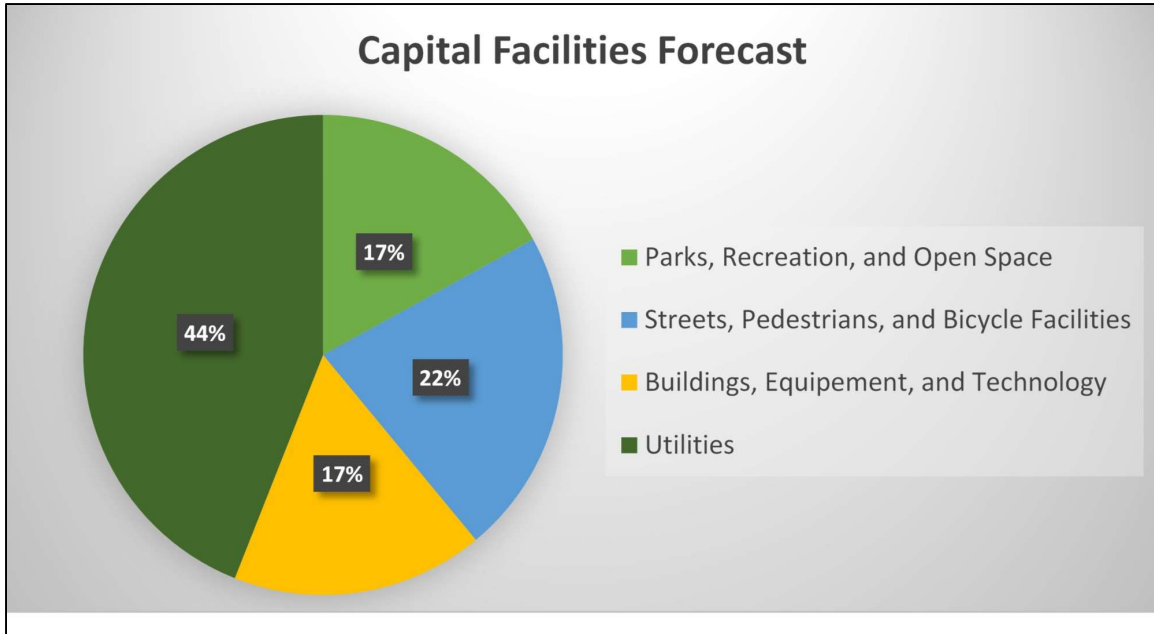
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- 1.23 Operate City facilities in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, both of which are required by City Code for all multi-family and commercial construction in Town Center..
- 1.24 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the Parks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes,, minimized use of chemicals, and reductions in energy and fuel use.
- 1.25 Implement proposed projects in the City's Pedestrian and Bicycle Facilities Plan (PBF), with emphasis placed on quick and affordable early fixes that demonstrate the City's progress in providing safe alternative transportation modes to the public.
- 1.26 Establish goals, policies, and strategies for parks and open space facilities in the Parks, Recreation, and Open Space (PROS) Plan.

VI. CAPITAL FACILITIES FINANCIAL FORECAST

In analyzing the City's existing and projected expenditure and revenues for its capital facilities in light of the City's established levels of service standards (LOS) and capital financing policies (city budget), a sustainable 20-year forecast emerges. Figure 2 and Table 3 below shows the 20-year impacts of capital investments for the City's infrastructure.

1

Figure 2 Capital Facilities Forecast



2
3
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Table 3 Capital Facilities Forecast

		Streets and Trails (PBF)	Parks & Open Space	Public Buildings	Water	Sewer	Storm Drainage
CAPITAL COSTS	20-year est. capital expenditures	60,300,600	43,613,471	19,039,743	121,593,481	26,280,635	28,072,472
REVENUE SOURCES	REET 1		28,564,570	14,644,728			
	REET 2	43,209,298					
	Grants	1,000,000	3,292,500	3,292,500			150,000
	Fuel Taxes	7,081,833					
	Water Rates				247,137,290		
	Sewer Rates					216,381,050	
	Storm Rates						50,135,809
	Levy		458,000				
	Debt			1,560,000			
	TBD	7,000,000					
Other	2,009,469	14,410,753	2,835,015				

5

VII. PROCESS FOR SITING PUBLIC FACILITIES

6

BACKGROUND STATE & COUNTY

7

8 The Growth Management Act requires that jurisdictions planning under its authority develop and adopt
9 a process for identifying and siting essential public facilities, including those facilities typically difficult to
10 site.

1 The State Office of Financial Management maintains a list of those essential state facilities that are
2 required or likely to be built within the next six years. The list includes: airports; state education facilities;
3 state or regional transportation facilities; state and local correctional facilities; solid waste handling
4 facilities; in-patient facilities including substance abuse facilities, mental health facilities and group homes;
5 wastewater treatment facilities; utility and energy facilities; and parks and recreation facilities.

6
7 King County policies also identify the parameters for the siting of new public capital facilities of a county-
8 or state-wide nature. The facilities shall be sited so as to support countywide land use patterns, support
9 economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public
10 costs. Public facilities development projects are also to be prioritized, coordinated, planned and sited
11 through an inter jurisdictional process.

12
13 Interstate 90 represents the community's largest essential public facility of a regional or statewide nature.
14 Given the lack of available land, the residential nature of Mercer Island and the comparatively high land
15 and development costs, future siting of major regional or state facilities on Mercer Island is most likely
16 unrealistic and incompatible with existing land uses.

17 **MERCER ISLAND FACILITIES**

18 At the local level, the City of Mercer Island identifies facilities as essential to the community: public safety
19 facilities (fire and police), general administration and maintenance (City Hall), Public Works operations
20 (public works facility), public library, public schools and facilities housing human services and
21 recreation/community service programs. These facilities are not generally classified as "essential public
22 facilities" as they do not have the same level of regional importance and difficulty in siting. Though not
23 "essential" under GMA, these public facilities provide public services that are important to the quality of
24 life on Mercer Island and should be available when and where needed.

25
26 The City of Mercer Island employs many methods in the planning for and siting of public facilities: land
27 use codes, environmental impact studies, and compliance with state and federal regulatory requirements.
28 In addition, the Transportation, Utilities and Capital Facilities Elements of the Comprehensive Plan identify
29 existing and future local public facilities and require substantial public involvement in the siting of those
30 facilities.

31
32 However, because the vast majority of Mercer Island's available land has been developed for residential
33 uses (over 95 percent), siting most public facilities that are generally regarded as not compatible with
34 residential land uses becomes problematic.

35
36 In the past, siting local public or human services facilities has produced a wide range of responses within
37 the community. Community acceptance is a significant issue and nearly always has a strong influence on
38 final site selection. Developing a basic framework for community involvement early in the facilities
39 development process clearly enhances the whole siting process. The City should establish a public
40 participation plan that involves the community during the siting and development processes and, if
41 necessary, after operations begin at the facility.

42
43 In large part, the most effective facilities siting approaches include early community notification and
44 ongoing community involvement concerning both the facilities and the services provided at the site. Use
45 of these strategies creates opportunities to build cooperative relationships between the City, the adjacent

1 neighbors and the broader community who use the services. They also help to clearly define the rights
2 and responsibilities of all concerned.

3 ***POLICIES FOR SITING PUBLIC FACILITIES AND ESSENTIAL PUBLIC FACILITIES***

4 The purpose of the Essential Public Facilities Siting Process is to ensure that public services are available
5 and accessible to Mercer Island and that the facilities are sited and constructed to provide those services
6 in a timely manner. Site selection is an important component in facilities development and should occur
7 within a process that includes adequate public review and comment and promotes trust between City and
8 the community.

9
10 2.1 Essential public facilities should be sited consistent with the King County Countywide Planning
11 Policies.

12
13 2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the
14 following:

15
16 (a) An inventory of similar existing essential public facilities, including their locations and
17 capacities;

18
19 (b) A forecast and demonstration of the future need for the essential public facility;

20
21 (c) An analysis of the potential social and economic impacts and benefits to jurisdictions
22 receiving or surrounding the facilities;

23
24 (d) An analysis of the proposal's consistency with County and City policies;

25
26 (e) An analysis of alternatives to the facility, including decentralization, conservation,
27 demand management and other strategies;

28
29 (f) An analysis of alternative sites based on siting criteria developed through an inter-
30 jurisdictional process;

31
32 (g) An analysis of environmental, climate change, and health impacts and mitigation; and

33
34 (h) Extensive public involvement consistent with the Public Participation Principles outlined
35 in the Introductory section of the Comprehensive Plan.

36
37 2.3 Local public facility siting decisions shall be consistent with the Public Participation Principles
38 outlined in the Introductory section of the Comprehensive Plan.

39
40 2.4 Local public facility siting decisions shall be based on clear criteria that address (at least) issues
41 of service delivery and neighborhood impacts.

42
43 2.5 City departments shall describe efforts to comply with the Essential Public Facilities Siting
44 process when outlining future capital needs in the Capital Improvements Program budget.
45

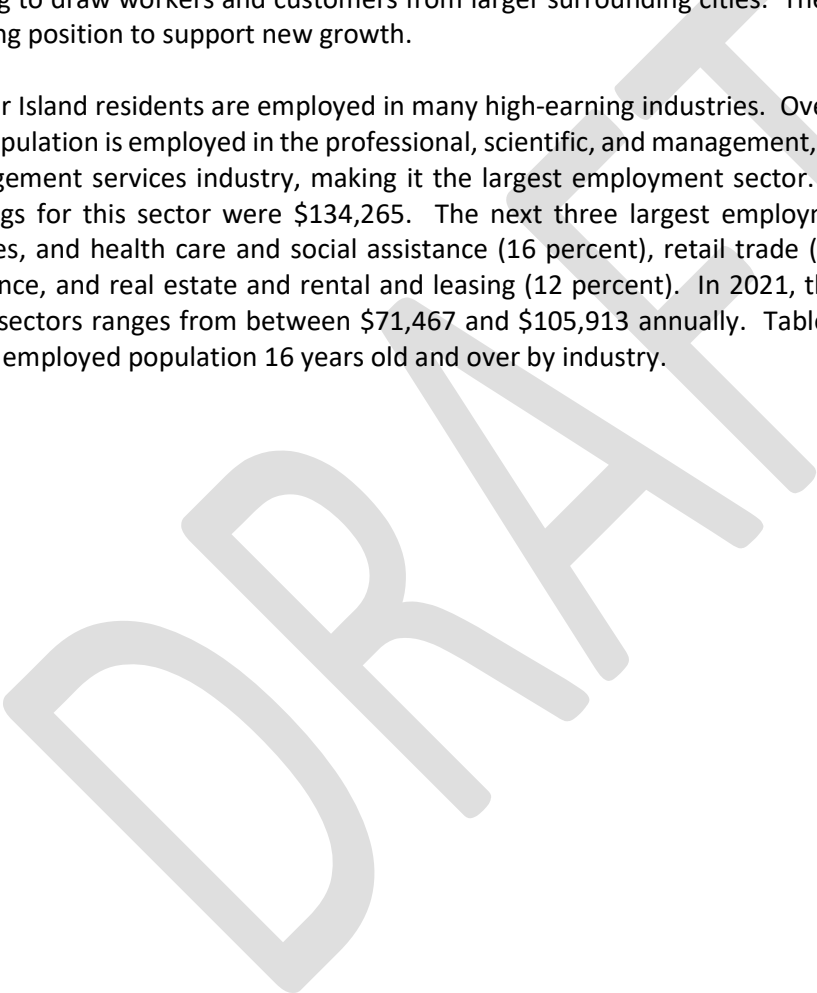
- 1 2.6 City departments shall develop a community notification and involvement plan for any
- 2 proposed capital improvement project that involves new development or major reconstruction
- 3 of an existing facility and which has been approved and funded in the biennial Capital
- 4 Improvement Program budget.
- 5
- 6 2.7 Prioritize areas near transit when locating new public facilities and services.

DRAFT

1 **I. Introduction, Existing Conditions, and Land Use Connection**
2

3 This element of the Comprehensive Plan articulates how the City of Mercer Island will support and grow
4 its economy through the year 2044. This element establishes policy direction for the City to build on its
5 strengths, maximize opportunities, and build resilience in the local economy to overcome challenges. By
6 many measures Mercer Island is poised to significantly grow its economy during the planning period. The
7 resident work force tends to be employed in high-wage jobs and is highly educated. Because residents
8 tend to be employed in high-earning jobs, there is a strong local customer base to support on-island
9 businesses. The arrival of light rail service will increase access to Mercer Island for off-island visitors and
10 workers. Mercer Island’s position between Bellevue and Seattle makes it a prime location for businesses
11 looking to draw workers and customers from larger surrounding cities. The Mercer Island economy is in
12 a strong position to support new growth.
13

14 Mercer Island residents are employed in many high-earning industries. Over one quarter (26 percent) of
15 the population is employed in the professional, scientific, and management, and administrative and waste
16 management services industry, making it the largest employment sector. In 2021, the median annual
17 earnings for this sector were \$134,265. The next three largest employment sectors are educational
18 services, and health care and social assistance (16 percent), retail trade (13 percent), and finance and
19 insurance, and real estate and rental and leasing (12 percent). In 2021, the median earnings for these
20 three sectors ranges from between \$71,467 and \$105,913 annually. Table 1 shows the full-time, year-
21 round employed population 16 years old and over by industry.
22
23



1 **Table 1. Mercer Island Employment by Industry Sector, 2021.**

Industry Sector	Count	Share	Median Earnings*
Full-time, year-round civilian employed population 16 years and over	8,620	100.00%	102,348
Agriculture, forestry, fishing and hunting, and mining:	0	0.00%	-
Construction	177	2.05%	76,103
Manufacturing	665	7.71%	149,219
Wholesale trade	229	2.66%	93,438
Retail trade	1,138	13.20%	88,000
Transportation and warehousing, and utilities:	212	2.46%	100,670
Transportation and warehousing	183	2.12%	91,042
Utilities	29	0.34%	152,031
Information	665	7.71%	195,729
Finance and insurance, and real estate and rental and leasing:	1,110	12.88%	105,913
Finance and insurance	675	7.83%	109,286
Real estate and rental and leasing	435	5.05%	76,563
Professional, scientific, and management, and administrative and waste management services:	2,284	26.50%	134,265
Professional, scientific, and technical services	1,998	23.18%	147,576
Management of companies and enterprises	12	0.14%	-
Administrative and support and waste management services	274	3.18%	78,241
Educational services, and health care and social assistance:	1,421	16.48%	71,467
Educational services	584	6.77%	55,724
Health care and social assistance	837	9.71%	89,688
Arts, entertainment, and recreation, and accommodation and food services:	305	3.54%	25,052
Arts, entertainment, and recreation	154	1.79%	11,678
Accommodation and food services	151	1.75%	28,370
Other services, except public administration	157	1.82%	33,750
Public administration	257	2.98%	67,745

2 *2021 median earnings are shown for the last 12 months in inflation adjusted dollars
3 Source: U.S. Census Bureau 2021 American Community Survey, Tables S2404 and B24031.
4 <https://data.census.gov/table?q=industry&g=1600000US5345005&tid=ACSST5Y2021.S2404>
5 <https://data.census.gov/table?q=earnings+by+industry&g=1600000US5345005&tid=ACSDT5Y2021.B24031>
6

7 The Mercer Island population is well-educated. A little more than 82 percent of residents over the age of
8 25 have completed a college degree, having earned an associate’s degree or higher educational
9 attainment. For comparison, about 64 percent of the population over 25 in King County have an
10 associate’s degree or higher educational attainment. Table 2 shows the educational attainment for the
11 Mercer Island population aged 25 or older.
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Table 2. Educational Attainment for the Population 25 Years and Over, 2021.

Educational Attainment	Estimate	Share
Less than high school diploma	308	1.70%
Regular high school diploma	1,034	5.71%
GED or alternative credential	84	0.46%
Some college, less than 1 year	316	1.74%
Some college, 1 or more years, no degree	1,379	7.61%
Associate's degree	952	5.25%
Bachelor's degree	7,118	39.29%
Master's degree	3,781	20.87%
Professional school degree	1,791	9.89%
Doctorate degree	1,354	7.47%
Total	18,117	100%

2

Source: U.S. Census Bureau 2021 American Community Survey, Table B15003.

3

4

Mercer Island is located in King County between two major economic hubs in Seattle and Bellevue. Mercer Island is in the center of a high-income area that can support increased economic activity. The City's geography places it in a prime location to grow its economy by attracting off-island customers and capital from the surrounding area. King County's median household income is the highest in both the Puget Sound region and Washington overall. Table 3 shows the 2021 median household incomes for Washington State and selected Puget Sound counties.

10

11

12

Table 3. Estimated 2021 Median Household Income in the Last 12 Months, Washington State and Selected Puget Sound Counties.

Location	Median Income (Dollars)
Washington State	\$84,247
King	\$110,586
Kitsap	\$87,314
Pierce	\$85,866
Snohomish	\$100,042

13

Source: 2021 American Community Survey Table S1903.

14

15

Mercer Island Commercial Areas

16

The City of Mercer Island has three commercial areas. These areas have been zoned for commercial uses since the City incorporated in the 1960s. Each of these areas is home to different types of commercial development. Commercial developments in Town Center are predominantly older one-story strip mall development and newer mid-rise mixed-use buildings. There is a commercial area in the northeast of the island near City Hall that is primarily older one- and two-story buildings with office spaces and services such as childcare. The south end commercial area is a smaller shopping center and self-storage structure. These three distinct areas are the only places in Mercer Island zoned for commercial uses. Some limited commercial activities such as home-based businesses are allowed outside of these areas.

24

25

Town Center

26

Town Center is located south of Interstate 90, north of Mercerdale Park, west of Island Crest Way, and east of 74th Avenue Southeast. The Town Center has experienced the most development of all the commercial areas in the City in recent years. Most of the recent developments have been mixed-use development combining first floor commercial space and parking with residential uses on the upper floors.

29

1 Older development in Town Center is lower-intensity, one-story, ‘strip mall’ development with surface
2 parking in front of the commercial space.
3

4 **Northeast Commercial Area**

5 The northeast commercial area is south of Interstate 90, north of Stroum Jewish Community Center, west
6 of East Mercer Way, and east of Gallagher Hill. This area is developed primarily for commercial and
7 institutional uses. The majority of buildings in this area were constructed between 1957 and 1981.
8 Commercial development is typically composed of one- and two-story buildings surrounded by surface
9 parking lots. The commercial land uses in this area are offices for professional services and services such
10 as daycares and private schools. City hall is located in this area. The intersection of E Mercer Way, SE 36th
11 Street and eastbound I-90 ramps is located in the eastern portion of this area. This intersection
12 experiences significant traffic levels during peak travel hours.
13

14 **South End Commercial Area**

15 The south end commercial area is south of Southeast 68th Street, west of Island Crest Way, east of 84th
16 Avenue Southeast, and north of Southeast 71st Street. This is the smallest commercial area on Mercer
17 Island at roughly 14 acres. The majority of the commercial development dates to the early 1960’s. The
18 commercial land uses here are primarily restaurants and retail. There are some commercial offices, a gas
19 station, and a storage facility. This area has low intensity commercial development surrounded by surface
20 parking lots.
21

22 **Land Use Connection**

23 There is a fundamental tie between the policies of this element and the Land Use Element. The Land Use
24 Element envisions a primarily residential city with three defined commercial areas. It and the resultant
25 regulations largely confine commercial land uses to three distinct commercial districts. This focuses the
26 future economic growth in the City to those districts.
27

28 Each of the three commercial areas is regulated differently, with the built environment reflecting those
29 variations. The Town Center zones allow the highest intensity development and midrise mixed-use
30 structures are the principal form of new commercial development in that area. The northeast commercial
31 area is zoned for office and service uses as opposed to other commercial uses. It was largely developed
32 forty years ago and has not seen the same degree of recent development as Town Center. The south end
33 commercial area is zoned for a mix of small scale, neighborhood-oriented business, office, service, public
34 and residential uses. The three commercial areas are mostly developed, so absent rezoning most new
35 commercial development in the City will likely come through redevelopment of existing commercial
36 buildings.
37

38 The supply of commercial development capacity is closely controlled by Land Use policies and regulations.
39 Regulations that modulate the supply of an economic input such as the space in which commercial activity
40 can take place also affect the location, size, scale, and cost associated with doing businesses in the City.
41 Controlling the supply of commercial development capacity is the primary way the Comprehensive Plan
42 has shaped the local economy prior to the adoption of this Economic Development Element. Because of
43 this connection, some goals and policies of this element connect directly to land use policies and
44 regulations.
45

1 **Relationship to Other Comprehensive Plan Elements and Other Plans**

2 The Housing, Transportation, Utilities, Capital Facilities, and Shoreline Master Program elements all
3 interact with the local economy as follows:

4
5 **Housing**

6 Housing indirectly impacts the local economy because it has an effect on the local business customer base
7 and labor force. Housing on Mercer Island is primarily detached single-family homes and contributes to
8 the unique Island neighborhood character. Multifamily development is largely limited to the area in and
9 around Town Center. Housing has several effects on the local economy. Higher cost housing can attract
10 higher income residents and customers for local businesses. On the other hand, high housing costs may
11 limit the ability for some workers to afford to live in the City, leading to increased commuting and
12 potentially limiting a business’s ability to hire. Higher cost housing can attract higher-income residents
13 and customers for local businesses, though, higher cost housing may depress financial resources and
14 reduce customer spending overall, including at Island businesses. Less expensive, multifamily housing
15 may attract residents in and near the Town Center who are more likely to choose not to own a car and
16 may be more likely to shop local than those in detached single-family housing. The quantity of multifamily
17 housing available may correlate with the market for the basics of everyday living and experiences such as
18 dining out.

19
20 **Transportation Element**

21 Transportation infrastructure is integral to the local economy. The Transportation Element establishes
22 the goals and policies that guide how the City will maintain, improve, and expand the transportation
23 network to account for growth throughout the planning period. The goals and policies of the
24 Transportation Element aim to maintain adequate levels of service at high traffic intersections, reinvest
25 in existing infrastructure, increase transportation choice in the City, and provide connectivity between the
26 light rail station and the City’s commercial areas. Transportation networks allow businesses to access
27 markets in neighboring cities, make it easier for customers from outside the City to patronize local
28 businesses, and enable local businesses to draw from the regional labor force.

29
30 **Utilities**

31 The provision of utilities is vital to local businesses, all of which need reliable sewer, water, power, and
32 internet. The Utilities Element details how the City will coordinate with its utility service providers to
33 ensure adequate provision of these vital services for residents and businesses alike.

34
35 **Capital Facilities**

36 Capital facilities such as parks and public buildings are critical to the provision of services to the local
37 economy. In addition to planning for public assets, the Capital Facilities Element includes goals and
38 policies to support a high quality of life, which can attract new businesses and workers to Mercer Island

39
40 **Shoreline Master Program**

41 The Shoreline Master Program (SMP) Element establishes the policies for managing development in the
42 shoreline. This element is designed to ensure that the shoreline environment is protected, and that the
43 shoreline is available for water dependent uses. Those businesses located in the shoreline jurisdiction,
44 within 200 feet of Lake Washington, are affected by the SMP. In situations where the policies in the SMP
45 and Economic Development Element intersect, the Comprehensive Plan will need to balance shoreline
46 environmental protection with fostering of appropriate water dependent commercial uses in the
47 shoreline.

48

1 **Other Plans**

2 The Comprehensive Plan includes several other plans that address specific topics. As components of the
3 Comprehensive Plan, those other plans relate to the Economic Development Element. Some of the other
4 plans include:

- 5
- 6 • **The Arts and Cultural Plan** – Directs the provision of artistic and cultural infrastructure that draw
7 both residents and shoppers to commercial areas. Artistic and cultural infrastructure and events
8 in the community improve the quality of life. Well executed, they can attract local and off-island
9 residents to commercial areas where they may be more likely to shop. It may also attract workers
10 to the island, who in addition to contributing to the employment base, may shop here.
- 11 • **The Pedestrian and Bicycle Facilities Plan** – Establishes strategies maintaining and improving
12 pedestrian and bicycle infrastructure to provide multimodal connections throughout the City.
- 13 • **Parks, Recreation and Open Space Plan** – Plans for the maintenance, improvement, and
14 development of parks and open space.
- 15 • **Climate Action Plan** – Establishes the strategies the City will use to reduce greenhouse gas
16 emissions and address the impacts of climate change.
- 17 • **Capital Improvement Plan** – Lists the capital investments the City will make through 2044.
- 18 • **Transportation Improvement Program** – Lists the Transportation Element implementation
19 projects the City will undertake throughout the life of the Comprehensive Plan.
20

21 **Employment Growth Target**

22 The King County Countywide Planning Policies (CPPs) establish growth targets for all of the jurisdictions
23 within King County. The CPPs were initially adopted in 1992 and have been amended several times since
24 then. Elected officials from King County, the cities of Seattle and Bellevue, and the Sound Cities Association
25 meet as the Growth Management Planning Council. This Council makes recommendations to the County
26 Council, which has the authority to adopt and amend the CPPs. King County amended the CPPs in 2021,
27 updating the growth targets for cities and towns throughout the County. The updated growth targets
28 extended the planning horizon through the year 2044. Mercer Island’s current employment is
29 approximately 7,700 jobs; the growth target is 1,300 new jobs by the year 2044.
30

31 **I.B Strengths, Weaknesses, Opportunities, and Threats**

32

33 The advantages and challenges the City plans to encounter in the next twenty years can be divided into
34 strengths, weaknesses, opportunities, and threats. Strengths are those things already existing in the local
35 economy that the City can build on to grow the economy. Weaknesses are existing conditions in the local
36 economy that could impede or otherwise challenge economic growth through the planning period.
37 Opportunities are foreseeable changes that can give the City a stronger competitive advantage in the
38 coming years. Threats are external events or factors that have the potential to negatively affect economic
39 growth. The selected strengths, weaknesses, opportunities, and threats discussed in this section were
40 identified during public participation and data review conducted during the drafting of this element.
41

42 **Strengths**

43 Strengths are the cornerstones of the economy. These are the aspects of the local economy that are
44 advantageous for economic growth. Strengths are factors that contribute to the prosperity, environment,
45 and social cohesion of the City and as such represent topic areas the City can support or expand to
46 overcome weaknesses and threats. Some of the principal strengths identified are listed and discussed
47 below.

1 **High Quality of Life**

2 The high quality of life on Mercer Island is a considerable strength. The Island’s parks, open space, high
3 quality public schools, safe and walkable neighborhoods, and cultural amenities helps attract new
4 businesses and workers alike. Community input gathered during the drafting of this element often
5 pointed to the high quality of life in Mercer Island as an asset the City can build upon to strengthen the
6 local economy. Quality of life may also serve as a draw for off-island visitors to patronize local businesses.
7 Since this high quality of life is a considerable strength, it must be protected.
8

9 **High-Income Residents**

10 Another key strength is the relatively high income of Mercer Island residents. During public input,
11 business owners pointed out that the spending power of the Mercer Island community helped with the
12 initial success of businesses. In 2021, the median household income for Mercer Island was \$170,000. For
13 reference, the 2021 median household income in King County was \$106,326. Table 4 shows the 2021
14 household income distribution in Mercer Island and King County. Figure 1 shows the median household
15 income in King County and Mercer Island between 2010 and 2020. It is worth noting that over the last
16 few years, the percent gap between King County and Mercer Island household income has been closing.
17
18

Table 4. Household Income and Benefits, 2021.

Income and Benefits in 2021 Inflation-Adjusted Dollars		
	Mercer Island	King County
Total households	9,758	924,763
Less than \$10,000	3.3%	4.7%
\$10,000 to \$14,999	0.5%	2.4%
\$15,000 to \$24,999	4.0%	4.3%
\$25,000 to \$34,999	5.1%	4.2%
\$35,000 to \$49,999	4.3%	7.4%
\$50,000 to \$74,999	8.3%	12.2%
\$75,000 to \$99,999	6.1%	10.3%
\$100,000 to \$149,999	14.3%	18.1%
\$150,000 to \$199,999	8.8%	12.1%
\$200,000 or more	45.3%	24.4%
Median household income (dollars)	\$170,000	\$110,586
Mean household income (dollars)	\$261,417	\$154,122

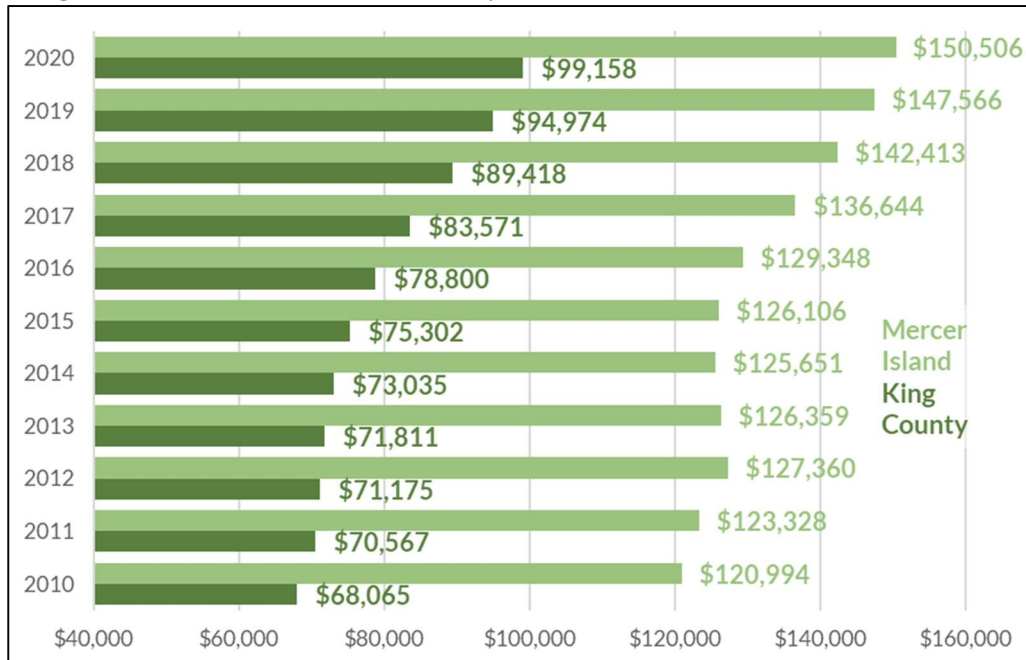
Source: U.S. Census Bureau, Table CP03.

<https://data.census.gov/table?q=employment+income&g=1600000US5345005&tid=ACSCP5Y2021.CP03>

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21

1

Figure 1. Median Household Income by Year, Mercer Island, 2010 to 2020



Source: American Community Survey, 2010, 2020; CAI, 2022.

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Having an existing high-income customer base is a considerable advantage for entrepreneurs and can draw firms from off-island to do business in the city. The financial resources of the community on Mercer Island can also help with business formulation and business attraction. The key to building on this strength is focusing on giving residents more opportunities to shop on-island and broadening prospects for entrepreneurs and businesses to invest capital in the Mercer Island economy.

11

Location of the City

12

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14

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19

Mercer Island’s location on Interstate 90 (I-90) and roughly equidistant from Seattle and Bellevue is a strength. Seattle and Bellevue are large metropolitan centers with many thriving businesses, potential customers for Mercer Island businesses, and workers with diverse skills and expertise. I-90 provides potential customers and employees with excellent access to the city and that access is complemented with available parking near businesses. The city is also connected to its neighbors by transit, allowing greater flow of people to and from its commercial centers. Ensuring good access to commercial areas with roads and transit connections can build on this strength.

20

Weaknesses

21

22

23

24

Weaknesses are aspects of the local economy that could impede growth in the local economy. They represent topic areas the City can apply policy mechanisms to minimize, reduce, or overcome impediments to a healthy local economy. Weaknesses are listed and discussed below.

25

Permitting and Regulatory Environment

26

27

28

29

30

Permitting challenges, difficulty navigating the development code, and protracted permitting processes can increase financial risk when starting a new business or expanding an existing one. This increased financial risk can adversely impact business formation and retention. Public input indicated that the City’s development code and permitting processes can be complicated and make starting a business more difficult. Permit fees and the time spent on permit review are also challenging factors related to starting

1 a new business. As the City considers permit fees, impact fees, and other regulatory requirements it can
2 assess how those changes might add to or reduce the cost of starting a new business. The City can address
3 this weakness by auditing its regulations and permit processes to ensure that they do not unnecessarily
4 restrict or complicate the process of starting or expanding a business. Another way for the City to address
5 this weakness is to engage the business community in the legislative process.
6

7 **Business Climate and Culture**

8 Public input gathered during the drafting of this element indicated that the business climate and culture
9 on Mercer Island are underdeveloped. Some business owners cited limited formal opportunities to
10 connect with the larger business community on Mercer Island. Commenters suggested that most business
11 networking was through informal networks rather than a concerted effort to help businesses cooperate
12 and share expertise. Other comments indicated that competition for limited on-island customers and a
13 corresponding lack of off-island patrons fostered competition amongst local businesses. The City can
14 begin to address this weakness by working with partners to facilitate formal communication and
15 collaboration between business owners.
16

17 **Lack of Visitor Customer Base**

18 Public input gathered during the drafting of this element highlighted low numbers of off-island customers
19 as a weakness. Many comments suggested that Mercer Island businesses sometimes struggle to connect
20 with customers outside of the city. Given the city's location near large metropolitan cities, there is a large
21 off-island customer base to draw from and attract. To begin addressing this weakness, the City can
22 explore opportunities to support the business community and community organizations such as the
23 Chamber of Commerce to reach customers outside of Mercer Island.
24

25 **Affordability and Availability of Commercial Space**

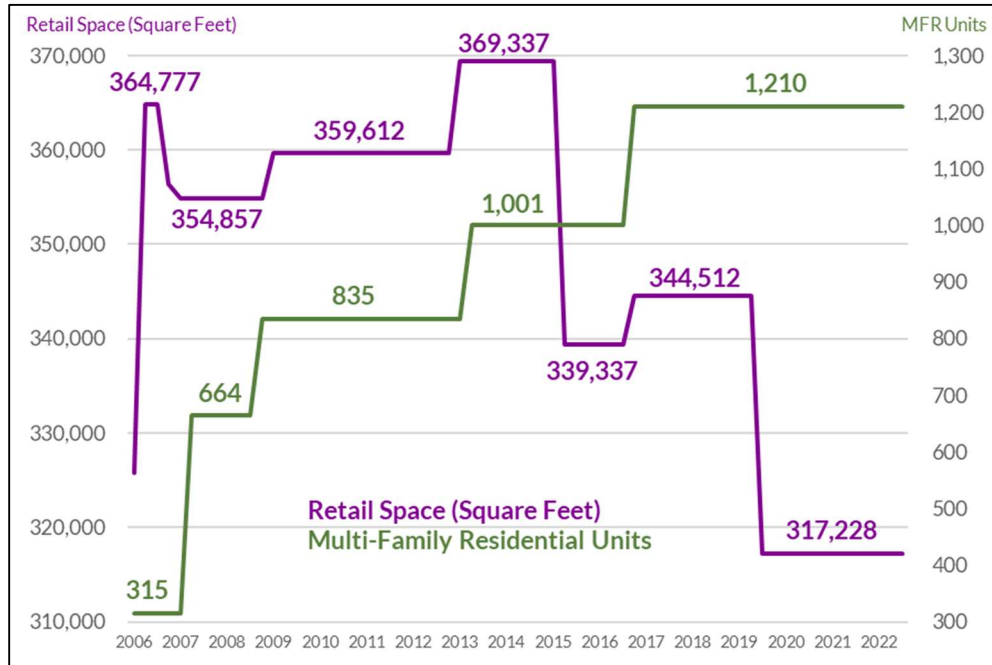
26 The lack of commercial space in the city and its cost can be a challenge for new business formulation and
27 expansion of existing businesses. Under the current zoning, commercial activities are largely limited to
28 three areas in the city. The largest of these areas, Town Center, is a mixed-use area where development
29 is allowed to be a combination of commercial and residential space. Over the last two decades,
30 redevelopment in this area has favored residential space, with minimal commercial space along certain
31 street frontages. As a result, there has been a limited amount of new commercial space added to Town
32 Center in recent years, a trend the City Council has begun working to reverse.
33

34 The City's future land use map in the Land Use Element and the zoning that implements that policy
35 framework limits the areas where commercial uses are allowed to the Town Center, the planned business
36 zone, and commercial-offices zone. The size of commercial zones can influence the cost and availability
37 of commercial real estate. If the area available for commercial development is not large enough to
38 accommodate the projected growth, prices can rise, and businesses can have trouble finding available
39 spaces as supply reduces. The City must monitor the size of its commercial areas to ensure that the supply
40 of developable commercial land is not so restricted that it limits opportunities for development. This is
41 why the GMA includes a requirement to plan for projected growth in the form of adopting an employment
42 growth target. The employment growth target is derived from the projected population increase through
43 the planning period. By setting an employment growth target and ensure the Comprehensive Plan can
44 accommodate that target, the City can ensure that commercial areas are sized appropriately.
45

46 Figure 2 compares the change in commercial square footage and residential units in Town Center between
47 2006 and 2022. The retail space referred to in the figure is commercial store fronts that could be retail or

1 restaurant space. From 2006 to 2022, the multi-family residential units increased by 895 units to a total
 2 of 1,210 (Figure 1). In that same period, the square footage of commercial space initially increased to a
 3 peak of about 369,000 square feet in 2013, before decreasing to about 317,000 square feet in the third
 4 quarter of 2019. This may be the result of a demolished building at 2431-2441 76th Ave SE. Although all
 5 development in Town Center is interconnected due to the mixed-use zoning in the area, this data does
 6 not mean that the amount of commercial space and number of residential units in Town Center are
 7 proportional or causal. From 2006 to 2022, the amount of commercial space has decreased by
 8 approximately 2.5% while the number of multi-family residential units have increased by nearly 75%.

9 **Figure 2. Change in Retail Space and Multi-Family Residential Units, Town Center, 2006 to 2022**

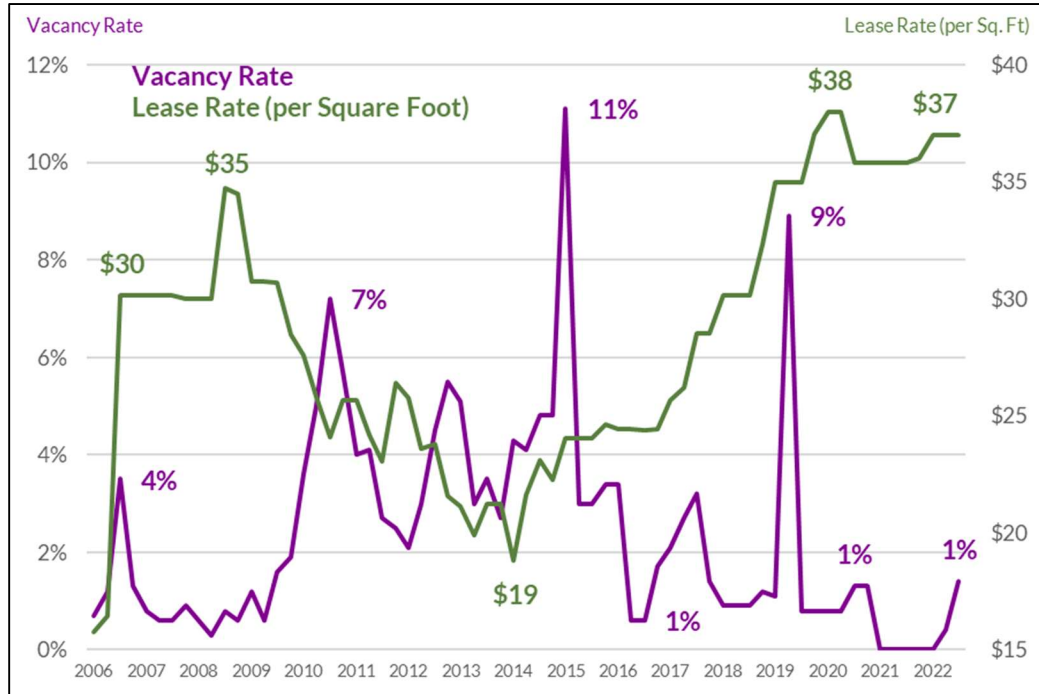


10 Source: CoStar, 2022; CAI, 2022.

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In the years between 2006 and 2020, the yearly lease rate (shown per square foot of retail space in Figure 3) increased to 38 dollars per square foot in the first quarter of 2020 and was holding at 37 dollars per square foot in 2022. While there was a small spike in the lease rate around 2020 (at the onset of the COVID-19 pandemic and development moratorium), this rate has been on a fairly steady increase since a low of 19 dollars per square foot in 2014. In that period, lease rates nearly doubled. 2015 saw the highest spike in the vacancy rate in Town Center. Around that time, a retail space of about 30,000 square feet was demolished at 2615 76th Ave SE. The closure of the businesses at that location prior to demolition could contribute to the short-term spike in the vacancy rate. In addition, at the onset of the pandemic, Town Center saw a spike to nine percent in the retail vacancy rate. That spike was short-lived and held at about a one percent vacancy rate through 2022.

1 **Figure 3. Retail Annual Lease Rate and Vacancy Rate, Town Center, 2006 to 2022.**



2 Source: CoStar, 2022; CAI, 2022.

3
4
5 In 2022, the City Council enacted regulations in Town Center that expanded commercial frontage
6 requirements along specific streets and added a new commercial floor area requirement in an attempt to
7 prevent loss of commercial space. The effectiveness of these regulations will need to be evaluated over
8 time. If new development in Town Center does not include enough commercial space to meet the
9 demand from new businesses looking to locate in the city and the expansion of existing businesses, the
10 affordability and availability of commercial space may constrain future economic growth and those
11 regulations may need to be revisited.

12
13 **Opportunities**

14 Opportunities are foreseeable changes that can give the city’s economy a stronger competitive advantage
15 in the coming years. Compared with strengths and weaknesses, which come from existing conditions,
16 opportunities are anticipated future events or conditions. Similar to strengths, opportunities are topic
17 areas the City can focus on to support economic growth and maximize probable positive developments in
18 the local economy.

19
20 **Additional Transportation Connections**

21 The flow of goods and people is a major component of any city’s economy. Transportation infrastructure
22 can be even more impactful for an island community where moving people and goods is complicated by
23 lack of an overland route. For this reason, the East Link Light Rail station has the potential to be one of
24 the most transformative transportation developments on Mercer Island since the construction of the first
25 bridge to the island. The arrival of light rail will increase access to Mercer Island for off-island people. The
26 potential to draw more off-island visitors to increase the customer base for local businesses is an
27 opportunity to boost economic growth in the city. Leveraging the arrival of light rail will require some
28 active steps to ensure that this opportunity is maximized, and impacts are adequately addressed. The City
29 can help connect transit riders with local businesses to take advantage of the arrival of light rail.

1 **Arrival of a Large Employer in Town Center**

2 Riot Games acquired an office building in Town Center in 2022. Their use of this office space is expected
3 to eventually add a couple hundred jobs to Town Center. This opportunity overlaps with the planned
4 arrival of light rail. This influx of workers is expected to increase demand for goods and services from
5 neighboring businesses in Town Center. The arrival of a large employer is also expected to generally spur
6 economic growth. The City should explore partnerships and programs to begin encouraging commuters
7 to spend more time in Town Center and shop locally.
8

9 **More Islanders Working From Home**

10 One of the changes prompted by the Covid-19 pandemic is the transition to more work-from-home
11 options for commuters. The extent to which commuting workers will spend their workdays on-island
12 instead of traveling to work off-island remains unclear. What seems increasingly likely is that workers will
13 commute less often than they did before the pandemic. Changes in commuting could lead to new demand
14 for different services in the city's commercial areas or increased demand for existing services.
15

16 **More Middle Housing**

17 Recent state legislation requires encouraging more middle housing, most of it in and near the Town
18 Center. Residents of this housing will be located near the commercial area and will be more likely to shop
19 locally. The arrival of more residents in these locations will likely spur economic development.
20

21 **Threats**

22 Threats are external events or factors that have the potential to impede, slow, or otherwise negatively
23 affect economic growth. Whereas weaknesses are existing conditions in the City that might challenge
24 growth, threats are potential future concerns. Threats are topic areas where the City can focus attention
25 to prepare for possible challenges and build resilience in the local economy.
26

27 **Economic Uncertainty**

28 There currently is a high degree of uncertainty about the future in the regional, national, and global
29 economy. The unknown future of market forces such as inflation, supply chain difficulties, labor
30 shortages, stock market volatility, and rising transportation costs obfuscate the economic outlook for the
31 coming years. Many of these market forces are beyond the reach of City policies, however the City can
32 prepare for positive and negative swings in the regional, national, and global economy by planning for
33 economic resilience. Policy interventions that look to build on the local economy's strengths, overcome
34 its weaknesses, and capitalize on expected opportunities can build resilience in the local economy.
35 Policies that establish contingency plans for economic downturns can also help position the City to be
36 responsive to changing conditions in uncertain times.
37

38 **The Changing Nature of Retail**

39 Retail commerce is undergoing a transition as online retailers compete with brick-and-mortar stores. This
40 change appears to have been accelerated during the Covid-19 pandemic as more shoppers opted to order
41 goods online. Comments indicate that this could mean that retail will need to focus more on location-
42 specific or experiential retail to differentiate their goods and services from those more readily available
43 in online marketplaces. Some comments proposed a shop local campaign and adaptive reuse regulations
44 for commercial spaces as possible measures to help local businesses respond to changes in demand.
45

1 **Affordability in the Region**

2 The affordability of commercial and housing has the potential to slow economic growth in the coming
3 years. Rising commercial real estate costs negatively impact both business formation and retention by
4 making it more expensive to locate a business in the city. Higher rents can price out existing businesses,
5 make expanding cost-prohibitive, and increase startup costs for entrepreneurs. Higher rents in new
6 development can displace existing businesses as commercial areas redevelop. The City can monitor
7 commercial space availability and development capacity to ensure that zoning and other development
8 regulations do not create scarcity of commercial spaces in the city’s commercial zones.

9
10 Housing affordability can impact workforce availability. Labor is an important input for local businesses.
11 As housing prices increase, filling middle and lower wage positions can potentially become more difficult
12 as many workers commute from outside the city. The majority of people employed on Mercer Island
13 commute from outside the city. In 2019, 87 percent of workers employed on Mercer Island live outside
14 the city. Only about 13 percent of workers employed in the city also live on Mercer Island. On the other
15 hand, 91 percent of workers living on Mercer Island commuted to jobs outside the City in 2019. Table 5
16 shows the inflow and outflow of Mercer Island workers as tracked by the U.S. Census Bureau in 2019.

17
18 **Table 5. Worker Inflow and Outflow, 2019.**

	Count	Share
Workers Employed in Mercer Island		
Employed in Mercer Island	7,071	100%
Employed in Mercer Island but living outside Mercer Island (inflow)	6,157	87.1%
Employed and living in Mercer Island	914	12.9%
Workers Living in Mercer Island		
Workers living in Mercer Island	10,123	100%
Living in Mercer Island but employed outside Mercer Island (outflow)	9,209	91%
Living and employed in Mercer Island	914	9%

19 Source: U.S. Census Bureau On the Map, 2019.

20
21 Many workers commute from off-island to fill middle and lower wage positions. In 2019, more than half
22 of jobs in Mercer Island paid less than \$3,333 a month or about \$40,000 a year. The low earnings for on-
23 island jobs can make it difficult for workers to afford to live near Mercer Island and could make finding
24 workers difficult given that all of metro King County has a higher cost of living. Table 6 shows the earnings
25 for on-island jobs as tracked in 2019 by the U.S. Census Bureau.

26
27 **Table 6. Mercer Island Jobs by Earnings, 2019.**

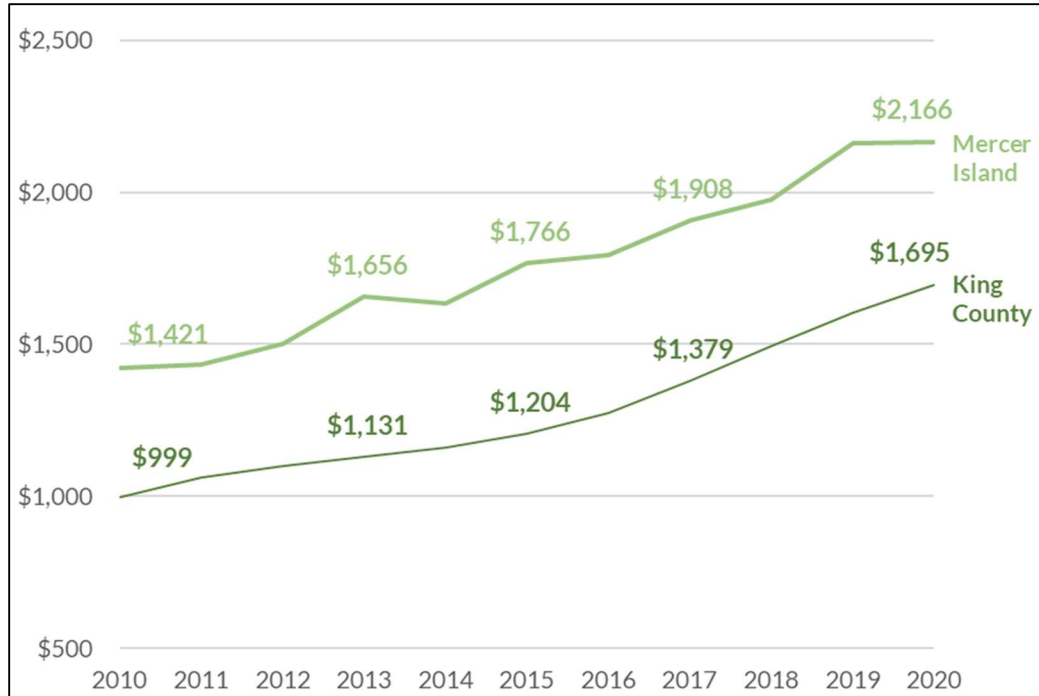
Earning Range	Mercer Island		King County	
	Count	Share	Count	Share
\$1,250 per month or less (\$15,000 annually)	1,738	24.6%	188,902	13.7%
\$1,251 to \$3,333 per month (\$15,012 to \$39,996 annually)	1,995	28.2%	299,798	21.7%
More than \$3,333 per month (more than \$39,996 annually)	3,338	47.2%	891,181	64.6%

28 Source: U.S. Census Bureau On the Map, 2019.

29
30 While many jobs on Mercer Island pay relatively lower wages, the cost of housing is rising. Figure 4 shows
31 that in 2020, the median rent in Mercer Island was \$2,166 a month. Assuming that housing costs should
32 be around 30 percent of a household’s income, this would require a monthly income of roughly \$6,498 or
33 \$77,976 annually to be affordable. Expanding to the county level, the 2020 median rent in King County

1 was \$1,695. The King County median rent would require a monthly income of about \$5,085 or \$61,020
2 annually to be affordable. As highlighted earlier, many jobs on Mercer Island pay \$40,000 a year or less.
3 If rent outpaces wage growth, many workers may choose to live or work in more affordable cities or
4 regions. Difficulty in attracting workers can hinder economic growth as greater competition for workers
5 can drive up wages and costs to businesses.
6

7 **Figure 4. Median Rent, Mercer Island and King County, 2010 to 2020.**



8
9 Source: American Community Survey, 2020; CAI, 2022.

10
11 **Displacement During Redevelopment**

12 The City’s commercial areas are largely developed. This causes most new commercial development on
13 the Island to occur through redevelopment of existing commercial buildings, which can displace
14 businesses in older developments. Displacement risk increases as sites redevelop because commercial
15 spaces in redeveloped sites can have higher rents, construction can interrupt business, and new spaces
16 might not fit existing business’ needs. The City can monitor the supply of developable commercial land
17 to determine whether the availability of commercial space is not increasing the displacement risk for local
18 businesses.
19

20 **Climate Change**

21 Climate change has the potential to have negative effects upon the economy. Business establishment
22 and success as well as customer spending patterns may be affected. Though many of the impacts of
23 climate change may be out of the control of local government, Mercer Island should implement and
24 market the success of climate mitigation and adaptation strategies included in the Climate Action plan to
25 attract businesses and shoppers. Businesses may want to locate where they can minimize their impact
26 upon the climate and where their employees may be more comfortable. Shoppers may seek commercial
27 areas that are more comfortable in a warmer climate.
28
29

II. Business Ecosystem Goals and Policies

Goal 1 – The City of Mercer Island actively fosters a healthy business ecosystem.

Policies

- 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs.
- 1.2 Dedicate one staff position to coordinating the implementation of the Economic Development Element.
- 1.3 Support local economic development nongovernmental organizations to grow their capacity to support local businesses, attract new investment, and maintain a healthy business ecosystem.
- 1.4 Analyze commercial development capacity periodically to evaluate the type and quantity of commercial development possible given existing development, zoning, and regulations.
- 1.5 Develop a citywide retail strategic plan. The citywide retail strategic plan should include actionable steps the City can take to support existing retail businesses, attract new retail businesses, and diversify the local economy.
- 1.6 Analyze the feasibility of establishing a Parking and Business Improvement Area (PBIA) or Local Improvement District (LID) in one or more commercial areas to fund improvements for economic development.
- 1.7 Partner with community organizations such as the Chamber of Commerce to market Mercer Island as good place to do business.
- 1.8 Study the feasibility of relocating City Hall facilities to Town Center. The study should consider creation of a public park, establishing City Hall as a gateway from the Sound Transit Light Rail Station, public access to City services, and accessibility for all Mercer Island residents.

Goal 2 – Mercer Island’s healthy business ecosystem attracts entrepreneurs, businesses, and investment.

Policies

- 2.1 Partner with nongovernmental organizations and neighboring economic development agencies to market Mercer Island as a prime location for businesses and investment.
- 2.2 Partner with community organizations to target the following types of businesses and investment when marketing the City as a prime location for business:
 - 2.2.A A complementary and balanced mix of retail businesses and restaurants;
 - 2.2.B High wage employers; and
 - 2.2.C Satellite offices and coworking spaces.

- 1 2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to
2 help entrepreneurs navigate City processes and find additional resources available to assist in
3 starting a new business.
4
- 5 2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer
6 Island business owners, entrepreneurs, and retirees with people interested in starting new
7 businesses.
8
- 9 2.5 Conduct a food truck pilot program to attract new entrepreneurs to Town Center. The pilot
10 program can include but is not limited to the following:
11
 - 12 2.5.A Designated food truck parking on public property, including rights of way;
 - 13 2.5.B Informational materials provided to existing food truck operators to attract them to
14 Mercer Island;
 - 15 2.5.C Partnerships with food truck organizations in the region;
 - 16 2.5.D Outreach to existing restaurants to consider the impacts of the pilot program on existing
17 businesses; and
 - 18 2.5.E A report providing recommendations for potential programmatic and regulatory changes.
19

20 **Goal 3 – Existing Businesses thrive as the cornerstone of Mercer Island’s business ecosystem.**

21
22 Policies

- 23
- 24 3.1 Convene an annual business owners’ forum to create a continuous feedback system during which
25 City elected officials and staff gather input from business owners. This input should inform City
26 decision making that affects the business community.
27
- 28 3.2 Facilitate periodic business roundtables with community organizations, local business owners,
29 and City staff.
30
- 31 3.3 Periodically distribute a business newsletter to local business owners and community
32 organizations.
33
- 34 3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop
35 Mercer Island” marketing campaign directed at drawing more residents and visitors to
36 commercial areas on the island. The City should fill a supporting role in this partnership.
37
- 38 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial
39 zones. This outreach should create a two-way dialogue with businesses, offering a seat at the
40 table when capital projects might affect business operation.
41
- 42 3.6 Identify and adopt measures to reduce displacement of existing businesses as new development
43 occurs. Notify nearby businesses of any potential redevelopment.
44

45 **Goal 4 – The business ecosystem on Mercer Island is sustainable in that it meets the social,**
46 **environmental, and economic needs of residents now and in the future.**
47

- 1 4.1 Encourage programming that enables residents and visitors to safely gather, access spaces,
2 socialize, and celebrate in the City. Encouraging public gatherings throughout the City can
3 improve the quality of life on Mercer Island and make the City a more vibrant place for residents
4 and visitors alike, which can in turn drive increased economic activity.
5
- 6 4.2 Build resilience in the local economy by:
7
 - 8 4.2.A Diversifying the goods and services available in the local economy;
 - 9 4.2.B Being flexible when working with businesses to respond to crises such as allowing
10 temporary use of rights of way for business activity during a state of emergency like a
11 pandemic;
 - 12 4.2.C Coordinating with local businesses to plan for disaster preparedness; and
 - 13 4.2.D Be guided by relevant strategies in the Climate Action Plan to reduce the potential
14 negative effects of climate change on doing business in the City and to attract businesses,
15 workers and customers in a warming climate.
16
- 17 4.3 Consider Climate Action Plan strategies during economic development decision making.
18

19 **Goal 5 – Mercer Island has a skilled workforce that is central to the health of the business**
20 **ecosystem.**

- 22 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with
23 opportunities on Mercer Island.
24
- 25 5.2 Partner with community organizations in the City and region to connect tradespeople and other
26 high-skilled workers with employment opportunities on Mercer Island. This work should focus on
27 communications and fostering connections between community organizations, employers, and
28 workers.
29

30 **Goal 6 – The Mercer Island economy provides residents the option to both live and work on-**
31 **island.**

32 Policies

- 34 6.1 Plan to increase on-island job opportunities for residents, including high-wage jobs, increase on-
35 island employment options as a share of the City’s employment growth target, eliminate the need
36 to commute, and reduce vehicle miles traveled.
37
- 38 6.2 Increase housing opportunities by implementing the policies of the Housing Element so that
39 workers can afford to live in the community where they work.
40

41 **III. Regulatory Environment Goals and Policies**

43 **Goal 7 – The City actively reduces the regulatory burden created by commercial development**
44 **regulations and permitting processes to support a healthy business ecosystem,**
45 **entrepreneurs, and innovation in business.**
46
47

- 1 Policies
- 2
- 3 7.1 Audit the development code and permitting processes to identify code amendments to support
- 4 businesses, improve effectiveness, and make efficient use of City resources. The following goals
- 5 should be coequally considered when identifying code amendments:
- 6
- 7 7.1.A Lowering compliance costs for business owners;
- 8 7.1.B Minimizing delay and reduce uncertainty in the entitlement process;
- 9 7.1.C Improving conflict resolution in the entitlement process;
- 10 7.1.D Reducing the likelihood of business displacement as new development occurs; and
- 11 7.1.E Balancing parking requirements between reducing barriers to entry for new businesses
- 12 and the need for adequate parking supply.
- 13 7.1.F Reducing greenhouse gas emissions.
- 14
- 15 7.2 Evaluate City fees imposed on development to determine their effect on business startup costs
- 16 and City finances. The impact on business startup costs must be balanced with the financial needs
- 17 of the City.
- 18
- 19 7.3 Evaluate additional process or code improvements on an annual basis with input from the
- 20 economic development staff. This evaluation should inform the development of annual docket
- 21 recommendations as needed.
- 22
- 23 7.4 Update home business regulations to support a mix of commercial uses while ensuring home
- 24 businesses remain compatible with neighboring residential uses.
- 25
- 26 7.5 Establish a small-business pre-application process to help guide applicants through the permitting
- 27 process.
- 28
- 29 7.6 Study allowing small scale retail outside the existing commercial districts.
- 30

31 **IV. Business and Customer Attraction Goals and Policies**

32

33 **Goal 8 – The Mercer Island business ecosystem includes a diversity of goods and services**

34 **enjoyed by residents and visitors.**

35

36 Policies

- 37
- 38 8.1 Ensure land use regulations in commercial zones allow a diversity of commercial uses.
- 39
- 40 8.2 Encourage commercial offices to locate in Mercer Island to bring more potential daytime
- 41 customers to the Island without displacing existing retail space.
- 42

43 **Goal 9 – The commercial areas in Mercer Island, and especially the Town Center, are lively,**

44 **vibrant gathering places for the community and visitors.**

45

46 Policies

47

- 1 9.1 Encourage arts and cultural activities in commercial zones to draw the community to commercial
- 2 areas.
- 3
- 4 9.2 Partner with community organizations to develop a program to activate Town Center in the
- 5 evening. The program should include strategies such as:
- 6
- 7 9.2.A Evening events to draw people to Town Center;
- 8 9.2.B Focusing on arts and cultural experiences;
- 9 9.2.C Engaging local nonprofits; and
- 10 9.2.D Incorporating existing community events.
- 11

12 **Goal 10 – Commercial areas are attractive and inviting to the Mercer Island community and**

13 **visitors.**

14

15 Policies

- 16
- 17 10.1 Focus on public safety as an important component of a thriving business community.
- 18
- 19 10.2 Activate public spaces in commercial areas by establishing design standards that encourage
- 20 walkability and active use of street frontages in new development using strategies such as:
- 21
- 22 10.2.A Emphasizing spaces that are human-scaled, safe and comfortable for walkers and bikers;
- 23 10.2.B Incorporating principles of crime prevention through environmental design (CPTED);
- 24 10.2.C Increasing wayfinding;
- 25 10.2.D Incorporating public art;
- 26 10.2.E Increasing street furniture/public seating provided it is designed with a specific purpose
- 27 or function; and
- 28 10.2.F Increasing the amount of public space, including parklets.
- 29
- 30 10.3 Review street standards including the streetscape manual in Town Center, considering the
- 31 following:
- 32
- 33 10.3.A On street parking;
- 34 10.3.B Time-limited public parking;
- 35 10.3.C Public safety;
- 36 10.3.D Pedestrian improvements;
- 37 10.3.E Electric vehicle charging; and
- 38 10.3.F Bike parking and infrastructure.
- 39

40 **Goal 11 – Public space in Town Center is plentiful, providing residents and visitors places to**

41 **gather, celebrate, and socialize.**

42

43 Policies

- 44
- 45 11.1 Establish regulations for outdoor dining and temporary uses that allow flexible use of street
- 46 frontages and public rights of way for public space to gather, celebrate, and socialize.
- 47

1 11.2 Seek to create more community gathering spaces when considering development standards in
2 Town Center.

3
4 11.3 Maintain the existing City program to beautify Town Center with landscaping, street trees and
5 flower baskets.

6
7 **Goal 12 – Mercer Island residents and visitors can safely access commercial areas.**

8
9 Policies

10
11 12.1 Ensure multimodal transportation options are available for workers to access on-island
12 employment and customers to access goods and services.

13
14 12.2 Reduce car dependence without compromising existing available parking in commercial areas by
15 prioritizing the following when considering regulatory amendments and capital improvements:

16
17 12.2.A Bike safety, parking, and infrastructure;

18 12.2.B Access to transit;

19 12.2.C Pedestrian safety;

20 12.2.D Traffic calming; and

21 12.2.E Human scale design.

22
23 12.3 Prioritize capital investment in creating robust pedestrian and bicycle connections between the
24 park and ride, light rail station, Town Center and surrounding residential areas.

25
26 12.4 Ensure that sufficient parking is provided as commercial areas redevelop. Interpretation of the
27 policies in this element should not lead to a reduction in parking,

28
29 12.5 Align the development of public space with all City functional plans, including the Pedestrian
30 and Bicycle Facilities Plan, to create safe walking and cycling routes that connect residential
31 areas with public spaces.

32
33 **IV. Implementation Goals and Policies**

34
35 **Goal 13 – The City takes specific actions and provides resources to implement the policies and**
36 **achieve the goals of this Economic Development Element. Progress toward achieving**
37 **Economic Development Element goals is regularly monitored and reported to the City**
38 **Council and public.**

39
40 Policies

41
42 13.1 Utilize federal, state, regional, and King County resources to implement this element.

43
44 13.2 Encourage public-private partnerships to achieve the goals of this element.

45
46 13.3 Seek grant funding for programs and activities that implement the policies of this element.

- 1 13.4 Appropriate funding for the implementation of this element through the City budget process.
- 2 Funds should be allocated at the same time projects are added to City department work plans to
- 3 ensure programs and projects are adequately funded to achieve the goals of this element.
- 4 13.5 Prepare a biennial report tracking implementation of the Economic Development Element. The
- 5 report will be provided to the City Council prior to adoption of the budget.
- 6
- 7 13.6 Establish an implementation timeline for this element each budget cycle. The implementation
- 8 timeline can be updated and amended each budget cycle to reflect the resources available to
- 9 accomplish actions to implement this element. The implementation timeline should detail the
- 10 following:
- 11
- 12 13.6.A Actions from this element to be added to department work plans for the upcoming
- 13 budget cycle;
- 14 13.6.B Actions from this element that should be added to work plans in the next three to six
- 15 years; and
- 16 13.6.C Actions from this element that should be added to future work plans in seven or more
- 17 years.
- 18
- 19 13.7 Respond to potential budget shortfalls for actions to implement this element with the following
- 20 strategies in descending order of priority:
- 21
- 22 13.7.A Alternate funding sources;
- 23 13.7.B Public-private partnerships;
- 24 13.7.C Reducing project or program scope to align with current budget constraints;
- 25 13.7.D Delaying projects to the next budget cycle; and
- 26 13.7.E Amending the policies of the Economic Development Element to reflect the City's capacity
- 27 to implement the element.

1 **Introduction**

2 The City of Mercer Island parks, open spaces, trails, and recreation facilities are a pillar
3 of the high quality of life enjoyed by Mercer Islanders. Preserving these public lands
4 as the City manages growth in the coming decades is an important way the City can
5 maintain the quality of life for future generations. To that end, this element of the
6 Comprehensive Plan establishes the goals and policies to manage parks, open spaces,
7 trails, and recreation facilities through the year 2044.

8
9 **Parks, Recreation and Open Space Plan**

10 The Parks, Recreation, and Open Space Plan (PROS) is a long-range planning
11 document that serves as a blueprint for the growth, enhancement, and management
12 of the City of Mercer Island parks and recreation system and assists in guiding
13 decisions related to planning, acquiring, developing, and maintaining parks, open
14 space, trails, and recreational facilities. The PROS Plan also includes priorities for
15 recreation programs, special events, and arts and cultural activities.

16
17 The PROS Plan, updated every six to ten years, identifies parks and recreation goals
18 and objectives and establishes a long-range capital plan for the Mercer Island parks
19 and recreation system, including action items and strategies to inform future work
20 plan items. The recommendations in the PROS Plan are based on community input,
21 evaluations of the existing park system, operating conditions, and fiscal
22 considerations.

23
24 **Goals and Policies**

25
26 **Goal 1**

27
28 Continue to maintain the Island's unique quality of life through the stewardship,
29 preservation, and maintenance of parks, open spaces, trails, and recreational facilities.

30
31 **Policies**

- 32
- 33 1.1 The most recent version of the Parks, Recreation and Open Space (PROS)
34 Plan is hereby adopted by reference, establishing the goals and
35 objectives that serve as the policy framework for the operation of the City
36 of Mercer Island parks and recreation system.
 - 37
 - 38 1.2 Establish an Open Space zone and a Park zone, as well as the related
39 development regulations to preserve and enhance public open space
40 and park lands for the enjoyment of Mercer Island residents, visitors, and
41 future generations.
 - 42
 - 43 1.3 Prioritize access to and conservation of parks and open spaces in areas
44 of the City with higher racial and social inequities.

2 LAND USE ELEMENT

I. INTRODUCTION

Mercer Island prides itself on being a residential community. As such, most of the Island's approximately 6.2 square miles of land area is developed with single family homes. The Island is served by a small Town Center and two other commercial zones which focus on the needs of the local population. Mixed-use and multifamily developments are located within the Town Center. Multifamily development also rings the Town Center and the western fringe of the smaller Commercial Office Zone.

Parks, open spaces, educational and recreational opportunities are highly valued and consume a large amount of land. The Island has 472 acres of park and open space lands including small neighborhood parks and trails as well as several larger recreational areas, including Luther Burbank Park and Aubrey Davis Park above the Interstate 90 tunnel. One hundred fifteen acres of natural-forested land are set aside in Pioneer Park and an additional 150 acres of public open spaces are scattered across the community. There are four elementary schools, one middle school and a high school owned and operated by the Mercer Island School District. In addition, there are several private schools at the elementary and secondary education levels.

Arts are integral to Mercer Island's identity, vitality, heritage, and shared values. The City of Mercer Island is committed to supporting and sustaining rich and diverse cultural and arts experiences and opportunities for the community. In 2018, the City incorporated the Arts and Culture plan as an appendix to the Comprehensive Plan incorporating the goals and policies in the Arts and Culture Plan into the City's Comprehensive Plan.

The community strongly values environmental protection. As a result, local development regulations have sought to safeguard land, water and the natural environment, balanced with private property rights. To reflect community priorities, development regulations also attempt to balance views and tree conservation.

TOWN CENTER

For many years, Mercer Island citizens have been concerned about the future of the community's downtown. Past business district revitalization initiatives (e.g., Project Renaissance in 1990) strove to overcome the effects of "under-capitalization" in the Town Center. These efforts sought to support and revitalize downtown commercial/retail businesses and devised a number of recommendations for future Town Center redevelopment. Growing out of previous planning efforts, a renewed interest in Town Center revitalization emerged in 1992—one looking to turn the 33-year-old downtown into the vital economic and social center of the community.

In 1992 the City of Mercer Island undertook a major "citizen visioning" process that culminated in a broad new vision and direction for future Town Center development as presented in a document entitled "Town Center Plan for the City of Mercer Island," dated November 30, 1994. The City used an outside consultant to help lead a five-day citizen design charrette involving hundreds of Island residents and design professionals. This citizen vision became the foundation for new design and development standards within the Town Center and a major part of the new Comprehensive Plan that was adopted in the fall of 1994. At the same time, the City invested about \$5 million in street and streetscape improvements to

create a central pedestrian street, along 78th Avenue and route the majority of vehicular trips around the core downtown onto 77th and 80th Avenues. Specific new design and development standards to implement the Town Center vision were adopted in December of 1995. The Mercer Island Design Commission, City staff and citizens used these standards to review all Town Center projects until 2002.

In 2002, the City undertook a major planning effort to review and modify Town Center design and development guidelines, based on knowledge and experience gained from the previous seven years. Several changes were made in the existing development and design standards to promote public-private partnerships, strengthen parking standards, and develop public spaces as part of private development. Another goal of the revised standards was to unify the major focal points of the Town Center including the pedestrian streetscape of 78th Avenue, an expanded Park-and-Ride and Transit Facility, the public sculpture garden, and the Mercerdale Park facility. As a result, the following changes were made to the design standards:

- Expanding sidewalk widths along the pedestrian spine of 78th Avenue between Mercerdale Park on the south and the Sculpture Garden Park on the north;
- Identifying opportunity sites at the north end of 78th for increased public spaces;
- Requiring that new projects include additional public amenities in exchange for increased building height above the two-story minimum; and
- Increasing the number of visual interest design features required at the street level to achieve pedestrian scale.

The changes to the design and development standards were formulated by a seven-member *Ad Hoc* Committee composed of citizen architects, engineers, planners and several elected officials. Working for three months, the *Ad Hoc* Committee forwarded its recommendations to the Planning Commission, Design Commission and City Council for review. The revised Town Center Development and Design Standards (Mercer Island City Code chapter 19.11) were adopted by City Council in July 2002 and amended in June 2016. They will continue to implement the Town Center vision.

The effects of the City's efforts to focus growth and revitalize the Town Center through targeted capital improvements, development incentives and design standards to foster high quality development are now materializing.

Between 2001 and 2007, 510 new housing units, and 115,922 square feet of commercial area were constructed in the Town Center. Between 2007 and August 2014, 360 new housing units, and 218,015 square feet of new commercial area were constructed.

~~In 2014, the City began a process to review the vision, Comprehensive Plan policies and development and design guidelines for the Town Center. This effort involved several stakeholder groups, 15 joint meetings of the Planning and Design Commissions and hundreds of public comments.~~

During 2004, the City engaged in a major effort to develop new design standards for all non-single family development in zoning districts outside the Town Center. This effort also used an ad-hoc process of elected officials, design commissioners, developers, and architects. The design standards for Zones Outside of Town Center were adopted in December 2004. These standards provide new direction for quality design of non-residential structures in residential zones and other multi-family, commercial, office and public zones outside the Town Center.

In 2014, the City began a process to review the vision, Comprehensive Plan polices and development and design guidelines for the Town Center. This effort involved several stakeholder groups, 15 joint meetings of the Planning and Design Commissions and hundreds of public comments.

Updates to this document were made in 2014 to comply with the Countywide Planning Policies, including updated housing and employment targets.

In June 2020, the City Council enacted a moratorium on major new construction generally in the southeast quadrant of the Town Center. This moratorium temporarily prevented submittal of development applications while the City considered potential updates and amendments to development regulations within the Town Center, including requirements for ground-floor commercial use and for preserving existing commercial square footage. The City Council adopted new Town Center regulations and resolved the moratorium in 2022. The new regulations established commercial use standards for street frontage, a minimum floor area ratio for commercial uses along specific street frontages, and a standard of no net loss of commercial square footage. The principal purpose of the new development regulations is to support commercial uses in Town Center.

SUSTAINABILITY

Mercer Island has a proud tradition of accomplishment toward sustainability. One of the earliest efforts was the formation of the Committee to Save the Earth by high school students in the early 1970s. Through the students' fundraising, the construction and opening of the Mercer Island Recycling Center (Center) was realized in 1975. The self-supported Center was well-patronized by Islanders and, during its many years of operation, it prevented millions of pounds of recyclable materials from ending up in the landfill while contributing to the development of a sustainability ethic on Mercer Island.

In 2006, a grassroots effort of Island citizens led the City to modify the vision statement in its Comprehensive Plan to include language embracing general sustainability, and in May 2007 the City Council committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas (GHG) emissions by 80 percent from 2007 levels by 2050, which was consistent with King County and Washington State targets. Later in 2007, the City Council set an interim emissions reduction goal (often called a "milepost") for City operations of five percent by 2012.

In 2012, the City convened a Sustainability Policy Taskforce, a City/community partnership, to recommend sustainability policies to the City. The City Council adopted its recommendations including dedicated staffing, incorporation of recommendations into City planning documents, development of a Sustainability Plan, and legislative actions to foster sustainability. The City's Sustainability Manager was hired in 2013.

Numerous community groups have contributed to sustainability accomplishments in the ensuing years, and many are still active, such as IslandVision, a nonprofit organization that had encouraged and supported sustainable practices on Mercer Island and helped launch an annual Earth Day fair called Leap for Green. In 2017, Sustainable Mercer Island (SMI) emerged as an umbrella group to help coordinate various initiatives on Island and to advocate for county and state-level climate measures. It has also helped organize and publicize solarize campaigns, youth environmental education, public outreach, advocating for bicycle and pedestrian facilities, and many other activities. Some are doing research, and many are volunteering with national and local organizations working to solve the climate crisis. One volunteer leads

the very successful Green Schools program for the Mercer Island School District, supported by King County Department of Natural Resources and Parks. SMI fosters waste reduction, recycling, and conservation by students and schools. IslandVision, a nonprofit organization, encourages and supports sustainable practices on Mercer Island. It provided to the City, in 2018, a technical analysis of GHG sources on Mercer Island and recommended strategies to reduce GHG emissions.

From 2010 to 2019, with the entire community's sustainability in mind, the City has implemented a wide range of outreach programs, efficiency campaigns, alternative energy initiatives, land-use guidelines, and other natural resource management measures designed to minimize the overall impacts generated by Island residents, for the benefit of future generations. Due to the 20-year horizon envisioned by this Comprehensive Plan, it is especially appropriate to include measures that address the long-term actions needed to reduce greenhouse gas emissions, ideally in collaboration with other local governments. Actions that the City will take in the management of its own facilities and operations are addressed in the Capital Facilities Element of this Plan. In 2018, the City continued to promote and support sustainable development, through the development of green building goals and policies for all residential development.

CLIMATE CHANGE

Climate change has far-reaching and fundamental consequences for our economy, environment, public health, and safety. Cities have a vital role in mitigating and adapting to climate change both individually and by working collaboratively with other local governments. Current science indicates that to avoid the worst impacts of global warming we need to reduce global GHG emissions sharply.

In 2008, the City created a Climate Action Task Force which was charged with developing a climate action plan for the City and community. The resulting plan called for tracking emissions and the formation of a City/community partnership which was called the Green Ribbon Commission. It was tasked with identifying strategies to reduce GHG emissions. Notable outcomes were the successful promotion of Puget Sound Energy's Green Power Program, which generated funds to cover the cost of the solar array the City installed at the Mercer Island Community and Events Center, and the 22 Ways emissions reduction campaign.

Leap for Green Sustainability Fair spearheaded by IslandVision and co-developed with the City is a vital instrument to educate and encourage engagement in sustainability. In addition to food and entertainment, the fair offers activities for kids and adults, demonstrations and displays of environmentally friendly ways of living, sustainability vendors, and more. The fair was not held in 2019 due to budget constraints.

The City has been very active in addressing climate change and has received national recognition for its efforts. In 2013, the City was recognized by the EPA as a Green Power Community of the Year for its very successful Green Power sign-up campaign for residents and for its commitment to local solar power generation. It was awarded Sol Smart Gold Designation from the Department of Energy in January 2018 for meeting stringent and objective criteria targeting removal of obstacles to solar development including streamlined permitting. As of January 2018, there were 184 known solar installations in the City, higher per capita than any other Eastside City. The City offers same-day permitting for most solar installations and most require only an electrical permit. The City has also installed electric vehicle charging stations, banned plastic bags, successfully piloted bike share and ride hailing services, and contracted with PSE for energy from a new windfarm to power 100 percent of City facilities, among many other actions.

The Capital Facilities Element includes a summary of the City's actions to reduce its own carbon footprint.

In 2014, King County and cities formed the innovative King County-Cities Climate Collaboration (K4C) to coordinate and enhance local government climate efforts. Mercer Island was a founding member and remains a very active participant. The K4C has charted opportunities for joint action to reduce GHG emissions and accelerate progress toward a clean and sustainable future. Mercer Island, through K4C, seeks opportunities to partner on outreach to decision-makers and the public, adopt consistent standards and strategies, share solutions, implement pilot projects, and cooperate on seeking funding resources. In 2016, Mercer Island, along with King County and other partners in K4C, was recognized with a national Climate Leadership Award from EPA. In 2019, the City Council passed Resolution 1570, which adopted an updated version of the K4C Joint Climate Commitments.

~~Community GHG emissions have been inventoried and reported to K4C and the public when possible, though 2016 through 2019 data have yet to be entered. The major sources of GHG on Mercer Island have been found to be passenger car travel (estimated at 40 percent of total) and building energy consumption (48 percent residential plus commercial).~~

~~With many good efforts completed and underway, it is necessary to take further action in order to meet GHG reduction targets, both in our households and in our community.~~

~~Beginning in 2018, the City assessed the City's strengths and weaknesses in supporting sustainability using the STAR Communities framework. Information from this assessment, along with the measures discussed above, and others under consideration, will be identified in more detail in a rolling six-year Sustainability Plan, to be adopted in 2019, which will guide the City's internal and external actions while taking into account the interrelated issues of climate change, population change, land use, public infrastructure, transportation choices, natural resources management, equitable services and accessibility, arts and community, public health and safety, human services, and economic development.~~

In 2018 and 2019, the City added goals and policies to the Land Use Element that support climate change planning with Ordinances 18-13 and 19-23. These ordinances established Goals 26 through 29. This included a goal and policies that referenced the STAR Community Framework as a means for assessing the City's sustainability efforts. During the 2024 periodic review, goals and policies referring to the STAR Community Framework were amended to reflect that this framework was absorbed into the U.S. Green Building Council's LEED for Cities program.

Beginning in 2022, the City began composing a Climate Action Plan. The Climate Action Plan establishes strategies for the City to reduce greenhouse gas emissions and vehicle miles traveled to address climate change. Those strategies are an important step to move the City forward in its response to the changing climate. Where needed, goals and policies were amended or added to this Land Use Element to support the strategies in the Climate Action Plan, including amendments to the policies under goals 26, 27, and 28.

II. EXISTING CONDITIONS AND TRENDS

TOWN CENTER

The Town Center is a 76-acre bowl-shaped area that includes residential, retail, commercial, mixed-use and office-oriented businesses. Historically, convenience businesses — groceries, drugstores, service stations, dry cleaners, and banks — have dominated the commercial land uses; many of them belonging to larger regional or national chains. Retailers and other commercial services are scattered throughout the Town Center and are not concentrated in any particular area. With a diffused development pattern, the Town Center is not conducive to "browsing," making movement around the downtown difficult and inconvenient for pedestrians, physically disadvantaged persons and bicyclists.

Mercer Island's downtown is located only three miles from Seattle and one mile from Bellevue via I-90. I-90 currently provides critical vehicular, bicycle and pedestrian access to the Town Center as well as the rest of the Island. Regional transportation plans anticipate future development of a high capacity transit system in the I-90 corridor. In light of recent and potential future public transportation investments in the I-90 corridor and in keeping with the region's emerging growth philosophy, redevelopment and moderate concentration of future growth into Mercer Island's Town Center represents the wisest and most efficient use of the transportation infrastructure.

As required by the Growth Management Act of 1990, the Land Use Element presents a practical and balanced set of policies that address current and future land use issues. An inventory of existing land uses (Table 1) and a forecast of future development and population trends (Section III.) provide a backdrop for issues and policies. Subsequent sections IV and V address major land use issues and policies for the Town Center and non-Town Center areas.

Note: Table 1 requires additional information from the Puget Sound Regional Council (PSRC). Staff expect to get this information from PSRC before the updated Land Use Element is adopted. This table will be updated with that information once it is provided.

Table 1. Town Center Land Uses & Facts Snapshot (May 2015)

Total Land Area	76.5 acres
Total Net Land Area (excludes public right-of-way)	61.1 acres
Total Floor Area (includes all uses)	2,385,723 square feet (20% office, 15% retail, and 65% residential)
Total Floor Area - Ratio	0.90
Total Housing Units	1,532
Total Net Residential Density	25 units/acre (Approx. 75 units/acre on sites with residential uses)
Total Employment	3,993 ¹

Notes: This table includes one mixed-use project currently under construction as of May 2015 (i.e., Hadley).

¹This information is provided by the PSRC and is derived from Census data.

AREAS OUTSIDE THE TOWN CENTER

Single family residential zoning accounts for 88 percent of the Island's land use. There are 3,534 acres zoned for single family residential development. This compares to 77 acres in the Town Center zones, 19 acres for Commercial Office zone, and 103 acres in multi-family zones (Table 2). City Hall is located in a Commercial Office zone, while other key civic buildings such as the Post Office and the Main Fire Station are located in the Town Center and City Hall. Many of the remaining public buildings, schools, recreational facilities and places of religious worship are located in residential or public zones.

Table 2. Land Use Zones and Acreage (2014)

Zone	Acreage
Business - B	2.85
Commercial Office - CO	19.45
Multifamily - MF-2	42.03
Multifamily - MF-2L	7.73
Multifamily - MF-3	53.73
Public Institution - P	284.31
Planned Business - PBZ	13.89
Single Family - R-12	77.44
Single Family - R-15	1277.04
Single Family - R-8.4	779.36
Single Family - R-9.6	1399.98
Town Center - TC	77.16

Note: Figures above include adjacent right-of-way.

~~Approximately 95 percent of all residential land on Mercer Island is currently developed. Over the last 30 years, most public facilities have been re-constructed, or have planned additions, in sufficient quantities to serve current and projected populations. This category includes schools, parks and recreation facilities, streets and arterials, and fire stations. In 2015, the City constructed a new fire station on Southeast 68th Street to increase service capacity for the south end of the island. Northwood Elementary School was constructed in 2016, adding to the Mercer Island School District’s capacity. Future re-investments in these facilities will primarily improve the reliability and function of the community’s "infrastructure" rather than adding significant new capacity. [Refer to the Capital Facilities Element for a more in-depth discussion of public facilities.]~~

~~Single family residential zones designate a number of different lot sizes and densities including 8,400 square feet, 9,600 square feet, 12,000 square feet and 15,000 square feet. Of the 3,534 acres in these zones, approximately 145 remain unimproved. Most unimproved lots are small parcels and/or are platted building lots within previously developed neighborhoods. Some additional capacity exists in larger lots which can be subdivided. However, during the planning horizon, the City expects an average of roughly six subdivisions a year, the majority of which will be short plats of four or fewer lots. Residential zones in the City are primarily zoned for single-family residential development. There are four minimum lot sizes in single-family zones, ranging from 15,000 square feet, 12,000 square feet, 9,600 square feet, and 8,400 square feet. Existing single-family development is mostly made up of established neighborhoods constructed in the latter-half of the 20th Century. Most lots in the single-family zones are already~~

subdivided and few are undeveloped. New development in the single-family zones is typically demolition of an existing home and replacement with a newer home.

The most densely developed neighborhoods are found on the Island's north end. This includes East Seattle and First Hill as well as neighborhoods immediately north and south of the I-90 corridor and areas along the entire length of Island Crest Way.

The least densely populated neighborhoods are ones with the largest minimum lot size and are designated as Zone R-15 (15,000-square-foot minimum lot size). These neighborhoods, generally located along East and West Mercer Way, contain the greatest amount of undeveloped residential land and often contain extremely steep slopes, deep and narrow ravines and small watercourses. Because environmentally sensitive areas often require careful development and engineering techniques, many of these undeveloped lands are difficult and expensive to develop.

Generally, Mercer Island's oldest neighborhoods are situated on a fairly regular street grid with homes built on comparatively small lots 40 to 60 years ago. Interspersed among the older homes are renovated homes and new homes that are often noticeably larger. Newer developments tend to consist of large homes on steeply pitched, irregular lots, with winding narrow private roads and driveways. Many residential areas of Mercer Island are characterized by large mature tree cover. Preservation of this greenery is an important community value.

Most Mercer Island multi-family housing is located in or on the borders of the Town Center. However, two very large complexes straddle I-90 and are adjacent to single family areas. Shorewood Apartments is an older, stable development of 646 apartment units. It was extensively remodeled in 2000. North of Shorewood and across I-90 is the retirement community of Covenant Shores. This development has a total of 237 living units, ranging from independent living to fully assisted living.

There is one Commercial/Office (CO) zone outside the Town Center. It is located along the south side of the I-90 corridor at East Mercer Way and contains several office buildings, including the Mercer Island City Hall. In the summer of 2004, the regulations in the CO zone were amended to add retirement homes as a permitted use with conditions.

For land use and transportation planning purposes, Mercer Island ~~has not been~~ designated as an Urban Center High Capacity Transit community in the Puget Sound Regional Council's Vision 202050. This designation recognizes the importance of the localities with high-capacity transit service as a place to focus new development due to the excellent access to employment centers, educational institutions and other opportunities. As such, Mercer Island will ~~not share in the major growth of the region, but will~~ continue to see new employment and residential development, most of which will be concentrated in the Town Center. Employment will continue to grow slowly and will be significantly oriented towards serving the local residential community. Transit service will focus on connecting ~~the~~ Mercer Island to other metropolitan and sub-regional centers via Interstate 90 and the region's high capacity transit system, including Sound Transit's East Link Light Rail.

III. GROWTH FORECAST

RESIDENTIAL AND EMPLOYMENT 20-YEAR GROWTH TARGETS

The King County Countywide Planning Policies (CPPs) establish growth targets for all of the jurisdictions within King County. The CPPs were initially adopted in 1992, and have been amended several times since then. Elected officials from King County, the cities of Seattle and Bellevue, and the Sound Cities Association meet as the Growth Management Planning Council (GMPC). This Council makes recommendations to the County Council, which has the authority to adopt and amend the CPPs. During 2012, the GMPC worked with an inter-jurisdictional team of King County Planning Directors to determine an equitable distribution of the growth targets throughout the County. It was agreed that the City of Mercer Island would plan to accommodate 2,000 new housing units and 1,000 new jobs between 2006 and 2031. GMA requires jurisdictions to plan for 20 years of forecasted growth, so the growth target time horizon was extended out to 2035 (see Table 3). King County amended the CPPs in 2021, updating the growth targets for cities and towns throughout the County. The updated growth targets extended the planning horizon through the year 2044. Table 3 shows the City of Mercer Island’s housing and employment growth targets for 2024 through 2044.

Table 3. Growth Targets

Housing Growth Target (in units)	
<u>Original</u> Housing growth target (in dwelling units), 2006—2031 <u>2024 – 2044</u>	2,000 <u>1,239</u>
<u>Adjusted growth target, 2006—2035</u>	<u>2,320</u>
Employment Growth Target (in jobs)	
<u>Original</u> Employment growth target (in jobs), 2006—2031 <u>2024 – 2044</u>	1,000 <u>1,300</u>
<u>Adjusted growth target, 2006—2035</u>	<u>1,160</u>

EMPLOYMENT AND COMMERCIAL CAPACITY

According to the Puget Sound Regional Council, as of March 20120 there are approximately ~~6,622~~ 7,325 jobs on Mercer Island. The City's development capacity is analyzed in the analysis completed to inform the 2014 King County Buildable Lands Report 2021 Urban Growth Capacity Report. That report shows that Mercer Island has the capacity for a total of 2,373 new jobs, well in excess of the 1,160 sufficient development capacity to accommodate the 2044 employment and housing growth targets for which Mercer Island must have sufficient zoned land to accommodate.

Table 4 summarizes employment capacity findings from the 2021 Urban Growth Capacity Report. The 2021 Urban Growth Capacity Report provides capacity for zones grouped by the type of land use. These categories are commercial and mixed-use. Mixed-use zones are those that allow both commercial and residential development. The City of Mercer does not have any zoned industrial lands.

Table 4. Employment Capacity 2018 – 2035.

<u>Land Use</u>	<u>Vacant / Redevelopable</u>	<u>Floor Area Capacity</u>	<u>Square Feet per Job</u>	<u>Job Capacity</u>
<u>Commercial</u>	<u>Vacant</u>	<u>10,000</u>	<u>200</u>	<u>52</u>
	<u>Redevelopable</u>	<u>50,000</u>	<u>200</u>	<u>242</u>
<u>Mixed Use</u>	<u>Vacant</u>	<u>20,000</u>	<u>200</u>	<u>119</u>
	<u>Redevelopable</u>	<u>100,000</u>	<u>200</u>	<u>479</u>
<u>Total</u>	<u>Vacant</u>	<u>30,000</u>	<u>200</u>	<u>171</u>
	<u>Redevelopable</u>	<u>150,000</u>	<u>200</u>	<u>721</u>
	<u>Jobs in Pipeline</u>	<u>-</u>	<u>-</u>	<u>70</u>
	<u>Totals</u>	<u>180,000</u>	<u>200</u>	<u>962</u>

Source: King County 2021 Urban Growth Capacity Report.

Note: The 2021 Urban Growth Capacity Report evaluates employment capacity for 2018 through 2035. If the study period were extended through 2044, there is sufficient capacity to accommodate the 1,300-job growth target.

RESIDENTIAL GROWTH

The Comprehensive Plan contains three types of housing figures: a capacity estimate, a growth target, and a housing and population forecast. Each of these housing numbers serves a different purpose.

Housing Capacity.

As required in a 1997 amendment to the Growth Management Act (RCW 36.70A.215), recent growth and land capacity in King County and associated cities have been reported in the 2014 King County Buildable Lands Report 2021 Urban Growth Capacity Report.

The capacity estimate identifies the number of new units that could be accommodated on vacant and redevelopable land given existing development and under current zoning. The capacity estimate is not a prediction of what will happen, merely an estimate of how many new units the Island could accommodate based on our current zoning code, the number and size of vacant properties, and some standard assumptions about the redevelopment potential of other properties that could accommodate additional development.

~~According to the 2014 Buildable Lands Report, the City of Mercer Island has the capacity for 2,004 additional housing units on properties designated for residential uses through new development on vacant lands and/or through redevelopment of underutilized lands. Based on zoning and redevelopment assumptions done in 2012 for the Buildable Lands Report, about 614 new housing units could be accommodated in single family zones, 143 new housing units could be accommodated in multifamily zones and 1,247 units could be accommodated in the Town Center.~~

~~Redevelopable land in the Town Center was determined based on an analysis of those parcels which currently have an improvement to land value ratio of .5 or less and are not in public or utility ownership. Additionally, townhomes and condominium properties were not considered redevelopable, and only those properties allowing two and one-half residential units or more are included in the analysis. Future assumed densities for this preliminary figure were based on the density of recently permitted projects (2/3 mixed-use, 1/3 commercial only). This methodology used in the 2014 Buildable Land Analysis is a similar methodology used in the 2007 Buildable Lands Report.~~

According to the 2021 Urban Growth Capacity Report, the City of Mercer Island has development capacity to accommodate 1,429 new housing units. Most of the housing development capacity is in medium-high and high-density residential zones, including Town Center. Table 5 summarizes residential capacity findings from the 2021 Urban Growth Capacity Report. The 2021 Urban Growth Capacity Report provides residential capacity in five categories based on assumed density: very low density (2.6 – 3.3 dwellings per acre), low density (4.6 – 6.1 dwellings per acre), medium-low density (2.6 – 3.3 dwellings per acre), medium-high density (22.7 dwellings per acre), and high density (100.6 – 167 dwellings per acre). The assumed densities are based on the achieved density in each zone.

Table 5. Residential Development Capacity.

<u>Assumed Density Level</u>	<u>Vacant / Redevelopable</u>	<u>Assumed Densities Assumed Densities (low/high units per acre)</u>	<u>Net Developable Acres</u>	<u>Capacity in housing units</u>
<u>Very Low Density</u>	<u>Vacant</u>	<u>2.6/3.3</u>	<u>32.05</u>	<u>85</u>
	<u>Redevelopable</u>	<u>2.6/3.3</u>	<u>85.97</u>	<u>35</u>
	<u>Subtotal</u>	<u>N/A</u>	<u>118.02</u>	<u>120</u>
<u>Low Density</u>	<u>Vacant</u>	<u>4.6/6.1</u>	<u>21.12</u>	<u>98</u>
	<u>Redevelopable</u>	<u>4.6/6.1</u>	<u>107.54</u>	<u>138</u>
	<u>Subtotal</u>	<u>N/A</u>	<u>128.65</u>	<u>235</u>
<u>Medium Low Density</u>	<u>Vacant</u>	<u>22.7</u>	<u>0.45</u>	<u>10</u>
	<u>Redevelopable</u>	<u>22.7</u>	<u>1.13</u>	<u>0</u>
	<u>Subtotal</u>	<u>N/A</u>	<u>1.58</u>	<u>10</u>
<u>Medium High Density</u>	<u>Vacant</u>	<u>26</u>	<u>0</u>	<u>0</u>
	<u>Redevelopable</u>	<u>26</u>	<u>43.7</u>	<u>535</u>
	<u>Subtotal</u>	<u>N/A</u>	<u>43.7</u>	<u>535</u>
<u>High Density</u>	<u>Vacant</u>	<u>100.6/167</u>	<u>0.54</u>	<u>91</u>
	<u>Redevelopable</u>	<u>100.6/167</u>	<u>23.47</u>	<u>437</u>
	<u>Subtotal</u>	<u>N/A</u>	<u>24.01</u>	<u>528</u>
<u>All Zones</u>	<u>Vacant</u>	<u>N/A</u>	<u>54.16</u>	<u>284</u>
	<u>Redevelopable</u>	<u>N/A</u>	<u>261.81</u>	<u>1,145</u>
	<u>Total</u>	<u>N/A</u>	<u>315.97</u>	<u>1,429</u>

Source: King County 2021 Urban Growth Capacity Report.

Housing Targets.

As mentioned above, the City has a King County Growth Management Planning Council (GMPC) 203544 housing target of 2,3201,239 new housing units. The housing target represents the number of units that the City is required to plan for under the Growth Management Act. The housing target is not necessarily the number of units that will be built on Mercer Island over the next two decades. Market forces, including regional job growth, interest rates, land costs, and other factors will have a major influence on the number of actual units created.

Housing and Population Forecast.

Note: The housing and population forecast section requires additional information from the Puget Sound Regional Council (PSRC). Staff expect to get this information from PSRC before the updated Land Use Element is adopted. This section will be updated with that information once it is provided.

The third type of housing figure contained in the Comprehensive Plan is a local housing forecast. Table 4 contains a housing unit and population forecast for 2010 through 2030 conducted by the Puget Sound Regional Council (PSRC), using a parcel-based land use model called UrbanSim, based on existing zoning and land use designations.

PSRC anticipates an increase in housing units at an average annual growth rate of approximately 0.25 percent between 2010 and 2040. This represents an increase of approximately 453 housing units and 1,495 people over 30 years.

The Housing Unit and Population forecasts are informed estimates based on several factors such as growth trends for new single family and accessory dwelling units over the last several years, Puget Sound Regional Council forecasts of future household size, transportation systems and demand modeling, and real estate market fluctuations.

~~Given the uncertainty of future market forces, periodic reviews of housing and population forecasts should be made to evaluate the future growth assumptions. Adjustments to this forecast will also be necessary if the projections on household size and population growth vary significantly from those forecasted. Planning staff predict that PSRC's multifamily unit growth estimates for the period through 2030 are likely to be surpassed as early as 2020. This prediction is based on the established pattern of larger, mixed use developments adding 100–200 units at a time to the City's multifamily housing supply and projects that are now in the development pipeline. The City will continue to monitor housing unit, population growth and market trends, and adjust land use, transportation, and capital facilities planning as necessary prior to the next major Comprehensive Plan update in 2023.~~

Housing Density.

Note: The housing density section requires additional information from the Puget Sound Regional Council (PSRC). Staff expect to get this information from PSRC before the updated Land Use Element is adopted. This section will be updated with that information once it is provided.

The average allowed density in the City of Mercer Island is more than 6.2 dwelling units per acre. This figure is based on the proportional acreage of each land use designation (or zones) that allows residential development, the densities permitted under the regulations in place today for that zone, and an assumption that the average practical allowed density for the Town Center is 99.16 units per acre. Since there is no maximum density in the Town Center and density is controlled instead by height limits and other requirements, the figure of 99.16 units per acre represents the overall achieved net density of the mixed-use projects in the Town Center constructed since 2006.

Table 4. 2010-2030 Housing Unit and Population Forecast

Year	Overall Household Size	SFR Units	Multi-family Units	Total Increase in units per decade	Total Housing Units	Population
2010 (Census)	2.48	6,873	2,236	N/A	9,109	22,699
2020 (Forecast)	2.54	7,201	2,257	349	9,458	24,991
2030 (Forecast)	2.53	7,349	2,266	157	9,615	25,243

2010 household size data obtained from the 2010 Census. All other data is from PSRC, using their 2013 Forecast parcel-based land use model using Urban Sim.

IV. LAND USE ISSUES

TOWN CENTER

- (1) Town Center is an area in the City where most new development will be focused in the coming years. The Town Center area includes land designated-zoned for commercial retail, service, mixed, and office uses is much larger than the local population can support. This has contributed to a historical pattern of relatively low private investment in downtown properties. The Town Center is the largest mixed-use zone in the City and an important economic hub. Consequently, Older commercial development in the Town Center consists of many one story strip centers, surrounded by vast parking lots (FAR of only 0.23); a typical suburban sprawl-like development. The Town Center subarea plan adopted in 1993 establishes the planning framework for Town Center to redevelop with a mix of residential and commercial development. Mixed-use development is replacing existing commercial development as the Town Center redevelops. This has led to an increase in the number of residential dwellings in this area concurrent with changes to the type of commercial development in the zone. There is concern that redevelopment will displace existing businesses or reduce the total commercial square footage available for new and expanding businesses in Town Center. In 2022 the City adopted new regulations to limit the loss of commercial space as the area redevelops. As these regulations influence the built environment in Town Center, the City will need to monitor their influence on the availability and affordability of commercial space.
- (2) In 1994, the City made significant street improvements in the Town Center, which have resulted in a more pedestrian-friendly environment. However, more needs to be done on the private development side to design buildings with attractive streetscapes so that people will have more incentive to park their car and walk between shopping areas.
- (3) The Town Center is poorly identified. The major entrance points to the downtown are not treated in any special way that invites people into the business district.

OUTSIDE THE TOWN CENTER

- (1) The community needs to accommodate two important planning values — maintaining the existing single family residential character of the Island, while at the same time planning for population and housing growth.
- (2) Accessory ~~housing~~dwelling units are allowed by City zoning regulations, and offer a way to add housing capacity to single family residential zones without disrupting the character as much as other types of higher-density residential development.
- (3) Commercial Office and PBZ zones must serve the needs of the local population while remaining compatible with the overall residential character of the community.
- (4) Ongoing protection of environmentally sensitive areas including steep slopes, ravines, watercourses, and shorelines is an integral element of the community's residential character.
- (5) View protection is important and must be balanced with the desire to protect the mature tree growth.
- (6) Within the bounds of limited public resources, open space and park land must be preserved to enhance the community's extraordinary quality of life and recreation opportunities.
- (7) There is a lack of pedestrian and transit connections between the Town Center, the Park and Ride, and Luther Burbank Park.

V. LAND USE POLICIES

TOWN CENTER

Town Center Vision	
Mercer Island Town Center Should Be ...	
1.	THE HEART of Mercer Island and embody a small town character, where residents want to shop, eat, play and relax together.
2.	ACCESSIBLE to people of all ages and abilities.
3.	CONVENIENT to enter, explore and leave with a variety of transportation modes.
4.	WELL DESIGNED with public spaces that offer attractive settings for entertainment, relaxation and recreation.
5.	DIVERSE with a range of uses, building types and styles that acknowledge both the history and future of the Island.
6.	LOCAL providing businesses and services that meet every day needs on the Island.
7.	HOME to a variety of housing options for families, singles and seniors.

GOAL 1:

Create a mixed-use Town Center with pedestrian scale and connections.

- 1.1 A walkable mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.

Land Use and Development

GOAL 2:

Create a policy and regulatory structure that will result in a diversity of uses that meets Islanders' daily needs and helps create a vibrant, healthy Town Center serving as the City's business, social, cultural and entertainment center.

- 2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center.
- 2.2 Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.

GOAL 3:

Have a mixture of building types, styles and ages that reflects the evolution of the Town Center over time, with human-scaled buildings, varied height, setbacks and step-backs and attractive facades.

- 3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided.
- 3.2 Locate taller buildings on the north end of the Town Center and step down building height through the center to lower heights on the south end, bordering Mercerdale Park.
- 3.3 Calculate building height on sloping sites by measuring height on the lowest side of the building.
- 3.4 Mitigate the "canyon" effect of straight building facades along streets through use of upper floor step-backs, façade articulation, and similar techniques.
- 3.5 Buildings on larger parcels or with longer frontage should provide more variation of the building face, to allow for more light and create the appearance of a smaller scale, more organic, village-like development pattern. Building mass and long frontages resulting from a single user should be broken up by techniques such as creating a series of smaller buildings (like Island Square), providing public pedestrian connections within and through a parcel, and use of different but consistent architectural styles to create smaller building patterns.
- 3.6 Building facades should provide visual interest to pedestrians. Street level windows, minimum building set-backs, on-street entrances, landscaping, and articulated walls should be encouraged.

GOAL 4:

Create an active, pedestrian-friendly, and accessible retail core.

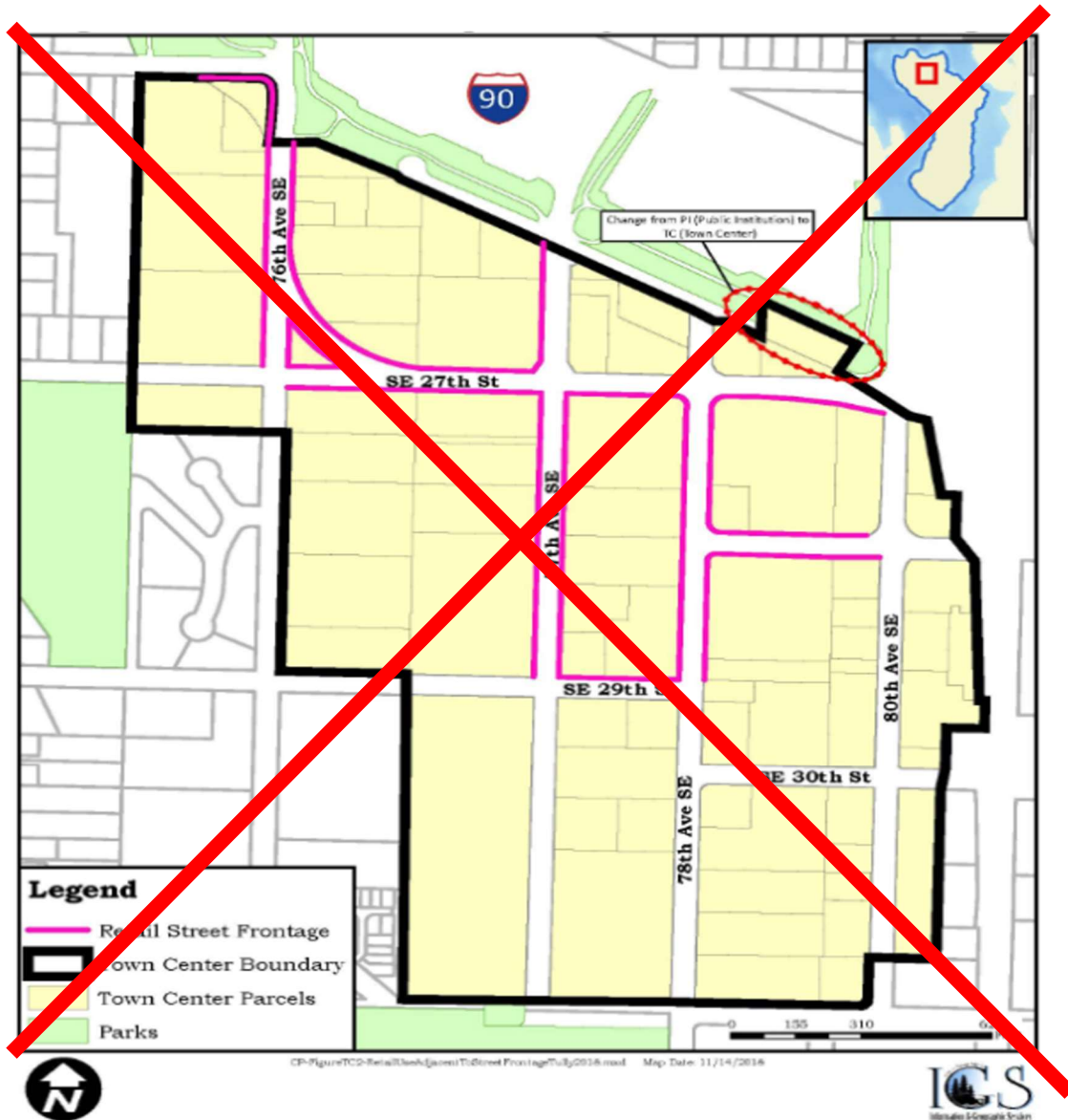
- 4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.
- 4.2 Retail street frontages (Figure TC-1) should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services also encouraged to a more limited extent.

GOAL 5:

Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.

- 5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.
- 5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.
- 5.3 Encourage the development of affordable housing within the Town Center.
- 5.4 Encourage the development of accessible and visitable housing within the Town Center.
- 5.5 Encourage options for ownership housing within the Town Center.

Figure TC 1. Retail Use Adjacent to Street Frontages



Circulation and Parking

GOAL 6:

Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.

GOAL 7:

Town Center streets should be viewed as multiple-use facilities, providing for the following needs:

- Access to local businesses and residences.
- Access for emergency vehicles.

- Routes for through traffic.
 - Transit routes and stops.
 - On-street parking.
 - Pedestrian and bicycle travel.
 - Sidewalk activities, including limited advertising and merchandising and restaurant seating.
 - Occasional special events and outdoor entertainment.
- 7.1 All Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.
- 7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.
- 7.3 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping and amenities.
- 7.4 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle network along I-90 and the planned light rail station with Mercerdale Park and the rest of the Island south of the Town Center.

GOAL 8:

Be pedestrian-friendly, with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.

- 8.1 Provide convenient opportunities to walk throughout Town Center.
- 8.2 Create safe pedestrian routes that break-up larger City blocks.

GOAL 9:

Have ample parking, both on-street and off, and the ability to park once and walk to a variety of retail shops.

- 9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.
- 9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.
- 9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.
- 9.4 On and off-street parking should be well-lit, convenient and well-signed so that drivers can easily find and use parking.

9.5 Develop long-range plans for the development of additional commuter parking to serve Mercer Island residents.

9.6 Prioritize parking for Mercer Island residents within the Town Center.

GOAL 10:

Prioritize Town Center transportation investments that promote multi-modal access to regional transit facilities.

GOAL 11:

Promote the development of pedestrian linkages between public and private development and transit in and adjacent to the Town Center.

Public Realm

GOAL 12:

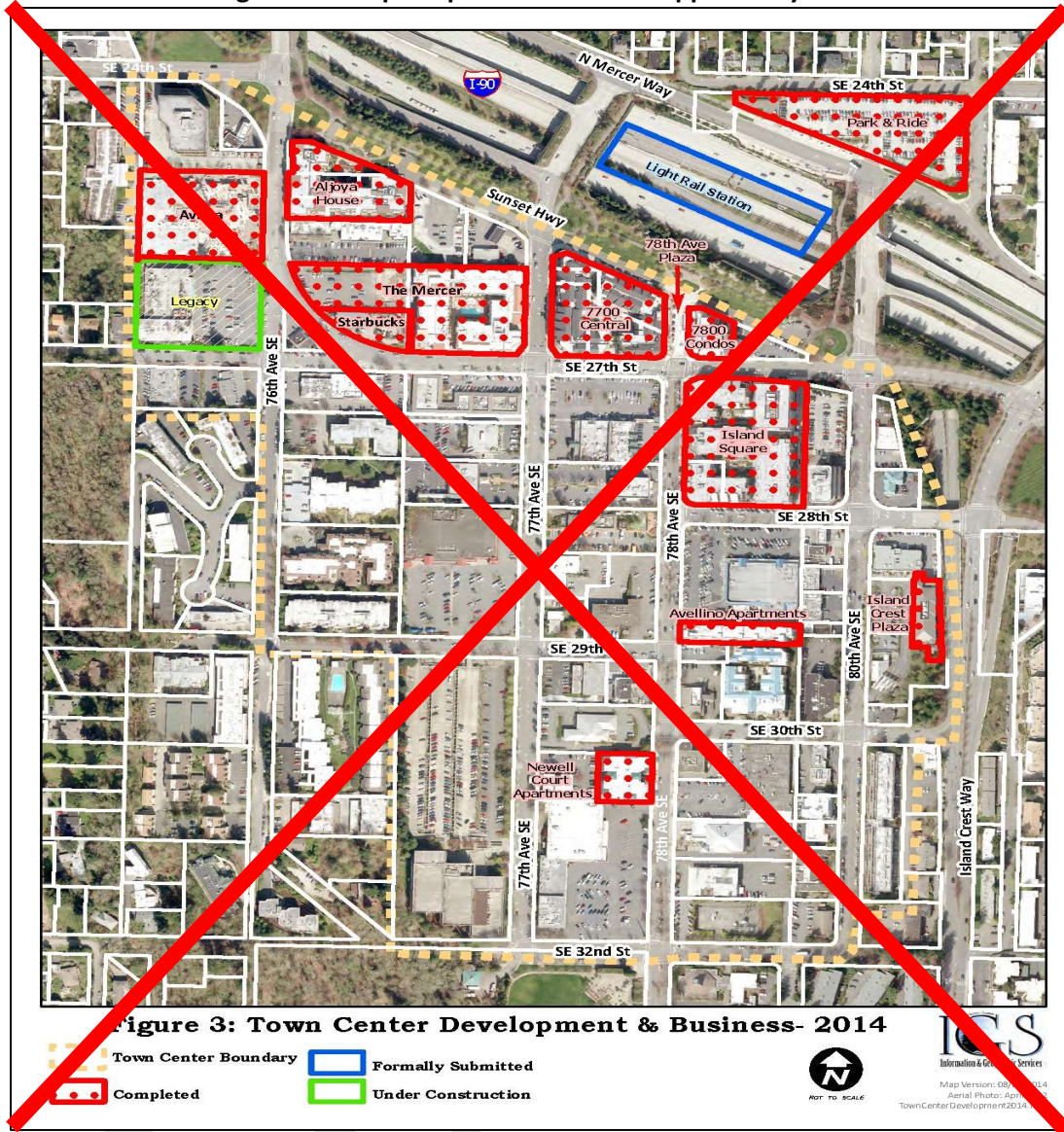
Have inviting, accessible outdoor spaces with seating, greenery, water features, and art that offer settings for outdoor entertainment and special events as well as for quiet contemplation.

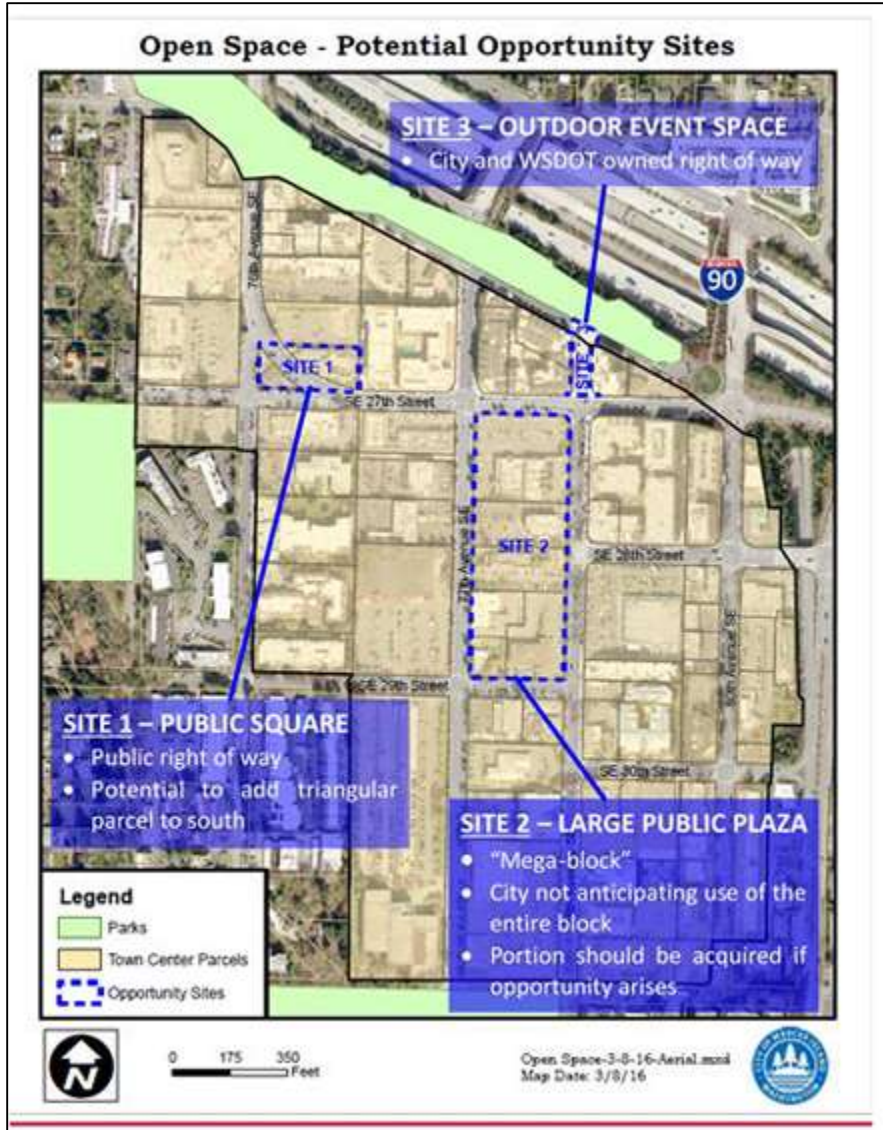
12.1 Outdoor public spaces of various sizes in Town Center are important and should be encouraged.

12.2 Encourage the provision of on-site public open space in private developments. ~~But~~ This can include incentives, allowing development agreements, and payment of a calculated amount of money as an ~~option~~ alternative to dedication of land. In addition, encourage aggregation of smaller open spaces between parcels to create a more substantial open space.

12.3 Investigate potential locations and funding sources for the development (and acquisition if needed) of one or more significant public open space(s) that can function as an anchor for the Town Center's character and redevelopment. Identified "opportunity sites" are shown in Figure TC-2 and described below. These opportunity sites should not preclude the identification of other sites, should new opportunities or circumstances arise.

Figure TC-2. Open Space — Potential Opportunity Sites





SustainabilityGreen Building

GOAL 13:

Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices as well as exhibiting other innovative green features, above and beyond what is required by the existing Construction Code.

Economic Development

GOAL 14:

Support the further economic development of Mercer Island, particularly in the Town Center.

- 14.1 ~~Develop~~ Establish economic development policies in an Economic Development Plan Element, engaging internal and external resources as appropriate.
- 14.2 ~~Establish the Town Center as an active and attractive commercial node, including the use of gateways, wayfinding and signage, and links to transit.~~
- 14.3 Maintain a diversity of downtown land uses.
- 14.43 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of 1,2281,300 new jobs from 200624–203540, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies.
- 14.5 ~~Investigate formation of a business improvement area (BIA), or other mechanism authorized by state law, to help promote Island businesses, to support Town Center activities, and to finance improvements and amenities.~~
- 14.6 ~~Identify a staff person who will help coordinate economic development activities.~~
- 14.7 ~~Support public and private investment in existing properties, infrastructure, and marketing to help maintain longstanding businesses and attract new ones.~~
- 14.84 Create a healthy and safe economic environment where Town Center businesses can serve the needs of Mercer Island residents as well as draw upon broader retail and commercial market areas.
- 14.9 ~~Proactively and persistently engage residents, community organizations, and businesses in a collaborative effort to establish a strategy for Mercer Island economic development.~~

OUTSIDE THE TOWN CENTER

GOAL 15:

Mercer Island should remain principally a low to moderate density, single family residential community.

- 15.1 ~~Existing land use policies, which strongly support the preservation of~~ Preserve the neighborhood character ~~existing conditions in the single family~~ all residential zones, ~~will continue to apply. Changes to the zoning code or development standards will be accomplished through code amendments.~~
- 15.2 Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative Provide for housing types in residential zones, such as

accessory dwelling units and ~~compact courtyard homes~~ additional middle housing types at slightly higher densities as outlined in the Housing Element.

15.3 ~~Multi-family areas will continue to be low-rise apartments and condos and duplex/triplex designs, and with the addition of the Commercial/Office (CO) zone, will be confined to those areas already designated to allow multi-family.~~ Encourage multifamily and mixed-use housing within the existing boundaries of the Town Center, multifamily, and Commercial Office zones to accommodate moderate- to extremely low-income households.

15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should ~~reflect~~ recognize the desire-need and support the ability to retain viable-maintain, update, and renovate-and healthy social, recreational, educational, and religious ~~organizations-facilities as allowed by the land use code.~~ Such facilities are-as community assets which are essential for the mental, physical and spiritual health of Mercer Island. Future land use decisions should encourage the retention of these facilities.

15.45 ~~As a primarily single family residential community with a high percentage of developed land, the community cannot provide for all types of land uses. Certain activities will be considered incompatible with present uses. Incompatible uses include~~ Discourage incompatible land uses such as landfills, correctional facilities, zoos and airports in existing zones. Encourage C-compatible permitted uses such as education, recreation, open spaces, government social services and religious activities ~~will be encouraged.~~

15.56 Manage impacts that could result from new development in residential zones by establishing standards to:

- 15.56.A Regulate on- and off-street parking;
- 15.56.B Encourage the retention of landscaped areas and the retention and planting of trees;
- 15.56.C Establish incentives and anti-displacement measures consistent with the Housing Element; and
- 15.56.D Control new development to be compatible in scale, form, and character with existing surrounding neighborhoods.

GOAL 16:

Achieve additional residential capacity in ~~single family~~ residential zones through flexible land use techniques and land use entitlement regulations.

16.1 Encourage the uUse of the existing housing stock to address changing population needs and aging in place. Accessory ~~housing-dwelling~~ units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.

16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.

- 16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.
- 16.4 Promote accessory dwelling units in single-family ~~districts~~ zones subject to specific development and owner occupancy standards.
- 16.5 ~~Infill~~ Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.
- 16.6 Explore flexible residential development regulations and entitlement processes that support, ~~and create incentives for, subdivisions that incorporate public amenities through the use of a pilot program. The use of flexible residential development standards should be used to~~ and encourage public amenities such as wildlife habitat, accessible homes, affordable housing, and sustainable development.
- 16.7 Ensure development regulations allow the improvement of existing homes and do not create incentives to remove or replace existing homes.
- 16.8 Evaluate locally adopted building and fire code regulations within existing discretion to encourage the preservation of existing homes.

GOAL 17:

~~With the exception of allowing residential development, commercial designations and permitted uses under current zoning will not change. The allowed uses in commercial and mixed-use zones balance the City's economic development and housing needs.~~

- 17.1 The Planned Business Zone uses on the south end of Mercer Island are compatible with the surrounding single family zone needs. All activities in the PBZ are subject to design review. Supplemental design guidelines have been adopted.
- 17.2 Commercial uses and densities near the I-90/East Mercer Way exit and SE 36th Street are appropriate for that area. All activities in the ~~CO~~ Commercial Office zone are subject to design review and supplemental design guidelines may be adopted.
- 17.3 ~~Inclusion of a range of~~ Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.
- 17.4 ~~Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect the desire to retain viable and healthy social, recreational, educational, and religious organizations as~~

~~community assets which are essential for the mental, physical and spiritual health of Mercer Island.~~

NATURAL ENVIRONMENT POLICIES

GOAL 18:

The protection of the natural environment will continue to be a priority in all Island development. Protection of the environment and private property rights will be consistent with all state and federal laws.

- 18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.
- 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.
- 18.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.
- 18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.
- 18.5 The City shall utilize best available science during the development and implementation of critical areas regulations. Regulations will be updated periodically to incorporate new information and, at a minimum, every eight years as required by the Growth Management Act.
- 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.
- 18.7 Services and programs provided by the City with regards to land use should encourage residents to minimize their own personal carbon footprint, especially with respect to energy consumption and waste reduction.
- 18.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.
- 18.9 Outreach campaigns and educational initiatives should inform residents of the collective impact of their actions on local, county, and state greenhouse gas emissions reduction goals.
- 18.10 The Stormwater Management Program Plan is hereby adopted by reference.

18.11 Ensure all people in Mercer Island have a clean and healthy environment, regardless of race, social, or economic status.

18.12 Reduce impacts to people and areas that have been disproportionately affected by noise, air, pollution, or other environmental impacts.

GOAL 19:

Protect and enhance habitat for native plants and animals for their intrinsic value and for the benefit of human health and aesthetics. Regulatory, educational, incentive-based, programmatic, and other methods should be used to achieve this goal, as appropriate.

19.1 Designate bald eagles as a Species of Local Concern for protection under the Growth Management Act. Identify additional Species and Priority Habitats of Local Concern referencing best available science and the Washington Department of Fish and Wildlife Priority Habitats and Species List. Determine how best to protect these species and habitats.

19.2 Encourage the inventorying of native plants and animals on Mercer Island and the habitats that support them. As part of this effort, identify pollinators and the native plants they depend upon.

19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way.

19.4 Critical areas and associated buffers should consist of mostly native vegetation.

19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values.

19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way.

19.7 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover. [Relocated Policy 20.3]

19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.

- 19.89 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands.
- 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters, and areas which will enhance open space networks.
- 19.11 Support the conservation of on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs.
- 19.102 Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.
- 19.113 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.
- 19.124 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.
- 19.135 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures.
- 19.146 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community.
- 19.157 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community.
- 19.168 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors.
- 19.179 Promote wildlife watering.

PARKS AND OPEN SPACE POLICIES

[NOTE: Parks and Open Space Policies from the Land Use Element are proposed to be moved to other goals or struck because the topics are address in the Parks, Recreation, and Open Space Plan]

GOAL 20:

~~Continue to maintain the Island's unique quality of life through open space preservation, park and trail development and well-designed public facilities.~~

- ~~20.1 More specific policy direction for parks and open space shall be identified in the Parks and Recreation Plan and the Pedestrian and Bicycle Facility Plan. These plans shall be updated periodically to reflect changing needs in the community.~~
- ~~20.2 Acquisition, maintenance and access to public areas, preserved as natural open spaces or developed for recreational purposes, will continue to be an essential element for maintaining the community's character.~~
- ~~20.3 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover.~~
- ~~20.4 Future land use decisions should encourage the retention of private club recreational facilities as important community assets.~~
- ~~20.5 Provide recreation and leisure time programs and facilities that afford equal opportunities for use by all Mercer Island residents while considering the needs of non-Mercer Island residents.~~
- ~~20.6 Provide a system of attractive, safe, and functional parks, and park facilities.~~
- ~~20.7 Preserve natural and developed open space environments and trails for the benefit of all existing and future generations.~~
- ~~20.8 Provide a broad representation of public art through cooperation with the Mercer Island Arts Council.~~
- ~~20.9 Funding for existing facilities should be a top priority and should be provided at a level necessary to sustain and enhance parks, trails and open space consistent with the Parks and Recreation Plan, the Trails Plan and the Capital Facilities Element.~~
- ~~20.10 Promptly investigate open space acquisition opportunities as they become available.~~
- ~~20.11 Pursue state and federal grant funding for parks and open space improvements.~~
- ~~20.12 Pursue a trail lease agreement from the Washington State Department of Transportation to allow for the development of an I-90 Connector Trail to establish a pedestrian connection between Luther Burbank and Town Center.~~

~~20.13 Support the conservation of private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Right programs.~~

GREEN BUILDING

GOAL 21:

Promote the use of green building methods, design standards, and materials, for residential development, to reduce impacts on the built and natural environment and to improve the quality of life. Green building should result in demonstrable benefits, through the use of programs such as, but not limited to, Built Green, LEED, the Living Building Challenge, Passive House, Salmon Safe, or similar regional and recognized green building programs.

- 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building.
- 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques.
- 21.3 ~~Evaluate requiring the use of~~ Consider expanding requirements for green building techniques for new construction and certification to additional zones and/or development of subdivisions as a component of a green building program.
- 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development.
- 21.5 ~~Conduct annual tracking of new, or significantly remodeled, structures verified under various green building programs on Mercer Island and incorporate statistics into the City's sustainability tracking system and performance measures.~~

STAR Climate Change

GOAL 26:

~~Use the STAR Community framework, or a similar assessment framework, to help develop the City's sustainability practices and to determine the effectiveness of such practices. Continue to develop and refine City policies and implementation strategies to address climate change.~~

- 26.1 ~~Assess the effect of proposed Comprehensive Plan or development regulation amendments on sustainability. Adopt a Climate Element or equivalent components in this plan, as directed by state law, to plan for reducing greenhouse gas emissions and vehicle miles traveled and to improve community resilience by planning for climate preparedness, response, and recovery efforts.~~
- 26.2 ~~Assess the effect of proposed City programs on sustainability. The most recent version of the Climate Action Plan is hereby adopted by reference. This plan provides more specific policy~~

direction and implementation guidance for climate action. This plan shall be updated periodically to reflect changing needs in the community.

~~26.3 Assess the City's existing strengths and weaknesses in supporting sustainability, using the STAR Communities framework or similar assessment framework, and identify desired programs or policies supporting sustainability.~~

GOAL 27:

Reduce community-wide greenhouse gas emissions.

~~27.1 Establish and support annual data gathering, and reporting on,~~ Collect data and report on Mercer Island GHG emissions annually. Document progress toward emission reduction targets and progress consistent with King County-Cities Climate Collaboration (K4C).

27.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.

27.3 Provide public information and support to individual and community efforts to mitigate climate change.

27.4 Evaluate and prioritize actions to reduce GHG emissions.

27.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips.

27.6 Promote an energy-efficient built environment by:

27.6.1 Focusing development where utility and transportation investments have been made;

27.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;

27.6.3 Encouraging the use of carbon-efficient building materials and building design;

27.6.4 Reducing greenhouse gas emissions from the construction, heating, and cooling of residential structures by encouraging smaller single family residential housing units, moderate density housing (including duplexes and triplexes), and the use of green building materials and techniques; and

27.6.4~~5~~ Mitigating urban heat island effects by expanding tree canopy and vegetation cover.

27.7 Promote renewable power generation in the community.

GOAL 28:

~~Develop and implement a Climate Action Plan.~~

~~28.1 The Climate Action Plan is hereby adopted by reference.~~

GOAL 298:

Adapt to and mitigate local climate change impacts.

- 298.1 Prioritize the ~~prevention~~ reduction of greenhouse gas emissions and other contributors to climate change.
- 298.2 Develop an adaptive response to expected climate change impacts on the community.
- 298.3 Increase carbon sequestration through expanding tree canopy and vegetation cover.

VI. ACTION PLAN

GOAL 3029:

To implement land use development and capital improvement projects consistent with the policies of the comprehensive plan.

- ~~3029.1 To focus implementation of the Comprehensive Plan on those issues of highest priority to the City Council and community: Town Center development, storm drainage, critical lands protection, and a diversity of housing needs including affordable housing.~~
- ~~30.2 To create opportunities for housing, multi-modal transportation, and development consistent with the City's share of regional needs.~~
- ~~30.3 To make effective land use and capital facilities decisions by improving public notice and citizen involvement process.~~
- ~~30.4 To continue to improve the development review process through partnership relationships with project proponents, early public involvement, reduction in processing time, and more efficient use of staff resources.~~
- ~~30.5 To continue to improve the usability of the "Development Code" by simplifying information and Code format; eliminating repetitious, overlapping and conflicting provisions; and consolidating various regulatory provisions into one document.~~
- ~~30.6 Mercer Island has consistently accepted and planned for its fair share of regional growth, as determined by the GMPC and the King County CPPs. However, build out of the City is approaching, and could occur before 2035 or shortly thereafter. In the future, the City will advocate for future growth allocations from the GMPC which will be consistent with its community vision, as reflected in the Comprehensive Plan and development regulations; environmental constraints; infrastructure and utility limitations; and its remaining supply of developable land.~~

29.2 Establish a Land Use Element implementation strategy and schedule in conjunction with each biennial budget cycle. This implementation strategy can be periodically updated and amended by City Council at any time thereafter and should detail the following:

29.2.A Actions from this element to be added to department work plans for the next biennial budget cycle;

29.2.B Any funding including grants allocated to support the completion of these actions;

29.2.C Any staff resources allocated to support the completion of these actions;

29.2.D A schedule detailing the key actions and/or milestones for the completion of each action; and

29.2.E A list of near-term future actions expected to be proposed to be added to department work plans in the next three to five years.

29.3 Prepare a biennial report tracking implementation of the Land Use Element. The report will be provided to the City Council prior to adoption of the budget.

29.4 Provide resources for actions to implement this element and respond to limited resources by using strategies such as:

29.4.A Alternate funding sources;

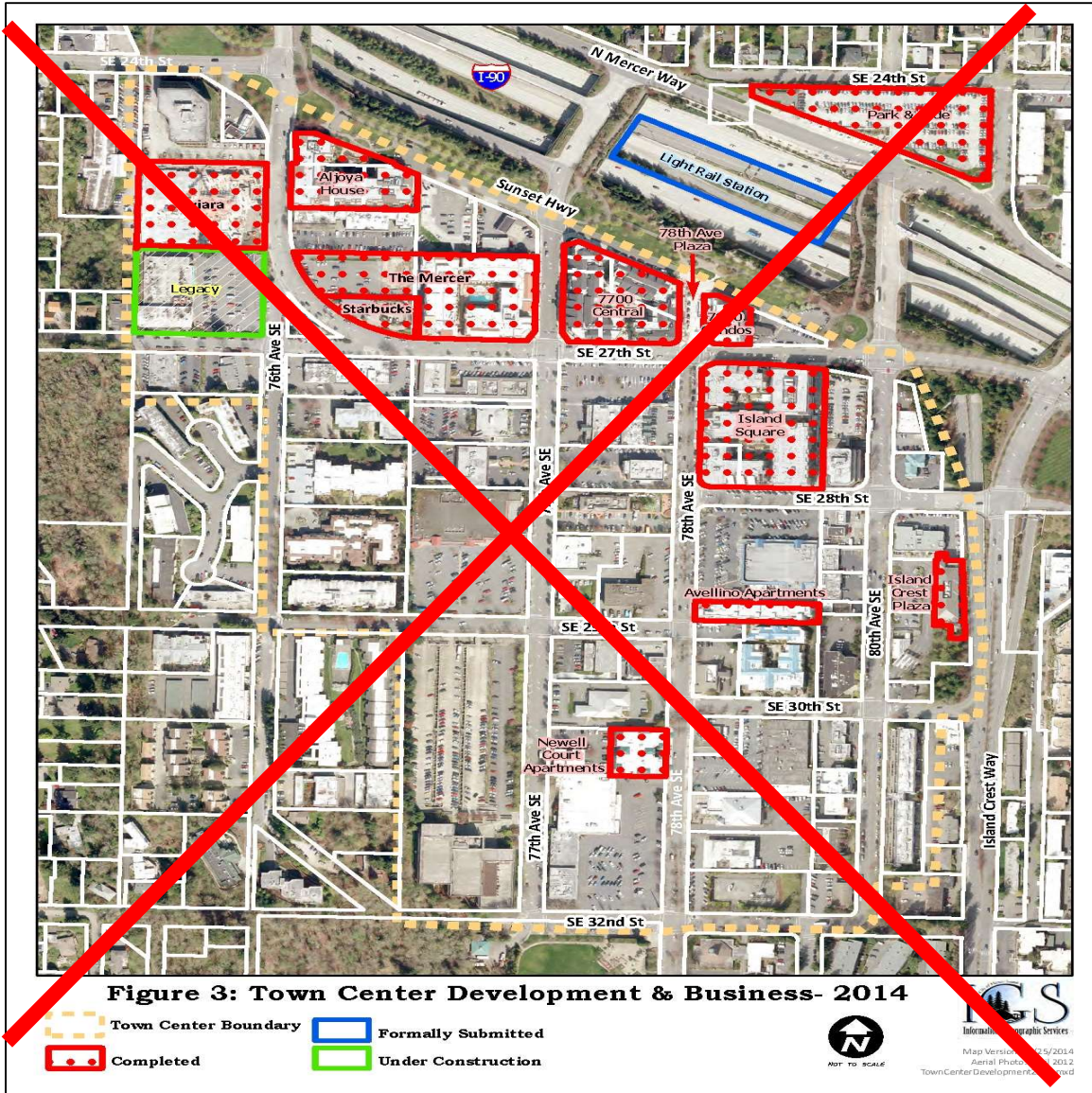
29.4.B Public-private partnerships;

29.4.C Reducing project or program scope to align with current biennial budget constraints; and

29.4.D Amending the policies of the Land Use Element to reflect the City's capacity to implement the element.

29.5 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

29.6 Coordinate with tribes to identify and mitigate potential impacts when implementing this element.



VII. LAND USE DESIGNATIONS

Land Use Designation	Implementing Zoning Designations	Description
Park	PI R-8.4 R-9.6 R-12 R-15	The park land use designation represents land within the City that is intended for public use consistent with the adopted Parks and Recreation Plan.
Linear Park (I-90)	PI	The linear park (I-90) land use designation primarily contains the Interstate 90 right-of-way. The land use designation is also improved

		with parks and recreational facilities (e.g., Aubrey Davis park, I-90 Outdoor Sculpture Gallery, etc.) adjacent to and on the lid above the Interstate 90 freeway.
Open Space	PI R-8.4 R-9.6 R-12 R-15	The open space use designation represents land within the City that should remain as predominantly unimproved open space consistent with the adopted Parks and Recreation Plan.
Commercial Office	C_O B	The commercial office land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land use will be predominantly commercial office. Complementary land uses (e.g., healthcare uses, schools, places of worship, etc.) are also generally supported within this land use designation.
Neighborhood Business	PBZ	The neighborhood business land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land uses will be predominantly a mix of small scale, neighborhood oriented business, office, service, public and residential uses.
Single Family Residential (R)	R-8.4 R-9.6 R-12 R-15	The single family residential land use designation (R) represents areas within Mercer Island where development will be predominantly single family residential neighborhoods. Complementary land uses (e.g., private recreation areas, schools, home businesses, public parks, etc.) are generally supported within this land use designation.
Multifamily Residential (MF)	MF-2 MF-2L MF-3	The multifamily residential land use (MF) represents areas within Mercer Island where the land use will be predominantly multifamily residential development. Complementary land uses (e.g., private recreation areas, schools, home businesses, public parks, etc.) are generally supported within this land use designation.
Town Center (TC)	TC	The Town Center land use designation represents the area where land uses consistent with the small town character and the heart of Mercer Island will be located. This land use designation supports a mix of uses including outdoor pedestrian spaces, residential, retail, commercial, mixed-use and office-oriented businesses.
Public Facility	C-O PI R-8.4 R-9.6 R-15 TC	The public facility land use designation represents land within the City that is intended for public uses, including but not limited to schools, community centers, City Hall, and municipal services.

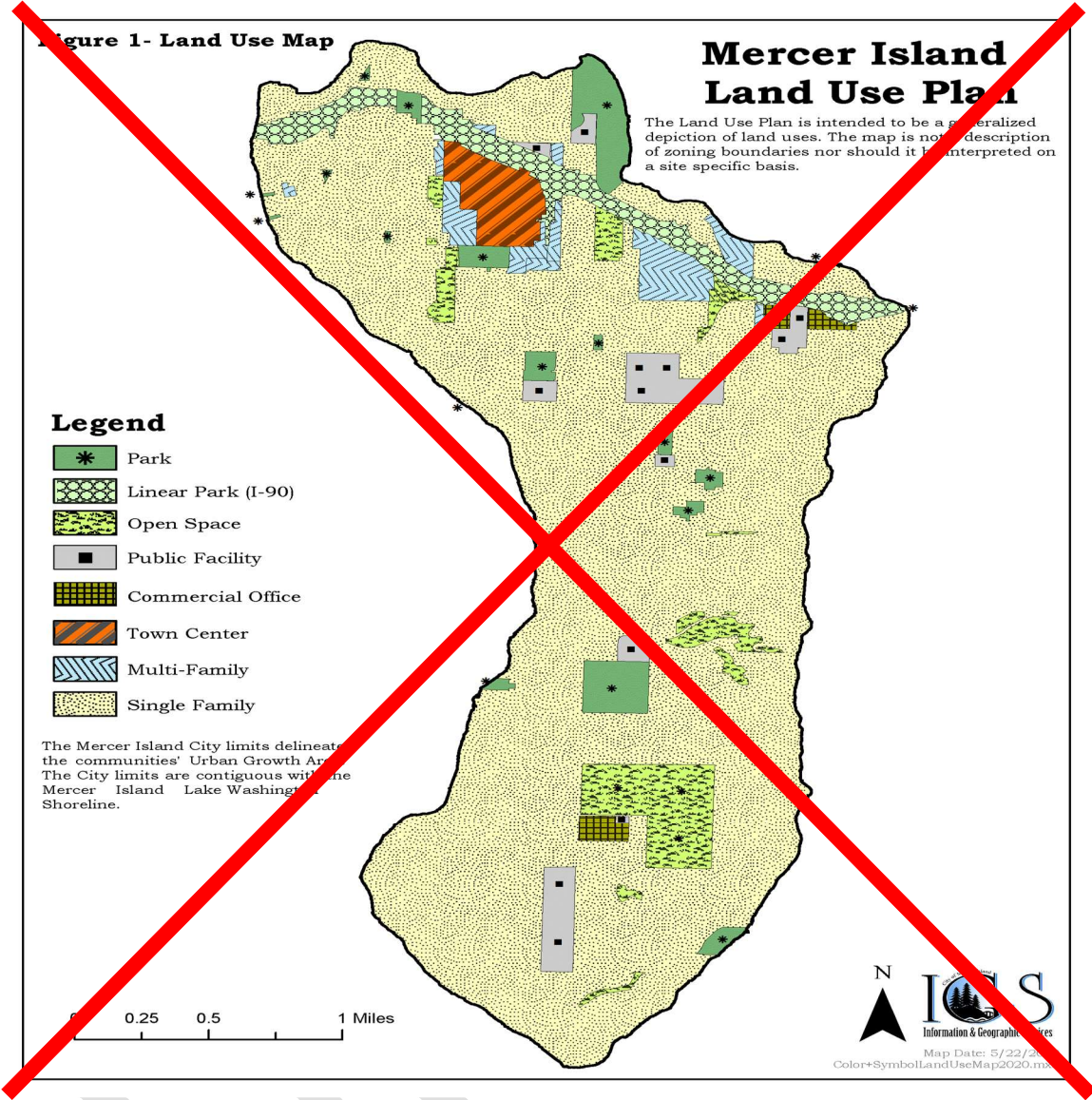
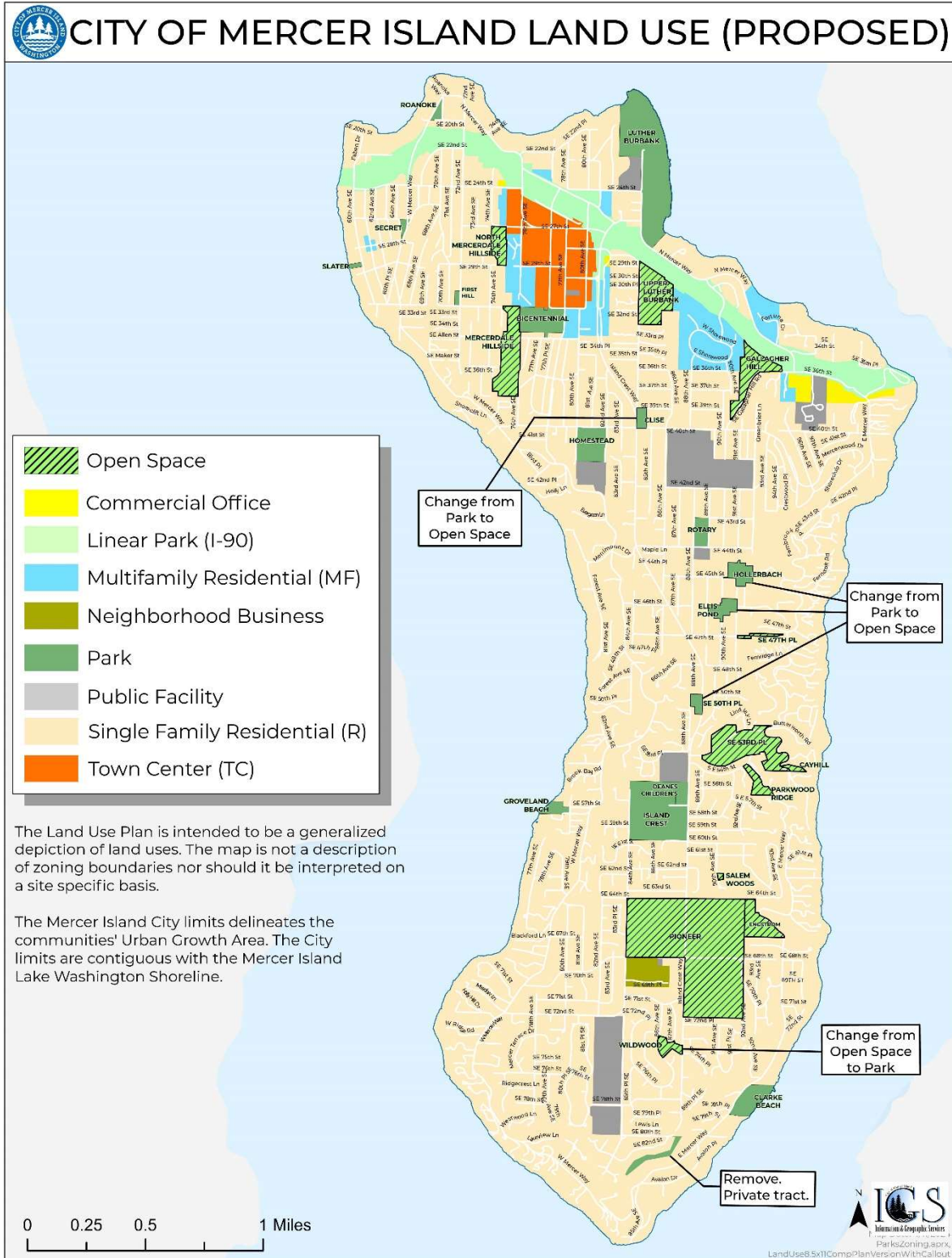


Figure 1. Land Use Map.



Note: Figure 1 will be updated to optimize the map symbology for web viewing.

4 TRANSPORTATION ELEMENT

I. INTRODUCTION

The ~~intent of the~~ Transportation Element ~~is to provide~~provides policies and projects to guide the development of ~~the~~ Mercer Island transportation system in support of the City's vision for the future. The policies guide the actions of the City, as well as the decisions related to individual developments.

The Transportation Element provides an inventory of ~~all of~~ Mercer Island's existing transportation system and includes auto, truck, bicycle, ~~bustransit~~, and pedestrian. ~~This update to the Transportation Element reflects the changes to circulation and operations related to the closure of the I-90 reversible lanes and related ramps.~~

OBJECTIVES OF THE TRANSPORTATION ELEMENT

The City of Mercer Island has three main objectives within its Transportation Element:

- Develop ~~multi-modal~~multimodal goals, policies, programs, and projects which support implementation of the Land Use Element of the Comprehensive Plan,
- Define policies and projects that encourage the safe and efficient development of the transportation system, and
- Comply with legislative requirements for ~~multi-modal~~multimodal transportation planning.

Washington State's Growth Management Act (GMA) outlines specific requirements for the Transportation Element of ~~at the city's comprehensive plan~~Comprehensive Plan. It calls for a balanced approach to land use and transportation planning to ensure that a city's transportation system can support expected growth and development. In addition, it mandates that capital facilities funds be adequate to pay for any necessary improvements to the transportation system. Finally, a city must adopt specific standards for the acceptable levels of congestion on its streets; these standards are called level of service (LOS) standards.

At the federal level, transportation funds have been focused on the preservation and improvement of transportation facilities and creating a ~~multi-modal~~multimodal approach to transportation planning. For Mercer Island, transportation projects that combine improvements for auto, buses, bicycles, and pedestrians have a much greater chance of receiving state and federal grant funds than those that focus solely on widening the road to carry more single-occupant vehicles.

Other legislative requirements addressed by the Transportation Element include the King County ~~2012~~2021 Countywide Planning Policies, the 1991 Commute Trip Reduction Act, the Americans with Disabilities Act (ADA) and the 1990 federal Clean Air Act Amendments. Each of these laws emphasizes closer coordination between a jurisdiction's land use planning and its approach to transportation planning.

TRANSPORTATION TODAY

Most of Mercer Island's streets are two lane residential streets with low to moderate volumes of traffic. Island Crest Way, a north-south arterial which runs the length of the Island, is an exception because it is a principal feeder route to I-90 and the Town Center. East and West Mercer Way ring the Island and provide

two more connections with I-90. SE 40th Street and Gallagher Hill Road also carry high traffic volumes in the north-central portion of the Island. In addition to arterial streets, the local street network provides access to private residences and properties. Public transit serves the Mercer Island Park and Ride and other locations on the Island.

~~Mercer Island has over 56 miles of trails, sidewalks and bicycle lanes for non-motorized travel. A regional trail runs across the north end of the Island along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.~~

UPCOMING CHANGES

~~The Sound Transit East Link light rail line, scheduled for completion in 2023, will change how Mercer Island residents travel and live. A new light rail station located north of the Town Center, on the I-90 corridor between 77th Avenue SE and 80th Avenue SE, will provide provides access to destinations in Seattle, Bellevue and other cities that are part of the Sound Transit system. As part of this change, many of the buses from the east side of Lake Washington will terminate at Mercer Island and bus riders will transfer to light rail. The existing park and ride at North Mercer Way is frequently at or near capacity, and parking demand will increase with light rail. As part of the mitigation agreement with Sound Transit, additional parking for the light rail station will be added in the Town Center.~~

~~Mercer Island has over 56 miles of trails, sidewalks, and bicycle lanes for non-motorized travel. In sum, these regional changes will likely affect travel and land use development patterns, particularly for the north end of the Island. The changes will also provide new opportunities for the Island and will support the vision and development of the Town Center. The regional Mountains-to-Sound Greenway Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.~~

LAND USE ASSUMPTIONS — THE COMPREHENSIVE PLAN

Mercer Island's Comprehensive Plan, of which the Transportation Element is a part, must be internally consistent. This means that the various requirements in each element must not contradict one another. Of particular importance is the relationship between the Transportation Element and the Land Use Element.

The transportation forecasts used in this element are based on Mercer Island growth targets for housing and employment, regional traffic forecasts by the Puget Sound Regional Council, and local traffic counts. Within the 20-year planning period, the City's growth target is ~~2,320~~1,239 new housing units and ~~1,160~~300 new jobs to be generated on the Island by ~~2035~~2044.

The Land Use Element defines Mercer Island's strategy for managing future growth and physical land development for the 20-year planning period. Proposed transportation improvements, policies and programs are consistent with the vision of the Land Use Element. The Land Use vision emphasizes continued reinvestment and redevelopment of the Town Center to create a mixed-use pedestrian-friendly and transit-oriented environment. Most of the forecasted housing units and jobs will be located in and around the downtown core. Outside of the Town Center, the lower density residential nature of the remainder of the Island will be maintained with low forecasted changes in household growth.

TOWN CENTER PLAN

The 1994 Town Center Plan for Mercer Island was updated in 2016 through a cooperative effort of City staff, consultants and many citizens over a two-year long process. Specific goals and policies related to transportation and mobility are in the Land Use element.

The ~~plan for a~~ Sound Transit Link Light Rail station located on the I-90 corridor between 77th Avenue SE and 80th Avenue SE will continue to focus multimodal development and population growth within the Town Center area.

II. TRANSPORTATION GOALS AND POLICIES

The following transportation goals and policies have been developed to guide transportation decisions for Mercer Island. They have been crafted to be consistent with all other Comprehensive Plan elements, including ~~most importantly,~~ the Land Use Element. They also serve to further articulate and implement the City's vision for the future.

GOAL 1:

Encourage the most efficient use of the transportation system through effective management of transportation demand and the transportation system.

- 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management strategies such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options.
- 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.
- 1.3 Employ transportation system management (TSM) techniques to improve the efficient operation of the transportation system including, but not limited to: traffic through and turn lanes, management of street parking, signals and other traffic control measures.

GOAL 2:

Receive the maximum value and utility from the City's investments in the transportation system.

- 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way.
- 2.2 ~~Continue to prioritize~~Prioritize expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.

- 2.3 ~~Pursue opportunities for~~ Encourage partnerships with nonprofit providers and the private sector participation in the provision, and operation and maintenance of the transportation system.
- 2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity.
- 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature.
- 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ multimodal access to regional transit facilities.
- 2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

GOAL 3:

Minimize negative transportation impacts on the environment.

- 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, light, stormwater, and neighborhood impacts. ~~pollution for all communities.~~
- 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities.
- 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees and retain trees in unused portions of public rights-of-way.
- 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and developing an electric vehicle infrastructure plan to providing for electric vehicle charging stations.

GOAL 4:

Provide transportation choices for travelers through the provision of a complete range of transportation facilities, and services.

- 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:
 - ~~• maintain existing and encourage new public transit service on the Island;~~
 - maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;

- provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; and
 - continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.
- 4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.
- 4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as:
- providing small park and ride facilities throughout the Island; and
 - improving pedestrian access to transit with on and off-road pedestrian improvements.
- 4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.
- 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit.
- 4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.
- 4.7 Promote the development of ~~pedestrian~~multimodal linkages ~~between public and private development and to~~ transit in the Town Center District.
- 4.78 Promote the mobility of people and goods through a ~~multi-modal~~multimodal transportation system consistent with the Pedestrian and Bicycle Facilities Plan.
- 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.
- 4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.

GOAL 5:

Comply with local, regional, state and federal requirements related to transportation.

- 5.1 Comply with the requirements of the federal and state Clean Air Acts, and work with other jurisdictions in the Puget Sound region to achieve conformance with the State Implementation Plan.
- 5.2 Meet the requirements of the Americans with Disabilities Act (ADA) and apply these standards to development of the transportation system.

5.3 Comply with the Commute Trip Reduction requirements through the continued implementation of a CTR plan.

~~5.4 Assist regional agencies in the revisions and implementation of the Transportation 2040 (PSRC), WSDOT Highway System Plan, and the Washington Transportation Plan 2030 and subsequent versions of these documents.~~

5.4 Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.

5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.

5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.

GOAL 6:

Ensure coordination between transportation and land use decisions and development.

6.1 Ensure compatibility between transportation facilities and services and adjacent land uses, evaluating aspects such as:

- potential impacts of transportation on adjacent land use;
- potential impacts of land development and activities on transportation facilities and services; and
- need for buffering and/or landscaping alongside transportation facilities.

6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.

6.3 In the project development review process, evaluate transportation implications including:

- congestion and level of service;
- connectivity of transportation facilities and services from a system perspective;
- transit needs for travelers and for transit operators; and
- non-motorized facilities and needs.

6.4 Ensure that transportation improvements, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years.

6.5 As part of a project's SEPA review, review the project's impact on transportation and require mitigation of on-site and off-site transportation impacts. The City shall mitigate cumulative impacts of SEPA-exempt projects through implementation of the Transportation Improvement Program.

- 6.6 ~~Develop~~Maintain standards and procedures for measuring the transportation impact of a proposed development and for mitigating impacts.
- 6.7 Participate in the review of development and transportation plans outside the City boundaries that may have an impact on the Island and its transportation system, and consider the effect of the City's transportation plans on other jurisdictions.
- 6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects including:
- locating structures on the site in order to facilitate transit and non-motorized travel modes;
 - placing and managing on-site parking to encourage travel by modes other than single occupant vehicles;
 - provision of convenient and attractive facilities for pedestrians and bicyclists; and
 - provision of public easements for access and linkages to pedestrian, bicycle, and transit facilities.
- 6.9 Require adequate parking and other automobile facilities to meet anticipated demand generated by new development.

GOAL 7:

Provide a safe, convenient, and reliable transportation system for Mercer Island.

- 7.1 Include requirements in the City's roadway design standards, ~~requirements~~ for facilities to safely accommodate travel by all travel modes.
- 7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities.
- 7.3.3 Reduce the number of deaths and serious injuries caused by vehicle collisions on Mercer Island to zero by 2030.
- 7.4 Emphasize transportation network connectivity to minimize travel distances and emergency response times by avoiding permanent closure of streets to through traffic.
- 7.5 Monitor the condition and performance of the transportation system to compare growth projections with actual conditions, assess the adequacy of transportation facilities and services, and to identify locations where improvements may become necessary.
- 7.46 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.
- 7.57 Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings.

- 7.68 Verify the policies, criteria, and a process to determine when, and under what conditions, private roads and privately maintained roads in the public right-of-way should be accepted for public maintenance and improvement.
- 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.
- 7.810 Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes.
- 7.911 New or remodeled public ~~institution~~institutions, commercial mixed use, and multifamily facilities should have sufficient storage for bicycles and other active transportation modes.

GOAL 8:

Preserve adequate levels of accessibility between Mercer Island and the rest of the region.

- 8.1 Continue to recognize I-90 as a highway of statewide significance.
- 8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.
- 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents.
- 8.4 Maintain an effective role in regional transportation planning, decision-making and implementation of transportation system improvements.

GOAL 9:

Balance the maintenance of quality Island neighborhoods with the needs of the Island's transportation system.

- 9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment.
- 9.2 Address parking overflow impacts on neighborhoods caused by major traffic generators such as schools, businesses, parks, and multifamily developments.
- 9.3 Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.
- 9.4 Work with King County Metro to provide public transit vehicles and services that are more in scale with the City's neighborhoods and its local road network.
- 9.5 Maintain comprehensive street design guidelines and standards that determine the appropriate function, capacity, and improvement needs for each street/roadway, while minimizing construction and neighborhood impacts.

GOAL 10:

Maintain acceptable levels of service for transportation facilities and services on Mercer Island.

- 10.1 The City of Mercer Island Level of Service (LOS) at arterial street intersections shall be a minimum of "C" within and adjacent to the Town Center and "D" for all other intersections.
- 10.2 Use the level of service standard to evaluate the performance of the transportation system and guide future system improvements and funding. Emphasize projects and programs that focus on the movement of people and provide alternatives to driving alone.
- 10.3 Implement the following strategy when vehicle capacity or funding is insufficient to maintain the LOS standard: (1) seek additional funding for capacity improvements, (2) explore alternative, lower-cost methods to meet level-of-service standards (e.g., transportation demand management program, bicycle corridor development or other strategies), (3) reduce the types or size of development, (4) restrict development approval, and (5) reevaluate the level of service standard to determine how it might be adjusted to meet land use objectives.
- 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements.
- 10.5 Revise the Transportation Element if the Land Use and/or Capital Facilities Element of the Comprehensive Plan are changed to maintain a balanced and consistent plan.
- 10.6 Levels of service for pedestrian, bicycle, and transit transportation modes should be established.

GOAL 11:

Ensure parking standards support the land use policies of the Comprehensive Plan.

- 11.1 Continue to implement flexible parking requirements for Town Center development based on the type and intensity of the proposed development; site characteristics; likelihood for parking impacts to adjacent uses; opportunities for transit, carpooling and shared parking; and potential for enhancements to the pedestrian environment.
- 11.2 Maintain the current minimum parking requirements of three off-street spaces for single family residences, but may consider future code amendments that allow for the reduction of one of the spaces provided that the quality of the environment and the single family neighborhood is maintained.
- 11.3 Support business development in the downtown area by prioritizing on-street parking spaces in the Town Center for short-term parking, and encourage the development of off-street shared parking facilities for long-term parking in the Town Center.

GOAL 12:

Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, ~~and~~ parks, and transit within the City.

- 12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be distinguished from designated bicycle lanes.
- 12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.
- 12.3 Study opportunities for use of innovative ~~method treatments~~ for pedestrians crossing streets, ~~including use of colored and textured pavements within the City.~~
- ~~12.4~~ 12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.
- 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.).
- 12.56 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.

III. TRANSPORTATION SYSTEM—EXISTING CONDITIONS

This section describes and inventories the current ~~travel patterns and~~ transportation system serving Mercer Island, ~~including land, water and air transportation.~~ Major transportation modes serving Mercer Island include automobiles, non-motorized modes such as walking and biking, and public and school transit.

~~TRAVEL PATTERNS HOW MERCER ISLANDERS MOVE ABOUT~~

~~Mercer Island has relatively high levels of vehicle ownership and personal mobility. Approximately 70 percent of the households on Mercer Island have two or more vehicles, while less than five percent of households have no vehicle at all. Comparing the 2016 American Community Survey (US Census) data with the 2000 US Census data, a number of changes are observed.~~

~~The percent of Mercer Island residents who commute to work by driving alone has dropped from 76 percent to 72 percent, those who take a bus or carpool to work decreased from 17 percent to 14 percent, and those who work at home increased from seven percent to ten percent. The average travel time to work for Mercer Island residents is 25 minutes, which is below the regional average of 32 minutes.~~

~~A November 2013 WSDOT Mercer Island Travel Survey found that 55 percent of commute trips originating on the Island traveled west towards Seattle and 45 percent traveled east towards Bellevue.~~

ROADWAY NETWORK

Mercer Island has over 75 miles of public roads. Interstate 90 (I-90) runs east-west across the northern end of Mercer Island, providing the only road and transit connection to the rest of the Puget Sound region. Access to the I-90 on-ramps and off-ramps is provided at West Mercer Way, 76th Avenue SE, 77th Avenue SE, 80th Avenue SE, Island Crest Way, and East Mercer Way.

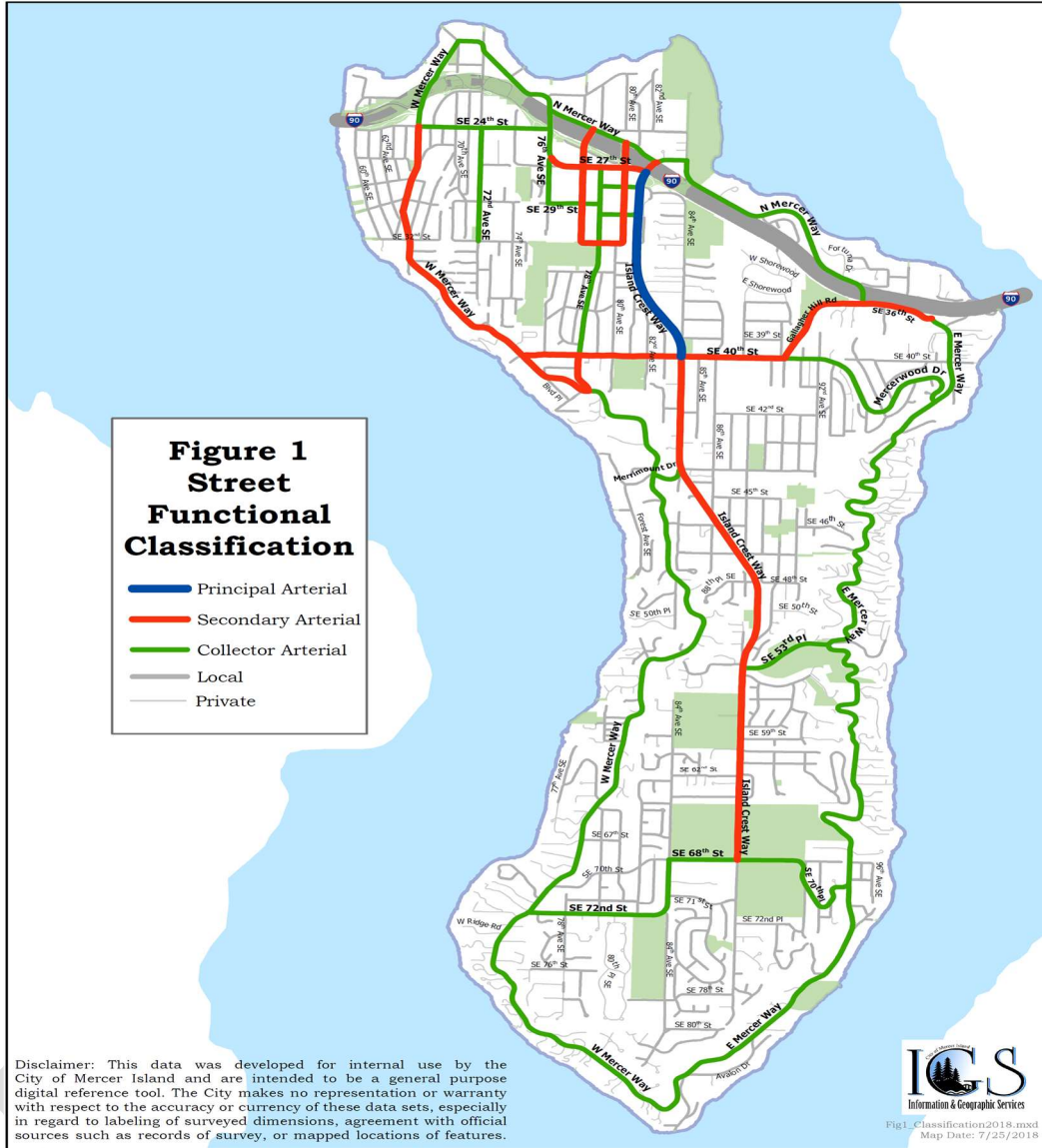
Most of the road network is comprised of two-lane local streets serving the Island's residential areas. Arterial roadways comprise approximately 25 miles, or one-third, of the system. In addition to public roads, there are numerous private roads serving individual neighborhoods and developments on the Island.

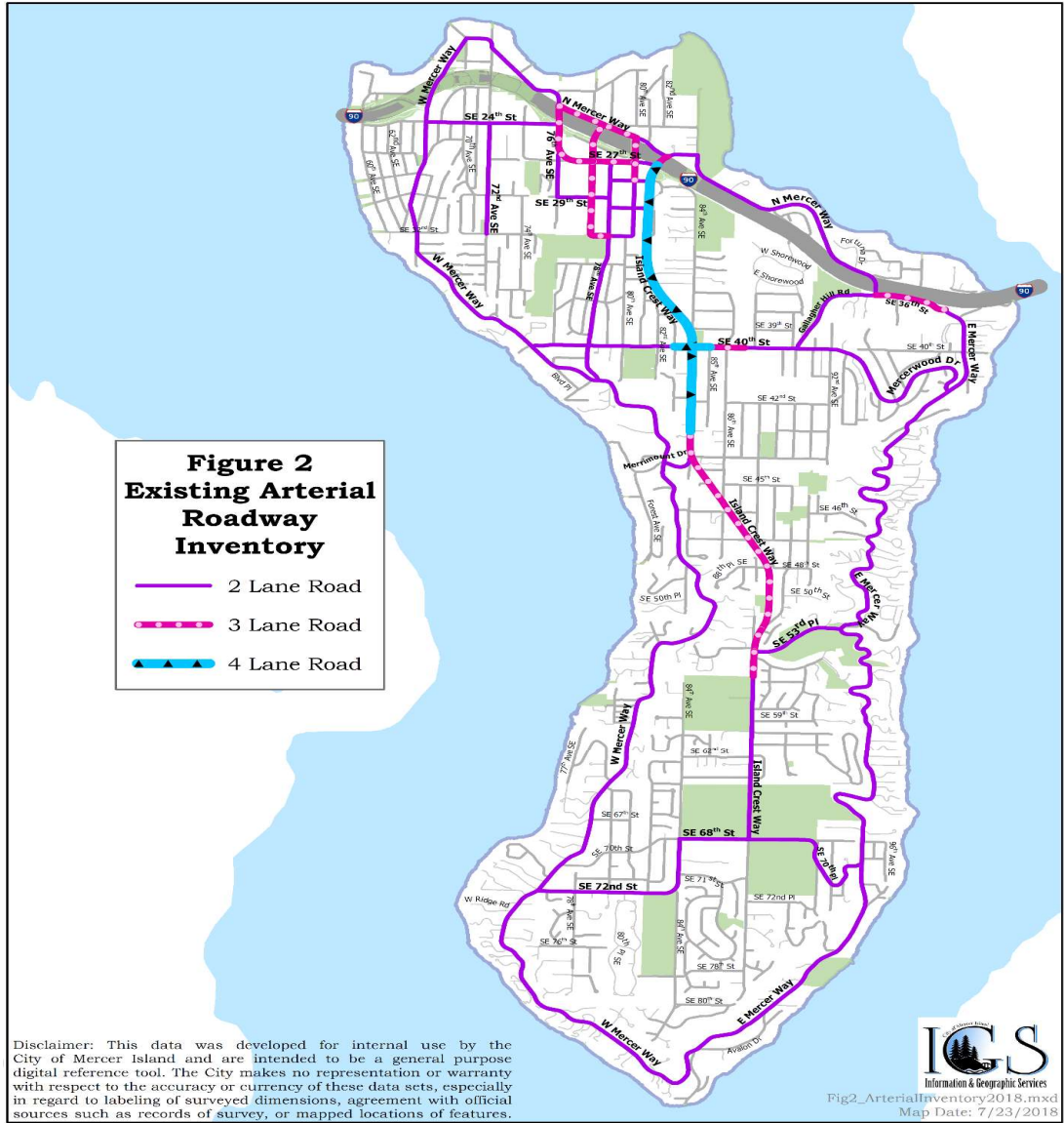
Roadways on the Island are classified into different categories according to their purpose and physical characteristics. The categories are:

- **Principal arterials** carry the highest volumes of traffic and provide the best mobility in the roadway network. These roads generally have higher speed limits, higher traffic volumes, and limit access to adjacent land uses.
- **Secondary arterials** connect with and augment principal arterials and generally have a higher degree of access to adjacent land, lower traffic volumes and lower travel speeds.
- **Collector arterials** provide for movement within neighborhoods, connecting to secondary and principal arterials; and typically have low traffic volumes and carry little through traffic.
- **Local streets** provide for direct access to abutting properties and carry low volumes of traffic at low travel speeds. Local streets are usually not intended for through traffic.

Individual streets are assigned classifications based on several criteria, including the type of travel to be served, the role of the street in the overall street network and transportation system, physical characteristics, traffic characteristics, and adjacent land uses. Based on City staff recommendations, the City Council periodically reviews and updates the street classification system, its criteria and specific street classification designations.

Figure 1 shows the street functional classifications. Figure 2 shows the number of travel lanes and Figure 3 shows the posted speed limits of arterial roadways.







LEVEL OF SERVICE STANDARDS

Level of Service (LOS) is a measurement of the quality of traffic flow and congestion at intersections and roadways. LOS is defined by the amount of delay experienced by vehicles traveling through an intersection or on a roadway. LOS is based on an A-F scale with LOS A representing little or no delay and LOS F representing very long delays.

Under the Growth Management Act, each local jurisdiction is required to establish a minimum threshold of performance for its arterial roadways. Cities use this standard to identify specific actions to maintain the adopted LOS standard. The City of Mercer Island has established its Level of Service standard at intersections of two arterial streets as LOS C within and adjacent to the Town Center and LOS D elsewhere. This standard applies to the operation during either the AM or PM peak periods. The intersection of SE 53rd Place/Island Crest Way does not have sufficient volumes on SE 53rd Street to warrant a signal, and is exempt from the LOS D standard until traffic volumes increase and signal warrants are met.

To be consistent with the WSDOT standard for I-90 and its ramp intersections, the City will accept LOS D at those intersections. I-90 is designated as a Highway of Statewide Significance under RCW 47.06.140.

TRAFFIC OPERATIONS

For transportation planning purposes, traffic operations are typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. On Mercer Island, the peak hour of traffic operations typically corresponds with the afternoon commute, which falls between 4:00 PM and 6:00 PM in the afternoon (PM peak hour). Traffic counts were collected and analyzed at 39 intersections throughout the Island.

Select intersections for the AM peak hour were counted and analyzed to provide an understanding of the transportation system during the morning commute, which typically peaks between 7:30 AM and 8:30 AM.

For this update, select traffic counts were conducted in 2022 to compare 2022 and 2018 AM and PM peak hour volumes. Results of the analysis found no growth in the last four years. This is primarily due to the COVID pandemic and advances in technology which have increased the number of people working from home. It was determined that the 2018 counts continue to be accurate for planning purposes.

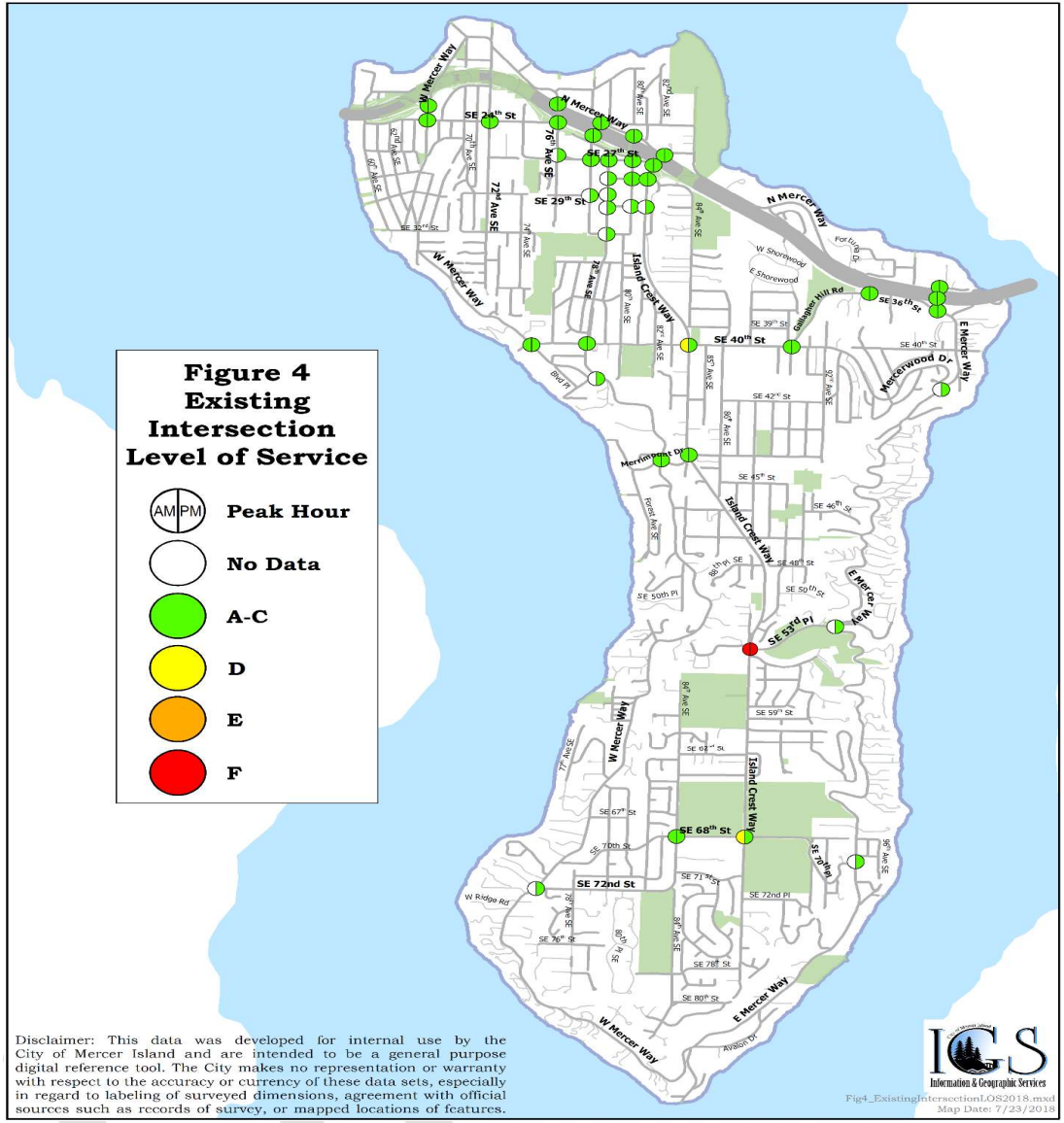
Table 1 and Figure 4 show the AM and PM peak hour operations for each of the study intersections. Outside of the Town Center, the analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for existing conditions, except the intersection of SE 53rd Place/Island Crest Way operates at LOS F during the morning and afternoon peak hours.

Within and adjacent to the Town Center, where the LOS C standard applies, all intersections operate within this standard during the morning and afternoon peak hours.

Table 1. 2018 Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
Town Center Intersections Within and Adjacent to the Town Center (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C
SE 27th St/76th Ave SE	—	A
SE 27th St/77th Ave SE	B	B
SE 27th St/78th Ave SE	A	B
SE 27th St/80th Ave SE	B	C
SE 28th St/78th Ave SE	—	A
SE 28th St/80th Ave SE	B	B
SE 28th St/Island Crest Way	B	B
SE 29th St/77th Ave SE	—	B
SE 29th St/78th Ave SE	—	B
SE 30th St/78th Ave SE	—	B
SE 30th St/80th Ave SE	—	A
SE 30th St/Island Crest Way	—	B
SE 32nd St/78th Ave SE	—	B

WSDOT Intersections (LOS D Standard)		
I-90 EB off-ramp/I-90 WB on-ramp/W Mercer Way	B	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	A	A
I-90 EB off-ramp/77th Ave SE	B	B
I-90 WB off-ramp/N Mercer Way/Island Crest Way	D	C
I-90 EB on-ramp/SE 27th St/Island Crest Way	B	B
I-90 WB ramps/100th Ave SE	B	A
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B
Outside of Town Center Intersections (LOS D Standard)		
SE 24th St/W Mercer Way	B	B
SE 24th St/72nd Ave SE	A	B
SE 36th St/N Mercer Way	C	C
SE 40th St/W Mercer Way	B	A
SE 40th St/78th Ave SE	A	B
SE 40th St/Island Crest Way	D	C
SE 40th St/SE Gallagher Hill Rd	C	B
Mercerwood Dr/E Mercer Way	—	A
W Mercer Way/78th Ave SE	—	B
Merrimount Dr/W Mercer Way	B	B
Merrimount Dr/Island Crest Way	C	C
SE 53rd Place/Island Crest Way	F	F
SE 53rd Place/E Mercer Way	—	A
SE 68th St/84th Ave SE	C	B
SE 68th St/Island Crest Way	D	C
SE 70th Place/E Mercer Way	—	A
SE 72nd St/W Mercer Way	—	A



PARKING

Most parking in the City is provided by off-street parking lots, along residential access streets, or by on-street spaces in select areas of the Town Center.

In 2001, the City implemented a permit parking program for on-street parking in the Town Center in response to overflow conditions at the Mercer Island Park and Ride lot. This program preserves selected public on-street parking spaces for Mercer Island resident use, between the hours of 7:00 AM and 9:00 AM, Monday through Friday. All Mercer Island residents are eligible for a Town Center District permit which will allow them to park on Town Center streets during the specified hours.

An additional permit parking program was developed for residential streets north of the park and ride lot on North Mercer Way. This program only allows residents of the area to park on City streets between 7:00 AM and 4:00 PM, weekdays.

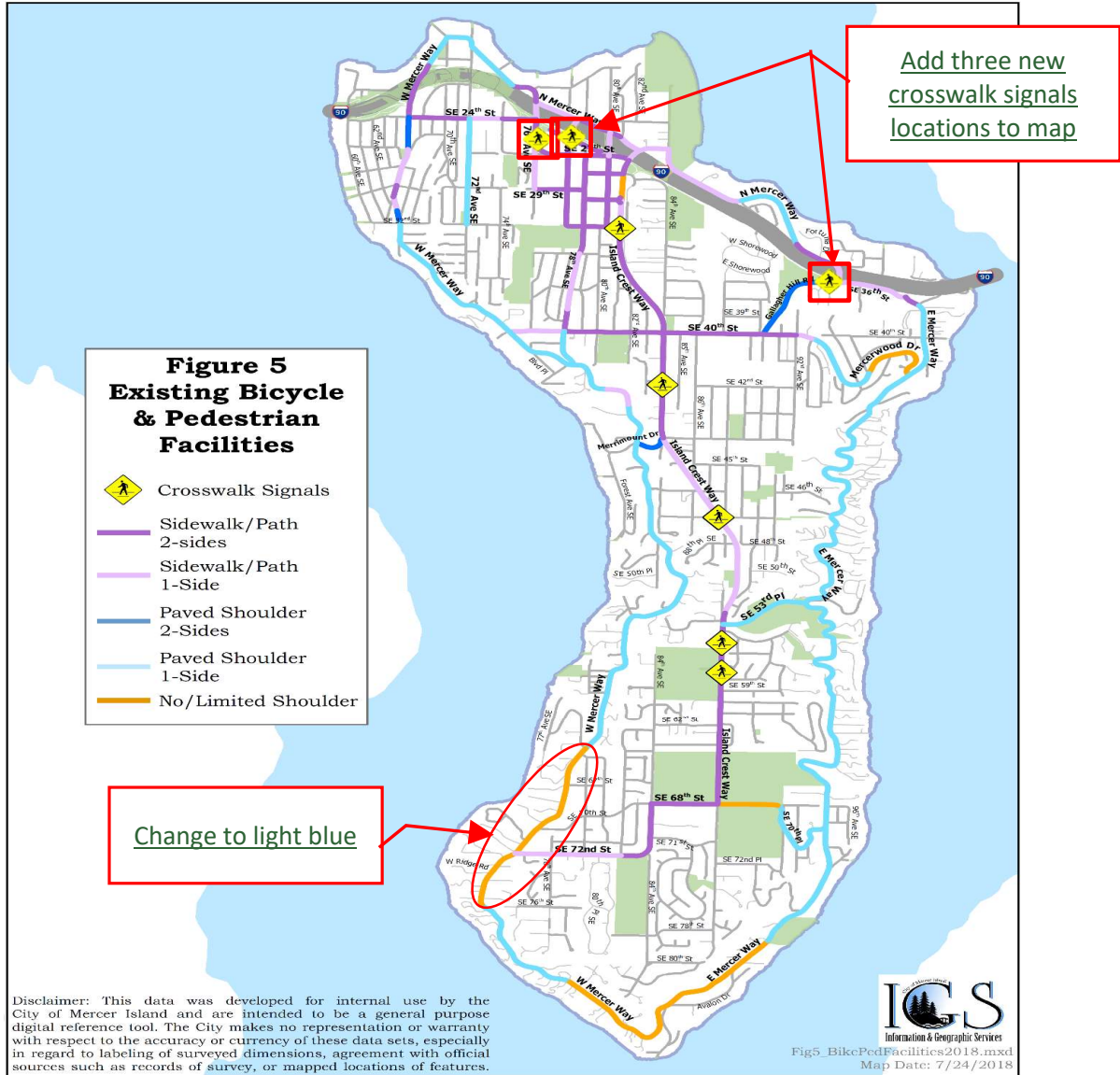
BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and pedestrian facilities are a valuable asset for the residents of Mercer Island. These facilities are used for basic transportation, recreation, going to and from schools, and the facilities contribute to our community's quality of life. In 1996, the City developed a Pedestrian and Bicycle Facilities Plan to provide a network of bicycle and pedestrian facilities. The plan focused on encouraging non-motorized travel and improving the safety of routes near the Island's elementary schools. Of the 47 projects identified in the plan, 38 of the projects were either fully or partially completed during the first 12 years of the plan.

A 2010 update to the plan included vision and guiding principles, goals and policies, an existing and future network, a list of completed projects, revised facility design standards, and a prioritized list of projects. The plan emphasizes further development of safe routes to schools, completion of missing connections, and application of design guidelines.

A regional trail runs across the north end of the Island along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists. The majority of streets in the Town Center include sidewalks. In addition, there are sidewalks near schools and select streets. Throughout the Island there are paved and unpaved shoulders and multiuse trails that provide for pedestrian mobility.

The bicycle network is made up of designated bicycle facilities including bicycle lanes and sharrows, and shared non-motorized facilities including shared use pathways, off-road trails, and paved shoulder areas. Figure 5 shows the pedestrian and bicycle facilities on the Island's arterial network.



PUBLIC TRANSPORTATION

The King County Metro Transit Department of Metropolitan Services (Metro) and the regional transit agency, Sound Transit, provide public transportation services for Mercer Island and throughout King County. There are ~~four~~five major types of service offered on the Island: Link light rail, local fixed route service, regional express service, custom bus service, and access service.

Link light rail runs through Mercer Island along the median of I-90 with a station located north of the Town Center, between 77th Avenue SE and 80th Avenue SE. The light rail provides frequent connections to Seattle, Bellevue, and other regional destinations.

Local fixed route service operates on the arterial roadway system, and provides public transit service connecting residential and activity areas.

Regional express service, which also operates on fixed routes, is oriented toward peak hour commuter trips between the Mercer Island Park and Ride and major employment and activity centers off the Island. Sound Transit and Metro provide express service west and east along I-90 into Seattle and Bellevue.

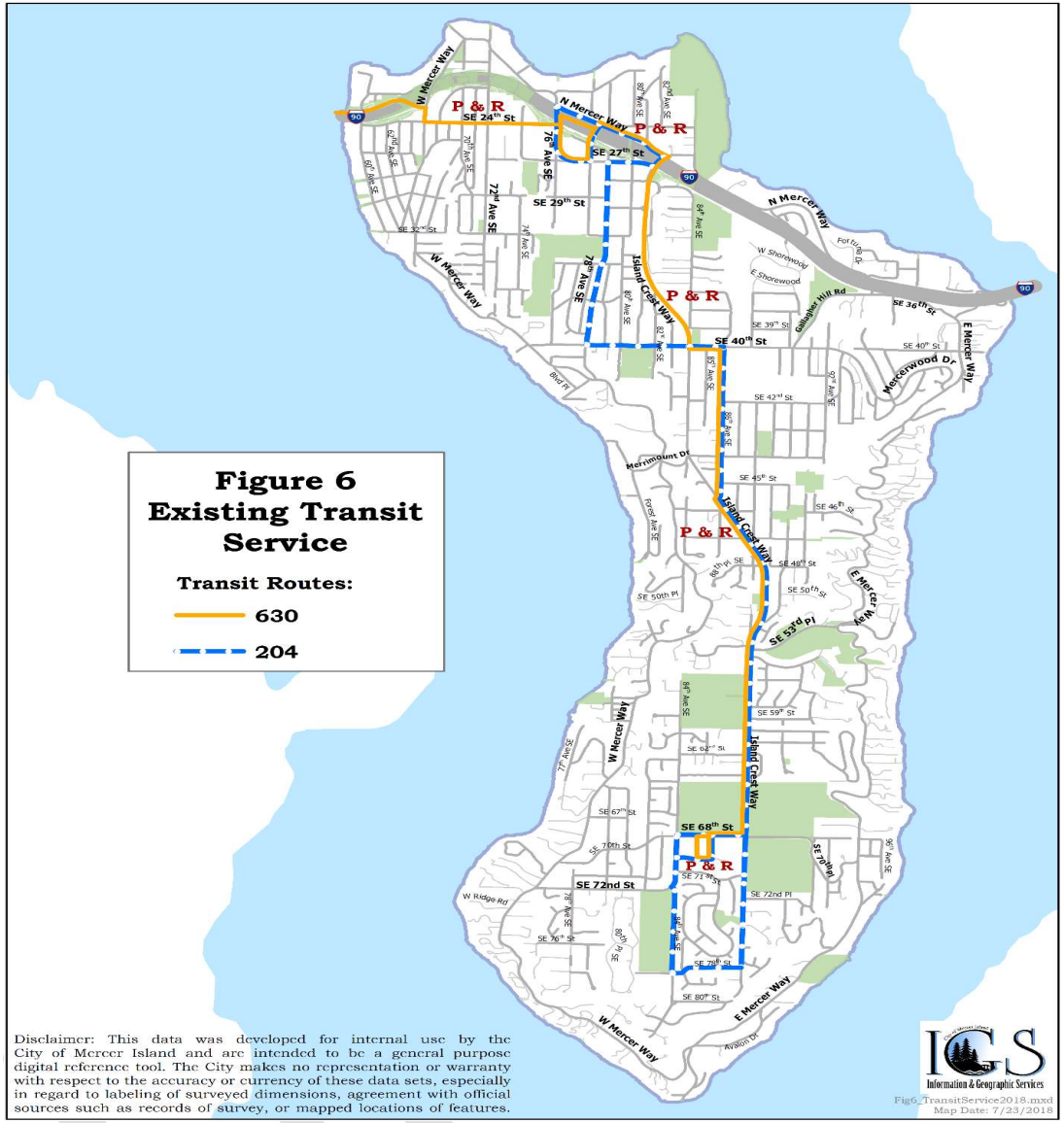
Custom bus service includes specially designed routes to serve specific travel markets, such as major employers, private schools, or other special destinations. These services are typically provided during peak commute hours, and operate on fixed routes with limited stops. Custom bus service is currently provided between the Mercer Island Park and Ride and Lakeside School and University Prep in Seattle.

Access service provides door-to-door transportation to elderly and special needs populations who have limited ability to use public transit. Access covers trips within the King County Metro transit service area.

Figure 6 shows the current transit routes serving the Island. On Mercer Island, there are two routes that circulate throughout the City (Metro routes 204 and 630). At the Mercer Island Park and Ride, Sound Transit routes 550 and 554 connect Mercer Island to Seattle, Bellevue, and Issaquah; and Metro route 216 provides service to Redmond and Seattle.

Route 204 provides service between the Mercer Island Park and Ride lot and the Mercer Village Center. This route travels on 78th Avenue SE, SE 40th Street, 86th Avenue SE, Island Crest Way, and SE 68th Street to the Mercer Village Center. ~~The route operates every 30–60 minutes from approximately 6:00 AM to 7:00 PM on weekdays. Metro plans to increase this route's service frequency in 2019, including additional service on Saturdays.~~

Route 630 is a community shuttle which provides service between downtown Seattle and the Mercer Village Center. ~~It provides five trips toward downtown Seattle in the morning and five trips toward Mercer Village in the evening.~~



PARK AND RIDE

The Mercer Island Park and Ride is located north of I-90 on N Mercer Way near Mercer Island's Town Center. The Park and Ride has 447 spaces and is served by Link light rail and both Metro and Sound Transit buses.

According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island. According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the Mercer Island log is typically fully occupied during weekdays. A number of users of this lot do not reside on the Island. The 2023 Town Center Parking plan reports a single point in time weekday utilization at 67%.

To supplement park and ride capacity on the Island, Metro has leased four private parking lots for use as park and ride lots, located at the Mercer Island Presbyterian Church, Mercer Island United Methodist

Church, Congregational Church of Mercer Island and at the Mercer Village Center. These lots are described in Table 2. Together, they provide an additional 81 parking spaces for use by Island residents.

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
Mercer Island Park and Ride	8000 N Mercer Way	447	447	100%
Mercer Island Presbyterian Church	3605 84th Ave SE	14	13	93%
United Methodist Church	70th Ave SE & SE 24th St	18	17	96%
Mercer Village Center	84th Ave SE & SE 68th St	21	7	32%
Congregational Church of Mercer Island	4545 Island Crest Way	28	3	11%

Source: Metro Transit P&R Utilization Report Fourth Quarter 2017.

SCHOOL TRANSPORTATION

The Mercer Island School District (MISD) provides bus transportation for public kindergarten through 12th grade students on Mercer Island. The MISD operates approximately 40 scheduled bus routes during the morning and afternoon. In addition, the District provides free Orca cards to high school students who live more than one mile from Mercer Island High School and who neither have a parking pass nor are assigned to a district bus.

RAIL SERVICES & FACILITIES

There are no railroad lines or facilities on Mercer Island. In the region, the Burlington Northern Railroad and Union Pacific Railroad companies provide freight rail service between Seattle, Tacoma, Everett, and other areas of Puget Sound, connecting with intrastate, interstate, and international rail lines. Amtrak provides scheduled interstate passenger rail service from Seattle to California and Chicago. Major centers in Washington served by these interstate passenger rail routes include Tacoma, Olympia, Vancouver, Everett, Wenatchee, and Spokane.

AIR TRANSPORTATION

Mercer Island does not have any air transportation facilities or services. Scheduled and chartered passenger and freight air services are provided at Seattle-Tacoma International Airport in SeaTac, and at the King County International Airport in south Seattle.

WATER TRANSPORTATION

Mercer Island does not have any public water transportation services. The City's public boat launch is on the east side of the Island, off of East Mercer Way, under the East Channel Bridge.

IV. TRANSPORTATION SYSTEM—FUTURE NEEDS

This section describes the future transportation conditions and analysis used to identify future transportation needs and improvements.

FUTURE TRAVEL DEMAND

The future traffic volumes were forecast for the year ~~2035~~2044 based on the City's land use and zoning, as well as the housing and employment growth targets, as identified in the ~~2021~~ King County ~~Buildable Lands (2014)~~Urban Growth Capacity report. More than 70 percent of new households and 76 percent of new jobs are forecasted to occur within the Town Center.

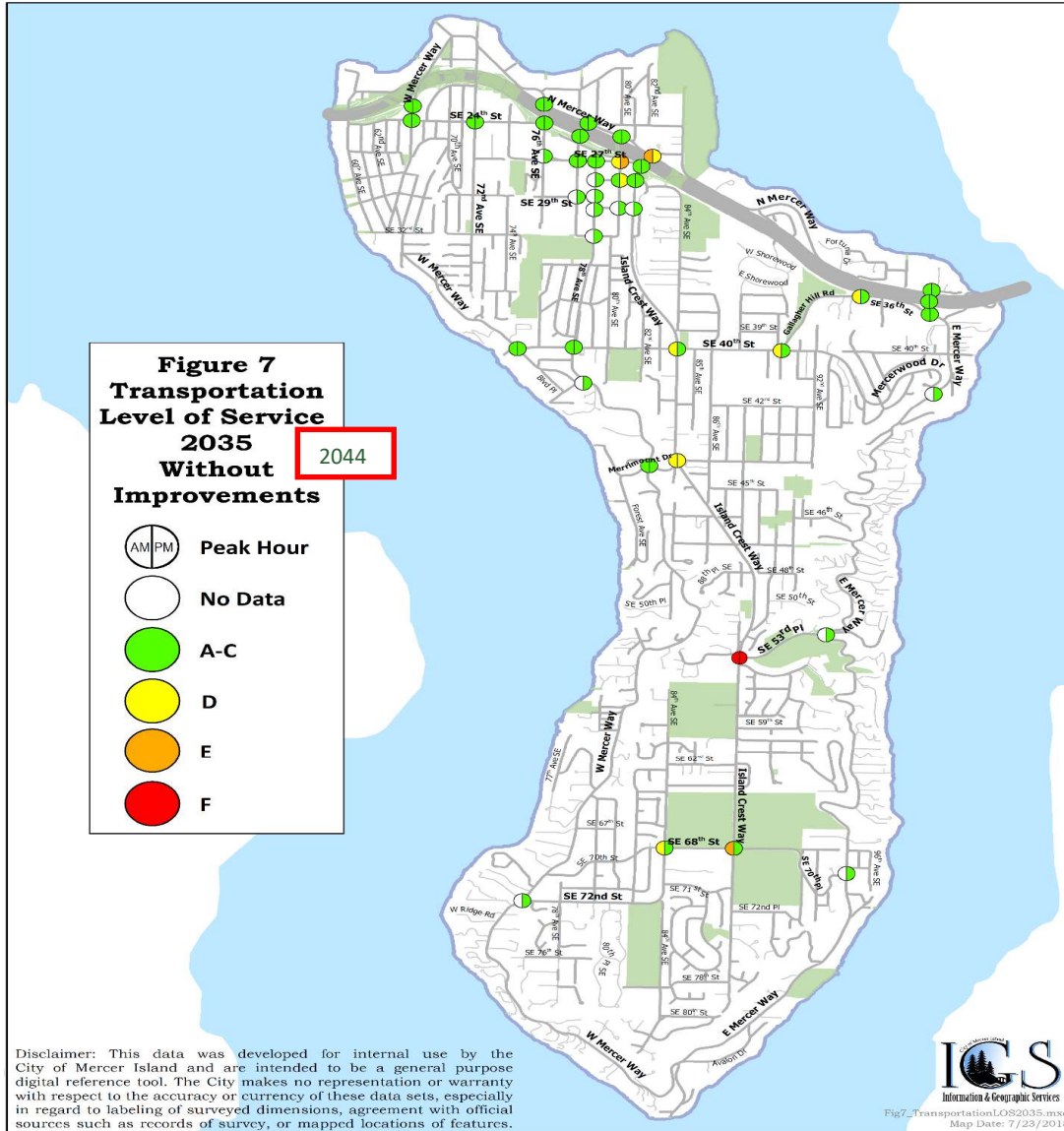
The ~~analysis assumes the~~ opening of the East Link light rail line ~~in 2023, which will result in~~provides an additional travel option between the Town Center and regional destinations.

Town Center traffic growth reflects the higher potential for pedestrian and transit trips. Overall, the traffic growth in the Town Center is forecast to increase by ~~an average of~~ 28 percent between ~~2018—2035~~2024 and 2044, an annual growth rate of 1.54 percent. For areas outside the Town Center, traffic growth is expected to be lower with approximately ten percent growth between ~~2018—2035~~2024 and 2044, an annual growth rate of 0.5 percent. The resulting forecasted traffic volumes directly reflect the anticipated land use, housing, and employment growth assumptions for the Island.

TRAFFIC OPERATIONS WITHOUT IMPROVEMENTS

The ~~2035~~2044 traffic analysis uses the forecasted growth in traffic and planned changes to the regional transportation system ~~(light rail station and associated I-90 projects)~~. Figure 7 shows the future traffic operations at the study intersections without any changes to roadway capacity on Mercer Island.

Results of the ~~2035~~2044 traffic operations analysis show that five intersections would operate below the LOS standards by ~~2035~~2044 if improvements are not made to the intersections. In the Town Center, the two intersections of SE 27th Street/80th Avenue SE and SE 28th Street/80th Avenue SE, would operate at LOS D or worse during either the AM or PM peak hours, without improvements. Outside of the Town Center, the intersections of SE 53rd Place/Island Crest Way and SE 68th Street/Island Crest Way would operate below the LOS D standard during either the AM or PM peak hours. The WSDOT-controlled intersection at the I-90 westbound off-ramp/N Mercer Way/Island Crest Way intersection would operate at LOS E during ~~2035~~2044 AM peak hour. The City will work with the WSDOT to explore improvements at this intersection.



RECOMMENDED IMPROVEMENTS

In addition to the projects identified in the City's 2019—2024 Six-Year 2023 – 2028 Transportation Improvement Program (TIP), a future transportation needs analysis recommended additional projects based on the long-range mobility and safety needs through 2035-2044. These include projects from the City's Transportation Impact Fee program and select projects from the City's Pedestrian and Bicycle Facilities Plan. Figure 8 shows the locations of the recommended improvement projects. Table 3 provides a map identification, describes the location and details for each of the projects, and estimates a project cost. The table is divided into two main categories of project types:

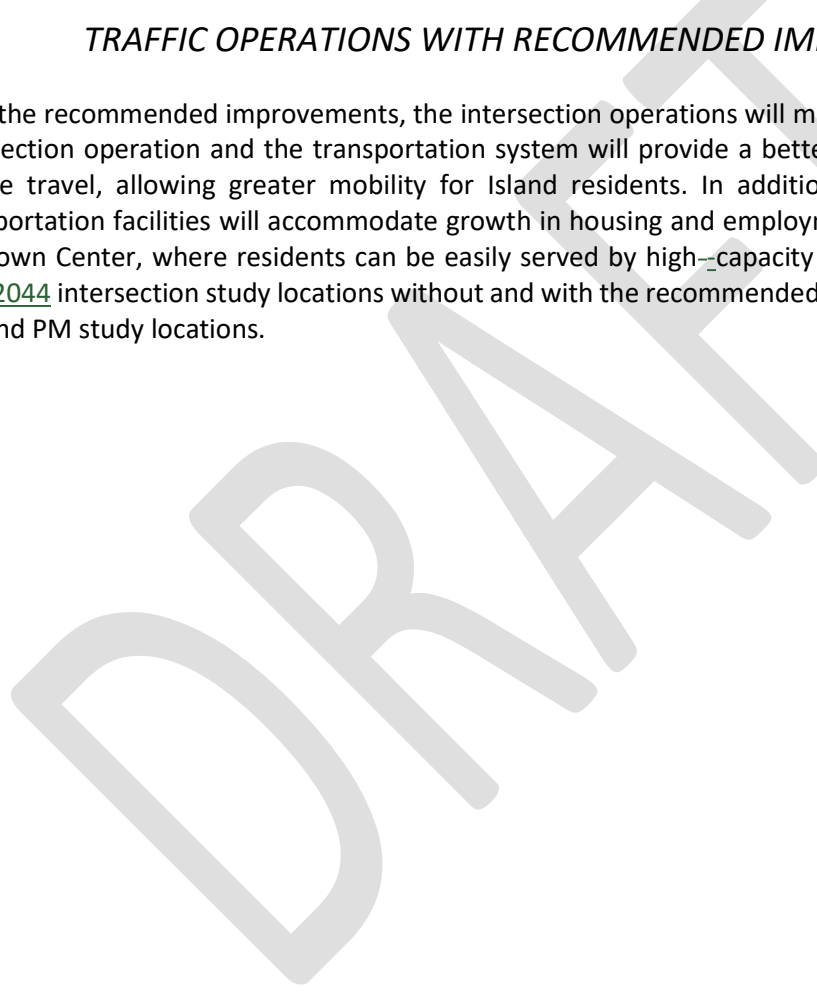
Non-Motorized Projects — The listed projects include new crosswalk improvements and pedestrian and bicycle facilities. These include projects from the City's Pedestrian and Bicycle Facilities Plan that connect residential areas to schools, parks, regional transit, and other destinations.

Intersection/Road Projects — These projects increase the capacity and safety of an intersection or roadway segment. The projects include the maintenance of existing roadway segments to ensure that the City's current street system is maintained.

The recommended improvements identify a total of ~~\$48.3~~approximately \$60 million of transportation improvements over the next 20 years. About ~~62.50~~ percent (\$30.0 million) of the total is for street preservation and resurfacing projects to maintain the existing street system. Another ~~21.37~~ percent (~~\$10.422~~ million) is for non-motorized system improvements. About ~~11.13~~ percent (~~\$5.48~~ million) is for traffic operational intersection and roadway improvements at intersections that maintain LOS. ~~Approximately five percent (\$2.5 million) is for vehicle and non-motorized improvements that enhance access to the future light rail station and address issues related to the closure of the I-90 center roadway.~~

TRAFFIC OPERATIONS WITH RECOMMENDED IMPROVEMENTS

With the recommended improvements, the intersection operations will meet the City's LOS standard for intersection operation and the transportation system will provide a better network for pedestrian and bicycle travel, allowing greater mobility for Island residents. In addition, improvements to regional transportation facilities will accommodate growth in housing and employment, which will be focused in the Town Center, where residents can be easily served by high-capacity transit. Table 4 compares the ~~2035~~2044 intersection study locations without and with the recommended improvements for each of the AM and PM study locations.



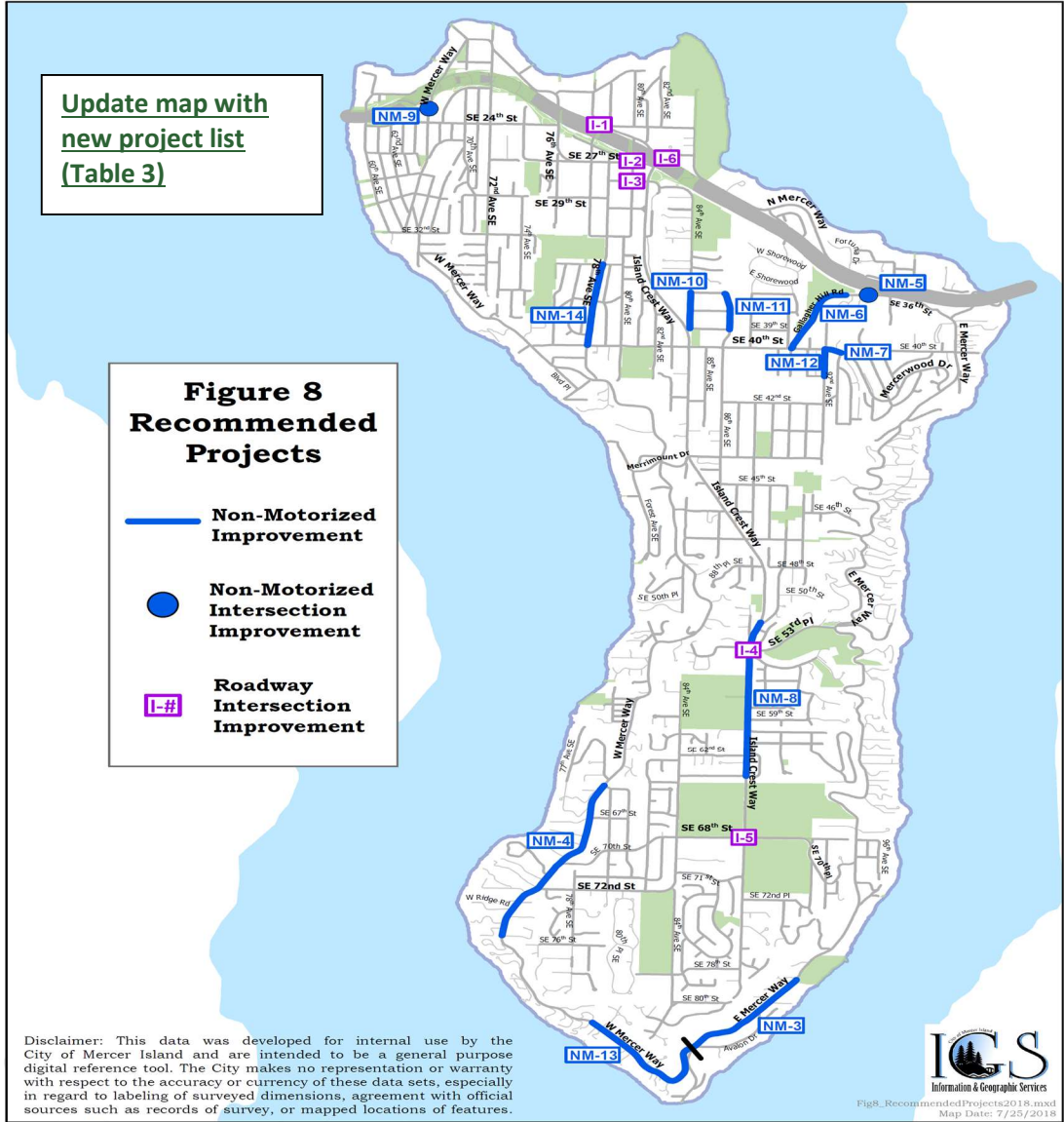


Table 3. Recommended Project List 2018—20352022—2044

ID	Location	Description	Justification	Cost (\$)
Non-Motorized Projects (NM)				
NM-1	Pedestrian and Bicycle Facilities Plan Implementation	Annual funding for non-motorized improvements.	2019—2024 TIP: Project D1	810,000 (\$45,000 per year)
NM-2	ADA Compliance Plan Implementation — Biennial	Design and construct improvements to meet ADA	2019—2024 TIP: Project D2	675,000 (\$75,000 every other year)

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		compliance standards.		
NM-3	East Mercer Way Roadside Shoulders (Clarke Beach to Avalon Drive)	Add paved shoulders for non-motorized users.	2019—2024 TIP: Project D3	483,000
NM-4	West Mercer Way Roadside Shoulders Phase 2 (SE 70th Street to 7400 Block) and Phase 3 (SE 65th Street to SE 70th Street)	Add a shoulder on the east side of West Mercer Way for non-motorized users.	2019—2024 TIP: Project D4	796,000
NM-5	Crosswalk Improvement at SE 36th Street and North Mercer Way Intersection	Add pedestrian crossing with refuge island, ADA improvements, and rectangular rapid flashing beacons (RRFBs)	2019—2024 TIP: Project D5	100,000
NM-6	Gallagher Hill Road Sidewalk Improvement	Construct concrete curb, gutter, and sidewalk along east side of street.	2019—2024 TIP: Project D6	540,000
NM-7	Mercerwood Drive between 92nd Avenue SE and 93rd Avenue SE	Safe routes to school pedestrian facility along south side of street.	2019—2024 TIP: Project D7	200,000
NM-8	Island Crest Way Bike Route between 90th Avenue SE and SE 63rd Street	Complete missing gap in north-south bike route.	East Link mitigation/2019—2024 TIP: Project E1 (design only \$300,000)	2,000,000
NM-9	I-90 Trail Crossing at West Mercer Way	Construct enhanced trail crossing.	East Link mitigation/2019—2024 TIP: Project E2	300,000
NM-10	84th Avenue SE Sidewalk between SE 33rd Street and SE 36th Street	Construct sidewalk.	Safe routes to school	350,000
NM-11	86th Avenue SE Sidewalk Phase 2	Add sidewalk along east side of street.	Safe routes to school	340,000

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	between SE 36th Street and SE 39th Street			
NM-12	92nd Avenue SE Sidewalk between SE 40th Street to SE 41st Street	Construct sidewalk along west side of street.	Safe routes to school	200,000
NM-13	West Mercer Way Roadside Shoulders (8100 block to Avalon Drive)	Add a paved shoulder (east side) for non-motorized users.	Pedestrian and Bicycle Facilities Plan: Project WMW8	2,000,000
NM-14	78th Avenue SE between SE 34th Street and SE 40th Street	Improve pedestrian and bicycle facilities to connect with Town Center.	Pedestrian and Bicycle Facilities Plan: Project N15 and N16	1,560,000
Intersection Projects (I)/Road Projects (R)				
I-1	77th Avenue SE/N Mercer Way	Roundabout or traffic signal.	East Link bus-rail integration/fails to meet LOS standard	Sound Transit Mitigation
I-2	SE 27th Street/80th Avenue SE	Traffic signal.	East Link mitigation/fails to meet LOS standard	Sound Transit Mitigation
I-3	SE 28th Street/80th Avenue SE	Traffic signal.	Fails to meet LOS standard	1,810,000
I-4	SE 53rd Place/Island Crest Way	Traffic signal.	Fails to meet LOS standard	1,450,000
I-5	SE 68th Street/Island Crest Way	Traffic signal or roundabout.	Fails to meet LOS standard	1,660,000 ¹
I-6	N Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	Fails to meet WSDOT LOS Standard	500,000 ²
I-7	Light Rail Station Access Improvements and Mitigation for I-90 Center Roadway Closure	Vehicle and non-motorized improvements that enhance access to station and address issues related to I-90 center roadway closure.	Light rail station scheduled to open in 2023	2,500,000
R-1	Street Preservation/Maintenance	Resurfacing arterial and residential streets based on PCI rating.	2019—2024 TIP: Projects A1, B3, C1—C10	30,000,000

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¹ Cost estimate reflects higher cost option of alternative actions.	Total 2018—2035 Projects	\$48,274,000	
² Cost estimate represents a 10% City share; total cost is \$5,000,000.			

ID	Location	Description	Justification	Cost (\$)
Non-Motorized Projects (NM)				
<u>NM-1</u>	<u>80th Ave SE Sidewalk (SE 27th St - SE 32nd St)</u>	<u>Replace existing curb, sidewalk, ADA ramps, trees, and lighting.</u>	<u>2023-2028 TIP (SP136)</u>	<u>1,376,000</u>
<u>NM-2</u>	<u>78th Ave SE Sidewalk (SE 32nd St - SE 34th St)</u>	<u>Replace existing curb, sidewalk, ADA ramps, trees, and lighting.</u>	<u>2023-2028 TIP (SP137)</u>	<u>779,488</u>
<u>NM-3</u>	<u>West Mercer Way Roadside Shoulders (8100 WMW - 8400 EMW)</u>	<u>Add shoulder along the east side of West Mercer Way for nonmotorized users.</u>	<u>2023-2028 TIP (SP138)</u>	<u>690,979</u>
<u>NM-4</u>	<u>Gallagher Hill Road Sidewalk Improvement</u>	<u>Construct sidewalk.</u>	<u>2023-2028 TIP (SP139)</u>	<u>508,455</u>
<u>NM-5</u>	<u>SE 40th St Sidewalk Improvement (Gallagher Hill Road - 93rd Ave SE)</u>	<u>Replace/improve existing sidewalks and construct bike lanes.</u>	<u>2023-2028 TIP (SP140)</u>	<u>997,639</u>
<u>NM-6</u>	<u>ADA Transition Plan Implementation</u>	<u>Construct pedestrian facility improvements to comply with the City's ADA Transition Plan.</u>	<u>2023-2028 TIP (SP141)</u>	<u>5,000,000</u>
<u>NM-7</u>	<u>Island Crest Way Corridor Improvements (90th Ave SE - SE 68th St)</u>	<u>Implementation of recommendations from Island Crest Way Corridor Safety Analysis.</u>	<u>2023-2028 TIP (SP142)</u>	<u>1,526,375</u>
<u>NM-8</u>	<u>North Mercer Way - MI Park and Ride Frontage Improvements</u>	<u>Remove bus bay on north side of NMW, widen trail, and construct safety improvements.</u>	<u>2023-2028 TIP (SP144)</u>	<u>1,203,081</u>
<u>NM-9</u>	<u>Pedestrian and Bicycle Facilities Plan Implementation</u>	<u>Annual program to identify, prioritize, design, and construct spot improvements and gap completion projects.</u>	<u>2023-2028 TIP (SP145)</u>	<u>1,340,000</u>
<u>NM-10</u>	<u>SE 32nd St Sidewalk Replacement (77th Ave SE - 78th Ave SE)</u>	<u>Replace sidewalk and trees adjacent to Mercerdale Park due to tree damage.</u>	<u>2023-2028 TIP (SP147)</u>	<u>324,719</u>

<u>NM-11</u>	<u>East Mercer Way Roadside Shoulders (SE 79th St - 8400 block)</u>	<u>Add shoulder along the west side of East Mercer Way for nonmotorized users.</u>	<u>2023-2028 TIP (SP148)</u>	<u>531,105</u>
<u>NM-12</u>	<u>78th Ave SE Nonmotorized Improvements (SE 34th St - SE 40th St)</u>	<u>Improve pedestrian and bicycle facilities to connect with Town Center.</u>	<u>2022 Transportation Impact Fee (#3)</u>	<u>1,697,000</u>
<u>NM-13</u>	<u>84th Ave SE Sidewalk (SE 33rd St - SE 36th St)</u>	<u>Construct sidewalk.</u>	<u>2022 Transportation Impact Fee (#4)</u>	<u>597,000</u>
<u>NM-14</u>	<u>86th Ave SE Sidewalk Phase 2 (SE 36th St - SE 39th St)</u>	<u>Construct sidewalk along east side of street.</u>	<u>2022 Transportation Impact Fee (#5)</u>	<u>1,141,000</u>
<u>NM-15</u>	<u>92nd Ave SE Sidewalk (SE 40th St - SE 41st St)</u>	<u>Construct sidewalk along west side of street.</u>	<u>2022 Transportation Impact Fee (#6)</u>	<u>803,000</u>
<u>NM-16</u>	<u>Merrimount Dr Sidewalk (ICW - Mercer Way)</u>	<u>Construct sidewalk along both sides of street.</u>	<u>2022 Transportation Impact Fee (#8)</u>	<u>632,000</u>
<u>NM-17</u>	<u>78th Ave SE Sidewalk (SE 40th St - SE 41st St)</u>	<u>Construct sidewalk along west side of street.</u>	<u>2022 Transportation Impact Fee (#9)</u>	<u>250,000</u>
<u>NM-18</u>	<u>86th Ave SE Nonmotorized Improvements (SE 42nd St - ICW)</u>	<u>Construct bike facilities and sidewalk along west side of street.</u>	<u>2022 Transportation Impact Fee (#10)</u>	<u>2,666,000</u>
Intersection Projects (I)/Road Projects (R)				
<u>I-1</u>	<u>Without Minor Capital - Traffic Operations Improvements</u>	<u>With Recommended Improvements- Minor improvements to address traffic operation and safety issues.</u>	<u>Without Improvements 2023-2028 TIP (SP143)</u>	<u>With Recommended Improvements 313,295</u>
<u>I-2</u>	<u>SE 28th St/80th Ave SE</u>	<u>Install traffic signal.</u>	<u>2022 Transportation Impact Fee (#1)</u>	<u>1,464,000</u>
<u>I-3</u>	<u>80th Ave SE/North Mercer Way</u>	<u>Add turn lane to improve traffic operations at the intersection.</u>	<u>2022 Transportation Impact Fee (#14)</u>	<u>754,000</u>
<u>I-4</u>	<u>North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way</u>	<u>Add exclusive westbound left turn lane at I-90 off-ramp.</u>	<u>2022 Transportation Impact Fee (#15)</u>	<u>650,000</u>
<u>I-5</u>	<u>SE 53rd Pl/Island Crest Way</u>	<u>Install traffic signal.</u>	<u>Fails to meet LOS standard</u>	<u>1,907,130</u>

<u>I-6</u>	<u>SE 68th St/Island Crest Way</u>	<u>Install traffic signal or roundabout.</u>	<u>Fails to meet LOS standard in the future</u>	<u>2,151,590</u>
<u>R-1</u>	<u>77th Ave SE Channelization (SE 32nd - North Mercer Way)</u>	<u>Rechannelization of the roadway to comply with street design standards.</u>	<u>2023-2028 TIP (SP146)</u>	<u>53,324</u>
<u>R-2</u>	<u>Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.</u>	<u>Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.</u>	<u>2022 Transportation Impact Fee (#11)</u>	<u>690,000</u>
<u>R-3</u>	<u>Street Preservation/Maintenance</u>	<u>Resurfacing arterial and residential streets based on pavement conditions.</u>	<u>2023-2028 TIP</u>	<u>30,000,000</u>
Total 2022 – 2044 Projects				60,047,180

Table 4. 2044 Intersection Operations — Without and With Recommended Improvements

<u>Intersection</u>	<u>2044 AM Peak Hour</u>		<u>2044 PM Peak Hour</u>	
	<u>Without Improvements</u>	<u>With Recommended Improvements</u>	<u>Without Improvements</u>	<u>With Recommended Improvements</u>
Intersections Within and Adjacent to the Town Center Intersections (LOS C Standard)				
SE 24th St/76th Ave SE	B	B	B	B
N Mercer Way/77th Ave SE	A	B	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C	C	C
SE 27th St/76th Ave SE	—	—	B	B
SE 27th St/77th Ave SE	B	B	C	C
SE 27th St/78th Ave SE	B	B	B	B
SE 27th St/80th Ave SE	D	B	E	B
SE 28th St/78th Ave SE	—	—	B	B
SE 28th St/80th Ave SE	B	B	D	B
SE 28th St/Island Crest Way	B	B	C	C
SE 29th St/77th Ave SE	—	—	B	B
SE 29th St/78th Ave SE	—	—	C	C
SE 30th St/78th Ave SE	—	—	C	C

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SE 30th St/80th Ave SE	—	—	B	B
SE 30th St/Island Crest Way	—	—	B	B
SE 32nd St/78th Ave SE	—	—	C	C
WSDOT Intersections (LOS D Standard)				
I-90 EB off-ramp/I-90 WB on-ramp/W Mercer Way	B	B	B	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	B	B	A	A
I-90 EB off-ramp/77th Ave SE	B	B	B	B
I-90 WB off-ramp/N Mercer Way/Island Crest Way	E	C	D	C
I-90 EB on-ramp/SE 27th St/Island Crest Way	C	C	C	C
I-90 WB ramps/100th Ave SE	C	C	B	B
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B	B	B
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B	B	B
Outside of Town Center Intersections (LOS D Standard)				
SE 24th St/W Mercer Way	B	B	C	C
SE 24th St/72nd Ave SE	B	B	B	B
SE 36th St/N Mercer Way	D	D	C	C
SE 40th St/W Mercer Way	B	B	B	B
SE 40th St/78th Ave SE	B	B	B	B
SE 40th St/Island Crest Way	D	D	C	C
SE 40th St/SE Gallagher Hill Rd	D	D	C	C
Mercerwood Dr/E Mercer Way	—	—	B	B
W Mercer Way/78th Ave SE	—	—	B	B

Merrimount Dr/W Mercer Way	C	C	C	C
Merrimount Dr/Island Crest Way	D	D	D	D
SE 53rd Place/Island Crest Way	F	B	F	B
SE 53rd Place/E Mercer Way	—	—	A	A
SE 68th St/84th Ave SE	D	D	B	B
SE 68th St/Island Crest Way	E	A	C	A
SE 70th Place/E Mercer Way	—	—	B	B
SE 72nd St/W Mercer Way	—	—	B	B

V. FINANCIAL ANALYSIS

Since incorporation in 1960, the City has consistently made (or required through private development) transportation investments that have preceded and accommodated population and employment growth and its associated traffic growth. This strategy has enabled the City to make significant improvements in the community's neighborhood streets, arterial roads, pavement markings, streets signs, and pedestrian and bicycle facilities.

In ~~2017~~2022, the City's primary funding sources for local transportation projects included: gas tax revenues (~~\$510,429,000.00~~), real estate excise tax (~~\$2,845,253,000.00~~), Transportation Benefit District vehicle fees (~~\$370,375,000.00~~) and transportation impact fees (~~\$237,75,000.00~~). In total, the City received approximately ~~\$2.73.1 million (2016) and \$4.0 million (2017)~~ in annual transportation revenues.

In addition, Sound Transit mitigation for the closure of the I-90 center roadway is providing up to \$5.1 million in funds for operational and safety improvements.

Combined with supplemental federal and state grant funding, Mercer Island has sufficient resources to maintain and improve its transportation system over the next 20 years and will be able to accomplish the following:

- Maintain the City's arterial street system on a 25-year (average) life cycle;
- Maintain the City's residential system on a 35-year (average) life cycle.
- Maintain, improve, and expand the City's pedestrian and bicycle system over the next 20 years.
- Maintain and improve the transportation system to meet the forecasted housing and employment growth targets.

VI. IMPLEMENTATION STRATEGIES

The following actions by the City of Mercer Island and other jurisdictions will be necessary to effectively implement the programs and policies of this transportation element:

TRANSPORTATION SYSTEM STREETS, TRANSIT, NON-MOTORIZED

- Implement local neighborhood traffic control strategies as necessary to address specific issues.
- Implement Transportation System Management techniques to control traffic impacts.

PLANNING STANDARDS, POLICIES, PROGRAMS

- Periodically update the City's inventory of transportation conditions, existing level of service and projected level of service.
- Complete the plan for non-motorized transportation improvements consistent with the City's Comprehensive Plan, including a review of the Pedestrian and Bicycle Facilities Plan and its design standards.
- Develop a neighborhood parking program to address parking overflow impacts from schools, businesses, parks, and multi-family housing.
- Revise design standards as necessary to comply with ADA requirements.
- Continue to involve the public in transportation planning and decisions.
- Create "transit friendly" design guidelines for new development projects in the Town Center.
- Develop policies, criteria, and a process to determine when, and under what conditions, private roads and privately-maintained roads in public rights-of-way should be accepted for public maintenance and improvement.
- Implement the City's adopted Commute Trip Reduction program.

FINANCIAL STRATEGIES

- Secure funding to implement the adopted ~~six-year~~Six-Year Transportation Improvement Program.
- Actively pursue outside funding sources to pay for adopted transportation improvements and programs.

TRANSIT PLANNING

- Work with Metro to ~~reinstate and~~ improve transit services. ~~Explore and explore~~ alternative methods of providing service, such as developing a demand responsive service.
- Work with Sound Transit to ~~site~~, design and construct high-capacity transit and parking facilities consistent with Land Use and Transportation Policies contained in the Comprehensive Plan that will be available for use by Mercer Island residents.

VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS

The Growth Management Act of 1990 requires that local comprehensive plans be consistent with plans of adjacent jurisdictions and regional, state and federal plans. Further, there are several other major statutory requirements with which Mercer Island transportation plans must comply. This section briefly discusses the relationship between this Transportation Element and other plans and requirements.

OTHER PLANS

The Transportation Element of the Mercer Island Comprehensive Plan is fully consistent with the following plans:

Mercer Island Comprehensive Plan — The Transportation Element is based on the needs of, and is ~~fully~~ consistent with the Land Use Element.

King County and Multicounty Planning Policies — Mercer Island's proposed transportation policies are ~~fully~~ consistent with PSRC's multi-county and King County's countywide planning policies.

Vision ~~2040~~2050 — Vision ~~2040-2050~~ is the region's Metropolitan Transportation Plan and builds upon Vision 2020 ~~and~~ Destination 2030, ~~and~~ Vision 2040 to articulate a coordinated long-range land use and transportation growth strategy for the Puget Sound region. Mercer Island Comprehensive Plan's Land Use and Transportation Elements ~~supports~~ support this strategy by accommodating new growth in the Town Center, which is near existing and proposed future transportation improvements along the I-90 corridor. The Transportation Element is consistent with these plans.

Metropolitan Transportation Plan — The Puget Sound Regional Council (PSRC) has updated its long-term vision of the future transportation system through the Vision 2040 and Transportation 2040 plans. ~~The Transportation Element is consistent with these plans.~~

Regional Transit System Plan — Sound Transit's Regional Transit System Plan (RTP) lays out the Puget Sound region's plans for constructing and operating a regional high-capacity transit system. Both the Land Use and Transportation Elements directly support regional transit service and facilities, and are consistent with the RTP.

PLAN REQUIREMENTS

The Transportation Element of the Mercer Island Comprehensive Plan meets the following regulations and requirements:

Growth Management Act — The Growth Management Act, enacted by the Washington State Legislature in 1990 and amended in 1991, requires urbanized counties and cities in Washington to plan for orderly growth for 20 years into the future. Mercer Island's Transportation Element conforms to all of the components of a Comprehensive Transportation Element as defined by GMA.

Commute Trip Reduction — In 1991, the Washington State Legislature enacted the Commute Trip Reduction Law which requires implementation of transportation demand management (TDM) programs to reduce work trips. In response to these requirements, Mercer Island has developed its own CTR program to reduce work trips by City employees. There are two other CTR-affected employers on the Island; both have developed CTR programs.

Air Quality Conformity — Amendments to the federal Clean Air Act made in 1990 require Washington and other states to develop a State Implementation Plan (SIP) which will reduce ozone and carbon monoxide air pollutants so that national standards may be attained. The Central Puget Sound area, including King County and Mercer Island, currently meets the federal standards for ozone and carbon monoxide. The area is designated as a carbon monoxide maintenance area,

meaning the area has met federal standards, but is required to develop a maintenance plan to reduce mobile sources of pollution.

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5 UTILITIES ELEMENT

I. INTRODUCTION

The Growth Management Act requires this comprehensive plan to include the general location and capacity of all existing and proposed utilities on Mercer Island (RCW 36.70A.070). The following element provides that information for water, sewer, stormwater, solid waste, electricity, natural gas and telecommunications.

One main goal of the Utilities Element is to describe how the policies contained in other elements of this comprehensive plan and various other City plans will be implemented through utility policies and regulations.

The Land Use Element of this Plan allows limited development that will not have a significant impact on utilities over the next 20 years. For that reason, many of the policies in this element go beyond the basic GMA requirements and focus on issues related to reliability rather than capacity.

POLICIES — ALL UTILITIES

- 1.1 ~~Structure Rates~~ rates and fees for all City-operated utilities ~~shall be structured~~ with the goal of recovering all costs, including overhead, related to the extension of services and the operation and maintenance of those utilities.
- 1.2 ~~The City shall e~~Encourage, where feasible, the co-location of public and private utility distribution facilities in shared trenches and assist with the coordination of construction to minimize construction-related disruptions and reduce the cost of utility delivery.
- 1.2 The City shall eEncourage, where feasible, the co-location of public and private utility distribution facilities in shared trenches and assist with the coordination of construction to minimize construction-related disruptions, decrease impacts to private property, and reduce the cost of utility delivery. [PC Comment]
- 1.3 ~~The City shall e~~Encourage economically feasible diversity among the energy sources available on Mercer Island, ~~with the goal of to~~ avoiding over-reliance on any single energy source.
- 1.4 ~~The City shall s~~Support efficient, cost effective and reliable utility service by ensuring that land is available for the location of utility facilities, including within transportation corridors.
- 1.5 ~~The City shall m~~Maintain effective working relationships with all utility providers to ensure the best possible provision of services.
- 1.6 Consider natural asset management as a part of utilities management.

II. WATER UTILITY

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Mercer Island obtains its water from ~~the~~ Seattle Public Utilities (SPU). The City of Mercer Island purchases and distributes most of the water consumed on the Island under a ~~new~~ long-term contract with SPU that guarantees an adequate supply through the year 2062. In 1997, the City assumed the Mercer Crest Water Association that for many years had been an independent purveyor of SPU. It served a largely residential base with customers residing in the neighborhoods south of the Shorewood Apartments, and east and west of the Mercer Island High School campus areas of the Island. The Mercer Crest system was intertied and consolidated into the City utility during 1998-99. One small independent water association, Shorewood, remains as a direct service customer of SPU. The City is one of ~~1924~~ wholesale customers (Cascade Water Alliance and ~~1820~~ neighboring cities and water districts) of SPU.

The bulk of the Island's water supply originates in the Cedar River watershed and is delivered through the Cedar Eastside supply line to Mercer Island's 30-inch supply line. Mercer Island also is served periodically through the South Fork of the Tolt River supply system.

Water is distributed by the City through ~~1135~~ miles of mains (4-, 6-, and 8-inch) and transmission lines (10- to 30-inch) constructed, operated and maintained by the City. The City's distribution system also includes two four-million-gallon storage reservoirs, two pump stations, and 86 pressure-reducing valve stations.

Minimizing supply interruptions during disasters is a longstanding priority in both planning efforts and the City's capital improvement program. The City completed an Emergency Supply Line project in 1998-99. In 2001 following the Nisqually Earthquake, SPU strengthened sections of the 16-inch pipeline.

The year before the earthquake, the City completed extensive seismic improvements to its two storage reservoirs. As a result, neither was damaged in the earthquake. The improvements were funded through a hazard mitigation grant from the Federal Emergency Management Agency.

In 2004, the City completed a Seismic Vulnerability Assessment that examined how a major seismic event might impact the 30-inch and 16-inch SPU lines that supply water to the Island. The assessment predicted that the Island's water supply would likely be disrupted in a disaster such as a major earthquake. In response to the finding, City officials initiated a Water Supply Alternatives study before applying for a source permit for an emergency well, the first such permit to be issued in Washington State. Construction of the emergency well was completed in spring of 2010. The City also constructed an emergency well, which was designed and permitted to provide five gallons per day for each person on the Island for a period of seven to 90 days.

In 2014, the City took significant action to ensure high water quality standards after two boil water advisory alerts, including additional expanded collection of water quality samples, injection of additional chlorine, research into potential equipment upgrades and improvements, and a thorough review of the City's cross-contamination program, including the best means of overseeing the registration of certification of backflow prevention devices.

In ~~202113~~, the City's total number of water customers was ~~7,537376~~.

1 In 2021, the City met the requirements of the 2018 America’s Water Infrastructure Act through
2 completion of a Risk and Resilience Assessment (RRA) and update of the Emergency Response Plan.
3 Projects identified in the RRA will be included in future CIPs.
4
5 In 2022-2023, the City constructed a booster chlorination station at the reservoir site to boost residual
6 chlorine levels in the reservoirs and throughout the distribution system to prevent coliform growth.
7 Additionally, the Supervisory control and Data Acquisition (SCADA) system was upgraded. Together, they
8 strengthen the water supply system and improve system operations for water quality control.

9 *FUTURE NEEDS*

10 Both the water supply available to the City and the City's distribution system are adequate to serve growth
11 projected for Mercer Island. ~~From 201407 to 202113, the number of water customers increased by 13031.~~
12 New development, as anticipated by the Land Use Element of this Plan, will increase the City's total
13 number of ~~water customers by approximately 500~~dwelling units by 1,239 and employment will increase
14 ~~by 1,300 new jobs, by 2035~~2044. Water system capacity and future service demand are calculated in the
15 City of Mercer Island Water System Plan (WSP). The most recent update of the WSP was adopted in 2022.
16 ~~The WSP establishes- that there is system capacity for 14,234 equivalent residential units (ERU). The WSP~~
17 ~~projects that there will be demand for 11,596 ERUs by 2036. Some maintenance and capacity~~
18 ~~improvements to the water system are planned during the planning period (2024-2044). Those projects~~
19 ~~are detailed in the WSP and have been added to the Capital Facilities Element Capital Facilities Plan (CFP)~~
20 ~~and Capital Reinvestment Plan (CRP). The capacity maintained and added through CFP and CRP projects~~
21 ~~is expected to provide sufficient water supply to accommodate the growth planned in this Comprehensive~~
22 ~~Plan.~~

23
24 ~~In 2004, the City completed a Seismic Vulnerability Assessment that examined how a major seismic event~~
25 ~~might impact the 30-inch and 16-inch SPU lines that supply water to the Island. The assessment predicted~~
26 ~~that the Island's water supply would likely be disrupted in a disaster such as a major earthquake. In~~
27 ~~response to the finding, City officials initiated a Water Supply Alternatives study before applying for a~~
28 ~~source permit for an emergency well, the first such permit to be issued in Washington State. Construction~~
29 ~~of the emergency well was completed in spring of 2010.~~

30
31 The City does not plan to implement an aquifer protection program because there are no known aquifers
32 in the vicinity of Mercer Island that are utilized by the City or any other water supplier.

33
34 Although aquifer protection is not a factor for future needs, species protection may be. On March 24,
35 1999 the National Marine Fisheries Service issued a final determination and listed the Puget Sound
36 Chinook salmon as threatened or endangered under the Endangered Species Act (ESA). Like all
37 communities in the Puget Sound region, Mercer Island will need to address a number of land use, capital
38 improvement and development process issues that affect salmon habitat. However, Mercer Island may
39 be better positioned to respond to the ESA listing than some due to the Island's small, unique environment
40 with a lack of continuous rivers or streams, minimal amounts of vacant land available for new
41 development, progressive critical areas regulations and previous attention to stormwater detention.

42
43 *WATER UTILITY POLICIES*
44

- 1 2.1 ~~The City shall continue to o~~Obtain a cost-effective and reliable water supply that meets all the
2 needs of Mercer Island, including domestic and commercial use, fire-flow protection,
3 emergencies, and all future development consistent with the Land Use Element of this Plan.
4
- 5 2.2 ~~The City shall continue to u~~Upgrade and maintain ~~its~~the water distribution and storage system
6 as necessary to maximize the useful life of the system. All system improvements shall be carried
7 out in accordance with the City's Comprehensive Water System Plan and Capital Improvement
8 Program.
9
- 10 2.3 ~~The City shall continue to w~~Work cooperatively with the Seattle Public Utilities and its other
11 purveyors on all issues of mutual concern.
12
- 13 2.4 ~~The City shall continue to o~~Obtain Mercer Island's water supply from a supply source that fully
14 complies with the Safe Drinking Water Act. For this reason, future development on Mercer
15 Island will not affect the quality of the Island's potable water.
16
- 17 2.5 ~~The City shall c~~Comply with all water quality testing required of the operators of water
18 distribution systems under the Safe Drinking Water Act.
19
- 20 2.6 ~~The City shall a~~Adopt an action plan to ensure Mercer Island's full participation in regional
21 efforts to recover and restore Puget Sound Chinook salmon.
22
- 23 2.7 ~~The City shall a~~Aggressively promote and support water conservation on Mercer Island and
24 shall participate in regional water conservation activities.

III. SEWER UTILITY

26 The City owns, operates and maintains the sewage collection system that serves all of Mercer Island. The
27 Island's sewage is delivered to a treatment plant at Renton operated by the Metropolitan King County
28 Government. At the Renton plant, the sewage receives primary and secondary treatment.
29

30 The City's system includes a total of 17 pump stations, two flushing pump stations, and more than 113
31 miles of gravity and pressure pipelines, ranging in diameter from three to 24 inches which ultimately flow
32 into King County Department of Natural Resources & Parks (KCDNR) facilities for treatment and disposal
33 at the South Treatment Plant in Renton. See Figure 1 — Major Sewer Facilities Service Mercer Island.
34

35 As of ~~2021~~2014, a total of ~~7,4037,292~~ residential and commercial customers were hooked up to the City
36 sewer system.
37

FUTURE NEEDS

39 New development on Mercer Island, as anticipated in the Land Use Element of this Plan, is not expected
40 to add significantly to the wastewater generated daily on Mercer Island. The number of customers ~~hooked~~
41 upconnected to the sewer system has increased ~~by 149 since 2004~~slowly and is expected to increase
42 continue according to housing unit projections outlined in the ~~2021~~2002 King County Urban Growth
43 Capacity~~Buildable Lands~~ Report.
44

1 Future sewer system needs are determined in the City of Mercer Island General Sewer Plan (2018 General
2 Sewer Plan).
3 ~~A~~The General Sewer Plan was developed in February 2003 as an update to the 1994 Sewer System
4 ~~Comprehensive Plan and then updated in 2018. This Plan is scheduled for updating in late 2016. The~~
5 ~~2018~~2018 General Sewer Plan identified a 20 year Capital Improvement Plan (CIP) which details the capacity
6 improvements necessary for the system to accommodate planned future growth.~~variety of needs that~~
7 ~~were addressed during the next several years. These included projects in four categories – general,~~
8 pipeline, pump stations, and lake line. ~~replacing portions of the sewer lake line along the northwest~~
9 ~~shoreline, making collection system improvements, making pump station improvements, and replacing~~
10 ~~the pump station telemetry system.~~ A Sewer Lakeline Replacement feasibility study was completed in
11 September 2002 and recommended replacement of a 9,000-foot segment of sewer lake line bordering
12 the northwest shoreline of the Island to replace the rapidly deteriorating sewer and increase pipeline
13 capacity to eliminate impacts to Lake Washington from periodic sewage overflows caused by inadequate
14 capacity and poor system function. The replacement of the 9,000-foot segment was completed in 2010.
15 The 2002 feasibility study also reported that the 9,000-foot segment was more critical than other sections,
16 which were in acceptable condition. The City is scheduled for a ~~feasibility~~ project in 2028~~0~~ to perform a
17 high level evaluation of the condition of the entire sewer lake line and identify segments for further
18 assessment to guide future lake line rehabilitation and replacement projects. ~~remaining AC main located~~
19 ~~in Reach 4, and evaluate options for replacement.~~ After the condition is assessed, a determination will be
20 made on the schedule for replacement projects.

21
22 In 2002, Mercer Island successfully competed with other local cities for a share of \$9 million allocated by
23 King County to investigate and remove groundwater and stormwater commonly known as
24 inflow/infiltration (I/I) from local sewers. The \$900,000-~~00~~ pilot project on Mercer Island lined 16,000 feet
25 of sewer in the East Seattle neighborhood (~~B~~basin 54) in 2003. Post construction flow monitoring and
26 computer modeling showed a 37 percent decrease in peak I/I flows.

27
28 The City must serve the sewer needs of its planned growth, much of which will be focused in the Town
29 Center. While most of the Town Center's sewer system is adequate to meet future demand, some
30 pipelines may exceed their capacity during extreme storms due to stormwater inflow/infiltration and will
31 require monitoring to determine if larger diameter pipelines are warranted. The City will use substantive
32 authority under the State Environmental Policy Act (SEPA) to require mitigation for proposed projects that
33 generate flows that exceed sewer system capacity. The CIP includes projects that will increase system
34 capacity.

35
36 King County is upgrading three miles of their sewer pipeline across north Mercer Island and their North
37 Mercer Pump Station due to age and long term capacity needs. This three year project will be completed
38 in 2025.

39
40 All future improvements to the sewer system will be addressed through a Capital Improvements Plan
41 developed in conjunction with the updated General Sewer Plan and/or CIP budget.

42 **SEWER UTILITY POLICIES**

- 43 3.1 ~~The City shall r~~Require that all new development be connected to the sewer system.
44
45 3.2 ~~Existing single family homes with septic systems shall be a~~Allowed existing single-family homes
46 with septic systems to continue using these systems so long as there are no health or

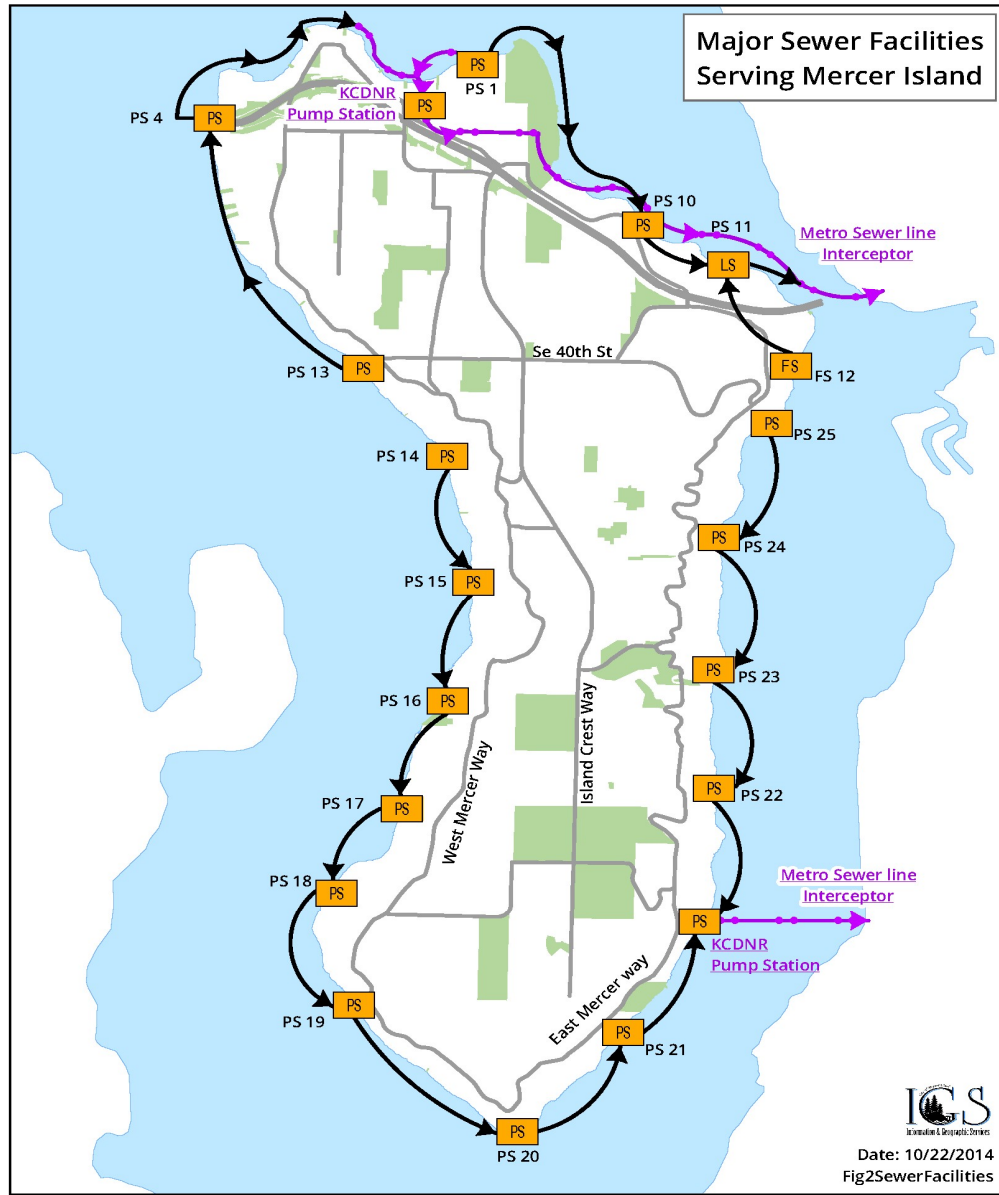
Mercer Island, Washington, Comprehensive Plan, Element 5 - Utilities -

- 1 environmental problems. If health or environmental problems occur with these systems, the
- 2 homeowners shall be required to connect to the sewer system.
- 3
- 4 3.3 ~~Require A~~any septic system serving a site being re-developed ~~must~~ be decommissioned
- 5 according to county and state regulations, and that the site must be connected to the sewer
- 6 system.
- 7
- 8 3.4 ~~The City shall a~~Actively work with regional and adjoining local jurisdictions to manage, regulate
- 9 and maintain the regional sewer system.
- 10
- 11 3.5 ~~The City shall take~~Prevent overflows taking whatever steps are economically feasible ~~to~~
- 12 prevent overflows.
- 13
- 14 3.6 ~~The City shall d~~Design and implement programs to reduce infiltration/inflow wherever these
- 15 programs can be shown to significantly increase the capacity of the sewer system at a lower
- 16 cost than other types of capacity improvements.
- 17

DRAFT

1

Figure 1. Major Sewer Facilities Service Mercer Island



2

3

IV. STORMWATER

4

Mercer Island's stormwater system serves a complex network of 88 drainage basins. The system relies heavily on "natural" conveyances. There are more than 15 miles of ravine watercourses that carry stormwater, and 26 miles of open drainage ditches. 40-Forty percent of the ravine watercourses are privately owned, while roughly 70 percent of the drainage ditches are on public property. See Figure 2 — Stormwater Drainage Basins.

9

10

The artificial components of the system include 58 miles of public storm drains, 59 miles of private storm drains, and more than 5,5024,500 catch basins.

12

1 The public portion of the system is maintained by the City's ~~Maintenance~~ Public Works Department as
2 part of the Stormwater Utility, with funding generated through a Stormwater Utility rate itemized on
3 bimonthly City utility bills.

4
5 Mercer Island has no known locations where stormwater recharges an aquifer or feeds any other source
6 used for drinking water.

7 *FUTURE NEEDS*

8 In May 1993, the City began preparing to make significant changes in the way it managed stormwater on
9 Mercer Island. The catalyst for this effort was new regional, state and federal requirements.

10
11 During the second half of 1993, two of Mercer Island's drainage basins were studied in detail during a
12 process that actively involved interested basin residents. The studies were designed to gauge public
13 perception of drainage and related water-quality problems, and to evaluate the effectiveness of various
14 education tools.

15
16 The information gained from these studies, along with additional work scheduled for mid-1994, was used
17 to develop an Island-wide program of system improvements and enhancements and a financing structure
18 for the program.

19
20 In the fall of 1995, the City Council passed two ordinances (95C-118 and 95C-127) that created the legal
21 and financial framework of the Storm and Surface Water Utility and provided the tools to begin achieving
22 the goals of "creating a comprehensive program that integrates the Island's private, public and natural
23 and manmade systems into an effective network for control and, where possible, prevention of runoff
24 quantity and quality problems."

25
26 By the end of 1998, the Storm and Surface Water Utility had been fully launched with a full range of
27 contemporary utility issues and needs. Major capital projects, along with operating and maintenance
28 standards, have been established to meet customer service expectations and regulatory compliance.

29
30 The City is in compliance with all applicable federal and state stormwater requirements, Western
31 Washington Phase II Municipal (NPDES) Permit issued by the Washington State Dept. of Ecology. In 2005,
32 the City developed a Comprehensive Basin Review that examined the City's storm and surface water
33 programs, focusing on capital needs, capital priorities, and utility policies. The capital priorities are
34 updated regularly in conjunction with the capital budget process. Mercer Island is urban/residential in
35 nature and all of the Island's stormwater eventually ends up in Lake Washington. The prevention of
36 nonpoint pollution is a major priority.

37 *STORMWATER POLICIES*

38 4.1 ~~The City shall continue to~~ implement programs and projects designed to meet the goals and
39 requirements of the Action Agenda for Puget Sound.

40
41 4.2 ~~The City shall~~ actively promote and support education efforts focusing on all facets of
42 stormwater management.
43

1 4.3 The City should collaborate with King County to support implementation of regional water
2 quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.

3
4 ~~4.34 The City shall m~~Maintain and enforce ~~l~~Land ~~U~~se plans and ordinances requiring stormwater
5 controls for new development and re-development. The ordinances shall be based on
6 requirements contained in the City's NPDES permit standards developed by the state
7 ~~Department of Ecology~~ and shall be consistent with the policies in the Land Use Element of this
8 Plan and the goals and policies of the City's Community Planning & Development
9 ~~Department Services Group~~.

10
11 4.5 Consider Implementation of programs and projects to reduce nonpoint source pollution from
12 existing development.

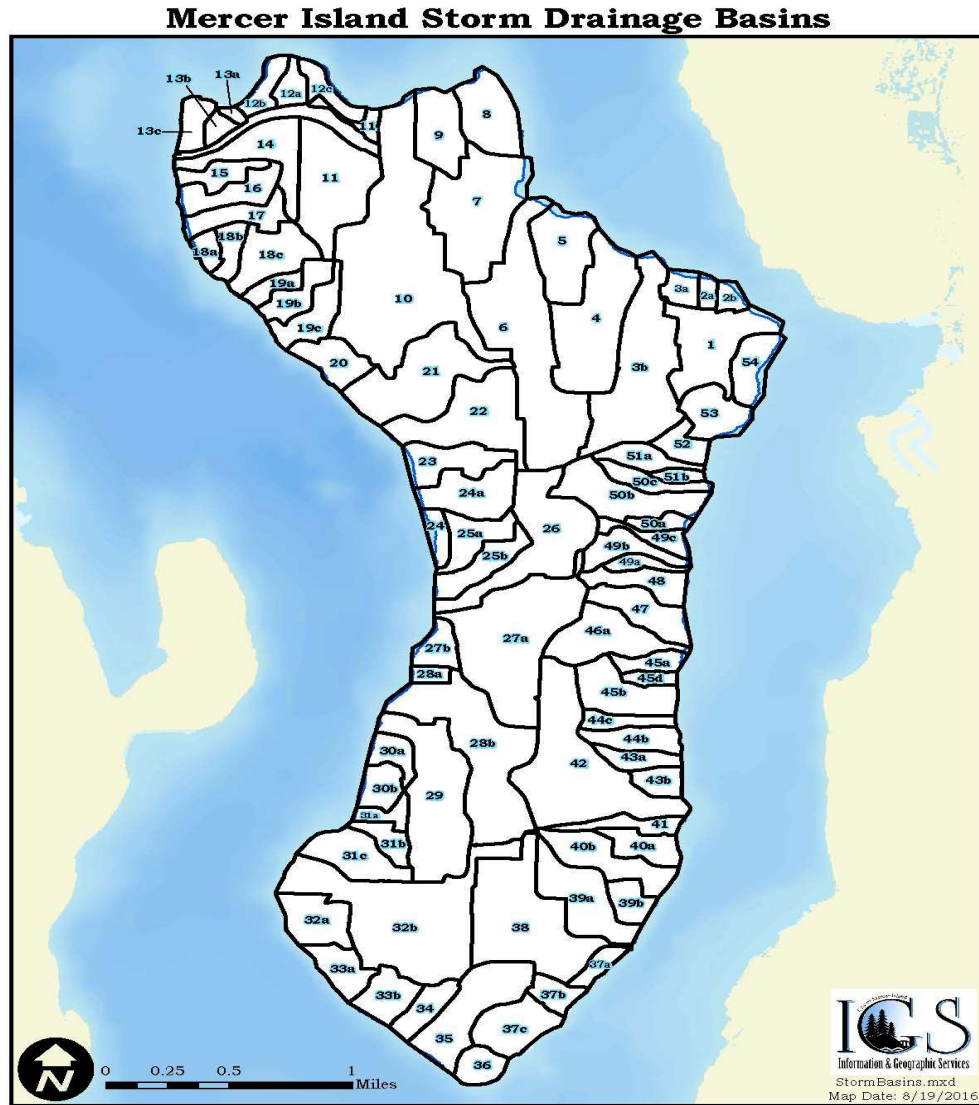
13
14 ~~4.46 The City shall i~~ncorporate low impact development standards, and any future innovations or
15 technologies that meet or exceed current low impact development standards, into new
16 development and redevelopment. Low impact development standards, such as retaining native
17 vegetation, minimizing stormwater runoff, bioretention, rain gardens, and permeable
18 pavements should be incorporated into new development or redevelopment where feasible
19 and appropriate.

20
21 ~~4.57 The City shall e~~ncourage and promote development that creates the least disruption of the
22 natural water cycle, returning as much precipitation to groundwater as possible in order to
23 extend the flow of seasonal streams into the dry season and to contribute cooling ground water
24 to surface water features, thereby contributing to healthy fish and wildlife habitat.

25

1

Figure 2. Stormwater Drainage Basins



2

3

V. SOLID WASTE

4

The majority of solid waste services on Mercer Island are provided through a private hauler licensed by the City. ~~The hauler currently this is serving Mercer Island is Recology public Services. Recology public Services collects residential and commercial/multi-family garbage, and also collects residential recyclables and residential yard/food waste. Businesses that recycle or compost select their own haulers. As of 2022, Recology In 2014, Republic Services was serving a total of 6,795,048 residential customers, and 215 and commercial or multi-family location customers on Mercer Island.~~

10

11

A new contract for collection of solid waste was approved by the City Council for a ten year contract starting in October 2019 ~~2009 to 2016~~. This contract replaces the former license agreement dating back to 2009 ~~1999~~ with Republic Services. Rates are adjusted each year based on the Seattle-area Consumer Price Index (CPI) and terms identified within the contract. The cost of providing solid waste services on Mercer Island is covered entirely through the rates charged by haulers.

15

1
2 ~~Recology~~public Services transports most garbage from Mercer Island to the Factoria transfer station, after
3 which it is compacted and buried at Cedar Hills Regional Landfill. Recyclables are transported to Recology's
4 ownthe ~~Rabanco~~ processing facility in Seattle, and yard/food waste is transported to taken to Cedar Grove
5 Composting or Lenz Composting~~near Issaquah~~.

6 *FUTURE NEEDS*

7 In 1988, Mercer Island entered into an interlocal agreement that recognizes King County as its solid waste
8 planning authority (RCW chapter 70.95). The Mercer Island City Council adopted the first King County
9 Comprehensive Solid Waste Management Plan in mid-1989, and in October 1993 the City Council adopted
10 the updated 1992 edition of the Plan.

11
12 The King County's 2001 Comprehensive Solid Waste Management Plan established countywide targets
13 for resident and employee disposal rates. As of 2014, King County was working on an update of the
14 Comprehensive Solid Waste Management Plan. As a plan participant, Mercer Island met the original King
15 County goal of 35 percent waste reduction and recycling in 1992. By late 1993, Mercer Island was diverting
16 nearly 50 percent of its waste stream. Subsequent goals called for reducing the waste stream 50 percent
17 in 1995 and 65 percent by the year 2000. Mercer Island has consistently diverted an average of 65 percent
18 of its waste stream annually from 2000 to 2014.

19
20 Achieving these goals has helped lengthen the lifespan of the Cedar Hills Regional Landfill and avoid the
21 need to find alternative disposal locations for Mercer Island's garbage.

22
23 The overall amount of waste generated on Mercer Island is not expected to increase significantly due to
24 new development anticipated in the Land Use Element of this Plan. However, the amount of recyclables
25 and yard waste being diverted from Mercer Island's waste stream should continue increasing over the
26 next few years. Private facilities (Republic Services and Cedar Grove Composting) have the capacity to
27 absorb this increase. Any additional garbage produced due to growth will be collected through a private
28 hauler licensed by the City. To increase capacity, expansion of the existing Factoria Transfer Station began
29 in late 2014 and is scheduled to open in late 2017. The City's existing solid waste program of offering two
30 special collection events per year is expected to remain adequate. These events, at which yard waste and
31 hard-to-recycle materials are collected by private vendors, are designed to assist households in further
32 reducing the waste stream.

33
34 The collection of household hazardous waste on Mercer Island is available once a year over a two-week
35 period through the Household Hazardous Wastemobile, a program of the Seattle-King County Local
36 Hazardous Waste Management Plan. Mercer Island households and businesses help fund the Plan through
37 a surcharge on their garbage bills.

38 *SOLID WASTE POLICIES*

- 39 5.1 Require Aall new construction, with the exception of single-family homes, ~~shall be required to~~
40 provide adequate space for on-site storage and collection of recyclables pursuant to City
41 regulations~~Ordinance A-99~~.

- 1 5.2 ~~The City shall a~~Actively promote and support recycling, composting and waste reduction
2 techniques among the single-family, multifamily and commercial sectors with the aim of
3 meeting or exceeding King County diversion goals.
- 4
- 5 5.3 ~~The City shall, whenever practical, p~~Provide convenient opportunities for residents to recycle
6 appliances, tires, bulky yard debris and other hard-to-recycle materials whenever practical.
- 7
- 8 5.4 ~~The City shall a~~Actively promote and support the proper handling and disposal of hazardous
9 waste produced by households and businesses. The use of alternate products that are less
10 hazardous or produce less waste shall be encouraged.
- 11
- 12 5.5 City departments and facilities shall actively participate in waste reduction and recycling
13 programs.
- 14
- 15 5.6 Handle and dispose of Aall hazardous waste generated by City departments and facilities ~~shall~~
16 ~~be handled and disposed of~~ in accordance with applicable county, state, regional and federal
17 regulations.
- 18
- 19 5.7 ~~The City shall a~~Actively enforce the ~~Solid Waste Code and other ordinances and~~ regulations that
20 prohibit the illegal dumping of yard debris and other types of waste.
- 21
- 22 5.8 The City shall play an active role in regional solid waste planning, with the goal of promoting
23 uniform regional approaches to solid waste management.
- 24
- 25 5.9 ~~The City shall a~~Actively promote and support the recycling, re-use or composting of
26 construction, demolition and land-clearing debris wherever feasible.
- 27
- 28 5.10 Ensure that providers of solid waste, recycling, and compost collection services comply with
29 City regulations. Assist residents with concerns about these services, when possible. [PC
30 Comment 17]
- 31

VI. ELECTRICITY

33 All of the electricity consumed on Mercer Island is provided by Puget Sound Energy (PSE) under a franchise
34 agreement with the City of Mercer Island. An agreement was approved in early 1994 that is remains valid
35 until a new agreement is reached. PSE's rates are set by the Washington Utilities and Transportation
36 Commission (WUTC).

37
38 In 1999, PSE had 9,169 customers on Mercer Island, compared to 8,971 in 1992.

39
40 In 2004, PSE served 9,300 customers, and 9,562 customers in 2014. In 2021 it served 9,995 residential and
41 703 commercial electric customers.

42
43 PSE builds, operates and maintains the electrical system serving Mercer Island. The system includes 6.2
44 miles of transmission lines (115 kV), three substations and two submarine cable termination stations.

FUTURE NEEDS

The demand for electricity on Mercer Island ~~has not grown is not expected to increase~~ significantly during the past 20 years, despite 17% population growth (2000-2020), due to a range of new energy efficiency ~~measures the period covered by this Plan~~. While the Island's total electricity consumption was 164,713,778 KWH in 1998, ~~the Island's total electricity consumed was and 174,352,420/_KWH, or an average of 18,234/KWH per customer, in was consumed in 2013, it was only slightly more in 2021 (174,920,031 KWH)~~. However, as more households transition to electric vehicles, maintain remote or hybrid work environments, and new development moves away from natural gas to electric space heating and cooling, in an effort to reduce personal GHG emissions, total electricity consumption may increase.

PSE's planning analysis has identified five alternative solutions to address transmission capacity deficiency identified in the "Eastside Needs Assessment Report—Transmission System King County" dated October 2013. Each of these five solutions fully satisfies the needs identified in the Eastside Needs Assessment Report and satisfies the solution longevity and ~~constructibility~~ constructability requirements established by PSE. These five solutions include two 230 kV transmission sources and three transformer sites, outside of Mercer Island. ~~PSE states construction is anticipated to begin in 2017 and completed in 2018.~~

With one exception (see Policy 6.1), the only significant changes in PSE's Mercer Island facilities will come from efforts aimed at improving system reliability.

The issue of system reliability, which is the subject of a Memorandum of Agreement (MOA) between the City of Mercer Island and PSE, will require considerable attention over the next several years. The MOA sets policies for identifying locations where power lines should be relocated underground and describes strategies for funding undergrounding projects. There is a reoccurring issue of unreliability is unresolved and needs to be addressed.

ELECTRICITY POLICIES

6.1 ~~PSE, or the current provider, shall be e~~Encouraged PSE or the current provider to upgrade its facilities on Mercer Island where appropriate and incorporate technological changes when they are cost effective and otherwise consistent with the provider's public service obligations. Mercer Island will serve as a test area for projects involving new technologies when appropriate.

6.2 ~~The City shall a~~Annually evaluate the reliability of electric service provided to Mercer Island. Measures of reliability shall include the total number of outages experienced, the duration of each outage, and the number of customers affected.

6.3 ~~Install A~~all new electric transmission and distribution facilities ~~shall be installed~~ in accordance with this Plan, the City's zoning code, the Washington State Department of Labor and Industries electrical code and other applicable laws, and shall be consistent with rates and tariffs on file with the WUTC. The electricity provider will obtain the necessary permits for work in the public right-of-way, except in emergencies.

6.4 ~~The City shall e~~Encourage the undergrounding of all existing and new electric distribution lines where feasible. As required by the City's franchise agreement with PSE (Section 5), any extension of existing distribution lines up to 15,000 volts shall be installed underground and

1 should be arranged, provided, and accomplished in accordance with applicable schedules and
2 tariffs on file with the WUTC.

3
4 6.5 ~~The City shall e~~Encourage the undergrounding of electrical transmission lines where feasible, if
5 and when such action is allowed by, and consistent with rates, regulations, and tariffs on file
6 with the WUTC. Along with PSE, work cooperatively with the WUTC to establish rate schedules
7 that equitably allocate the cost of undergrounding transmission lines among PSE customers.

8
9 6.6 The clearing of vegetation from power lines in rights-of-way shall balance the aesthetic
10 standards of the community while enhancing improved system reliability.

11
12 6.7 ~~The City shall s~~Support conservation programs undertaken by the electricity provider, and ~~shall~~
13 encourage the provider to inform residents about these programs.

14
15 **VII. NATURAL GAS**

16 Natural gas is provided to Mercer Island by Puget Sound Energy (PSE) under a franchise agreement with
17 the City. The current 15-year agreement expires in the year 2028, with the City having the right to grant a
18 five-year extension. The delivery of natural gas is regulated by the Federal Energy Regulation Commission,
19 the National Office of Pipeline Safety, and the Washington Utilities and Transportation Commission
20 (WUTC). These agencies determine service standards, and safety and emergency provisions. The WUTC
21 also sets rates.

22
23 Natural gas is delivered to Mercer Island via an interstate pipeline system that is owned and operated by
24 Northwest Pipeline Corp. The pipeline connects to PSE's regional distribution network. Natural gas
25 consumed in the Pacific Northwest comes from a variety of sources in the United States and Canada.

26 **FUTURE NEEDS**

27 While natural gas is not considered a utility that is essential to urban development, it is an ~~important~~
28 alternative energy source ~~that helps reduce reliance on electricity.~~ currently provided to the majority of
29 homes on Mercer Island. However, as increasing numbers of residents move away from gas to electricity
30 as their energy source for heating/cooling, and hot water, the number of customers is expected to decline.
31 In 2022, in the interests of reducing GHG emissions, the State's Building Code Council has also required
32 that, with a few exceptions, all new commercial and residential construction must use electric heat pumps
33 for heating/cooling and hot water needs.

34
35 New natural gas lines on Mercer Island are installed on an as-requested basis. Natural gas lines are in
36 place in virtually all developed areas of the Island, making natural gas available to most households. As of
37 2021, PSE had 6,936 residential customers, and 187 commercial customers.

38
39 No major new facilities would be required to accommodate this number of customers. New development,
40 as anticipated in the Land Use Element of this Plan, is not expected to significantly affect the number of
41 gas customers on Mercer Island.

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NATURAL GAS POLICIES

- 7.1 ~~The City shall p~~Promote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.
- 7.2 ~~The City shall encourage PSE or the current provider to make service available to any location on Mercer Island that wishes to use natural gas.~~

VIII. TELECOMMUNICATIONS

Telecommunication utilities on Mercer Island encompass conventional wireline telephone, wireless communications (Cellular telephone, Personal Communication Services (PCS), and Specialized Mobile Radio (SMR)), internet service, and cable television.

Telecommunication technologies have undergone significant changes in the last several decades. The rapid pace of change in these technologies has been paired with an increasing centrality to the services they provide in people’s lives. Telecommunications have come to be a key component of a high quality of life by facilitating the exchange of information, remote work, and community involvement. More workers work from home and an increasing share of commerce takes place online in the wake of the COVID-19 pandemic, driving demand for faster and more reliable telecommunication services. Throughout the planning period, telecommunication technologies are expected to continue to be an important service in the City.

~~On February 8, 1996, the President signed the Telecommunications Act of 1996 into law. Its overall intent is to develop competition in the telecommunications marketplace by allowing local telephone exchange carriers to provide long distance telephone service, as well as, cable television, audio services, video programming services, interactive telecommunications and Internet access. Similarly, long distance providers, cable operators and utilities are now permitted to offer local exchange telephone service. The legislation represents the first major rewrite of the Telecommunications Act of 1934.~~

~~The 1996 Act states that "No State or local statute or regulation or other State or local legal requirement, may prohibit or have the effect of prohibiting the ability of any entity to provide any interstate telecommunications service." It further provides that the Federal Communications Commission (FCC) shall preempt the enforcement of any such statute, regulation or legal requirement. However, the bill protects the authority of local governments to "manage the public rights of way or to require fair and reasonable compensation from telecommunications providers, on a competitively neutral and nondiscriminatory basis for use of public rights of way on a nondiscriminatory basis, if compensation required is publicly disclosed." Thus, the City can still exercise control over the use of public rights of way and generate revenues from the grant of access to such rights of way to telecommunications providers.~~

~~CenturyLink Communications provides local exchange telephone service for all of Mercer Island. In early 1999, (then) U S WEST was serving an increasing number of access lines (telephone numbers) in the Mercer Island exchange area. This growth is more fully discussed below in the "Future Needs" section. CenturyLink and its predecessor have served communities in Washington for more than 100 years. CenturyLink is regulated by the Washington Utilities and Transportation Commission and the Federal Communications Commission.~~

1 ~~Mercer Island has seen its wireless communications service providers grow from two in 1995, to an excess~~
2 ~~of four in 2015. As of the 2014 there are 34 wireless communications facilities installed on the Island.~~
3 ~~These installations are regulated by the FCC. Wireless service on Mercer Island is an important utility,~~
4 ~~allowing residents and visitors to remain connected wherever they go on-island. Wireless~~
5 ~~communications are provided by several private companies. The Federal Communications Commission~~
6 ~~(FCC) and City regulate wireless facilities. Rules enacted in 2019 by the FCC curtailed local jurisdictions'~~
7 ~~power to regulate wireless facilities. To comply with the 2019 FCC rule change, the City amended its~~
8 ~~wireless communication facilities regulations in 2021. Between 2015 and 2022, the City processed an~~
9 ~~annual average of 20 permits for new facilities and improvements to existing facilities. As technology~~
10 ~~continues to be developed and improved, the existing wireless coverage on Mercer Island is expected to~~
11 ~~be faster, more available, and more reliable through the planning period.~~

12
13 Cellular communication involves transmitting and receiving radio signals on frequencies reserved for
14 cellular use. Signals to and from cellular phones are routed along a series of low-powered transmitting
15 antennas located at "cell sites."

16
17 ~~In 1999, AT&T was serving approximately 6,318 customers on Mercer Island through 65.9 distribution~~
18 ~~miles of overhead lines and 26.2 distribution miles of underground lines. In 2004, Comcast served 6,700~~
19 ~~cable customers and 3,530 high-speed internet customers. In 2014, Comcast served 8,900 customers.~~

20
21 ~~The data services offered by Comcast originate at a primary transmitter site in Bellevue. Comcast's~~
22 ~~receiving apparatus on Mercer Island is contained in facilities located at 4320 88th Avenue SE.~~

23
24 ~~The cable industry was deregulated by Congress in 1984, launching an almost ten year period without~~
25 ~~local rate regulation. In November 1993, the City received certification from the FCC, pursuant to the 1992~~
26 ~~Cable Act, to regulate basic cable service rates.~~

27 **FUTURE NEEDS**

28 As a telecommunications utility, ~~CenturyLink-Lumen Technologies~~ is required to provide services on
29 demand. ~~The industry has experienced a tremendous explosion in the demand for telecommunications~~
30 ~~services. CenturyLink customers, especially customers on Mercer Island, are routinely asking for multiple~~
31 ~~lines into their homes for computers, separate business lines and separate lines for children.~~

32
33 Comcast has sufficient capacity to provide cable communications services to any new development on
34 Mercer Island. During its franchise, Viacom replaced the coaxial cable in its trunk-line system on Mercer
35 Island with fiber-optic cable. This 1993 undertaking was a major step toward meeting customer demand
36 for an expanded number of channels and improved reliability.

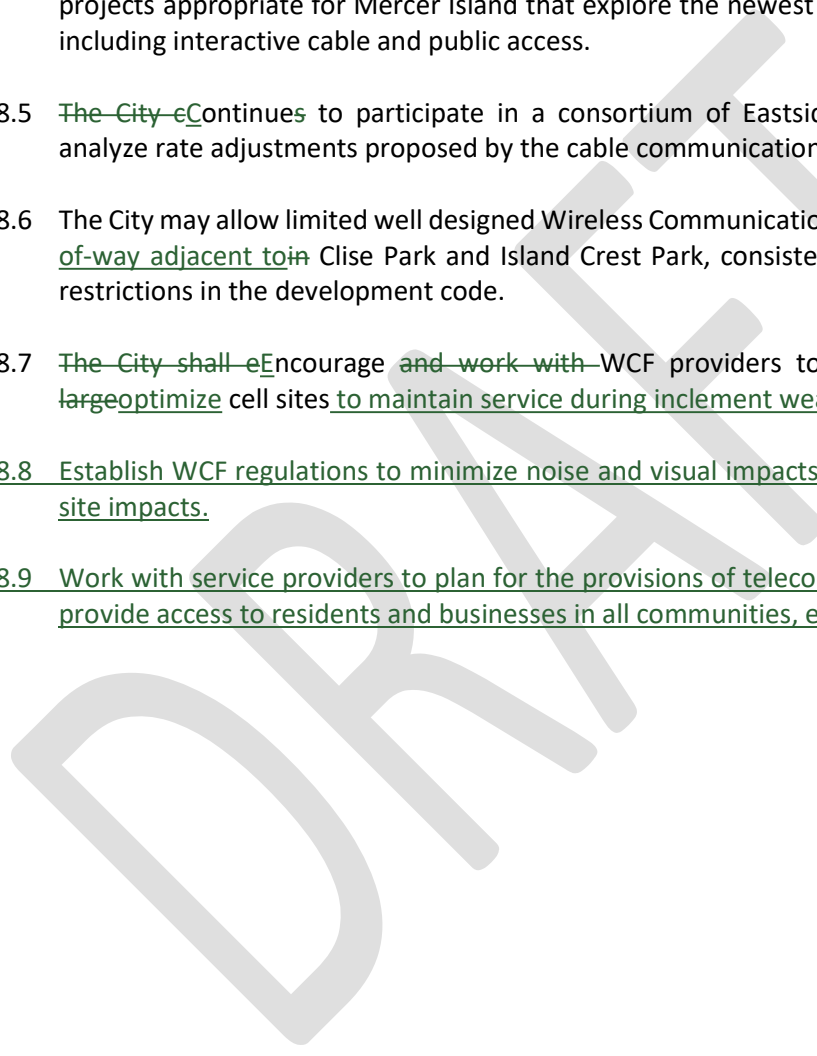
37
38 The FCC has mandated Enhanced-911 (E-911), which seeks to improve the effectiveness and reliability of
39 wireless 911 service by requiring Automatic Location Identification (ALI). ALI will allow emergency
40 dispatchers to know the precise location of cell phone users to within 50—100 meters.

41 **TELECOMMUNICATIONS POLICIES**

42 8.1 ~~The City shall e~~Encourage the consolidation and shared use of utility and communication
43 facilities where feasible. Examples of shared facilities include towers, poles, antennae,
44 substation sites, cables, trenches and easements.

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- 8.2 ~~The City shall e~~Encourage the undergrounding of all existing and new communication lines where feasible and not a health or safety threat.
- 8.3 ~~The City shall p~~Periodically review and revise development regulations for telecom facilities to ensure that a balance exists between the public benefit derived from the facilities and their compatibility with the surrounding environment.
- 8.4 ~~The City shall w~~Work with the cable communications provider to select and implement pilot projects appropriate for Mercer Island that explore the newest advances in cable technology, including interactive cable and public access.
- 8.5 ~~The City e~~Continues to participate in a consortium of Eastside jurisdictions to collectively analyze rate adjustments proposed by the cable communications provider.
- 8.6 The City may allow limited well designed Wireless Communication Facilities (WCF) in the rights-of-way adjacent to Clise Park and Island Crest Park, consistent with the requirements and restrictions in the development code.
- 8.7 ~~The City shall e~~Encourage ~~and work with~~ WCF providers to ~~increase the battery life of large~~optimize cell sites to maintain service during inclement weather and natural disasters.
- 8.8 Establish WCF regulations to minimize noise and visual impacts and mitigate aesthetic or off-site impacts.
- 8.9 Work with service providers to plan for the provisions of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.



1 **6 CAPITAL FACILITIES ELEMENT**

2 **I. INTRODUCTION**

3 **LAND USE & CAPITAL FACILITIES**

4 Incorporated in 1960, Mercer Island is a "mature" community. Approximately 95 percent of the
5 community's residential lands have already been developed and its commercial centers are now
6 experiencing increasing redevelopment pressures. The remaining lands to be developed are all
7 commercial and residential infill where public facilities have long been established.

8
9 As a "mature community," Mercer Island has made substantial investments in public infrastructure over
10 the last 460 years. As a result, the community largely has sufficient capacity in water and sewer systems,
11 parks, schools, local streets and arterials, and public buildings (City Hall, library, fire stations, and
12 community center) to handle projected growth. However, additional investments may be considered for
13 park improvements as well as open space acquisition and trail development. In addition, improvements
14 will be needed to maintain adopted transportation Level of Service (LOS) standards and to maintain
15 existing infrastructure.

16
17 The following sections of the Capital Facilities Element inventory Mercer Island's existing public facilities
18 in terms of their capacity (quantity) to serve current and forecasted populations through 2035. The
19 Element continues with a discussion of existing "levels of service" standards and expenditure
20 requirements to meet those standards. This is followed by a discussion of the City's overall capital planning
21 and financing strategy as well as the revenues available for capital investment. The Element concludes
22 with policies that will guide development of the City Capital Improvement Plan (CIP) and capital
23 investments.

24 **SUSTAINABILITY**

25 The City of Mercer Island has a long history of sustainability programs and community involvement in
26 general environmental measures. Sustainability is a Mercer Island value. It is defined as the process
27 of ensuring the wise use and management-stewardship of all resources within a framework in which
28 environmental, social, cultural and economic well-being are integrated and balanced. It means meeting
29 the needs of today without adversely impacting the ability of needs of future generations to also meet
30 their needs.

31
32 In 2006, a grassroots effort of Island citizens led the City to modify the vision statement in the
33 Comprehensive Plan to include language embracing general sustainability, and in May 2007 the Council
34 committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas
35 (GHG) emissions by 80 percent from 2007 levels by 2050, which was consistent with King County and
36 Washington State targets (the 2050 target was later tightened to 95%). Later in 2007, the Council set an
37 interim emissions reduction goal (often called a "milepost") for City operations of five percent by 2012.

38
39 In recent years, the City has pursued a wide range of actions focusing on the sustainability of its internal
40 operations. These measures began with relatively humble recycling and waste reduction campaigns, and
41 then expanded into much larger initiatives such as energy-efficiency retrofits and cleaner-burning fleet
42 vehicle upgrades. More recently, the City has installed its own on-site solar photovoltaic (PV) project at

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1 the Community and Event Center, and ~~has now~~ has a number of electric and hybrid vehicles in the fleet
2 ~~or on order~~ scheduled for replacement. The City has also been able to increase its tree canopy by 8% from
3 2007 to 2017.

4
5 Starting in 2020, 100 percent of government operations are now powered by clean, renewable energy
6 from a new 38-turbine windfarm in Western Washington that the City helped fund. A 20-year contract to
7 purchase carbon-free windpower directly from Puget Sound Energy replaced the City's prior electricity
8 mix, over half of which was still based on coal and natural gas. ~~purchased several commercial-grade electric~~
9 utility vehicles for Water Department and Parks Maintenance purposes. The City tracks a number of GHG
10 and sustainability metrics such as energy use and overall carbon footprint.

11
12 In 2011, Mercer Island joined King County and other local cities as a founding member a nationally-
13 recognized, coordinated effort to jointly tackle climate issues and enhance the reach of each City's
14 sustainability initiatives: the King County-Cities Climate Collaboration (K4C). Both City staff and Council
15 Members have consistently participated in a wide range of K4C initiatives.

16
17 Island residents have also engaged in a number of public-facing initiatives, leading to two very popular
18 rooftop solar installation campaigns (adding 110 new arrays), commercial green building requirements in
19 Town Center, very high rates of green power enrollment among residents, and high levels of personal
20 electric vehicle adoption. Since the City's own operations contribute only one percent of the Island's
21 emissions, programs that address the two biggest sectors – transportation and energy use in buildings –
22 are critical as community-wide initiatives.

23
24 ~~Approximately 35 percent of the City's internal electricity use is offset through the purchase of green~~
25 ~~power RECs from Puget Sound Energy. The City tracks several metrics in its annual "Dashboard Report"~~
26 ~~that evaluate progress made in energy consumption, fuel use, green power purchasing, solid waste~~
27 ~~diversion, and overall carbon footprint of City operations.~~

28
29 ~~In 2012, activities were expanded further with the hiring of the City's first dedicated Sustainability~~
30 ~~Manager, who designs, implements, and then oversees much of the internal sustainability project work.~~
31 ~~In addition, the Mayor and City Council have increasingly addressed or supported specific regional and~~
32 ~~state-level climate commitments or legislation.~~

33
34 ~~In 2017, the City confirmed a major commitment to clean power by announcing its contract with Puget~~
35 ~~Sound Energy for 2019 through 2039, in which it will buy 20 years of clean wind power to replace its~~
36 ~~current mix of electricity, covering its annual municipal usage of three million kilowatt-hours.~~

37
38 The subset of sustainability work involving GHG emissions and resilience has never been more urgent in
39 Pacific Northwest communities, as we begin to experience the economic and health impacts of changes
40 to our global climate patterns locally. This includes rising average temperatures, changes in rainfall timing
41 and river volumes, and reduced snowpack. Recent extreme heat events and wildfire smoke incidents have
42 underscored this reality for many residents.

43
44 Due to the 20-year horizon envisioned by this Comprehensive Plan, it is especially appropriate to include
45 internal and external measures that address the long-term actions needed to reduce greenhouse gas
46 emissions, ideally in collaboration with other local governments. Actions that the City will implement with
47 the entire community's sustainability in mind are addressed in the Land Use Element of this Plan. The
48 City's first Climate Action Plan (due Q1 2023) quantifies and enumerates the various City and community

1 actions needed to achieve the GHG reduction targets that successive City Councils have committed to, as
2 part of the City's K4C membership. ~~Various other City departments, such as Parks and Recreation and~~
3 ~~Maintenance Public Works also, prepare functional plans that directly implement some sustainability~~
4 ~~programs.~~

5 **II. CAPITAL FACILITIES INVENTORY**

6 Listed below is a brief inventory of Mercer Island's public capital facilities. Detailed descriptions of facilities
7 and their components (e.g., recreational facilities in public parks) can be found in the 2022 Parks,
8 Recreation and Open Space (PROS) Plan, 2014—2019 Parks and Recreation Plan, the Comprehensive Parks
9 and Recreation Plan and Transportation and Utilities Elements.

10 **PUBLIC STREETS & ROADS**

11 Mercer Island has over 75 miles of public roads. Interstate 90 and East Link light rail runs east-west across
12 the northern end of Mercer Island, providing the only road and transit connections to the rest of the Puget
13 Sound region. Most of the road network on the Island is comprised of local streets serving the Island's
14 residential areas; arterials comprise approximately 25 miles, or one-third, of the system.

15 **PEDESTRIAN AND BICYCLE FACILITIES**

16 Mercer Island has ~~over approximately~~ 56.5 miles of facilities for non-motorized travel. In general, non-
17 motorized facilities serve multiple purposes, including recreational travel for bicycles and pedestrians as
18 well as trips for work and other purposes. On-road facilities for non-motorized travel include sidewalks
19 and paths for pedestrians and bicycle lanes for cyclists. Regional access for non-motorized travel is
20 provided by special bicycle/pedestrian facilities along I-90. Additional detail is provided in the 2010
21 Pedestrian and Bicycle Facilities Plan.

22 **PARKS & OPEN SPACE**

23 Mercer Island has ~~48172~~ acres of City parks and open space lands. This acreage comprises about 12
24 percent of the Island. Eleven City parks, open spaces and playfields are over ten acres in size. Three parks
25 exceed 70 acres (Luther Burbank, Pioneer Park, and Aubrey Davis Park). Island residents enjoy ~~20.8~~ 18.5
26 acres of publicly-owned park and open space lands per 1,000 population. ~~This compares with neighboring~~
27 ~~jurisdictions as follows: Bellevue – 21.8 acres/1000 pop.; Kent – 15.5 acres/1000 pop.; Redmond – 28.0~~
28 ~~acres/1000 pop.; Kirkland – 19.1 acres/1000 pop.~~ In addition to City park lands, approximately two-thirds
29 of the Mercer Island School District grounds are available to Island residents. ~~And, an~~ additional 40 acres
30 of private open space tracts are available for residents of many subdivisions on the Island. See Figure 1
31 for the locations and geographical distributions of the community's parks, open space lands, street end
32 parks, school district lands, I-90 facilities and private/semi-public facilities.

33
34 The City of Mercer Island adopted a Parks, Recreation, and Open Space Plan (PROS Plan) in 2022. The
35 PROS Plan evaluates the levels of service for City parks and open space throughout the City. The PROS
36 plan also considers the future needs of parks and lists projects to be added to the Capital Facilities Plan
37 (CFP) and Capital Reinvestment Plan (CRP). Those projects will maintain parks and open space capacity
38 as growth occurs through the planning period.

PUBLIC BUILDINGS

1
2 Mercer Island is served by seven City-owned public buildings, the Mary Wayte Pool owned by the Mercer
3 Island School District and operated by Olympic Cascade Aquatics, one Post Office and one King County
4 (KCLS) Branch Library. Facility uses, locations, and sizes are listed in Table 1.

5
6 During 2001, construction of a new Main Fire Station and a sizable remodel of the Thrift Shop were
7 completed. The City became the owner of Luther Burbank Park in 2003 after transfer of the property by
8 King County. The Mercer Island Community and Events Center was completed in 2006. The reconstruction
9 of Fire Station 92 at the south end of the Island began in 2014 and was completed in 2015.

Table 1. Facility uses, locations and sizes

Facility	Use	Location	Approx. Size
City Hall	Police, Dispatch, & General Administration, Municipal Court, Facility Maintenance & Permitting Services.	North MI 9611 SE 36th St.	32,000 s.f. sq ft
Maintenance Public Works Shop	Parks, Water, Sewer, Streets Right-of-Way, Stormwater, Fleet, Engineering & Bldg. Maint.	North MI 9601 SE 36th St.	15,000 sq fts.f.
Community and Events Center	Community meeting space, Mtgs., Recreation Programs, Gymnasium, and Fitness Senior adult and Youth Programs	North MI 8236 SE 24th St.	42,500 sq fts.f.
Luther Burbank Administration Building	Parks and Recreation and Youth and Family Services Depts.	North MI Luther Burbank Park 2040 84th Ave. SE	5,000 sq ft
Mercer Island Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 sq ft
Main Fire Station 91	Fire & Emergency Aid Response, & Administration.	Central Business District 3030 78th Ave. SE	16,600 sq fts.f.
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 sq ft
Mary Wayte Pool	Indoor Swimming Facility	Mid-Island 8815 SE 40th St.	7,500 sq ft
King County Library (KCLS)	Public Library	Mid-Island 4400 88th Ave SE	14,600 sq ft
South Fire Station 92	Fire & Emergency Response	South End Shopping Center 8473 SE 68th St.	7,940 sq fts.f.
Youth and Family Services Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 s.f.
Luther Burbank Park Admin. Bldg.	Mercer Island Parks and Recreation Youth and Family Services Depts.	Luther Burbank Park 2040 84th Ave. SE	5,000 s.f.

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Mary Wayte Pool (Northwest Center)	Indoor Swimming Facility	Mid-Island 8815 SE 40th St.	7,500 s.f.
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 s.f.
King County Library (KCLS)	Public Library — Branch of KCLS	Mid-Island 4400 88th Ave SE	14,600 s.f.

PUBLIC SCHOOLS

The Mercer Island School District owns and operates one high school, one middle school and ~~three~~ four elementary schools. ~~Northwood, the~~ A fourth elementary school ~~is scheduled to~~ opened in 2016. Altogether, the School District owns 108.6 acres of land, including those lands dedicated to parks, open space and recreational uses. The District served a ~~2014-2021-2022~~ school population of ~~4,316-069~~ students in approximately 461,000 total square feet of "educational" space. The District estimates that it has capacity for 5,172 students in its Six-Year Capital Facilities Plan, a capacity surplus of 1,103 students.

In 1994, the voters approved a \$16.4 million bond issue to modernize the three elementary schools. All these schools underwent \$6 million remodels that were completed in September 1995. In 1996 voters approved a bond issue to modernize the high school. The total cost of the renovation, which included some new construction, was \$37.2 million. In February 2010, the community approved a six-year capital levy for nearly \$4.9 million per year, targeting minor capital replacement costs and improvements at each school site. Included in the levy were funds for the addition of music and orchestra rooms at Mercer Island High School, portable classrooms for elementary and middle schools, hard play area resurfacing at the elementary schools, replacement of the turf field and repair of the track at Mercer Island High School, painting, re-roofing, pavement overlays, security improvements, and other improvements.

~~After months of public discussions, meetings and work by the Mercer Island community, school board and district, a bond proposal was approved by the board in September 2013 to address overcrowding in Mercer Island schools. It was then approved by~~ A bond issue was approved by more than 74 percent of Mercer Island voters in February 2014 to address overcrowding in Mercer Island schools. The targeted facilities projects included:

- Building Northwood, a fourth elementary school ~~on the district-owned North Mercer campus;~~
- Expanding Islander Middle School, including 14 new classrooms and lab spaces, commons and cafeteria, gymnasiums, music rooms and administrative space, and a 100kw rooftop solar array; and
- Building ten additional classrooms at Mercer Island High School, including four lab spaces and six general education classrooms.

Annually, the District develops projections primarily utilizing the historical enrollment trends tracked each October for the past five years. In addition to the cohort derived from that historical database, the District looks at much longer "real growth" trends as well as birth rates and female population patterns. ~~Current enrollment projections show an anticipated increase of approximately 356 students over the next six years, in addition to an increase of approximately 250 students over the last six years.~~ The District's Six-Year Capital Facilities Plan adopted in 2020, estimates that enrollment will decline by four percent between 2020 and 2026.

1
2
3 Provision of an adequate supply of K-12 public school facilities is essential to enhance the educational
4 opportunities for our children and to avoid overcrowding. A variety of factors can contribute to changes
5 in K-12 enrollment, including changes in demographics, the resale of existing homes, and new
6 development. The District is engaged in an ongoing long-range planning process to maintain updated
7 enrollment projections, house anticipated student enrollment, and provide adequate school facilities.
8 Future needs, including proposed improvements and capital expenditures are determined by the District,
9 which has prepared a separate Capital Facilities Plan.

10 *WATER SYSTEM*

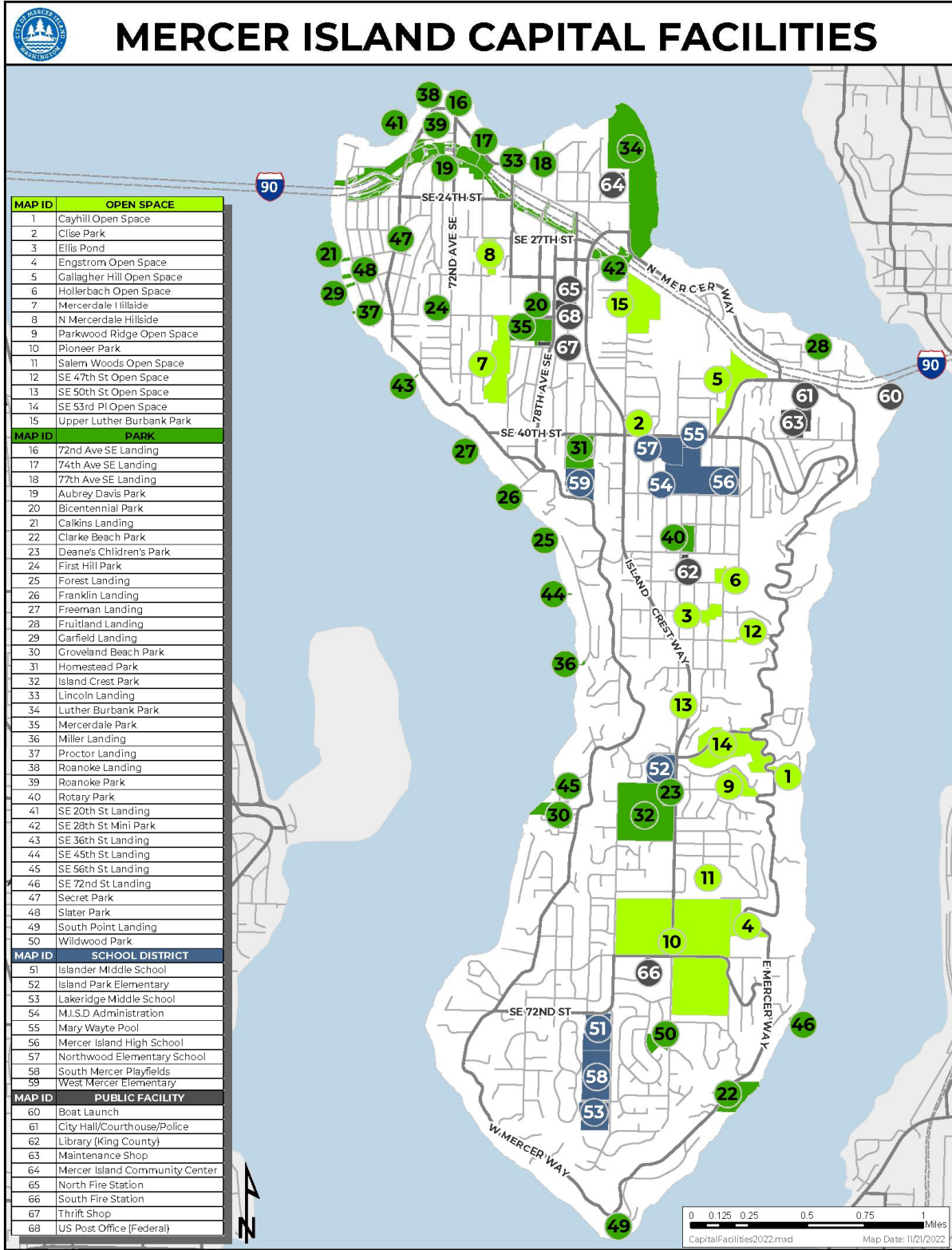
11 The City's Water Utility consists of ~~1135~~ miles of water mains and transmission lines which serve over
12 ~~7,530,640~~ water meters. In addition, the system includes two four-million-gallon storage reservoirs, two
13 pump stations, 86 pressure reducing valve stations, and an emergency well completed in 2010. The City
14 purchases water from Seattle Public Utilities, serviced by the Cedar and Tolt River watersheds.

15 *SEWER SYSTEM*

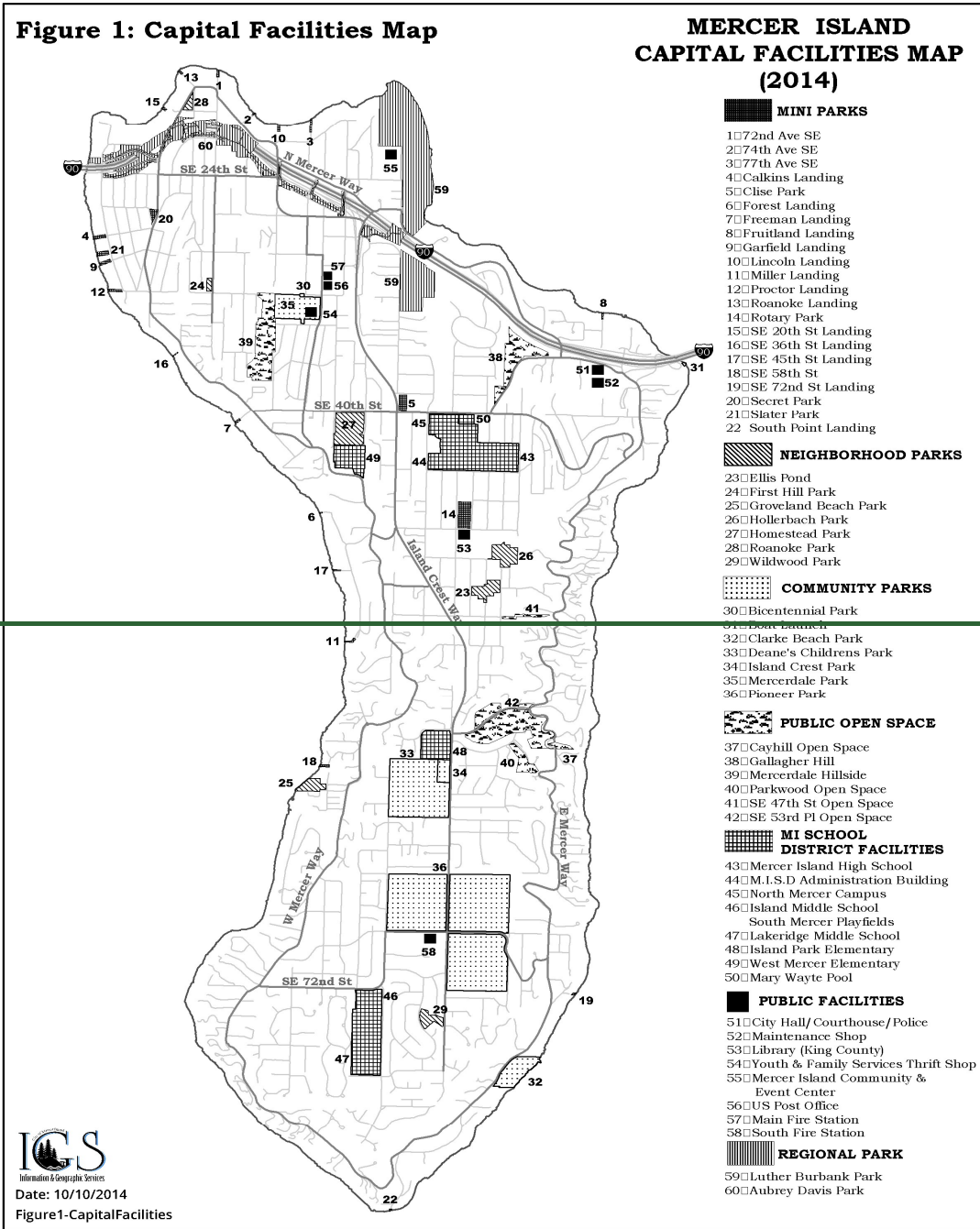
16 The Mercer Island sewer utility ~~is made up 104 miles of collection lines which serves~~ over ~~7,403,200~~
17 customers. The collection system ~~includes s linked to~~ 17 pump stations, two flushing stations, and more
18 than 113 miles of gravity and pressure pipelines, ranging in diameter from three to 24 inches which
19 ultimately flow into King County Department of Natural Resources & Parks (KCDNR) facilities for treatment
20 and disposal at the South Treatment Plant in Renton.

21 *STORM WATER SYSTEM*

22 The Island's storm water system is made up of a complex network of interconnected public and private
23 conveyances for surface water. The system serves 88 separate drainage basins. The major components of
24 the system include more than 15 miles of natural watercourses, 60 percent of these are privately
25 owned are located on private property; 26 miles of open drainage ditches, 70 percent of which are on
26 public property; 58 miles of public storm drains; 59 miles of private storm drains; more than ~~4,500~~5,502
27 City owned catch basins; and over 3,300 non City owned catch basins.



1



1
2

III. LEVEL OF SERVICE & FORECAST OF FUTURE NEEDS

3 In analyzing capital financing over 20 years, the City must make estimates in two areas: Cost of New
4 Facilities and the Cost to Maintain Existing Facilities. To estimate the former, the City must evaluate its
5 established levels of service (LOS) for the various types of facilities — streets, parks, recreational facilities,
6 open space, trails, and public buildings — and project future needed investments to reach those service
7 targets. In this case, "Level of Service" refers to the quantitative measure for a given capital facility. See

1 Table 2. In establishing an LOS standard, the community can make reasonable financial choices among
2 the various "infrastructure" facilities that serve the local population.

3
4 Fortunately, Mercer Island has already acquired and/or built most of the facilities needed to meet its LOS
5 goals (e.g., parks acreage, recreational facilities, water and sewer system capacity, street system capacity,
6 police, fire and administration buildings). As a result, while a few "LOS deficiencies" must be addressed
7 over the next 20 years (open space, new trail construction, some street capacity improvements), most
8 capital financing projections for Mercer Island involve reinvesting in and maintaining existing assets.

9
10 Listed in Table 2 below is a summary of level of service and financial assumptions (by facility type) used in
11 making a 20-year expenditure forecast. In looking at the assumptions and projections, the reader should
12 bear in mind two things: 1) No detailed engineering or architectural design has been made to estimate
13 costs. The numbers are first level estimates; and, 2) the objective of the analysis is to predict where major
14 financing issues may arise in the future. The estimates should be used for long range financial and policy
15 planning; not as budget targets.

Table 2 — Level of Service & Financial Forecasts¹

Capital Facility	Level of Service Standard	Capital Needs	New Capital Cost (To address deficiency) ²	Annual Reinvestment Cost
Streets- Arterials	LOS "D"	42 locations identified	\$3,322,900 4,058,720	\$1,126,061,000
Residential	None	None	\$0	\$920,684,000
CBD	LOS "C"	42 locations identified	\$1,712,900 2,928,000	\$166,000
Arterials	LOS "D"	2 locations identified	\$4,058,720	\$1,126,000
Residential	None	None	\$0	\$920,000
Town Center	LOS "C"	2 locations identified	\$2,928,000	\$166,000
Parking Facilities*	To be assessed*	To be assessed*	To be assessed*	To be assessed*
Existing and New Pedestrian and Bicycle Facilities	See Pedestrian and Bicycle Facilities Plan	Shoulder improvements, 78th Ave. pedestrian and bike improvements, safe routes to school	\$19.6 million	\$327,500
Parks & Open Space	See Parks, Recreation & Open Space (PROS) Plan Expenditure per capita	Dock infrastructure, restrooms, playgrounds, Safe Facilities, Open Space, Trails-trails, and Athletic-athletic Fields-fields	\$8-4.3 million	\$1.3 million Parks & Open Space CIP
Recreational Facilities	See See Park & Open Space-PROS Plan	None	None	None

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Existing and New Pedestrian and Bicycle Facilities	Pedestrian and Bicycle Facilities Plan	Shoulder improvements, 78th Ave. pedestrian and bike improvements, safe routes to school	\$19.68 million	\$32,775,5000
Schools	Established in the Mercer Island School District No. 400 Six-Year Capital Facilities Plan as may be amended	Maintenance of existing buildings, new elementary school, middle school and high school expansions	\$98.8 million bond	\$7.5 million levy passed February 2022
Water System Open Space	Expenditure per capita	Standard to be set	To be assessed	None
Water System Supply	6.7 mill. Gal/day	None	None	\$6.54.8 million
Storage	8.0 mill. Gal	None	\$2,750,000	
Distribution	> 30 psi	None	\$55,675,000	
Fire Flow	Multiple	None	None	
	Supply	6.7 m gal/day	None	\$6.5 million
	Storage	8.0 m gal	\$2,750,000	
	Distribution	> 30 psi	\$55,675,000	
	Fire Flow	Multiple	None	
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches	\$26 million	\$1.68 million
Storm & Surface Water System				
Piped System				
Ravine Basins				
Washington-DOE				
Stormwater Manual				
Multiple				
Multiple				
\$850,000				
\$365,000 \$425,000 from Utility Rates on average goes to one major basin improvement project annually				
\$1.21 million				
Piped System	WA DOE Stormwater Manual	Multiple	\$850,000	\$1.2 million
Ravine Basins	WA DOE Stormwater Manual	Multiple	\$365,000	
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches	\$26 million	\$1.68 million
Schools	Established in the Mercer Island School District No. 400	Maintenance of existing buildings, new elementary school,	\$98.8 million bond	\$9.7.5 million levy passed February 2010 2022

	Six-Year Capital Facilities Plan as may be amended	middle school and high school expansions		
Parking Facilities*	To be assessed*	To be assessed*	To be assessed*	To be assessed*

* An analysis is in progress, capital needs and costs to be evaluated pending completion of studies, after completion of light rail.

Notes:

1. More detailed LOS standards for capacity, operational reliability, and capital facilities needs can be found in the following documents: Transportation Improvement Plan, Water System Plan, General Sewer Plan, Comprehensive Storm Basin Review, Parks, Recreation and Open Space (PROS) Plan, Pedestrian and Bicycle Facilities Plan, Open Space Vegetation Plan, ~~Parks and Recreation Plan 2014—2019~~, Luther Burbank Master Plan, Ballfield Use Analysis, and the Transportation Element of this Comprehensive Plan.
2. Costs are estimated for the twenty-year planning period from 2024-2044. Actual costs are determined at the time improvements are added to the CIP.
3. Annual reinvestment cost is estimated based on the total estimated twenty-year cost divided by twenty years. Actual costs are not expected to occur annually.

IV. CAPITAL FACILITIES FINANCING

The community should expect most funding for future capital improvements to come from local public sources. Substantial investments in transportation facilities—including parking, sewage collection and conveyance, and stormwater facilities will be needed over the 20-year planning period. Funding for open space acquisition and parks improvements may also be needed to meet community expectations. Private development will finance some minor new capital improvements, such as stormwater facilities, sewage conveyance improvements, and transportation improvements where proposed development will exceed adopted levels of service. Impact fees on new development will also generate some revenue to offset the impact of such growth on Mercer Island's public schools, parks and open space, and transportation facilities.

REVENUE SOURCES

The City's capital program is funded by a variety of revenue sources ranging from largely unrestricted, discretionary sources like General Funds and REET-1 to very restricted sources like fuel taxes and grants. Listed below is a description of the major capital funding sources used by the City.

General Fund Revenues — Revenues from property, sales and utility taxes, ~~as well as licenses and permit fees~~, other user fees, and state shared revenues. Funds can be used for any municipal purpose and are generally dedicated to the operation of the City's (non-utility) departments and technology and equipment upgrades.

Real Estate Excise Taxes (1 & 2) — Taxes imposed on the seller in real estate transactions. Both REET 1 & 2 taxes are levied at one-quarter of one percent of the sale price of the property. Revenues must be used on the following types of projects:

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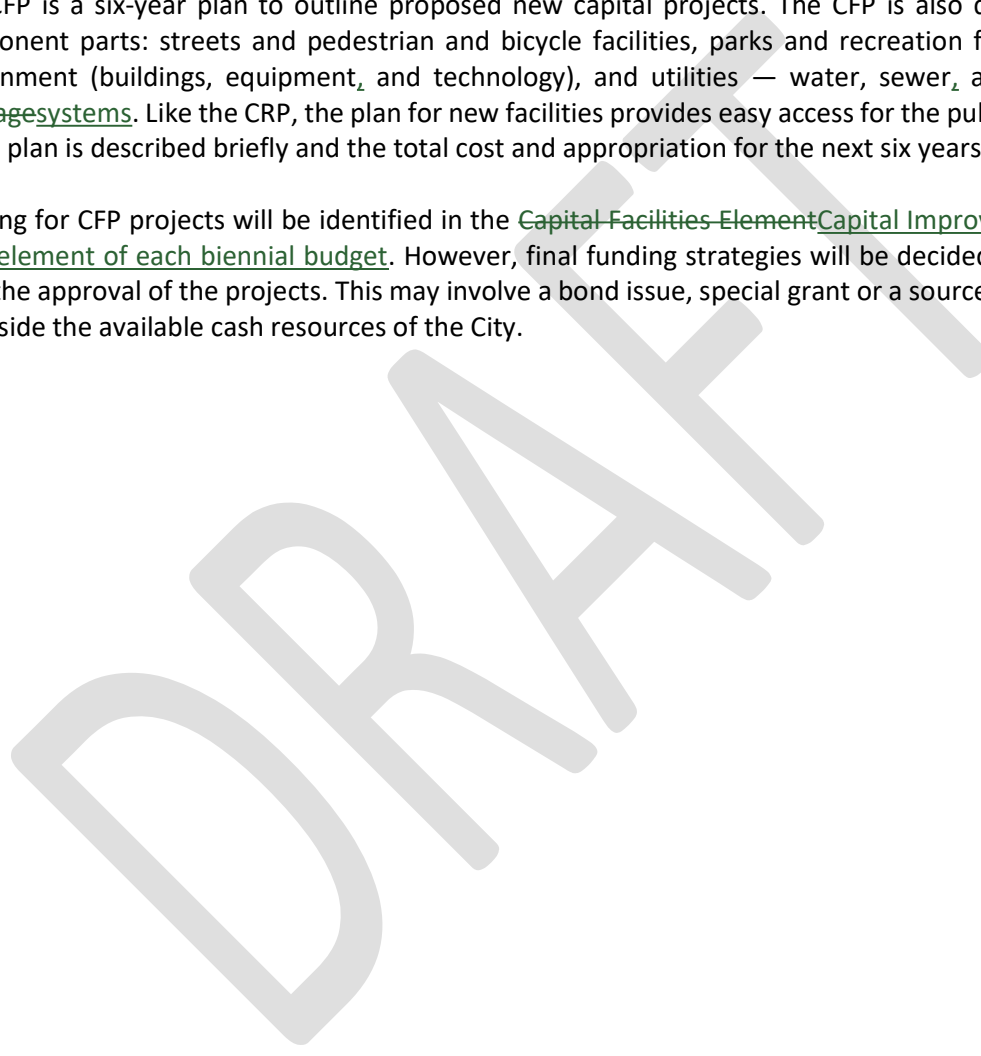
1 the relevant information. The Capital Reinvestment Program is divided into four functional programmatic
2 areas: streets and pedestrian and bicycle facilities, park and recreational facilities, general government
3 (buildings, equipment, and technology), and utilities — water, sewer, and storm water drainagesystems.

4
5 CRP projects are typically "pay as you go," which means that they are funded from the current operations
6 of the City Street Fund, CIP Funds, and the utilities funds.

7
8 Capital Facilities Plan (CFP)

9
10 The CFP is a six-year plan to outline proposed new capital projects. The CFP is also divided into four
11 component parts: streets and pedestrian and bicycle facilities, parks and recreation facilities, general
12 government (buildings, equipment, and technology), and utilities — water, sewer, and storm water
13 drainagesystems. Like the CRP, the plan for new facilities provides easy access for the public. Each project
14 in the plan is described briefly and the total cost and appropriation for the next six years is stated.

15
16 Funding for CFP projects will be identified in the Capital Facilities Element Capital Improvement Program
17 (CIP) element of each biennial budget. However, final funding strategies will be decided simultaneously
18 with the approval of the projects. This may involve a bond issue, special grant or a source of revenue that
19 is outside the available cash resources of the City.



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CIP Project Summary
Capital Facilities Plan (CFP) and Capital Reinvestment Plan (CRP)

D	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other	
CB0100	City Hall Building Repairs	CRP	ONGOING	370,500	359,100	210,900	210,900	210,900	210,900	1,573,200			1,573,200														
CB0101	Public Works Building Repairs	CRP	ONGOING	210,900	132,240	34,200	91,200	79,800	79,800	628,140			628,140														
CB0102	MIIEC Building Repairs	CRP	ONGOING	357,960	430,350	182,400	202,578	190,380	235,980	1,599,648			1,599,648														
CB0103	FS91 and FS92 Building Repairs	CRP	ONGOING	397,860	250,458	239,058	443,688	190,380	109,668	1,631,112			1,631,112														
CB0104	Luther Burbank Administration Repairs	CRP	ONGOING	324,900	286,140	188,100	139,080	91,200	74,100	1,103,520			1,103,520														
CB0105	Thrift Shop Building Repairs	CRP	ONGOING	254,220	342,000	111,720	116,280	128,820	104,880	1,057,920			1,057,920														
CB0107	Honeywell Site Remediation	CRP	Q4 2022	207,500	207,500					415,000	134,356				22,306	21,788	29,050									207,500	
CB0109	Minor Building Repairs	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000			150,000		150,000												
CB0110	City Hall Renovation - Paint, Carpet, and Furniture	CRP	Q4 2023	660,000						660,000			660,000														
CB0111	Public Works Building Renovation - Paint, Flooring, and Furniture	CRP	Q4 2023	236,500						236,500			59,125		70,950	70,950	35,475										
CB0112	Municipal Court Renovations	CRP	2026	34,200	119,700	285,000	330,600			769,500			769,500														
CB0113	Police Department Renovation	CRP	2028					256,500	1,824,000	2,080,500			2,080,500														
CB0114	Luther Burbank Administration Building Renovation	CRP	2027			57,000	2,232,865			2,289,865			2,289,865														
CB0115	Facilities Plan	CRP	2025	200,000						200,000			200,000														
CB0116	Facility Access Control and Security	CRP	ONGOING	520,980	282,720	47,880	34,200	28,500	28,500	942,780			942,780														
CB0117	Facility Parking Lot Repairs	CRP	2028	375,000	30,000	132,000	190,000	-	28,000	755,000			641,750				113,250										
CB0119	FS91 Fuel Tank Removal	CRP	Q4 2024	75,000	175,000					250,000			250,000														
CB0120	Public Works Building Roof Replacement	CRP	Q2 2023	330,000						330,000			82,500		99,000	99,000	49,500										
18	GENERAL GOVERNMENT PUBLIC BUILDINGS TOTAL			4,865,520	2,665,208	1,481,258	1,865,526	3,459,345	2,745,828	16,822,685	134,356	-	15,719,560	-	342,256	191,738	227,275	-	-	-	-	-	-	-	-	-	207,500
GE0101	Minor Fire Tools and Equipment	CRP	Q4 2024	45,500	42,500					88,000			88,000														
GE0107	Fleet Replacements	CRP	ONGOING	676,729	430,211	911,511	1,305,238	1,474,095	1,152,484	5,950,267																5,950,267	
GE0108	Automated External Defibrillator Replacements	CRP	Q4 2023	94,686						94,686			94,686														
3	GENERAL GOVERNMENT EQUIPMENT TOTAL			816,915	472,711	911,511	1,305,238	1,474,095	1,152,484	6,132,953	-	-	-	182,686	-	-	-	-	-	-	-	-	-	-	-	5,950,267	-
GT0101	City Information via Web Based GIS	CRP	Q4 2024	55,000				40,000		95,000			95,000														
GT0104	Mobile Asset Data Collection	CRP	Q2 2022			105,000		-	111,000	216,000		163,000														53,000	
GT0105	High Accuracy Aerial Orthophotos	CRP	Q3 2024	35,000		40,000				75,000			75,000														
GT0108	Technology Equipment Replacement	CRP	ONGOING	145,450	253,200	101,280	179,266	129,071	224,584	1,032,851																1,032,851	
GT0112	GeoGIS Image Server	CRP	Q3 2024	30,000						30,000			30,000														
GT0115	Modernize Municipal Court Services	CRP	Q1 2023	96,000	10,000					106,000			106,000														
GT0116	Emergency Purchases for Equipment and Technology	CRP	ONGOING	25,000	25,000	25,000	25,000	25,000	25,000	150,000			150,000														
GT0117	Cybersecurity Software Update	CRP	Q4 2023	52,500	10,750	-	-	-	-	63,250	10,750	163,000	-	508,500	-	-	-	-	-	-	-	-	-	-	-	1,032,851	53,000
8	GENERAL GOVT TECHNOLOGY TOTAL			438,950	298,950	271,280	204,266	194,071	360,584	1,768,101	10,750	163,000	-	508,500	-	-	-	-	-	-	-	-	-	-	-	1,032,851	53,000

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ID	Description	Plan	Target Completion Date	Year							TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other		
				2023	2024	2025	2026	2027	2028	2029																			
PA0100	Open Space Management	CRP	ONGOING	338,000	347,135	356,544	366,235	376,217	386,499	2,170,630			2,105,630										65,000						
PA0100	Recurring Parks Minor Capital	CRP	ONGOING	149,000	154,000	159,000	164,000	169,000	175,000	970,000			970,000																
PA0103	Trail Renovation and Property Management	CRP	ONGOING	54,000	56,000	58,000	60,000	62,000	64,000	354,000			354,000																
PA0104	Lake Water Irrigation Development	CFP	2025		82,000	141,000				223,000			223,000																
PA0107	Aubrey Davis Park Outdoor Sculpture Gallery Improvements Design	CRP	Q4 2024		33,000	68,000	198,000			299,000			124,000								100,000					75,000			
PA0108	Aubrey Davis Park Luther Lid Connector Trail	CFP	Q4 2024		164,000	853,450				1,017,450			1,017,450																
PA0109	Aubrey Davis Park Trail Safety Improvements	CRP	Q4 2023	385,000						385,000			10,000								375,000								
PA0110	Aubrey Davis Lid A Backstop Replacement	CRP	2028					96,000	689,000	785,000			785,000																
PA0111	Aubrey Davis Park Vegetation Management	CRP	ONGOING	117,000	121,000	125,000	129,000		133,000	762,000			117,000													645,000			
PA0112	Clarke Beach Shoreline Improvements	CRP	2025			2,814,000				2,814,000			1,814,000								1,000,000								
PA0115	Hollerbach SE 45th Trail System	CFP	2025		93,000	425,955				518,955			518,955																
PA0116	Island Crest Park South Field Lights Replacement and Turf Upgrade	CRP	2026		113,000		1,160,000			1,273,000			1,273,000																
PA0117	Island Crest Park Ballfield Backstops Upgrade & North Infield Turf Replacement	CRP	Q4 2023	1,255,000						1,255,000			1,049,000											206,000					
PA0122	Luther Burbank Dock and Waterfront Improvements	CRP	Q4 2024	928,300	6,597,300					7,525,600			3,666,600								3,859,000								
PA0122	Luther Burbank Minor Capital Levy	CRP	ONGOING	110,000	111,100	112,211	113,333	114,466	115,612	576,722			1,499,300									110,000							
PA0124	Luther Burbank Park Boiler Building Phase 1	CRP	Q4 2023	2,012,300						2,012,300			1,499,300								513,000								
PA0128	Mercerdale Park Master Plan	CRP	Q4 2023	200,000						200,000			200,000																
PA0129	Pioneer Park/Engstrom OS Forest Management	CRP	ONGOING	191,000	197,000	203,000	210,000	217,000	224,000	1,242,000			1,165,000									77,000							
PA0130	Roanoke Park Playground Replacement	CRP	Q4 2024	60,000	431,000					491,000			491,000																
PA0130	South Mercer Turf Replacement and Ballfield Backstops Upgrade	CRP	2025		245,000	3,010,000				3,255,000			2,955,000							300,000									
PA0132	Upper Luther Burbank Ravine Trail Phase 2	CFP	2026			113,000	261,000			374,000			261,000																
PA0133	MICEC Technology and Equipment Replacement	CRP	ONGOING	58,000	58,000	58,000	58,000	58,000	58,000	348,000	108,000															240,000			
PA0134	Luther Burbank Park South Shoreline Restoration	CRP	Q4 2023	575,000						575,000											169,000				406,000				
PA0134	Luther Burbank Swim Beach Renovation Design	CRP	2026		55,000	113,000	1,015,000			1,183,000			683,000								500,000								
PA0144	Aubrey Davis Mountains to Sound Trail Pavement Renovation	CRP	Q4 2024	101,000						101,000			101,000																
PA0144	Aubrey Davis Mountains to Sound Trail Connection at Shorewood	CFP	Q4 2024		82,000					82,000			82,000																
PA0142	Aubrey Davis Park Tennis Court Resurfacing/Shared-Use Pickleball	CRP	Q4 2024		121,000					121,000			63,000												58,000				
PA0144	Luther Burbank Park Tennis Court Renovation/Shared-Use Pickleball	CRP	Q4 2024	107,000	438,000					545,000			202,000								193,000				150,000				
PA0144	Luther Burbank Park Parking Lot Lighting	CRP	Q4 2023	133,000						133,000			133,000																
PA0144	Deane's Children's Park Playground Replacement Design	CRP	Q4 2023	226,000						226,000			226,000																
PA0144	South Point Landing General Park Improvements	CFP	Q4 2024		159,180					159,180			159,180																
PA0147	Roanoke Park General Park & ADA Improvements	CRP	2028					30,000	93,000	123,000			123,000																
PA0144	Aubrey Davis Park Intersection and Crossing Improvements	CRP	2028	80,000	83,000	86,000	89,000	92,000	95,000	525,000			525,000																
PA0144	Ellis Pond Aquatic Habitat Enhancement	CRP	Q4 2023	20,000						20,000							20,000												
PA0159	Spray Park Site Analysis	CFP	Q4 2023	50,000						50,000			50,000																
PA015	Groveland Beach Dock Replacement & Shoreline Improvements	CRP	2026					4,180,000		4,180,000			3,500,000								680,000								
PA0152	Aubrey Davis MTS Trail Lighting from ICW to Shorewood	CRP	2027			58,000	299,000			357,000			357,000																
PA0153	Mercerdale Hillside Trail Renovation	CRP	2028				120,000	615,000		735,000			735,000																
PA0154	Wildwood Park ADA Perimeter Path & General Park Improvements	CRP	2027			58,000	180,000			238,000			238,000																
PA0155	Aubrey Davis Lid B Playground Replacement and ADA Parking	CRP	2027			232,000	836,000			1,068,000	107,000		961,000																
PA0158	Aubrey Davis Lid B Restroom and ADA Path	CFP	2027			232,000	1,195,000			1,427,000			1,070,250							356,750									
PA0157	Clarke and Groveland Beach Joint Master Plan	CFP	Q4 2023	300,000						300,000			300,000																
PA0158	First Hill Park Playground Replacement & Court Resurfacing	CRP	2026			87,000	329,000			416,000			416,000																
PA0159	Luther Burbank Park Amphitheater Renovation (Design Only)	CRP	2025		85,000					85,000										85,000									
PA0160	MICEC to LBP Stair Replacement	CRP	2028					36,000	197,000	233,000			233,000																
PA0161	Secret Park Playground Replacement	CRP	2028					87,000	448,000	535,000			535,000																
PA0162	MICEC Parking Lot Planter Bed Renovation	CRP	2027					239,000		239,000			239,000																
PA0163	MICEC Generator for Emergency Use	CRP	2027					478,000		478,000			478,000																
PA0164	Systemwide Property Acquisition - Reserve	CFP	ONGOING			500,000	500,000			2,000,000			2,000,000																
PA0165	Bike Skills Area	CFP	Q4 2023	302,500						302,500			302,500																
PA0166	Luther Burbank Park Boiler Building Phase 2	CRP	2028					239,000	3,690,000	3,929,000			3,929,000																
51	PARKS, RECREATION, & OPEN SPACE TOTAL			7,752,100	9,740,715	9,368,160	5,232,568	9,497,683	3,797,111	45,388,337	108,000	107,000	34,877,587							20,000		656,750	85,000	7,389,000	252,000		933,000		960,000

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				2023	2024	2025	2026	2027	2028	2029																	
SP0100	Residential Street Resurfacing	CRP	ONGOING	900,000	920,000	940,000	960,000	980,000	1,000,000	5,700,000		4,320,000			630,000	90,000	660,000										
SP0101	Arterial Preservation Program	CRP	ONGOING	75,000	77,000	78,000	80,000	82,000	83,000	475,000		415,000			12,000	30,000	18,000										
SP0104	North Mercer Way (7500 to Roanoke)	CRP	Q4 2023	616,000						616,000		428,000			105,000	8,000	75,000										
SP0106	Gallagher Hill Road Overlay (SE 36th to SE 40th Streets)	CRP	2025		77,000	510,000				587,000		484,000			35,000	8,000	60,000										
SP0107	SE 40th Street Overlay (88th Ave SE to Gallagher Hill Rd)	CRP	2025		51,000	365,000				416,000		402,000			10,000	2,000	2,000										
SP0110	SE 27th Street Overlay (76th Ave SE to 80th Ave SE)	CRP	Q4 2024		668,000					668,000		580,000			25,000	13,000	50,000										
SP0111	80th Ave SE Sidewalk Improvements (SE 27th to SE 32nd Street)	CRP	Q3 2023	1,376,000						1,376,000								1,376,000									
SP0112	78th Ave SE Sidewalk Improvements (SE 32nd to SE 34th Street)	CRP	2025		77,000	702,000				779,000								779,000									
SP0114	West Mercer Way Roadside Shoulders - Ph 4 (8100 WMMW - 8400 EMW)	CFP	Q3 2024		693,820					693,820		438,820			85,000	5,000	165,000										
SP0115	Gallagher Hill Road Sidewalk Improvements (SE 36th to SE 40th Streets)	CFP	2025		102,000	409,330				511,330		511,330															
SP0116	SE 40th Street Sidewalk Improvements (Gallagher Hill to 93rd Ave)	CRP	2025		82,000	916,000				998,000				33,000	6,000	46,000											
SP0118	ADA Transition Plan Implementation	CRP	ONGOING	200,000	204,000		213,000		444,000	1,061,000		657,000						404,000									
SP0122	Minor Capital - Traffic Safety and Operations Improvements	CRP	ONGOING	100,000		104,000		108,000		312,000		312,000															
SP0123	North Mercer Way - MI P&R Frontage Improvements	CRP	2028		1,203,000					1,203,000								1,203,000									
SP0125	P&R Plan Implementation	CFP	ONGOING	100,000		104,000		108,000		312,000		312,000															
SP0126	West Mercer Way Resurfacing (SE 56th to EMW)	CRP	2028						2,150,000	2,150,000		1,850,000			50,000	125,000	125,000										
SP0127	SE 36th Street Overlay (Gallagher Hill Rd to EMW)	CRP	2025			611,000				611,000		508,000			45,000	8,000	50,000										
SP0128	North Mercer Way Overlay (8400 Block to SE 35th Street)	CRP	2026				800,000			800,000		622,000			95,000	8,000	75,000										
SP0131	SE 32nd Street Sidewalk Improvements (77th to 78th Ave. SE)	CRP	2025		51,000	274,000				325,000								325,000									
SP0132	East Mercer Way Roadside Shoulders - Ph 11 (SE 79th St. to 8400 block)	CFP	2026				531,000			531,000		383,000			62,000		86,000										
SP0133	Pedestrian & Bicycle Facilities Plan Update	CFP	2025				186,000		190,000	376,000		376,000															
SP0134	East Mercer Way Overlay (SE 36th Street to SE 40th Street)	CRP	2027						425,000	425,000		365,000			30,000		30,000										
SP0135	Island Crest Way Corridor Improvements	CRP	Q4 2024	382,000	1,140,035					1,522,035								1,522,035									
SP0136	77th Ave SE Channelization Upgrades (SE 32nd to North Mercer Way)	CRP	2026				53,000			53,000		53,000															
SP0137	Traffic Signal Safety Improvements	CRP	Q4 2024	30,000	155,000					185,000		3,000									182,000						
25	STREETS, PEDESTRIANS, & BICYCLE FACILITIES TOTAL			3,779,000	5,500,855	5,013,330	2,823,000	1,893,000	3,677,000	22,686,185	-	13,933,150	-	-	1,217,000	303,000	1,442,000	5,609,035	-	-	182,000	-	-	-	-		

ID	Description	Plan	Target Completion Date	Year							TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other
				2023	2024	2025	2026	2027	2028	2029																	
SU0100	Emergency Sewer System Repairs	CRP	ONGOING	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000							1,800,000										
SU0103	Easement, Access, Codes, and Standards Review	CRP	Q4 2024	150,000	150,000					300,000							300,000										
SU0108	Comprehensive Pipeline R&R Program	CRP	ONGOING	550,000	550,000	550,000	550,000	550,000	550,000	3,300,000							3,300,000										
SU0109	Sewer System Generator Replacement	CRP	ONGOING	200,000	200,000				50,000	450,000							450,000										
SU0113	SCADA System Replacement (Sewer)	CRP	Q4 2024	1,500,000	500,000					2,000,000							2,000,000										
SU0114	Sewer System Components	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000							300,000										
SU0115	Sewer Pipe Replacements & Upsizing	CRP	Q4 2024	600,000						600,000							600,000										
SU0116	Comprehensive Inflow/ Infiltration Evaluation	CRP	2028				100,000	100,000	100,000	300,000							300,000										
SU0117	Pump Station Rehabilitation & Replacement Assessment	CRP	2025	300,000	300,000					600,000							600,000										
SU0119	Pump Station Accessibility Improvements	CRP	ONGOING			150,000	150,000	200,000	200,000	700,000							700,000										
SU0120	Pump Station & HGMH Flow Monitoring	CRP	ONGOING			300,000	300,000	300,000	300,000	1,200,000							1,200,000										
SU0121	Pipe Flow Monitoring	CRP	ONGOING			280,000	280,000	280,000	280,000	1,120,000							1,120,000										
SU0122	Lake Line Locating and Marking	CRP	2027			950,000	1,025,000	925,000		2,900,000							2,900,000										
SU0123	Lake Line Condition Assessment	CRP	2028						1,000,000	1,000,000							1,000,000										
SU0124	Comprehensive Hydraulic Model Development	CRP	2028					1,000,000	1,000,000	2,000,000							2,000,000										
SU0125	General Sewer Plan Update	CRP	2028					75,000	75,000	150,000							150,000										
SU0126	Shorecliff Ln & SE 24th Pipe Upsize	CRP	2026			60,000	360,000			420,000							420,000										
SU0127	Backyard Sewer System Improvement Program	CRP	ONGOING	130,000	120,000	130,000	120,000	130,000	120,000	750,000							750,000										
SU0128	Pump Station Rehabilitation & Replacement Improvements	CRP	ONGOING	150,000	950,000	800,000	150,000	950,000	800,000	3,800,000							3,800,000										
19	SEWER UTILITY TOTAL			3,930,000	3,120,000	3,570,000	3,385,000	4,860,000	4,825,000	23,690,000	-	-	-	-	-	23,690,000	-	-	-	-	-	-	-	-	-		

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23	Recurring Park Projects	Parks Repairs and Maintenance	0	120	120	130	130	130	130	760	760	0	0	0	0	0	0	0	0	0	0
24	Luther Burbank Park Minor Improvements	Parks Improvements	0	110	110	110	110	110	110	660	0	0	0	0	0	0	0	0	660	0	0
Funded — Modified																					
25	Open Space —Vegetation Management	Open Space	421	428	456	444	458	473	488	2,697	1,845	0	0	0	0	0	0	0	852	0	0
26	Aubrey Davis Park Improvements	Parks Repairs and Maintenance	0	0	0	291	165	100	40	596	446	0	0	0	0	0	0	0	0	0	150
27	Homestead Field — Minor Improvements	Parks Repairs and Maintenance	0	0	0	114	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0
28	MICEC Master Plan	Parks Repairs and Maintenance	0	25	0	79	0	0	0	104	79	0	0	0	25	0	0	0	0	0	0
29	Swim Beach Repairs and Renovations	Parks Repairs and Maintenance	0	935	55	16	110	0	110	1,226	1,226	0	0	0	0	0	0	0	0	0	0
Funded — New Project																					
30	Mercerdale Park Improvements	Parks Improvements	0	0	0	0	134	104	0	238	238	0	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded Modified																					
31	Small Parks, Street Ends and Other Improvements	Parks Improvements	0	0	0	40	150	325	189	704	229	0	0	0	300	0	100	75	0	0	0
32	Island Crest Park Improvements	Parks Repairs and Maintenance	0	0	0	400	64	0	0	1,264	214	0	0	0	0	0	550	500	0	0	0
33	South Mercer Playfields Park Improvements	Parks Repairs and Maintenance	0	100	0	112	570	0	0	782	139	0	0	0	0	0	0	73	0	0	570
34	Luther Burbank	Parks Improvements	0	35	85	424	52	152	38	786	434	0	0	0	0	0	0	200	0	0	152

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	Major Improvements																				
35	Island-Crest Park-Ballfield Lights Replacement	Parks-Repairs and Maintenance	0	500	0	0	0	0	0	500	455	0	0	0	0	0	0	45	0	0	0
Total Parks, Recreation and Open Space costs			421	2,253	926	2,160	1,943	1,394	1,105	10,431											

Streets, Pedestrian and Bicycle Facilities			Project Costs								Source of Funds										
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	FF	LF	CF	DF	GF	MF	RF	DF	GF	MF	RF
Funded — No Changes																					
36	Arterial Preservation Program	Annual Street Maintenance Program	80	70	90	70	70	70	70	440	0	440	0	0	0	0	0	0	0	0	0
37	Pavement Marking Replacement	Annual Street Maintenance Program	47	66	70	72	75	78	81	442	0	442	0	0	0	0	0	0	0	0	0
38	Island-Crest Way Resurfacing Phase 2	Arterial Street Improvements	0	0	1,355	0	0	0	0	1,355	0	1,355	0	0	0	0	0	0	0	0	0
39	SE 40th Street (76th Ave. to ICW)	Arterial Street Improvements	0	692	0	0	0	0	0	692	0	692	0	0	0	0	0	0	0	0	0
Funded — Modified																					
40	Residential Street Overlays	Annual Street Maintenance Program	496	738	477	806	516	872	558	3,967	0	3,967	0	0	0	0	0	0	0	0	0
41	Town-Center Streets — South	Town-Center Street Reconstruction	0	170	0	223	0	0	0	393	0	393	0	0	0	0	0	0	0	0	0
42	Arterial Street Improvements (2017—2020)	Arterial Street Improvements	0	0	0	538	539	1,378	520	2,975	0	2,975	0	0	0	0	0	0	0	0	0
43	Town-Center Streets — North	Town-Center Street Reconstruction	0	0	0	468	0	0	0	468	0	468	0	0	0	0	0	0	0	0	0

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Funded — New Project																				
44	Island Crest Way Crosswalk Enhancement — SE 32nd	Pedestrian and Bicycle Facilities	0	25	0	0	0	0	0	0	25	0	25	0	0	0	0	0	0	0
Unfunded or Partially Funded Modified																				
45	SE 40th St Corridor (East of ICW)	Arterial Street Improvements	50	0	0	0	759	0	0	759	0	759	0	0	0	0	0	0	0	0
Total Streets, Pedestrian and Bicycle Facilities costs			673	1,761	1,992	2,177	1,959	2,398	1,229	11,516										

General Government		Project Costs									Source of Funds										
Project Description		2014	2015	2016	2017	2018	2019	2020	Total	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY	FFY
Funded — No Changes																					
46	Computer Equipment Replacements	Technology	207	112	105	142	131	122	122	734	0	0	0	0	0	734	0	0	0	0	
47	High Accuracy Orthophotos	Technology	0	30	0	0	30	0	0	60	0	0	0	60	0	0	0	0	0	0	
48	Firefighting Equipment	Small Technology/ Equipment	29	36	35	32	40	30	36	209	0	0	0	209	0	0	0	0	0	0	
49	Website Redesign	Technology	0	0	0	0	39	0	0	39	0	0	0	39	0	0	0	0	0	0	
50	Financial System Upgrades	Technology	67	0	0	0	0	93	0	93	0	0	19	74	0	0	0	0	0	0	
51	Server Software Updates	Technology	120	0	0	0	0	120	120	240	0	0	0	240	0	0	0	0	0	0	
52	Mobile Asset Data Collection	Technology	0	0	84	0	0	84	0	168	0	168	0	0	0	0	0	0	0	0	
53	City Information via Web-Based GIS	Technology	0	0	0	55	0	0	55	110	0	0	0	110	0	0	0	0	0	0	
54	Fuel Clean Up	Other Equipment	79	80	80	82	82	0	0	324	0	0	0	0	0	0	0	0	0	324	
55	Self-Contained Breathing	Other Equipment	0	0	0	0	306	0	0	306	0	0	0	306	0	0	0	0	0	0	

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	Apparatus Replacement																				
56	Police In-Car Video System Replacement	Technology	0	0	0	0	0	63	0	63	0	0	0	0	0	0	0	0	0	0	63
Funded — Modified																					
57	City Hall Building Repairs	Public Buildings	97	186	143	350	206	128	131	1,144	1,144	0	0	0	0	0	0	0	0	0	0
58	Maintenance Building Repairs	Public Buildings	35	50	64	94	108	204	72	592	147	0	445	0	0	0	0	0	0	0	0
59	Thrift Shop Repairs	Public Buildings	55	63	46	49	32	37	35	262	0	0	0	0	0	0	262	0	0	0	0
60	North Fire Station Repairs	Public Buildings	58	56	46	60	77	112	142	493	493	0	0	0	0	0	0	0	0	0	0
61	South Fire Station Repairs	Public Buildings	0	0	0	30	30	42	42	144	144	0	0	0	0	0	0	0	0	0	0
62	Luther Burbank Admin Building Repairs	Public Buildings	103	95	79	145	31	199	78	627	627	0	0	0	0	0	0	0	0	0	0
63	MI Community and Event Center Building Repairs	Public Buildings	110	175	192	191	218	180	346	1,302	1,257	0	0	0	45	0	0	0	0	0	0
64	Fire Apparatus Replacements	Other Equipment	0	338	0	0	745	0	0	1,083	0	0	0	0	0	0	0	0	0	1,083	0
65	Maintenance Management System	Technology	0	0	0	199	0	0	0	199	0	0	150	49	0	0	0	0	0	0	0
66	Fleet Replacements	Other Equipment	414	684	539	1,136	661	262	973	4,255	0	0	0	0	0	4,255	0	0	0	0	0
Funded — New Project																					
67	Disaster Recovery	Technology	0	85	38	0	0	0	0	123	0	0	0	123	0	0	0	0	0	0	0
68	Public Infrastructure Data Projects	Small Technology/ Equipment	0	67	68	0	0	0	0	135	0	0	0	135	0	0	0	0	0	0	0
69	Recreation and Facility Booking System	Technology	0	0	186	0	0	0	0	186	0	0	0	186	0	0	0	0	0	0	0

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70	Telemetry Communications Replacement	Technology	0	47	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0
71	Dedicated EOC Space	Public Buildings	0	138	0	0	0	0	0	138	138	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded Modified																				
72	MICEG Technology & Equipment Replacement	Small Technology/ Equipment	0	175	58	93	50	43	51	470	0	0	0	470	0	0	0	0	0	0
Total General Government costs			1,374	2,417	1,763	2,658	2,786	1,719	2,203	13,546										

Sewer Utility			Project Costs								Source of Funds										
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	CF	U	S	F	F	F	F	F	F	F	F
Funded — No Changes																					
73	General Sewer System Improvements	Sewer System Improvements	0	300	350	400	400	400	400	2,250	0	0	2,250	0	0	0	0	0	0	0	
74	Sewer System Emergency Repairs	Sewer System Rehabilitation	50	50	50	50	50	50	50	300	0	0	300	0	0	0	0	0	0	0	
75	Sewer System Generator Replacement	Sewer System Rehabilitation	0	0	160	0	170	0	0	330	0	0	330	0	0	0	0	0	0	0	
76	Sewer System Pump Station Improvements	Sewer System Rehabilitation	60	65	65	65	65	65	65	390	0	0	390	0	0	0	0	0	0	0	
77	Street Related Sewer CIP Projects	Sewer System Improvements	50	30	30	30	30	30	30	180	0	0	180	0	0	0	0	0	0	0	
Funded — Modified																					
78	East Mercer Way Sewer Replacement	Sewer System Improvements	0	0	0	500	0	0	0	500	0	0	500	0	0	0	0	0	0	0	
79	General Sewer Plan — 20-year Capital Plan Update	Sewer System Improvements	50	75	0	0	0	0	0	75	0	0	75	0	0	0	0	0	0	0	

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Funded — New Project																				
80	Backyard Sewer System Improvements	Sewer System Improvements	0	25	175	25	175	25	175	600	0	0	600	0	0	0	0	0	0	0
81	Sewer System Special Catch Basins	Sewer System Rehabilitation	0	150	150	0	0	0	0	300	0	0	300	0	0	0	0	0	0	0
82	Sewer Main Repair in Sub-Basin 27 Watercourse	Sewer System Rehabilitation	0	315	0	0	0	0	0	315	0	0	315	0	0	0	0	0	0	0
83	Reach 4 Lake Line Replacement — Feasibility & Assess	Other Sewer System Projects	0	0	0	0	0	0	150	150	0	0	150	0	0	0	0	0	0	0
Total Sewer Utility costs			210	1,010	980	1,070	890	570	870	5,390										

Storm Drainage Utility		Project Costs									Source of Funds										
Project Description		2014	2015	2016	2017	2018	2019	2020	Total	CF	IF	CF	IF	CF	IF	CF	IF	CF	IF	CF	IF
Funded — No Changes																					
84	Neighborhood Spot Drainage Improvements	Neighborhood Drainage Improvements	80	85	85	90	90	95	95	540	0	0	540	0	0	0	0	0	0	0	0
85	Watercourse Condition Assessments	Watercourse Projects	25	15	25	15	25	15	25	120	0	0	120	0	0	0	0	0	0	0	0
Funded — Modified																					
86	Drainage System Replacements (2017—2020)	Other Storm Drainage System Projects	0	0	0	125	125	125	125	500	0	0	500	0	0	0	0	0	0	0	0
87	Watercourse Minor Repairs/ Maintenance	Watercourse Projects	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0	0
88	Watercourse Stabilization	Watercourse Projects	0	0	0	289	427	416	329	1,461	0	0	1,461	0	0	0	0	0	0	0	0

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	Projects (2017—2020)																			
89	Sub-Basins 51a.1/ 52.1 Watercourse Stabilization Project	Watercourse Projects	0	0	183	0	0	0	0	183	0	0	183	0	0	0	0	0	0	0
90	Sub-Basin 49b Watercourse Stabilization Project	Watercourse Projects	0	0	256	0	0	0	0	256	0	0	256	0	0	0	0	0	0	0
91	Sub-Basin-27a Ph. 1— Watercourse Stabilization	Watercourse Projects	0	341	0	0	0	0	0	341	0	0	341	0	0	0	0	0	0	0
92	Drainage System Video Inspection Program	Other Storm Drainage System Projects	30	60	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	0
93	Drainage System Emergency Repairs	Other Storm Drainage System Projects	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0
Funded — New Project																				
94	Sub-Basin 18c Drainage System Extension	Watercourse Projects	0	175	0	0	0	0	0	175	0	0	175	0	0	0	0	0	0	0
95	Sub-Basin 6 Drainage System Extension	Other Storm Drainage System Projects	0	100	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
96	Sub-Basin 14 Drainage System Extension	Other Storm Drainage System Projects	0	115	0	0	0	0	0	115	0	0	115	0	0	0	0	0	0	0
97	Sub-Basin 27a Culvert Replacement- 4900 ICW	Other Storm Drainage System Projects	0	0	150	0	0	0	0	150	0	0	150	0	0	0	0	0	0	0
Total Storm Drainage Utility costs			165	931	739	559	707	691	614	4,241										

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Water Utility			Project Costs								Source of Funds														
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Funded — No Changes																									
98	Water Model Updates/ Fire Flow Analysis	Other Water System Projects	25	0	25	0	25	0	25	75	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0
99	Water System Plan Update	Other Water System Projects	60	0	0	0	0	0	60	60	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0
100	ICW & 85th Ave. Water System Improvements	Water System Improvements	0	1,747	0	0	0	0	0	1,747	0	0	1,747	0	0	0	0	0	0	0	0	0	0	0	0
101	SE 29th Street Water System Improvements	Sub-standard Water Main Replacement	0	0	0	0	54	314	0	368	0	0	368	0	0	0	0	0	0	0	0	0	0	0	0
102	93rd, 89th, & 90th Ave SE Water System Improvement	Sub-standard Water Main Replacement	166	971	0	0	0	0	0	971	0	0	971	0	0	0	0	0	0	0	0	0	0	0	0
103	Street Related Water CIP Projects	Water System Improvements	200	150	200	200	200	200	200	1,150	0	0	1,150	0	0	0	0	0	0	0	0	0	0	0	0
104	Water System Components Replacement	Water System Improvements	30	35	35	35	35	35	35	210	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0
105	3838 WMW Water System Improvements	Sub-standard Water Main Replacement	0	0	65	377	0	0	0	442	0	0	442	0	0	0	0	0	0	0	0	0	0	0	0
Funded — Modified																									
106	Hydrant Replacements	Water System Improvements	0	0	300	0	300	0	300	900	0	0	900	0	0	0	0	0	0	0	0	0	0	0	0
107	Meter Replacement Program	Other Water System Projects	45	100	100	100	100	100	100	600	0	0	600	0	0	0	0	0	0	0	0	0	0	0	0
108	EMW 5400 to 6000 Block	Water System Improvements	0	0	219	1,276	0	0	0	1,495	0	0	1,495	0	0	0	0	0	0	0	0	0	0	0	0

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	Watermain & PRV Stations																			
109	Madrona Crest-West Addition Water Sys Improvements	Sub-standard Water Main Replacement	0	280	1,622	0	0	0	0	1,902	0	0	1,902	0	0	0	0	0	0	0
Funded — New Project																				
110	82nd Ave & Forest Ave Water System Improvements	Water System Improvements	0	0	0	120	695	0	0	815	0	0	815	0	0	0	0	0	0	0
111	SE 22nd St — SE 22nd Pl Water System Improvement	Sub-standard Water Main Replacement	0	0	0	0	142	823	0	965	0	0	965	0	0	0	0	0	0	0
112	9700-Block SE 41st St Water System Improvements	Sub-standard Water Main Replacement	0	80	461	0	0	0	0	541	0	0	541	0	0	0	0	0	0	0
113	76th Ave SE Water System Improvements	Sub-standard Water Main Replacement	0	0	0	0	68	394	0	462	0	0	462	0	0	0	0	0	0	0
114	Madrona Crest-East Addition Water Sys Improvements	Sub-standard Water Main Replacement	0	0	0	0	0	285	2,092	2,377	0	0	2,377	0	0	0	0	0	0	0
115	Reservoir Generator Replacement	Other Water System Projects	0	0	100	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
116	Water Advisory Action Plan Follow-up	Other Water System Projects	0	550	578	0	0	0	0	1,128	0	0	1,128	0	0	0	0	0	0	0
Total Water-Utility costs			526	3,913	3,705	2,108	1,619	2,151	2,812	16,308										
Total Capital Reinvestment Plan			3,369	12,285	10,005	10,732	9,904	8,923	8,833	61,432										

Parks, Recreation and Open Space	Project Costs	Source of Funds
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Project Description			2014	2015	2016	2017	2018	2019	2020	Total	FF	LI	ST	CF	FE	FI	GE	BE	FE	CF	FE	CF	
Funded — No Changes																							
117	Recreational Trail Connections	Open Space	0	89	90	91	93	95	0	458	0	0	0	0	0	0	0	0	0	0	458	0	0
Funded — New Project																							
118	Luther Burbank Playground Mosaic	Parks Improvements	0	26	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26
119	Wall Mural at I-90/West Mercer Way on-ramp	Parks Improvements	0	25	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
Total Parks, Recreation and Open Space costs			0	140	90	91	93	95	0	509													

Streets, Pedestrian and Bicycle Facilities			Project Costs								Source of Funds												
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	FF	LI	ST	CF	FE	FI	GE	BE	FE	CF	FE	CF	
Funded — No Changes																							
120	Pedestrian and Bicycle Facilities Plan Implementation	Pedestrian and Bicycle Facilities	45	0	0	45	45	45	45	180	0	180	0	0	0	0	0	0	0	0	0	0	0
121	Safe Routes to New Elementary School	Pedestrian and Bicycle Facilities	0	454	0	0	0	0	0	454	0	454	0	0	0	0	0	0	0	0	0	0	0
Funded — Modified																							
122	East Mercer Way Roadside Shoulders, Phases 9-11	Pedestrian and Bicycle Facilities	0	0	358	0	303	0	406	1,067	0	1,067	0	0	0	0	0	0	0	0	0	0	0
Funded — New Project																							
123	Safe Routes — Madrona-Crest (86th Ave) Sidewalk	Pedestrian and Bicycle Facilities	0	170	0	0	340	0	0	510	0	510	0	0	0	0	0	0	0	0	0	0	0

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124	West Mercer Way Roadside Shoulders (7400—8000 blk)	Pedestrian and Bicycle Facilities	0	0	417	0	0	0	0	417	0	417	0	0	0	0	0	0	0	0	0
125	84th Ave Path (SE 39th to Upper Luther Burbank Park)	Pedestrian and Bicycle Facilities	0	70	0	0	0	0	0	70	0	70	0	0	0	0	0	0	0	0	0
Total Streets, Pedestrian and Bicycle Facilities costs			45	694	775	45	688	45	451	2,698											

General Government			Project Costs								Source of Funds												
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	GF	LI	SP	U	LI	GF	BE	FE	CE	GR	LE	DE	OT
Funded — No Changes																							
126	Small Technology/ Equipment Items	Small Technology/ Equipment	25	25	25	50	50	50	50	250	0	0	0	250	0	0	0	0	0	0	0	0	0
Funded — Modified																							
127	Car Port (Patrol Vehicles)	Public Buildings	0	76	0	0	0	0	0	76	38	0	0	0	0	0	0	0	0	0	0	0	38
128	Sustainability Project Investment	Public Buildings	0	25	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0
Funded — Modified																							
129	Light Rail Station Planning	Planning and Design	0	0	0	50	0	0	0	50	0	0	0	0	50	0	0	0	0	0	0	0	0
Total General Government costs			25	126	25	100	50	50	50	401													

Storm Drainage Utility			Project Costs								Source of Funds												
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	GF	LI	SP	U	LI	GF	BE	FE	CE	GR	LE	DE	OT
Funded — Modified																							
130	Basins 10 & 32b Dissolved	Other Storm Drainage	40	40	40	20	20	0	0	120	0	0	120	0	0	0	0	0	0	0	0	0	0

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	Metals Source Identification	System Projects																		
131	Water Quality Treatment Improvements	Other-Storm Drainage System Projects	75	0	0	75	0	75	0	150	0	0	150	0	0	0	0	0	0	0
132	Street-Related Drainage Improvements	Other-Storm Drainage System Projects	75	95	95	100	100	105	105	600	0	0	600	0	0	0	0	0	0	0
Funded — New Project																				
133	Drainage System Extensions (2017—2020)	Other-Storm Drainage System Projects	0	0	0	125	125	125	125	500	0	0	500	0	0	0	0	0	0	0
Total Storm Drainage Utility costs			190	135	135	320	245	305	230	1,370										

Water Utility		Project Costs								Source of Funds												
Project Description		2014	2015	2016	2017	2018	2019	2020	Total	FF	CF	CF	CF	CF	CF	CF	CF	CF	CF	CF	CF	CF
Funded — Modified																						
134	New Pressure Reducing Valve (PRV) Stations	0	0	0	0	0	50	400	450	0	0	450	0	0	0	0	0	0	0	0	0	
Total Water Utility costs		0	0	0	0	0	50	400	450													
Total Capital Facilities Plan		260	1,095	1,025	556	1,076	545	1,131	5,428	260	1,095	1,025	556	1,076	545	1,131	5,428					
Grand Total		3,629	13,380	11,030	11,288	10,980	9,468	9,964	66,110	3,629	13,380	11,030	11,288	10,980	9,468	9,964	66,110					

V. CAPITAL FACILITIES GOALS AND POLICIES

Together with the City's Management and Budget Policies contained in the City's budget (and Capital Improvement Program), the following goal and policies guide the acquisition, maintenance, and investment in the City's capital assets.

GOAL 1:

Ensure that capital facilities and public services necessary to support existing and new development are available at locally adopted levels of service.

1.1 The Capital Improvement ~~Plan-Program~~ (CIP) shall identify and plan for projects needed to maintain adopted levels of service for services provided by the City.

1.2 The City shall schedule capital improvements in accordance with the adopted six-year ~~Capital Improvement Program~~CIP. From time to time, emergencies or special opportunities may be considered that may require a re-scheduling of projects in the CIP.

1.3 The CIP shall be developed in accordance with requirements of the Growth Management Act and consistent with the Capital Facilities Element of the City's Comprehensive Plan.

1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.

1.45 If projected expenditures for needed capital facilities exceed projected revenues, the City shall re-evaluate the established service level standards and the Land Use Element of the Comprehensive Plan, seeking to identify adjustments in future growth patterns and/or capital investment requirements.

1.56 Within the context of a biennial budget, the City shall update the six-year ~~Capital Improvement Plan~~(CIP) every two years. The CIP, as amended biennially, is adopted by reference as Appendix B of this Comprehensive Plan.

1.67 The City's two-year capital budget shall be based on the six-year CIP.

1.78 The Capital Facilities Element shall be periodically updated to identify existing and projected level of service deficiencies and their public financing requirements, based on projected population growth. Capital expenditures for maintenance, upgrades and replacement of existing facilities should be identified in the biennial budget and six-year ~~Capital Improvement Program~~CIP.

1.89 The City shall coordinate development of the capital improvement budget with the general fund budget. Future operation costs associated with new capital improvements should be included in operating budget forecasts.

1.910 The City shall seek to maintain its assets at a level adequate to protect capital investment and minimize future maintenance and replacement costs.

- 1 ~~1.10~~11 Highest priority for funding capital projects should be for improvements that protect the
2 public health and safety.
3
- 4 ~~1.11~~12 The City will adopt a Hazard Mitigation Plan. This Plan will be updated periodically and
5 shall guide City efforts to maintain reliability of key infrastructure and address vulnerabilities
6 and potential impacts associated with natural hazards.
7
- 8 ~~1.12~~13 Maintenance of and reinvestment in existing facilities should be financed on a "pay as you
9 go" basis using ongoing revenues.
10
- 11 ~~1.13~~14 Acquisition or construction of new capital assets should be financed with new revenues
12 (such as voter approved taxes or external grants).
13
- 14 ~~1.14~~15 Water, sanitary sewer, and storm water capital investments less than \$2,000,000 in value
15 should be financed through utility user fees.
16
- 17 ~~1.15~~16 ~~The City shall~~ Coordinate with other entities that provide public services within the City
18 to encourage the consistent provision of adequate public services.
19
- 20 ~~1.16~~17 Develop and adopt new impact fees, or refine existing impact fees, in accordance with
21 the Growth Management Act, as part of the financing for public facilities. Public facilities for
22 which impact fees may be collected shall include public streets and roads; publicly owned parks,
23 open space and recreation facilities; school facilities; and City fire protection facilities.
24
- 25 ~~1.17~~18 In accordance with the Growth Management Act, impact fees shall only be imposed for
26 system improvements which are reasonably related to the new development; shall not exceed
27 a proportionate share of the costs of system improvements reasonably related to the new
28 development; and shall be used for system improvements that will reasonably benefit the new
29 development.
30
- 31 ~~1.18~~19 The City adopts by reference the "standard of service" for primary and secondary
32 education levels of service set forth in the Mercer Island School District's capital facilities plan,
33 as adopted and periodically amended by the Mercer Island School District Board of Directors.
34
- 35 ~~1.19~~20 The School District's capital facilities plan, as amended yearly, is adopted by reference as
36 Appendix C of this Comprehensive Plan for the purpose of providing a policy basis for collection
37 of school impact fees.
38
- 39 ~~1.20~~21 City operations should be optimized to minimize carbon footprint impacts, especially with
40 respect to energy consumption, ~~and~~ waste reduction, and procurement. New Capital Facilities
41 should incorporate and encourage the sustainable stewardship of the natural environment,
42 consider the benefit of creating cutting-edge, demonstration projects, and favor options that
43 have the lowest feasible carbon footprint and greatest carbon sequestration potential. The
44 City's commitment to adopted adoption of GHG emission reduction targets as part of its
45 membership in the K4C recommended by K4C should be considered as part of any CIP project.
46
- 47 ~~1.21~~22 City procurement should include consideration of total lifecycle costs, recycled content,
48 and other common measures of product sustainability.

1
2 1.2223 ~~Current City facilities are o~~Operated City facilities in an energy-efficient manner, and
3 opportunities for improvement are implemented when feasible. New City facilities should
4 explore meeting public and private-sector sustainable building certification standards, such as
5 the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system,
6 both of which are required by City Code for all multi-family and commercial construction in
7 Town Center.
8

9 1.2324 ~~Parks and Open Space Capital Facilities~~ — Identify measures to reduce carbon footprint
10 and GHG emissions when planning projects, favoring options with the lowest feasible carbon
11 footprint and greatest carbon sequestration potential. Implement sustainability measures
12 identified within the ~~City's Parks and Recreation Management~~Parks, Recreation and Open
13 Space (PROS) Plan, including special attention to direct sustainability measures, such as tree
14 retention, preservation and restoration of habitat areas, establishment of climate-resilient
15 landscapes, preference for native vegetation and habitat creation, minimized use of chemicals,
16 and reductions in energy and fuel use.
17

18 1.2425 Implement proposed projects in the City's Pedestrian and Bicycle Facilities Plan (PBF),
19 with emphasis placed on quick and affordable early fixes that demonstrate the City's progress
20 in providing safe alternative transportation modes to the public.
21

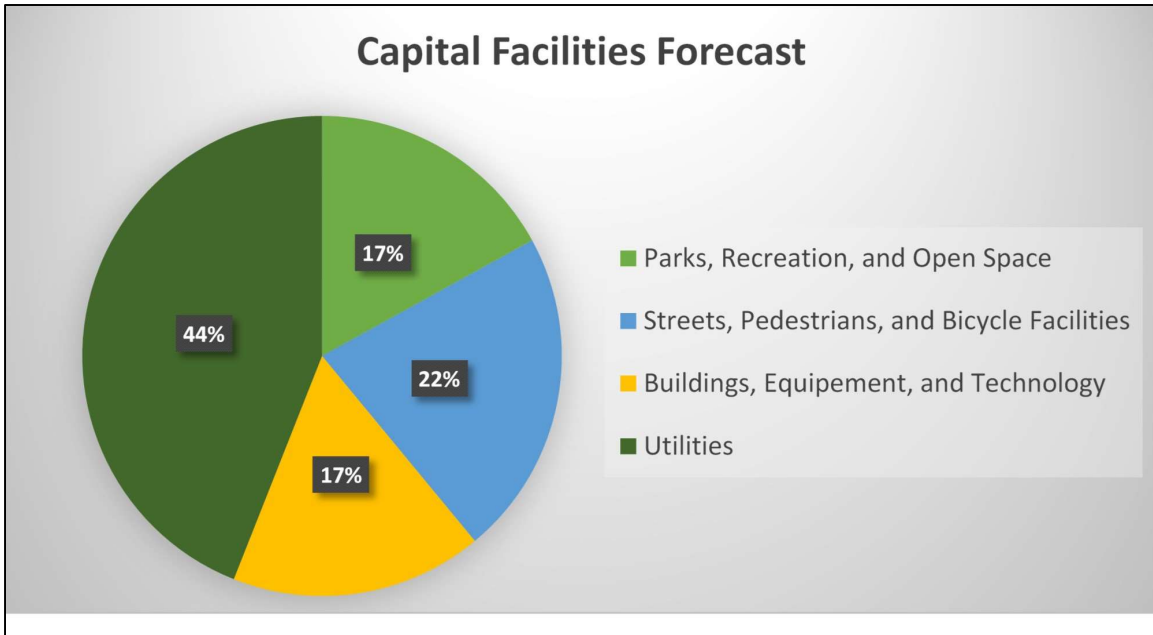
22 1.26 Establish goals, policies, and strategies for parks and open space facilities in the Parks,
23 Recreation, and Open Space (PROS) Plan.
24
25

26 **VI. CAPITAL FACILITIES FINANCIAL FORECAST**

27 In analyzing the City's existing and projected expenditure and revenues for its capital facilities in light of
28 the City's established levels of service standards (LOS) and capital financing policies (city budget), a
29 sustainable 20-year forecast emerges. Figure 2 and Table 3 below shows the 20-year impacts of capital
30 investments for the City's infrastructure.
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Figure 2 Capital Facilities Forecast



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Table 3 Capital Facilities Forecast

		Streets and Trails (PBF)	Parks & Open Space	Public Buildings	Water	Sewer	Storm Drainage
CAPITAL COSTS	20-year est. capital expenditures	60,300,600	43,613,471	19,039,743	121,593,481	26,280,635	28,072,472
REVENUE SOURCES	REET 1		28,564,570	14,644,728			
	REET 2	43,209,298					
	Grants	1,000,000	3,292,500	3,292,500			150,000
	Fuel Taxes	7,081,833					
	Water Rates				247,137,290		
	Sewer Rates					216,381,050	
	Storm Rates						50,135,809
	Levy		458,000				
	Debt			1,560,000			
	TBD	7,000,000					
Other	2,009,469	14,410,753	2,835,015				

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VII. PROCESS FOR SITING PUBLIC FACILITIES

BACKGROUND STATE & COUNTY

The Growth Management Act requires that jurisdictions planning under its authority develop and adopt a process for identifying and siting essential public facilities, including those facilities typically difficult to site.

The State Office of Financial Management maintains a list of those essential state facilities that are required or likely to be built within the next six years. The list includes: airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling facilities; in-patient facilities including substance abuse facilities, mental health facilities and group homes; waste-water treatment facilities; utility and energy facilities; and parks and recreation facilities.

King County policies also identify the parameters for the siting of new public capital facilities of a county- or state-wide nature. The facilities shall be sited so as to support countywide land use patterns, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Public facilities development projects are also to be prioritized, coordinated, planned and sited through an inter jurisdictional process.

Interstate 90 represents the community's largest essential public facility of a regional or statewide nature. Given the lack of available land, the residential nature of Mercer Island and the comparatively high land and development costs, future siting of major regional or state facilities on Mercer Island is most likely unrealistic and incompatible with existing land uses.

MERCER ISLAND FACILITIES

At the local level, the City of Mercer Island identifies facilities as essential to the community: public safety facilities (fire and police), general administration and maintenance (City Hall), Public Works operations (public works facility), public library, public schools and facilities housing human services and recreation/community service programs. These facilities are not generally classified as "essential public facilities" as they do not have the same level of regional importance and difficulty in siting. Though not "essential" under GMA, these public facilities provide public services that are important to the quality of life on Mercer Island and should be available when and where needed.

The City of Mercer Island employs many methods in the planning for and siting of public facilities: land use codes, environmental impact studies, and compliance with state and federal regulatory requirements. In addition, the Transportation, Utilities and Capital Facilities Elements of the Comprehensive Plan identify existing and future local public facilities and require substantial public involvement in the siting of those facilities.

However, because the vast majority of Mercer Island's available land has been developed for residential uses (over 95 percent), siting most public facilities that are generally regarded as not compatible with residential land uses becomes problematic.

In the past, siting local public or human services facilities has produced a wide range of responses within the community. Community acceptance is a significant issue and nearly always has a strong influence on final site selection. Developing a basic framework for community involvement early in the facilities

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

1 development process clearly enhances the whole siting process. The City should establish a public
2 participation plan that involves the community during the siting and development processes and, if
3 necessary, after operations begin at the facility.
4

5 In large part, the most effective facilities siting approaches include early community notification and
6 ongoing community involvement concerning both the facilities and the services provided at the site. Use
7 of these strategies creates opportunities to build cooperative relationships between the City, the adjacent
8 neighbors and the broader community who use the services. They also help to clearly define the rights
9 and responsibilities of all concerned.

10 *POLICIES FOR SITING PUBLIC FACILITIES AND ESSENTIAL PUBLIC FACILITIES*

11 The purpose of the Essential Public Facilities Siting Process is to ensure that public services are available
12 and accessible to Mercer Island and that the facilities are sited and constructed to provide those services
13 in a timely manner. Site selection is an important component in facilities development and should occur
14 within a process that includes adequate public review and comment and promotes trust between City and
15 the community.
16

- 17 2.1 Essential public facilities should be sited consistent with the King County Countywide Planning
18 Policies.
19
- 20 2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the
21 following:
22
 - 23 (a) An inventory of similar existing essential public facilities, including their locations and
24 capacities;
 - 25
 - 26 (b) A forecast and demonstration of the future need for the essential public facility;
 - 27
 - 28 (c) An analysis of the potential social and economic impacts and benefits to jurisdictions
29 receiving or surrounding the facilities;
 - 30
 - 31 (d) An analysis of the proposal's consistency with County and City policies;
 - 32
 - 33 (e) An analysis of alternatives to the facility, including decentralization, conservation,
34 demand management and other strategies;
 - 35
 - 36 (f) An analysis of alternative sites based on siting criteria developed through an inter-
37 jurisdictional process;
 - 38
 - 39 (g) An analysis of environmental, climate change, and health impacts and mitigation; and
 - 40
 - 41 (h) Extensive public involvement consistent with the Public Participation Principles outlined
42 in the Introductory section of the Comprehensive Plan.
43
- 44 2.3 Local public facility siting decisions shall be consistent with the Public Participation Principles
45 outlined in the Introductory section of the Comprehensive Plan.
46

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

- 1 2.4 Local public facility siting decisions shall be based on clear criteria that address (at least) issues
- 2 of service delivery and neighborhood impacts.
- 3
- 4 2.5 City departments shall describe efforts to comply with the Essential Public Facilities Siting
- 5 process when outlining future capital needs in the Capital Improvements Program budget.
- 6
- 7 2.6 City departments shall develop a community notification and involvement plan for any
- 8 proposed capital improvement project that involves new development or major reconstruction
- 9 of an existing facility and which has been approved and funded in the biennial Capital
- 10 Improvement Program budget.
- 11
- 12 2.7 Prioritize areas near transit when locating new public facilities and services.

DRAFT

Planning Commission Comprehensive Plan Amendment Tracker

This document tracks all amendments to the draft Comprehensive Plan made following the public hearing on May 29, 2024. The Planning Commission continued its deliberations on June 5 and 12, 2024. This amendment tracker includes amendments made at all three meetings. Amendments tracked are from the public hearing drafts as provided in [PCB 24-13](#).

Table 1. Planning Commission Comprehensive Plan Amendment Tracker.

Log #	PC Meeting Date	Amendment	Source
A-1	5/29/2024	Add a new Land Use Policy 29.5: <u>“Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.”</u>	Staff Recommendation (PCB 24-13 , Table 1)
A-2	5/29/2024	Add a new Land Use Policy 29.6: <u>“Coordinate with tribes to identify and mitigate potential impacts when implementing this element.”</u>	Staff Recommendation (PCB 24-13 , Table 1)
A-3	5/29/2024	Amend Transportation Element Policy 3.1 to read: “Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, <u>light</u> , and pollution for all communities.”	Staff Recommendation (PCB 24-13 , Table 1)
A-4	5/29/2024	Add new Land Use Policies 18.11 and 18.12 to read: <u>“Ensure all people in Mercer Island have a clean and healthy environment, regardless of race, social, or economic status.”</u> <u>“Reduce impacts to people and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.”</u>	Staff Recommendation (PCB 24-13 , Table 1)

Log #	PC Meeting Date	Amendment	Source
A-5	5/29/2024	Amend Land Use Policy 19.10 to read: “When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters, <u>and areas which will enhance open space networks.</u> ”	Staff Recommendation (PCB 24-13 , Table 1)
A-6	5/29/2024	Add a new Parks and Open Space Element Policy 1.3 to read: “ <u>Prioritize access to and conservation of parks and open spaces in areas of the City with higher racial and social inequities.</u> ”	Staff Recommendation (PCB 24-13 , Table 1)
A-7	5/29/2024	Amend Transportation Element Policy 3.1 to read: “Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental related to water quality, noise, <u>stormwater</u> , and pollution for all communities.”	Staff Recommendation (PCB 24-13 , Table 1)
A-8	5/29/2024	Add a new Utilities Element Policy 8.9 that states: “ <u>Work with service providers to plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.</u> ”	Staff Recommendation (PCB 24-13 , Table 1)
A-9	5/29/2024	Add a new Capital Facilities Element Policy 2.7 that states: “ <u>Prioritize areas near transit when locating new public facilities and services.</u> ”	Staff Recommendation (PCB 24-13 , Table 1)
A-10	5/29/2024	Amend Capital Facilities Element Policy 2.2(g) as follows: “An analysis of environmental, <u>climate change, and health</u> impacts and mitigation; and”	Staff Recommendation (PCB 24-13 , Table 1)

Log #	PC Meeting Date	Amendment	Source
A-11	5/29/2024	Amend Economic Development Element Policy 6.1 to state: “Plan to increase high-wage on-island job opportunities for all residents, <u>including high-wage jobs</u> , increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.”	Staff Recommendation (PCB 24-13 , Table 1)
A-12	5/29/2024	Amend Economic Development Element Policy 6.2 to state: “ Coordinate with the Housing Element to <u>increase housing opportunities by implementing the policies of the Housing Element so that for employees-workers to can afford to live and work in the community where they work.</u> ”	Staff Recommendation (PCB 24-13 , Table 1)
A-13	5/29/2024	Amend Transportation Element Policy 3.4 to state: “Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and <u>developing an electric vehicle infrastructure plan to provideing</u> for electric vehicle charging stations.”	Staff Recommendation (PCB 24-13 , Table 1)
A-14	5/29/2024	Add a new Housing Element Policy 1.13 that states: “ <u>Identify and mitigate the additional costs and effect on housing affordability whenever possible during implementation of other components of the Comprehensive Plan, including the Climate Action Plan.</u> ”	Staff Recommendation (PCB 24-13 , Table 1)
A-15	5/29/2024	Add a new Capital Facilities Element Policy 1.26 that states: “ <u>Establish goals, policies, and strategies for parks and open space facilities in the Parks, Recreation, and Open Space (PROS) Plan.</u> ”	Staff Recommendation (PCB 24-13 , Table 1)
A-16	5/29/2024	1. Transportation Element, Goal 12: Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks, <u>and transit</u> , within the City.	Planning Commission Motion (See May 29, 2024 minutes)

Log #	PC Meeting Date	Amendment	Source
A-17	5/29/2024	<p>2. Land Use Element, text on page 5:</p> <p><u>Beginning in 2022, the City began composing a Climate Action Plan. The Climate Action Plan establishes strategies for the City to reduce greenhouse gas emissions and vehicle miles traveled to meet its adopted greenhouse gas reduction goals address climate change. Those strategies are an important step to move the City forward in its response to the changing climate. Where needed, goals and policies were amended or added to this Land Use Element to support the strategies in the Climate Action Plan, including amendments to the policies under goals 26, 27, and 28.</u></p>	Planning Commission Motion (See May 29, 2024 minutes)
A-18	5/29/2024	<p>3. Housing Element Policy 1.4.M</p> <p>1.4.M Neighborhoods in which environmental health hazards, <u>including noise and light pollution</u>, are minimized to the extent possible.</p>	Planning Commission Motion (See May 29, 2024 minutes)
A-19	6/5/2024	<p>[Transportation Element] Correct the phrase on Page 2, third paragraph from “The regional Mountains-to-Sound Trail runs along the I 90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.” to “The regional Mountains to Sound Greenway Trail runs along the I 90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.”</p>	Planning Commission Motion (See June 5, 2024 minutes)
A-20	6/5/2024	<p>Amend Transportation Element Policy 3.3 on Page 4 to add “and retain trees” per public comment. It currently reads “Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees in unused portions of public rights-of-way.” And as amended would read, “Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees and retain trees in unused portions of public rights-of-way.”</p>	Planning Commission Motion (See June 5, 2024 minutes)
A-21	6/12/2024	<p>Revise the header on Economic Development Element Page 12, Line 16 from “More Housing Priced in the Middle Range” to “More Middle Housing” and the text on Page 12, Line 16 from “More Housing Priced in the Middle Range” to “More Middle Housing.”</p>	Planning Commission Motion (Motion will be shown on the June 12, 2024 minutes once approved)

Log #	PC Meeting Date	Amendment	Source
A-22	6/12/2024	Revise the text on Economic Development Element Page 12, Line 17 to from, "Recent legislation will encourage the development of more housing priced in the middle range," to "Recent state legislation requires encouraging more middle housing,"	Planning Commission Motion (Motion will be shown on the June 12, 2024 minutes once approved)
A-23	6/12/2024	Revise the text on Economic Development Element Page 12/21, Line 18-19 to read, "Residents of this housing will be located near the commercial area, will be less likely to own a car, and will be more likely to shop locally."	Planning Commission Motion (Motion will be shown on the June 12, 2024 minutes once approved)
A-24	6/12/2024	Revise the second to last paragraph of Page 21 of the Transportation Element from, "The Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island." to "According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island. The 2023 Town Center Parking Plan reports a single point in time weekday utilization at 67%"	Planning Commission Motion (Motion will be shown on the June 12, 2024 minutes once approved)

Log #	Received From	Comment/Question	Staff Response
1	Councilmember Reynolds	I believe there is a typo in page 9 of exhibit 1.A, as the density numbers for medium-low density and very low density show as the same.	This will be addressed prior to the City Council’s first reading.
2	Councilmember Reynolds	The goals in Section 5 of land use element have some parallel structure issues . Most goals describe actions, e.g. “create....” Or “encourage...” . But some describe statuses, e.g., “be...” or “have...”. I am not sure which is more appropriate for a comp plan goal, but I would think consistency would be better.	In general, staff agrees that goals should state an aspiration or objective and the policies should articulate how the City will go about achieving the goal. In the case of the Land Use Element, the Council direction provided when setting the scope of working was to limit amendments to those necessary to remain consistent with the Growth Management Act (GMA) and changes made in other elements. With this narrow charge, some existing goals were left unchanged if they were consistent with GMA requirements or other amendments to the Comprehensive Plan.
3	Councilmember Reynolds	On a related note, I have always been under the impression that the subitems under each goal were supposed to be strategies to achieve those goals. True? It seems we are not consistently doing that in the land use element. Some “goals” read like strategies, and some “strategies” read like goals.	See Log # 2
4	Councilmember Reynolds	To what extent are we committed to executing a strategy if it does NOT use words like “consider”, “explore”, etc.	Policies should be regarded as the City committing to implement that policy with projects, programs, or development code provisions at some point during the life of the plan. The caveat that goes with this expectation is that the Comprehensive Plan considers a twenty-year timeframe, called a planning horizon. The City can plan to implement policies at any point during the planning horizon. The City Council decides whether or not to implement policies during the biennial budget process, assigning projects and programs to departmental work plans and allocating resources.
5	Councilmember Reynolds	Re 16.2 of land use element: Isn’t this kind of like saying “follow the law”? Do we need to say this?	Land Use Element Policy 16.2 states: “Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.” The GMA requires that cities and counties allow sufficient capacity to accommodate its projected growth over a twenty-year time period (RCW 36.70A.115). The City is not explicitly required to have this policy. This policy comes from the existing Land Use Element and an amendment is not proposed in the Planning Commission recommended draft.
6	Councilmember Reynolds	Re 16.8 of land use element: Is this suggesting custom local fire codes? Can we do this?	Policy 16.8 states: “Evaluate locally adopted building and fire code regulations within existing discretion to encourage the preservation of existing homes.” The City has some limited local discretion when adopting building and fire codes. This

Log #	Received From	Comment/Question	Staff Response
			<p>is why local jurisdictions adopt those building codes rather than having them set at the state or federal level. If desired, staff can provide more information to the City Council regarding the extent of that discretion and what provisions might further this strategy during implementation.</p>
7	Councilmember Reynolds	<p>Re 19.1 of land use element: Do we have the power to designate “species of local concern”? What are the implications of this? When else have we done this, and for which species? What is the rationale for picking bald eagles?</p>	<p>Counties and cities can designate species of local concern when it establishes critical area regulations for protecting fish and wildlife habitat conservation areas (FWHCAs). A process to designate species of local concern is usually established by the critical areas ordinance for FWHCAs. The City has established FWCA regulations in Mercer Island City Code (MICC 19.07.170 – Fish and wildlife habitat conservation areas). The City has not designated any species of local concern and the development code does not currently establish a process for designating a species of local concern.</p>
8	Councilmember Reynolds	<p>Re 26.1: Why would we need a climate element? Is this needed given that 26.2 incorporates the CAP? If we DO incorporate the CAP, can we update the CAP without it being considered a comp plan change?</p>	<p>The City is not required to adopt a climate element of the Comprehensive Plan during the current periodic review that must completed by December 31, 2024. The legislature adopted House Bill 1181 during the 2023 legislative session. This bill requires counties and cities to adopt a climate change element in their comprehensive plans. This new element must be adopted by the Comprehensive Plan five year progress report required by GMA (RCW 36.70A.130(10)). The five-year progress report is a new GMA process and will take place in 2029. The required climate change element will be separate from the Climate Action Plan (CAP). As proposed, Policy 26.1 would set the stage for this climate element.</p>
9	Councilmember Reynolds	<p>More generally, do we need the climate change section at all other than 26.2 of land use element? Are things in this section consistent with the CAP?</p>	<p>See response to Log # 8.</p> <p>The entire Comprehensive Plan periodic review was reviewed for internal consistency to make sure that the proposed policies do not conflict. Identified gaps or inconsistencies were addressed by the Planning Commission during their deliberations from May 29 to June 12. Policies related to climate change were reviewed for consistency with the CAP (PCB 24-12).</p>
10	Councilmember Reynolds	<p>VII of land use element says CO will be primarily commercial office. Is this consistent with our plans to allow MF housing there?</p>	<p>The table in Section VII of the Land Use Element states: “The commercial office land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land use will be predominantly commercial office. Complementary land uses (e.g., healthcare uses, schools, places of worship, etc.) are also generally supported within this land use designation.”</p> <p>In staff’s opinion, the statement in the table does not conflict with expanding the uses in the C-O zone to allow mixed-use or multifamily uses as proposed</p>

Log #	Received From	Comment/Question	Staff Response
			elsewhere in the Comprehensive Plan. The list of complementary land uses is nonexclusive and would not preclude multifamily or mixed-use land uses. In other words, the text only provides some examples but does not say these are the only complementary land uses.
11	Councilmember Reynolds	The “CIP Project Summary” on page 12 of exhibit 1A needs to be updated, doesn’t it?	<p>Note: The CIP Project Summary is on page 12 of the Capital Facilities Element.</p> <p>The table was up to date at the time the Element was drafted, Public Works staff will be consulted to ensure that this table is current at the time the Plan is adopted.</p>
12	Councilmember Reynolds	Similarly, do we need to update the “Mercer Island Employment by Industry 1 Sector, 2021.”?	Table 1 in the Economic Development Element is provided to add some context to the element and does not establish binding requirements, goals, or policies. The data in the table were the most recent available at the time the element was drafted. If desired, staff could update the table if there is a more recent data set available.
13	Councilmember Reynolds	Do you know why the PC decided to strike out goal 14.2 of the land use element?	This policy was struck from the Land Use Element because it is now addressed with more detail by several policies in the Economic Development Element. For example, Economic Development Element Policies 9.1, 9.2, 10.2, 11.1, 11.2, 11.3, and 12.2.
14	Councilmember Reynolds	Please provide a BRIEF overview of the King County Public Benefit Rating System and the Transfer of Development Rights program	<p>The Public Benefit Rating System (PBRs) is a system of incentives whereby property taxes are reduced in exchange for property owners providing some kind of public benefit. From King County’s website: “There are three current use taxation programs in King County that offer an incentive (a property tax reduction) to landowners to voluntarily preserve open space, farmland or forestland on their property. Once enrolled, a participating property is assessed at a “current use” value, which is lower than the “highest and best use” assessment value that would otherwise apply to the property. These programs encourage the conservation of natural resources in King County by conserving its land and water resources, which include important wildlife habitat, wetland and streams, working forests and productive farmlands.”</p> <p>King County describes its Transfer of Development Rights (TDR) program on its website as follows: “The TDR Program is a voluntary, incentive-based, and market-driven approach to preserve land and steer development growth away from rural and resource lands into King County’s Urban Area. The Program is based on free-market principles and prices that would motivate landowner and developer participation. Rural landowners realize economic return through the sale of development rights to private developers who are able to build more compactly in</p>

Log #	Received From	Comment/Question	Staff Response
			designated unincorporated urban areas and partner cities.” In the King County TDR program ‘partner cities’ are those cities that participate in the program and receive the purchased development rights in specific zones. The City of Mercer Island does not participate in this program.



**MERCER ISLAND 2044
COMPREHENSIVE PLAN**



AB 6510

2024 Comprehensive Plan Periodic Update

**Presentation of Planning
Commission Recommended Draft**

July 16, 2024

Adam Zack, Senior Planner

Community Planning and Development



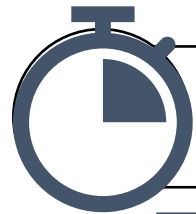
Purpose



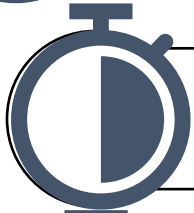
Present the Planning Commission (PC) recommended draft of the 2024 Comprehensive Plan periodic update.

Request comments on the draft from the City Council.

Agenda



Background and Project History



Comprehensive Plan Elements



Agency Comments



Council Proposed Amendments and Next Steps

Why Update the Comprehensive Plan?

- Adoption and periodic review of a comprehensive plan under the Growth Management Act (GMA).
- Since the last update, the WA Legislature has established several specific requirements for local comprehensive plans.
- Periodic update of the Comprehensive Plan's 20-year horizon (2024-2044).
- Address new GMA requirements, particularly for housing.
- Periodic review must be completed by December 31, 2024.

2023

Economic Development Element

- Economic development interviews

Comprehensive Plan Periodic Review

- Scope of Work
- Public Participation
- Master Schedule

Spring

Summer

Autumn

Winter

2022

Economic Development Element

- Community Workshop
- Online survey
- Work group convened

Housing

- Work group convened

Planning Commission Review

- Land Use
- Transportation

City Council / Planning Commission

- Presentations of Economic Analysis and Housing Needs Assessment

Planning Commission Review

- Land Use
- Transportation

Economic Development Element

- EDWG review of draft element

Housing

- Housing Needs Assessment presented to City Council & Planning Commission

Economic Development

- EDWG review of draft element
- Draft element refinement

Planning Commission Review

- Capital Facilities Element
- Utilities Element

Economic Development Work Group

- Draft element refinement

Planning Commission Review

- Economic Development Element

Spring

Summer

Autumn

Winter

City Council

- Approval of scope of work addendum for additional housing work related to House Bill 1220

Planning Commission Review

- Economic Development Element

Economic Development

- EDWG recommendation of draft element

City Council

- Briefing on Land Capacity Analysis Supplement and Racially Disparate Impacts Evaluation

Housing

- HWG review of draft Housing Element

Parks and Recreation

- Parks and Recreation Commission (PRC) begins review of open space zone

2023

2025

Planning Commission Review

- HWG draft Housing Element
- Parks and Open Space Element
- Open Space Zone

Housing

- HWG recommends draft Housing Element

Public Participation

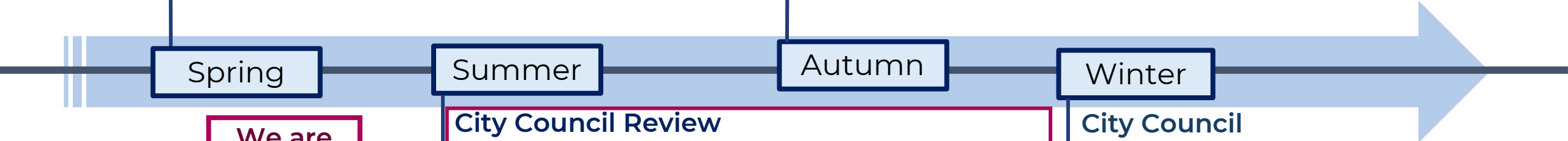
- May 1: Open House

PC Public Hearing and Deliberations

- May 29: Comprehensive Plan Public Hearing
- June 5 & 12: Planning Commission Recommendation to City Council

City Council

- Review and adopt the updated Comprehensive Plan
- Review implementing code amendments



Spring

Summer

Autumn

Winter

We are here

City Council Review

- Planning Commission recommended draft Comprehensive Plan update

City Council

- Adopt the implementing code amendments
- Entire Comprehensive Plan update must be adopted by December 31, 2024.

2024

Plan Elements Updates



Land Use

- Remain Consistent with all other amendments
- June-November 2022



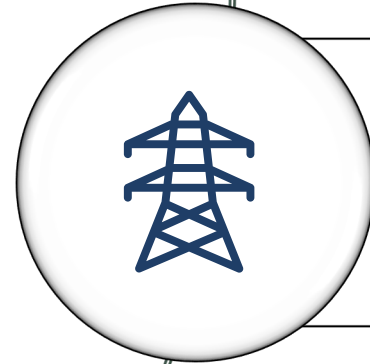
Transportation

- Ensure infrastructure can accommodate projected growth
- June-November 2022



Capital Facilities

- Ensure facilities can accommodate projected growth
- December 2022-January 2023



Utilities

- Update for new growth targets
- December 2022-January 2023

New or Rewritten Plan Elements



Economic Development (New)

- Economic Development Work Group Review November '22 to June 2023
- PC Review June 2023-November 2023



Parks and Open Space (New)

- PC Review March-April 2024

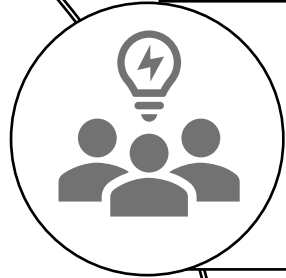


Housing (Rewritten)

- Housing Work Group and PC Review January-March 2024

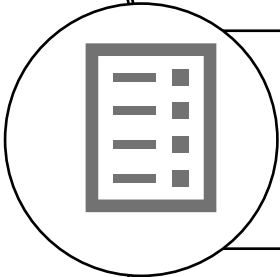


Economic Development Element



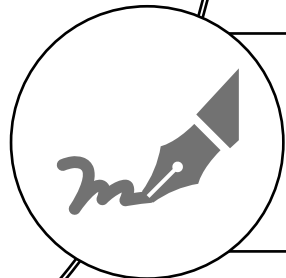
Public Input and Data Collection

- Interviews, workshop, online survey
- Economic Analysis
- May 2022 – November 2022



Economic Development Work Group Drafting

- Joint PC/Council subcommittee prepared initial draft
- Oct. 2022 – June 2023



Planning Commission Review

- Refined the draft Element
- June-November 2023



Economic Development Element

- Establishes strategies, projects, and programs to:
 - Retain existing businesses;
 - Attract new businesses;
 - Support the local workforce; and
 - Grow partnerships with other organizations to grow the local economy
- Outlines what the City will do over the next twenty years to support the economy.
- Includes policies to implement and track the element with a specific process.



Parks and Open Space Element

- New Element that adopts the Parks, Recreation, and Open Space (PROS) Plan by reference.
- Provides policy direction for the adoption of new zones:
 - Phase 1 – With Comp Plan Update: Open Space Zone
 - Phase 2 – Following Comp Plan Update: Parks Zone

Housing Element

Technical Reports



Housing Needs Assessment

- June 2022-November 2022



Land Capacity Analysis Supplement

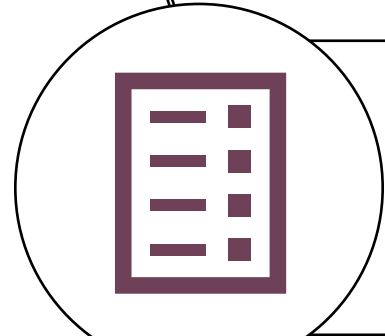
- August 2023-January 2024



Racially Disparate Impacts Evaluation

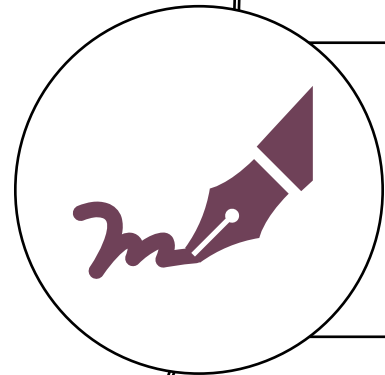
- August 2023 – January 2024

Draft Preparation



Housing Work Group (HWG)

- Joint PC/Council Subcommittee
- January-March 2024



Planning Commission Review

- Refine HWG Draft
- March 2024



Housing Element

- Establishes strategies, projects, and programs to:
 - Address statewide requirements for affordable housing;
 - Plan for adequate capacity to meet the City's 20-year housing needs; and
 - Incorporate requirements from other statewide legislation passed in recent years.
- Primarily focused on increasing the supply of affordable housing for households earning less than the area median income.
- Includes policies to implement and track the element with a specific process.

Agency Comments

- The City has received some comments on the 2024 Comprehensive Plan periodic update from state and regional agencies.
- The City continues to wait for comments from the Washington Department of Commerce.
- All agency comments are expected by the end of July.
- Staff will compile and review all agency comments received as well as present the Council with recommendations for amendments to respond on September 3, 2024.

Council Proposed Amendments

Please send proposed amendments to Adam Zack, Senior Planner (adam.zack@mercerisland.gov) by the following dates:

- **July 29** – Introduction, Land Use Element and Housing Element
- **August 5** – Transportation Element, Utilities Element and Capital Facilities Element
- **August 12** – Economic Development Element, Parks and Recreation Element and Shoreline Master Program

Next Steps

July 17 – August 12, 2024 – City Council review and submittal of proposed amendments to the June 12, 2024 PC recommended draft.

September 3, 2024 – City Council deliberation on City Council proposed amendments as well as recommended amendments resulting from agency comments.

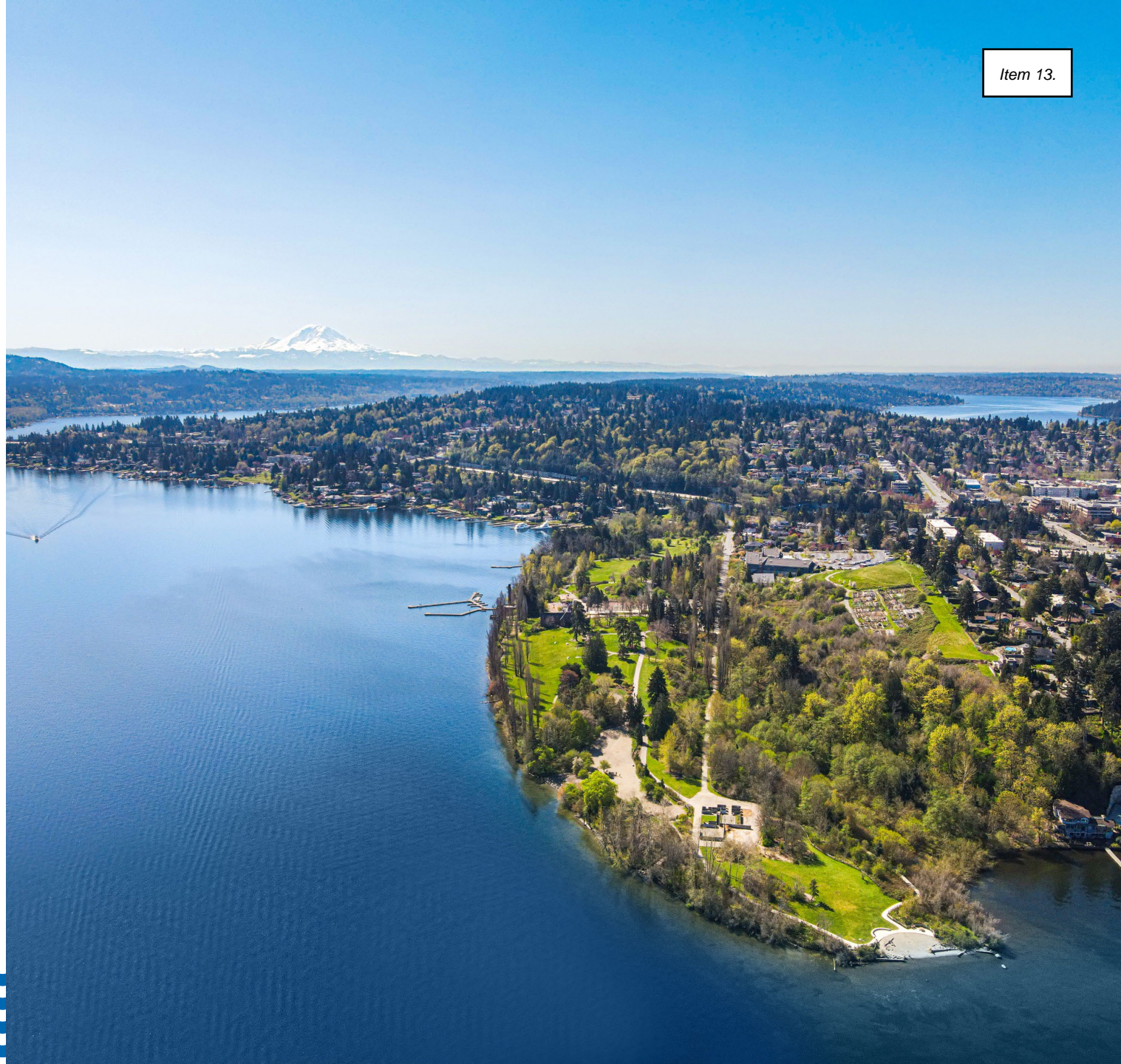
September 17, 2024 – (Tentative) First reading of an ordinance to adopt the 2024 Comprehensive Plan.

October 2024 – (Tentative) Second reading of an ordinance to adopt the 2024 Comprehensive Plan

Thank You

More information
on the project
website

letstalk.mercergov.org/comprehensive-plan-periodic-update





**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND**

**AB 6514
July 16, 2024
Regular Business**

AGENDA BILL INFORMATION

TITLE:	AB 6514: Town Center Parking Regulations	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Receive report and provide feedback. No action necessary.	

DEPARTMENT:	City Manager
STAFF:	Jessi Bon, City Manager Robbie Cunningham Adams, Management Analyst Amelia Tjaden, Project Coordinator
COUNCIL LIAISON:	n/a
EXHIBITS:	1. May 2024 Town Center and North Mercer Parking Counts Findings 2. Proposed Time Limit Regulations Map 3. Mobile Parking App Comparison
CITY COUNCIL PRIORITY:	1. Develop data-driven economic development and retail plans and strategies to activate Town Center and other business areas.

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUIRED	\$ n/a

EXECUTIVE SUMMARY

The purpose of this agenda item is to review potential actions related to implementation of the [Town Center Parking Plan](#) and receive feedback from City Council.

- The Town Center Parking Plan was adopted by the City Council in November 2023 ([AB 6369](#)).
- The Plan includes a list of recommendations to improve the parking system in Town Center. This Agenda Bill explores the implementation of five potential actions related to the Town Center Parking Plan:
 - Increasing the parking citation fee from \$20.00 to \$54.00,
 - Adding language to the Mercer Island Municipal Code to specify the distance a vehicle must move to be considered reparked,
 - Standardizing the time limit in Town Center to two hours,
 - Implementing an on-street parking system that would facilitate two hours free parking with option for time extension with payment, and
 - Sunsetting the Town Center Commuter Parking Permit program.
- This agenda item is discussion only and no formal action is requested from City Council. Staff will incorporate feedback and return to the City Council for final approval before implementation.

BACKGROUND

Well-planned and sufficient parking is vital to the success of Mercer Island's Town Center economy and the experience of Town Center residents, businesses, and visitors. In 2022, the City of Mercer Island conducted a parking study to evaluate parking supply, utilization, and management in and around Town Center.

Building off of the parking study, the [Town Center Parking Plan](#) was adopted by the City Council in November 2023 ([AB 6369](#)). The Plan identifies strategies to make parking more functionally available, accessible for different users, and supportive of other options for non-driving travel, like walking and biking, to and around Town Center. The Plan includes strategies and recommendations that will be implemented over time through various City department work plans.

As described in Exhibit 1, Parking counts were conducted in Town Center and the North Mercer Residential Parking Zone on Thursday, May 9 and Saturday, May 11. Town Center parking inventory has 2,750 parking spaces. This includes 2,500 off-street parking spaces and 250 on-street parking spaces. The North Mercer Residential Parking District has 127 on-street spaces and 455 off-street parking spaces, mostly at the Mercer Island Park & Ride.

- Peak parking demand for the study area occurred on Thursday, May 9, 2024 at 12:00pm.
- On-street occupancy in Town Center peaked at 81% system-wide on the weekday count and 76% system-wide during the weekend count.
- At the Mercer Island Park & Ride, occupancy peaked at 69%.

ISSUE/DISCUSSION

Staff are evaluating several implementation actions of the [Town Center Parking Plan](#) and seek City Council feedback on the following implementation actions. Staff will return to the City Council for final approval before implementation. All implementation actions will involve a comprehensive communications campaign, that includes updates on the [Town Center Parking Plan Let's Talk page](#), outreach to the business community and the Chamber of Commerce, social media posts, communications in the MI Weekly, and promotion in the MI Reporter.

Parking Citation Fee Increase

The current citation fee for parking infractions is \$20.00. Revenue from parking citation fees goes into the General Fund. The City defaulted to the state established parking citation fee in 2022, as an audit of the Mercer Island City Code (MICC) by the Administrative Office of the Courts revealed that the fee had not been established in the code.

As described in the Town Center Parking Plan, and evident in the recent parking counts conducted, the citation fee does not deter people parking in Town Center from violating existing parking regulations. Currently, many vehicles overstay the parking limits, making on-street spaces unavailable for users. An increase in the citation fee could improve compliance and parking turnover rates. Staff recommends the citation fee for parking infractions be increased to \$54.00. This rate was chosen as it is the current penalty for parking infractions for the City of Bellevue. Increasing the citation fee to \$54.00 would create parity between the City of Mercer Island and its neighboring jurisdictions.

Increasing the parking citation fee would be achieved by making amendments to MICC Chapters [10.18](#) and [10.36](#). The amendments would be adopted by ordinance. Staff will continue to monitor enforcement data,

regional trends, and the relationship of the citation fee to the price of any paid parking in Town Center when evaluating any future changes to the citation amount.

Staff is seeking City Council feedback on increasing the parking citation fee from \$20.00 to \$54.00.

Required Distance for Vehicles to Move

Currently, the City has three police vehicles equipped with Automatic License Plate Reader (ALPR) cameras that can track parking duration. Because City code does not specify how far a vehicle must move to be legally reparked, and the ALPR location-detection capabilities are accurate to around 30 feet, the ALPR does not currently function for parking enforcement. As such, the Police Support Officer must still chalk tires to issue parking citations, which takes significantly more time than an ALPR system.

To increase efficiency and capacity of parking enforcement, staff suggest adding language to Chapters [10.04](#) and [10.36](#) MICC to specify the distance a vehicle must move to extend the vehicle's parking time beyond the time limits established. Staff suggest requiring a vehicle to move to a different block, defined as the stretch of roadway between the two closest public street intersections on either end of the stretch, to renew the parking time limit. This change would allow MIPD to use the ALPR cameras for parking enforcement, thus increasing the efficiency and capacity of parking enforcement.

Staff is seeking City Council feedback on adding language to MICC that would specify the distance a vehicle must move to extend the vehicle's parking time beyond the time limits established, and the distance required to do so.

Time Limit Standardization

Town Center on-street parking is regulated through a mix of two-hour, four-hour, unrestricted, Americans with Disabilities Act (ADA), loading, permit, thirty-minute, and three-minute zones. Currently, applicable hours for parking restrictions are not established in the MICC, other than the Town Center Commuter Parking Permit restricting parking to permit-holders only on certain blocks between 7:00am-9:00am.

The Town Center Parking Plan recommends converting all on-street parking in Town Center to two-hour limited parking, excluding ADA, three-minute, and loading zones. As shown in Exhibit 2, conversion would include all current spaces regulated as thirty-minute, two-hour, four-hour, and unrestricted.

Applicable hours for parking restrictions would need to be established as current hours for parking restrictions have not been standardized in the MICC. Staff evaluated two options for applicable hours for parking restrictions. First, parking restrictions could be applicable from 8:00am to 5:00pm Monday through Friday to accommodate the workday schedule. Alternatively, parking restrictions could be applicable from 8:00am to 8:00pm Monday through Saturday to create turnover in parking spaces for evening activities like dining or shopping.

This proposal addresses recommendation 1A of the Town Center Parking Plan, to convert all on-street parking in Town Center to two-hour time-limited parking, excluding ADA and loading zones. A two-hour limit on-street parking is suitable to serve most customer and visitor needs in a business district, allowing enough time to complete errands, dining, and visits, while being short enough to promote turnover of spaces. This change also brings more consistency and ease of use to on-street parking regulations in Town Center. Staff met with the Mercer Island Chamber of Commerce Chief Executive Officer who voiced support for standardizing the time limit to two hours.

One consideration for this change is the adverse impacts on the residents and employees of Town Center who require on-street parking for longer than two hours. The May 2024 parking counts show considerable time limit infractions at the 30-minute and two-hour regulated on-street parking spaces. In the two-hour parking zones, 25% of cars overstayed the posted time-limit on the weekday count, with many vehicles parked all day. This, combined with evidence gathered during the data collection for the Town Center Parking Plan and through conversations with Town Center business owners and employees, indicates that many employees and area residents are using on-street spaces all day. Employees of Town Center businesses are often not provided with parking in the six parking garages and thus are subject to the same time restrictions as visitors. Standardizing the time limit in Town Center may push these vehicles into the adjacent neighborhoods or into the off-street parking at other businesses.

Implementation of the time limit standardization would be achieved through code changes to MICC Chapters [10.36](#) and [10.74](#). The changes would be adopted by ordinance. Staff suggests adding an 'effective date' to the ordinance to allow for coordination with the Public Works Department as the changes require updating the current parking signage. The cost for updating current signage with these changes would be around \$5,000 for the placards, posts, and bindings. Like the parking citation fee increase, it would be under the discretion of the Police Department to issue warnings before citations for violations of the new time limits.

Staff is seeking City Council feedback on standardizing the time limits in Town Center to two hours and the applicable hours for parking restrictions.

Free Two-Hour Parking with Registration

Recommendation 1F of the Town Center Parking Plan calls for the consideration of paid parking in Town Center and deploying technology to create easier use and enforcement. Parking management systems, like shared pay stations and app-based payment, provide flexibility in assigning the geography, time, and fees for paid parking. Moreover, using technology-based payment can aid enforcement of parking time limits.

During prior City Council discussions, the idea was raised to explore implementation of a system where motorists would register their vehicle, using a mobile app or a kiosk, for two hours of free parking. Parking beyond two hours would require a fee. This registration system would apply to the 250 on-street parking spaces in Town Center. In short, implementing a registration system would require the use of a mobile parking payment service, and a second registration system (a kiosk or a pay station) for patrons who either do not have a mobile device or do not have a credit card.

Exhibit 3 describes existing parking payment services and their expected costs. To enforce the parking registration system, the City would need to integrate the parking payment service with the City's existing parking enforcement software, Brazos. Cost of the integration depends on the chosen service and software.

Staff is seeking City Council feedback on using a mobile parking payment service to regulate parking in Town Center that allows for two-hours of free parking and the ability to pay for extended parking during applicable hours.

Sunsetting the Town Center Commuter Parking Permit Programs

The City operates two parking permit programs: the North Mercer Restricted Parking District (RPD) and the Town Center Parking Permit Programs. The North Mercer RPD Permit Program was created in 2003 to prevent spillover of commuter users of the Mercer Island Park & Ride onto neighborhood streets when the Park & Ride is full. Permits cost \$5 per year for each vehicle legally registered to a resident in the RPD.

Similarly, the Town Center Parking Permit Program was created in 2001 to eliminate parking for non-Mercer Island commuters from City streets. Permits are available for Mercer Island residents, as well as a limited number of Mercer Island businesses grandfathered into the permit program for \$5 per year. The permit grants priority access to designated on-street spaces from 7:00am to 9:00am on weekdays.

Staff recommend suspending the Town Center Commuter Parking Permit Program and shifting permit holders to the Park & Ride and the future Commuter Parking Lot at the former Tully's site. The May 2024 Parking Counts showed that Park & Ride occupancy peaked at 69% during the weekday count and declined throughout the afternoon into the evening at the Park & Ride. Moreover, during the 8:00 am weekday count, 27 vehicles were parked in the spaces reserved for the Town Center Commuter Parking Permit, however only 2 vehicles, or 7% of vehicles parked in this area, had valid permits.

Staff recommend sunsetting the Town Center Commuter Parking Permit Program to preserve valuable on-street parking for Town Center customers and visitors. Sunsetting the permit program would also create consistency for parking restrictions around Town Center and better facilitate future changes to parking regulations.

Sunsetting the Town Center Commuter Parking Permit Program would be achieved through code changes to Chapter [10.74](#) MICC. The changes would be adopted by ordinance and would require an effective date for implementation. It is important to note that the North Mercer RPD would not be affected by this change and staff will continue to monitor the RPD program.

Staff are seeking City Council feedback on the sunsetting of the Town Center Commuter Parking Permit Program.

NEXT STEPS

Staff are seeking City Council feedback on:

- Increasing the parking citation fee from \$20.00 to \$54.00,
- Adding language to the Mercer Island Municipal Code to specify the distance a vehicle must move to be considered reparked,
- Standardizing the time limit in Town Center to two hours,
- Implementing an on-street parking system that would facilitate two hours free parking with option for time extension with payment, and
- Sunsetting the Town Center Commuter Parking Permit program.

Following this Council agenda item, staff will review feedback and return to the City Council with ordinances to implement these changes.

RECOMMENDED ACTION

Receive report and provide feedback. No action necessary.

May 2024 Town Center and North Mercer Parking Counts Findings

Executive Summary

Parking counts were conducted in the Mercer Island Town Center and North Mercer Residential Parking Zone on Thursday, May 9, and Saturday, May 11. Town Center parking inventory has 2,750 parking spaces. This includes 2,500 off-street parking spaces and 250 on-street parking spaces. The North Mercer Residential Parking District has 127 on-street spaces and 455 off-street parking spaces, mostly at the Mercer Island Park & Ride.

- Peak parking demand for the study area occurred on Thursday, May 9, 2024, at 12:00pm.
- On-street occupancy in Town Center peaked at 81% system-wide on the weekday count and 76% system-wide during the weekend count.
- At the Mercer Island Park & Ride, occupancy peaked at 69%.

Background

The City of Mercer Island has conducted annual parking counts of Town Center and surrounding areas since Spring 2022. The parking counts monitor parking utilization and help inform decision-making to redirect cars into the most suitable parking spaces for a driver's intended visit. It is still unknown how commuter parking demand may increase when the Sound Transit East Link Extension opens and the impact of adding a commuter parking facility at the former Tully's site; the parking counts provide a baseline comparison for future years.

Methodology

IDAX collected parking inventory and usage data on Thursday, May 9, and Saturday, May 11, in and around Town Center. These dates were chosen to capture typical busy conditions and to avoid unusual traffic patterns around holidays. IDAX conducted duration counts for on-street parking spaces for on-street spaces, and occupancy counts for the off-street parking spaces (lots and garages). Moreover, IDAX collected data capturing the permits for the Town Center Parking Permit during the Thursday parking counts. Parking inventory/usage and permit data was collected through a combination of camera footage and in-person observation.

The Thursday parking counts had nine data collection times, starting at 6:00 am and ending at 8:00 pm. The Saturday parking counts had six data collection times, starting at 10:00 am and ending at 8:00 pm. These times were chosen to understand parking demand throughout the day in typical parking conditions.

Similarly, IDAX collected usage data for 24 bike racks, and bike screen line counts (total number of bikes traveling each direction per hour) at seven locations around Town Center. Bike rack usage and bike screen line counts were collected through camera footage.

Town Center Parking Inventory

Town Center parking inventory has 2,750 parking spaces. This includes 2,500 off-street parking spaces and 250 on-street parking spaces. Several Town Center primary streets, including SE 27th Street, 77th Avenue SE, and 78th Avenue SE, have significant stretches with no on-street parking. Off-street, privately owned parking is plentiful, with nearly every development, business, or commercial center having a

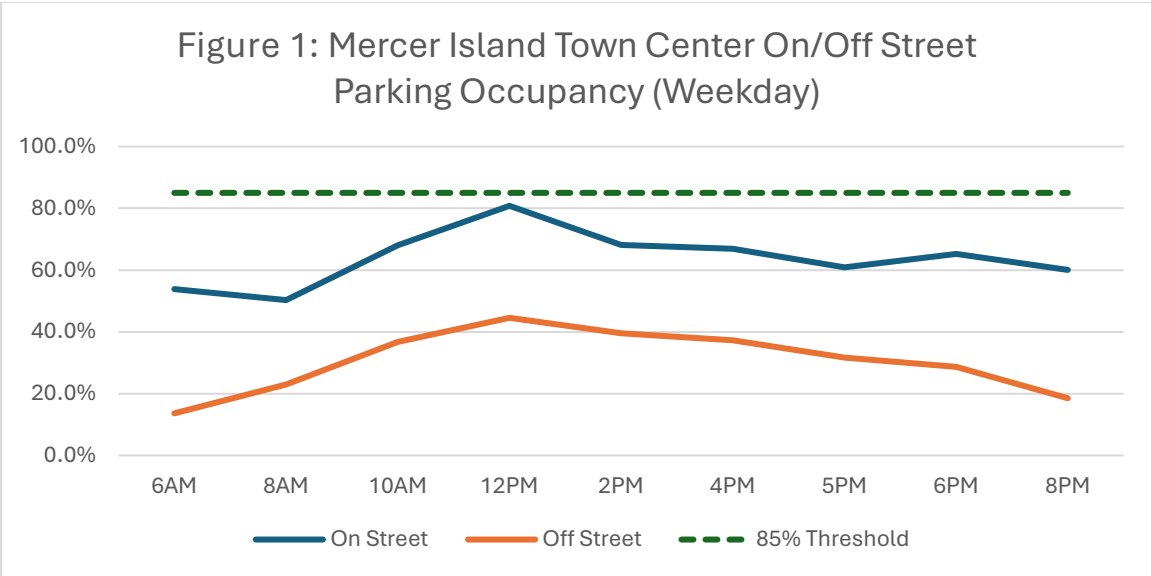
parking area. The North Mercer Residential Parking District has 127 on-street spaces and 455 off-street parking spaces, mostly at the Mercer Island Park and Ride.

Parking Utilization

A widely recognized best practice in parking management is to compare actual parking utilization rates to an 85% occupancy threshold. When parking is 85% occupied, spaces are considered well-used; pricing (if used) is not needlessly deterring people from driving to the area, and it is still possible for drivers to find a space without cruising around waiting for another driver to leave, which results in increased emissions and traffic congestion.

Town Center

Figure 1 summarizes the weekday parking system demand in Town Center compared to the 85% occupancy threshold. As shown in the figure, on-street parking was more highly utilized than off-street parking throughout the day. On-street occupancy had a system-wide average of 81%, nearing the 85% occupancy threshold. Both the on-street and off-street parking in the study area followed a similar pattern where occupancy peaked at 12:00pm and declined throughout the afternoon into the evening.



The turnover observations show considerable time limit infractions at the 30-minute and two-hour regulated on-street parking spaces. In the two-hour parking zones, 25% of cars overstayed the posted time-limit on the weekday count, with many vehicles parked all day.

Figure 2 summarizes the weekend parking demand in Town Center. Like the weekday, on-street parking was more highly utilized than off-street parking throughout the day system-wide. However, on-street occupancy over the weekend peaked at an average of 76%, system-wide. Both the on-street and off-street parking followed a similar pattern where occupancy peaked at 12:00 pm and declined throughout the afternoon into the evening.

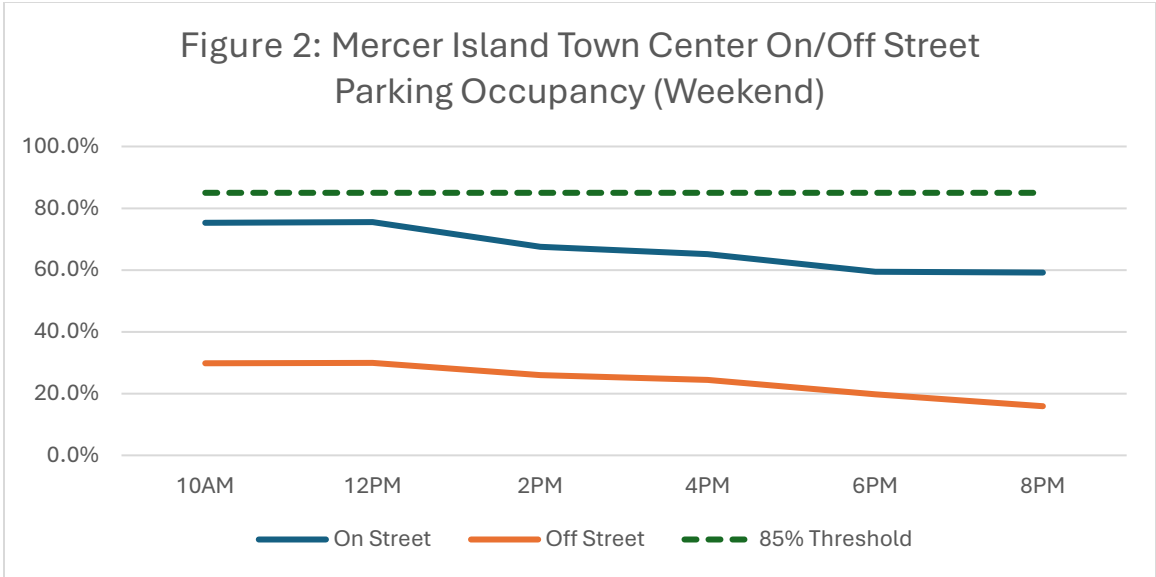
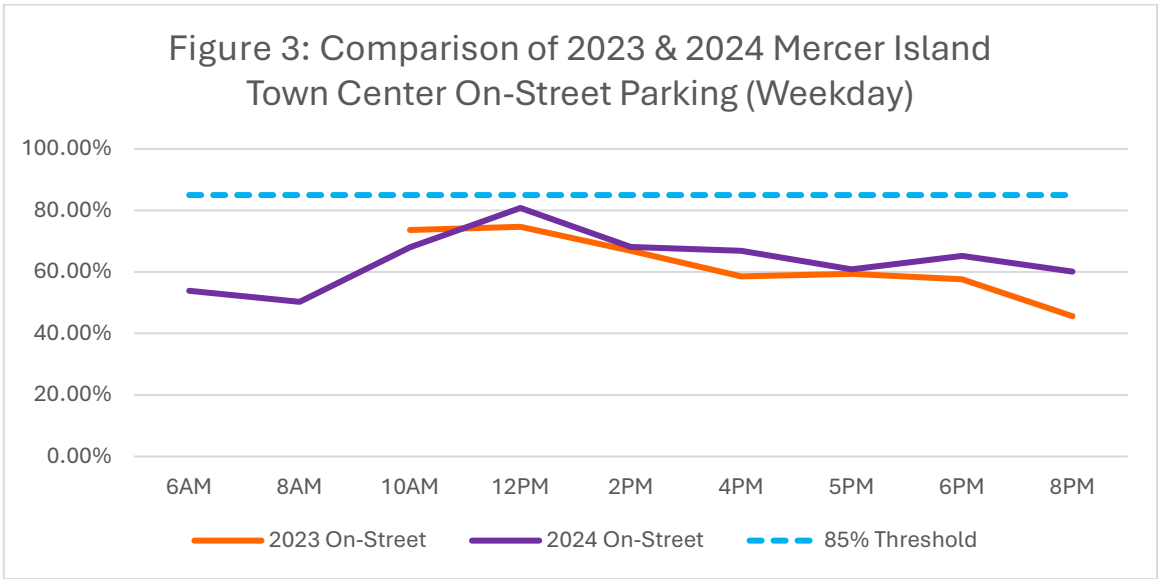


Figure 3 provides a comparison of parking count data collected in 2023 and 2024. The graph shows a comparison of the on-street parking conducted during the weekday count. The 2023 count shows that parking utilization peaked system-wide at 75% at 12:00 pm. It is important to note that the 2023 parking counts took place on Thursday, June 8, and Saturday, June 10; as such, the graph does not provide an exact comparison between 2023 and 2024. The dates for the 2024 parking counts were adjusted to avoid changes in traffic patterns due to major holidays and to the end of the school year.

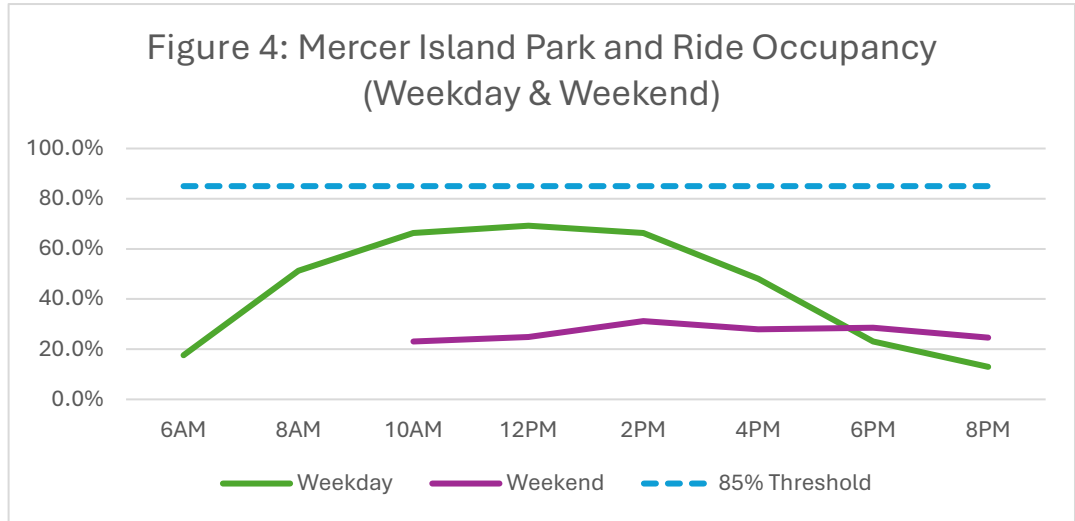


Mercer Island Park and Ride

Figure 4 summarizes the weekday and weekend parking demand for the Mercer Island Park and Ride as compared to the 85% occupancy threshold. The weekday count shows that occupancy peaked at 12:00 pm at 69% and declined throughout the afternoon into the evening. The weekend count peaked at

¹ Parking counts conducted in 2023 did not have runs at 6:00am or 8:00am.

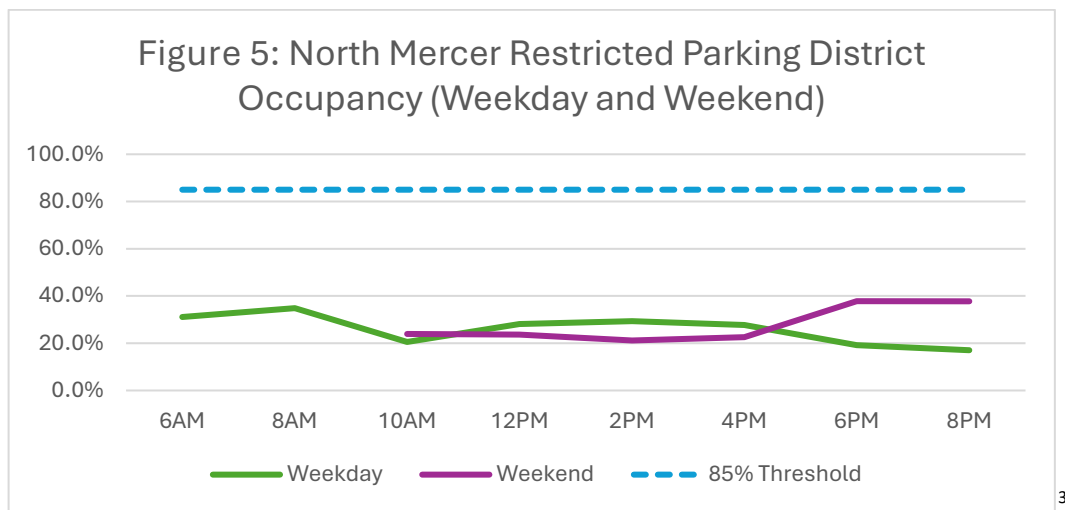
31% and maintained a similar level of occupancy throughout the day. It is important to note that on Saturday, May 11 – the date of the weekend parking count – there was a Seattle Mariners home baseball game at 6:00pm. The Park and Ride often serves as a parking and transportation center for people attending large events in Seattle’s downtown.



North Mercer Restricted Parking District

The North Mercer Restricted Parking District (RPD) Permit Program was created to prevent spillover of commuter users of the Mercer Island Park & Ride onto neighborhood streets when the Park & Ride is full. Permits cost \$5 per year for each vehicle legally registered to a resident in the RPD.

As of June 2024, the City had sold 51 parking permits for the RPD. The RPD parking spaces are not striped; the City has 71 parking spaces in the RPD. Figure 4 summarizes the weekday and weekend parking demand for the RPD as compared to the 85% occupancy threshold. RPD occupancy peaked at 35% on the weekday and 38% on the weekend, well below the occupancy threshold.



² The 5pm count on Thursday May 9 was excluded from this graph.

³ The 5:00pm count on Thursday May 9 was excluded from this graph.

Town Center Commuter Parking Permit

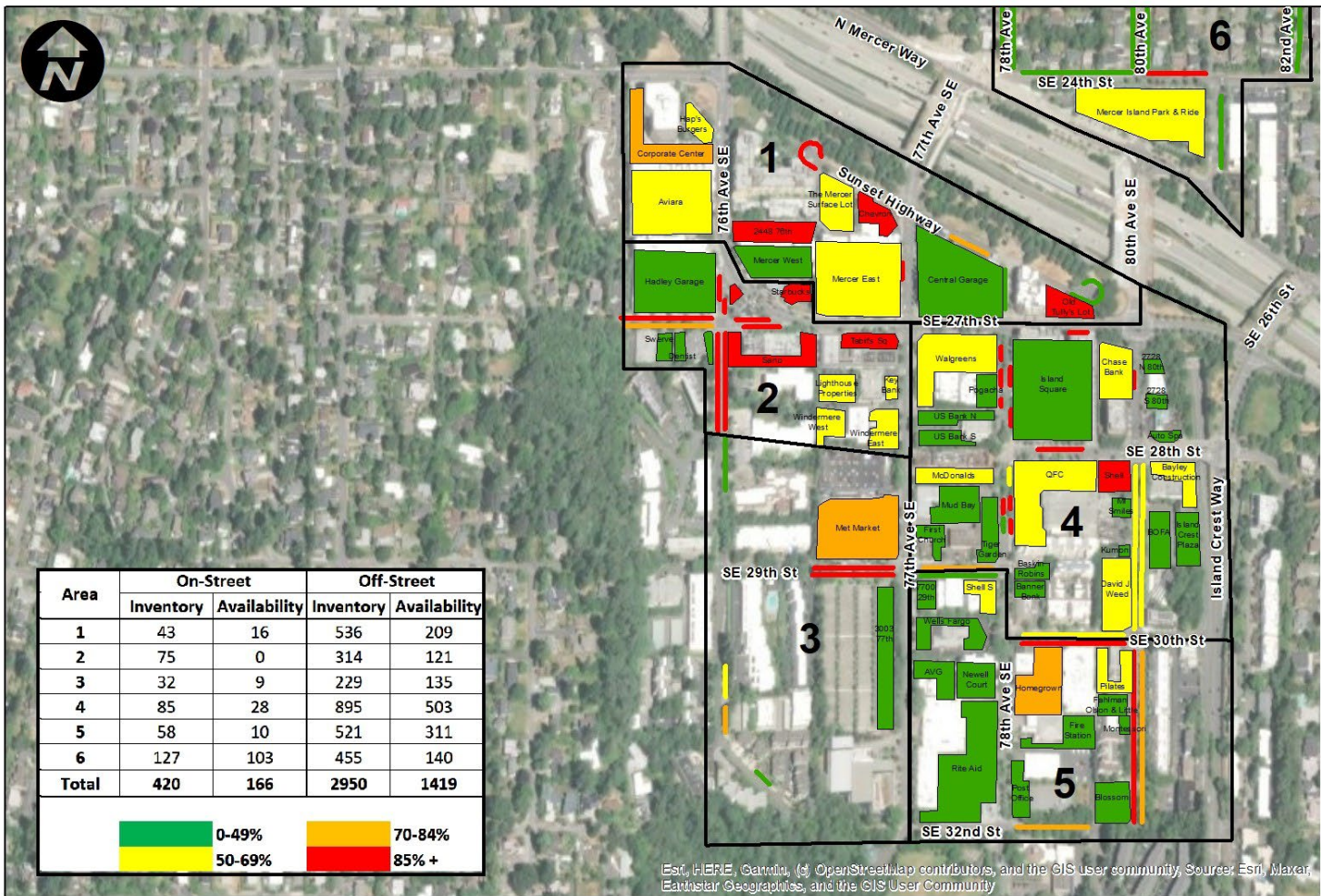
The Town Center Commuter Parking Permit was created for residents who wish to leave their car, walk to the Park & Ride, and catch a bus to off-Island destinations. Permits are available for Mercer Island residents as well as a limited number of Mercer Island businesses grandfathered into the permit program for \$5 per year. The permit allows users to park in designated spaces from 7:00 am-9:00 am on weekdays. After 9:00 am, the parking spaces are unrestricted. Table 1 shows the number of permits sold over time. As of June 2024, the City had sold 131 Town Center Commuter Parking Permits for FY2024.

Table 1: Permit Numbers	
2022	337 permits
2023	233 permits
2024 (as of June)	131 permits

In relation to the parking counts, 27 vehicles were parked in the spaces reserved for the Town Center Commuter Parking Permit at 8:00am on the weekday count. Only 2 vehicles, or 7% of vehicles parked in this area, had valid permits.

Peak Parking Utilization

The period of peak parking demand for the study area occurred on Thursday, May 9, 2024, at 12:00 pm. This weekday lunchtime peak period is typical of other commercial districts around the country. Figure 6 shows the parking utilization spatially during the weekday period of peak parking demand. Certain block faces and parking facilities exceeded the 85% occupancy threshold, while other block faces and facilities were less than 50% occupied.



Weekday Peak Hour Parking Utilization - 12PM
 City of Mercer Island Downtown Parking
 May 9th, 2024

FIGURE
6



Bicycle Parking Racks

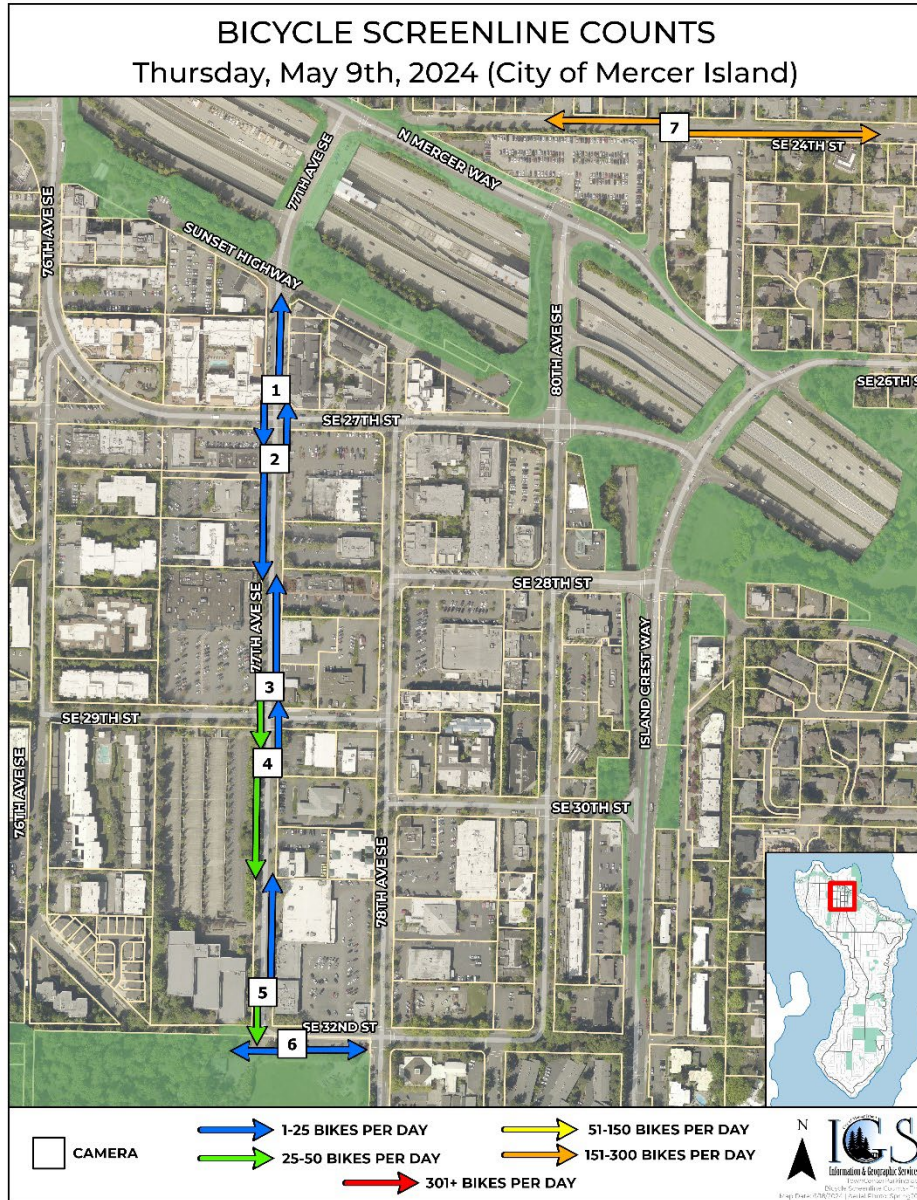
IDAX collected usage data for 24 bicycle racks in Town Center. Map 1 marks the locations of the bike racks that were observed during the parking counts. The data collected showed that the bike racks are currently underutilized. Two bicycles were parked between all bicycle racks on the weekday count and seven bicycles were parked between all racks on the weekend count. While these numbers are low, the bicycle parking rack counts provide a baseline for implementation of future bicycle infrastructure.



Map 7 Bicycle Rack Utilization Counts Map

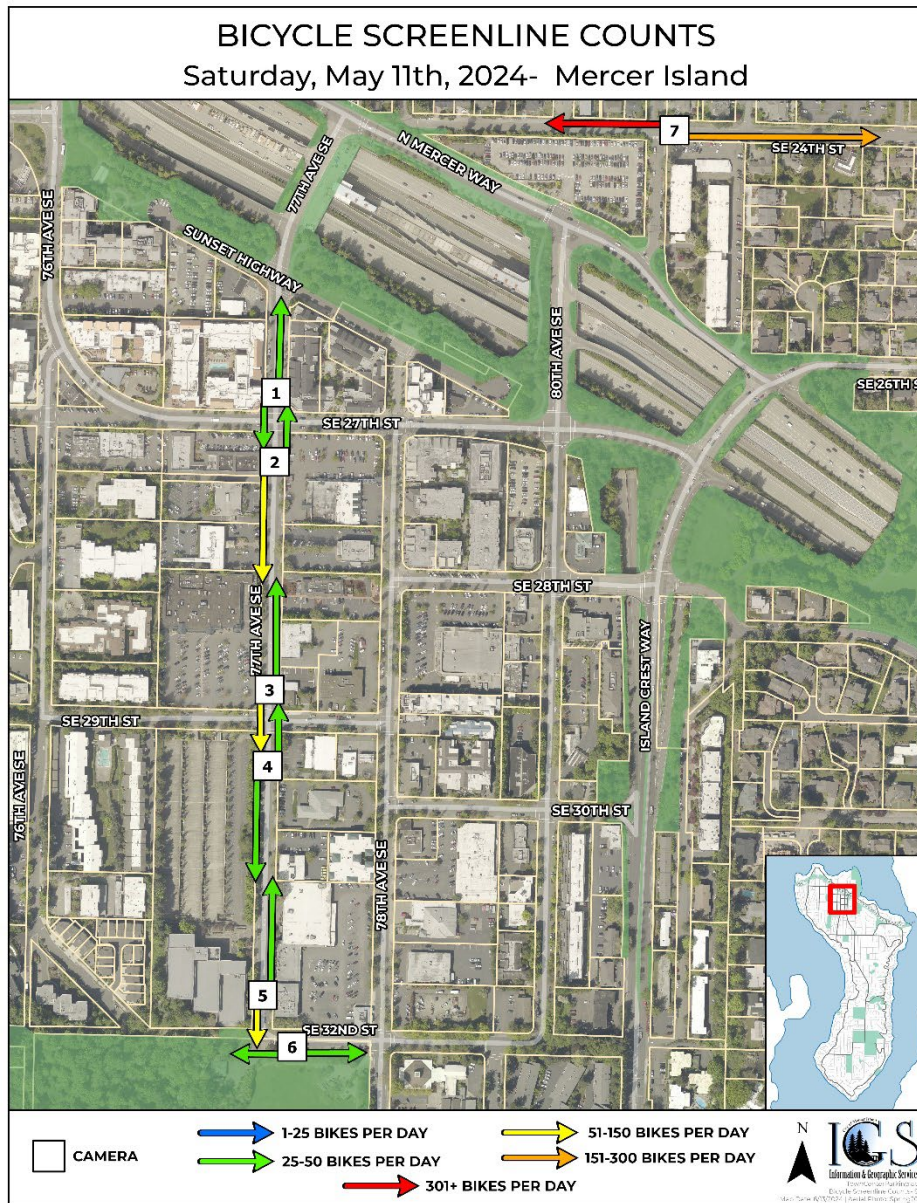
Bicycle Screen Line Counts

Bicycle screen line counts track the total number of bikes traveling each direction per hour. Cameras were deployed at seven locations around Town Center along the City's bike lane network. As shown in Map 2, the weekday bicycle screen line count showed 689 bicyclists traveled through Town Center throughout the day, with most bicyclists travelling along SE 24th St and 81st Ave SE.



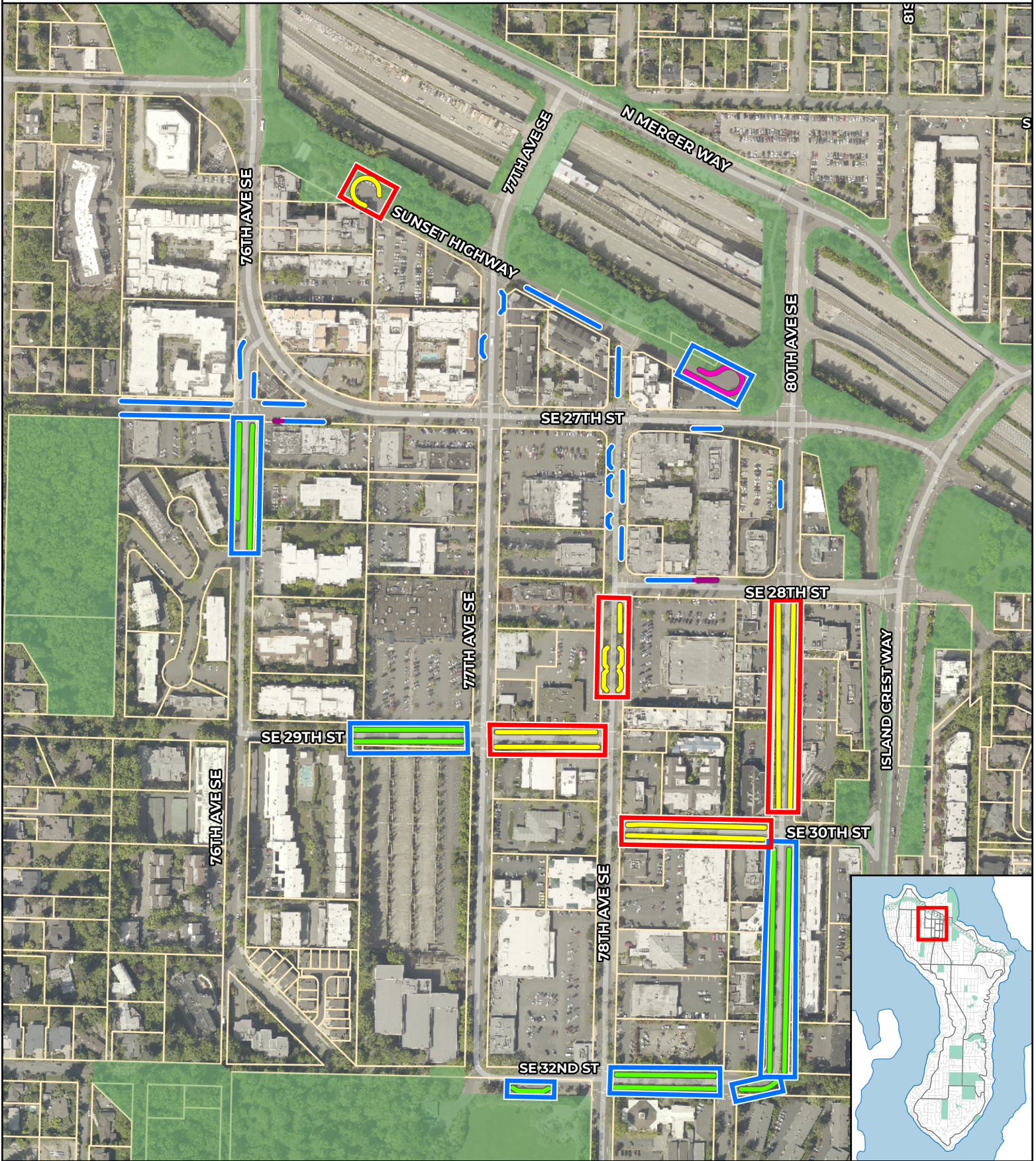
Map 8 Bicycle Screen Line Count, Thursday May 9, 2024

Similarly, as shown in Map 2, the weekend bicycle screen line count showed 1,335 bicyclists traveled through Town Center throughout the day, with most bicyclists travelling along SE 24th St and 81st Ave SE.



Map 9 Bicycle Screen Line Count, Saturday May 11, 2024

PROPOSED PARKING REGULATIONS Item 14.



EXISTING 2-HR LIMIT

375 PROPOSED 2-HR LIMIT

PERMIT (7AM - 9AM)

PROPOSED 2-HOUR PARKING OR EXTENDED BY PERMIT

4-HOUR LIMIT

ON-STREET LOADING

UNRESTRICTED



TownCenterParking.aprx
2-TCProposedParkingRegulations
Map Date: 7/9/2024 | Aerial Photo: Spring 2019

Parking Payment Services

Overview

The Town Center Parking Plan was adopted by the Mercer Island City Council in November 2023. Recommendation 1F of the Plan suggests considering paid parking in Town Center and deploying technology to create easier use and enforcement. Technology systems, like shared pay stations and app-based payment, provide flexibility in assigning the geography, time, and fees for paid parking. Moreover, using technology-based payment can aid enforcement of parking time limits. This briefing explores three options for parking payment systems – PaybyPhone, ParkMobile, and Flowbird – that would achieve the stated goals.

Many cities in the area manage their on-street parking supply by using mobile payment apps. Both Seattle and Kirkland use PaybyPhone for their mobile payment service. Diamond Parking, a prominent regional parking management company, uses ParkMobile. However, some of Mercer Island’s immediate neighbors, including the City of Bellevue, do not utilize a mobile parking payment service opting instead for free time-limited, on-street parking.

PaybyPhone Mobile App

PaybyPhone (PBP) is a mobile parking app that is currently used by the cities of Kirkland, Bellingham, Olympia, and Seattle. PBP provides mobile payment service for the parking facility (60 parking spaces) at the Mercer Island Boat Ramp. All required signage is provided by PBP. Customers are charged a \$0.35 transaction fee to use the mobile parking app; this fee is embedded into the cost of parking. The City maintains a \$250 monthly minimum for transaction fees, meaning the City is responsible for covering the difference between the monthly minimum and the Transaction Fees. The current PBP contract expires after December 31, 2026.

Amending the current contract to include the 250 on-street parking spaces in Town Center would require updating the signage for these spaces. Under the current contract, PBP would cover the cost of the signage required to use their app. Moreover, if the City elects to waive the parking fee for the first two hours, or not charge a fee at all, the parking rate would be set to \$0. The transaction fee (\$0.35 per transaction) would be assumed by the City. In other words, the City would be billed \$0.35 for each parking event that occurred in Town Center; PBP would generate reports to bill the City accordingly. As such, the \$250 monthly minimum would continue to apply; however, the minimum would include the transaction fees for both the boat launch and Town Center areas.

Additional costs for PBP could include a one-time \$1,000 fee to integrate the parking software with the City’s enforcement software and a one-time \$500 fee to create new merchant account to begin accepting payment for parking.

Should the City initiate a new contract with PBP in 2027, current stipulations would be open for negotiation and contract details would need to be finalized with the vendor.

Park Mobile App

ParkMobile is a parking management company that offers a mobile parking payment system. ParkMobile is used by various organizations in Washington, including the cities of Spokane, Marysville, Bremerton, and Port Townsend. ParkMobile has a large presence in King County through Diamond Parking, however there are no municipalities in King County that use this vendor. On Mercer Island, the Island Square garage uses the Park Mobile app for parking registration. ParkMobile provides a variety of payment options including:

- ParkMobile App: A mobile parking app for iOS and Android devices.

- Pay By Web: Web-based payment for people who do not want to download the app.
- Guest Checkout: Allows users to purchase parking without creating an account.
- Pay by Text: When the user parks in a ParkMobile zone, they can text the keyword "Park" to 77223 to receive a short link via SMS to start their session. ParkMobile does not charge for text notifications.
- Interactive Voice Recording (IVR): Drivers who don't own a smartphone can pay for parking by calling a toll-free IVR number and making a payment over the phone.
- Flexible Payment Methods: In addition to all major credit and debit cards, the ParkMobile system can accept prepaid cards, Google Pay, Apple Pay, PayPal, and its own ParkMobile Wallet. This ensures that there are payment options for underbanked users.

Startup costs for using ParkMobile are minimal. ParkMobile is unique in that should the City pursue a 'two-hours free with registration' model, ParkMobile would charge a monthly subscription fee rather than transaction fees. The subscription fee would be around \$500 per month, or \$6,000 per year. Should the City implement paid parking, ParkMobile would charge a \$0.45 transaction fee that would be paid by the user.

Should the City enter into a contract with ParkMobile, the time to launch is typically 60 days. ParkMobile includes the following services at no cost:

- Signage and decal stickers for the initial rollout
- Setup and implementation
- Call center, customer support, hosting, and maintenance
- Social media, PR, standard marketing, and advertising for program launch
- Integrations with meter, enforcement, and LPR vendors

Finally, in the contract, ParkMobile can add a "termination for convenience." This clause would require 60 days' notice to go into effective and would allow the City to end the contract at any time.

Flowbird Pay Stations

Flowbird is a parking management company that offers a multi-function app platform and parking pay stations. Flowbird is used by various organizations in Washington, including the cities of Kirkland, Leavenworth, and Tacoma, as well as the Washington State Parks system. Flowbird charges a \$0.35 fee per transaction for any transactions that occur using the app, text option, and pay station. The City would absorb this fee should it implement a free two-hour parking with registration system. However, if the City implements paid parking, this fee could be paid by the user.

Flowbird offers multi-space pay stations for motorists to register their vehicle. The pay stations can be configured to pay by plate, pay by space, or pay and display. The pay stations can be configured to accept cash, coins, credit/debit cards, and non-contact payments like Apple Pay or Google Pay. The pay stations function using 4G LTE wireless communications and data is uploaded to the Flowbird software system and/or enforcement software integration.

The two options for registering at a kiosk are pay-and-display and pay-by-plate. The pay-and-display method requires the motorist to print a receipt of their registration and display on the dash of their vehicle. Parking Enforcement Officers would need to manually check each vehicle for a parking registration under this system. Automatic License Plate Readers (ALPRs) would not be functional under this method. The pay-by-plate method requires the motorist to input the license plate number into the kiosk. This method would require an additional integration with the City's existing parking enforcement system and would function with ALPRs.

Moreover, the City would need to establish the maximum range a person would have to walk to register for parking to determine how many kiosks are needed in Town Center. However, it is likely that a kiosk would need to be visible from each parking space for the Parking Enforcement Officer to fairly enforce parking. Placement of the pay stations is largely determined by block length; however, it is recommended that each block have 1-2 pay stations. Pay stations need to be mounted on a level concrete surface. Flowbird can usually mount pay station onto sidewalks. The pay stations are equipped with solar panels and do not require an electrical attachment.

The cost for the pay stations ranges from \$7,000 for the base model to \$11,000 for models with additional features (cash/coin acceptance, ticket printer, etc.). There is a \$55 fee per month per pay station for online reporting and cell service. Maintenance requirements vary depending on the capabilities but could include cash/coin collection, debris removal, and printer and paper maintenance (pay and display only).

Mobile Parking Payment Services Comparison

Table 1 provides a comparison of the mobile parking payment services as described earlier.

Table 1: Mobile Parking Payment Services Comparison			
	PaybyPhone	ParkMobile	Flowbird
Transaction Fee/ Subscription Fee	\$0.35 per transaction \$250 monthly minimum	\$500 monthly subscription fee OR \$0.45 per transaction	\$0.35 per transaction
Integration Fee	One-time \$1,000	No cost	No cost
Signage Costs	Included under current contract. Would vary under new contract.	No cost	Decals provided. City would cover costs of posts and metal signage.
Kiosk Cost	-	-	\$7,000-\$11,000 per kiosk; \$55/month/kiosk
Regional Use	Bellingham, Olympia, Redmond, Seattle	Spokane, Bremerton, Port Townsend	Kirkland, Leavenworth, Tacoma
Services Provided			
Mobile App	Yes	Yes	Yes
Kiosks/Pay Stations	No	No	Yes
Pay by Web	Yes	Yes	Yes
Pay by Text	No	Yes	Yes
Interactive Voice Recording (Phone)	Yes	Yes	No



Town Center Parking Regulations (AB 6514)

July 16, 2024



Agenda

- Background
- Parking Counts
- Implementation Actions
- Next Steps
- Questions

Background

- The Town Center Parking Plan was adopted by the City Council in November 2023.
- The Plan strives to activate Town Center by making parking more functionally available, accessible for different users, and supportive of other options for non-driving travel, like walking and biking, to and around Town Center.

Implementation Actions

This presentation will explore the following implementation actions for the Town Center Parking Plan:

- Increasing the parking citation fee from \$20.00 to \$54.00,
- Adding language to the Mercer Island Municipal Code to specify the distance a vehicle must move to be considered reparked,
- Standardizing the time limit in Town Center to two hours,
- Implementing an on-street parking system that would facilitate two hours free parking with option for time extension with payment, and
- Sunsetting the Town Center Commuter Parking Permit program.

2024 Parking Counts

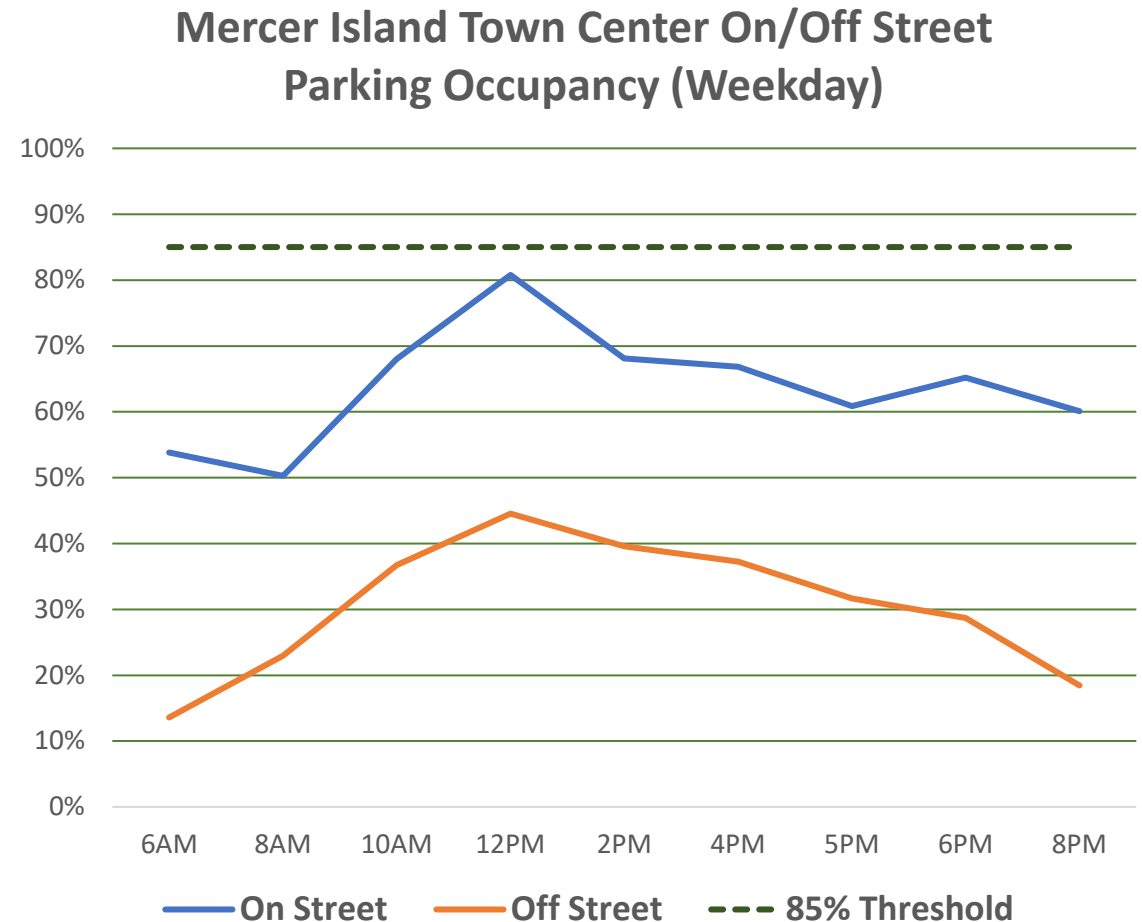


2024 Parking Counts

- The Town Center parking inventory has nearly 2,750 parking spaces, including nearly 2,500 off-street parking spaces and 250 on-street parking spaces.
- Parking Counts were conducted in Town Center and surrounding areas on Thursday, May 9 and Saturday, May 11, 2024.
- The Parking Counts were conducted using both in-person observation and cameras.

2024 Parking Counts

- Peak parking demand for the study area occurred on Thursday, May 9, 2024, at 12pm.
 - On street: 81% occupancy
 - Off-street: 45% occupancy
 - Park & Ride: 69% occupancy
- During the weekend count, occupancy peaked at 76% system-wide at 12pm.





Implementation Actions



Implementation Actions

This agenda item is discussion only and no formal action is requested from City Council. Staff will incorporate feedback and return to the City Council for final approval before implementation.

Community Outreach

All implementation actions will have a comprehensive communications campaign, that includes:

- Updates on Let's Talk,
- Outreach to the business community and the Chamber of Commerce,
- Social media posts,
- Communications in the MI Weekly, and
- Promotion in the MI Reporter.

Parking Citation Fee

- The current fee for parking citations is \$20.00.
- An increase in the citation fee could improve compliance and parking turnover rates.
- Staff recommends the citation fee for parking infractions be increased to \$54.00.
- This rate was chosen to create parity between the City of Mercer Island and its neighboring jurisdictions.

Distance a Vehicle Must Move to Repark

- Three police vehicles are equipped with Automatic License Plate Reading (ALPR) cameras that track parking duration.
- Because MICC does not specify how far a vehicle must move to be legally reparked, and the ALPR location-detection capabilities are accurate to ~30 feet, ALPRs do not fully function for parking enforcement.
- Police Support Officer must manually chalk tires to issue parking citations.



Distance a Vehicle Must Move to Repark

- Staff recommend adding language to the MICC requiring a vehicle to move to a different block to be considered reparked.
- A block could be defined as “the stretch of roadway between the two closest public street intersections on either end of the stretch.”

Distance a Vehicle Must Move to Repark

Adding language to MICC to specify the distance a vehicle must move would:

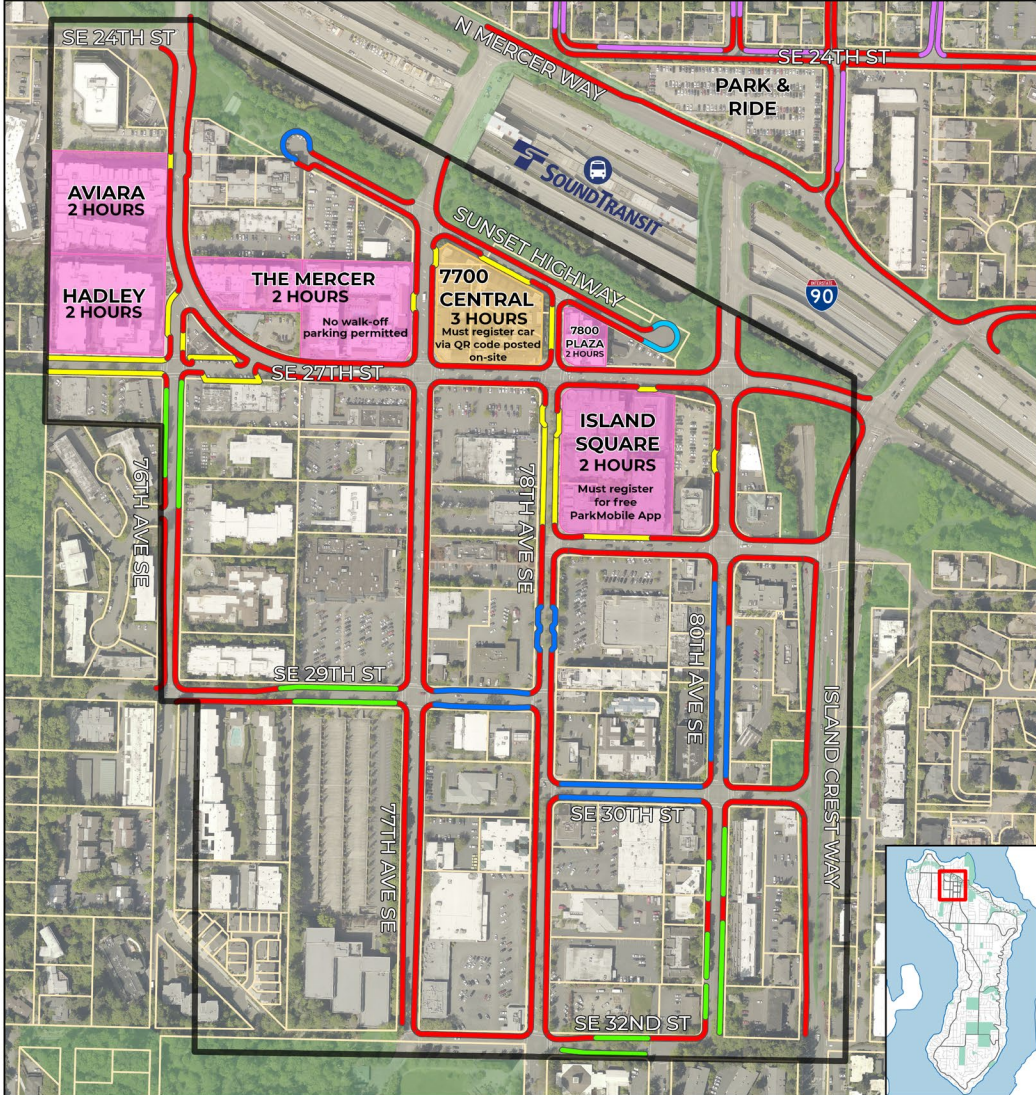
- Increase the capacity of the Police Department to enforce parking, and
- Encourage turnover in parking in Town Center, making parking more functionally available.

Staff is seeking City Council feedback on...

- **Increasing the citation fee from \$20.00 to \$54.00.**
- **Adding language to the MICC that would specify the distance a vehicle must move, and the distance required to do so.**

FREE PUBLIC PARKING MERCER ISLAND TOWN CENTER

This map is intended as a guide only and does not guarantee parking availability, time limits, or enforcement rules. Please check the signage when parking in Town Center.



STREET PARKING:
Red line: 2-HOUR LIMIT
Yellow line: 4-HOUR LIMIT
Blue line: 4-HOUR LIMIT

GARAGE PARKING:
Pink box: 2-HOUR LIMIT
Orange box: 3-HOUR LIMIT

STREET PARKING:
Green line: UNRESTRICTED
Blue line: PERMIT PARKING M-F, 7 AM - 9 AM
Blue line: OTHERWISE UNRESTRICTED

GARAGE PARKING:
Black outline: TOWN CENTER BOUNDARY

Map & Layout:
City of Mercer Island logo
TownCenterParking.aprx
Map & Layout: TC FREE PUBLIC PARKING
Dwg: 6/13/2024

Disclaimer: No warranties of any sort, including accuracy, fitness or merchantability accompany this map. Aerial photo: 2019

Time Limit Standardization

- On-street parking is regulated through a mix of two-hour, four-hour, unrestricted, ADA, loading, permit, thirty-minute and three-minute zones.

Time Limit Standardization

- Implementing this recommendation would require updating current signage and installing new signage.
- The cost for the signage would be around \$5,000 for the placards, posts, and bindings.



Time Limit Standardization

- Currently, the City does not have standardized applicable hours in the MICC.
- Applicable hours for parking restrictions would need to be established.
- Staff explored two options for applicable hours:
 - 8:00am-5:00pm Monday through Friday to accommodate a workday schedule.
 - 8:00am-8:00pm Monday through Saturday to promote evening activities.

Parking Registration / Payment System

Staff explored the implementation of a registration/payment system where motorists could either:

- Register their vehicle, using a mobile app or a kiosk, for two hours of free parking, OR
- Receive two hours of free parking with the option for time extension with payment.

Parking Registration / Payment System

- Implementing a registration/payment system could require:
 - The use of a mobile parking payment service;
 - A second registration system that does not require the use of a mobile device or credit card; and
 - An integration with the City's existing parking enforcement software.
- This registration system would apply to the 250 on-street parking spaces in Town Center.

Mobile Parking Payment Services Comparison

Item 14.

	PaybyPhone	ParkMobile	Flowbird
Transaction Fee/Subscription Fee	\$0.35 per transaction \$250 monthly minimum	\$500 monthly subscription fee OR \$0.45 per transaction	\$0.35 per transaction
Integration Fee	One-time \$1,000 fee	No cost	No cost
Signage Costs	Included under current contract. Would vary under new contract.	No cost	Decals provided. City would cover costs of posts and metal signage.
Kiosk Cost	-	-	\$7,000-\$11,000 per kiosk; \$55/month/kiosk

Services Provided

Mobile App	Yes	Yes	Yes
Kiosks/Pay Stations	No	No	Yes
Pay by Web	Yes	Yes	Yes
Pay by Text	No	Yes	Yes
Interactive Voice Recording (Phone)	Yes	Yes	No

Town Center Commuter Parking Permit

- Created in 2001 to provide an alternative to the Park & Ride for Island residents.
- Permit holders may park in designated spaces from 7:00am-9:00am on weekdays.
- Permits cost \$5 per year and are available to all Island residents, as well as a limited number of businesses grandfathered into the program.

Permit Numbers	
2022	337 permits
2023	233 permits
2024 (as of June)	131 permits

Town Center Commuter Parking Permit

- The Town Center Commuter Parking Permit Program is underutilized.
 - During the 8:00am weekday parking count, only 7% of vehicles parked in the permit area had valid permits.
- Staff recommend sunseting the Town Center Commuter Parking Permit Program.
- Sunseting the program would preserve valuable on-street parking for Town Center customers and visitors, create consistency in parking restrictions, and better facilitate future changes.



Staff is seeking City Council feedback on...

- **Standardizing the time limits in Town Center to two hours and the applicable hours for parking restrictions.**
- **Implementing an on-street parking system that would facilitate two hours free parking with option for time extension with payment.**
- **Sunsetting the Town Center Commuter Parking Permit Program.**



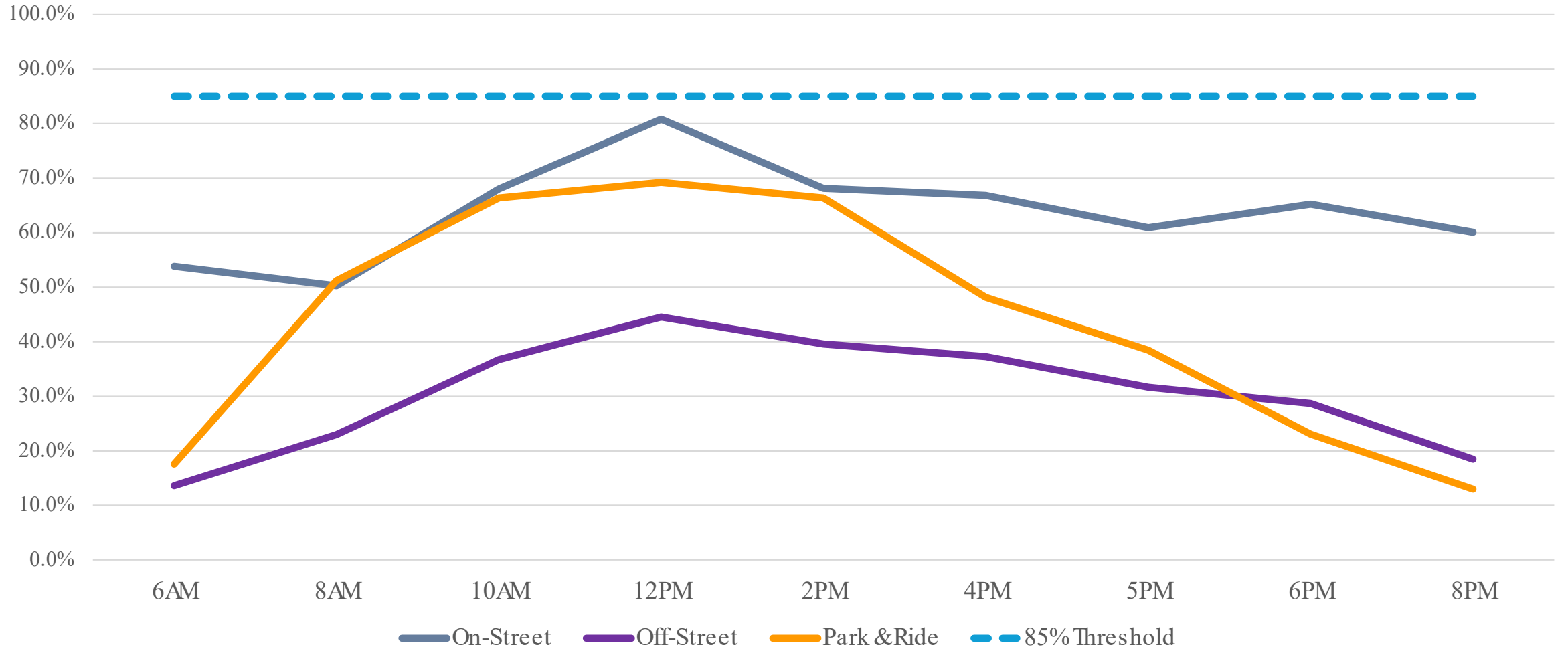
Appendix



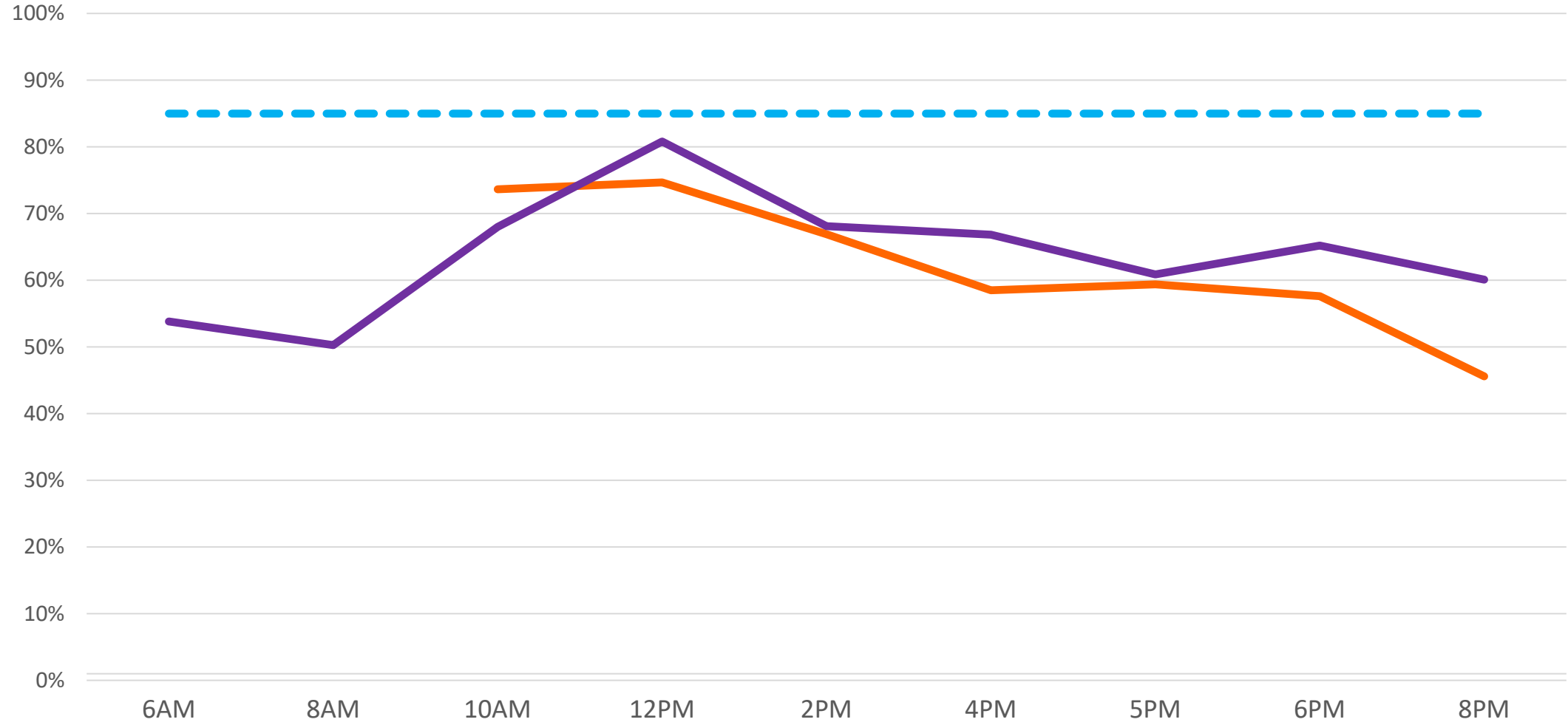
Staff is seeking City Council feedback on...

- Increasing the parking citation fee from \$20.00 to \$54.00;
- Adding language to MICC that would specify the distance a vehicle must move to extend the vehicle's parking time beyond the time limits established, and that distance required to do so;
- Standardizing the time limits in Town Center to two hours and the applicable hours for parking restrictions;
- Implementing an on-street parking system that would facilitate two hours free parking with option for time extension with payment, and
- Sunsetting the Town Center Commuter Parking Program.

Mercer Island Town Center Weekday Parking Occupancy

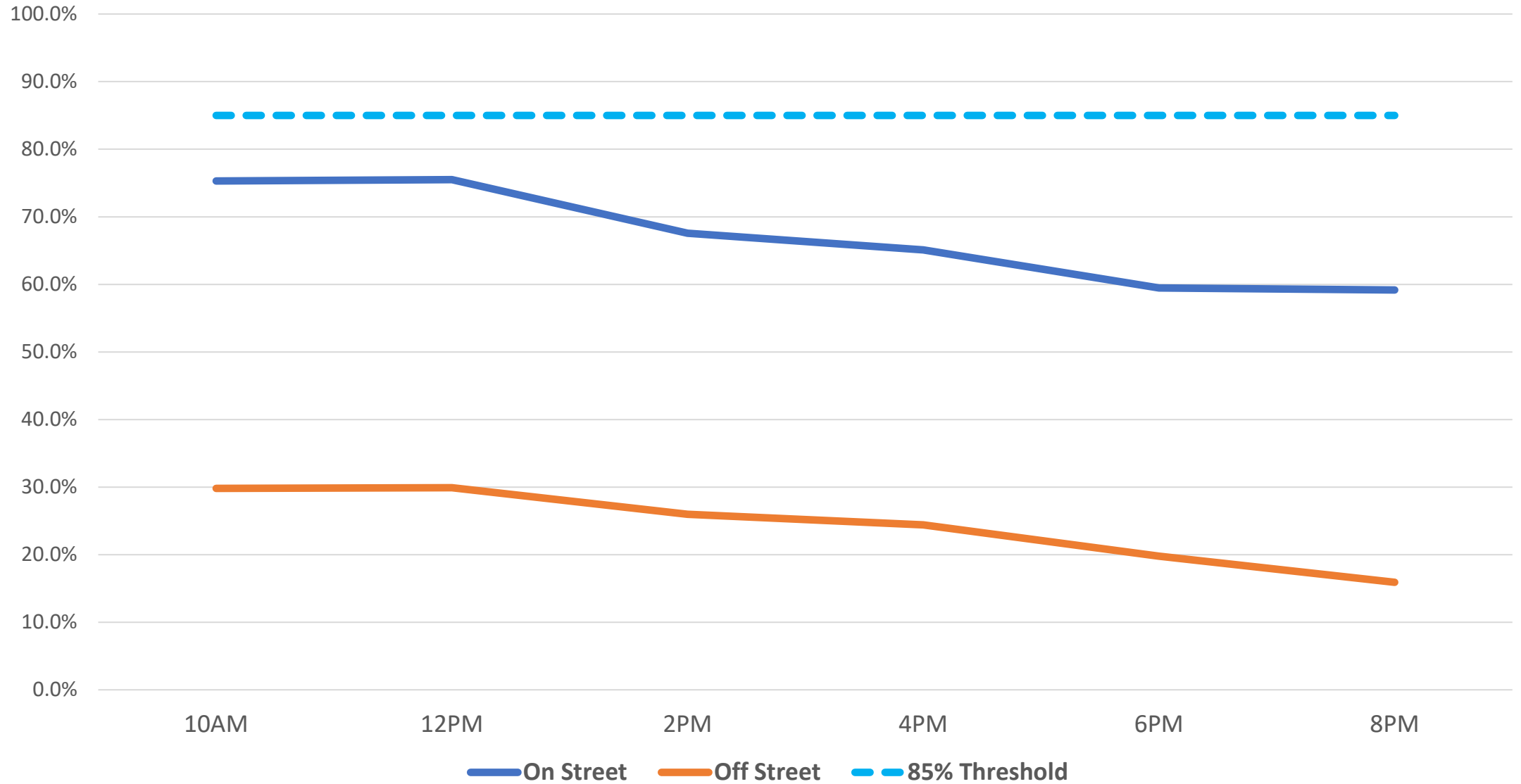


Comparison of 2023 & 2024 On-Street Parking (Weekday)

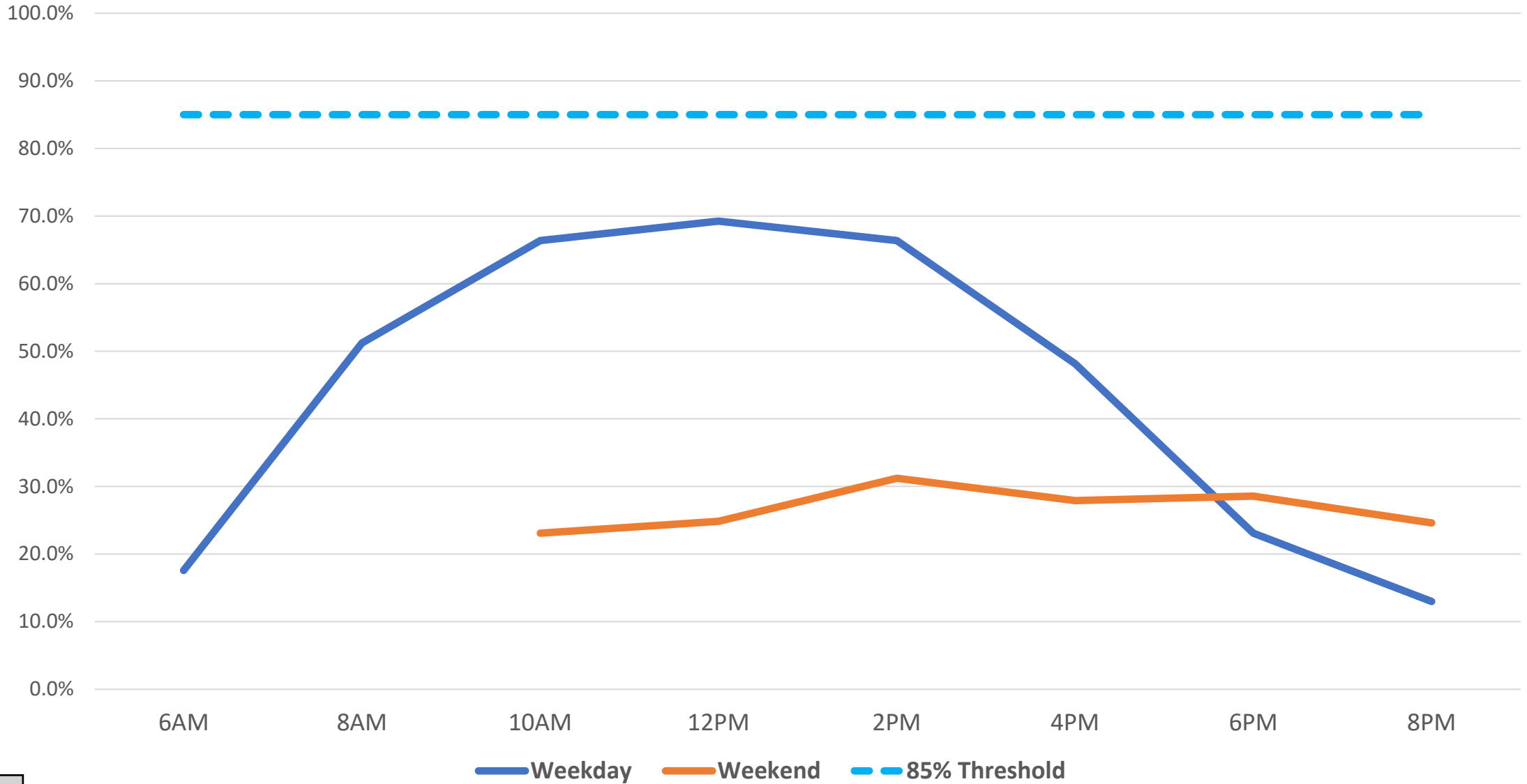


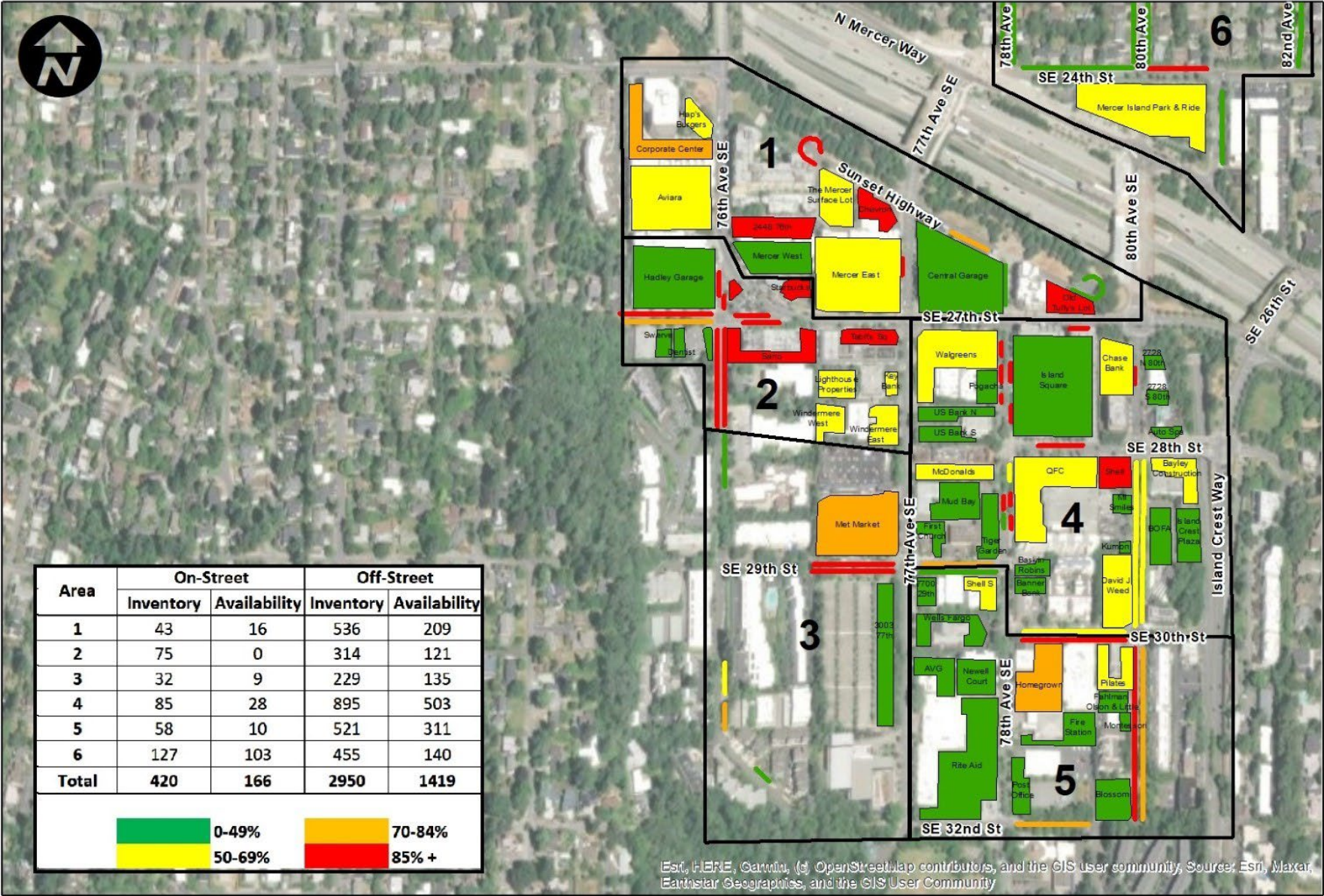
— 2023 On-Street — 2024 On-Street - - - 85% Threshold

Mercer Island On/Off Street Parking Occupancy (Weekend/Town Center Only)



Mercer Island Park and Ride Occupancy May 2024





Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Weekday Peak Hour Parking Utilization - 12PM
 City of Mercer Island Downtown Parking
 May 9th, 2024





2024 PLANNING SCHEDULE

Item 15.

Please email the City Manager & City Clerk when an agenda item is added, moved, or removed.

Items are not listed in any particular order. Agenda items & meeting dates are subject to change.

AUGUST 6, 2024					
Canceled					

AUGUST 20, 2024					
Canceled					

SEPTEMBER 3, 2024		DD	FN	CA	Clerk	CM
ABSENCES:		8/23	8/26	8/26	8/27	8/27
ITEM TYPE TIME TOPIC					STAFF	
STUDY SESSION						
60	AB xxxx: 2024 Comprehensive Plan Periodic Update – Presentation of City Council Amended Draft				Jeff Thomas/Adam Zack	
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: July 12, 2024 Payroll Certification				Ali Spietz/Nicole Vannatter	
--	AB xxxx: July 26, 2024 Payroll Certification				Ali Spietz/Nicole Vannatter	
--	AB xxxx: August 9, 2024 Payroll Certification				Ali Spietz/Nicole Vannatter	
--	AB xxxx: August 23, 2024 Payroll Certification				Ali Spietz/Nicole Vannatter	
--	AB xxxx: National Recovery Month Proclamation No. xxx				Mayor Nice/Derek Franklin	
--	AB xxxx: National Preparedness Month Proclamation No. xxx				Mayor Nice/Amanda Keverkamp	
--	AB xxxx: No Islander Goes Hungry Day, Proclamation No. xxxx				Mayor Nice/Derek Franklin	
--	AB xxxx: 2024 Water System Improvements Bid Award				Jason Kintner/Clint Morris/George Fletcher	
REGULAR BUSINESS						
45	AB xxxx: YFS Community Needs Assessment and 2023 WA Healthy Youth Survey				Ali Spietz/Derek Franklin/Michelle Ritter	
20	AB xxxx: First Reading of a Bond Ordinance for the Water Utility (Ord. No. 24-09)				Jason Kintner/Matt Mornick/Deanna Gregory/Justin Monwai	
30	AB xxxx: AMI Data Collector Authorization				Jason Kintner/Alaine Sommargren	
45	AB xxxx: Long-Term Water Transmission Line Alternatives				Jason Kintner/Alaine Sommargren	
EXECUTIVE SESSION						

SEPTEMBER 17, 2024		DD	FN	CA	Clerk	
ABSENCES:		9/6	9/9	9/9	9/10	9/10
ITEM TYPE TIME TOPIC					STAFF	
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: September 6, 2024 Payroll Certification				Ali Spietz/Nicole Vannatter	
--	AB xxxx: Peace Day on Mercer Island, Proclamation No. xxxx				Mayor Nice/Andrea Larson	
--	AB: xxxx: ARCH 2025 Work Program and Budget Approval				Jeff Thomas/Alison Van Gorp	
--	AB xxxx: Second Reading of a Bond Ordinance for the Water Utility (Ord. No. 24-09)				Jason Kintner/Matt Mornick/Deanna Gregory/Justin Monwai	
--	AB xxxx: 2024 Work Plan Update				Jessi Bon/Casey Thompson	
REGULAR BUSINESS						
60	AB xxxx: First Reading of Ord. No. 24C-xx for the 2024 Comprehensive Plan Periodic Update				Jeff Thomas/Adam Zack	
30	AB xxxx: Second Quarter 2024 Financial Status Update and Preliminary 2025-2026 General Fund Revenue Forecast.				Matt Mornick/ Ben Schumacher	
	AB xxxx: Sustainability Work Program Update				Jason Kintner/Alaine Sommargren/Alanna DeRogatis	
EXECUTIVE SESSION						

OCTOBER 1, 2024		DD	FN	CA	Clerk	CM
ABSENCES:		9/20	9/23	9/23	9/24	9/24
ITEM TYPE TIME TOPIC					STAFF	
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: September 20, 2024 Payroll Certification				Ali Spietz/Nicole Vannatter	
--	AB xxxx: Domestic Violence Action Month Proclamation No. xxx				Mayor Nice/Derek Franklin	
--	AB xxxx: Arbor Day, Proclamation No. xxx				Mayor Nice/Andrew Prince	
--	AB xxxx: Second Reading of Ord. No. 24C-xx for the 2024 Comprehensive Plan Periodic Update				Jeff Thomas/Adam Zack	

REGULAR BUSINESS		
15	AB xxxx: Receive the 2025-2026 Preliminary Budget	Matt Mornick
EXECUTIVE SESSION		

OCTOBER 15, 2024		DD	FN	CA	Clerk	CM
ABSENCES:		10/4	10/7	10/7	10/8	10/8
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
30	AB xxxx: Review Comprehensive Emergency Management Plan (CEMP)			Amanda Keverkamp		
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: October 4, 2024 Payroll Certification			Ali Spietz/Nicole Vannatter		
--	AB xxxx: Lincoln Landing Watercourse Improvements Project Closeout			Jason Kintner/Clint Morris/Paul West		
	AB xxxx: Luther Burbank Park South Shoreline Restoration Project Closeout			Jason Kintner/Clint Morris/Paul West		
REGULAR BUSINESS						
30	AB xxxx: Public Hearing and Initial 2025-2026 Biennial Budget Workshop			Matt Mornick		
EXECUTIVE SESSION						