



CITY OF MERCER ISLAND

CITY COUNCIL REGULAR HYBRID MEETING

Tuesday, October 17, 2023 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:

Mercer Island Community & Event Center 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](#)

Registering to Speak for Appearances: Individuals wishing to speak live during Appearances (public comment period) or during the Public Hearing must register with the City Clerk at **206.275.7793** or cityclerk@mercerisland.gov before 4 PM on the day of the Council meeting.

Please reference "Appearances" or "Public Hearing" on your correspondence and state if you would like to speak either in person at the Mercer Island Community & Event Center or remotely using Zoom. If providing your comments using Zoom, staff will be prepared to permit temporary video access when you enter the live Council meeting. Please remember to activate the video option on your phone or computer, ensure your room is well lit, and kindly ensure that your background is appropriate for all audience ages. Screen sharing will not be permitted, but documents may be emailed to council@mercerisland.gov.

Each speaker will be allowed three (3) minutes to speak. A timer will be visible to online to speakers, City Council, and meeting participants. Please be advised that there is a time delay between the Zoom broadcast and the YouTube or Channel 21 broadcast.

Join by Telephone at 5:00 PM (Appearances will start sometime after 6:00 PM): To listen to the meeting via telephone, please call **253.215.8782** and enter Webinar ID **833 8507 2246** and Password **730224** if prompted.

Join by Internet at 5:00 PM (Appearances will start sometime after 6:00 PM): To watch the meeting over the internet via your computer, follow these steps:

- 1) Click this [link](#)
- 2) If the Zoom app is not installed on your computer, you will be prompted to download it.
- 3) If prompted for Webinar ID, enter **833 8507 2246**; Enter Password **730224**
- 4) The City Clerk will call on you by name or refer to your email address when it is your turn to speak. Please confirm that your audio works prior to participating.

Join in person at Mercer Island Community & Event Center at 5:00 PM (Appearances will start sometime after 6:00 PM):
8236 SE 24th Street, Mercer Island, WA 98040

Submitting Written Comments: Email written comments to the City Council at council@mercerisland.gov.

MEETING AGENDA – Amended

CALL TO ORDER & ROLL CALL, 5:00PM

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL

STUDY SESSION

1. AB 6361: Water System Reliability Action Plan Check-In with Confluence Engineering

Recommended Action: Receive report. No action necessary.

APPEARANCES

(This is the opportunity for anyone to speak to the City Council on any item. As it is election season, however, please be reminded that state law (specifically, RCW 42.17A.555) prohibits the use of City facilities for campaign-related purposes with limited exceptions. Accordingly, please do not make campaign-related comments during this time.)

SPECIAL BUSINESS

2. AB 6364: Condemning Attacks Against State of Israel, Proclamation No. 320

Recommended Action: Approve Proclamation No. 320 to condemn the attacks against the State of Israel and pledge unwavering support to the Jewish population on Mercer Island, ensuring that Mercer Island remains a place of safety, unity, and support.

CITY MANAGER REPORT

CONSENT AGENDA

3. AB 6343: October 6, 2023 Payroll Certification

Recommended Action: Approve the October 6, 2023 Payroll Certification in the amount of \$1,009,134.92 and authorize the Mayor to sign the certification on behalf of the entire City Council.

4. Certification of Claims:

A. Check Register | 217331-217420 | 9/29/2023 | \$526,543.77

B. Check Register | 217421-217464 | 10/6/2023 | \$1,601,675.27

C. EFT Payments | August 2023 | \$3,043,579.89

D. EFT Payments | September 2023 | \$2,767,754.92

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.

5. City Council Meeting Minutes of October 3, 2023 Regular Hybrid Meeting.

Recommended Action: Approve the minutes of the October 3, 2023 Regular Hybrid Meeting.

6. AB 6352: Luther Burbank Park Aquatic Lands Lease

Recommended Action: Authorize the City Manager to execute the Washington State Department of Natural Resources Aquatic Lands Lease 20-B09917 for Luther Burbank Park, substantially in the form as set forth in Exhibit 2, and any future technical non-substantive amendments required to administer the lease.

PUBLIC HEARING

7. AB 6350: Stormwater Management Program Amendments (Ord. No. 23C-14 First Reading)

Recommended Action: Move to set Ordinance No. 123C-14 for second reading and adoption at the November 7, 2023, City Council meeting.

REGULAR BUSINESS

8. AB 6355: Ratification of King County Ordinance No. 19660 – an Amendment to the 2021 King County Countywide Planning Policies (CPPs)

Recommended Action: Approve Resolution No. 1651 ratifying amendments to the King County Countywide Planning Policies.

9. ~~AB 6354: King County Solid Waste Rate Restructure~~ – Rescheduled to November 7, 2023

10. AB 6357: 2023-2024 Mid-Biennial Budget Revenue Forecast – Revised 10/16/2023

Recommended Action: Receive report. No action necessary.

11. AB 6360: Review 2024 Draft Legislative Strategy

Recommended Action: Receive report. No action necessary.

12. AB 6359: Town Center Parking Study – Review Draft Document – *Revised 10/16/2023*

Recommended Action: Receive the report on public comment for the Town Center Parking Study draft; provide final direction on revisions to the draft Study; and set adoption of the Study for November 21, 2023.

OTHER BUSINESS

13. Planning Schedule

14. Councilmember Absences & Reports

ADJOURNMENT



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6361
October 17, 2023
Study Session

AGENDA BILL INFORMATION

TITLE:	AB 6361: Water System Reliability Action Plan Check-In with Confluence Engineering	<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:	Public Works
STAFF:	Jason Kintner, Chief of Operations Alaine Sommargren, Deputy Public Works Director
COUNCIL LIAISON:	Jake Jacobson
EXHIBITS:	1. Water System Reliability Action Plan Presentation
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 provide an update on the evaluation of near and long-term actions that have been identified following the water emergency that took place during the week of April 17-21, 2023. These action items, referred to as the Water System Reliability Action Plan (Plan), include potential opportunities to build resiliency within the City's water system to reduce the risk of future similar water supply emergencies.

BACKGROUND

Seattle Public Utilities (SPU) coordinated with the City to conduct two water supply shutdowns the week of April 16, 2023, to complete the disconnection of a 30" pipeline in Mercer Slough that is no longer serviceable. The planned shutdown was unexpectedly extended by several days due to multiple valve failures, which prevented the City from refilling its reservoirs, and prompting the City to launch an emergency response and water conservation measures.

Following this event, the City retained Confluence Engineering (Confluence) to develop near and long-term actions to reduce the risk of future water supply emergencies. Their project scope includes working with City staff to identify challenges and potential opportunities (including future capital projects), develop high priority action plans, and outline implementation steps, estimated costs, and timelines.

ISSUE/DISCUSSION

Following the event, Confluence reviewed the emergency event data, met with City staff, and reviewed resiliency activities in other jurisdictions and the water industry. Confluence has developed a preliminary list of actions to improve resiliency and is working to finalize the evaluation criteria used to assess these actions. The Utility Board was briefed on September 12, 2023 and a sub-committee of board members was formed to aid in the evaluation of these actions and the draft Action Plan.

On Tuesday night, Confluence will provide the City Council with an update and solicit early input regarding draft action items and the evaluation criteria identified to help with prioritization of this Plan.

NEXT STEPS

Utility Board Members, Public Works staff, City Leadership, and Fire staff will work to refine the evaluation criteria to develop the Action Plan. It is anticipated that the Final Plan, including implementation steps, high-level cost estimates, and timelines, will be completed in Q1 2024, with the Utility Board providing a formal recommendation to the City Council in Q2 2024. Any City Council approved action(s) will be added to the Public Works Department Work Plan and Capital Improvement Program for implementation.

RECOMMENDED ACTION

Receive report. No action necessary.



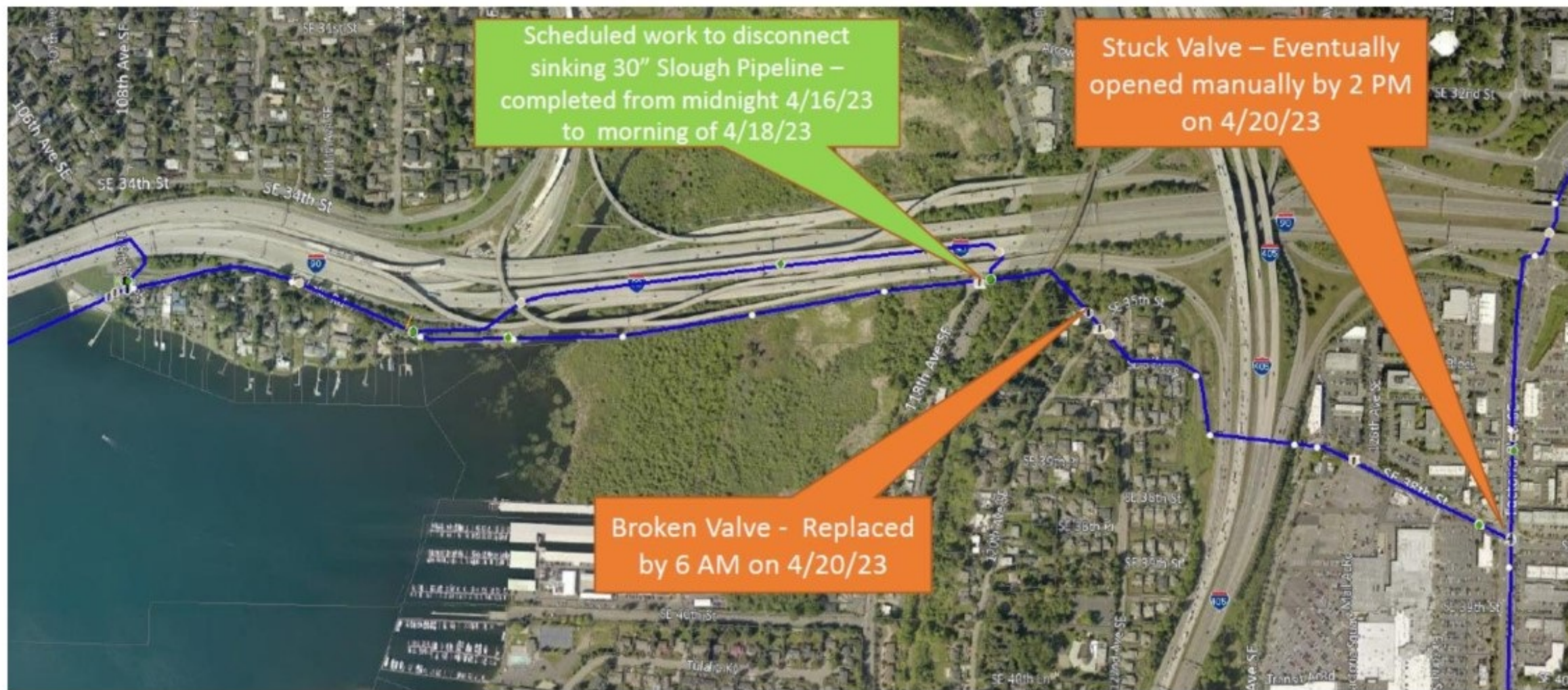
City of Mercer Island Water Supply Reliability Action Plan

October 17, 2023

Brief Review of Events that Led Us Here

Mercer Island Pipelines Subregional System - Valve Issues

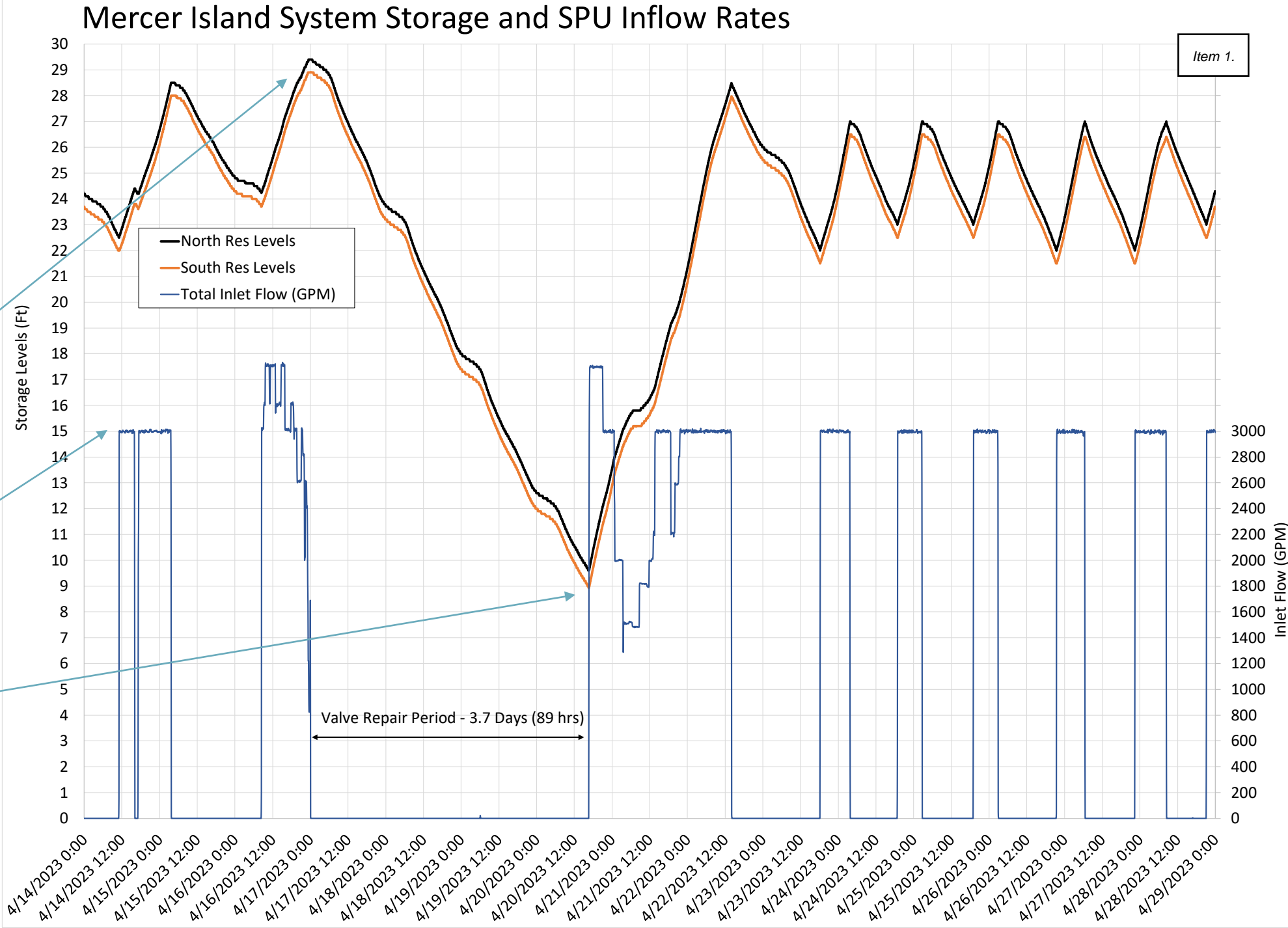
Item 1.



The Event in Data

Key Observations:

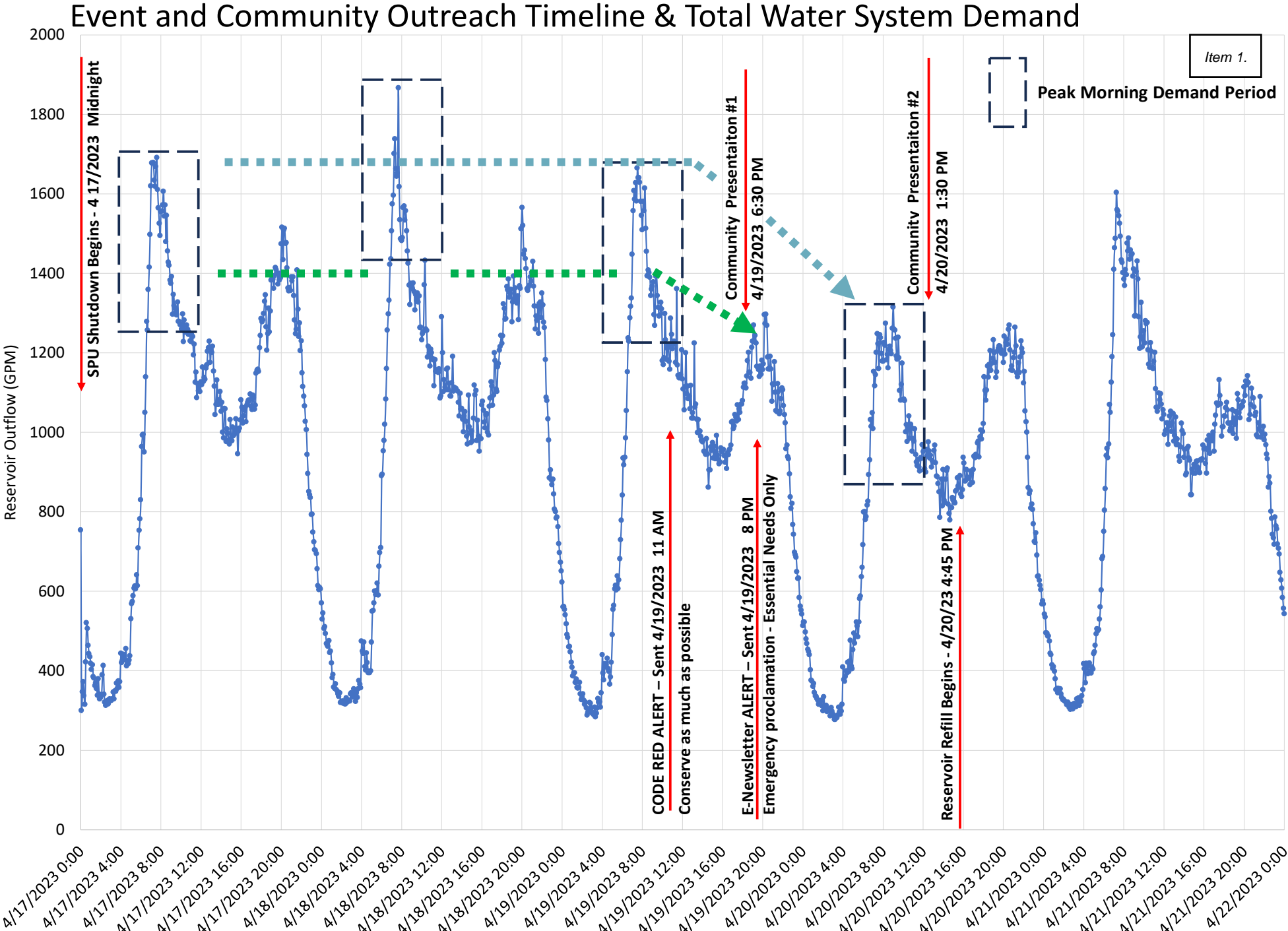
- Mercer Island made the wise decision to maximize storage in advance of the shutdown
- SPU supply operates on/off
- Restart of the SPU supply had some challenges in the first 24 hours



The Event in Data

Key Observations:

- In non-peak season, total system demands range from 300 gpm - 1800 gpm
- ~15% reduction in the evening peak on 4/19/23
- 20% reduction in morning peak demands between 4/19 and 4/20/2023 with less than one day public notice



Project Objectives

To evaluate and develop near- and long-term opportunities to improve system reliability and reduce risk of future water supply emergencies

Overview of Project Approach

Item 1.

- ✓ Data/information request and review
- ✓ Conduct interviews
 - City leadership
 - Public Works management and staff
 - Fire Department leadership
- ✓ Conduct brief review of resiliency activities by others/industry
- ✓ Develop list of potential *Actions Items* to improve resiliency
- ✓ Develop *Evaluation Criteria* to assess capabilities, benefits, barriers, trade-offs for each *Action Item*
- ✓ Begin collaboration with Utility Board
- *Apply Evaluation Criteria to Action Items*
- *Refine, prioritize, and develop draft Action Plan*
- Present draft Action Plan to Utility Board
- Present Action Plan to City Council

Action List Categories

Item 1.



INFRASTRUCTURE

Additional Pipeline
Additional Storage
Secondary Supply



PROGRAMMATIC

Enhanced Planning
O&M Evaluations
Community Engagement



PERSONNEL

Staffing
Training

Examples:

Action Items Under Consideration

Item 1.

Infrastructure	SPU Supply Infrastructure	Second/parallel SPU supply line from east
		Second/new SPU supply line from west
		Comprehensive SPU valve renewal with robust bypass capabilities
		Selective SPU supply line renewal/ hardening
		New storage (Shorewood)
	Storage Management	New storage (south end)
		Expand existing storage (if feasible)
		Capability to fill existing storage from tanker trucks
		Seismic valve strategy (both tanks/one tank only)
		In-line emergency water storage tanks
		Portable / field deployable water storage tanks - to support fire response
		Portable / field deployable water storage tanks - to be used for defined points of distribution
		Emergency tenders
	Develop/ Enhance Secondary Supplies	Expand emergency well capacity – Non-potable
		Current and/or expand emergency well - Potable
		Lake non-potable (includes improved access for firefighting water supply)
		Lake potable (treatment plant, operational capabilities)
	Incremental System Hardening - Seismic Events	Replace most seismically vulnerable Pipe (AC and Cast Iron) with ductile iron;
		Use strategic placement of Earthquake Resistant Ductile Iron Pipe (ERDIP)
		Shake-Alert System control to critical rotating (pumping) equipment
	Energy Management/ Resilience	Evaluate in-conduit hydroelectric generation (SPU fill into storage)
		Optimize Reservoir Pump Station with smaller capacity duty pumps

Action Items Under Consideration

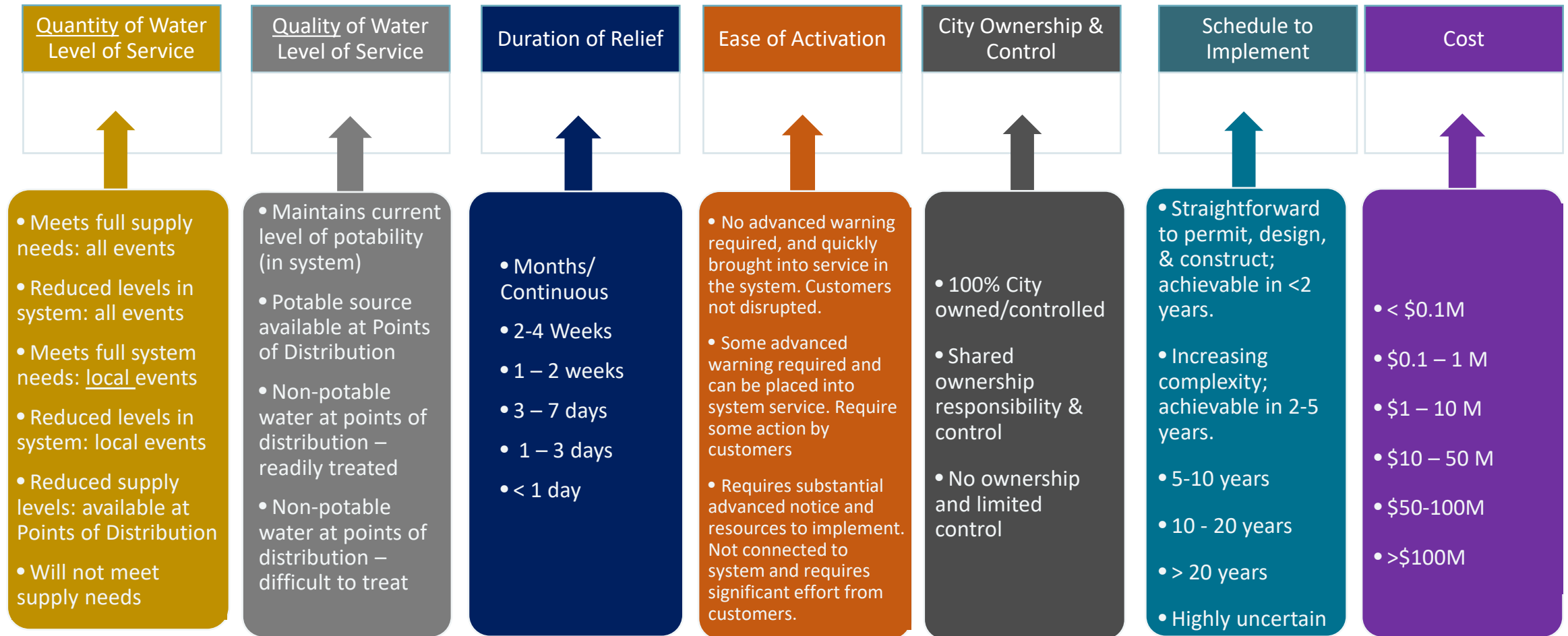
Item 1.

Programmatic	Enhance Planning	Develop Post-Event Level of Service (LOS) goals (staff and policymakers)
		Review 2004 Seismic Vulnerability Analysis for currency
		Standby power: - Refueling Evaluation & Plan (New 500 KW Genset; First Hill Genset) - Establish priority restoration of service (with PSE)
		Evaluation of regional power loss on Island, impacts to sewer lift stations, and lake water quality implications
	Supply Curtailment	Voluntary curtailment (all system)
		Mandatory curtailment (all system)
		Pre-planned geographic isolation (e.g. serve Town Center only)
	O&M Evaluations	Operational flexibility (Loss of storage, loss of pump stations, ability to bypass with SPU)
		Surge control - operation of hydrants and pumps, communications with fire department
		Assess water loss metrics
		Contingency plans for taking reservoirs/pump stations out of service
		Optimize infrastructure reliability (valve, hydrant exercise /condition assessment)
	Community Engagement/ Communications Strategy	Personal preparedness
		Scaled response (pre-defined triggers, conditions, and steps)
		Prepare "offline" webpages with information, explanations, and messaging

Personnel	Staffing	Emergency planning & community outreach
		Volunteer staffing (Emergency Well(s))
	Training	Internal cross-training
		Joint/SPU/Regional cross-training

Evaluation Criteria Categories

Item 1.



Working with Mercer Island Steering Team to develop *weighting factors* for these criteria

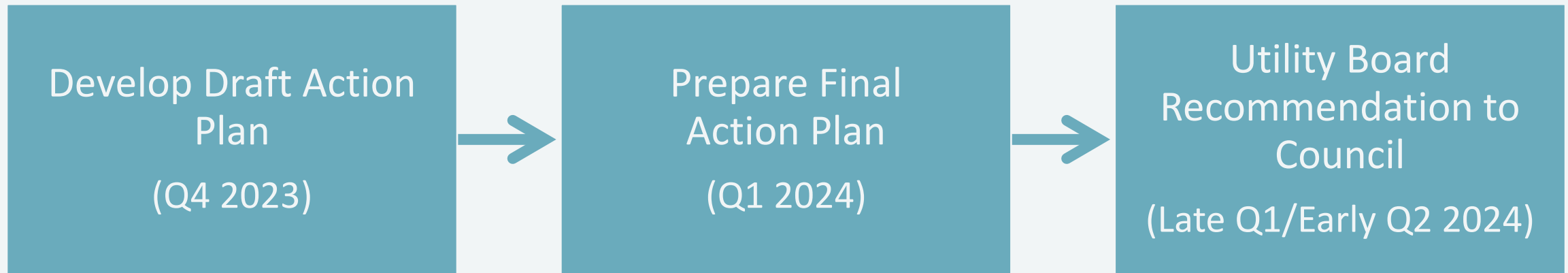
Potential Early Action Items

Will Use Phased
Approach for
Action Plan

- Enhanced Secondary Groundwater Supply
 - Conduct Feasibility Study for permanently connecting emergency well to system
 - Engage critical agencies (WDOE & WDOH)
- Enhanced Storage
- Enhanced Planning
 - Coordination with SPU re: system improvements
 - Review/update 2004 Seismic Vulnerability Analysis
 - Continue to build preparedness plans

Next Steps

Item 1.



THANK YOU



confluence ENGINEERING GROUP LLC

517 NE 92nd Street, Seattle, WA 98115 ph (206) 527-6832 fx (206) 527-3148 confluence-engineering.com



City of Mercer Island Water Supply Reliability Action Plan October 17, 2023

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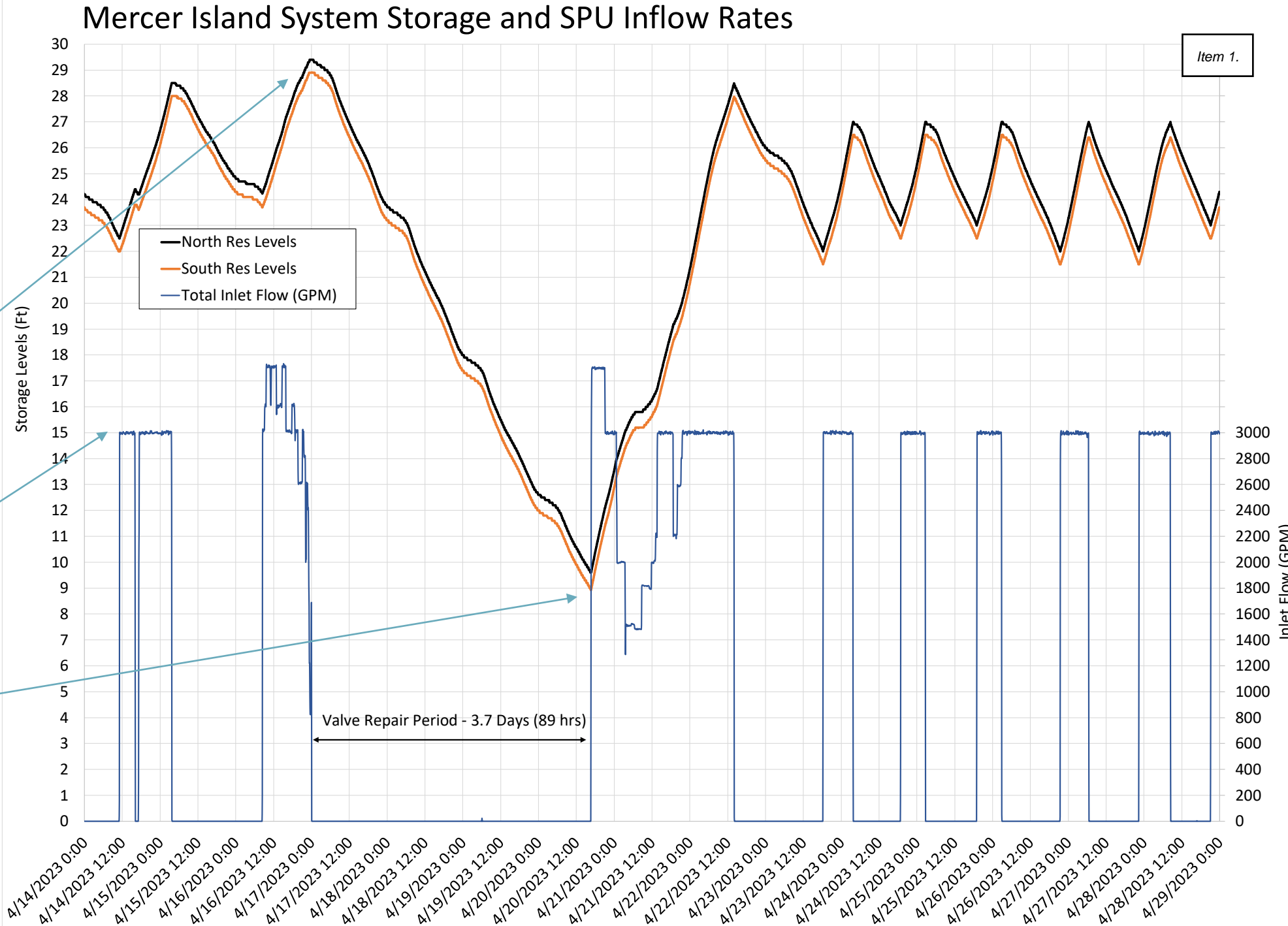
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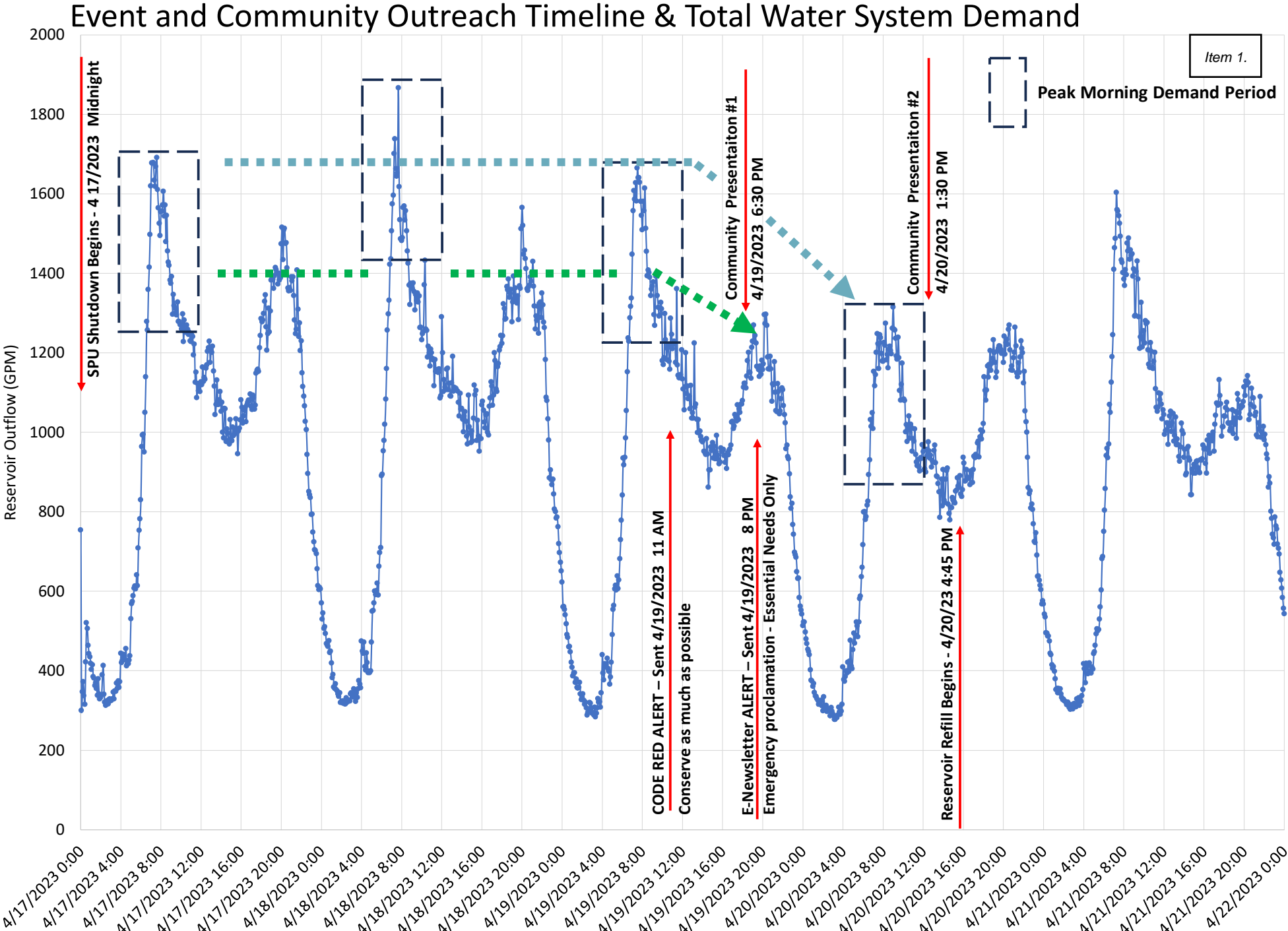
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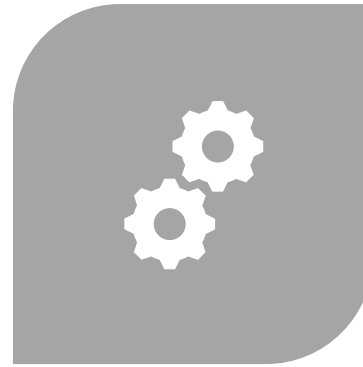
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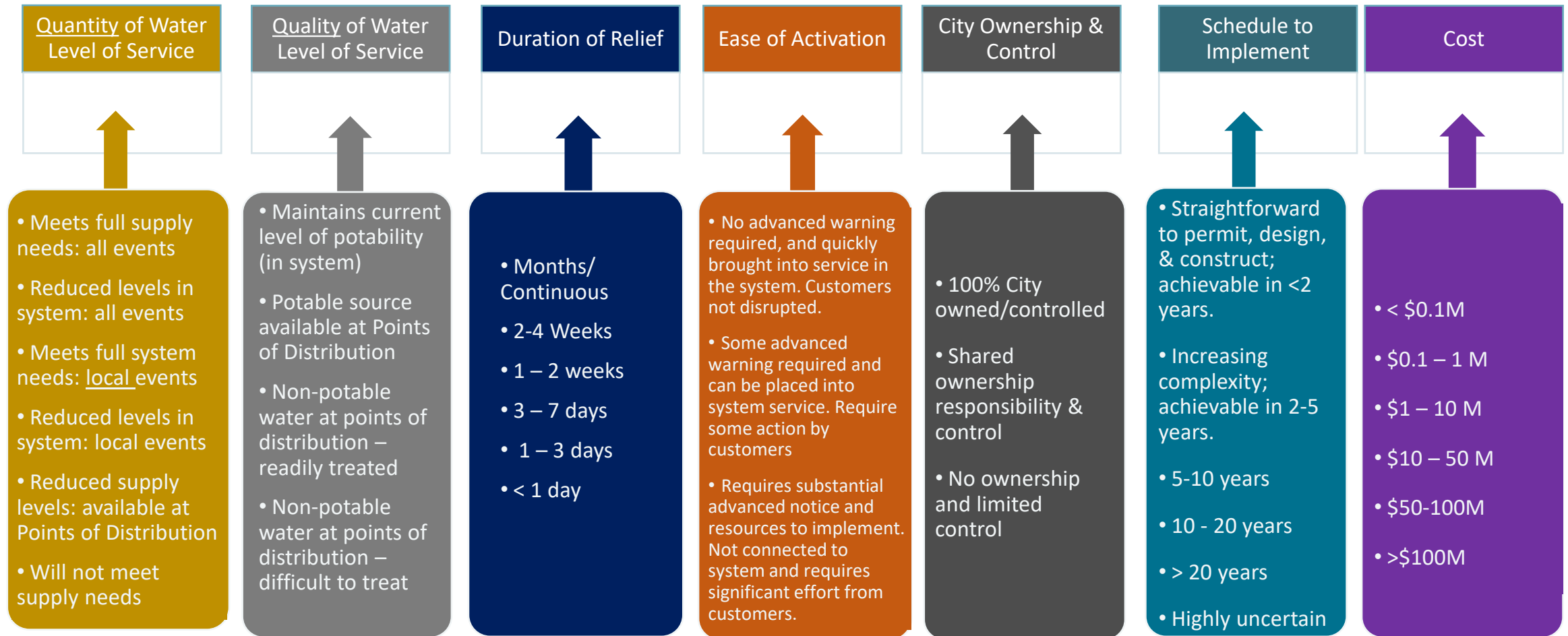
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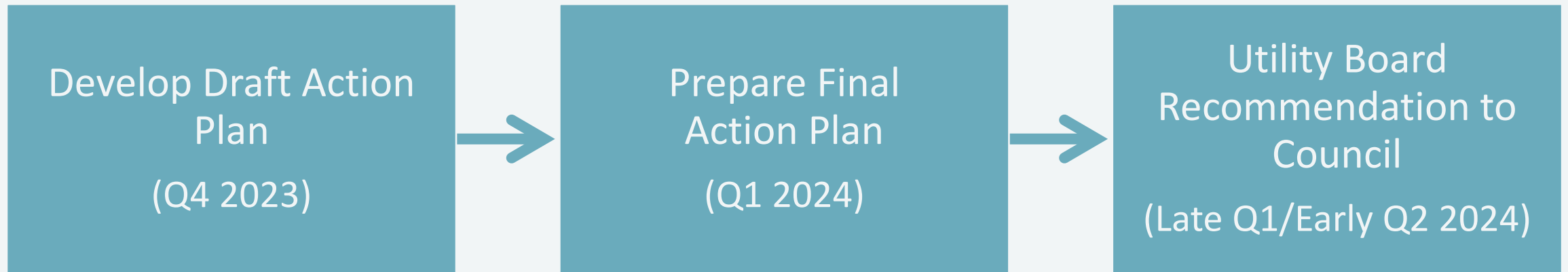
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Next Steps

Item 1.



THANK YOU



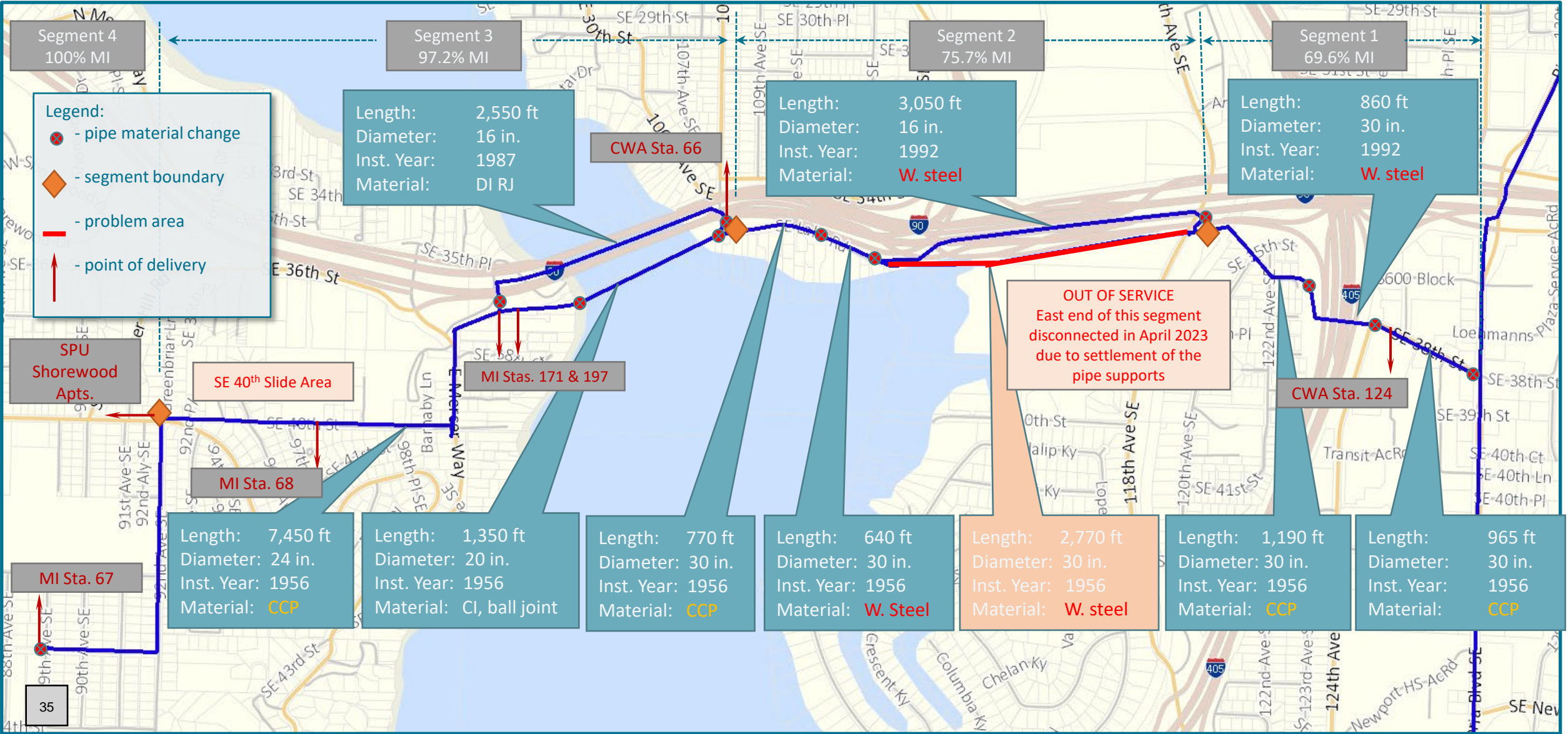
confluence ENGINEERING GROUP LLC

517 NE 92nd Street, Seattle, WA 98115 ph (206) 527-6832 fx (206) 527-3148 confluence-engineering.com

Extra slides

Mercer Island Subregional System at a Glance

Item 1.



Evaluation Criteria Categories

Item 1.

Quantity of
Water
Level of
Service

Quality of
Water
Level of
Service

Duration of
Relief

Ease of
Activation

City
Ownership
& Control

Schedule to
Implement

Cost

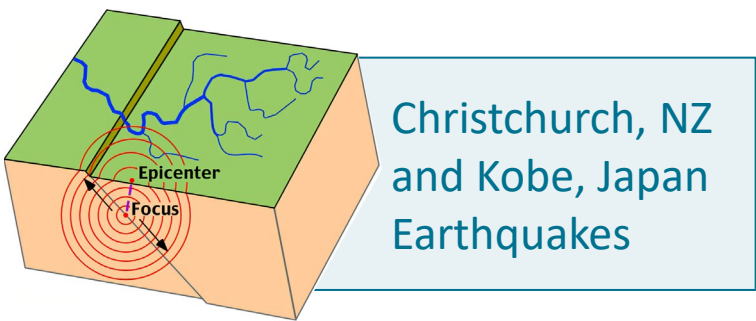
Ranking Strategy

Rank	Scale	Duration of Relief	City Ownership & Control	Cost
5	Major opportunity	Months/ Continuous	100% City owned/ controlled	< 0.1 M
4	Moderate-Major opportunity	2-4 weeks		> 0.1 M – 1 M
3	Moderate opportunity	1 – 2 weeks	Shared ownership responsibility & control	> 1 – 10 M
2	Minor-Moderate opportunity	3 – 7 days		> 10 – 50 M
1	Minor opportunity	1 – 3 days	No ownership and limited control	> 50 – 100 M
0	No opportunity	< 1 day		> 100 M

Working with Mercer
Island Steering Team
to develop
weighting factors
for these criteria

Reference Materials that Support the Action List

- Interviews
- Regional plans and goals
- Literature review ideas/goals

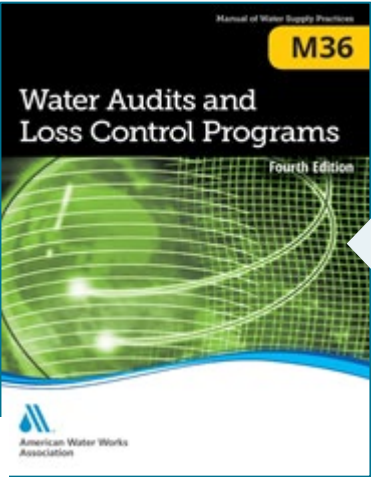


Current Annual Real Losses (CARL)

$$ILI = \frac{\text{Current Annual Real Losses (CARL)}}{\text{Unavoidable Annual Real Losses (UARL)}}$$

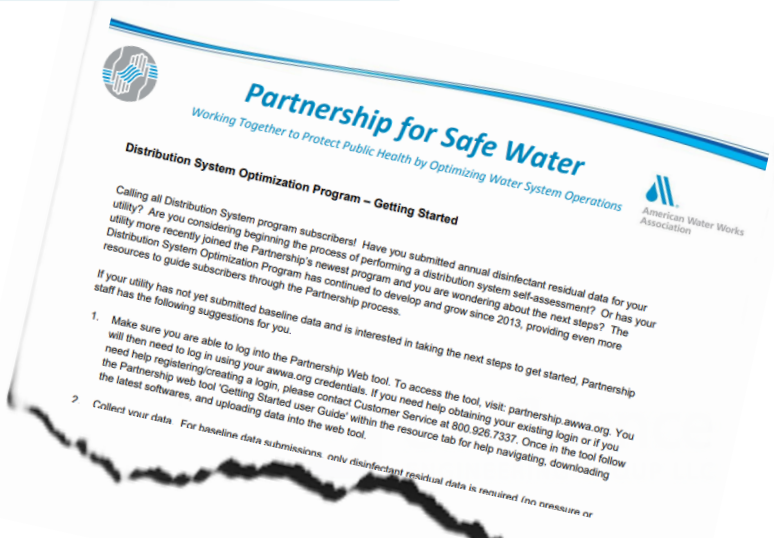
Recent Earthquakes: Implications for U.S. Water Utilities

Web Report #4408



AWWA M36 Key Performance Indicators

AWWA supports the use of the *Normalized Water Losses* indicator, a new KPI expressed in volume/service connection/day.





BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6364
October 17, 2023
Special Business

AGENDA BILL INFORMATION

TITLE:	AB 6364: Condemning Attacks Against State of Israel, Proclamation No. 320	<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. 320.	

DEPARTMENT:	City Council
STAFF:	Mayor Salim Nice Deputy Mayor Dave Rosenbaum
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Proclamation No. 318
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 a proclamation to condemn the attacks against the State of Israel by Hamas and any other group or individual that seeks to perpetuate violence and terror and pledge unwavering support to the Mercer Island Jewish population and all Jews who are deeply affected by these events, ensuring that Mercer Island remains a place of safety, unity, and support.

RECOMMENDED ACTION

Approve Proclamation No. 320 to condemn the attacks against the State of Israel and pledge unwavering support to the Jewish population on Mercer Island, ensuring that Mercer Island remains a place of safety, unity, and support.



City of Mercer Island, Washington

Proclamation

WHEREAS, Mercer Island is a community that believes in the fundamental principles of peace, unity, and the dignity of all its inhabitants. Our strength as a community is drawn from the rich tapestry of cultures, religions, and backgrounds of our residents.

We stand with our Jewish community, who have deep historical and emotional ties to the State of Israel and are greatly affected by the distressing events occurring there. The indiscriminate attacks on civilians by Hamas are a violation of these principles and are a cause of profound concern for our community and the international community at large.

We condemn all acts of violence, terrorism, and any activities that deliberately target innocent civilians, as they only perpetuate cycles of hatred and conflict.

NOW, THEREFORE, I, Salim Nice, Mayor of Mercer Island, on behalf of the Mercer Island City Council, do hereby:

- Condemn in the strongest terms the terrorist attacks against the State of Israel by Hamas and any other group or individual that seeks to perpetuate violence and terror.
- Pledge our unwavering support to our Jewish population and all Jews who are deeply affected by these events, ensuring that Mercer Island remains a place of safety, unity, and support.
- Encourage all Mercer Island residents to stand against hatred, prejudice, and violence in all its forms and promote understanding, dialogue, and peace among all community members.
- Call upon all nations and global leaders to actively work towards a lasting peace in the Middle East, recognizing the right of all countries, including Israel, to exist in peace and security.
- Urge the residents of Mercer Island to show solidarity with our Jewish community through acts of kindness, education, and community events, emphasizing the importance of unity, understanding, and mutual respect among all our residents.

APPROVED, this 17th day of October 2023

Mayor Salim Nice

Proclamation No. 320



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6343
October 17, 2023
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6343: October 6, 2023 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 October 6, 2023 Payroll Certification in the amount of \$1,009,134.92.	

DEPARTMENT:	Administrative Services
STAFF:	Ali Spietz, Chief of Administration Nicole Vannatter, Human Resources Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. October 6, 2023 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 September 16, 2023 through September 29, 2023 in the amount of \$1,009,134.92. (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	\$0.00
Leave cash outs for terminated employees	\$5,323.13
Service and recognition awards	\$1,007.87
Overtime earnings (see chart for overtime hours by department).	\$75,427.93
Total	\$81,758.93

Overtime hours by department:

Department	Hours
Administrative Services	2.75
City Attorney's Office	
City Manager's Office	
Community Planning & Development	
Finance	
Fire	627.50
Municipal Court	
Police	160.50
Public Works	98.00
Thrift Shop	
Youth & Family Services	
Total Overtime Hours	888.75

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 October 6, 2023 Payroll Certification in the amount of \$1,009,134.92 and authorize the Mayor to sign the certification on behalf of the entire City Council.

CITY OF MERCER ISLAND PAYROLL CERTIFICATION

Item 3.

PAYROLL PERIOD ENDING

09.29.2023

PAYROLL DATED

10.06.2023

Net Cash	\$	673,976.71
Net Voids/Manuals	\$	-
Net Total	\$	673,976.71
Federal Tax Deposit	\$	113,450.23
Social Security and Medicare Taxes	\$	58,374.88
Medicare Taxes Only (Fire Fighter Employees)	\$	2,965.74
State Tax (Oregon, Massachusetts and North Carolina)	\$	72.23
Family/Medical Leave Tax (Massachusetts)	\$	5.69
Public Employees' Retirement System (PERS Plan 2)	\$	30,230.53
Public Employees' Retirement System (PERS Plan 3)	\$	8,376.40
Public Employees' Retirement System (PERSJM)	\$	587.22
Public Safety Employees' Retirement System (PSERS)	\$	236.44
Law Enforcement Officers' & Fire Fighters' Retirement System (LEOFF Plan2)	\$	33,059.94
Regence & LEOFF Trust Medical Insurance Deductions	\$	13,530.61
Domestic Partner Medical Insurance Deductions	\$	1,947.50
Kaiser Medical Insurance Deductions	\$	1,217.56
Health Care - Flexible Spending Account Contributions	\$	1,818.09
Dependent Care - Flexible Spending Account Contributions	\$	1,153.86
ICMA Roth IRA Contributions	\$	666.23
ICMA 457 Deferred Compensation Contributions	\$	39,388.52
Fire Nationwide 457 Deferred Compensation Contributions	\$	11,942.98
Fire Nationwide Roth IRA Contributions	\$	1,821.87
ICMA 401K Deferred Compensation Contributions		
Garnishments (Chapter 13)	\$	572.00
Child Support Wage Garnishment	\$	706.03
Mercer Island Employee Association Dues	\$	212.50
AFSCME Union Dues		
Police Union Dues		
Fire Union Dues	\$	2,060.91
Fire Union Supplemental Dues	\$	162.00
Standard - Supplemental Life Insurance		
Unum - Long Term Care Insurance	\$	620.65
AFLAC - Supplemental Insurance Plans	\$	238.52
Coffee Club Dues	\$	-
Transportation - Flexible Spending Account Contributions	\$	50.00
Fire HRA-VEBA Contributions	\$	7,002.00
Miscellaneous	\$	-
GET		
Oregon Transit Tax and Oregon Benefit Tax	\$	-
Washington Long Term Care	\$	2,687.08
Tax & Benefit Obligations Total	\$	335,158.21

TOTAL GROSS PAYROLL**\$ 1,009,134.92**

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.

FTE AND LTE COUNTS AS OF 9/29/2023

Full Time Equivalents (FTEs)	2023 Budgeted	2023 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	18.00
Finance	9.00	8.00
Fire	31.50	29.50
Municipal Court	3.10	3.10
Police	37.50	37.50
Public Works	64.80	59.80
Recreation	10.25	10.00
Youth & Family Services	11.43	11.43
Thrift Shop	2.00	2.00
Total FTEs	207.58	199.33
Limited Term Equivalents (LTEs)	2023 Budgeted	2023 Actual
Administrative Services		1.00
City Manager's Office ¹	1.00	1.00
Community Planning & Development ²	1.00	1.00
Finance	1.00	1.50
Public Works ³	4.00	4.75
Youth & Family Services	3.03	3.83
Thrift Shop	7.50	6.50
Total LTEs	17.53	19.58
Total FTEs & LTEs	225.11	218.92

FTE Vacancies:


- 1.0 Asset Mgmt Bus Systems Analyst
- 1.0 CIP Project Manager
- 1.0 Deputy Fire Chief (contracted out)
- 1.0 Financial Analyst
- 1.0 Fire Chief (contracted out)
- 1.0 Parks Maintenance Team Member
- 1.0 Transportation Engineer
- 1.0 Utility Team Member

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](#)

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>Warrants</u>	<u>Date</u>	<u>Amount</u>
Check Register	217331-217420	9/29/2023	\$526,543.77
			\$526,543.77

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: 402000 - Water Fund-Admin Key				
P0119373	00217414	WALTER E NELSON CO	INVENTORY PURCHASES	3,034.08
P0119329	00217406	SUPPLY SOURCE INC,THE	INVENTORY PURCHASES	1,190.72
P0119299	00217358	GRAINGER	INVENTORY PURCHASES	77.67
Org Key: CA1100 - Administration (CA)				
P0119332	00217381	Madrona Law Group, PLLC	Invoice #12123 Professional	10,644.63
P0119340	00217383	MARTEN LAW	Invoice #44095306 Professional	760.00
P0119340	00217383	MARTEN LAW	Invoice #44094827 Professional	688.75
P0119332	00217381	Madrona Law Group, PLLC	Invoice #12119 Professional	513.00
P0119332	00217381	Madrona Law Group, PLLC	Invoice #12121 Professional	459.00
P0119332	00217381	Madrona Law Group, PLLC	Invoice #12125 Professional	243.00
P0119332	00217381	Madrona Law Group, PLLC	Invoice #12122 Dish Lease	162.00
P0119332	00217381	Madrona Law Group, PLLC	Invoice #12120 5236 WMW	108.00
P0119332	00217381	Madrona Law Group, PLLC	Invoice #12124 Professional	108.00
P0119340	00217383	MARTEN LAW	Invoice #44095307 Professional	47.50
Org Key: CA1200 - Prosecution & Criminal Mngmnt				
P0119341	00217369	Kiviat, Aaron	Invoice #1623 Professional Ser	2,300.00
P0119362	00217369	Kiviat, Aaron	Invoice #1625 Professional Ser	2,300.00
P0119362	00217369	Kiviat, Aaron	Invoice #1602 Professional Ser	1,400.00
P0119341	00217369	Kiviat, Aaron	Invoice #1621 Professional Ser	1,400.00
P0119362	00217369	Kiviat, Aaron	Invoice #1604 Professional Ser	1,400.00
P0119362	00217369	Kiviat, Aaron	Invoice #1584 Professional Ser	1,100.00
P0119362	00217369	Kiviat, Aaron	Invoice #1603 Professional Ser	200.00
Org Key: CR1100 - Human Resources				
P0119348	00217393	RALPH ANDERSON & ASSOCIATES	Class & Comp Professional Serv	3,100.00
P0119331	00217404	SUMMIT LAW GROUP	HR Support Professional Servic	474.50
Org Key: CT1100 - Municipal Court				
	00217336	BAEZ, DAISY	REIMB: MILEAGE-MI/NC COURT PRO	85.67
	00217360	GREGORY, JEFF	REIMB: MILEAGE MI/NC COURT PRO	57.12
	00217344	CHANG, SABINA	REIMB: MILEAGE-MI/NC COURT PRO	42.84
Org Key: DS1200 - Bldg Plan Review & Inspection				
P0119368	00217341	BUSH ROED & HITCHINGS INC	3rd Party Review; 6950 SE Make	2,668.00
Org Key: FN1100 - Administration (FN)				
P0119328	00217403	STATE AUDITOR'S OFFICE	Accountability Audit 8/23	6,182.40
Org Key: FN2100 - Data Processing				
P0116068	00217411	TYLER TECHNOLOGIES INC	License Fees Tyler Munis Finan	4,800.00
Org Key: FN4501 - Utility Billing (Water)				
P0119365	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	112.61
P0119365	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	84.88
P0119358	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	84.65
P0119358	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	63.58
Org Key: FN4502 - Utility Billing (Sewer)				
P0119365	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	112.60
P0119365	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	84.89

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0119358	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	84.65
P0119358	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	63.58
<i>Org Key: FN4503 - Utility Billing (Storm)</i>				
P0119365	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	112.60
P0119365	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	84.88
P0119358	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	84.64
P0119358	00217386	METROPRESORT	SEPT 2023 PRINTING & MAILING O	63.56
<i>Org Key: FR1100 - Administration (FR)</i>				
P0119294	00217407	SYSTEMS DESIGN WEST LLC	PCG MGADC CY 2022	35,000.00
P0119354	00217413	WA AUDIOLOGY SERVICES INC	OSHA/MSHA Occupational Hearing	3,326.56
	00217382	MAIR, STEPHEN	REIMB:ROCK QUARRY FIRE-HOTEL	217.96
	00217382	MAIR, STEPHEN	REIMB:ROCK QUARRY FIRE-PERDIEM	147.50
<i>Org Key: FR2100 - Fire Operations</i>				
P0119355	00217339	Bonneville Comm Solutions	Swissphone s.Quad VHF	1,975.50
P0116736	00217346	COMCAST	2023 Comcast Business - Fire	1,220.78
P0119366	00217334	AT&T MOBILITY	Monthly cell and tablets	688.02
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P0119364	00217377	LIFE ASSIST INC	Aid supplies	884.41
<i>Org Key: GGM001 - General Government-Misc</i>				
P0116736	00217346	COMCAST	2023 Comcast Business - City h	2,515.92
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P0119359	00217396	RICOH USA INC (FIRE)	Copier rental	278.77
<i>Org Key: GGM005 - Genera Govt-L1 Retiree Costs</i>				
	00217376	LEOFF HEALTH & WELFARE TRUST	PLAN-POLICE RETIREES	7,851.60
P0119324	00217352	DEVENY, JAN P	LEOFF1 LTC Expenses	3,360.00
	00217375	LEOFF HEALTH & WELFARE TRUST	PLAN-FIRE RETIREES	1,635.75
P0119324	00217352	DEVENY, JAN P	LEOFF1 Retiree Medical Expense	1,075.97
	00217364	HILTNER, PETER	LEOFF1 Medicare Reimb	619.50
P0119311	00217332	ADAMS, RONALD E	LEOFF 1 Retiree Medical Expens	446.68
P0119315	00217354	ELSOE, RONALD	LEOFF1 Retiree medical expense	444.69
P0119314	00217350	DEEDS, EDWARD G	LEOFF1 Retiree Medical Expense	389.57
P0119333	00217361	HAGSTROM, CRAIG	LEOFF1 Retiree Medical Payment	347.71
P0119313	00217340	BOOTH, GLENDON D	LEOFF2 Retiree Medical Expense	319.02
	00217350	DEEDS, EDWARD G	LEOFF1 Medicare Reimb	275.10
	00217337	BARNES, WILLIAM	LEOFF1 Medicare Reimb	271.10
	00217356	FORSMAN, LOWELL	LEOFF1 Medicare Reimb	271.10
P0119317	00217378	LOISEAU, LERI M	LEOFF1 Retiree Medical Expense	245.97
	00217409	THOMPSON, JAMES	LEOFF1 Medicare Reimb	245.90
	00217399	SCHOENTRUP, WILLIAM	LEOFF1 Medicare Reimb	240.60
	00217331	ABBOTT, RICHARD	LEOFF1 Medicare Reimb	239.10
	00217357	GOODMAN, J C	LEOFF1 Medicare Reimb	236.30
	00217401	SMITH, RICHARD	LEOFF1 Medicare Reimb	219.60
	00217380	LYONS, STEVEN	LEOFF1 Medicare Reimb	211.80
	00217340	BOOTH, GLENDON D	LEOFF1 Medicare Reimb	210.60
	00217354	ELSOE, RONALD	LEOFF1 Medicare Reimb	208.30
	00217362	HAGSTROM, JAMES	LEOFF1 Medicare Reimb	204.50

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00217353	DOWD, PAUL	LEOFF1 Medicare Reimb	202.90
	00217332	ADAMS, RONALD E	LEOFF1 Medicare Reimb	201.40
	00217352	DEVENY, JAN P	LEOFF1 Medicare Reimb	200.60
	00217373	KUHN, DAVID	LEOFF1 Medicare Reimb	200.60
	00217335	AUGUSTSON, THOR	LEOFF1 Medicare Reimb	195.50
	00217378	LOISEAU, LERI M	LEOFF1 Medicare Reimb	195.50
	00217390	MYERS, JAMES S	LEOFF1 Medicare Reimb	179.80
	00217398	RUCKER, MANORD J	LEOFF1 Medicare Reimb	176.00
	00217367	JOHNSON, CURTIS	LEOFF1 Medicare Reimb	175.50
	00217415	WEGNER, KEN	LEOFF1 Medicare Reimb	170.10
	00217417	WHEELER, DENNIS	LEOFF1 Medicare Reimb	164.90
P0119318	00217390	MYERS, JAMES S	LEOFF1 Retiree Medical Expense	163.48
P0119316	00217356	FORSMAN, LOWELL	LEOFF1 Retiree Medical Expense	141.00
	00217394	RAMSAY, JON	LEOFF1 Medicare Reimb	136.20
P0119312	00217335	AUGUSTSON, THOR	LEOFF1 Retiree Medical Expense	125.30
	00217343	CARLSON, LARRY	REIMB: QTRLY FIRE-LEOFF1	82.40
P0119323	00217367	JOHNSON, CURTIS	LEOFF1 Retiree Medical Expense	74.69
P0119334	00217354	ELSOE, RONALD	LEOFF1 Retiree Medical Expense	51.74
P0119319	00217401	SMITH, RICHARD	LEOFF1 Retiree Medical Expense	23.19
Org Key: GGM606 - Excess Retirement-Fire				
	00217337	BARNES, WILLIAM	LEOFF1 Excess Benefit	1,683.87
	00217347	COOPER, ROBERT	LEOFF1 Excess Benefit	1,635.55
	00217367	JOHNSON, CURTIS	LEOFF1 Excess Benefit	770.26
	00217399	SCHOENTRUP, WILLIAM	LEOFF1 Excess Benefit	721.04
	00217394	RAMSAY, JON	LEOFF1 Excess Benefit	262.39
Org Key: GT0108 - Technology Equipment Replaceme				
P0119366	00217334	AT&T MOBILITY	New iPad tablets for Aid, E91,	4,097.70
Org Key: GX9996 - Employee Benefits-Police				
	00217376	LEOFF HEALTH & WELFARE TRUST	PLAN-POLICE	50,842.62
	00217376	LEOFF HEALTH & WELFARE TRUST	PLAN-POLICE SUPPORT	3,436.09
Org Key: GX9997 - Employee Benefits-Fire				
	00217375	LEOFF HEALTH & WELFARE TRUST	PLAN-FIRE ACTIVE	54,269.17
Org Key: IS2100 - IGS Network Administration				
P0119071	00217408	Tech Heads Inc.	Watchguard FW Renewals	5,842.35
P0118583	00217408	Tech Heads Inc.	Cisco Annual Renewal and Suppo	3,692.89
Org Key: MT2100 - Roadway Maintenance				
P0119350	00217419	WSDOT	SE 28TH & 80TH ST PROJECT COST	309.75
Org Key: MT3100 - Water Distribution				
P0119345	00217374	LAKESIDE INDUSTRIES	CLASS B, WSDOT HMA 1/2 & LIQUI	1,011.24
P0119342	00217392	PACIFIC SAFETY SUPPLY INC	ROLL UP SIGNS (ONE LANE ROAD A	166.06
P0119343	00217358	GRAINGER	HEX KEY SETS	89.70
Org Key: MT3300 - Water Associated Costs				
	00217388	MOLTZ, ERIC	REIMB: MISC WORK CLOTHES	196.89
P0119371	00217418	WORKWEAR PLACE, THE	MISC. WORK CLOTHES	59.44

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: MT3400 - Sewer Collection				
P0119344	00217402	SOLID WASTE SYSTEMS INC	T66 CLAW ADAPTER, TIRE SIZE 13	821.22
P0119369	00217400	SEATTLE PUMP	WIRE & FINNED NOZZLES & SKID	328.84
P0119369	00217400	SEATTLE PUMP	WIRE & FINNED NOZZLES & SKID	235.50
Org Key: MT3500 - Sewer Pumps				
P0119346	00217410	TRAFFIC SAFETY SUPPLY	"NO PARKING CITY VEHICLES ONLY	91.43
Org Key: MT3600 - Sewer Associated Costs				
	00217379	LOVELL, MARCUS	REIMB: CDL/DRIVERS LICENSE	136.00
Org Key: MT3800 - Storm Drainage				
P0119304	00217351	DEPT OF ECOLOGY	FY 2024 WATER QUALITY PROGRAM	22,092.00
P0119326	00217355	FERGUSON ENTERPRISES LLC	#303-112 12" CONCRETE BELL END	299.47
P0119303	00217333	AM TEST INC	OIL & GREASE ANALYSIS 8/25/23	110.00
Org Key: MT4200 - Building Services				
P0119327	00217397	RODDA PAINT CO	LATEX PAINT	149.65
P0119329	00217406	SUPPLY SOURCE INC,THE	PINE-SOL CLEANER (3PK)	104.97
P0119329	00217406	SUPPLY SOURCE INC,THE	FREBREZE AIR (6 CS)	77.22
Org Key: MT4270 - ARPA-Asbestos Response				
P0119352	00217391	PACIFIC MOBILE STRUCTURES INC	OCT 2023 MODULAR RENTAL	1,463.24
P0119351	00217391	PACIFIC MOBILE STRUCTURES INC	OCT 2023 RENTAL CONTAINER	168.73
Org Key: MT4300 - Fleet Services				
P0119330	00217387	MI SCHOOL DISTRICT #400	2023 MISD SCHOOL DISTRICT FUEL	3,414.33
P0119325	00217416	DOBBS HEAVY DUTY HOLDINGS LLC	REPAIR PARTS FOR 0480 SWEEPER	780.91
Org Key: MT6100 - Park Maintenance				
P0119363	00217365	HOME DEPOT CREDIT SERVICE	T POSTS & ORANGE SNOW FENCE	876.04
P0119372	00217405	SUNBELT RENTALS INC	WALK BEHIND BRUSH CUTTER RENTA	371.75
P0119361	00217359	GRANGE SUPPLY INC	T POSTS & CAPS	336.56
P0119370	00217366	HORIZON	IRRIGATION FITTINGS	276.93
P0119360	00217366	HORIZON	ORANGE SAFETY FENCE	99.12
Org Key: MT6200 - Athletic Field Maintenance				
P0119339	00217366	HORIZON	21-0-13 WINTERIZER FERTILIZER	1,844.66
Org Key: MT6600 - Park Maint School Fields				
P0119339	00217366	HORIZON	21-0-13 WINTERIZER FERTILIZER	307.44
Org Key: MT6900 - Aubrey Davis Park Maint				
P0119339	00217366	HORIZON	21-0-13 WINTERIZER FERTILIZER	922.33
Org Key: PA0100 - Open Space Management				
P0116800	00217345	CITY OF KIRKLAND	City of Kirkland's Washingto	8,442.89
Org Key: PA0136 - Luther Burbank South Shoreline				
P0116800	00217345	CITY OF KIRKLAND	City of Kirkland's Washingto	4,770.23
Org Key: PA0143 - LB Park Tennis Court Resurface				
P0118506	00217348	DA HOGAN	Luther Burbank Park Sport Cour	2,682.00
Org Key: PO1800 - Contract Dispatch Police				

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
P0119347	00217349	DATEC INC.	2 FZ-55 Power Adapters	199.29
<i>Org Key: PO2200 - Marine Patrol</i>				
	00217385	MCDOWELL, TY	REIMB:MARINE LAW ENFORCEMENT-PD	379.50
<i>Org Key: SP0100 - Residential Street Resurfacing</i>				
P0119349	00217372	KRAZAN & ASSOCIATES INC	2023 Residential Street Overla	6,275.00
<i>Org Key: SP0111 - 80th Ave SE Sidewalk Improve</i>				
P0104658	00217371	KPG	80TH AVE SE PEDESTIAN IMPROVEM	9,377.59
<i>Org Key: SP0118 - ADA Compliance Plan Implementa</i>				
P0119275	00217370	KPFF CONSULTING ENGINEERS	ADA Transition Plan Implementa	12,033.26
<i>Org Key: SP0120 - Sunset Hwy/77 Ave SW Improveme</i>				
P0116933	00217371	KPG	77TH AVE SE & SUNSET HWY	3,373.75
<i>Org Key: SP0135 - ICW Corridor Improvements</i>				
P0118254	00217371	KPG	ICW Corridor Safety Analysis a	15,158.03
<i>Org Key: SU0109 - Sewer System Generator Replace</i>				
P0112274	00217395	RH2 ENGINEERING INC	21-31 Sewer Pump Station Gener	5,204.55
<i>Org Key: SW0109 - Sub Basin 24a.1 Watercourse</i>				
P0118823	00217341	BUSH ROED & HITCHINGS INC	Topographic Survey 3rd Party R	8,498.32
<i>Org Key: WU0101 - Booster Chlorination Station</i>				
P0113453	00217363	HARBOR PACIFIC CONT INC.	Booster Chlorination System Pr	79,942.11
<i>Org Key: WU0103 - Water Reservoir Improvements</i>				
P0117106	00217395	RH2 ENGINEERING INC	RESERVOIR IMPROVEMENTS - SERVI	15,738.36
<i>Org Key: WU0119 - Reservoir Generator Replacemen</i>				
P0117841	00217384	McClure and Sons, Inc.	Reservoir Standby Generator	21,357.86
<i>Org Key: YF1100 - YFS General Services</i>				
	00217412	VISSER, CALEB	REIMB: LICENSE RENEWAL	141.00
<i>Org Key: YF1200 - Thrift Shop</i>				
	00217338	BERAN, TERESA	REFUND: BACKGROUND CHECK FEE	36.00
<i>Org Key: YF2100 - School/City Partnership</i>				
	00217412	VISSER, CALEB	REIMB: TRAINING-BRAINSTORE INT	149.00
<i>Org Key: YF2500 - Family Counseling</i>				
P0119376	00217420	YAMADA, MARK	Clinical Consultation	400.00
<i>Org Key: YF2600 - Family Assistance</i>				
P0119377	00217368	KC HOUSING AUTHORITY	Rental assistance for EA clien	213.00
<i>Org Key: YF2850 - Federal SPF Grant</i>				
P0119379	00217389	Montana State University	Developing parenting website a	37,506.00
P0119378	00217342	CACTUS PRODUCTIONS	HYI Website content and produc	15,000.00
Total				<u>526,543.77</u>

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00217331	09/29/2023	ABBOTT, RICHARD LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	239.10
00217332	09/29/2023	ADAMS, RONALD E LEOFF 1 Retiree Medical Exps		OCT2023B	10/01/2023	648.08
00217333	09/29/2023	AM TEST INC OIL & GREASE ANALYSIS 8/25/23	P0119303	135206-REISSUE	08/25/2023	110.00
00217334	09/29/2023	AT&T MOBILITY Monthly cell and tablets	P0119366	7477470X09132023	09/05/2023	4,785.72
00217335	09/29/2023	AUGUSTSON, THOR LEOFF1 Retiree Medical Expense		OCT2023B	10/01/2023	320.80
00217336	09/29/2023	BAEZ, DAISY REIMB: MILEAGE-MI/NC COURT PRO		09062023	09/06/2023	85.67
00217337	09/29/2023	BARNES, WILLIAM LEOFF1 Medicare Reimb		OCT2023A	10/01/2023	1,954.97
00217338	09/29/2023	BERAN, TERESA REFUND: BACKGROUND CHECK FEE		08282023	08/28/2023	36.00
00217339	09/29/2023	Bonneville Comm Solutions Swissphone s.Quad VHF	P0119355	1146	09/05/2023	1,975.50
00217340	09/29/2023	BOOTH, GLENDON D LEOFF2 Retiree Medical Expense		OCT2023B	10/01/2023	529.62
00217341	09/29/2023	BUSH ROED & HITCHINGS INC 3rd Party Review; 6950 SE Make	P0118823	370067-REISSUE	04/30/2023	11,166.32
00217342	09/29/2023	CACTUS PRODUCTIONS HYI Website content and produc	P0119378	1227	09/06/2023	15,000.00
00217343	09/29/2023	CARLSON, LARRY REIMB: QTRLY FIRE-LEOFF1		LEOFF OCT-23	09/28/2023	82.40
00217344	09/29/2023	CHANG, SABINA REIMB: MILEAGE-MI/NC COURT PRO		08082023	08/08/2023	42.84
00217345	09/29/2023	CITY OF KIRKLAND City of Kirkland's Washingto	P0116800	2023-01	09/14/2023	13,213.12
00217346	09/29/2023	COMCAST 2023 Comcast Business - Fire	P0116736	181651512	09/01/2023	3,736.70
00217347	09/29/2023	COOPER, ROBERT LEOFF1 Excess Benefit		OCT2023A	10/01/2023	1,635.55
00217348	09/29/2023	DA HOGAN Luther Burbank Park Sport Cour	P0118506	23-8242	08/31/2023	2,682.00
00217349	09/29/2023	DATEC INC. 2 FZ-55 Power Adapters	P0119347	21030	09/16/2023	199.29
00217350	09/29/2023	DEEDS, EDWARD G LEOFF1 Retiree Medical Expense		OCT2023B	10/01/2023	664.67
00217351	09/29/2023	DEPT OF ECOLOGY FY 2024 WATER QUALITY PROGRAM	P0119304	24-WAR045528-1	08/22/2023	22,092.00
00217352	09/29/2023	DEVENY, JAN P LEOFF1 Retiree Medical Expense		OCT2023B	10/01/2023	4,636.57
00217353	09/29/2023	DOWD, PAUL LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	202.90
00217354	09/29/2023	ELSOE, RONALD LEOFF1 Retiree medical expense		OCT2023B	10/01/2023	704.73
00217355	09/29/2023	FERGUSON ENTERPRISES LLC #303-112 12" CONCRETE BELL END	P0119326	0015547	09/19/2023	299.47
00217356	09/29/2023	FORSMAN, LOWELL LEOFF1 Retiree Medical Expense		OCT2023B	10/01/2023	412.10

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00217357	09/29/2023	GOODMAN, J C LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	236.30
00217358	09/29/2023	GRAINGER INVENTORY PURCHASES	P0119343	9846884279	09/21/2023	167.37
00217359	09/29/2023	GRANGE SUPPLY INC T POSTS & CAPS	P0119361	748472	09/25/2023	336.56
00217360	09/29/2023	GREGORY, JEFF REIMB: MILEAGE MI/NC COURT PRO		08312023	08/31/2023	57.12
00217361	09/29/2023	HAGSTROM, CRAIG LEOFF1 Retiree Medical Payment	P0119333	LEOFF 09212023	09/21/2023	347.71
00217362	09/29/2023	HAGSTROM, JAMES LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	204.50
00217363	09/29/2023	HARBOR PACIFIC CONT INC. Booster Chlorination System Pr	P0113453	060123-083123	09/21/2023	79,942.11
00217364	09/29/2023	HILTNER, PETER LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	619.50
00217365	09/29/2023	HOME DEPOT CREDIT SERVICE T POSTS & ORANGE SNOW FENCE	P0119363	3353976	09/26/2023	876.04
00217366	09/29/2023	HORIZON ORANGE SAFETY FENCE	P0119339	3S199595	09/21/2023	3,450.48
00217367	09/29/2023	JOHNSON, CURTIS LEOFF1 Retiree Medical Expense		OCT2023A	10/01/2023	1,020.45
00217368	09/29/2023	KC HOUSING AUTHORITY Rental assistance for EA clien	P0119377	RENT-OCT 2023	09/28/2023	213.00
00217369	09/29/2023	Kiviat, Aaron Invoice #1621 Professional Ser	P0119362	1625	09/20/2023	10,100.00
00217370	09/29/2023	KPFF CONSULTING ENGINEERS ADA Transition Plan Implementa	P0119275	486349	09/07/2023	12,033.26
00217371	09/29/2023	KPG 80TH AVE SE PEDESTIAN IMPROVEM	P0118254	200258	09/14/2023	27,909.37
00217372	09/29/2023	KRAZAN & ASSOCIATES INC 2023 Residential Street Overla	P0119349	I622525-5832	08/31/2023	6,275.00
00217373	09/29/2023	KUHN, DAVID LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	200.60
00217374	09/29/2023	LAKESIDE INDUSTRIES CLASS B, WSDOT HMA 1/2 & LIQUI	P0119345	246633	09/16/2023	1,011.24
00217375	09/29/2023	LEOFF HEALTH & WELFARE TRUST PLAN-FIRE RETIREES		LEOFF OCT-23	09/28/2023	55,904.92
00217376	09/29/2023	LEOFF HEALTH & WELFARE TRUST PLAN-POLICE RETIREES		LEOFF OCT-23	09/28/2023	62,130.31
00217377	09/29/2023	LIFE ASSIST INC Aid supplies	P0119364	1366597	09/26/2023	884.41
00217378	09/29/2023	LOISEAU, LERI M LEOFF1 Retiree Medical Expense		OCT2023B	10/01/2023	441.47
00217379	09/29/2023	LOVELL, MARCUS REIMB: CDL/DRIVERS LICENSE		09212023	09/21/2023	136.00
00217380	09/29/2023	LYONS, STEVEN LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	211.80
00217381	09/29/2023	Madrona Law Group, PPLC Invoice #12119 Professional	P0119332	12125	09/12/2023	12,237.63
00217382	09/29/2023	MAIR, STEPHEN REIMB:ROCK QUARRY FIRE-PERDIEM		09202023-HOTEL	09/20/2023	365.46

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00217383	09/29/2023	MARTEN LAW Invoice #44095306 Professional	P0119340	44094827	06/14/2023	1,496.25
00217384	09/29/2023	McClure and Sons, Inc. Reservoir Standby Generator	P0117841	080123-083123	09/18/2023	21,357.86
00217385	09/29/2023	MCDOWELL, TY REIMB:MARINE LAW ENFORCEMENT-PD		09202023	09/20/2023	379.50
00217386	09/29/2023	METROPRESORT SEPT 2023 PRINTING & MAILING O	P0119365	IN659392	09/27/2023	1,037.12
00217387	09/29/2023	MI SCHOOL DISTRICT #400 2023 MISD SCHOOL DISTRICT FUEL	P0119330	2023-08.31.23FUE	09/18/2023	3,414.33
00217388	09/29/2023	MOLTZ, ERIC REIMB: MISC WORK CLOTHES		09212023	09/21/2023	196.89
00217389	09/29/2023	Montana State University Developing parenting website a	P0119379	W9712-4 FINAL	09/11/2023	37,506.00
00217390	09/29/2023	MYERS, JAMES S LEOFF1 Retiree Medical Expense		OCT2023B	10/01/2023	343.28
00217391	09/29/2023	PACIFIC MOBILE STRUCTURES INC OCT 2023 RENTAL CONTAINER	P0119352	INV-00327932	10/01/2023	1,631.97
00217392	09/29/2023	PACIFIC SAFETY SUPPLY INC ROLL UP SIGNS (ONE LANE ROAD A	P0119342	741920	09/18/2023	166.06
00217393	09/29/2023	RALPH ANDERSON & ASSOCIATES Class & Comp Professional Serv	P0119348	INV-04443	09/18/2023	3,100.00
00217394	09/29/2023	RAMSAY, JON LEOFF1 Medicare Reimb		OCT2023A	10/01/2023	398.59
00217395	09/29/2023	RH2 ENGINEERING INC 21-31 Sewer Pump Station Gener	P0117106	92677	09/18/2023	20,942.91
00217396	09/29/2023	RICOH USA INC (FIRE) Copier rental	P0119359	107637406	09/21/2023	278.77
00217397	09/29/2023	RODDA PAINT CO LATEX PAINT	P0119327	81021073	09/15/2023	149.65
00217398	09/29/2023	RUCKER, MANORD J LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	176.00
00217399	09/29/2023	SCHOENTRUP, WILLIAM LEOFF1 Medicare Reimb		OCT2023A	10/01/2023	961.64
00217400	09/29/2023	SEATTLE PUMP WIRE & FINNED NOZZLES & SKID	P0119369	242670-1	07/11/2023	564.34
00217401	09/29/2023	SMITH, RICHARD LEOFF1 Retiree Medical Expense		OCT2023B	10/01/2023	242.79
00217402	09/29/2023	SOLID WASTE SYSTEMS INC T66 CLAW ADAPTER, TIRE SIZE 13	P0119344	0160345-IN	09/18/2023	821.22
00217403	09/29/2023	STATE AUDITOR'S OFFICE Accountability Audit 8/23	P0119328	L156542	09/12/2023	6,182.40
00217404	09/29/2023	SUMMIT LAW GROUP HR Support Professional Servic	P0119331	147810	09/20/2023	474.50
00217405	09/29/2023	SUNBELT RENTALS INC WALK BEHIND BRUSH CUTTER RENTA	P0119372	143614915-0001	08/29/2023	371.75
00217406	09/29/2023	SUPPLY SOURCE INC,THE INVENTORY PURCHASES	P0119329	2306839	09/15/2023	1,372.91
00217407	09/29/2023	SYSTEMS DESIGN WEST LLC PCG MGADC CY 2022	P0119294	MGADC2201	08/31/2023	35,000.00
00217408	09/29/2023	Tech Heads Inc. Cisco Annual Renewal and Suppo	P0119071	E6171	09/18/2023	9,535.24

Accounts Payable Report by Check Number

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00217409	09/29/2023	THOMPSON, JAMES LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	245.90
00217410	09/29/2023	TRAFFIC SAFETY SUPPLY "NO PARKING CITY VEHICLES ONLY	P0119346	INV063288	09/18/2023	91.43
00217411	09/29/2023	TYLER TECHNOLOGIES INC License Fees Tyler Munis Finan	P0116068	045-437567	09/13/2023	4,800.00
00217412	09/29/2023	VISSER, CALEB REIMB: LICENSE RENEWAL		08312023-REISSUE	08/31/2023	290.00
00217413	09/29/2023	WA AUDIOLOGY SERVICES INC OSHA/MSHA Occupational Hearing	P0119354	62386	09/20/2023	3,326.56
00217414	09/29/2023	WALTER E NELSON CO INVENTORY PURCHASES	P0119373	946760	09/28/2023	3,034.08
00217415	09/29/2023	WEGNER, KEN LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	170.10
00217416	09/29/2023	DOBBS HEAVY DUTY HOLDINGS LLC REPAIR PARTS FOR 0480 SWEEPER	P0119325	02130P136375	09/11/2023	780.91
00217417	09/29/2023	WHEELER, DENNIS LEOFF1 Medicare Reimb		OCT2023B	10/01/2023	164.90
00217418	09/29/2023	WORKWEAR PLACE, THE MISC. WORK CLOTHES	P0119371	2467	09/27/2023	59.44
00217419	09/29/2023	WSDOT SE 28TH & 80TH ST PROJECT COST	P0119350	RE41GMB1110R032	08/14/2023	309.75
00217420	09/29/2023	YAMADA, MARK Clinical Consultation	P0119376	112572	09/06/2023	400.00
					Total	526,543.77

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	Warrants	Date	Amount
Check Register	217421-217464	10/6/2023	\$1,601,675.27
			\$1,601,675.27

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
	00217439	IKSTRUMS, IMANTA	REFUND: OVERPMT ON 005171630	561.96
	00217433	DO, KIM	REFUND: DUP PMT ON 00952619002	501.04
P0119391	00217422	ALPINE PRODUCTS INC	INVENTORY PURCHASES	189.92
<i>Org Key: 814074 - Garnishments</i>				
	00217429	CHAPTER 13 TRUSTEE	PR EARLY WARRANTS 10.06.2023	572.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00217449	MI EMPLOYEES ASSOC	PR EARLY WARRANTS 10.06.2023	212.50
<i>Org Key: AS1100 - Administrative Services</i>				
P0119409	00217447	LANGUAGE LINE SERVICES	Document Translation INV 11124	155.64
	00217423	Amazon Capital Services Inc	6117658-3349820	101.75
<i>Org Key: CA1100 - Administration (CA)</i>				
P0118965	00217452	RELX INC DBA LEXISNEXIS	Invoice #3094604469 Legal	378.74
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	19.96
	00217461	US BANK CORP PAYMENT SYS	Dues & Subscriptions	19.96
	00217461	US BANK CORP PAYMENT SYS	Services-Special Proj/Lawsuits	2.99
<i>Org Key: CM1100 - Administration (CM)</i>				
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	155.34
	00217425	BON, JESSI	REIMB:ICMA CONF-TRANSPORTATION	144.43
	00217425	BON, JESSI	REIMB: WCCMA CONF-TRANSPORTATI	134.07
	00217425	BON, JESSI	REIMB: HOMEGROWN-MEAL	64.69
	00217461	US BANK CORP PAYMENT SYS	CMO supply	24.20
	00217448	MARTIN, ERIC	REIMB: MILEAGE SCADA WO#48457	14.41
<i>Org Key: CM1400 - Communications</i>				
	00217461	US BANK CORP PAYMENT SYS	Office Supplies	661.49
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	65.84
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	18.78
	00217461	US BANK CORP PAYMENT SYS	Dues & Subscriptions	15.96
	00217461	US BANK CORP PAYMENT SYS	Dues & Subscriptions	5.95
<i>Org Key: CR1100 - Human Resources</i>				
	00217423	Amazon Capital Services Inc	6210072-1717802	689.21
	00217461	US BANK CORP PAYMENT SYS	Professional Services	668.00
	00217461	US BANK CORP PAYMENT SYS	Professional Services	502.75
	00217461	US BANK CORP PAYMENT SYS	Supplies-Employee Recognition	482.90
	00217461	US BANK CORP PAYMENT SYS	Professional Services	355.00
	00217461	US BANK CORP PAYMENT SYS	Professional Services	355.00
	00217461	US BANK CORP PAYMENT SYS	Advertising	345.00
	00217461	US BANK CORP PAYMENT SYS	Services-Testing/Recruitment	249.00
	00217461	US BANK CORP PAYMENT SYS	Services-Testing/Recruitment	249.00
	00217423	Amazon Capital Services Inc	3632771-4159409	230.09
	00217461	US BANK CORP PAYMENT SYS	Services-Testing/Recruitment	200.00
	00217423	Amazon Capital Services Inc	6210072-1717802	198.16
	00217461	US BANK CORP PAYMENT SYS	Services-Testing/Recruitment	125.00
	00217423	Amazon Capital Services Inc	6210072-1717802	102.38
	00217423	Amazon Capital Services Inc	3632771-4159409	93.49

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00217423	Amazon Capital Services Inc	6210072-1717802	61.04
	00217423	Amazon Capital Services Inc	3632771-4159409	55.04
	00217423	Amazon Capital Services Inc	3632771-4159409	55.04
	00217461	US BANK CORP PAYMENT SYS	Advertising	45.00
	00217461	US BANK CORP PAYMENT SYS	Advertising	45.00
	00217461	US BANK CORP PAYMENT SYS	Advertising	45.00
	00217461	US BANK CORP PAYMENT SYS	Office Supplies	38.02
	00217461	US BANK CORP PAYMENT SYS	Office Supplies	33.02
	00217461	US BANK CORP PAYMENT SYS	Wellness Program	25.00
	00217461	US BANK CORP PAYMENT SYS	Wellness Program	18.00
	00217461	US BANK CORP PAYMENT SYS	Professional Services	-502.75
Org Key: CT1100 - Municipal Court				
P0119396	00217440	INTERCOM LANGUAGE SERVICES INC	Intercom invoice #23-470	720.57
Org Key: DS1200 - Bldg Plan Review & Inspection				
P0119374	00217458	SOUND SAFETY PRODUCTS	MISC. WORK CLOTHES	390.79
Org Key: FN1100 - Administration (FN)				
	00217423	Amazon Capital Services Inc	3297966-4689807	462.41
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	54.10
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	53.08
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	47.20
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	42.20
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	42.19
Org Key: FN2100 - Data Processing				
P0116068	00217459	TYLER TECHNOLOGIES INC	License Fees Tyler Munis Finan	22,613.49
Org Key: FN4501 - Utility Billing (Water)				
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	47.20
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	42.20
Org Key: FR1100 - Administration (FR)				
	00217423	Amazon Capital Services Inc	7155202-6492212	182.88
	00217423	Amazon Capital Services Inc	2950477-2322669	180.00
	00217423	Amazon Capital Services Inc	7155202-6492212	142.02
	00217423	Amazon Capital Services Inc	9632597-4922619	79.20
	00217423	Amazon Capital Services Inc	5950208-6104231	44.03
	00217423	Amazon Capital Services Inc	3146593-3989037	25.10
	00217423	Amazon Capital Services Inc	4498321-6409807	19.78
	00217423	Amazon Capital Services Inc	5347291-2400216	17.60
Org Key: FR1200 - Fire Marshal				
	00217461	US BANK CORP PAYMENT SYS	King County Fire Chiefs Leader	285.00
Org Key: FR2100 - Fire Operations				
	00217423	Amazon Capital Services Inc	9141465-7410630	95.78
Org Key: GGM004 - Gen Govt-Office Support				
	00217461	US BANK CORP PAYMENT SYS	Dues & Subscriptions	1,430.20
P0119414	00217464	Xerox Financial Services	Copier Lease Fees Oct 2023 INV	857.69
P0119414	00217464	Xerox Financial Services	Copier Lease Fees Oct 2023 INV	284.06

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
Org Key: GGM100 - Emerg Incident Response				
P0119403	00217443	KIRKLAND, CITY OF	Court Facility Use Oct-Dec 202	2,246.58
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	99.06
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	33.02
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	22.01
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	13.20
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	-32.73
Org Key: GT0106 - Enterprise Resource Planning S				
P0116068	00217459	TYLER TECHNOLOGIES INC	License Fees Tyler Munis Finan	4,000.00
P0116068	00217459	TYLER TECHNOLOGIES INC	License Fees Tyler Munis Finan	2,400.00
P0116068	00217459	TYLER TECHNOLOGIES INC	License Fees Tyler Munis Finan	1,600.00
P0116068	00217459	TYLER TECHNOLOGIES INC	License Fees Tyler Munis Finan	1,600.00
P0116068	00217459	TYLER TECHNOLOGIES INC	License Fees Tyler Munis Finan	800.00
Org Key: GT0108 - Technology Equipment Replaceme				
P0119353	00217428	CDW GOVERNMENT INC	10 10Gbps LR SM Transcievers	1,920.03
P0119383	00217432	DELL MARKETING L.P.	Dell Latitude 5540	1,854.18
	00217423	Amazon Capital Services Inc	7707498-1281014	471.42
	00217423	Amazon Capital Services Inc	7707498-1281014	52.38
Org Key: IS1100 - IGS Mapping				
	00217423	Amazon Capital Services Inc	8229124-6208253	52.80
Org Key: IS2100 - IGS Network Administration				
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	1,189.08
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	900.00
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	648.99
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	589.46
P0119404	00217462	VERIZON WIRELESS	AUG 24-SEPT23, 2023 IGS CELL P	266.01
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	222.90
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	176.91
	00217423	Amazon Capital Services Inc	3054750-0033805	137.98
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	129.63
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	116.63
	00217423	Amazon Capital Services Inc	9024207-2199444	109.00
	00217423	Amazon Capital Services Inc	5369315-9041009	105.80
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	96.05
	00217423	Amazon Capital Services Inc	3144508-2911439	95.11
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	87.84
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	72.05
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	65.16
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	64.83
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	64.12
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	64.12
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	62.15
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	61.50
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	61.50
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	59.74
	00217423	Amazon Capital Services Inc	1646398-3026654	59.40
	00217423	Amazon Capital Services Inc	1646398-3026654	59.40

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00217423	Amazon Capital Services Inc	1646398-3026654	59.40
	00217423	Amazon Capital Services Inc	1646398-3026654	59.40
	00217423	Amazon Capital Services Inc	1646398-3026654	59.40
	00217423	Amazon Capital Services Inc	6789495-2060203	51.25
	00217423	Amazon Capital Services Inc	7418462-6743466	26.41
	00217423	Amazon Capital Services Inc	2869447-6055400	16.03
Org Key: MT2100 - Roadway Maintenance				
P0119398	00217441	KC FINANCE	Project # 1135615 RSD SGNL 40	3,559.22
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	3,027.81
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	1,678.08
P0119401	00217463	WSDOT	ICW SE 28TH & 80TH AVE SE	1,370.46
P0119397	00217441	KC FINANCE	Project #1135614 / RSD MI0100	1,096.03
P0117580	00217421	AA ASPHALTING INC	RIGHT OF WAY ASPHALT & CONCRET	688.50
P0117580	00217421	AA ASPHALTING INC	RIGHT OF WAY ASPHALT & CONCRET	648.00
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	304.61
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	234.36
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	154.89
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	141.32
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	75.19
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	60.28
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	56.47
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	50.59
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	40.39
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	40.01
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	28.67
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	20.58
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	11.13
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	11.07
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	11.06
Org Key: MT2150 - Pavement Marking				
P0119391	00217422	ALPINE PRODUCTS INC	WHITE TRAFFIC PAINT, PAINT	1,194.63
Org Key: MT2300 - Planter Bed Maintenance				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	13.33
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	1.74
Org Key: MT2500 - ROW Administration				
	00217438	HUYNH, JASON	REIMB: MILEAGE SR10339	41.92
Org Key: MT3100 - Water Distribution				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	4,953.49
	00217461	US BANK CORP PAYMENT SYS	Chain lift for meter vault lid	1,280.52
P0119386	00217436	H D FOWLER	SS1 7.46 X 12 REPAIR CLAMP W/2	439.08
	00217461	US BANK CORP PAYMENT SYS	Workstation for reservoir wate	388.11
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	190.74
P0119380	00217435	GRAINGER	MALE CONNECTOR: 3/8" FLARED X	60.56
	00217461	US BANK CORP PAYMENT SYS	Eyebolts for chain lift at res	52.40
Org Key: MT3200 - Water Pumps				
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	195.66

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	59.74
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	59.74
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	59.74
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	58.97
<i>Org Key: MT3300 - Water Associated Costs</i>				
P0117844	00217450	Olson Brother's Pro-Vac LLC	STORMWATER VACTOR, JETTING, CC	1,869.04
	00217461	US BANK CORP PAYMENT SYS	Registration for Raymond Borov	160.00
	00217461	US BANK CORP PAYMENT SYS	Traffic control class for Amah	132.00
	00217461	US BANK CORP PAYMENT SYS	Office Supplies	23.52
<i>Org Key: MT3400 - Sewer Collection</i>				
P0119390	00217457	SOLID WASTE SYSTEMS INC	KW305/505 REELS-SHOCK ABSORBE	336.09
<i>Org Key: MT3500 - Sewer Pumps</i>				
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	2,788.08
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	2,582.23
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	355.37
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	212.40
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	205.60
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	204.46
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	202.03
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	198.81
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217423	Amazon Capital Services Inc	0297155-2678616	192.62
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	186.12
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	173.53
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	168.64
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	162.68
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	155.08
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	149.87
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	139.61
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	121.72
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	99.80
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	90.57
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	71.99
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	69.00
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	58.72
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	32.53
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
	00217424	BAKER, DENNIS L	REIMB: CDL RENEWAL	136.00
<i>Org Key: MT3800 - Storm Drainage</i>				
P0117580	00217421	AA ASPHALTING INC	RIGHT OF WAY ASPHALT & CONCRET	6,786.00
P0117844	00217450	Olson Brother's Pro-Vac LLC	STORMWATER VACTOR, JETTING, CC	3,607.40

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PO #	Check #	Vendor:	Transaction Description	Check Amount
P0117580	00217421	AA ASPHALTING INC	RIGHT OF WAY ASPHALT & CONCRET	405.00
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P0119395	00217431	DATAQUEST LLC	Background Checks INV 21891	94.50
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	70.35
<i>Org Key: MT4200 - Building Services</i>				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	2,819.16
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	1,655.79
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	1,630.00
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	1,472.36
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	738.69
	00217461	US BANK CORP PAYMENT SYS	Repair & Maintenance Bldgs	352.05
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	285.40
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	221.07
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	200.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	174.30
	00217461	US BANK CORP PAYMENT SYS	Repair & Maintenance Bldgs	164.05
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	158.54
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	97.45
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	71.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	51.50
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	47.75
	00217461	US BANK CORP PAYMENT SYS	Repair & Maintenance Bldgs	33.03
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	32.30
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	10.50
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	7.14
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	4.36
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	2.75
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	1.00
<i>Org Key: MT4270 - ARPA-Asbestos Response</i>				
P0119415	00217460	ULINE	Shelving for EM Storage Unit d	2,258.69
	00217423	Amazon Capital Services Inc	5236385-0517007	218.96
	00217423	Amazon Capital Services Inc	7209175-2061854	88.17
<i>Org Key: MT4300 - Fleet Services</i>				
	00217423	Amazon Capital Services Inc	1761756-0210659	147.71
<i>Org Key: MT4420 - Transportation Planner Eng</i>				
P0119392	00217422	ALPINE PRODUCTS INC	WHITE TRAFFIC PAINT, GREEN, BL	2,524.57
<i>Org Key: MT4501 - Water Administration</i>				
P0119410	00217454	SEATTLE PUBLIC UTILITIES	AUG 2023 WATER PURCHASE	393,657.90
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	58.69
<i>Org Key: MT4502 - Sewer Administration</i>				
P0116727	00217442	KING COUNTY TREASURY	JAN-DEC 2023 MONTHLY SEWER CHA	453,825.99
<i>Org Key: MT6100 - Park Maintenance</i>				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	1,960.74
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	639.45
	00217423	Amazon Capital Services Inc	4062695-3329022	495.42

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00217461	US BANK CORP PAYMENT SYS	Flynn excavation safety	340.00
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	72.05
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	52.10
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	17.91
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	14.47
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	10.89
Org Key: MT6500 - Luther Burbank Park Maint				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	1,125.24
	00217461	US BANK CORP PAYMENT SYS	Walp certification and trainin	810.00
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	129.63
	00217461	US BANK CORP PAYMENT SYS	Shaw, Walp training materials	120.00
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	81.71
Org Key: MT6600 - Park Maint School Fields				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	274.14
Org Key: MT6800 - Trails Maintenance				
	00217461	US BANK CORP PAYMENT SYS	Trail brushing tool purchase	274.70
	00217461	US BANK CORP PAYMENT SYS	Trail brushing tool repair	262.17
Org Key: MT6900 - Aubrey Davis Park Maint				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	59.70
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	53.82
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	52.55
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	23.64
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	21.50
Org Key: PA0100 - Open Space Management				
	00217461	US BANK CORP PAYMENT SYS	Partners in Community Forestry	299.00
	00217461	US BANK CORP PAYMENT SYS	travel to Partners in Communit	209.01
	00217461	US BANK CORP PAYMENT SYS	Travel from Partners in Commun	208.91
	00217423	Amazon Capital Services Inc	7164975-3969841	200.23
Org Key: PA0122 - Luther Burbank Dock Repair & R				
P0114806	00217444	KPFF CONSULTING ENGINEERS	Luther Burbank Park Final Desi	310.00
Org Key: PA0124 - Luther Burbank Boiler Bldg Roo				
P0114464	00217426	CARDINAL ARCHITECTURE PC	LUTHER BURBANK PARK BOILER BUI	1,730.10
Org Key: PA0129 - Pioneer Park/Engstrom OS Fores				
	00217461	US BANK CORP PAYMENT SYS	Trail brushing tool purchase	274.71
	00217461	US BANK CORP PAYMENT SYS	Volunteer program support	99.00
	00217461	US BANK CORP PAYMENT SYS	Forest Steward tabling supplie	14.57
Org Key: PA122A - LB North Pier Renovation				
P0114806	00217444	KPFF CONSULTING ENGINEERS	Luther Burbank Park Final Desi	732.50
Org Key: PA122B - LB Shoreline Access Improvemen				
P0119375	00217453	ROOT CAUSE LLC	LUTHER BURBANK WATERFRONT	8,009.78
P0114806	00217444	KPFF CONSULTING ENGINEERS	Luther Burbank Park Final Desi	850.00
Org Key: PA122E - LB Docks - Project costs				
P0114806	00217444	KPFF CONSULTING ENGINEERS	Luther Burbank Park Final Desi	77.50

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PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PA124A - LB Boiler Annex & Deck</i>				
P0114464	00217426	CARDINAL ARCHITECTURE PC	LUTHER BURBANK PARK BOILER BUI	616.20
<i>Org Key: PA124B - LB Boiler Bldg City Portion</i>				
P0114464	00217426	CARDINAL ARCHITECTURE PC	LUTHER BURBANK PARK BOILER BUI	23.70
<i>Org Key: PA136D - Soil Cleanup-LB South Shorelin</i>				
P0117844	00217450	Olson Brother's Pro-Vac LLC	STORMWATER VACTOR, JETTING, CC	3,675.25
P0117844	00217450	Olson Brother's Pro-Vac LLC	STORMWATER VACTOR, JETTING, CC	3,359.25
<i>Org Key: PO1100 - Administration (PO)</i>				
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	46.04
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	25.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	-60.33
<i>Org Key: PO1350 - Police Emergency Management</i>				
P0119415	00217460	ULINE	Shelving for EM Storage Unit d	2,258.69
P0119405	00217456	SKYLINE COMMUNICATIONS INC	OCT 2023 EOC INTERNET	216.55
<i>Org Key: PO1700 - Records and Property</i>				
	00217451	ORMSBY, ANNA	REIMB: INFO SHEETS (MIPD)	72.66
	00217451	ORMSBY, ANNA	REIMB: MAILING CHIP READER	10.65
<i>Org Key: PO2100 - Patrol Division</i>				
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	459.55
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	375.00
P0119413	00217445	KROESENS UNIFORM COMPANY	Uniform items.	195.85
P0119413	00217445	KROESENS UNIFORM COMPANY	Uniform items.	165.02
P0119413	00217445	KROESENS UNIFORM COMPANY	Uniform items.	143.12
P0119413	00217445	KROESENS UNIFORM COMPANY	Uniform items.	143.12
P0119413	00217445	KROESENS UNIFORM COMPANY	Uniform items.	133.76
	00217423	Amazon Capital Services Inc	8944421-1319454	132.06
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	130.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	122.30
P0119413	00217445	KROESENS UNIFORM COMPANY	Uniform items.	77.06
	00217423	Amazon Capital Services Inc	6063852-0791460	55.38
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	35.00
	00217423	Amazon Capital Services Inc	6063852-0791460	22.01
	00217423	Amazon Capital Services Inc	6063852-0791460	6.54
<i>Org Key: PR1100 - Administration (PR)</i>				
	00217423	Amazon Capital Services Inc	7008821-7076240	176.04
	00217423	Amazon Capital Services Inc	0191324-7327451	173.96
	00217423	Amazon Capital Services Inc	3407513-7457813	66.05
	00217423	Amazon Capital Services Inc	0430937-7415430	63.19
	00217423	Amazon Capital Services Inc	0537364-2095452	41.82
	00217423	Amazon Capital Services Inc	2986524-4855435	39.62
	00217423	Amazon Capital Services Inc	4493636-7269051	31.92
	00217423	Amazon Capital Services Inc	5789666-8949814	30.93
	00217423	Amazon Capital Services Inc	5361285-3984207	21.79
	00217423	Amazon Capital Services Inc	2986524-4855435	19.81
	00217423	Amazon Capital Services Inc	2986524-4855435	19.81

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PO #	Check #	Vendor:	Transaction Description	Check Amount
	00217423	Amazon Capital Services Inc	2986524-4855435	19.81
	00217423	Amazon Capital Services Inc	2986524-4855435	19.81
	00217423	Amazon Capital Services Inc	6689180-0677001	14.30
Org Key: PR2100 - Recreation Programs				
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	249.93
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	246.50
Org Key: PR4100 - Community Center				
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	696.80
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	263.69
	00217461	US BANK CORP PAYMENT SYS	Community Coffee	70.84
	00217423	Amazon Capital Services Inc	2633276-5788247	66.05
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	64.12
	00217423	Amazon Capital Services Inc	9483856-3459419	46.19
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	41.49
	00217423	Amazon Capital Services Inc	7187641-8652211	8.80
Org Key: SP0100 - Residential Street Resurfacing				
P0118825	00217446	LAKESIDE INDUSTRIES INC.	2023 Residential Street Overla	529,937.97
Org Key: SP0101 - Arterial Street Preservation				
P0118825	00217446	LAKESIDE INDUSTRIES INC.	2023 Residential Street Overla	38,372.45
Org Key: SP0135 - ICW Corridor Improvements				
P0117844	00217450	Olson Brother's Pro-Vac LLC	STORMWATER VACTOR, JETTING, CC	3,295.28
Org Key: ST0020 - ST Long Term Parking				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	16.84
Org Key: SU0115 - Sewer Pipe Upsize				
P0119402	00217430	DAILY JOURNAL OF COMMERCE	BC: BASIN 61 SEWER PIPE	446.40
Org Key: SW0129 - Basin 25B Neighborhood Drainag				
P0117844	00217450	Olson Brother's Pro-Vac LLC	STORMWATER VACTOR, JETTING, CC	6,949.66
Org Key: VCP104 - CIP Streets Salaries				
	00217461	US BANK CORP PAYMENT SYS	Office Supplies	23.52
Org Key: VCP343 - CIP Parks Salaries				
	00217461	US BANK CORP PAYMENT SYS	Parking for SOBA conference in	12.00
	00217461	US BANK CORP PAYMENT SYS	Parking for SOBA Conference in	6.00
Org Key: VCP402 - CIP Water Salaries				
	00217461	US BANK CORP PAYMENT SYS	Office Supplies	23.53
Org Key: VCP432 - CIP Storm Drainage Salaries				
	00217461	US BANK CORP PAYMENT SYS	Office Supplies	23.52
Org Key: WU0101 - Booster Chlorination Station				
P0108114	00217427	CAROLLO ENGINEERS INC	BOOSTER CHLORINATION SYSTEM	7,388.50
Org Key: WU0119 - Reservoir Generator Replacemen				
P0119400	00217430	DAILY JOURNAL OF COMMERCE	BCSB: RESERVOIR STANDB GEN	386.40
Org Key: WU0140 - PRV Station Replacements				

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PO #	Check #	Vendor:	Transaction Description	Check Amount
P0119399	00217430	DAILY JOURNAL OF COMMERCE	CN:PHASE 2 PRV IMPROVE.	99.00
<i>Org Key: YF1100 - YFS General Services</i>				
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	1,148.34
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	1,000.00
	00217437	HARNISH, CHRISTOPHER JAMES	REIMB: CC CERT.	800.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	500.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	500.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	165.04
	00217437	HARNISH, CHRISTOPHER JAMES	REIMB: SUDP CERT.	115.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	77.36
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	37.38
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	27.75
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	15.70
	00217461	US BANK CORP PAYMENT SYS	therapy resource	5.35
<i>Org Key: YF1200 - Thrift Shop</i>				
	00217461	US BANK CORP PAYMENT SYS	PUGET SOUND ENERGY INC	625.16
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	614.29
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	174.95
	00217423	Amazon Capital Services Inc	4178841-1726640	148.18
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	47.20
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	42.21
P0119412	00217462	VERIZON WIRELESS	AUG 24-SEPT 23, 2023 FIN DEPT	42.20
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	35.62
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	35.62
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	29.67
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	16.55
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	10.03
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	9.88
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	8.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	7.96
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	7.96
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	6.78
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	6.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	6.00
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	4.74
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	4.13
	00217461	US BANK CORP PAYMENT SYS	Operating Supplies	4.13
<i>Org Key: YF2400 - Jobline</i>				
	00217461	US BANK CORP PAYMENT SYS	CENTURYLINK LUMEN	194.50
<i>Org Key: YF2500 - Family Counseling</i>				
	00217461	US BANK CORP PAYMENT SYS	Ink for printer in home office	111.94
<i>Org Key: YF2600 - Family Assistance</i>				
P0119431	00217455	SHOREWOOD #14885	Rental assistance for EA clien	2,000.00
	00217461	US BANK CORP PAYMENT SYS	For Emergency Assistance clien	621.71
P0119430	00217434	Grace's Place	Rental assistance for EA clien	514.00
	00217461	US BANK CORP PAYMENT SYS	For Emergency Assistance clien	481.00
	00217461	US BANK CORP PAYMENT SYS	For Emergency Assistance clien	359.04

Accounts Payable Report by GL Key

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00217461	US BANK CORP PAYMENT SYS	For Emergency Assistance clien	225.00
	00217461	US BANK CORP PAYMENT SYS	For Emergency Assistance clien	196.35
			Total	1,601,675.27

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00217421	10/06/2023	AA ASPHALTING INC RIGHT OF WAY ASPHALT & CONCRET	P0117580	146594	09/26/2023	8,527.50
00217422	10/06/2023	ALPINE PRODUCTS INC INVENTORY PURCHASES	P0119392	TM-219732	09/15/2023	3,909.12
00217423	10/06/2023	Amazon Capital Services Inc 6117658-3349820		1YC3-V467-1RXP	10/01/2023	8,165.70
00217424	10/06/2023	BAKER, DENNIS L REIMB: CDL RENEWAL		09222023	09/22/2023	136.00
00217425	10/06/2023	BON, JESSI REIMB: HOMEGROWN-MEAL		10042023	10/04/2023	343.19
00217426	10/06/2023	CARDINAL ARCHITECTURE PC LUTHER BURBANK PARK BOILER BUI	P0114464	2140-15	08/31/2023	2,370.00
00217427	10/06/2023	CAROLLO ENGINEERS INC BOOSTER CHLORINATION SYSTEM	P0108114	FB40948	09/08/2023	7,388.50
00217428	10/06/2023	CDW GOVERNMENT INC 10 10Gbps LR SM Transcievers	P0119353	MD79483	09/26/2023	1,920.03
00217429	10/06/2023	CHAPTER 13 TRUSTEE PR EARLY WARRANTS 10.06.2023		PR 10.06.2023	10/06/2023	572.00
00217430	10/06/2023	DAILY JOURNAL OF COMMERCE BC: BASIN 61 SEWER PIPE	P0119399	3392620	09/21/2023	931.80
00217431	10/06/2023	DATAQUEST LLC Background Checks INV 21891	P0119395	21891	09/30/2023	94.50
00217432	10/06/2023	DELL MARKETING L.P. Dell Latitude 5540	P0119383	10702250670	10/03/2023	1,854.18
00217433	10/06/2023	DO, KIM REFUND: DUP PMT ON 00952619002		09252023	09/25/2023	501.04
00217434	10/06/2023	Grace's Place Rental assistance for EA clien	P0119430	RENT-OCT,NOV2023	10/04/2023	514.00
00217435	10/06/2023	GRAINGER MALE CONNECTOR: 3/8" FLARED X	P0119380	9852613802	09/27/2023	60.56
00217436	10/06/2023	H D FOWLER SS1 7.46 X 12 REPAIR CLAMP W/2	P0119386	I6527127	09/27/2023	439.08
00217437	10/06/2023	HARNISH, CHRISTOPHER JAMES REIMB: SUDP CERT.		10032023	10/03/2023	915.00
00217438	10/06/2023	HUYNH, JASON REIMB: MILEAGE SR10339		09262023	09/26/2023	41.92
00217439	10/06/2023	IKSTRUMS, IMANTA REFUND: OVERPMT ON 005171630		09292023	09/29/2023	561.96
00217440	10/06/2023	INTERCOM LANGUAGE SERVICES INC Intercom invoice #23-470	P0119396	23-470	09/30/2023	720.57
00217441	10/06/2023	KC FINANCE Project #1135614 / RSD MI0100	P0119398	128707-128710	08/31/2023	4,655.25
00217442	10/06/2023	KING COUNTY TREASURY JAN-DEC 2023 MONTHLY SEWER CHA	P0116727	30037881	10/01/2023	453,825.99
00217443	10/06/2023	KIRKLAND, CITY OF Court Facility Use Oct-Dec 202	P0119403	OCT-DEC 2023	10/03/2023	2,246.58
00217444	10/06/2023	KPFF CONSULTING ENGINEERS Luther Burbank Park Final Desi	P0114806	487511	09/14/2023	1,970.00
00217445	10/06/2023	KROESENS UNIFORM COMPANY Uniform items.	P0119413	75489	08/29/2023	857.93
00217446	10/06/2023	LAKESIDE INDUSTRIES INC. 2023 Residential Street Overla	P0118825	07/28-08/31 2023	09/25/2023	568,310.42

Accounts Payable Report by Check Number

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00217447	10/06/2023	LANGUAGE LINE SERVICES Document Translation INV 11124	P0119409	11124738	09/30/2023	155.64
00217448	10/06/2023	MARTIN, ERIC REIMB: MILEAGE SCADA WO#48457		09282023	09/28/2023	14.41
00217449	10/06/2023	MI EMPLOYEES ASSOC PR EARLY WARRANTS 10.06.2023		PR 10.06.2023	10/06/2023	212.50
00217450	10/06/2023	Olson Brother's Pro-Vac LLC STORMWATER VACTOR, JETTING, CC	P0117844	139306896	08/31/2023	22,755.88
00217451	10/06/2023	ORMSBY, ANNA REIMB: MAILING CHIP READER		07312023	07/31/2023	83.31
00217452	10/06/2023	RELX INC DBA LEXISNEXIS Invoice #3094604469 Legal	P0118965	3094604469	07/31/2023	378.74
00217453	10/06/2023	ROOT CAUSE LLC LUTHER BURBANK WATERFRONT TREE	P0119375	1401	08/19/2023	8,009.78
00217454	10/06/2023	SEATTLE PUBLIC UTILITIES AUG 2023 WATER PURCHASE	P0119410	AUG23-WATER	09/26/2023	393,657.90
00217455	10/06/2023	SHOREWOOD #14885 Rental assistance for EA clien	P0119431	RENT-OCT 2023	09/28/2023	2,000.00
00217456	10/06/2023	SKYLINE COMMUNICATIONS INC OCT 2023 EOC INTERNET	P0119405	IN47491	10/01/2023	216.55
00217457	10/06/2023	SOLID WASTE SYSTEMS INC KW305/505 REELS-SHOCK ABSORBE	P0119390	0160677-IN	09/19/2023	336.09
00217458	10/06/2023	SOUND SAFETY PRODUCTS MISC. WORK CLOTHES	P0119374	269131/3	09/27/2023	390.79
00217459	10/06/2023	TYLER TECHNOLOGIES INC License Fees Tyler Munis Finan	P0116068	045-436699	08/31/2023	33,013.49
00217460	10/06/2023	ULINE Shelving for EM Storage Unit d	P0119415	166860079	08/07/2023	4,517.38
00217461	10/06/2023	US BANK CORP PAYMENT SYS Operating Supplies		5539SEP23	09/06/2023	60,876.08
00217462	10/06/2023	VERIZON WIRELESS AUG 24-SEPT 23, 2023 FIN DEPT	P0119412	9945125222	10/15/2023	711.70
00217463	10/06/2023	WSDOT ICW SE 28TH & 80TH AVE SE	P0119401	RE41 GMB1110R033	09/18/2023	1,370.46
00217464	10/06/2023	Xerox Financial Services Copier Lease Fees Oct 2023 INV	P0119414	4862985	10/04/2023	1,141.75
					Total	1,601,675.27

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>Date</u>	<u>Amount</u>
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EFT Payments	August 2023	\$3,043,579.89
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Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
8/1/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL AFLAC INSURANCE Employee Withholding - Payroll	\$ 477.02
8/1/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	2.85
8/1/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	3.80
8/1/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	5.70
8/1/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA STATE DOL WA DRIVER Driver Abstract	15.00
8/1/2023 Preauthorized ACH Debit	MERCHANT SVCS MERCH FEE 00000000259217 Merchant Fee - MBP.com	2,471.03
8/1/2023 Preauthorized ACH Debit	MERCHANT SVCS MERCH FEE 8037460410 Merchant Fee - Boat Launch	526.00
8/2/2023 Preauthorized ACH Debit	CAYAN GLOBAL PAYGLOBAL STL930553411164783 Merchant Fee - Thrift Shop	7,934.96
8/2/2023 Preauthorized ACH Debit	DIRECT DEPOSIT BANKCARD 948908660000035 Merchant Fee - Utility Billing	9,314.41
8/2/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL LABOR&INDUSTRIESL&I ELF Payroll Tax	167,177.37
8/2/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340 Refund Recreation	1,379.85
8/2/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340 Merchant Fee - Recreation	3,421.23
8/2/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA MONTH END Merchant Fee - Utility Billing	10.00
8/2/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	2.85
8/2/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA STATE DOL WA DRIVER Driver Abstract	15.00
8/3/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL FISERV MERCHANT FEE Merchant Fee	620.16
8/3/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B Employee Withholding - Payroll	674.41
8/3/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	65.55
8/4/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NATIONWIDE PAYMENTS Employee Withholding - Payroll	2,000.00

Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
8/4/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 15.20
8/4/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL UNUMGROUP955 INSURANCE	Employee Withholding - Payroll 231.50
8/4/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL UNUMGROUP955 INSURANCE	Employee Withholding - Payroll 654.40
8/4/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA DEPT RET SYS DRS EPAY	Remit Retirement 143,107.64
	<i>Employee (payroll withholding)</i>	\$ 69,459.55
	<i>Employer Portion</i>	\$ 73,648.07
8/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 7.60
8/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA STATE DOL WA DRIVER	Driver Abstract 15.00
8/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA STATE DOL WA DRIVER	Driver Abstract 15.00
8/8/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL INVOICE CLOUD INVOICE CL	Merchant Fee - Utility Billing 110.15
8/8/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B	Employee Withholding - Payroll 141.10
8/8/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 3.80
8/8/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 7.60
8/8/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 9.50
8/8/2023 Preauthorized ACH Debit	VANTIV_INTG_PYMTBILLNG 295483290884	Merchant Fee - Recreation 128.84
8/8/2023 Preauthorized ACH Debit	VANTIV_INTG_PYMTBILLNG 295483291882	Merchant Fee - Recreation 134.89
8/9/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 1.90
8/9/2023 Preauthorized ACH Debit	VANTIV_INTG_PYMTBILLNG 295483290884	Merchant Fee - Recreation 495.00
8/9/2023 Preauthorized ACH Debit	VANTIV_INTG_PYMTBILLNG 295483291882	Merchant Fee - Recreation 495.00
8/9/2023 Outgoing Money Transfer	Kroger	Food Bank 9,600.00

Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
8/9/2023	Outgoing Money Transfer PAYROLL Net Payroll	665,988.67
8/10/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL ADP Tax	
	ADP Tax Payroll Tax	240,102.76
	Employee (payroll withholding) \$ 177,139.56	
	Employer Portion \$ 62,963.20	
8/10/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL NAVIA	
	BENEFIT SOFLEXIBLE B Employee Withholding - Payroll	914.95
8/10/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL PAYA	
	TRX FEES Merchant Fee - Utility Billing	10.45
8/11/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL PAYA	
	TRX FEES Merchant Fee - Utility Billing	7.60
8/11/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL Vimly	
	Benefit SoAWC Employee Benefits	208,112.90
	Employee (payroll withholding) \$ 29,095.21	
	Employer Portion \$ 179,017.69	
8/11/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL WA STATE	
	DOL WA DRIVER Driver Abstract	15.00
8/11/2023	Outgoing Money Transfer IAFF Dues	
	Employee Withholding - Payroll	2,222.91
8/11/2023	Outgoing Money Transfer VEBA Contributions	
	Employee Withholding - Payroll	6,220.25
8/14/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL MERCHANT	
	S 8039720340 Refund Recreation	100.00
8/14/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL PAYA	
	TRX FEES Merchant Fee - Utility Billing	77.90
8/14/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL	
	WASHINGTON-DSHS WA Employee Withholding - Payroll	706.03
8/15/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL	
	MISSIONSQUARE INVESTMENT Employee Withholding - Payroll	666.23
8/15/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL	
	NATIONWIDE PAYMENTS Employee Withholding - Payroll	2,821.87
8/15/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL	
	NATIONWIDE PAYMENTS Employee Withholding - Payroll	14,233.57
8/15/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL PAYA	
	TRX FEES Merchant Fee - Utility Billing	5.70
8/15/2023	Preauthorized ACH Debit DIRECT WITHDRAWAL PAYA	
	TRX FEES Merchant Fee - Utility Billing	14.25

Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
8/16/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	58.90
8/17/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL CAYAN HOLDINGS LPAYMENT Merchant Fee - Thrift Shop	101.68
8/17/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B Employee Withholding - Payroll	420.77
8/17/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE Merchant Fee - Utility Billing	15.00
8/17/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	8.55
8/18/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP PAYROLL FEESADP FEES ADP Fees	2,016.68
8/18/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP PAYROLL FEESADP FEES ADP Fees	3,903.01
8/18/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE Merchant Fee - Utility Billing	15.00
8/18/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	12.35
8/21/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	12.35
8/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE Merchant Fee - Utility Billing	30.00
8/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	2.85
8/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	7.60
8/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	71.25
8/23/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL Cayan LLC EDI PYMNTS Merchant Fee - Thrift Shop	5.45
8/23/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	67.45
8/24/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP Tax ADP Tax Payroll Tax	330,360.20
	Employee (payroll withholding)	\$ 260,230.64
	Employer Portion	\$ 70,129.56
8/24/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B Employee Withholding - Payroll	206.79

Accounts Payable EFT Report

Item 4.

Date	Description		Dollar Amount
8/24/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE	Merchant Fee - Utility Billing	15.00
8/24/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE	Merchant Fee - Utility Billing	15.00
8/24/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	7.60
8/24/2023 Outgoing Money Transfer	Kroger	Food Bank	9,600.00
8/24/2023 Outgoing Money Transfer	PAYROLL	Net Payroll	935,356.79
8/25/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340	Refund Recreation	500.00
8/25/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE	Merchant Fee - Utility Billing	30.00
8/25/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	4.75
8/25/2023 Outgoing Money Transfer	IAFF Dues	Employee Withholding - Payroll	2,222.91
8/25/2023 Outgoing Money Transfer	VEBA Contributions	Employee Withholding - Payroll	65,002.00
8/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL AFLAC INSURANCE	Employee Withholding - Payroll	477.02
8/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340	Refund Recreation	4,098.20
8/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	8.55
8/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA DEPT REVENUE TAX PYMT	Excise Tax Paid	123,968.01
	<i>Water Fund</i>	\$ 78,777.45	
	<i>Sewer Fund</i>	\$ 25,929.58	
	<i>Storm Fund</i>	\$ 4,570.23	
	<i>Thrift Shop</i>	\$ 13,338.80	
	<i>General</i>	\$ 1,351.95	
8/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA STATE DOL WA DRIVER	Driver Abstract	15.00
8/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WASHINGTON-DSHS WA	Employee Withholding - Payroll	706.03
8/28/2023 Preauthorized ACH Debit	MERCHANT SERVICECR CD DEP 930553411164783	Refund Thrift Shop	14.86

Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
8/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MISSIONSQUARE INVESTMENT	Employee Withholding - Payroll 666.23
8/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MISSIONSQUARE INVESTMENT	Employee Withholding - Payroll 39,420.94
8/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NATIONWIDE PAYMENTS	Employee Withholding - Payroll 2,687.25
8/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NATIONWIDE PAYMENTS	Employee Withholding - Payroll 25,869.72
8/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 1.90
8/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 6.65
8/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 13.30
8/30/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 5.70
8/31/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B	Employee Withholding - Payroll 1,986.00
8/31/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 52.25
Total		\$ 3,043,579.89

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>Date</u>	<u>Amount</u>
EFT Payments	September 2023	\$2,767,754.92

Accounts Payable EFT Report

Item 4.

Date	Description		Dollar Amount
9/1/2023 Preauthorized ACH Debit	CAYAN GLOBAL PAYGLOBAL STL930553411164783	Merchant Fee - Thrift Shop	\$ 9,017.40
9/1/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340	Recreation Refund	770.50
9/1/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	4.75
9/1/2023 Preauthorized ACH Debit	MERCHANT SVCS MERCH FEE 000000000259217	Merchant Fee - MBP.com	2,187.56
9/1/2023 Preauthorized ACH Debit	MERCHANT SVCS MERCH FEE 8037460410	Merchant Fee - Boat Launch	498.26
9/5/2023 Preauthorized ACH Debit	DIRECT DEPOSIT BANKCARD 948908660000035	Merchant Fee - Utility Billing	12,823.69
9/5/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL FISERV MERCHANT FEE	Merchant Fee	485.10
9/5/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340	Merchant Fee - Recreation	4,278.01
9/5/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA MONTH END	Merchant Fee - Utility Billing	10.00
9/5/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	5.70
9/6/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	1.90
9/6/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	12.35
9/6/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	15.20
9/6/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	51.30
9/6/2023 Outgoing Money Transfer	PAYROLL	Net Payroll	695,671.07
9/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP Tax ADP Tax <i>Employee (payroll withholding)</i> <i>Employer Portion</i>	Payroll Tax \$ 185,088.27 \$ 62,727.31	247,815.58
9/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B	Employee Withholding Payroll	3,858.59

Accounts Payable EFT Report

Item 4.

Date	Description		Dollar Amount
9/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	4.75
9/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL UNUMGROUP955 INSURANCE	Employee Withholding · Payroll	231.50
9/7/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL UNUMGROUP955 INSURANCE	Employee Withholding · Payroll	1,050.60
9/8/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL INVOICE CLOUD INVOICE CL	Merchant Fee - Utility Billing	136.75
9/8/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	3.80
9/8/2023 Outgoing Money Transfer	IAFF Dues	Employee Withholding · Payroll	2,222.91
9/8/2023 Outgoing Money Transfer	VEBA Contributions	Employee Withholding · Payroll	19,171.90
9/11/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NATIONWIDE PAYMENTS	Employee Withholding · Payroll	1,957.66
9/11/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NATIONWIDE PAYMENTS	Employee Withholding · Payroll	15,564.59
9/11/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B	Employee Withholding · Payroll	141.10
9/11/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	15.20
9/11/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL Vimly Benefit SoAWC <i>Employee (payroll withholding)</i> <i>Employer Portion</i>	Employee Benefits \$ 29,506.34 \$ 181,128.48	210,634.82
9/11/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WASHINGTON-DSHS WA53	Employee Withholding · Payroll	706.03
9/12/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MISSIONSQUARE INVESTMENT	Employee Withholding · Payroll	666.23
9/12/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MISSIONSQUARE INVESTMENT	Employee Withholding · Payroll	39,492.20
9/12/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MISSIONSQUARE INVESTMENT	Employee Withholding · Payroll	40,003.17
9/12/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing	1.90

Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
9/12/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 7.60
9/12/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 11.40
9/12/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA DEPT RET SYS DRS EPAY <i>Employee (payroll withholding)</i> <i>Employer Portion</i>	Remit Retirement 148,379.51 \$ 72,183.17 \$ 76,196.34
9/13/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE	Merchant Fee - Utility Billing 15.00
9/13/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 1.90
9/14/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B	Employee Withholding - Payroll 390.27
9/14/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE	Merchant Fee - Utility Billing 15.00
9/14/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 50.35
9/14/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA DEPT RET SYS DRS EPAY <i>Employee (payroll withholding)</i> <i>Employer Portion</i>	Remit Retirement 204,375.64 \$ 106,345.85 \$ 98,029.79
9/14/2023 Outgoing Money Transfer	Kroger	Food Bank 9,600.00
9/15/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340	Recreation Refund 700.00
9/15/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 5.70
9/18/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA REJECT FEE	Merchant Fee - Utility Billing 15.00
9/18/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 54.15
9/19/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL CAYAN HOLDINGS LPAYMENT	Merchant Fee - Thrift Shop 101.68
9/19/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MERCHANT S 8039720340	Recreation Refund 100.00
9/19/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES	Merchant Fee - Utility Billing 10.45

Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
9/19/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	11.40
9/20/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	5.70
9/20/2023 Outgoing Money Transfer	PAYROLL Net Payroll	667,578.78
9/21/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP Tax ADP Tax Payroll Tax	236,208.71
	Employee (payroll withholding) \$ 174,400.28	
	Employer Portion \$ 61,808.43	
9/21/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL Cayan LLC EDI PYMNTS Merchant Fee - Thrift Shop	10.90
9/21/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B Employee Withholding · Payroll	401.56
9/21/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	15.20
9/21/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA STATE DOL WA DRIVER Driver Abstract	15.00
9/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP PAYROLL FEESADP FEES ADP Fees	2,221.52
9/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP PAYROLL FEESADP FEES ADP Fees	2,863.93
9/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL ADP PAYROLL FEESADP FEES ADP Fees	3,809.32
9/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NATIONWIDE PAYMENTS Employee Withholding · Payroll	1,821.87
9/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NATIONWIDE PAYMENTS Employee Withholding · Payroll	11,771.75
9/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	57.95
9/22/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WASHINGTON-DSHS WA53 Employee Withholding · Payroll	706.03
9/22/2023 Outgoing Money Transfer	IAFF Dues Employee Withholding · Payroll	2,222.91
9/22/2023 Outgoing Money Transfer	VEBA Contributions Employee Withholding · Payroll	7,002.00

Accounts Payable EFT Report

Item 4.

Date	Description	Dollar Amount
9/25/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	9.50
9/26/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	1.90
9/26/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	7.60
9/26/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	10.45
9/26/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA STATE DOL WA DRIVER Driver Abstract	15.00
9/27/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL AFLAC INSURANCE Employee Withholding · Payroll	477.02
9/27/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	4.75
9/27/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL WA DEPT REVENUE TAX PYMT Excise Tax Paid	114,312.28
	Water Fund \$ 74,972.87	
	Sewer Fund \$ 16,317.51	
	Storm Fund \$ 2,998.61	
	Thrift Shop \$ 13,777.54	
	General \$ 6,245.75	
9/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MISSIONSQUARE INVESTMENT Employee Withholding · Payroll	666.23
9/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL MISSIONSQUARE INVESTMENT Employee Withholding · Payroll	40,335.09
9/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL NAVIA BENEFIT SOFLEXIBLE B Employee Withholding · Payroll	1,830.60
9/28/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	6.65
9/29/2023 Preauthorized ACH Debit	DIRECT WITHDRAWAL PAYA TRX FEES Merchant Fee - Utility Billing	7.60
Total		2,767,754.92



CITY COUNCIL MINUTES REGULAR HYBRID MEETING OCTOBER 3, 2023

Item 5.

EXECUTIVE SESSION

At 5:01 pm, Mayor Nice convened an Executive Session via Microsoft Teams. The Executive Session was 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) and to discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i).

Mayor Salim Nice, Deputy Mayor Rosenbaum and Councilmembers Lisa Anderl, Jake Jacobson, Craig Reynolds, Wendy Weiker, and Ted Weinberg participated via Microsoft Teams.

Mayor Nice adjourned the Executive Session at 7:00 pm.

City Council was in recess from 7:00 pm – 7:15 pm.

CALL TO ORDER & ROLL CALL

Mayor Salim Nice called the Regular Hybrid Meeting to order at 7:15 pm from a remote location.

Mayor Salim Nice Deputy Mayor Rosenbaum and Councilmembers Lisa Anderl, Jake Jacobson, Craig Reynolds, Wendy Weiker, and Ted Weinberg participated remotely using Zoom.

PLEDGE OF ALLEGIANCE

The City Council delivered the Pledge of Allegiance.

AGENDA APPROVAL

It was moved by Weinberg; seconded by Weiker to:

Approve the agenda.

PASSED: 7-0

FOR: 7 (Anderl, Jacobson, Nice, Reynolds, Rosenbaum, Weiker, and Weinberg)

CITY MANAGER REPORT

City Manager Jessi Bon reported on the following items:

- **City Hall Closure:** Customer Service team is the fastest way to access City of Mercer Island services. Staff continue to work on preparing City Hall for permanent closure. Work continues to transform the Slater Room into a temporary Council Chambers. Installation of temporary modular buildings in the City Hall Parking lot.
- **Council, Boards & Commission Meetings:** Upcoming City Council meeting on October 17. Upcoming board and commission meetings – Design Commission on October 4, Parks & Recreation Commission on October 5, Utility Board on October 10.
- **City Services Updates:** Marine Patrol hosted the Sewer Team to tour critical sewer system facilities by boat. Stormwater staff conducted focused catch basin maintenance prioritizing basin with installed sediment collection socks. Ellis Pond boardwalk has been pressured washed and re-stained. Upcoming tree removal the week of October 2 and 24 to remove dead, dying and diseased trees, as well as trees that pose risk to public safety. Paving project repurposed approximately 50 cubic yards of asphalt grindings to be used to make new hot mix asphalt in an upcoming project. Island Crest Way

corridor improvement project updates. Construction begins on Sewer Basin 40 project. Bike Skills Area at Deane's Children's Park construction is beginning this week.

- **Upcoming Events:** One Pill Can Kill presentation on October 4 at the MICEC, Arbor Day Event on October 21.
- **News:** New battery collection box at the Thrift Shop thanks to a suggestion by Bowen Nago a fifth-grade student at West Mercer Elementary. The hawk that was rescued by the Utility team in September is doing well and is transitioning to finishing out his rehab in a pre-release enclosure.

APPEARANCES

Gardner Morelli, Mercer Island, spoke in support of Ordinance No. 23C-15 regarding Shoreline Master Program amendments.

CONSENT AGENDA

AB 6347: September 22, 2023 Payroll Certification

Recommended Action: Approve the September 22, 2023 Payroll Certification in the amount of \$1,009,156.69 and authorize the Mayor to sign the certification on behalf of the entire City Council.

Certification of Claims:

A. Check Register | 217199-217278 | 9/15/2023 | \$586,856.56

B. Check Register | 217276-217330 | 9/22/2023 | \$258,715.00

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 Meeting Minutes of September 19, 2023 Regular Hybrid Meeting.

Recommended Action: Approve the minutes of the September 19, 2023 Regular Hybrid Meeting.

AB 6348: Arbor Day Proclamation No. 317

Recommended Action: Proclaim the third Saturday in October as Arbor Day in the City of Mercer Island.

AB 6349: Domestic Violence Action Month, Proclamation No. 318

Recommended Action: Proclaim October 2023 as Domestic Violence Action Month on Mercer Island.

AB 6345: 2023-2024 Work Plan Update

Recommended Action: Receive report. No action necessary.

AB 6353: Termination of the Eastside Public Safety Communications Agency Interlocal Agreement

Recommended Action: Authorize the City Manager to take the necessary actions to (1) terminate the Eastside Public Safety Communications Agency (EPSCA) Interlocal Agreement; (2) dissolve EPSCA; and (3) effectuate the termination and dissolution in best interest of the City.

It was moved by Jacobson; seconded by Reynolds to:

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

PASSED: 7-0

FOR: 7 (Anderl, Jacobson, Nice, Reynolds, Rosenbaum, Weiker, and Weinberg)

REGULAR BUSINESS

AB 6341: Shoreline Master Program Amendments (Ordinance No. 23C-15 Second Reading)

CPD Director Jeff Thomas introduced the second reading of Ordinance No. 23C-15 and introduced Planner Molly McGuire who provided an overview of the purpose of the proposed amendments to the Shoreline Master Program.

Director Thomas reviewed the recommended motions and next steps.

It was moved by Jacobson; seconded by Anderl to:

Amend MICC 19.13.050(L)(2)(b) to read “the marina is owned or operated by an organization or corporation serving at least 50 people; or”.

PASSED: 4-3

FOR: 4 (Anderl, Jacobson, Nice, and Rosenbaum)

AGAINST: 3 (Reynolds, Weiker, and Weinberg)

It was moved by Reynolds; seconded by Weinberg to:

Adopt Ordinance No. 23C-15 as amended.

PASSED: 7-0

FOR: 7 (Anderl, Jacobson, Nice, Reynolds, Rosenbaum, Weiker, and Weinberg)

AB 6351: Closure of Mercer Island City Hall (Resolution No. 1650)

City Manager Jessi Bon presented Resolution No. 1650 to cease City Operations at Mercer Island City Hall and permanently close the building. City Manager Bon reviewed the history of the closure of the building on April 17, 2023 when broken tiles and tile adhesive in the basement Mechanical Room of City Hall were identified, tested, and confirmed to contain asbestos. She discussed the timeline of in-depth testing that was conducted, spoke about the abatement of the Mechanical Room, discussed the good faith inspection that was performed to identify additional asbestos that may be in the building, and spoke about the results and findings of the testing. She also reviewed the preliminary cost estimate for re-occupancy of City Hall, spoke about the City Hall conditions assessment that had begun earlier in the year, and discussed the recommendation to permanently close City Hall and focus on identifying a long-term solution for replacement.

City Manager Bon spoke about accessing City Services through the Customer Service Team and noted that a Let's Talk Page had been created which encompasses all the information regarding the closure. She spoke about how City services are being delivered with a closed City Hall and how the continuity of public services is the top priority. She spoke about staff's primary focus now is on relocating and stabilizing the Municipal Court and Police Department and to stand up a functional space for City Council meetings.

City Council discussed the closure and thanked the City Manager for her work on facilities management.

It was moved by Rosenbaum; seconded by Jacobson to:

Approve Resolution No. 1650, directing the permanent closure of the Mercer Island City Hall building.

PASSED: 7-0

FOR: 7 (Anderl, Jacobson, Nice, Reynolds, Rosenbaum, Weiker, and Weinberg)

OTHER BUSINESS

Planning Schedule

City Manager Jessi Bon spoke about the October 17 and November 7 City Council meetings.

Councilmember Absences and Reports

Councilmember Reynolds expressed excitement for the progress on the Bike Skills Area.

Deputy Mayor Rosenbaum mentioned that the SCA PIC is meeting next week and looking at legislative priorities and thanked the MI Farmers Market.

Councilmember Weiker mentioned that there is a SCA networking event on October 25 and mentioned that the AWC board passed 2024 legislative priorities.

Councilmember Weinberg noted a save the date for October 26 for a Sister City reception.

ADJOURNMENT

The Regular Hybrid Council Meeting adjourned at 8:40 pm.

Attest:

Salim Nice, Mayor

Andrea Larson, City Clerk



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6352
October 17, 2023
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6352: Luther Burbank Park Aquatic Lands Lease	<input type="checkbox"/> Discussion Only
RECOMMENDED ACTION:	Authorize the City Manager to execute the Washington State Department of Natural Resources Aquatic Lands Lease for Luther Burbank Park.	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations Paul West, Senior CIP Project Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Map of Luther Burbank Park Aquatic Lands Lease 2. Aquatic Lands Lease 20-B09917 for Luther Burbank Park
CITY COUNCIL PRIORITY:	2. Sustain and enhance our natural environment, especially parks and open spaces, to benefit this generation and others that follow.

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to approve an Aquatic Lands Lease with the Washington State Department of Natural Resources for second class shorelands along the eastern portion of the Luther Burbank Park waterfront and authorize the City Manager to execute the lease agreement.

- Luther Burbank Park is comprised of land that is owned by the City and land that is owned by Washington State Department of Natural Resources (DNR). See Exhibit 1.
- The City leases the DNR-owned land to provide public access to the shoreline. This is a no-cost lease, except for a small portion of the lease area that has non-water dependent use of the shorelands (the Boiler Building).
- The current lease is effective from 2016 to 2046.
- The City has pending grant agreements with Washington State for anticipated capital work at this site that require a minimum land tenure of 25 years from project completion. The current lease does not provide sufficient tenure to meet that requirement.
- DNR is offering a new 30-year lease to meet the grant requirement. The terms of the new lease are similar to the current lease.

BACKGROUND

The shorelands of Luther Burbank Park were first leased to King County by the Department of Natural Resources (DNR) in 1973 for a term of thirty years. The lease was to expire in 2003, the same year the City of Mercer Island was acquiring Luther Burbank Park. To expedite the sale of the property, DNR granted an amendment to the lease to transfer tenancy to the City and extended the lease term for an additional ten years. That lease expired in 2013. DNR provided a letter extending the City's tenancy in the interim until the current lease could be negotiated. The current thirty-year lease was executed in 2016.

The current lease from the Department of Natural Resources (DNR) for the Luther Burbank Park shorelands primarily concerns the second class shorelands adjacent to Government Lot 6, the eastern portion of the Luther Burbank Park waterfront (Exhibit 1). Additional information about the history and ownership of the shorelands for the three parcels that make up Luther Burbank Park is available in [AB 5144](#).

ISSUE/DISCUSSION

The Luther Burbank Dock and Waterfront Improvements Project (PA0122) includes grant funding through the Washington State Recreation Office, which requires a minimum land tenure of 25 years from project completion. The current lease with DNR for the Luther Burbank shorelands does not provide sufficient tenure to meet that requirement.

DNR has been responsive to the City efforts and has supported grant applications for the Luther Burbank Waterfront Improvements Project, as evidenced by their issuance of the new lease agreement. DNR is offering a new 30-year lease to meet the grant requirement.

Aquatic Lands Lease 20-B09917 (Exhibit 2) is similar to the current lease. It requires the City to provide public access to the State property for aquatic recreation, documents the existing improvements in the leased area, and assigns the City ownership of them. To add, modify, or remove improvements in the leased area, the City must receive DNR's permission first. DNR enforces conditions and standards for work in the leased area.

The lease also details the assignment of environmental liability and requires the replacement of creosote pilings and non-grated decking on the docks in the final four years of the thirty-year lease term, conditions that apply specifically to the north pier. As part of the upcoming waterfront project, the north pier is to remain. The creosote pilings will be jacketed with fiberglass to extend their useful life. The existing decking on the north pier is in satisfactory condition and will not need to be replaced for 20 to 25 years. As such, the lease requirement to replace the creosote pilings and non-grated decking aligns with the City's anticipated replacement cycle for the north pier and is anticipated to occur after 2050.

Under the existing lease, the City has been paying annual rent for the footprint of the Boiler Building which DNR considers non-water dependent use. This fee continues under the new lease starting at \$4,523.61 per year, which is similar to the current annual lease rate. This fee is adjusted annually based on the Consumer Price Index and reevaluated by DNR every four years for fair market value.

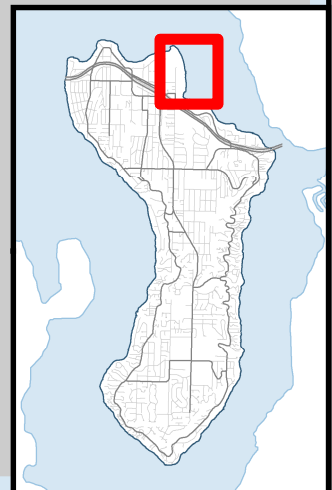
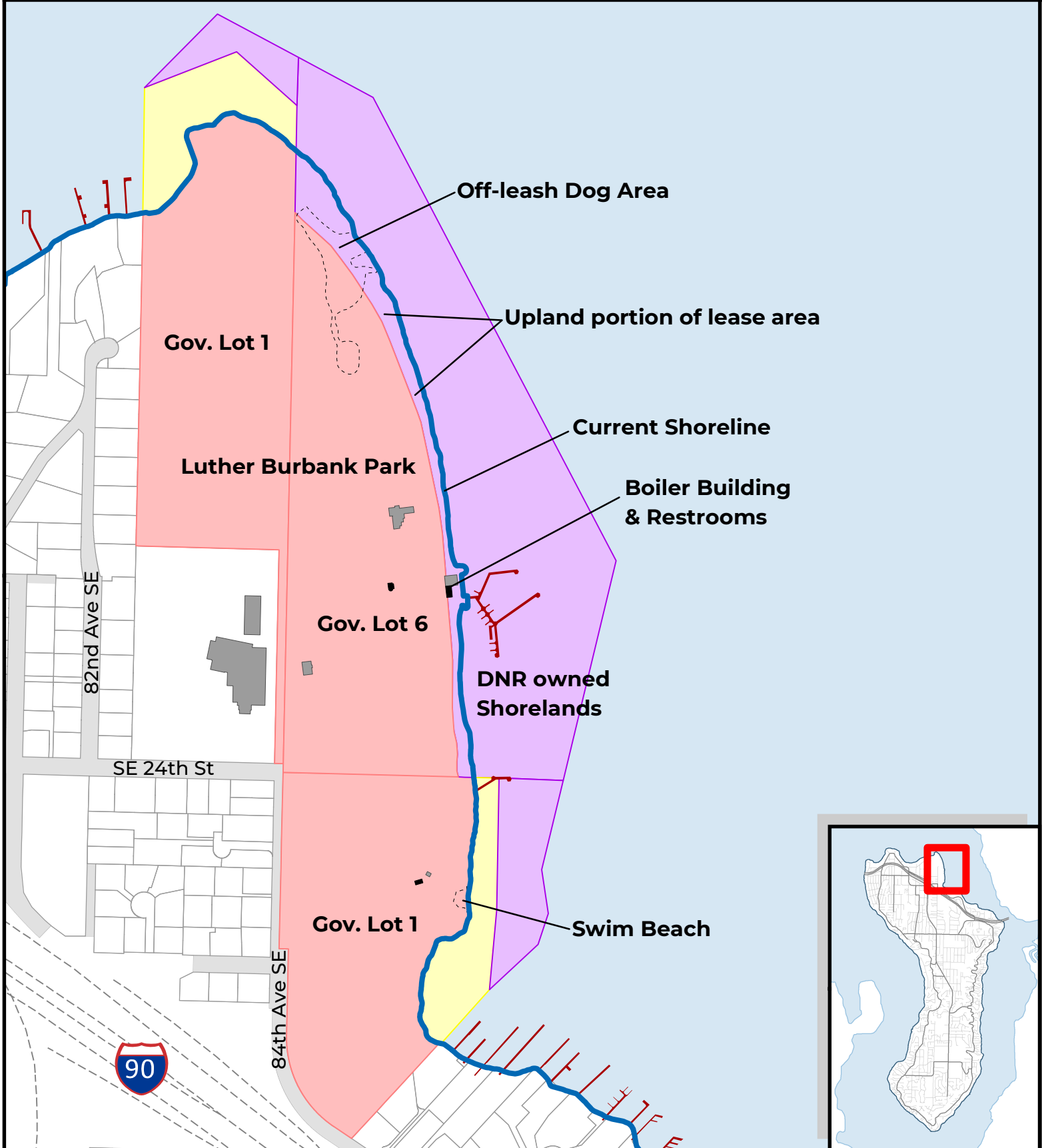
NEXT STEPS

Following City Council approval, the City Manager will execute the new lease agreement. The lease will be signed by the Public Lands Commissioner and recorded by the City. No budgetary impacts will result from the newly executed lease.

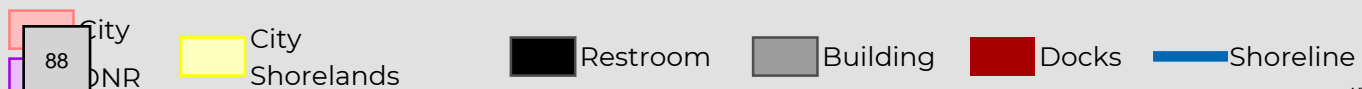
RECOMMENDED ACTION

Authorize the City Manager to execute the Washington State Department of Natural Resources Aquatic Lands Lease 20-B09917 for Luther Burbank Park, substantially in the form as set forth in Exhibit 2, and any future technical non-substantive amendments required to administer the lease.

Luther Burbank Park Aquatic Lands Lease



OWNERSHIP:



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

When recorded, return to:

City of Mercer Island
9611 SE 36th Street
Mercer Island, WA 98040-3732



AQUATIC LANDS LEASE

Lease No. 20-B09917

Grantor: Washington State Department of Natural Resources
Grantee(s): City of Mercer Island
Legal Description: Sections 6 and 7, Township 24 North, Range 05 East, W.M.
Complete Legal Description on Page 37
Auditor Reference Number(s): 20160304000166
Assessor's Property Tax Parcel or Account Number: 062405HYDR and 07405HYDR
Assessor's Property Tax Parcel or Account Number for Upland parcel used in conjunction with this lease: 0624059014 and 0724059054.

THIS LEASE is between the STATE OF WASHINGTON, acting through the Department of Natural Resources ("State"), and the CITY OF MERCER ISLAND a government agency ("Tenant").

BACKGROUND

Tenant desires to lease a portion of the aquatic lands commonly known as Lake Washington, which shorelands and bedlands located in King County, Washington, from State, and State desires to lease the Property to Tenant pursuant to the terms and conditions of this Lease. State has authority to enter into this Lease under Chapter 43.12, Chapter 43.30 and Title 79 of the Revised Code of Washington (RCW).

THEREFORE, the Parties agree as follows:

SECTION 1 PROPERTY

1.1 Property Defined.

- (a) State leases to Tenant and Tenant leases from State the real property described in Exhibit A together with all the rights of State, if any, to improvements on and easements benefiting the Property, but subject to the exceptions and restrictions set forth in this Lease (collectively the “Property”).
- (b) This Lease is subject to all valid interests of third parties noted in the records of King County, or on file in the Office of the Commissioner of Public Lands, Olympia, Washington; rights of the public under the Public Trust Doctrine or federal navigation servitude; and treaty rights of Indian Tribes.
- (c) This Lease does not include a right to harvest, collect, or damage natural resources, including aquatic life or living plants; water rights; mineral rights; or a right to excavate or withdraw sand, gravel, or other valuable materials.
- (d) State reserves the right to grant easements and other land uses on the Property to others when the easement or other land uses will not interfere unreasonably with the Permitted Use.

1.2 Survey and Property Descriptions.

- (a) Tenant warrants that the legal description provided in Exhibit A is a true and accurate description of the Property boundaries and the location of the Improvements existing on the Property. Tenant’s obligation to provide a true and accurate description of the Property boundaries and the location of the Improvements existing on the Property is a material term of this Lease.
- (b) Tenant’s use or occupancy of any state-owned aquatic lands outside the Property boundaries is a material breach of this Lease and State may seek remedies under Section 14 of this Lease in addition to any other remedies afforded by law or equity or otherwise.
- (c) Tenant warrants that the Property lies only in front of upland property owned or otherwise legally controlled by the Tenant.
- (d) Tenant shall submit an updated record of survey for State’s acceptance within One Hundred Eighty (180) days of the Commencement Date. Upon State’s written acceptance of the updated record of survey, the updated record of survey shall supersede the record of survey referenced in Exhibit A.
- (e) Tenant’s submission of the updated record of survey shall constitute a warranty that the updated record of survey is a true and accurate description of the Property boundaries and the as-built location of all Improvements on the Property. Tenant’s obligation to provide a true and accurate description of the Property boundaries and the as-built location of Improvements on the Property in the updated record of survey is a material term of this Lease.

- (f) At Tenant's expense, and no later than thirty (30) days after receiving State's written acceptance of the updated record of survey, Tenant shall record the updated record of survey in the County in which the Property is located. Tenant shall provide State with recording information, including the date of recordation and the file number, within fifteen (15) days after recording the updated record of survey.
- (g) Tenant shall hold harmless State and will not seek damages from State in the event a subsequent record of survey reveals an error in the legal description provided in Exhibit A.

1.3 Inspection. State makes no representation regarding the condition of the Property, Improvements located on the Property, the suitability of the Property for Tenant's Permitted Use, compliance with governmental laws and regulations, availability of utility rights, access to the Property, or the existence of hazardous substances on the Property. Tenant inspected the Property and accepts it "AS IS."

SECTION 2 USE

2.1 Permitted Use. Tenant shall use the Property for:

The City of Mercer Island's Luther Burbank Park, opened, and maintained year-round, providing public access to Lake Washington, (the "Permitted Use"), and for no other purpose. Exhibit B includes additional details about the Permitted Use, the Property, and Improvements, and additional obligations on Tenant. The Permitted Use of this Lease shall not be changed or modified without the written consent of State, which shall be at State's sole discretion.

2.2 Restrictions on Permitted Use and Operations. The following limitations and requirements apply to the Property and adjacent state-owned aquatic land. Tenant's compliance with the following does not limit Tenant's liability under any other provision of this Lease or the law.

- (a) Tenant shall not cause or permit:
 - (1) Damage to land or natural resources,
 - (2) Waste, or
 - (3) Deposit of material, unless approved by State in writing. This prohibition includes, but is not limited to, deposit of fill, rock, earth, ballast, wood waste, refuse, garbage, waste matter, pollutants of any type, or other matter.
- (b) Nothing in this Lease shall be interpreted as an authorization to dredge the Property.
- (c) Tenant shall not pressure wash or clean any equipment, machinery, or floating or fixed structures.
- (d) Tenant shall avoid damage caused by propeller wash from vessels.

- (e) Tenant shall not allow moorage or anchorage of vessels in water shallower than seven (7) feet extreme low water, and shall not allow vessels to come in contact with underlying shorelands or bedlands (commonly referred to as “grounding out”) at any time.
- (f) If anchoring, Tenant shall use and shall require use of anchor lines with midline floats.
- (g) Tenant shall not construct new bulkheads or place new hard bank armoring.
- (h) Tenant shall not replace or expand the existing bank armoring.
- (i) Tenant shall not install fixed breakwaters.
- (j) Tenant shall not replace an existing public access overwater structure unless the footprint and height of the replacement is the same or smaller than the footprint of the existing public access overwater structure.

2.3 Conformance with Laws. Tenant shall keep current and comply with all conditions and terms of permits, licenses, certificates, regulations, ordinances, statutes, and other government rules and regulations regarding Tenant’s use or occupancy of the Property.

2.4 Liens and Encumbrances. Unless expressly authorized by State in writing, Tenant shall keep the Property free and clear of liens or encumbrances arising from the Permitted Use or Tenant’s occupancy of the Property.

2.5 Residential Uses Prohibited. Residential uses, as defined by WAC 332-30-106(62), are not permitted on the Property.

SECTION 3 TERM

3.1 Term Defined. The term of this Lease is Thirty (30) years, beginning on the First Day of May 2023 (the “Commencement Date”), and ending on the Thirty First day of April, 2053 (the “Termination Date”), unless terminated sooner under the terms of this Lease (the “Term”). Whenever the phrase “termination of this Lease” or “termination of the Lease” is used in this Lease, it shall refer to the ending, termination, cancellation, or expiration of the Lease.

3.2 Renewal of the Lease. This Lease does not provide a right of renewal. Tenant may apply for a new lease, which State has discretion to grant or deny. Tenant must apply for a new lease at least one (1) year prior to the Termination Date.

3.3 End of Term.

- (a) Removal of Improvements and Personal Property: Prior to the termination of this Lease, Tenant shall remove Improvements and Personal Property in accordance with Section 7.
- (b) Restoration of Property:
 - (1) Prior to the termination of this Lease, Tenant shall restore the Property to its condition before the installation of any Improvements on the Property.

- (2) This restoration is to be done at Tenant's expense and to the satisfaction of State. Restoration of the Property is considered to be Work, as described in Section 7 of the Lease. Tenant's plans for restoring the Property shall be submitted to State for prior approval in accordance with Section 7 of this Lease.
- (3) If Tenant fails to restore the condition of the Property as required by this Paragraph, State may take steps reasonably necessary to remedy Tenant's failure. Upon demand by State, Tenant shall pay all costs of State's remedy, including but not limited to the costs of removing and disposing of material deposited on the Property, lost revenue resulting from the condition of the Property, and administrative costs associated with State's remedy.
- (c) Vacation of Property: Upon the termination of this Lease, Tenant shall cease all operations on and use of the Property and surrender the Property to State.

3.4 Holdover.

- (a) If Tenant remains in possession of the Property after the Termination Date, and State has not notified Tenant that Tenant must vacate the Property, in the absence of a new lease agreement between State and Tenant, the following terms apply: Tenant's occupancy will be a month-to-month tenancy, on terms identical to the terms of this Lease, except that either Party may terminate the tenancy on thirty (30) days' written notice. The month-to-month occupancy will not be an extension or renewal of the Term.
 - (1) The monthly rent during the month-to-month tenancy will be the same rent that would be due if the Lease were still in effect and all adjustments in rent were made in accordance with its terms.
 - (2) Payment of more than the monthly rent will not be construed to create a periodic tenancy longer than month-to-month. If Tenant pays more than the monthly rent and State provides notice to vacate the property, State shall refund the amount of excess payment remaining after the Tenant ceases occupation of the Property.
- (b) If State notifies Tenant to vacate the Property and Tenant fails to do so within the time set forth in the notice, Tenant will be a trespasser and shall owe State all amounts due under RCW 79.02.300 or other applicable laws.

SECTION 4 RENT

4.1 Annual Rent.

- (a) The Annual Rent is based on the use classification of Tenant's Permitted Use of the Property and the square footage of each use classification, as set forth in Exhibit A.

- (b) Until adjusted as set forth below, Tenant shall pay to State an annual rent of Four Thousand Five Hundred Twenty Three Dollars and Sixty One Cents (\$4,523.61), consisting of Four Thousand Five Hundred Twenty Three Dollars and Sixty One Cents related to the nonwater-dependent rent.
- (c) The annual rent, as it currently exists or as adjusted or modified (the “Annual Rent”), is due and payable in full on or before the Commencement Date and on or before the same date of each year thereafter.
- (d) Public Use and Access. This Lease allows for free or reduced rent for areas that meet the requirements of RCW 79.105.230 and WAC 332-30-131. If Tenant’s use of these areas cease to meet the requirements for free or reduced rent in RCW 79.105.230 and WAC 332-30-131, State will charge Tenant water-dependent rent for using these areas.

4.2 Payment Place. Tenant shall make payment to Financial Management Division, 1111 Washington St SE, PO Box 47041, Olympia, WA 98504-7041.

4.3 Adjustment Based on Change in Use Classification. Neither the use classification, nor the square footage of a use classification, shall be changed without the prior written consent of State. If the use classification or the square footage of a use classification is changed, the Annual Rent shall be adjusted based on the revised use classification or square footage of each use classification.

4.4 Rent Adjustment Procedures.

- (a) Notice of Rent Adjustment. State shall provide notice of adjustments to the Annual Rent allowed under Paragraph 4.5(b) to Tenant in writing no later than ninety (90) days after the anniversary date of the Commencement Date.
- (b) Procedures on Failure to make Timely Adjustment. If State fails to provide the notice required in Paragraph 4.4(a), State shall not collect the adjustment amount for the year in which State failed to provide notice. Upon providing notice of adjustment, State may adjust and prospectively bill Annual Rent as if missed or waived adjustments had been implemented at the proper interval. This includes the implementation of any inflation adjustment.

4.5 Rent Adjustments for Nonwater-Dependent Uses.

- (a) Inflation Adjustment. State shall adjust nonwater-dependent rent annually on the Commencement Date, except in those years in which State revalues the rent under Paragraph [4.5(b)] –OR- [4.6(b)] below. Adjustment is based on the percentage rate of change in the previous fiscal year's Consumer Price Index published by the Bureau of Labor Statistics of the United States Department of Labor, for the Seattle-Tacoma-Bellevue Metropolitan Statistical Area, All Urban Consumers, all items 1982-84 = 100. If publication of the Consumer Price Index is discontinued, State shall use a reliable governmental or other nonpartisan publication evaluating the information used in determining the Consumer Price Index.

- (b) **Revaluation of Rent.** At the end of the first four-year period of the Term, and at the end of each subsequent four-year period, State shall revalue the nonwater-dependent Annual Rent to reflect the then-current fair market rent.

SECTION 5 OTHER EXPENSES

5.1 Utilities. Tenant shall pay all fees charged for utilities required or needed by the Permitted Use.

5.2 Taxes and Assessments. Tenant shall pay all taxes (including leasehold excise taxes), assessments, and other governmental charges applicable or attributable to the Property, Tenant's leasehold interest, the Improvements, or Tenant's use and enjoyment of the Property.

5.3 Right to Contest. If in good faith, Tenant may contest any tax or assessment at its sole cost and expense. At the request of State, Tenant shall furnish reasonable protection in the form of a bond or other security, satisfactory to State, against loss or liability resulting from such contest.

5.4 Proof of Payment. If required by State, Tenant shall furnish to State receipts or other appropriate evidence establishing the payment of amounts this Lease requires Tenant to pay.

5.5 Failure to Pay. If Tenant fails to pay any of the amounts due under this Lease, State may pay the amount due, and recover its cost in accordance with Section 6.

SECTION 6 LATE PAYMENTS AND OTHER CHARGES

6.1 Failure to Pay Rent. If Tenant fails to pay rent when due under this Lease, State may seek remedies under Section 14 as well as late charges and interest as provided in this Section 6.

6.2 Late Charge. If State does not receive full rent payment within ten (10) days of the date due, Tenant shall pay to State a late charge equal to four percent (4%) of the unpaid amount or Fifty Dollars (\$50), whichever is greater, to defray the overhead expenses of State incident to the delay.

6.3 Interest Penalty for Past Due Rent and Other Sums Owed.

- (a) Tenant shall pay interest on the past due rent at the rate of one percent (1%) per month until paid, in addition to paying the late charges determined under Paragraph 6.2. Rent not paid by the close of business on the due date will begin accruing interest the day after the due date.
- (b) If State pays or advances any amounts for or on behalf of Tenant, Tenant shall reimburse State for the amount paid or advanced and shall pay interest on that amount at the rate of one percent (1%) per month from the date State notifies

Tenant of the payment or advance. This includes, but is not limited to, State's payment of taxes, assessments, insurance premiums, costs of removal and disposal of materials or Improvements under any provision of this Lease, or other amounts not paid when due.

6.4 Referral to Collection Agency and Collection Agency Fees. If State does not receive full payment within thirty (30) days of the due date, State may refer the unpaid amount to a collection agency as provided by RCW 19.16.500 or other applicable law. Upon referral, Tenant shall pay collection agency fees in addition to the unpaid amount.

6.5 No Accord and Satisfaction. If Tenant pays, or State otherwise receives, an amount less than the full amount then due, State may apply such payment as it elects. State may accept payment in any amount without prejudice to State's right to recover the balance or pursue any other right or remedy. No endorsement or statement on any check, any payment, or any letter accompanying any check or payment constitutes accord and satisfaction.

6.6 No Counterclaim, Setoff, or Abatement of Rent. Except as expressly set forth elsewhere in this Lease, Tenant shall pay rent and all other sums payable by Tenant without the requirement that State provide prior notice or demand. Tenant's payment is not subject to counterclaim, setoff, deduction, defense or abatement.

SECTION 7 IMPROVEMENTS, PERSONAL PROPERTY, AND WORK

7.1 Improvements Defined.

- (a) "Improvements," consistent with RCW 79.105 through 79.140, are additions within, upon, or attached to the land. Improvements include, but are not limited to, fill, structures, bulkheads, docks, pilings, and other fixtures.
- (b) "Personal Property" means items that can be removed from the Property without (1) injury to the Property, adjacent state-owned aquatic lands, or Improvements or (2) diminishing the value or utility of the Property, adjacent state-owned aquatic lands or Improvements.
- (c) "State-Owned Improvements" are Improvements made or owned by the State of Washington. State-Owned Improvements includes any construction, alteration, or addition to State-Owned Improvements made by Tenant.
- (d) "Tenant-Owned Improvements" are Improvements authorized by State and (1) made by Tenant, (2) acquired by Tenant from the prior tenant, (3) made by subtenants on the Property, or (4) acquired by a subtenant from Tenant or a prior subtenant or tenant.
- (e) "Unauthorized Improvements" are Improvements made on the Property without State's prior consent or Improvements made by Tenant that do not conform to plans submitted to and approved by State.
- (f) "Improvements Owned by Others" are Improvements owned by others (not including Tenant or a subtenant) with a right to occupy or use the Property.

7.2 Existing Improvements. On the Commencement Date, the following Tenant-Owned Improvements are located on the Property: historic steam plant building (also known as the boiler building); public restrooms; waterfront plaza; fixed boat dock and supporting wood piling; fixed fishing pier and supporting wood piling; grated floating dock; grated steel gangway; bulkhead; three stormwater outfalls; recreational trails; and nine non-lateral information and regulatory buoys.

:

7.3 Construction, Major Repair, Modification, and Other Work.

- (a) This Paragraph 7.3 governs construction, alteration, replacement, major repair, modification, and removal of Improvements (collectively “Work”).
- (b) Except in an emergency, Tenant shall not conduct Work without State’s prior written consent. Tenant shall obtain State’s prior written consent as follows:
 - (1) Tenant shall submit to State plans and specifications describing the proposed Work at least sixty (60) days before submitting permit applications to regulatory authorities unless Tenant and State otherwise agree to coordinate permit applications. At a minimum, or if no permits are necessary, Tenant shall submit plans and specifications to State at least ninety (90) days before commencement of Work.
 - (2) State may deny consent if State determines that denial is in the best interest of the State of Washington or if the proposed Work does not comply with Paragraphs 7.4 and 11.3. State may impose additional conditions intended to protect and preserve the Property or adjacent state-owned aquatic lands.
 - (3) State will not approve plans to construct new Improvements or expand existing Improvements in or over habitats designated by State as important habitat, including, but not limited to: native aquatic vegetation, commercial geoduck tracts, forage fish spawning areas, and salmon critical habitat. Tenant shall confirm location of important habitat on Property, if any, with State before submitting plans and specifications in accordance with Paragraph 7.3.
- (c) Tenant shall immediately notify State of emergency Work. Upon State’s request, Tenant shall provide State with as-built plans and specifications of emergency Work.
- (d) Tenant shall not commence or authorize Work until Tenant or Tenant’s contractor has:
 - (1) Obtained a performance and payment bond in an amount equal to one hundred twenty-five percent (125%) of the estimated cost of construction. Tenant or Tenant’s contractor shall maintain the performance and payment bond until the costs of the Work, including all laborers and material persons, are paid in full.
 - (2) Obtained all required permits.
- (e) Before completing Work, Tenant shall remove all debris and restore the Property to an orderly and safe condition. If Work is for removal of Improvements at End

of Term, Tenant shall restore the Property in accordance with Paragraph 3.3, End of Term.

- (f) Upon completing Work, Tenant shall promptly provide State with as-built plans and specifications. State may also require Tenant to obtain an updated record of survey showing the Property boundaries and the as-built location of all Improvements on the Property.
- (g) State shall not charge rent for authorized Improvements installed by Tenant on the Property during the Term, but State may charge rent for such Improvements when and if Tenant or successor obtains a subsequent use authorization for the Property and State has waived the requirement for removal of Improvements as provided in Paragraph 7.5.

7.4 Standards for Work.

- (a) Applicability of Standards for Work.
 - (1) The standards for Work in Paragraph 7.4(b) apply to Work commenced in the five year period following the Commencement Date. Work commences when State approves plans and specifications.
 - (2) If Tenant commences Work five years or more after the Commencement Date, Tenant shall comply with State's current standards for Work.
 - (3) If Tenant commences Work five (5) or more years after the Commencement Date, Tenant shall ascertain State's current standards for Work as follows:
 - (i) Before submitting plans and specifications for State's approval as required by Paragraph 7.3 of the Lease, Tenant shall request State to provide Tenant with State's current standards for Work on state-owned aquatic lands.
 - (ii) Within thirty (30) days of receiving Tenant's request, State shall provide Tenant with State's current standards for Work, which will be effective for the purpose of State's approval of Tenant's proposed Work, provided Tenant submits plans and specifications for State's approval within two (2) years of Tenant's request for standards.
 - (iii) If State does not timely provide State's current standards upon Tenant's request, the standards for Work under Paragraph 7.4(b) apply to Tenant's Work provided Tenant submits plans and specifications as required by Paragraph 7.3 within two (2) years of Tenant's request for State's current standards for Work.
 - (iv) If Tenant fails to (1) make a request for State's current standards for Work or (2) timely submit plans and specifications to State after receiving State's current standards for Work, Tenant shall, at Tenant's sole expense, make changes in plans or Work necessary to conform to State's current standards for Work upon State's demand.

- (b) The following standards for Work apply to Work commenced in the five-year period following the Commencement Date:
- (1) Tenant shall not install skirting on any overwater structure.]
 - (2) Tenant shall only conduct in-water Work during time periods authorized for such work under WAC 220-660-110, Authorized Work Times in Freshwater Areas, or as otherwise directed by the Washington Department of Fish and Wildlife (WDFW).
 - (3) Tenant shall not provide anchorage or moorage in water more shallow than [seven (7) feet (2.1 meters).
 - (4) Tenant shall use embedded anchors and midline floats on all anchored structures and buoys.
 - (5) Tenant shall install grating on new floats, piers, wharves, fingers, docks, decks, fixed docks, and/or gangways as follows: For floats, fingers, and docks, Tenant shall install unobstructed grating on at least fifty percent (50%) of the surface area; grating material must have at least sixty percent (60%) functional open space or forty percent (40%) or greater multi-directional open space. For gangways, piers, wharves, decks, and fixed docks, Tenant shall install grating on one hundred percent (100%) of the surface area; grating material must have at least sixty percent (60%) functional open space or forty percent (40%) or greater multi-directional open space.
 - (6) Tenant shall orient and shield lighting fixtures attached to overwater structures in a manner that minimizes the amount of light shining directly on the water, minimizes the amount of glare on the water, and minimizes the amount of light broadcasting into the night sky. Tenant shall implement the following measures to achieve this requirement:
 - (i) Tenant shall direct light to walkways, AND
 - (ii) Tenant shall use light shields which prevent light from being emitted upward and prevent glare on the water, AND
 - (iii) Tenant shall use fixtures that do not emit light upward,
 - (7) Tenant shall not allow new floating structures to come in contact with underlying bedlands (commonly referred to as “grounding out”). Tenant must either (1) locate all new floating structures in water too deep to permit grounding out or (2) install stoppers sufficient to prevent grounding, keeping the bottom of the structure above the level of the substrate.

7.5 Tenant-Owned Improvements.

- (a) Removal of Tenant-Owned Improvements upon termination.
 - (1) Tenant shall remove Tenant-Owned Improvements in accordance with Paragraph 7.3 upon the termination of the Lease unless State waives the requirement for removal.

- (2) Tenant-Owned Improvements remaining on the Property after the termination of the Lease shall become State-Owned Improvements without payment by State, unless State elects otherwise. State may refuse or waive ownership.
 - (3) If Tenant-Owned Improvements remain on the Property after the termination of the Lease without State's consent, State may remove all Improvements and Tenant shall pay State's costs.
- (b) Conditions Under Which State May Waive Removal of Tenant-Owned Improvements.
 - (1) State may waive removal of any Tenant-Owned Improvements whenever State determines that it is in the best interests of the State of Washington, and regardless of whether Tenant enters into a new Lease for the Property.
 - (2) If Tenant waive requirement to remove Tenant-Owned Improvements. State also may consent to Tenant's continued ownership of Tenant-Owned Improvements.
 - (3) If Tenant does not enter into a new Lease for the Property, State may waive requirement to remove Tenant-Owned Improvements upon consideration of a timely request from Tenant, as follows:
 - (i) Tenant shall submit its request to leave Tenant-Owned Improvements to State at least one (1) year before the Termination Date.
 - (ii) State, within ninety (90) days of receiving Tenant's request, will notify Tenant whether State consents to any Tenant-Owned Improvements remaining. State has no obligation to grant consent.
 - (iii) State's failure to respond to Tenant's request to leave Improvements within ninety (90) days is a denial of the request.
- (c) Tenant's Obligations if State Waives Removal.
 - (1) For any Tenant-Owned Improvements that State has waived the requirement for removal, Tenant shall not remove such Tenant-Owned Improvements.
 - (2) For any Tenant-Owned Improvements that State has waived the requirement for removal, Tenant shall maintain such Tenant-Owned Improvements in accordance with this Lease until the termination of the Lease. Tenant is liable to State for cost of repair if Tenant causes or allows damage to Tenant-Owned Improvements State has designated to remain.

7.6 Unauthorized Improvements.

- (a) Unauthorized Improvements belong to State, unless State elects otherwise.
- (b) The placement of Unauthorized Improvements on the Property is a default of the Lease. State may require removal of any or all Unauthorized Improvements. If State requires removal of Unauthorized Improvements and if Tenant fails to remove the Unauthorized Improvements, State may remove the Unauthorized Improvements and Tenant shall pay for the cost of removal and disposal.

- (c) In addition to requiring removal of Unauthorized Improvements, State may charge Tenant a use fee that is sixty percent (60%) higher than the full market value of the use of the land for the Unauthorized Improvements from the time of installation or construction until the time the Unauthorized Improvements are removed.
- (d) If State consents to Unauthorized Improvements remaining on the Property, upon State's consent, the Unauthorized Improvements will be treated as Tenant-Owned Improvements and the removal and ownership of such Improvements shall be governed by Paragraph 7.5. If State consents to the Unauthorized Improvements remaining on the Property, State may charge a use fee that is sixty percent (60%) higher than the full market value of the use of the land for the Unauthorized Improvements from the time of installation or construction until State consents.

7.7 Personal Property.

- (a) Tenant retains ownership of Personal Property unless Tenant and State agree otherwise in writing.
- (b) Tenant shall remove Personal Property from the Property by the termination of the Lease. Tenant is liable for damage to the Property and any Improvements that may result from removal of Personal Property.
- (c) State may sell or dispose of all Personal Property left on the Property after the termination of the Lease.
 - (1) If State conducts a sale of Personal Property, State shall first apply proceeds to State's costs of removing the Personal Property, State's costs in conducting the sale, and any other payment due from Tenant to State. State shall pay the remainder, if any, to the Tenant. Tenant shall be liable for any costs of removing the Personal Property and conducting the sale that exceed the proceeds received by State.
 - (2) If State disposes of Personal Property, Tenant shall pay for the cost of removal and disposal.

SECTION 8 ENVIRONMENTAL LIABILITY/RISK ALLOCATION

8.1 Definitions.

- (a) "Hazardous Substance" means any substance that now or in the future becomes regulated or defined under any federal, state, or local statute, ordinance, rule, regulation, or other law relating to human health, environmental protection, contamination, pollution, or cleanup.
- (b) "Release or threatened release of Hazardous Substance" means a release or threatened release as defined under any law described in Paragraph 8.1(a).
- (c) "Utmost care" means such a degree of care as would be exercised by a very careful, prudent, and competent person under the same or similar circumstances; the utmost care required under RCW 70A.305.040(3)(a)(iii) of the Washington State Model Toxics Control Act.

- (d) “Tenant and affiliates” when used in this Section 8 means Tenant or Tenant’s subtenants, contractors, agents, employees, guests, invitees, licensees, affiliates, or any person on the Property with the Tenant’s permission.
- (e) “Liabilities” as used in this Section 8 means any claims, demands, proceedings, lawsuits, damages, costs, expenses, fees (including attorneys’ fees and disbursements), penalties, or judgments.

8.2 General Conditions.

- (a) Tenant’s obligations under this Section 8 extend to the area in, on, under, or above:
 - (1) The Property; and
 - (2) Adjacent state-owned aquatic lands if affected by a release of Hazardous Substances that occurs as a result of the Permitted Use.
- (b) Standard of Care.
 - (1) Tenant shall exercise the utmost care with respect to Hazardous Substances.
 - (2) Tenant shall exercise utmost care for the foreseeable acts or omissions of third parties with respect to Hazardous Substances, and the foreseeable consequences of those acts or omissions, to the extent required to establish a viable, third-party defense under the law.

8.3 Current Conditions and Duty to Investigate.

- (a) State makes no representation about the condition of the Property or adjacent state-owned aquatic lands. Hazardous Substances may exist in, on, under, or above the Property or adjacent state-owned aquatic lands.
- (b) This Lease does not impose a duty on State to conduct investigations or supply information to Tenant about Hazardous Substances.
- (c) Tenant is responsible for conducting all appropriate inquiry and gathering sufficient information about the existence, scope, and location of Hazardous Substances on or near the Property necessary for Tenant to meet Tenant’s obligations under this Lease and utilize the Property for the Permitted Use.

8.4 Use of Hazardous Substances.

- (a) Tenant and affiliates shall not use, store, generate, process, transport, handle, release, or dispose of Hazardous Substances, except in accordance with all applicable laws.
- (b) Tenant shall not undertake, or allow others to undertake by Tenant’s permission, acquiescence, or failure to act, activities that result in a release or threatened release of Hazardous Substances.
- (c) If use of Hazardous Substances related to Tenant’s Permitted Use or Tenant’s use or occupancy of the Property results in violation of law:
 - (1) Tenant shall submit to State any plans for remedying the violations, and

- (2) Tenant shall implement any remedial measures to restore the Property or natural resources that State may require in addition to remedial measures required by regulatory authorities.

8.5 Management of Contamination, if any.

- (a) Tenant and affiliates shall not undertake activities that:
 - (1) Damage or interfere with the operation of remedial or restoration activities, if any;
 - (2) Result in human or environmental exposure to contaminated sediments, if any;
 - (3) Result in the mechanical or chemical disturbance of on-site habitat mitigation, if any.
- (b) If requested, Tenant shall allow reasonable access to:
 - (1) Employees and authorized agents of the United States Environmental Protection Agency (EPA), the Washington State Department of Ecology, health department, or other similar environmental agencies; and
 - (2) Potentially liable or responsible parties who are the subject of an order or consent decree that requires access to the Property. Tenant may negotiate an access agreement with such parties, but Tenant may not unreasonably withhold such agreement.

8.6 Notification and Reporting.

- (a) Tenant shall immediately notify State if Tenant becomes aware of any of the following:
 - (1) A release or threatened release of Hazardous Substances;
 - (2) Any new discovery of or new information about a problem or liability related to, or derived from, the presence of Hazardous Substances;
 - (3) Any lien or action arising from Hazardous Substances;
 - (4) Any actual or alleged violation of any federal, state, or local statute, ordinance, rule, regulation, or other law pertaining to Hazardous Substances;
 - (5) Any notification from the EPA or the Washington State Department of Ecology that remediation or removal of Hazardous Substances is or may be required at the Property.
- (b) Tenant's duty to report under Paragraph 8.6(a) extends to lands described in Paragraph 8.2(a) and to any other property used by Tenant in conjunction with the Property if a release of Hazardous Substances on the other property could affect the Property.
- (c) Tenant shall provide State with copies of all documents Tenant submits to any federal, state or local authorities concerning environmental impacts or proposals relative to the Property. Documents subject to this requirement include, but are not limited to, applications, reports, studies, or audits for National Pollutant Discharge Elimination System permits; United States Army Corps of Engineers permits; State Hydraulic Project Approvals (HPA); State Water Quality

Certifications; Shoreline Substantial Development permits; and any reporting necessary for the existence, location, and storage of Hazardous Substances on the Property.

8.7 Indemnification.

- (a) Tenant shall fully indemnify, defend, and hold harmless State from and against Liabilities that arise out of, or relate to:
 - (1) The use, storage, generation, processing, transportation, handling, or disposal of any Hazardous Substance by Tenant and affiliates occurring whenever Tenant occupies or has occupied the Property;
 - (2) The release or threatened release of any Hazardous Substance resulting from any act or omission of Tenant and affiliates occurring whenever Tenant occupies or has occupied the Property.
- (b) Tenant shall fully indemnify, defend, and hold harmless State for Liabilities that arise out of or relate to Tenant's breach of obligations under Paragraph 8.5.
- (c) If Tenant fails to exercise care as described in Paragraph 8.2(b)(2), Tenant shall fully indemnify, defend, and hold harmless State from and against Liabilities arising from the acts or omissions of third parties in relation to the release or threatened release of Hazardous Substances.

8.8 Reservation of Rights.

- (a) For Liabilities not covered by the indemnification provisions of Paragraph 8.7, the Parties expressly reserve and do not waive any rights, claims, immunities, causes of action, or defenses relating to Hazardous Substances that either Party may have against the other under law.
- (b) The Parties expressly reserve all rights, claims, immunities, and defenses that either Party may have against third parties. Nothing in this Section 8 benefits or creates rights for third parties.
- (c) The allocations of risks, Liabilities, and responsibilities set forth in this Section 8 do not release either Party from or affect the liability of either Party for Hazardous Substances claims or actions by regulatory agencies.

8.9 Cleanup.

- (a) If Tenant's act, omission, or breach of obligation under Paragraph 8.4 results in a release of Hazardous Substances that exceeds the threshold limits of any applicable regulatory standard, Tenant shall, at Tenant's sole expense, promptly take all actions necessary or advisable to clean up the Hazardous Substances in accordance with applicable law.
- (b) If a cleanup is eligible for the Washington State Department of Ecology's Voluntary Cleanup Program, Tenant may undertake a cleanup of the Property pursuant to the Washington State Department of Ecology's Voluntary Cleanup Program, provided that Tenant cooperates with the Department of Natural Resources in development of cleanup plans. Tenant shall not proceed with Voluntary Cleanup without the Department of Natural Resources' approval of

final plans. Nothing in the operation of this provision is an agreement by the Department of Natural Resources that the Voluntary Cleanup complies with any laws or with the provisions of this Lease. Tenant's completion of a Voluntary Cleanup is not a release from or waiver of any obligation for Hazardous Substances under this Lease.

8.10 Sampling by State, Reimbursement, and Split Samples.

- (a) State may enter the Property and conduct sampling, tests, audits, surveys, or investigations ("Tests") of the Property at any time to determine the existence, scope, or effects of Hazardous Substances.
- (b) If such Tests, along with any other information, demonstrate a breach of Tenant's obligations regarding Hazardous Substances under this Lease, Tenant shall promptly reimburse State for all costs associated with such Tests, provided State gave Tenant thirty (30) days' advance notice in nonemergencies and reasonably practical notice in emergencies.
- (c) In nonemergencies, Tenant is entitled to obtain split samples of Test samples, provided Tenant gives State written notice requesting split samples at least ten (10) days before State conducts Tests. Upon demand, Tenant shall promptly reimburse State for additional cost, if any, of split samples.
- (d) If either Party conducts Tests on the Property, the conducting Party shall provide the other Party with validated final data and quality assurance/quality control/chain of custody information about the Tests within sixty (60) days of a written request by the other Party, unless Tests are part of a submittal under Paragraph 8.6(c) in which case Tenant shall submit data and information to State without written request by State. Neither party is obligated to provide any analytical summaries or the work product of experts.

SECTION 9 ASSIGNMENT AND SUBLETTING

9.1 State Consent Required. Tenant shall not sell, convey, mortgage, assign, pledge, sublease, or otherwise transfer or encumber all or any part of Tenant's interest in this Lease or the Property without State's prior written consent, which shall be at State's sole discretion.

- (a) In determining whether to consent, State may consider, among other items, the proposed transferee's financial condition, business reputation, and experience, the nature of the proposed transferee's business, the then-current value of the Property, and such other factors as may reasonably bear upon the suitability of the transferee as a tenant of the Property. State may refuse its consent to any conveyance, transfer, or encumbrance if it will result in a subdivision of the leasehold. Tenant shall submit information regarding any proposed transferee to State at least thirty (30) days prior to the date of the proposed transfer.
- (b) State reserves the right to condition its consent upon:
 - (1) Changes in the terms and conditions of this Lease, including, but not limited to, the Annual Rent; and/or

- (2) The agreement of Tenant or transferee to conduct Tests for Hazardous Substances on the Property or on other property owned or occupied by Tenant or the transferee.
- (c) Each permitted transferee shall assume all obligations under this Lease, including the payment of rent. No assignment, sublet, or transfer shall release, discharge, or otherwise affect the liability of Tenant. Tenant shall remain liable for the full and complete performance, satisfaction, and compliance with the terms of this Lease.
- (d) State's consent under this Paragraph 9.1 does not constitute a waiver of any claims against Tenant for the violation of any term of this Lease.

9.2 Rent Payments Following Assignment. The acceptance by State of the payment of rent following an assignment or other transfer does not constitute consent to any assignment or transfer.

9.3 Terms of Subleases.

- (a) Tenant shall submit the terms of all subleases to State for prior approval.
- (b) Tenant shall incorporate the following requirements in all subleases:
 - (1) The sublease must be consistent with and subject to all the terms and conditions of this Lease;
 - (2) The sublease must provide that this Lease controls if the terms of the sublease conflict with the terms of this Lease;
 - (3) The term of the sublease (including any period of time covered by a renewal option) must end before the Termination Date of the initial Term or any renewal term;
 - (4) The sublease must terminate if this Lease terminates for any reason;
 - (5) The sublease must include an acknowledgment that the subtenant has received a copy of this Lease;
 - (6) The sublease must prohibit the prepayment to Tenant by the subtenant of more than one year of rent;
 - (7) The sublease must identify the rental amount subtenant is to pay to Tenant;
 - (8) The sublease must provide that there is no privity of contract between the subtenant and State;
 - (9) The sublease must require removal of the subtenant's Improvements and Personal Property upon termination of the sublease;
 - (10) The subtenant's permitted use must be within the scope of the Permitted Use;
 - (11) The sublease must require the subtenant to indemnify, defend, and hold harmless State to the same extent Tenant is required to indemnify, defend, and hold harmless State under this Lease ;
 - (12) The sublease must require the subtenant to meet the Insurance requirements under Section 10 unless State agrees in writing to exempt a subtenant from this requirement;

- (13) The sublease must require the subtenant to comply with the Financial Security requirements under Section 10; and
- (14) If the sublease includes moorage of a vessel, the sublease must require the subtenant to procure marine insurance as set forth in Paragraph 10.2(c)(4) of this Lease.

9.4 Short-Term Subleases of Moorage Slips. Short-term subleasing of moorage slips for a term of one year or less does not require State's prior approval pursuant to Paragraphs 9.1 or 9.3; however, Tenant shall conform moorage sublease agreements to the sublease requirements in Paragraph 9.3(b).

9.5 Event of Assignment. If Tenant is a corporation, dissolution of the corporation or a transfer (by one or more transactions) of a majority of the voting stock of Tenant is an assignment of this Lease. If Tenant is a partnership, dissolution of the partnership or a transfer (by one or more transactions) of the controlling interest in Tenant is an assignment of this Lease. If Tenant is a limited liability company, conveyance of an economic interest of greater than fifty percent (50%) is an assignment of this Lease. Assignments defined in this Paragraph 9.5 require State's consent under Paragraph 9.1.

SECTION 10 INDEMNITY, INSURANCE, FINANCIAL SECURITY

10.1 Indemnity.

- (a) Tenant shall indemnify, defend, and hold harmless State, its employees, officials, officers, and agents from any Claim arising out of the Permitted Use, any Claim arising out of activities related to the Permitted Use, and any Claim arising out of the use, occupation, or control of the Property by Tenant, its subtenants, contractors, agents, invitees, guests, employees, affiliates, licensees, or permittees, to the fullest extent permitted by law and subject to the limitations provided below.
- (b) "Claim" as used in this Paragraph 10.1 means any financial loss, claim, suit, action, damages, expenses, costs, fees (including attorneys' fees), fines, penalties, or judgments attributable to: bodily injury; sickness; disease; death; and damages to tangible property, including, but not limited to, land, aquatic life, and other natural resources. "Damages to tangible property" includes, but is not limited to, physical injury to tangible property, diminution in value to tangible property, damages resulting from loss of use of tangible property, and loss or diminution of natural resource values.
- (c) State shall not require Tenant to indemnify, defend, and hold harmless State, or its employees, officials, officers, and agents for a Claim caused solely by or resulting solely from the negligence or willful act of State, its employees, officials, officers, or agents.
- (d) Tenant specifically and expressly waives any immunity that may be granted under the Washington State Industrial Insurance Act, Title 51 RCW in connection with

its obligation to indemnify, defend, and hold harmless State and its employees, officials, officers, and agents. Further, Tenant's obligation under this Lease to indemnify, defend, and hold harmless State and its employees, officials, officers, and agents shall not be limited in any way by any limitation on amount or type of damages, compensation, or benefits payable to or for any third party under the workers' compensation acts.

- (e) Only to the extent RCW 4.24.115 applies and requires such a limitation, if a Claim is caused by or results from the concurrent negligence of (a) State or State's employees, officials, officers, or agents, and (b) the Tenant or Tenant's subtenants, agents, or employees, these indemnity provisions shall be valid and enforceable only to the extent of the negligence of the Tenant and those acting on its behalf.
- (f) Section 8, Environmental Liability/Risk Allocation, exclusively shall govern Tenant's liability to State for Hazardous Substances and its obligation to indemnify, defend, and hold harmless State for Hazardous Substances.

10.2 Insurance Terms.

- (a) Insurance Required.
 - (1) Tenant certifies that on the Commencement Date of this Lease it is a member of a self-insured risk pool for all the liability exposures, its self-insurance plan satisfies all State requirements, and its self-insurance plan provides coverage equal to that required in this Paragraph 10.2 and by Paragraph 10.3, Insurance Types and Limits. Tenant shall provide to State evidence of its status as a member of a self-insured risk pool. Upon request by State, Tenant shall provide a written description of its financial condition and/or the self-insured funding mechanism. Tenant shall provide State with at least thirty (30) days' written notice prior to any material changes to Tenant's self-insured funding mechanism. If during the Term Tenant's self-insurance plan fails to provide coverage equal to that required in Paragraph 10.2 and Paragraph 10.3 of this Lease, Tenant shall procure additional commercial insurance coverage to meet the requirements of this Lease. The requirements in Paragraph 10.2(a)(3) and (4) only apply where the Tenant procures additional commercial insurance to meet the requirements of this Lease.
 - (2) Unless State agrees to an exception, Tenant shall provide insurance issued by an insurance company or companies admitted to do business in the State of Washington and have a rating of A- or better by the most recently published edition of A.M. Best's Insurance Reports. Tenant may submit a request to the risk manager for the Department of Natural Resources to approve an exception to this requirement. If an insurer is not admitted, the insurance policies and procedures for issuing the insurance policies shall comply with Chapter 48.15 RCW and 284-15 WAC.
 - (3) All general liability, excess, umbrella and pollution legal liability insurance policies must name the State of Washington, the Department of

- Natural Resources, its elected and appointed officials, officers, agents, and employees as an additional insured by way of endorsement.
- (4) All property insurance, builder's risk insurance, and equipment breakdown insurance must name the State of Washington, the Department of Natural Resources, its elected and appointed officials, officers, agents, and employees as a loss payee.
 - (5) All insurance provided in compliance with this Lease must be primary as to any other insurance or self-insurance programs afforded to or maintained by State.
- (b) Waiver.
- (1) Tenant waives all rights against State for recovery of damages to the extent insurance maintained pursuant to this Lease covers these damages.
 - (2) Except as prohibited by law, Tenant waives all rights of subrogation against State for recovery of damages to the extent that they are covered by insurance maintained pursuant to this lease.
- (c) Proof of Insurance.
- (1) Tenant shall provide State with a certificate(s) and endorsement(s) of insurance executed by a duly authorized representative of each insurer, showing compliance with insurance requirements specified in this Lease; and, if requested, copies of policies to State.
 - (2) The certificate(s) of insurance must reference the Lease number.
 - (3) Receipt of such certificates, endorsements or policies by State does not constitute approval by State of the terms of such policies.
- (d) State must receive written notice before cancellation or non-renewal of any insurance required by this Lease, as follows:
- (1) Insurers subject to RCW 48.18 (admitted and regulated by the Insurance Commissioner): If cancellation is due to non-payment of premium, provide State ten (10) days' advance notice of cancellation; otherwise, provide State forty-five (45) days' advance notice of cancellation or non-renewal.
 - (2) Insurers subject to RCW 48.15 (surplus lines): If cancellation is due to non-payment of premium, provide State ten (10) days' advance notice of cancellation; otherwise, provide State twenty (20) days' advance notice of cancellation or non-renewal.
- (e) Adjustments in Insurance Coverage.
- (1) State may impose changes in the limits of liability for all types of insurance as State deems necessary.
 - (2) Tenant shall secure new or modified insurance coverage within thirty (30) days after State requires changes in the limits of liability.
- (f) If Tenant fails to procure and maintain the insurance required in this Lease within fifteen (15) days after Tenant receives a notice to comply from State, State may either:
- (1) Deem the failure an Event of Default under Section 14 and terminate the Lease without giving Tenant any further opportunity to cure, or

- (2) Procure and maintain comparable substitute insurance and pay the premiums. Upon demand, Tenant shall pay to State the full amount paid by State, together with interest at the rate provided in Paragraph 6.3 from the date of State's notice of the expenditure until Tenant's repayment.
- (g) General Terms.
 - (1) State does not represent that coverage and limits required under this Lease are adequate to protect Tenant.
 - (2) Coverage and limits do not limit Tenant's liability for indemnification and reimbursements granted to State under this Lease.
 - (3) The Parties shall use any insurance proceeds payable by reason of damage or destruction to property first to restore the real property covered by this Lease, then to pay the cost of the reconstruction, then to pay State any sums in arrears, and then to Tenant.

10.3 Insurance Types and Limits.

- (a) General Liability Insurance.
 - (1) Tenant shall maintain commercial general liability insurance (CGL) or marine general liability (MGL) covering claims for bodily injury, personal injury, or property damage arising on the Property and/or arising out of Tenant's use, occupation, or control of the Property and, if necessary, commercial umbrella insurance with a limit of not less than Two Million Dollars (\$2,000,000) per each occurrence. If such CGL or MGL insurance contains aggregate limits, the general aggregate limit must be at least twice the "each occurrence" limit. CGL or MGL insurance must have products-completed operations aggregate limit of at least two times the "each occurrence" limit.
 - (2) CGL insurance must be written on Insurance Services Office (ISO) Occurrence Form CG 00 01 (or a substitute form providing equivalent coverage). All insurance must cover liability arising out of premises, operations, independent contractors, products completed operations, personal injury and advertising injury, and liability assumed under an insured contract (including the tort liability of another party assumed in a business contract) and contain separation of insured (cross-liability) condition.
 - (3) MGL insurance must have no exclusions for non-owned watercraft.
- (b) Workers' Compensation.
 - (1) State of Washington Workers' Compensation.
 - (i) Tenant shall comply with all State of Washington workers' compensation statutes and regulations. Tenant shall provide workers' compensation coverage for all employees of Tenant. Coverage must include bodily injury (including death) by accident or disease, which arises out of or in connection with Tenant's use, occupation, and control of the Property.

- (ii) If Tenant fails to comply with all State of Washington workers' compensation statutes and regulations and State incurs fines or is required by law to provide benefits to or obtain coverage for such employees, Tenant shall indemnify State. Indemnity shall include all fines; payment of benefits to Tenant, employees, or their heirs or legal representatives; and the cost of effecting coverage on behalf of such employees.
- (2) Longshore and Harbor Workers' and Jones Acts. The Longshore and Harbor Workers' Act (33 U.S.C. Section 901 *et seq.*) and/or the Jones Act (46 U.S.C. Section 30104) may require Tenant to provide insurance coverage in some circumstances. Tenant shall ascertain if such insurance is required and, if required, shall maintain insurance in compliance with the law. Tenant is responsible for all civil and criminal liability arising from failure to maintain such coverage.
- (c) Employers' Liability Insurance. Tenant shall procure employers' liability insurance, and, if necessary, commercial umbrella liability insurance with limits not less than One Million Dollars (\$1,000,000) each accident for bodily injury by accident and One Million Dollars (\$1,000,000) each employee for bodily injury by disease.
- (d) Property Insurance.
 - (1) Tenant shall buy and maintain property insurance covering all real property and fixtures, equipment, tenant improvements and betterments (regardless of whether owned by Tenant or State). Such insurance must be written on an all risks basis and, at minimum, cover the perils insured under ISO Special Causes of Loss Form CP 10 30, and cover the full replacement cost of the property insured. Such insurance may have commercially reasonable deductibles. Any coinsurance requirement in the policy must be waived.
 - (2) Tenant shall buy and maintain equipment breakdown insurance covering all real property and fixtures, equipment, tenant improvements and betterments (regardless of whether owned by Tenant or State) from loss or damage caused by the explosion of equipment, fired or unfired vessels, electric or steam generators, electrical arcing, or pipes.
 - (3) In the event of any loss, damage, or casualty that is covered by one or more of the types of insurance described above, the Parties shall proceed cooperatively to settle the loss and collect the proceeds of such insurance, which State shall hold in trust, including interest earned by State on such proceeds, for use according to the terms of this Lease. The Parties shall use insurance proceeds in accordance with Paragraph 10.2(g)(3).
 - (4) When sufficient funds are available, using insurance proceeds described above, the Parties shall continue with reasonable diligence to prepare plans and specifications for, and thereafter carry out, all work necessary to:

- (i) Repair and restore damaged building(s) and/or Improvements to their former condition, or
 - (ii) Replace and restore damaged building(s) and/or Improvements with a new building(s) and/or Improvements on the Property of a quality and usefulness at least equivalent to or more suitable than, damaged building(s) and/or Improvements.
- (e) Builder's Risk Insurance.
 - (1) Tenant shall procure and maintain in force, or require its contractor(s) to procure and maintain in force, builder's risk insurance on the entire work during the period construction is in progress and until completion of the project and acceptance by State. Such insurance must be written on a completed form and in an amount equal to the value of the completed building and/or Improvements, subject to subsequent modifications to the sum. The insurance must be written on a replacement cost basis. The insurance must name Tenant, all contractors, and all subcontractors in the work as insured.
 - (2) Insurance described above must cover or include the following:
 - (i) All risks of physical loss except those specifically excluded in the policy, including loss or damage caused by collapse;
 - (ii) The entire work on the Property, including reasonable compensation for architect's services and expenses made necessary by an insured loss;
 - (iii) Portions of the work located away from the Property but intended for use at the Property, and portions of the work in transit;
 - (iv) Scaffolding, falsework, and temporary buildings located on the Property; and
 - (v) The cost of removing debris, including all demolition as made legally necessary by the operation of any law, ordinance, or regulation.
 - (3) Tenant or Tenant's contractor(s) is responsible for paying any part of any loss not covered because of application of a deductible contained in the policy described above.
 - (4) Tenant or Tenant's contractor(s) shall buy and maintain equipment breakdown insurance covering insured objects during installation and until final acceptance by permitting authority. If testing is performed, such insurance must cover such operations. The insurance must name Tenant, all contractors, and subcontractors in the work as insured.
- (f) Business Auto Policy Insurance.
 - (1) Tenant or Tenant's contractor(s) shall maintain business auto liability insurance and, if necessary, commercial umbrella liability insurance with a limit not less than One Million Dollars (\$1,000,000) per accident. Such insurance must cover liability arising out of "Any Auto".
 - (2) Business auto coverage must be written on ISO Form CA 00 01, or substitute liability form providing equivalent coverage. If necessary, the

policy must be endorsed to provide contractual liability coverages and cover a “covered pollution cost or expense” as provided in the 1990 or later editions of CA 00 01.

10.4 Financial Security.

- (a) At its own expense, Tenant shall procure and maintain during the Term a corporate security bond or provide other financial security that State, at its option, may approve as security for the faithful performance and observance by Tenant of the terms, conditions, and provisions of this Lease (“Security”). Tenant shall provide Security in an amount equal to Zero Dollars (\$0). Tenant’s failure to maintain the Security in the required amount during the Term constitutes a breach of this Lease.
- (b) All Security must be in a form acceptable to State.
 - (1) Bonds must be issued by companies admitted to do business within the State of Washington and have a rating of A-, Class VII or better, in the most recently published edition of A.M. Best’s Insurance Reports, unless State approves an exception in writing. Tenant may submit a request to the Risk Manager for the Department of Natural Resources for an exception to this requirement.
 - (2) Letters of credit, if approved by State, must be irrevocable, allow State to draw funds at will, provide for automatic renewal, and comply with RCW 62A.5-101, *et. seq.*
 - (3) Savings account assignments, if approved by State, must allow State to draw funds at will.
- (c) Adjustment in Amount of Security.
 - (1) State may require an adjustment in the Security amount:
 - (i) At the same time as revaluation of the Annual Rent,
 - (ii) As a condition of approval of assignment or sublease of this Lease,
 - (iii) Upon a material change in the condition or disposition of any Improvements, or
 - (iv) Upon a change in the Permitted Use.
 - (2) Tenant shall deliver a new or modified form of Security to State within thirty (30) days after State has required adjustment of the amount of the Security.
- (d) Upon any default by Tenant in its obligations under this Lease, State may collect on the Security to offset the liability of Tenant to State. Collection on the Security does not (1) relieve Tenant of liability, (2) limit any of State’s other remedies, (3) reinstate the Lease or cure the default or (4) prevent termination of the Lease because of the default.

SECTION 11 MAINTENANCE AND REPAIR

11.1 State's Repairs. State shall not be required to make any alterations, maintenance, replacements, or repairs in, on, or about the Property, or any part thereof, during the Term.

11.2 Tenant's Repairs, Alteration, Maintenance and Replacement.

- (a) Tenant shall, at its sole cost and expense, keep and maintain the Property and all Improvements in good order and repair, in a clean, attractive, and safe condition.
- (b) Tenant shall, at its sole cost and expense, make any and all additions, repairs, alterations, maintenance, replacements, or changes to the Property or to any Improvements on the Property that may be required by any public authority having jurisdiction over the Property and requiring it for public health, safety and welfare purposes.
- (c) Except as provided in Paragraph 11.2(d), all additions, repairs, alterations, maintenance, replacements or changes to the Property and to any Improvements on the Property shall be made in accordance with, and ownership shall be governed by, Section 7, above.
- (d) Routine maintenance and repair are acts intended to prevent a decline, lapse, or cessation of the Permitted Use and associated Improvements. Routine maintenance or repair that does not require regulatory permits does not require authorization from State pursuant to Section 7.

11.3 Limitations. The following limitations apply whenever Tenant conducts maintenance, repair, replacement, alterations, or additions. The following limitations also apply whenever Tenant conducts Work on the Property.

- (a) Tenant shall not use or install treated wood on decking, docks, rafts, floats, wharves, piers, fixed docks, gangways, pilings, or any other structure at any location above or below water, except that Tenant may use Ammoniacal Copper Zinc Arsenate (ACZA) treated wood for above water structural framing. Tenant shall never use Chromated Copper Arsenate (CCA), Alkaline Copper Quaternary (ACQ), or creosote-treated wood at any location.
- (b) Tenant shall not use or install tires (for example, floatation or fenders) at any location above or below water.
- (c) Tenant shall install only floatation material encapsulated in a shell resistant to ultraviolet radiation and abrasion. The shell must be capable of preventing breakup and loss of floatation material into the water.

SECTION 12 DAMAGE OR DESTRUCTION

12.1 Notice and Repair.

- (a) In the event of any damage to or destruction of the Property or any Improvements, Tenant shall immediately notify State, with subsequent written notice to State

within five (5) days.

- (b) Unless otherwise agreed in writing, Tenant shall promptly reconstruct, repair, or replace the Property and Improvements in accordance with Section 7 and Tenant's additional obligations in Exhibit B, if any.

12.2 State's Waiver of Claim. State does not waive any claims for damage or destruction of the Property unless State provides written notice to Tenant of each specific claim waived.

12.3 Insurance Proceeds. Tenant's duty to reconstruct, repair, or replace any damage or destruction of the Property or any Improvements on the Property is not conditioned upon the availability of any insurance proceeds to Tenant from which the cost of repairs, reconstruction, replacement, removal, or restoration may be paid. The Parties shall use insurance proceeds in accordance with Paragraph 10.2(g)(3).

12.4 Rent in the Event of Damage or Destruction. Unless the Parties agree to terminate this Lease, there is no abatement or reduction in rent during such reconstruction, repair, and replacement.

12.5 Default at the Time of Damage or Destruction. If Tenant is in default under the terms of this Lease at the time damage or destruction occurs, State may elect to terminate the Lease and State then shall have the right to retain any insurance proceeds payable as a result of the damage or destruction.

SECTION 13 CONDEMNATION

13.1 Definitions.

- (a) "Taking" means that an entity authorized by law exercises the power of eminent domain, either by judgment, settlement in lieu of judgment, or voluntary conveyance in lieu of formal court proceedings, over all or any portion of the Property and Improvements. This includes any exercise of eminent domain on any portion of the Property and Improvements that, in the judgment of State, prevents or renders impractical the Permitted Use.
- (b) "Date of Taking" means the date upon which title to the Property or a portion of the Property passes to and vests in the condemner or the effective date of any order for possession if issued prior to the date title vests in the condemner.

13.2 Effect of Taking. If there is a taking, the Lease terminates proportionate to the extent of the taking. If this Lease terminates in whole or in part, Tenant shall make all payments due and attributable to the taken Property up to the date of taking. If Tenant has pre-paid rent and Tenant is not in default of the Lease, State shall refund Tenant the pro rata share of the pre-paid rent attributable to the period after the date of taking.

13.3 Allocation of Award.

- (a) The Parties shall allocate the condemnation award based upon the ratio of the fair

- market value of (1) Tenant's leasehold estate and Tenant-Owned Improvements and (2) State's interest in the Property; the reversionary interest in Tenant-Owned Improvements, if any; and State-Owned Improvements, if any.
- (b) If Tenant and State are unable to agree on the allocation, the Parties shall submit the dispute to binding arbitration in accordance with the rules of the American Arbitration Association.

SECTION 14 DEFAULT AND REMEDIES

14.1 Default Defined. Tenant is in default of this Lease on the occurrence of any of the following:

- (a) Failure to pay rent or other expenses when due;
- (b) Failure to comply with any law, regulation, policy, or order of any lawful governmental authority;
- (c) Failure to comply with any other provision of this Lease; or
- (d) Commencement of bankruptcy proceedings by or against Tenant or the appointment of a trustee or receiver of Tenant's property.

14.2 Tenant's Right to Cure.

- (a) A default becomes an "Event of Default" if Tenant fails to cure the default within the applicable cure period following State's written notice of default. Upon an Event of Default, State may seek remedies under Paragraph 14.3.
- (b) Unless expressly provided elsewhere in this Lease, the cure period is ten (10) days for failure to pay rent or other monetary defaults; for other defaults, the cure period is thirty (30) days. This cure period does not apply where State terminates this Lease under Paragraph 10.2(f) or Paragraph 12.5.
- (c) For nonmonetary defaults not capable of cure within thirty (30) days, Tenant may submit a reasonable alternative cure schedule for State's approval, which State has discretion to grant or deny. The default is not an Event of Default if State approves the alternative cure schedule and Tenant cures the default in accordance with the approved alternative cure schedule.
- (d) State may elect to deem a default by Tenant as an Event of Default if the default occurs within six (6) months after a default by Tenant for which State has provided notice and opportunity to cure and regardless of whether the first and subsequent defaults are of the same nature.

14.3 Remedies.

- (a) Upon an Event of Default, State may terminate this Lease and remove Tenant by summary proceedings or otherwise.
- (b) State's Rights to Cure Tenant's Defaults.
 - (1) If an Event of Default occurs, State may, without terminating this Lease, remedy the default (in whole or in part) on behalf of Tenant at Tenant's expense. Tenant shall pay State all costs, expenses, fees, and damages

incurred by State in connection therewith. If Tenant is in default under the terms of the Lease, and State determines that such default poses an imminent threat of injury or damage to persons or property, State may enter the Property and take actions to eliminate, mitigate, or remedy the imminent threat at Tenant's expense. On demand by State, Tenant shall pay State the amount of all costs, expenses, and fees incurred by State in connection therewith.

- (2) The rights given to State under Paragraph 14.3(b)(1)-(2) shall neither impose a duty on State nor excuse any failure on Tenant's part to comply with any term, covenant, or condition of this Lease.
- (c) Without terminating this Lease, State may relet the Property on any terms and conditions as State may decide are appropriate.
 - (1) State shall apply rent received by reletting: (1) to the payment of any indebtedness other than rent due from Tenant to State; (2) to the payment of any cost of such reletting; (3) to the payment of the cost of any alterations and repairs to the Property; and (4) to the payment of rent and leasehold excise tax due and unpaid under this Lease. State shall hold and apply any balance to Tenant's future rent as it becomes due.
 - (2) Tenant is responsible for any deficiency created by the reletting during any month and shall pay the deficiency monthly.
 - (3) At any time after reletting, State may elect to terminate this Lease for the previous Event of Default.
- (d) State's reentry or repossession of the Property under Paragraph 14.3 is not an election to terminate this Lease or cause a forfeiture of rents or other charges Tenant is obligated to pay during the balance of the Term, unless (1) State gives Tenant written notice of termination or (2) a legal proceeding decrees termination.
- (e) The remedies specified under this Paragraph 14.3 are not exclusive of any other remedies or means of redress to which State is lawfully entitled for Tenant's default or threatened default of any provision of this Lease.

SECTION 15 ENTRY BY STATE

15.1 Right to Enter The Property.

- (a) State and persons authorized by State may, without notice to Tenant, enter the Property and any Improvements on the Property at any reasonable hour to inspect the Property and Improvements, to inspect for compliance with the terms of this Lease, to monitor impacts to habitat, to survey habitat and species, enforce the terms of the Lease, or to exercise any right of State under the Lease or the law.
- (b) State and persons authorized by State, may enter the Property and any Improvements at any time without notice in the case of an imminent threat of injury or damage to persons or property or to prevent waste on the Property.

- 15.2 Disclaimer.** State's failure to inspect the Property does not constitute a waiver of any rights or remedies under this Lease. The rights given to State under this Section 15 do not impose, nor does State assume by reason thereof, any responsibility for the care, maintenance, or supervision of the Property or any part thereof.

SECTION 16 DISCLAIMER OF QUIET ENJOYMENT

16.1 No Guaranty or Warranty.

- (a) State believes that this Lease is consistent with the Public Trust Doctrine and that none of the third-party interests identified in Paragraph 1.1(b) will materially or adversely affect Tenant's right of possession and use of the Property, but State makes no guaranty or warranty to that effect.
- (b) State disclaims and Tenant releases State from any claim for breach of any implied covenant of quiet enjoyment. This disclaimer and release includes, but is not limited to, interference arising from exercise of rights under the Public Trust Doctrine; Treaty rights held by Indian Tribes; and the general power and authority of State and the United States with respect to aquatic lands and navigable waters.
- (c) Tenant is responsible for determining the extent of Tenant's right to possession and for defending Tenant's leasehold interest.

16.2 Eviction by Third-Party. If a third-party evicts Tenant, this Lease terminates as of the date of the eviction. In the event of a partial eviction, Tenant's rent obligations abate as of the date of the partial eviction, in direct proportion to the extent of the eviction; this Lease shall remain in full force and effect in all other respects.

SECTION 17 NOTICE AND SUBMITTALS

Following are the locations for delivery of notice and submittals required or permitted under this Lease. Any Party may change the place of delivery upon ten (10) days' written notice to the other.

State: DEPARTMENT OF NATURAL RESOURCES
Shoreline District
950 Farman Ave N
Enumclaw, WA 98022

Tenant: City of Mercer Island
9611 SE 36th Street
Mercer Island, WA 98040-3732

The Parties may deliver any notice in person, by facsimile machine, or by certified mail. Depending on the method of delivery, notice is effective upon personal delivery, upon receipt of a confirmation report if delivered by facsimile machine, or three (3) days after mailing. All notices must identify the Lease number. On notices transmitted by facsimile machine, the Parties shall state the number of pages contained in the notice, including the transmittal page, if any.

SECTION 18 MISCELLANEOUS

18.1 Authority. Tenant and the person or persons executing this Lease on behalf of Tenant represent that Tenant is qualified to do business in the State of Washington, that Tenant has full right and authority to enter into this Lease, and that each and every person signing on behalf of Tenant is authorized to do so. Upon State's request, Tenant shall provide evidence satisfactory to State confirming these representations.

18.2 Successors and Assigns. Subject to the limitations set forth in Section 9, this Lease binds and inures to the benefit of the Parties, their successors, and assigns.

18.3 Headings. The headings used in this Lease are for convenience only and in no way define, limit, or extend the scope of this Lease or the intent of any provision.

18.4 Entire Agreement. This Lease, including the exhibits, attachments, and addenda, if any, contains the entire agreement of the Parties. This Lease merges all prior and contemporaneous agreements, promises, representations, and statements relating to this transaction or to the Property.

18.5 Waiver.

- (a) The waiver of any breach or default of any term, covenant, or condition of this Lease is not a waiver of such term, covenant, or condition; of any subsequent breach or default of the same; or of any other term, covenant, or condition of this Lease. State's acceptance of a payment is not a waiver of any preceding or existing breach other than the failure to pay the particular payment that was accepted.
- (b) The renewal of the Lease, extension of the Lease, or the issuance of a new lease to Tenant, does not waive State's ability to pursue any rights or remedies under the Lease.

18.6 Cumulative Remedies. The rights and remedies of State under this Lease are cumulative and in addition to all other rights and remedies afforded by law or equity or otherwise.

18.7 Time is of the Essence. TIME IS OF THE ESSENCE as to each and every provision of this Lease.

18.8 Language. The word “Tenant” as used in this Lease applies to one or more persons and regardless of gender, as the case may be. If there is more than one Tenant, their obligations are joint and several. The word “persons,” whenever used, shall include individuals, firms, associations, and corporations. The word “Parties” means State and Tenant in the collective. The word “Party” means either or both State and Tenant, depending on the context.

18.9 Invalidity. The invalidity, voidness, or illegality of any provision of this Lease does not affect, impair, or invalidate any other provision of this Lease.

18.10 Applicable Law and Venue. This Lease is to be interpreted and construed in accordance with the laws of the State of Washington. Venue for any action arising out of or in connection with this Lease is in the Superior Court for Thurston County, Washington.

18.11 Statutory Reference. Any reference to a statute or rule means that statute or rule as presently enacted or hereafter amended or superseded.

18.12 Recordation. At Tenant’s expense and no later than thirty (30) days after receiving the fully-executed Lease, Tenant shall record this Lease in the county in which the Property is located. Tenant shall include the parcel number of the upland property used in conjunction with the Property, if any. Tenant shall provide State with recording information, including the date of recordation and file number.

18.13 Modification. No modification of this Lease is effective unless in writing and signed by both Parties. Oral representations or statements do not bind either Party.

18.14 Survival. Any obligations of Tenant not fully performed upon termination of this Lease do not cease, but continue as obligations of the Tenant until fully performed.

18.15 Exhibits and Attachments. All referenced exhibits and attachments are incorporated in the Lease unless expressly identified as unincorporated.

THIS AGREEMENT requires the signature of all Parties and is effective on the date of the last signature below.

CITY OF MERCER ISLAND

Dated: _____, 20__

 By: Jessi Bon
 Title: City Manager
 Address: 9611 SE 36th St
 Mercer Island, WA 98040
 Phone: 206-275-7833

STATE OF WASHINGTON
 DEPARTMENT OF NATURAL RESOURCES

Dated: _____, 20__

 By: ALEXANDRA K. SMITH
 Title: Deputy Supervisor for Forest Resilience,
 Regulation, and Aquatics.
 Address: 950 Farman Ave N
 Enumclaw, WA 98022

Aquatic Lands Lease
 Template approved as to form this
 20th day of July 2022
 Jennifer Clements, Assistant Attorney General

REPRESENTATIVE ACKNOWLEDGMENT

[Notarized online using audio-video communication]

STATE OF)
) ss.
 County of)

I certify that I know or have satisfactory evidence that Jessi Bon is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she was authorized to execute the instrument and acknowledged it as City Manager for the City of Mercer Island to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

[This notarial act involved the use of communication technology.]

Dated: _____, 20__

(Seal or stamp)

(Signature)_____
(Print Name)

Notary Public in and for the State of
 Washington, residing at

My appointment expires _____

STATE ACKNOWLEDGMENT

[Notarized online using audio-video communication]

STATE OF WASHINGTON)

) ss.

County of)

I certify that I know or have satisfactory evidence that Alexandra K. Smith is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she was authorized to execute the instrument and acknowledged it as the Deputy Supervisor for Forest Resilience, and Aquatics of the Department of Natural Resources, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

[This notarial act involved the use of communication technology.]

Dated: _____, 20__

(Seal or stamp)

(Signature)_____
(Print Name)Notary Public in and for the State of
Washington, residing at_____
My appointment expires _____

EXHIBIT A

AGREEMENT NUMBER: Aquatic Lands Lease No. 20-B09917

STATE APPROVED RECORD OF SURVEY: King County Recorder's Office Assessor Office under Recording No. 20160104900005 and dated January 4, 2016.

LEGAL DESCRIPTION OF THE PROPERTY:

LEASE PARCEL A:

THAT PORTION OF THE BED OF LAKE WASHINGTON IN FRONT OF OR ADJACENT TO GOVERNMENT LOT 1 OF SECTION 1, TOWNSHIP 24 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID GOVERNMENT LOT 1;
 THENCE ALONG THE EAST LINE OF SAID LOT, NORTH 01°13'55" EAST 1925.75 FEET TO THE GOVERNMENT MEANDER LINE;
 THENCE ALONG THE NORTHERLY PROLONGATION OF SAID EAST LINE, NORTH 01°13'55" EAST 377.56 FEET TO THE LINE OF NAVIGABILITY/INNER HARBOR LINE AS SHOWN ON A MAP BY THE DEPARTMENT OF NATURAL RESOURCES IN 1984 AND THE **TRUE POINT OF BEGINNING**;
 THENCE CONTINUING ALONG SAID EAST LINE, NORTH 01°13'55" EAST 166.48 FEET;
 THENCE NORTH 61°53'20" WEST 313.83 FEET;
 THENCE SOUTH 44°18'13" WEST 358.14 FEET TO SAID LINE OF NAVIGABILITY;
 THENCE ALONG SAID LINE OF NAVIGABILITY THE FOLLOWING TWO COURSES:
 NORTH 68°09'49" EAST 339.62 FEET;
 THENCE SOUTH 48°28'06" EAST 278.02 FEET TO THE **TRUE POINT OF BEGINNING**.

LEASE PARCEL B:

THAT PORTION OF THE SHORE LANDS OF THE FIRST CLASS AND THE BED OF LAKE WASHINGTON IN FRONT OF OR ADJACENT TO GOVERNMENT LOT 6 OF SECTION 6, TOWNSHIP 24 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN IN KING COUNTY, WASHINGTON, LYING BETWEEN THE SHORELINE PRIOR TO LOWERING OF LAKE (PER 1921 SURVEY) AND THE FOLLOWING DESCRIBED LINE:
COMMENCING AT THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 6;
 THENCE ALONG THE WEST LINE OF SAID LOT, NORTH 01°13'55" EAST 1925.75 FEET TO THE GOVERNMENT MEANDER LINE;
 THENCE ALONG THE NORTHERLY PROLONGATION OF SAID WEST LINE, NORTH 01°13'55" EAST 544.04 FEET TO THE **TRUE POINT OF BEGINNING**;
 THENCE SOUTH 61°53'20" EAST 294.55 FEET;
 THENCE SOUTH 27°41'41" EAST 1799.62 FEET;
 THENCE SOUTH 13°35'12" WEST 784.08 FEET TO THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID LOT AND THE TERMINUS OF SAID LINE.

LEASE PARCEL C:

THAT PORTION OF THE BED OF LAKE WASHINGTON IN FRONT OF OR ADJACENT TO GOVERNMENT LOT 1 OF SECTION 7, TOWNSHIP 24 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID GOVERNMENT LOT 1; THENCE ALONG THE NORTH LINE OF SAID LOT AND ITS EASTERLY PROLONGATION, SOUTH 88°30'26" EAST 743.55 FEET TO THE LINE OF NAVIGABILITY/INNER HARBOR LINE AS SHOWN ON A MAP BY THE DEPARTMENT OF NATURAL RESOURCES IN 1984 AND THE **TRUE POINT OF BEGINNING**; THENCE CONTINUING ALONG SAID NORTH LINE, SOUTH 88°30'26" EAST 221.88 FEET; THENCE SOUTH 13°35'12" WEST 320.16 FEET; THENCE SOUTH 09°00'06" EAST 151.80 FEET; THENCE SOUTH 17°31'27" WEST 111.35 FEET; THENCE SOUTH 46°58'11" WEST 231.64 FEET TO THE INTERSECTION OF SAID LINE OF NAVIGABILITY WITH THE NORTHWESTERLY LINE OF LOT 1 OF SUNNYBANK ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 29 OF PLATS, PAGE 31, RECORDS OF SAID KING COUNTY PRODUCED NORTHEASTERLY; THENCE ALONG SAID LINE OF NAVIGABILITY THE FOLLOWING THREE COURSES: NORTH 59°01'08" WEST 5.12 FEET; THENCE NORTH 06°10'52" EAST 278.62 FEET; THENCE NORTH 00°52'32" EAST 451.57 FEET TO THE **TRUE POINT OF BEGINNING**.

PROPERTY SQUARE FOOTAGE BY USE CLASSIFICATION:

Water-dependent:	1,223,113 Square Feet
Nonwater-dependent:	2,230 Square Feet
Public Access:	1,223,113 Square Feet
Total square footage:	1,225,343 Square Feet

EXHIBIT B

1. DESCRIPTION OF PERMITTED USE

- A. Existing Facilities. Existing Facilities.** A regional facility, Luther Burbank Park, provides public access to Lake Washington in King County, Washington. The park is open and maintained year round. Park amenities include a fishing area, boat moorage and swimming beach. Existing improvements include: historic steam plant building (also known as the boiler building); public restrooms; waterfront plaza; fixed boat dock and supporting wood piling; fixed fishing pier and supporting wood piling; grated floating dock; grated steel gangway; bulkhead; three stormwater outfalls; recreational trails and nine non-lateral information and regulatory buoys. Improvements are Tenant-Owned Improvements.

The Two Thousand Two Hundred Thirty (2,230) square feet of nonwater-dependent use consists of the historic steam plant building and public restrooms. The steam plant building, a historical artifact of the landscape, is not available to the general public on a first-come, first-served basis and shall be charged nonwater-dependent rent in accordance with Section 4. The area of the steam plant is One Thousand Five Hundred Seven (1,507) square feet.

B. Proposed Work.

Tenant has submitted to State plans and specifications for the Proposed Work, which are attached as Attachment 1. to this Exhibit B (Proposed Work). State grants its consent to the Proposed Work. Tenant shall conform the Proposed Work to the plans and specifications. Tenant's Proposed Work is considered Work and subject to the terms and conditions of this Lease. If the Proposed Work is not commenced within five years of the Commencement Date of the Lease, or if Tenant is required to renew, extend, modify, or obtain a new regulatory permit for the Proposed Work, Tenant shall obtain State's prior written consent before conducting the Proposed Work pursuant to Section 7.3 of the Lease

2. ADDITIONAL OBLIGATIONS

Except for the Proposed Work authorized in Section 1.B. of this Exhibit B, State has not authorized Tenant to conduct any Work on the Property. Where Work will need to be conducted to meet the Additional Obligations below, Tenant shall obtain State's prior written consent in accordance with Paragraph 7.3 of this Lease and obtain all necessary regulatory permits prior to commencing such Work.

- A. By April 31st, 2049, Tenant shall replace existing treated creosote pilings supporting the northern most dock with non-toxic materials such as untreated wood, steel, concrete, fiberglass or recycled plastic. By April 31st, 2053, Tenant shall replace existing treated creosote pilings supporting the fishing pier with non-toxic materials such as untreated wood, steel, concrete, fiberglass or recycled plastic. Tenant may use Ammoniacal Copper Zinc Arsenate (ACZA) treated wood to replace above water structural framing. Tenant shall never use Chromated Copper Arsenate (CCA), Alkaline Copper Quaternary (ACQ), or creosote-treated wood at any location.
- B. By September 1st, 2052, Tenant shall renovate or replace the existing pubic access overwater structures as follows:
 - (1) For the main dock, Tenant shall install grating on at least fifty percent (50%) of the surface area. Grating material must have at least sixty percent (60%) functional open space or forty percent (40%) or greater multi-directional open space.
- C. By April 31st, 2049, Tenant shall renovate or replace the existing pubic access overwater structures as follows:
 - (2) For the fishing pier, Tenant shall install grating on at least fifty percent (50%) of the surface area. Grating material must have at least sixty percent (60%) functional open space or forty percent (40%) or greater multi-directional open space.
- D. Tenant may use pesticides in compliance with all applicable laws and regulations only if:
 - 1. EPA has conducted an ecological risk assessment and registered the pesticide,
 - 2. The United States Fish and Wildlife Service (USFWS) and/or National Oceanic and Atmospheric Administration (NOAA) have evaluated use of the pesticide and Tenant has provided DNR with documentation that: (a) there is no effect on Endangered Species Act (ESA) listed species or federally designated critical habitat, or (b) USFWS and NOAA have issued an Incidental Take Statement (ITS), and
 - 3. Where the pesticide is subject to an ITS, the terms and conditions of the ITS become a condition of this Lease.
- E. By the commencement date Tenant shall submit to State for approval a stormwater management plan for the Property to reduce direct discharge of contaminants and nutrients to the water. State may require additional or different means or methods. Tenant shall implement the stormwater management plan 30 days after State approves the plan.
- F. By the commencement date Tenant shall post visible signage at public access kiosk that includes all national and state emergency reporting numbers for oil and chemical spills.
- G. By the commencement date, Tenant shall post visible signage indicating the location of the nearest upland restroom facility and sewage pumpout facility.

- I. By May 1, 2023 Tenant shall mark all no wake zones with visible signage.

Aquatic Lands Lease
Template approved as to form this
20th day of July, 2022
Jennifer Clements, Assistant Attorney General



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6350
October 17, 2023
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6350: Stormwater Management Program Amendments (Ord. No. 23C-14 First Reading)	<input type="checkbox"/> Discussion Only
RECOMMENDED ACTION:	Set second reading and adoption of Ordinance No. 23C-14 for November 7, 2023.	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations Brian Hartvigson, ROW/Stormwater Manager Deeqa Roble, Stormwater Quality Technician
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Ordinance No. 23C-14
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 present Ordinance No. 23C-14 (Exhibit 1) for a first reading. Ordinance No. 23C-14 would amend the following sections of the Mercer Island City Code (MICC) to officially adopt the Washington State Department of Ecology (Ecology) 2019 Stormwater Management Manual for Western Washington (Stormwater Manual) and update stormwater definitions for consistency with the National Pollutant Discharge Elimination System Phase II Municipal Stormwater Permit (NPDES Permit) and Stormwater Manual:

- MICC 15.09, Stormwater Management Program
- MICC 15.10, Storm and Surface Water Utility
- MICC 15.11, Fee In Lieu of Stormwater Detention

BACKGROUND

The National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the [Clean Water Act](#), the NPDES permit program is authorized to state governments by the

Environmental Protection Agency to perform many permitting, administrative, and enforcement aspects of the program.

The Washington State Department of Ecology issued the Western Washington Phase II Municipal Stormwater Permit on July 1, 2019, with an effective date of August 1, 2019, pursuant to the requirements of the Federal Clean Water Act – National Pollutant Discharge Elimination System (NPDES). The NPDES Permit requires the City to adopt the 2019 Stormwater Management Manual for Western Washington, or equivalent, and update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual.

ISSUE/DISCUSSION

The City is required to amend the Mercer Island City Code to meet the requirements of the NPDES Permit, which necessitates revisions to Chapters 15.09, 15.10, and 15.11. The 2019 Stormwater Manual establishes standards and requirements for stormwater conveyance, land disturbing activity, impervious surface, and source control Best Management Practices (BMP). The proposed changes ensure continued compliance with the NPDES permit and adopt updated definitions in the NPDES and 2019 Stormwater Manual.

On August 14, 2023, a completed State Environmental Policy Act (SEPA) checklist was submitted to the City of Mercer Island Community Planning and Development Department for review. Per the SEPA requirement, a public notice was published on August 30, 2023, more than 30 days before the public hearing. An Environmental Determination of Non-Significance (DNS) was issued for the proposed code amendments pursuant to the State Environmental Policy Act (SEPA) on September 11, 2023.

Ordinance 23C-14 would amend MICC 15.09, MICC 15.10, and MICC 15.11 as follows.

- Section 1. Amends MICC 15.09
To adopt the 2019 Stormwater Manual, update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual and allow for business/site source control inspections.
- Section 2. Amends MICC 15.10
To update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual and allow for business/site source control inspections.
- Section 3. Amends MICC 15.11.010
To update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual.

RECOMMENDED ACTION

Move to set Ordinance No. 123C-14 for second reading and adoption at the November 7, 2023, City Council meeting.

**CITY OF MERCER ISLAND
ORDINANCE NO. 23C-14**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON,
AMENDING MICC 15.09, 15.10, AND 15.11 RELATING TO
STORMWATER MANAGEMENT STANDARDS; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the Washington State Department of Ecology (Ecology) issued the Western Washington Phase II Municipal Stormwater Permit (NPDES Permit) on July 1, 2019, with an effective date of August 1, 2019, pursuant to the requirements of the Federal Clean Water Act – National Pollutant Discharge Elimination System (NPDES); and

WHEREAS, the NPDES Permit requires the City to adopt the 2019 Stormwater Management Manual for Western Washington (Stormwater Manual), or equivalent, and update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual; and

WHEREAS, the City is required to amend Mercer Island City Code (MICC) to meet the requirements of the NPDES Permit, including revisions to Chapters 15.09, 15.10, and 15.11; and

WHEREAS, the City recognizes the need to periodically modify its stormwater regulations within Title 15 MICC, in order to conform to state and federal law, codify administrative practices, and improve efficiency of regulations; and

WHEREAS, an Environmental Declaration of Non-Significance (DNS) was issued for the proposed code amendments pursuant to the State Environmental Policy Act (SEPA) on September 11, 2023.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. MICC 15.09 Amended. MICC 15.09, Storm Water Management Program, is amended to adopt the 2019 Stormwater Manual, update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual and allow for business/site source control inspections as provided in Exhibit A to this Ordinance. Exhibit A is incorporated herein by this reference as though set forth in full.

Section 2. MICC 15.10 Amended. MICC 15.10, Storm and Surface Water Utility, is amended to update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual and allow for business/site source control inspections as provided in Exhibit B to this Ordinance. Exhibit B is incorporated herein by this reference as though set forth in full.

Section 3. MICC 15.11 Amended. MICC 15.11, Fee In Lieu of Stormwater Detention, is amended to update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual as provided in Exhibit C to this Ordinance. Exhibit C is incorporated herein by this reference as though set forth in full.

Section 4. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, or its application held inapplicable to any person, property, or circumstance, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance or its application to any other person, property, or circumstance.

Section 5. Publication and Effective Date of Ordinance. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five days after adoption and publication.

ADOPTED by the City Council of the City of Mercer Island, Washington, at its meeting on the 17th day of October 2023 and signed in authentication of its passage.

CITY OF MERCER ISLAND

Salim Nice, Mayor

APPROVED AS TO FORM:

ATTEST:

Bio Park, City Attorney

Andrea Larson, City Clerk

Date of Publication:

Chapter 15.09 STORM WATER MANAGEMENT PROGRAM

15.09.010 Establishment of a storm water management program.

- A. There is hereby created and established, by the adoption of this chapter and the provisions therein, a city storm water management program, hereinafter referred to as "the program." The program shall set forth the primary authority and responsibility for carrying out the Action Agenda for Puget Sound including, but not limited to, responsibilities for planning; establishment of requirements for new development and redevelopment; public education efforts to educate citizens; design, construction, maintenance, administration, operation and improvement of the city's storm and surface water system; as well as establishing standards for design, construction, [source control](#), and maintenance of improvements and related activities on public and private property where these may affect storm and surface water and/or water quality.
- B. The city manager or [their/his/her](#) appointed designee shall be the administrator of the program.

15.09.020 Applicability.

- A. The provisions of this chapter and the program shall apply to all property and all projects within the limits of the city of Mercer Island. The provisions of this chapter and the program shall control all storm water management practices; provided, however, if other provisions of this Code or any other city ordinance provides more protection of the quality of surface or ground water, it shall control.
- B. Applicants for construction projects which involve land disturbing activity shall provide a construction storm water pollution prevention plan (SWPPP) prior to the issuance of any permits.
- C. The city manager or [their/his/her](#) designee is authorized to adopt written policies and procedures for the purpose of implementing the program and the provisions of this chapter.

15.09.030 Definitions.

For the purposes of this chapter, the following terms shall have the following meanings:

[2019/2012 manual \(as amended in 2014\)](#) means the Stormwater Management Manual for Western Washington prepared by the Washington State Department of Ecology in [2019/2012 and amended in 2014](#).

AKART means all known, available, and reasonable methods of prevention, control, and treatment.

Applicable manual means the [2019](#) Stormwater Management Manual for Western Washington ([2012 manual as amended in 2014](#)) prepared by the Washington State Department of Ecology in [2012 and amended in 2014](#).

Best management practices (BMPs) means the schedules of activities, prohibitions of practices, maintenance procedures, and structural and/or managerial practices approved by the Washington Department of Ecology that, when used singly or in combination, prevent or reduce the release of pollutants and other adverse impacts to waters of Washington State.

City manager or [their/his/her](#) designee means the city's active appointed manager or an employee of the city that acts on [their/his/her](#) behalf.

Development means new development, redevelopment, or both.

Ground water means water in a saturated zone or stratum beneath the surface of the land or below a surface water body.

Hard surface means an impervious surface, a permeable pavement, or a vegetated roof.

Hazardous materials means any pollutant, contaminant, toxic or hazardous waste, dangerous substance, potentially dangerous substance, noxious substance, toxic substance, flammable material, explosive material, radioactive material, urea formaldehyde foam insulation, asbestos, [polychlorinated biphenyls \(PCBs\)](#), or any other substances the removal of which is required, or the manufacture, preparation, production, generation, use, maintenance, treatment, storage, transfer, handling, or shipment of which is restricted, prohibited, regulated, or penalized by any federal, state, county, or municipal statutes or laws.

Hyperchlorinated means water that contains a chlorine concentration exceeding ten milligrams per liter.

Illicit connection means any [infrastructure connection, manmade conveyance that is connected to the city's storm and surface water system that is not intended, without a permitted, or used for collecting and conveying storm water or non-storm water discharges allowed as specified in MICC 15.09.040, excluding roof drains and other similar type connections.](#)

Illicit discharge means any discharge to the city's storm and surface water system that is not composed entirely of storm water [or of non-storm water except discharges allowed as specified in MICC 15.09.040 pursuant to any nonmunicipal NPDES permit and discharges from fire-fighting activities.](#)

Impervious surface means [a non-vegetated surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development. A non-vegetated surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled, macadam or other surfaces which similarly impede the natural infiltration of storm water. Open, uncovered retention/detention facilities shall not be considered as impervious surfaces for the purposes of determining whether the thresholds for application of Minimum Requirements are exceeded. Open, uncovered retention/detention facilities shall be considered impervious surfaces for purposes of runoff modeling.](#)

Land disturbing activity means any activity that results in a change in the existing soil cover (both vegetative and nonvegetative) and/or the existing soil topography. Land disturbing activities include, but are not limited to, demolition, construction, clearing, grading, filling and excavation. [Compaction that is associated with stabilization of structures and road construction shall also be considered land disturbing activity. Vegetation maintenance practices, including landscape maintenance and gardening, are not considered land disturbing activity. Storm water facility maintenance is not considered land disturbing activity if conducted according to established standards and procedures.](#)

Low impact development or *LID* means a storm water and land use management strategy that strives to mimic predisturbance hydrologic processes of infiltration, filtration, storage, evaporation, and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed storm water management practices that are integrated into a project design.

Low impact development best management practices or *LID BMPs* means distributed storm water management practices, integrated into a project design, that emphasize predisturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration. LID BMPs include, but are not limited to, bioretention, rain gardens, permeable pavements, roof downspout controls, dispersion, soil quality and depth, vegetated roofs, minimum excavation foundations, and water reuse.

New development means land disturbing activities; structural development, including construction or installation of a building or other structure; creation of hard surfaces; and subdivision, short subdivision and binding site plans, as defined and applied in RCW Chapter 58.17. Projects meeting the definition of "redevelopment" shall not be considered new development.

New impervious surface means [a surface that is:](#)

- [changed from a pervious surface to an impervious surface \(e.g., resurfacing by upgrading from dirt to gravel, a bituminous surface treatment \("chip seal"\), asphalt, concrete, or an impervious structure\); or](#)
- [upgraded from gravel to chip seal, asphalt, concrete, or an impervious structure; or](#)

- [upgraded from chip seal to asphalt, concrete, or an impervious structure.](#)

[Note that if asphalt or concrete has been overlaid by a chip seal, the existing condition should be considered as asphalt or concrete.](#)

NPDES means the National Pollutant Discharge Elimination System, a national program for permitting and imposing pretreatment requirements related to the discharge of pollutants to surface waters of the state from point discharges. The permits are administered by the Washington Department of Ecology.

On-site storm water management BMPs are synonymous with LID BMPs.

Pollutant means any liquid, gaseous, solid, radioactive or other substance that when introduced into waters of the state will or is likely to create a nuisance or render such waters harmful, detrimental or injurious to the public health, safety or welfare, or to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or to livestock, wild animals, birds, fish or other aquatic life.

Pollution-generating impervious surface (PGIS) means impervious surfaces considered to be a significant source of pollutants in storm water runoff. Such surfaces include those which are subject to: vehicular use; industrial activities (as further defined in the applicable manual); storage of erodible or leachable materials, wastes, or chemicals, and which receive direct rainfall or the run-on or blow-in of rainfall; metal roofs unless they are coated with an inert, nonleachable material (e.g., baked-on enamel coating); or roofs that are subject to venting significant amounts of dusts, mists, or fumes from manufacturing, commercial, or other indoor activities.

Redevelopment means, on a site that is already substantially developed (i.e., has 35 percent or more of existing hard surface coverage), the creation or addition of hard surfaces; the expansion of a building footprint or addition or replacement of a structure; structural development including construction, installation or expansion of a building or other structure; replacement of hard surface that is not part of a routine maintenance activity; and land disturbing activities.

[Replaced hard surface means for structures, the removal and replacement of hard surfaces down to the foundation. For other hard surfaces, the removal down to bare soil or base course and replacement.](#)

Storm and surface water system means the entire system within the city, both public and private, naturally existing and manmade, for the drainage, conveyance, detention, treatment and storage of storm and surface waters.

Storm water means runoff during and following precipitation and snowmelt events, including surface runoff, drainage or interflow.

Storm water facility means a constructed component of a storm water system, designed or constructed to perform a particular function, or multiple functions. Storm water facilities include, but are not limited to, pipes, swales, ditches, culverts, street gutters, detention ponds, retention ponds, constructed wetlands, infiltration devices, catch basins, oil/water separators, and biofiltration swales.

Storm water pollution prevention plan (SWPPP) means a plan prepared for a site in accordance with applicable manual to control pollutants generated on the site that could enter waters of the state.

Storm water treatment and flow control BMPs/facilities means detention facilities, [permanent](#) treatment BMPs/facilities, bioretention, vegetated roofs, and permeable pavements that help meet Minimum Requirement No. 6 (Runoff Treatment), Minimum Requirement No. 7 (Flow Control), or both according to the applicable manual.

(Ord. 17C-09 § 1; Ord. 09C-09 § 1)

15.09.040 Discharges to storm and surface water system and ground waters.

- A. *Prohibited discharges.* No person shall throw, drain, or otherwise discharge, cause or allow others under [their/its/her](#) control to throw, drain, or otherwise discharge into the municipal storm drain system and/or surface and ground waters any materials other than storm water. Examples of prohibited discharges include

but are not limited to the following: trash or debris, construction materials, [silt](#), [sediment](#), cement, concrete, [gravel](#), petroleum products, antifreeze and other automotive products, metals, flammable or explosive materials, radioactive material, batteries, paints, stains, [resins](#), [lacquers](#), [varnishes](#), [degreasers](#), solvents, drain cleaners, pesticides, herbicides, fertilizers, steam cleaning wastes, soaps, detergents, ammonia, dyes, chlorine, bromine, disinfectants, swimming pool or spa filter backwash, interior floor drainage, commercial car wash discharge, heated water, domestic animal waste, sewage, carcasses, food wastes, bark, lawn clippings or leaves, any process-associated discharge except as otherwise allowed in this section, any hazardous material or waste not listed above, and any chemical not normally found in uncontaminated water.

- B. *Allowable discharges.* The following types of discharges shall not be considered illegal discharges for the purposes of this chapter unless the city manager or [their/his/her](#) designee determines that the type of discharge, whether singly or in combination with others, is causing or is likely to cause pollution of surface water or ground water: storm water runoff, diverted stream flows, springs, flows from riparian habitats and wetlands, rising ground waters, uncontaminated ground water infiltration (as defined in 40 CFR 35.2005(b)(20)), uncontaminated pumped ground water, foundation drains, footing drains, uncontaminated water from crawl space pumps, air conditioning condensation, irrigation water from agricultural sources that is commingled with urban storm water, and discharges from emergency firefighting activities.
- C. *Conditional discharges.* The following types of discharges shall not be considered illegal discharges for the purposes of this chapter if they meet the stated conditions, or unless the city manager or [their/his/her](#) designee determines that the type of discharge, whether singly or in combination with others, is causing or is likely to cause pollution of surface water or ground water:
1. Potable water, including [but not limited to](#) water from water line flushing, hyperchlorinated water line flushing, fire hydrant system flushing, and pipeline hydrostatic test water. Planned discharges shall be dechlorinated to a total residual chlorine concentration of 0.1 parts per million or less, pH-adjusted, if necessary, and volumetrically and velocity controlled to prevent resuspension of sediments in the storm water system;
 2. Lawn watering and other irrigation runoff are permitted, but the city discourages use in excessive amounts through its public involvement program;
 3. Dechlorinated swimming pool, spa, and hot tub discharges. These discharges shall be dechlorinated to a [total residual chlorine](#) concentration of 0.1 parts per million or less, pH-adjusted and reoxygenated, if necessary, and volumetrically and velocity controlled to prevent resuspension of sediments in the storm water system. Discharges shall be thermally controlled to prevent an increase in temperature of the receiving water. Swimming pool cleaning wastewater and filter backwash shall not be discharged to the storm water system;
 4. Street and sidewalk wash water, water used to control dust, and routine external building wash down that does not use detergents are permitted, but the city discourages use in excessive amounts through its public involvement program;
 5. Non-storm water discharges covered by another NPDES or state waste discharge permit; provided, that the discharger is in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations; and provided, that written approval has been granted for any discharge to the storm water system;
 6. Other non-storm water discharges. The discharge shall be in compliance with the requirements of a pollution prevention plan reviewed and approved by the city, which addresses control of such discharges by applying AKART to prevent contaminants from entering surface or ground water.
- D. *Prohibition of illicit connections.* The construction, use, maintenance, or continued existence of illicit connections to the storm drain or surface water system is prohibited. This prohibition expressly includes illicit connections made in the past, regardless of whether the connection was permissible under the law at

the time of the connection. A person is considered to be in violation of this chapter if the person connects a line conveying sewage to the storm and surface water system, or allows such a connection to continue.

15.09.050 Standards for new development and redevelopment.

- A. The thresholds, definitions, minimum requirements and exceptions, adjustment, and variance criteria found in Appendix I of the NPDES Phase II municipal storm water permit, including the mandatory incorporated provisions of the [applicable 2012](#) manual (~~as amended in 2014~~) and any amendments thereto are hereby adopted by the city of Mercer Island as the minimum standards for storm water management. Furthermore, Minimum Requirement No. 5: On-site Stormwater Management of the aforementioned [applicable2012](#) manual is amended as follows:
1. Minimum Requirement No. 5 applies to projects that:
 - a. Result in 2,000 square feet, or greater, of new plus replaced hard surface area; or
 - b. Have a land disturbing activity of 7,000 square feet or greater; or
 - c. Result in a net increase of impervious surface of 500 square feet or greater.
 2. For implementing Minimum Requirement No. 5, the on-site detention BMP is added to List ~~#No.~~ 1 and List ~~#No.~~ 2 for evaluation on all projects as follows:

If all of the on-site storm water management BMPs included on List #1 and List #2 are determined to be infeasible for roofs and/or other hard surfaces, on-site detention shall be required when applicable. On-site detention is required when the drainage from the site will be discharged to a storm and surface water system that includes a watercourse or there is a capacity constraint in the system. The on-site detention system shall be sized using the city's standard on-site detention sizing table or other method approved by the city engineer. On-site detention is not required if the project discharges directly to Lake Washington (~~and uses List #3~~) or if findings from a ¼ mile downstream analysis confirm that the downstream system is free of capacity constraints. However, the ~~storm water~~~~stormwater~~ must still be conveyed to an existing storm and surface water system in an approved manner.
- B. *Additional passive spill control is required.* Projects that replace, modify, or construct a new driveway or parking area shall provide passive spill control for that area that receives runoff from pollution-generating impervious surfaces (PGIS) prior to discharge from the site or into a natural on-site drainage feature. The intent of this device is to temporarily detain oil or other floatable pollutants before they enter the downstream storm water system in the event of an accidental spill or illegal dumping. It shall consist of a tee section in a manhole or catch basin (or elbow when allowed by the city engineer). Note that in addition to this spill control requirement, other spill control requirements may be required for projects that exceed certain thresholds in the applicable manual.
- C. All storm water site plans shall include an analysis of off-site storm water runoff and water quality impacts and shall mitigate these impacts as necessitated by the applicable manual. The analysis shall extend, where possible, a minimum of one-fourth of a mile downstream from the project. The existing and potential impacts to be evaluated and mitigated include but are not limited to the following:
1. Excessive sedimentation;
 2. Streambank erosion;
 3. Discharges to ground water and/or their potential;
 4. Violations of water quality standards;
 5. Discharges of pollutants;
 6. Erosion;
 7. Flooding;

8. Slope instability; and
 9. Other adverse impacts to water quality.
- D. Adopted drainage basin plans may be used to modify and/or add to any or all of the minimum requirements for storm and surface water runoff. Basin plans may include requirements for additional runoff detention, retrofitting measures, BMPs, or other measures in order to achieve basin-wide pollutant, flooding, erosion or sedimentation reduction. Standards developed from basin plans shall not modify any of the above requirements until the basin plan has been formally adopted by the Mercer Island city council.

15.09.060 Exceptions.

Exceptions to the minimum requirements of the applicable manual may be granted prior to permit approval and construction. An exception may be granted by staff; provided, that a written finding of fact is prepared, that meets the following criteria:

- A. The exception provides equivalent water quality protection and complies with the public interest; and that the objectives of safety, function, water quality protection and facility maintenance, based upon sound engineering principles, are fully met;
- B. There exist special physical circumstances or conditions affecting the property such that the strict application of the provisions of the applicable manual would deprive the applicant of all economic use of the parcel of land in question, and every effort to find creative ways to meet the intent of the minimum standards has been made;
- C. That the granting of the exception will not be detrimental to the public health and welfare, nor injurious to other properties in the vicinity and/or downstream, and to the quality of waters of the state and city; and the exception is the least possible exception that could be granted to comply with the intent of the minimum requirements of the applicable manual.

15.09.070 Maintenance and inspection requirements.

- A. All public and private storm water facilities required by the applicable manual to provide permanent storm water treatment and/or flow control shall be inspected and maintained in accordance with the standards contained in the applicable manual.
- B. All storm water treatment and flow control facilities shall be inspected annually, but may be reduced based on inspection records. Owners of private facilities shall be responsible for maintenance, inspections and corrections. Records of facility inspections and maintenance actions shall be retained for a period of at least five years. These maintenance records are to be provided to the city upon request.
- C. All storm water treatment and flow control facilities shall be cleared of debris, sediment and vegetation as conditions warrant, when they threaten to affect the functioning and/or design capacity of the facility, but not less than annually.
- D. Where the lack of maintenance is causing or contributing to a violation of water quality criteria, property damage or threatens the welfare or safety of the public, actions shall be taken to correct the problem as soon as reasonably feasible.
- E. When an inspection identifies an exceedance of the maintenance standard, maintenance shall be performed within the following time period:
 1. Within one year for typical maintenance of facilities, except catch basins;
 2. Within six months for catch basins;
 3. Within two years for maintenance that requires capital construction of less than \$25,000.00; and
 4. Within the time frame determined by the city manager or ~~their~~^{his/her} designee for maintenance that requires capital construction greater than \$25,000.00.

The city manager or ~~their~~^{his/her} designee may order corrective maintenance to occur within a specific time period.

- F. Operational and structural source control BMPs at businesses/sites shall be inspected and maintained per the requirements of the applicable manual. Operational and structural source control BMPs are required to be repaired or brought up to applicable standards by the property owner or the person responsible for the business/site.

- G. Sediment, oil, street or parking lot sweepings and any material containing pollutants shall be properly disposed of at an approved waste facility or, if appropriate, in accordance with the provisions of WAC Chapters 173-303 and 173-304.

- H. The city manager or ~~their~~^{his/her} designee shall design and develop an inspection program for facilities and systems for both public and private systems in accordance with the goals and objectives and intent of the applicable manual.

- I. Any failure of a storm water system, BMPs, erosion and sedimentation control, or water quality protection measures in any new development or redevelopment shall be repaired and/or retrofitted in accordance with the applicable manual.

(Ord. 17C-09 § 1; Ord. 09C-09 § 1; Ord. 95C-118 § 1. Formerly 15.09.050)

15.09.080 Administration.

- A. The city manager or ~~their~~^{his/her} designee shall have the authority to develop and implement administrative procedures to administer and enforce this chapter and the program. The city manager or ~~their~~^{his/her} designee shall approve, conditionally approve or deny an application for activities regulated by this chapter.
- B. Prior to the commencement of any construction on a project or "land disturbing activity," the applicant shall obtain a storm water permit from the city. A bond may be required by the city engineer in an amount sufficient to cover cost of construction of the system in accordance with approved plans and anticipated city inspection. Upon completion of the work inspection and approval of the storm water facilities by the city, 70 percent of the bond shall be released. At the one-year inspection, the remaining 30 percent shall be released. A two-year bond may be required for vegetated storm water facilities.
- C. All activities regulated by this chapter shall be subject to inspection. Projects shall be inspected at various stages of the work requiring approval to determine that adequate control is being exercised and enforcement actions taken as necessary. These inspections will include, but not be limited to, the following:
1. Prior to site clearing and construction to assess site erosion potential on sites with a high potential for sediment transport;
 2. During construction to verify proper installation and maintenance of required erosion and sediment control BMPs;
 3. Upon completion of construction and prior to final approval or occupancy to ensure proper installation of permanent storm water facilities and verify that a maintenance plan is completed and responsibility for maintenance is assigned for storm water facilities;
 4. All permanent storm water facilities and catch basins in new residential developments that are part of a larger common plan of development or sale, every six months during the period of heaviest house construction (i.e., one to two years following subdivision approval to identify maintenance needs and enforce compliance with maintenance standards as needed);
 5. Pollutant generating sources at publicly and privately owned institutional, commercial, and industrial sites.

When required, special inspections and/or testing may be required to be performed at the expense of the applicant.

- D. The city manager or ~~their~~his/her designee may order the correction or abatement of any storm and surface water facility or condition thereof, operational or structural source control BMPs, a prohibited discharge, or illicit connection constituting a violation of this Code or of the applicable manual when such facility or condition thereof has been declared to be a public nuisance. Whenever such a public nuisance is declared, a notice by certified mail shall be made to the violator directing abatement within 30 days of the receipt of the notice. If the required corrective work is not completed within the time specified, the city may proceed to abate the violation as a public nuisance. Summary abatement may be commenced without notice or a stop work order issued when the violation is of such a nature that it is an immediate hazard to life and/or property. Notwithstanding the exercise or use of any other remedy, the city manager or ~~their~~his/her designee may seek legal or equitable relief to enjoin any act or acts or practices which constitute a violation of this chapter.
- E. *Civil penalty.* In addition to or as an alternative to any other penalty provided herein, or by law, any person who violates the provisions of this chapter, the applicable manual, or an approved storm water management plan shall incur a cumulative civil penalty in the amount of \$50.00 per day from the date set for correction, until the violation is corrected. In lieu of a civil penalty, the city manager or ~~their~~his/her designee may issue a warning notice and provide educational information on discharge practices when the violation is a first violation of this chapter, is not an intentional violation, and the discharge is determined by the city manager or ~~their~~his/her designee as minor. Any subsequent violation of this chapter by the same person shall not be eligible for a warning notice and shall result in a civil penalty.
- F. *Notice of violation and assessment of penalty.* Whenever the city manager or ~~their~~his/her designee has found or determined that a violation is occurring or has occurred ~~they are~~he/she is authorized to issue a notice of violation directed to the violator, the property owner, or the occupant. The following provisions shall apply and notice of violation shall contain:
1. The name and address of the violator, if known;
 2. The street address when available or a legal description sufficient for identification of the building, construction, premises, or land upon which the violation is occurring;
 3. A statement of the nature of such violation(s);
 4. A statement of action required to be taken as to be determined by the city manager or ~~their~~his/her designee and a date of correction.
- G. The notice shall notify the owner and/or violator that:
1. The owner and/or violator has 14 days to notify the city manager or ~~their~~his/her designee of a proposed schedule of repair or maintenance action;
 2. The owner and/or violator has 30 days after the time of notification set forth in subsection (G)(1) of this section to comply with the notice, unless, for good cause shown, the period of compliance is extended.
- H. In the event the owners and/or violators fail to comply with the notice, work may be done by and under the authority of the city, at the expense of the owner and/or violator and the expense shall be charged to the owner and/or violator, and shall become a lien on the property.

15.09.090 Appeals process.

Any person aggrieved by the decision of the city manager or ~~their~~his/her designee in administering this chapter may appeal the decision to the hearing examiner. Appeals shall follow the process described in MICC 19.15.130.

Chapter 15.10 STORM AND SURFACE WATER UTILITY

15.10.010 Purpose.

The purpose of this chapter is to separate the existing storm and surface water utility function from the combined sewer utility and to provide for the planning, design, construction, use, inspection and maintenance of the storm water systems; to minimize flooding; and to provide for an effective system for the control and prevention of storm water runoff and water quality problems. This chapter supplements other city regulations regarding protection of the storm and surface water system, including the storm water management program, chapter 15.09 MICC, and the interim critical area regulations.

15.10.020 Construction—Intent—Definitions.

- A. This chapter is enacted as an exercise of the police power of the city of Mercer Island to protect and preserve the public health, safety and welfare and its provisions shall be construed accordingly. The obligation of compliance with storm water regulations is upon the owner or operator of each private system, until such time as the city accepts the private system into the city drainage network under the provisions of this chapter. Nothing contained in this chapter is intended to be or shall be construed to create or form the basis of liability on the part of the city of Mercer Island, this utility, its officers, employees or agents, for any injury or damage resulting from the failure of the owner or operator of any private system to comply with the provisions of this chapter, or by reason or in consequence of any act or omission in connection with the implementation or enforcement of this chapter by the city of Mercer Island, its utility, officers, employees or agents.

- B. For purposes of this chapter, the following definitions shall apply:

City or public storm water system means those elements of the storm and surface water system of the city that are located on property owned by the city or in the public right-of-way, or are located on property on which the city has an easement, license or the right of use for utility purposes.

Low impact development or *LID* means a storm water and land use management strategy that strives to mimic predisturbance hydrologic processes of infiltration, filtration, storage, evaporation, and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed storm water management practices that are integrated into a project design.

Low impact development best management practices or *LID BMPs* means distributed storm water management practices, integrated into a project design, that emphasize predisturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration. LID BMPs include, but are not limited to, bioretention, rain gardens, permeable pavements, roof downspout controls, dispersion, soil quality and depth, vegetated roofs, minimum excavation foundations, and water reuse.

On-site storm water management BMPs are synonymous with LID BMPs.

Private system or private storm water facility means any element of the storm and surface water system which is not part of the public storm water system as defined in this chapter.

Storm and surface water system means the entire system within the city, both public and private, naturally existing and manmade, for the drainage, conveyance, detention, treatment and storage of storm and surface waters.

Storm water treatment and flow control BMPs/facilities means detention facilities, [permanent](#) treatment BMPs/facilities, bioretention, vegetated roofs, and permeable pavements that help meet Minimum Requirement No. 6 (Runoff Treatment), Minimum Requirement No. 7 (Flow Control), or both.

Utility means the storm and surface water utility of the city of Mercer Island.

15.10.030 Storm and surface water utility authority.

The storm and surface water utility shall have the authority, by and through the city manager or ~~their~~^{his/her} designee, to plan and implement storm and surface water programs and improvements in the areas described below, and to take such other actions as are deemed necessary and are consistent with the intent of this chapter to control and manage storm water runoff and water quality. The utility shall have the authority to determine the priorities for working on each of the programs, based on utility funds available and a determination of which programs require primary attention to protect the public health, safety and welfare:

- A. Develop, adopt and carry out procedures to implement this chapter, including the collection and spending of revenue for operations, maintenance and capital improvements. Fund capital project planning, administration, and public education functions of utility. Incur debt and pay debt service for utility functions.
- B. Prepare engineering standards to establish minimum requirements for the design and construction of storm water facilities and their maintenance, consistent with the standards established in chapter 15.09 MICC.
- C. Administer and enforce procedures relating to the planning, acquisition, design, construction and inspection of storm water facilities.
- D. Enter into any contract for the construction of storm water facilities with owners of real estate and to accept the facilities as municipal storm water facilities, with the right to recover costs and expenses, pursuant to RCW Chapter 35.91.
- E. Accept, reject, or take other appropriate action with regard to easements offered to the utility or city.
- F. Prepare and enforce standards for the maintenance of storm water facilities, including retrofit measures, consistent with the standards in chapter 15.09 MICC.
- G. Develop a program for inspection of private storm water facilities and businesses/sites with pollutant generating sources, consistent with the standards in chapter 15.09 MICC.
- H. Advise commissions, the city council, city manager and other city departments on matters relating to the utility.
- I. Prepare comprehensive drainage plans for individual drainage basins for adoption by the city council.
- J. Establish and implement programs to protect and maintain water quality and to control the duration of storm water flows.
- K. Perform or direct the performance of financial review and analysis of the utility's revenues, expenses, indebtedness, rates and accounting, and recommend budgets, rates, and financial policy for adoption by the city council.
- L. Conduct public education programs related to protection and enhancement of storm water and surface water and the municipal storm water system.

15.10.040 Studies and basin plans.

The utility may conduct studies and may develop basin plans for adoption by the city council. Basin plans shall be developed according to the engineering standards in chapter 15.09 MICC. Once a basin plan has been adopted and implemented, it may be modified as authorized by chapter 15.09 MICC; provided the basin plan and basin-specific policies and requirements provide an equal or greater level of water quality and runoff-control protection.

15.10.050 Capital improvement and planning program.

- A. The city manager or ~~their~~^{his/her} designee shall develop a six-year capital improvement and planning program for improvements to or modifications of the public storm water system, including the incorporation

or extension of storm water systems and facilities and the acceptance of drainage easements and private drainage facilities.

- B. The city manager or [their/his/her](#) designee shall provide the proposed six-year capital improvement and planning program to the city council prior to the adoption of the biennial budget.
- C. The city manager or [their/his/her](#) designee shall provide to the city council a draft of storm and surface water rules and regulations on inspection and maintenance, basin planning, and acceptance of private systems for review and comment prior to adoption by the city manager or [their/his/her](#) designee of the rules and regulations.

15.10.060 Maintenance of drainage facilities.

- A. The utility is responsible for maintaining public storm water systems and facilities.
- B. Owners of private storm water systems and facilities, including but not limited to on-site storm water management (low impact development) BMPs, flow control (detention) facilities, treatment facilities and conveyance systems, are responsible for their operation and maintenance.
- C. In new subdivisions and short plats, maintenance responsibility for private drainage facilities shall be specified on the face of the subdivision or short plat.
- D. If a private drainage facility serves multiple lots, then maintenance responsibility rests with the properties served by the facility, unless there is a legal document placing responsibility on some other entity.

15.10.070 Storm and surface water rates.

- A. *General.* The city council shall establish by resolution service rates for use of the storm water system and related drainage services; such rates are in addition to connection charges and fees for specific services. The city may establish classifications of customers or service and rate structures, using any method or methods authorized by law.
- B. *Rate basis.* Drainage rates shall be based on revenue requirements to cover all costs of the utility, as authorized by the city council by the adoption of the biennial budget and subsequent amendments.
- C. *Rate adjustments.* The sufficiency of rates shall be evaluated periodically as part of the review and adoption of the annual budget. Rate adjustments shall be recommended as needed to meet revenue requirements. The recommendation shall consider equity, adequacy, costs and other factors allowed by law.
- D. *Billing and collection.* The utility shall develop and implement procedures and systems pertaining to the billing and collection of drainage service charges and fees in accordance with state law, and shall provide an appeal process for the review of utility bills.
- E. *Rate relief.* The city council may establish drainage rate relief measures for specific customer classes as authorized by law.

15.10.080 Liability.

The city manager, [their/his/her](#) designee, or any other employee charged with the enforcement of this chapter, acting for the utility in good faith and without malice in the discharge of [their/his/her](#) duties shall not be liable personally for any damages which may accrue to persons or property as a result of any act required or by reason of any act or omission in the discharge of such duties.

Chapter 15.11 FEE IN LIEU OF STORM WATER DETENTION

15.11.010 Definitions.

For the purposes of this chapter, the following definitions shall apply:

Applicable manual means the [version of the Stormwater Management Manual for Western Washington \(2012 manual as amended in 2014\)](#) prepared by the Washington State Department of Ecology [adopted in chapter 15.09 MICC in 2012 and amended in 2014](#).

Developer means the owner or builder of the property to be developed.

Development means new development, redevelopment, or both.

Hard surface means [an impervious surface, a permeable pavement, or a vegetated roof](#).

Impervious surface means a nonvegetated surface area that either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development. A nonvegetated surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, rooftops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled, macadam or other surfaces which similarly impede the natural infiltration of storm water. [Open, uncovered retention/detention facilities shall not be considered as impervious surfaces for the purposes of determining whether the thresholds for application of Minimum Requirements are exceeded. Open, uncovered retention/detention facilities shall be considered impervious surfaces for purposes of runoff modeling.](#)

[Land disturbing activity means any activity that results in a change in the existing soil cover \(both vegetative and nonvegetative\) and/or the existing soil topography. Land disturbing activities include, but are not limited to, demolition, construction, clearing, grading, filling and excavation. Compaction that is associated with stabilization of structures and road construction shall also be considered land disturbing activity. Vegetation maintenance practices, including landscape maintenance and gardening, are not considered land disturbing activity. Storm water facility maintenance is not considered land disturbing activity if conducted according to established standards and procedures.](#)

New development means land disturbing activities; structural development, including construction or installation of a building or other structure; creation of hard surfaces; and subdivision, short subdivision and binding site plans, as defined and applied in RCW Chapter 58.17. Projects meeting the definition of "redevelopment" shall not be considered new development.

[New impervious surface means a surface that is:](#)

- [changed from a pervious surface to an impervious surface \(e.g., resurfacing by upgrading from dirt to gravel, a bituminous surface treatment \("chip seal"\), asphalt, concrete, or an impervious structure\); or](#)
- [upgraded from gravel to chip seal, asphalt, concrete, or an impervious structure; or](#)
- [upgraded from chip seal to asphalt, concrete, or an impervious structure.](#)

[Note that if asphalt or concrete has been overlaid by a chip seal, the existing condition should be considered as asphalt or concrete.](#)

Redevelopment means, on a site that is already substantially developed (i.e., has 35 percent or more of existing hard surface coverage), the creation or addition of hard surfaces; the expansion of a building footprint or addition or replacement of a structure; structural development including construction, installation or expansion of a building or other structure; replacement of hard surface that is not part of a routine maintenance activity; and land disturbing activities.

EXHIBIT C

Item 7.

Replaced hard surface means for structures, the removal and replacement of hard surfaces down to the foundation. For other hard surfaces, the removal down to bare soil or base course and replacement.

Storm water detention facility means an above or below ground facility, such as a pond or tank, that temporarily stores stormwater runoff and subsequently releases it at a slower rate than it is collected by the drainage facility system. There is little or no infiltration of stored stormwater.

Subdivision shall mean the division of, or the act of division of, land into two or more lots for the purposes of building development including short subdivisions and long subdivisions.

...



Stormwater Management Code Update (Chapter 15 MICC)

Why the update?

- **The National Pollutant Discharge Elimination System Phase II Municipal Stormwater Permit (NPDES Permit) requires the City's municipal code to meet or exceed Ecology's standards designed to protect surface water from being impacted by development**
 - On July 1, 2019, Ecology issued the **NPDES Permit**, with an effective date of August 1, 2019
 - In 2019, Ecology issued an updated **Stormwater Management Manual for Western Washington (Stormwater Manual)**

What is the NPDES Municipal Stormwater Permit?

Federal Permit: Clean Water Act

Goal: Fishable, swimmable waters

Types of Permits:

- **Municipal**
- Construction
- Industrial
- Aquatic pesticide
- Boatyards
- Sand & Gravel
- Fresh Fruit Packing
- Winery
- Bridge & Ferry
- Terminal Washing

Permit Authority:

Washington State Dept.
of Ecology
(delegated by the EPA)

Current Permit Requirements (2019-2024)

Item 7.

1. Stormwater Planning
2. Public Education and Outreach
3. Public Involvement and Participation
4. MS4 Mapping and Documentation
5. Illicit Discharge Detection and Elimination
6. **Controlling Runoff from New Development, Redevelopment, and Construction Sites**
7. Operations and Maintenance
8. **Source Control for Existing Development**
9. Compliance with Total Maximum Daily Loads
10. Monitoring and Assessment
11. Reporting

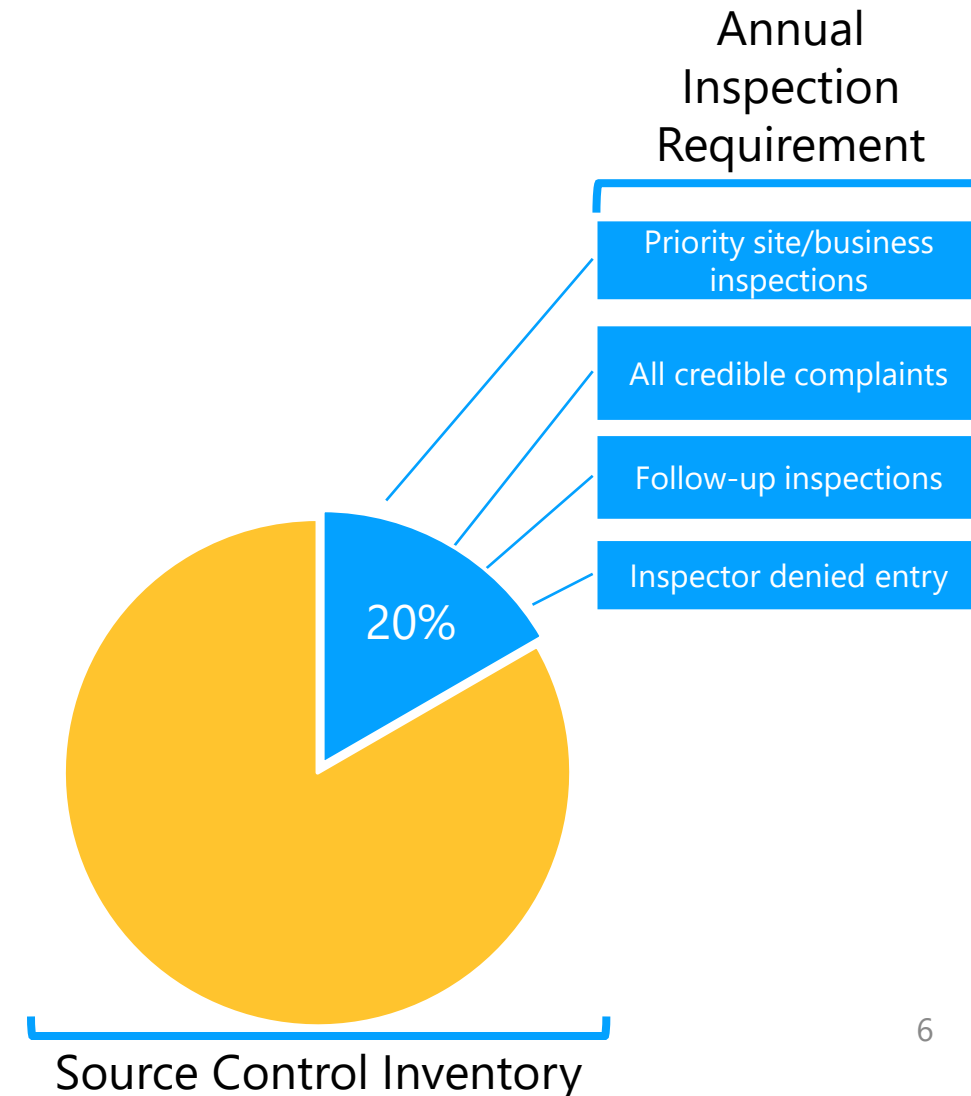
Current Permit Requirements: Source Control

NPDES Phase II Permit Section	Category	Timeline
<i>S5.C.8.b.i.</i>	Source Control Code/Ordinance	August 1, 2022
<i>S5.C.8.b.ii</i>	Source Control Inventory	August 1, 2022
<i>S5.C.8.b.iii</i>	Inspection Program	January 1, 2023
	Business Education and Outreach Materials	At one time or spread over permit term
<i>S5.C.8.b.iv</i>	Enforcement Policy	January 1, 2023
<i>S5.C.8.b.v</i>	Training	Ongoing

Current Permit Requirements: Source Control

S5.C.8.b.iii Inspection Program

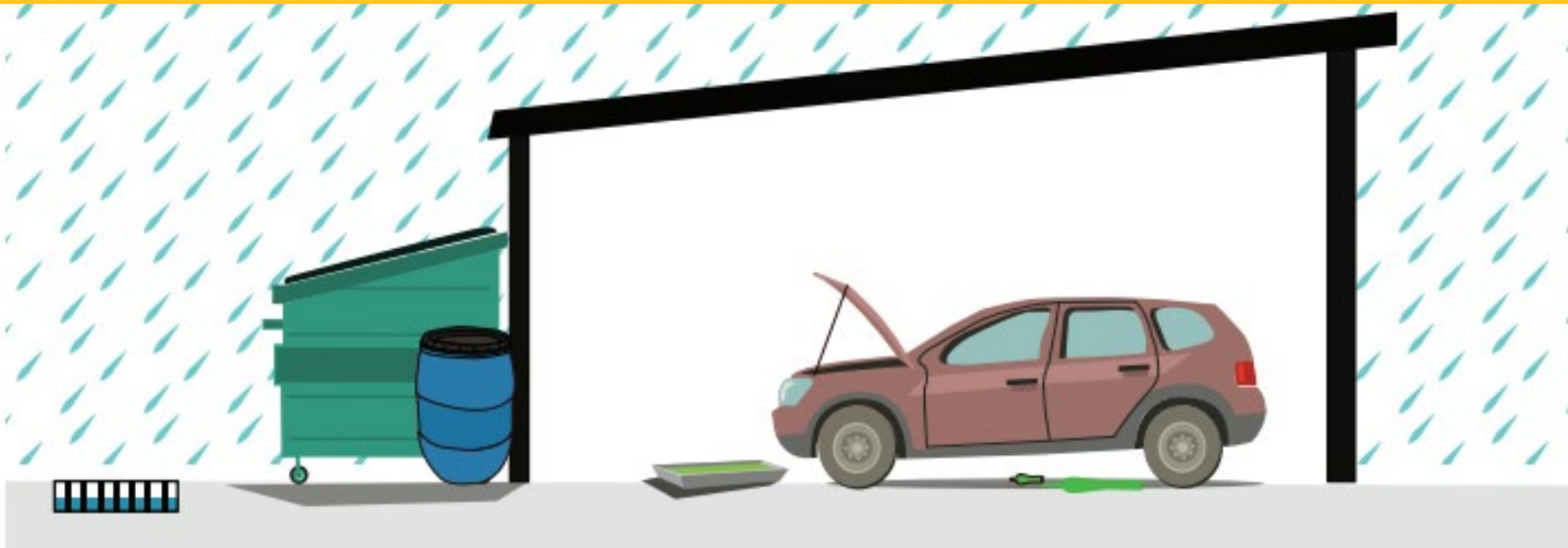
- Inspect 20% of businesses/sites in inventory each year
- City prioritizes businesses/sites
- Required to inspect 100% of credible complaints
- Follow-up inspections count
- Inspections with denied entry also count



Business/Site Inspection Process

Focus: What comes in contact with rain water?

- What are the business practices and waste streams?
- How do products and services flow through the site?



Business/Site Inspection Process

Areas to Inspect

- Outdoor storage areas (stockpiles, dumpsters, etc.)
- Fueling areas
- Vehicle/equipment washing areas
- Vehicle/equipment maintenance areas
- Indoor maintenance and storage areas
- Storm drainage system and stormwater management BMPs/facilities
- Activities unique to the site that may generate pollutants (loading/unloading area, dock washing, other maintenance, etc.)



Business/Site Inspection Process

What are we looking for?

- Stockpiles are covered
- Dumpsters that are closed and not leaking
- Materials are labeled and covered
- Secondary containment is present
- Drip pans are used
- Washwater from indoor floor cleaning is disposed properly
- Spill plan is posted
- Spill kit is accessible
- Catch basins and stormwater facilities are maintained



Public and SEPA Process

September 11, 2023	SEPA Determination of Non-Significance (DNS) Issued
October 17, 2023	City Council Meeting
November 7, 2023	City Council Adoption

What's Changing?

Chapter 15.09 MICC, Stormwater Management	<ul style="list-style-type: none"> • Adopt the 2019 Stormwater Manual • Update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual • Allow for business/site source control inspections
Chapter 15.10 MICC, Storm and Surface Water Utility	<ul style="list-style-type: none"> • Update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual • Allow for business/site source control inspections
Chapter 15.11 MICC, Fee in Lieu of Stormwater Detention	<ul style="list-style-type: none"> • Update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual

Key Change #1: Adopt the 2019 Stormwater Manual

- **Old:** Current code adopts the Ecology 2012 Stormwater Manual that was amended in 2014.
- **New:** Proposed revisions adopt the Ecology 2019 Stormwater Manual. Language was also streamlined, so only 15.09.030 (Definitions) will need to be updated in the future.
- **Rationale:** The City is required to adopt the Ecology 2019 Stormwater Manual, or equivalent.

Updates to:
15.09.030
15.09.050
15.11.010

Key Change #2:

Update stormwater definitions

- **Old:** Current code includes outdated definitions.
- **New:** Proposed revisions add new stormwater definitions and update existing stormwater definitions for consistency with the NPDES Permit and Stormwater Manual.
- **Rationale:** The City is required to update stormwater definitions for consistency with the NPDES Permit and Stormwater Manual.

Updates to:
15.09.030
15.10.020
15.11.010

Key Change #3:

Allow source control inspections

- **Old:** Current code allows for right-of-entry for inspections.
- **New:** Proposed revisions language to more explicitly describe the source control inspection requirements for businesses and sites.
- **Rationale:** The NPDES Permit required the City to implement a business/site source control inspection program starting January 1, 2023.

Updates to:
15.09.010
15.09.070
15.09.080
15.10.030

Questions?





BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6355
October 17, 2023
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6355: Ratification of King County Ordinance No. 19660 – an Amendment to the 2021 King County Countywide Planning Policies (CPPs)	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve Resolution No. 1651 Ratifying Amendments to the King County Countywide Planning Policies.	

DEPARTMENT:	Community Planning and Development
STAFF:	Jeff Thomas, Community Planning and Development Director Alison Van Gorp, Community Planning and Development Deputy Director
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Transmittal Letter from King County, dated September 1, 2023 2. Resolution No. 1651
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 consider ratifying amendments to the King County Countywide Planning Policies (CPPs).

- The CPP amendments, adopted by King County [Ordinance No. 19660](#) on August 15, 2023, establish the housing need allocations approved earlier this year by the Growth Management Planning Council (GMPC) as well as an accountability and monitoring framework.
- The housing needs identified for Mercer Island will be incorporated in the periodic update of the Comprehensive Plan. Mercer Island must plan for and accommodate these housing needs, both new permanent units by income bracket as well as new emergency units over the course of the 20-year planning horizon.
- Mercer Island will also need to report to King County and the Department of Commerce on progress towards planning for and accommodating these housing needs 5 years after the periodic update is adopted.
- Any amendment of the King County Countywide Planning Policies must be ratified by at least 30% of the cities in the County, representing at least 70% of the population.

BACKGROUND

Countywide planning policies are required for counties planning under the Growth Management Act (GMA). The purpose of King County Countywide Planning Policies (CPPs) is to coordinate growth planning between county and city governments. This is accomplished by establishing growth targets for the number of dwelling units and jobs that cities and counties must plan for in their comprehensive plans. Setting growth targets at the county level ensures that jurisdictions within the county are using consistent assumptions about growth through the 20-year planning period. In King County, the Growth Management Planning Council (GMPC) was formed by interlocal agreement to create a formal body tasked with coordinating the county and its cities to work together to adopt the CPPs.

In 2021, the CPPs were comprehensively reviewed and updated to center social equity and health outcomes, integrate regional policy and legislative changes, implement VISION 2050, and provide clear, actionable direction for comprehensive plan updates. As part of the 2021 CPP amendments, the 2044 growth targets were established for all cities in King County except for the City of Sammamish, which required additional analysis before its growth targets could be finalized. The King County Council amended the CPPs again in late 2022, to set the growth targets for the City of Sammamish.

Also in 2021, the Washington State Legislature passed House Bill 1220 ([HB 1220](#)), which substantively amended the GMA to require jurisdictions to plan for and accommodate housing needs as part of their comprehensive plans. The legislature also passed House Bill 1241 ([HB 1241](#)), which moved the periodic update deadline for Puget Sound jurisdictions to December 31, 2024 and changed the timeline for periodic updates from every eight years to every 10 years. HB 1241 also requires both King County and the City to report to the Washington State Department of Commerce (Commerce) on progress towards achieving housing affordability and availability five years after the periodic update to the Comprehensive Plan is adopted (and every ten years thereafter).

Following the adoption of this legislation, the GMPC was tasked with establishing the housing needs, for both new permanent units by income bracket as well as new emergency units for King County jurisdictions as required by HB 1220. In early 2023, Commerce provided estimates of existing and future housing needs at the county level, as well as guidance for local governments on how counties, cities, and towns should work together to allocate the housing need to jurisdictions. In accordance with this direction, the GMPC developed three different methods for allocating housing need to county jurisdictions. Substantial outreach was done to get feedback on the allocation options and earlier this year, the GMPC made a recommendation to the King County Council on the final allocation, as well as additional updates to the CPPs to align with the requirements of HB 1220 and HB 1241.

On August 15, 2023, the King County Council took action to approve the recommendations of the GMPC by adopting [Ordinance No. 19660](#) and amending the CPPs. The CPP amendments establish countywide and jurisdictional housing needs and establish an accountability and monitoring framework to track progress towards planning for and accommodating housing needs.

ISSUE/DISCUSSION

Affordable Housing Need Allocation

The CPP amendments establish countywide and jurisdictional housing need consistent with the requirements of HB 1220 as well as data and guidance provided by Commerce and in alignment with the housing growth projections in the Puget Sound Regional Council's [VISION 2050](#) strategy. Housing need is identified by income

segment for each King County jurisdiction, including Mercer Island. In addition, needs for permanent supportive housing (PSH) and emergency shelter are also identified.

The identified jurisdictional housing needs lay the groundwork for each jurisdiction to plan for and accommodate housing need as a part of the comprehensive planning periodic update process. The CPP amendments identify the following housing needs for Mercer Island, broken down by income bracket (shown as a percentage of the Area Medium Income):

Net New Permanent Housing Units Needed by Income Bracket (% AMI), 2019-2044								Net New Emergency Housing Needed
Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
	Non- PSH	PSH						
1,239	339	178	202	488	4	5	23	237

Accountability and Monitoring

The amendments to the CPPs also establish a three-part accountability framework for monitoring progress toward addressing housing need across King County. The accountability framework is responsive to the requirements of [HB 1241](#), which requires both King County and the City to report to Commerce on progress towards achieving housing affordability and availability five years after the Comprehensive Plan is adopted. The framework is summarized below.

1. *Review Plans.* Before the adoption of a periodic update to a comprehensive plan, King County will review draft plans for alignment with the CPP Housing Chapter. This would occur every 10 years, starting in 2024.
2. *Monitor and Report.* After comprehensive plan adoption, King County will measure jurisdictional progress to plan for and accommodate affordable housing needs in a dashboard using standardized benchmarks, a comparative standard, and housing data trends. This would occur annually, starting in 2024.
3. *Mid-Cycle Check-in and Adjustment.* Five years after comprehensive plan adoption, the GMPC would review the information collected through annual monitoring and reporting. Based on this analysis, the GMPC would identify jurisdictions with significant shortfalls in planning for and accommodating housing needs, provide findings that describe the nature of shortfalls and may make recommendations that jurisdictions take action to address them. Jurisdictions with significant shortfalls in planning for and accommodating would need to then identify and implement actions to address the shortfalls. This would occur every 10 years, starting in 2029.

Ratification Process

The amendments to the CPPs become effective once they are ratified by 30 percent of cities representing 70 percent of the population in the County. A city will be deemed to have ratified the CPP and amendments unless the city takes legislative action to disapprove the amendments. Cities have 90 days to ratify or take action to disapprove the amendments. The City was notified of the amendments to the CPPs on September 1, 2023 (Exhibit 1). November 30, 2023 is the ratification deadline for the amended CPPs. Approving Resolution No. 1651 will ratify the amended CPPs (Exhibit 2).

NEXT STEPS

The amended CPPs will become effective when ratified by 30 percent of cities representing 70 percent of the population in the County, likely on or before November 30, 2023. The City must plan to accommodate Mercer Island's housing needs as a part of the periodic update of the Comprehensive Plan. Work to prepare amendments to the Housing Element, including amendments specific to accommodating housing need, is set to begin in early 2024. The Comprehensive Plan update must be adopted by December 31, 2024.

RECOMMENDED ACTION

Approve Resolution No. 1651 ratifying amendments to the King County Countywide Planning Policies.



September 1, 2023

The Honorable Salim Nice
City of Mercer Island
9611 SE 36th
Mercer, Island, WA 98040

Dear Mayor Nice:

We are pleased to forward for your consideration and ratification an amendment to the 2021 King County Countywide Planning Policies (CPP).

On August 15, 2023, the Metropolitan King County Council approved and ratified Growth Management Planning Council (GMPC) Motion 23-1, which contains the Affordable Housing Committee recommended responses to GMPC Motion 21-1. The ordinance will become effective Friday, September 1, 2023. Copies of the transmittal letter, Metropolitan King County Council staff report and ordinance 19660 are attached to assist you in your review.

In accordance with the CPP, FW-1, amendments become effective when ratified by ordinance or resolution by at least 30 percent of the city and county governments representing 70 percent of the population of King County according to the interlocal agreement. A city will be deemed to have ratified the CPP and amendments unless, within 90 days of adoption by King County, the city takes legislative action to disapprove the amendments. **Please note that the 90-day deadline for these amendments is Thursday, November 30, 2023.**

If you adopt any legislation concerning this action, and since we are working remotely, please **email** a copy of the legislation by the close of business, Thursday, November 30, 2023, to Council.clerk@kingcounty.gov.

If you have any questions about the amendments or ratification process, please contact Andy Micklow, Metropolitan King County Council Staff, at 206 263-3226

or Ivan Miller, Countywide Planning Manager, King County Office Performance, Strategy and Budget, at 206 263-8297.

Thank you for your prompt attention to this matter.

Sincerely,



Dave Upthegrove, Chair
Metropolitan King County Council



Dow Constantine
King County Executive

Enclosures

cc: King County City Planning Directors
Sound Cities Association
Lauren Smith, Director, Regional Planning
Ivan Miller, Countywide Planning Manager
Andy Micklow, Council Staff, Committee of the Whole

**CITY OF MERCER ISLAND
RESOLUTION NO. 1651**

**A RESOLUTION OF THE CITY OF MERCER ISLAND, WASHINGTON
RATIFYING AMENDMENTS TO THE KING COUNTY COUNTYWIDE
PLANNING POLICIES.**

WHEREAS, the Growth Management Act (GMA) was adopted by the WA State Legislature; and

WHEREAS, the GMA requires counties in Washington State to adopt and periodically review countywide planning policies (CPPs); and

WHEREAS, cities planning under GMA must coordinate planning efforts with surrounding jurisdictions; and

WHEREAS, on August 15, 2023, the Metropolitan King County Council adopted Ordinance No. 19660 amending the King County CPPs; and

WHEREAS, the CPPs adopted by King County Ordinance No. 19660 adopted the housing needs allocations for cities in King County; and

WHEREAS, CPP FW-1(e) requires that amendments to the CPPs be ratified within 90 days by cities and towns representing at least 70 percent of the county population and 30 percent of those jurisdictions; and

WHEREAS, on September 1, 2023, the City was notified that the County had amended the CPPs and that the deadline for ratification is November 30, 2023; and

WHEREAS, ratification of the CPPs can be accomplished by an affirmative vote of the City Council; and

WHEREAS, on October 17, 2023, the Mercer Island City Council considered the proposed amendments to the King County CPPs; and

WHEREAS, the Community Planning and Development Department recommends the ratification of the CPPs established by King County Ordinance No. 19660;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, AS FOLLOWS:

Section 1. The Countywide Planning Policies adopted by King County Ordinance No. 19660 are hereby ratified by the City of Mercer Island.

Section 2. The Council directs the City Clerk to transmit a copy of this Resolution to the Clerk of the King County Council.

PASSED BY THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, AT ITS MEETING ON THE 17TH DAY OF OCTOBER 2023.

CITY OF MERCER ISLAND

Salim Nice, Mayor

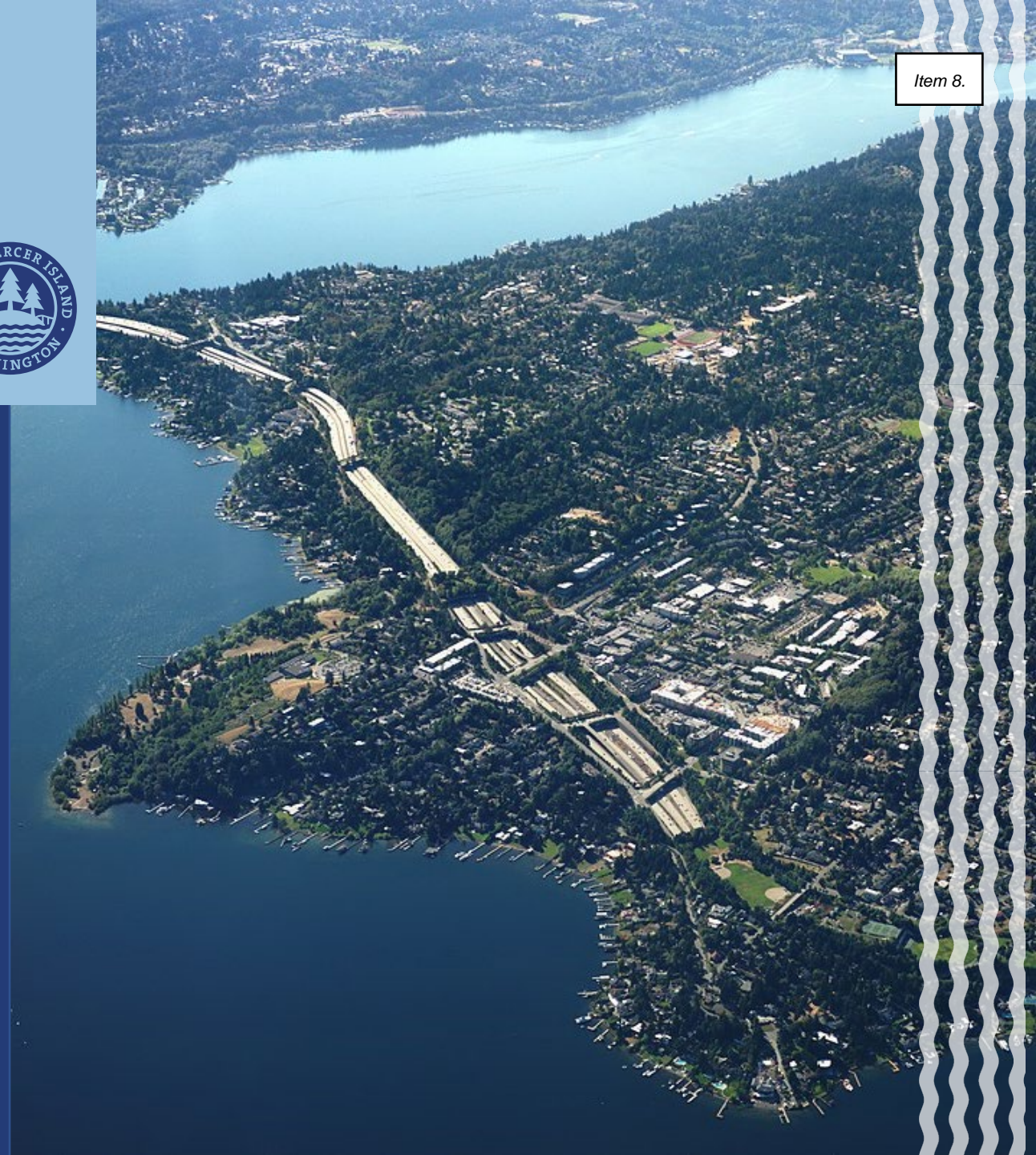
ATTEST:

Andrea Larson, City Clerk



AB 6355: Ratification of the King County CPPs

Alison Van Gorp,
Deputy CPD Director



Purpose

- Ratify King County Ordinance No. 19660
 - Amends King County Countywide Planning Policies (CPPs)
- Aligns CPPs with recent state legislation including HB 1220 and HB 1241
- Establishes housing needs for each jurisdiction in King County and creates an accountability and monitoring framework to track progress toward planning for and accommodating housing needs.

Background

- CPPs were initially amended in 2021 to adopt growth targets
- Amended again in December 2022 to adopt City of Sammamish growth targets

2044 GROWTH TARGETS



1,239
new dwellings



1,300
new jobs

Affordable Housing Need Allocation

- Mercer Island Housing Needs

Net New Permanent Housing Units Needed by Income Bracket (% AMI), 2019-2044								Net New Emergency Housing Needed
Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
	Non- PSH	PSH						
1,239	339	178	202	488	4	5	23	237

Accountability and Monitoring

- King County will certify the periodic update of the Comprehensive Plan
 - Must align with the CPP Housing Chapter
- King County will gather annual data on jurisdictional progress to plan for and accommodate housing needs
- 5 years after the periodic update to the Comprehensive Plan is completed, King County will review annual data to identify shortfalls
 - Jurisdictions with significant shortfalls will need to identify and implement actions to address the shortfalls
 - This will occur every 10 years, starting in 2029

Ratification Process

- The amendments to the CPPs become effective once they are ratified by 30 percent of cities representing 70 percent of the population in the County
- A city will be deemed to have ratified the CPP amendments unless the city takes legislative action to disapprove the amendments within 90 days
- November 30, 2023 is the ratification deadline

Recommendation

Approve Resolution No. 1651 ratifying amendments to the King County Countywide Planning Policies

**REVISED**

BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6357
October 17, 2023
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6357: 2023-2024 Mid-Biennial Budget Revenue Forecast	<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:	Finance
STAFF:	Matthew Mornick, Finance Director Ben Schumacher, Financial Analyst
COUNCIL LIAISON:	n/a
EXHIBITS:	1. 2023-2024 Mid-Biennial Budget Revenue Forecast (REVISED)
CITY COUNCIL PRIORITY:	n/a

EXECUTIVE SUMMARY

The mid-biennial budget revenue forecast (Exhibit 1) provides an update on projected revenues at the midway point of the 2023-2024 biennium for the General Fund, the Youth and Family Services (YFS) Fund, and real estate excise tax (REET) revenues.

- General Fund revenues are projected to exceed budget estimates in 2023 by ~~\$5.5 M~~ **\$4.6 M**, largely due to higher-than-expected sales tax revenues, development service revenues, and interest earnings.
- Revenues and expenditures in the YFS Fund are on track to meet budget expectations. Staff projects the YFS Fund's operating deficit will be offset with ARPA funds, amounting to \$555,000 in 2023 and \$618,000 in 2024.
- Real Estate Excise taxes are estimated to come in \$624,000 under FY 2023 amended budget estimates.

Overall, the mid-biennial revenue forecast projects General Fund revenues will continue along healthy trendlines through the end of the biennium, largely stabilized by the City's strategic use of American Rescue Plan Act (ARPA) funds.

BACKGROUND

The City of Mercer Island operates under a two-year budget cycle. In even-numbered years, staff drafts a preliminary budget for the City Council's review and approval. In odd-numbered years, staff provides the City Council with a mid-biennial budget update on first-year budget activity with an opportunity to revise the budget before entering the second year of the biennium. In both even and odd-numbered years, the Revenue Forecast (Exhibit 1) serves as the starting point for budget deliberations with the City Council every fall.

The Revenue Forecast is an integral part of the two-year budget process. Each year, the Revenue Forecast evaluates the City's current and future fiscal conditions to inform the City's policies, strategic decisions, or changes to service levels. It is based on past, current, and projected financial conditions unique to City operations while considering socioeconomic influences at the local, regional, and national level.

The 2023-2024 Mid-biennial Revenue Forecast outlines General Fund revenue activity through the end of biennium and into 2025. It also includes a projection for real estate excise tax revenues and a forecast for the Youth and Family Services Fund.

ISSUE/DISCUSSION

At the end of FY 2022, the General Fund unassigned fund balance was \$1.5 M, due to better than anticipated general sales tax revenues, savings from departmental budgets, and strategic use of the American Rescue Plan Act (ARPA) funds.

With an additional six months of data through June 2023, staff projects revenues in the General Fund will end 2023 at ~~\$39.5 M~~~~\$38 M~~, exceeding amended budget figures by ~~\$5.5 M~~~~\$4.6 M~~ at year-end. The increase in 2023 revenues is the result of many economic trends in 2022 continuing through the first half of 2023. General Fund revenues are projected to remain healthy in 2024 and 2025.

General Fund expenditures are projected to remain within budget expectations through the end of the biennium. It is not until the 2025-2026 biennium that expenditure growth is projected to outpace General Fund revenues.

NEXT STEPS

The Revenue Forecast establishes baseline budget figures to inform mid-biennial budget updates this fall. Below is a schedule of upcoming City Council agenda items related to the mid-biennial budget update:

City Council Meeting	Budget Related Topic
November 7	<i>Study Session outlining the Declaration of Intent for Reimbursement related to a Bond Issuance for the Water Utility scheduled in Q2 2024.</i>
November 21	<i>Public hearing related to Mid-Biennial Budget discussions. Staff will outline proposed changes and updates to the capital and operating budget. Staff will also present the Q3 2023 financial status update along with resolutions and ordinances related to the 2024 property tax levy, the declaration of intent to seek reimbursement, and 2024 NORCOM rates.</i>
December 5	<i>Staff will present for adoption amendments to the 2023-2024 resulting from the Mid-Biennial Budget discussions.</i>

The mid-biennial budget discussion scheduled for November 21 will include an update related to near-term resource needs related to the City Hall closure. Staff will be recommending that unassigned General Fund balance be set aside to address the significant near- and long-term financial needs related to the closure of City Hall.

Staff is committed to closely monitoring financial data as it becomes available and will revise the forecast and notify the City Council and the community as circumstances change.

RECOMMENDED ACTION

Receive report. No action necessary.

REVISED

INTRODUCTION

The 2023-2024 mid-biennial revenue forecast provides an overview of projected General Fund revenues through year-end and into the upcoming 2025-2026 biennium. The revenue forecast is based on fiscal year 2021, 2022, and the first six months of 2023 budget actuals, along with the latest local, regional, and national information available.

The forecast outlines the basis for the 2023 year-end revenue outlook, the underlying assumptions, and the anticipated impacts to revenues for the next biennium.

In 2022, the September revenue forecast anticipated that by most measures, the economy would slow down through the end of 2022 with a gradual return to pre-pandemic growth rates in 2023. Twelve months of new data indicates the local economy has proven more resilient than expected, with strong month-to-month growth in most of the City's large revenues.

While inflation has slightly declined, adjustments to the federal fund target rates have impacted real estate activity on the island. With credit card and auto loan delinquencies ticking up, and banks tightening lending standards, the mid-biennial revenue forecast is cautiously optimistic.

Overall, the mid-biennial revenue forecast projects General Fund revenues will continue along healthy trendlines through the end of the biennium, with the Fund largely stabilized by the City's strategic use of American Rescue Plan Act (ARPA) funds. Also included is a forecast for Real Estate Excise Taxes as well as projected revenue activity in the Youth and Family Services Fund.

2023-2024 MID-BIENNIAL REVENUE FORECAST

GENERAL FUND REVENUES

2023
Amended Budget
\$33.9 million

2023 Forecast
~~\$38.6 million~~
\$39.5 million

2024 Forecast
~~\$38.8 million~~
\$38.9 million

2025 Forecast
~~\$39.0 million~~
\$39.2 million

REVISED

Figure 1 includes General Fund revenue projections for fiscal 2023, 2024, and 2025. A summary of each revenue category listed in the left column is listed below.

MID-BIENNIAL REVENUE FORECAST <i>(\$ in thousands)</i>	2023 Amended Budget	2023 Forecast	Diff. from Amended	2024 Forecast	2025 Forecast
01-PROPERTY TAX	13,509	13,705	196	13,942	14,180
02-GENERAL SALES TAX	5,600	7,225	1,625	7,381	7,652
03-UTILITY TAXES	4,852	5,087	234	4,970	5,027
04-LICENSE, PERMIT, AND ZONING FEES	2,635	3,496	861	3,603	3,709
05-B&O TAXES	706	706	0	706	714
06-PARK AND RECREATION	1,339	1,350	11	1,363	1,378
07-EMS REVENUES	2,088	2,161	73	2,115	2,175
08-COST ALLOCATION	1,056	1,056	0	1,081	1,103
09-INTERFUND TRANSFERS	0	0	0	0	0
10-SHARED REVENUES	1,707	1,702	(5)	1,715	1,744
11-MUNICIPAL COURT	175	231	56	243	250
12-MISCELLANEOUS REVENUES	251	401	150	417	417
13-INTEREST EARNINGS	11	1,438	1,428	1,260	700
TOTAL REVENUES	33,930	38,558	4,628	38,795	39,049
13-INTEREST EARNINGS REVISED	11	2,365	2,354	1,332	888
TOTAL REVENUES	\$33,930	\$39,485	\$5,555	\$38,867	\$39,237

Figure 1 - Revised

PROPERTY TAX

The 2023 Adopted Budget assumed \$13.5 million (M) in property tax revenue, representing 40% of total General Fund revenues. This is a stable revenue source with payments due in April and October of each calendar year.

Revenues through June are tracking slightly higher than the 2023 adopted budget. The current year collections are projected to exceed budget estimates due to receipt of prior year levied amounts. It is common for the City to receive late property tax payments from prior years.

The forecast assumes property tax revenues will slightly exceed budget projections by year-end. For 2024 and 2025, the forecast assumes the City will assess a property tax increase of the statutorily allowed 1% of the previously levied amount (e.g., 2023 actual regular levy) plus new construction each year.

SALES TAX

The 2023 Amended Budget assumed \$5.6 M in total sales tax revenues (general and local criminal justice sales tax revenues), representing 17% of total General Fund revenues. Total sales tax earnings in 2022 were \$6.6 M, a record high for Mercer Island. This strong growth trend in 2022 carried into 2023, up 17% (or \$455,000) for the first six months when compared to the prior year.

For a long-term view of general sales tax activity, figures 2 and 3 illustrate historical revenues and year-over-year trends for the City from 2007-2022, with 2023 and 2024 projections included for reference.

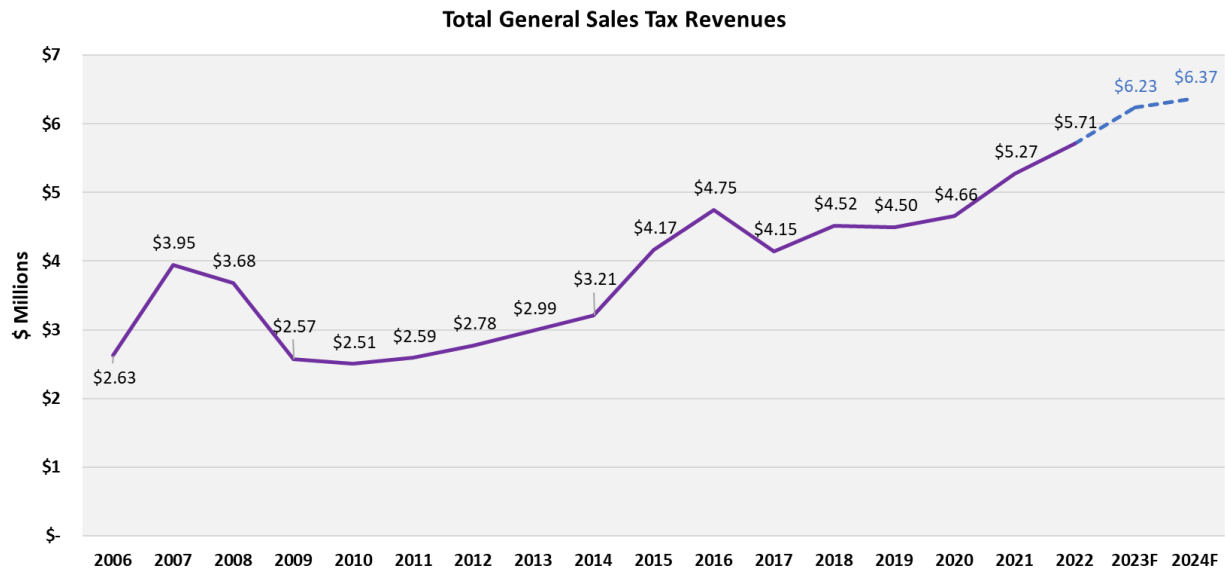


Figure 2

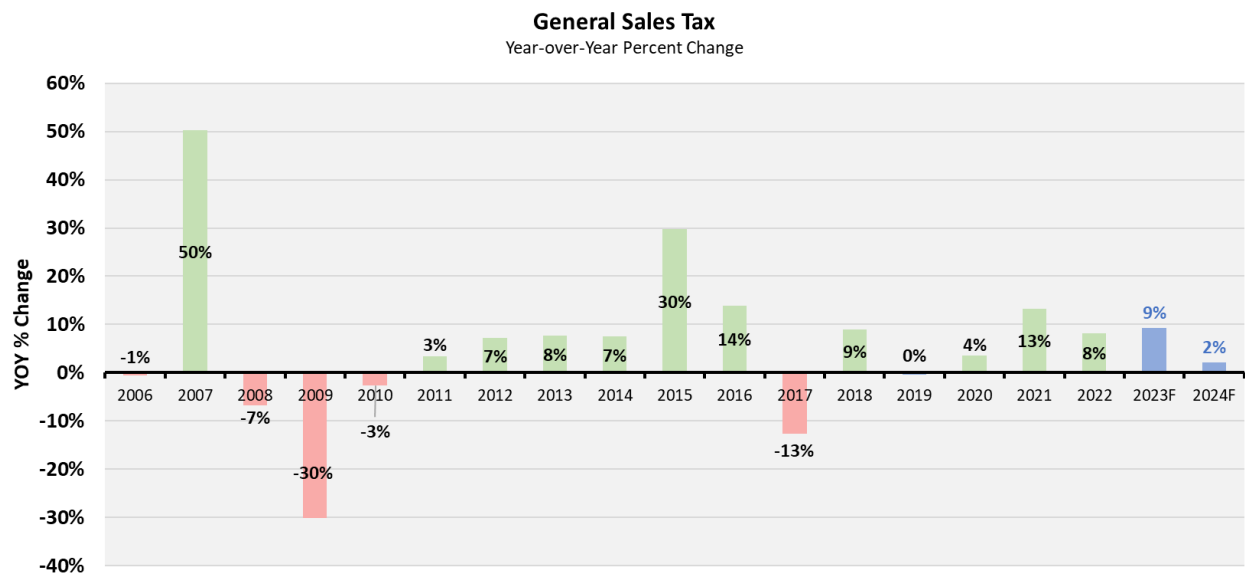


Figure 3

The historical data highlights the sensitivity of the sales tax revenues to the economic environment, but also shows the City has been without a year-over-year (YOY) decrease in sales tax revenues since 2017. This dip in total revenues was due to the construction sector generating \$490,768 less in 2017 than in 2016.

Since then, sales tax revenue has continued to increase every year. The increase in sales tax activity at the end of 2022 and through the first half of 2023 is due to higher-than-expected returns across most sectors of business, with the most year-over-year growth in the construction sector.

Staff estimates the recent increase in the construction sector is related to two high-valuation projects: the Riot Games building renovations and construction related to the King County Pump Station and North Mercer Island/ Enatai Sewer Upgrade. The King County Sewer Upgrade Project broke ground last year, and work on the Riot Games facility began January 2023 and is ongoing. Staff is closely monitoring monthly sales tax revenues by sector. This data will inform revenue projections leading into the 2025-2026 biennium.

Overall, general sales tax revenues are projected to end the year ahead of the amended budget by \$1.6 M, increase 2% in 2024 above 2023 projections, with a 4% year-over-year increase in 2025.

UTILITY TAXES

The 2023 Amended Budget assumed \$4.8 M in utility tax revenues, representing 14% of total General Fund revenues. This revenue stream is, for the most part, not subject to economic volatility. The mid-biennial forecast assumes utility tax revenues will remain on track and finish the year 5% above the 2023 amended budget. In 2024 and 2025, staff projects utility tax revenues will hold relatively flat with minor declines in the telephone and cellular sectors.

LICENSE, PERMITS, AND ZONING FEES

The 2023 Amended Budget assumed \$2.6 M in license, permit, and zoning revenues, representing 8% of total General Fund revenues. This revenue category consists of fees related to development services and business licenses.

Revenues in 2022 were at a five-year high due to improved administration of development services, an updated fee schedule, and deferred revenue collections on a handful of commercial and residential projects earlier in the year.

Revenues for the first six months of 2023 are tracking slightly higher than the same period in 2022. This activity stems from the two high-valuation development projects mentioned above (Riot Games and the King County Sewer Upgrade Project).

Staff projects this revenue category will end \$861,000 above the 2023 amended budget and generate \$3.6 M in 2024. These projections track with housing permit activity growth rates for the region from the Puget Sound Economic Forecaster.

BUSINESS AND OCCUPATION (B&O) TAXES

The 2023 Amended Budget assumed \$706,500 in B&O tax revenue, representing 2% of total General Fund revenues. B&O tax is paid annually unless a business earns greater than \$1 M annually in gross receipts, in which case the tax is paid quarterly. Most B&O tax receipts are received on an annual basis, filed before April 15 for the year prior.

Though the Pandemic impacted the business community, B&O tax revenues have trended upward since 2019, when the City transitioned to the Washington State's Business Licensing Service in 2019. This has resulted in better tracking of businesses eligible to pay B&O tax revenues.

Revenues for the first six-months of 2023 are tracking with budget estimates. The mid-biennial revenue forecast assumes 2023 B&O tax revenues will meet budget expectations and remain relatively flat in 2024 and into the next biennium.

PARKS & RECREATION REVENUES

The 2023 Amended Budget assumed \$1.3 M in Parks and Recreation revenues, representing 4% of total General Fund revenues. Revenues include field rental fees, boat launch fees, program fees, and rent payments from the annex building located behind the Community Center.

Though recreation program revenues are mostly expected in the third and fourth quarters of the year, with current bookings scheduled through the end of the year, revenues at year end are projected to meet if not slightly exceed budget expectations. Revenues in 2024 and into the upcoming biennium are projected to incrementally improve year over year as the Recreation Division continues to recover services and fine-tune operations.

EMERGENCY MEDICAL SERVICE (EMS) REVENUES

The 2023 Amended Budget assumed \$1.9 M for EMS revenues, representing 6% of total General Fund revenues.

This revenue stream offsets expenses related to fire and emergency medical services. It includes the annual contribution from the King County EMS levy, the EMS utility charge adopted annually with utility rate adjustments, and revenues from emergency medical transport fees, also known as the ambulance transport fee.

The mid-biennial revenue forecast projects revenues will slightly exceed budget estimates for 2023 due to higher than projected revenue from the City's participation in the Ground Emergency Medical Transportation program and receipt of Mobile Integrated Health funds from King County Emergency Medical Services levy, the latter addressing needs of low-acuity 9-1-1 callers and vulnerable community members. Revenue projections in 2024 and beyond are currently forecasted to remain relatively consistent.

These revenues will continue to be managed by the City of Mercer Island and will offset costs for service resulting from the partnership with Eastside Fire and Rescue for fire and emergency medical service, slated to begin January 1, 2024.

COST ALLOCATION

The cost allocation revenue categories recover overhead costs from the Utility Funds through internal transfers. The 2023 Amended Budget assumed roughly \$1 M in cost allocations, representing 3% of total General Fund revenues.

These revenues are forecasted to meet budget expectations through the end of the year and will increase in 2024 and beyond.

As part of the 2023-2024 work plan, staff is developing a policy guiding how indirect or "overhead" costs as well as direct costs are accounted for when determining the full cost of a government service. Once the City Council Ad Hoc Finance Committee reviews the proposed cost allocation policy, and a recommendation is reviewed and approved by the City Council, the updated cost allocation policy will be put into practice and inform future revenue projections.

SHARED REVENUES

The 2022 Amended Budget assumed \$1.8 M in shared/intergovernmental revenues, representing 5% of total General Fund revenues. This category combines a variety of revenues and includes State shared tax revenues, grants, and the Department of Transportation (WSDOT) funds collected for landscape services agreement for Aubrey Davis Park, among others.

After reviewing revenue actuals for 2022 and the first six months of 2023, revenues are projected to end the year just below budget. This is mainly due to state grant funds for marine patrol services coming in slightly below budget estimates. Revenues in 2024 and beyond are projected to remain consistent relative to 2023 estimates.

MUNICIPAL COURT REVENUES

The 2023 Amended Budget assumed \$157,359 in General Fund revenue collected from fines, forfeitures, fees, costs, and penalties associated with the enforcement of local and State law.

Court revenues depend on caseload. Revenues for the first six months of 2023 are 53% more than the same period in the prior year, indicating case load is notably up and new administrative operations – despite the closure of City Hall in April 2023 – have stabilized. The mid-biennial forecast projects revenues will end the year at \$231,000, 26% greater than actuals from 2022. Staff project revenues will increase in 2024 and 2025.

MISCELLANEOUS REVENUES

The 2023 Amended Budget assumed \$251,000 in miscellaneous General Fund revenues. This category includes judgment settlements, cell tower leases, and disability reimbursements received from the Washington State Department of Labor and Industries.

The mid-biennial forecast assumes miscellaneous revenues will end the year 60% above budget estimates, largely due to disability reimbursements coming in higher-than-anticipated. These reimbursements are a result of the buy-back policy the City has with active employees that qualify for time-loss compensation the Department of Labor and Industries. This revenue category is forecasted to remain flat in 2024 and into the next biennium.

INTEREST EARNINGS

The 2023 Amended Budget assumed \$11,000 in General Fund revenue from interest earned on the City's holdings. To date, interest earnings are markedly exceeding budget expectations.

Aside from the cash on-hand required for paying bills and managing daily operations, the City invests in the WA State Local Government Investment Pool (LGIP). The LGIP saw a continued increase in interest rates through June 2023, ending at 5.21% compared to 1.03% in June 2022.

Increased earnings in the City's investments correspond with changes to the Federal Reserve's federal funds target rates, as illustrated in figure 4. Between March 2022 and June 2023, the Federal Reserve raised the funds target rate by more than five percentage points. Changes in the federal funds target rates are the Federal Reserve's primary tool to implement monetary policy. While increases to the federal funds target rates helped slow the pace of inflation, it also increased the LGIP's earnings rate.

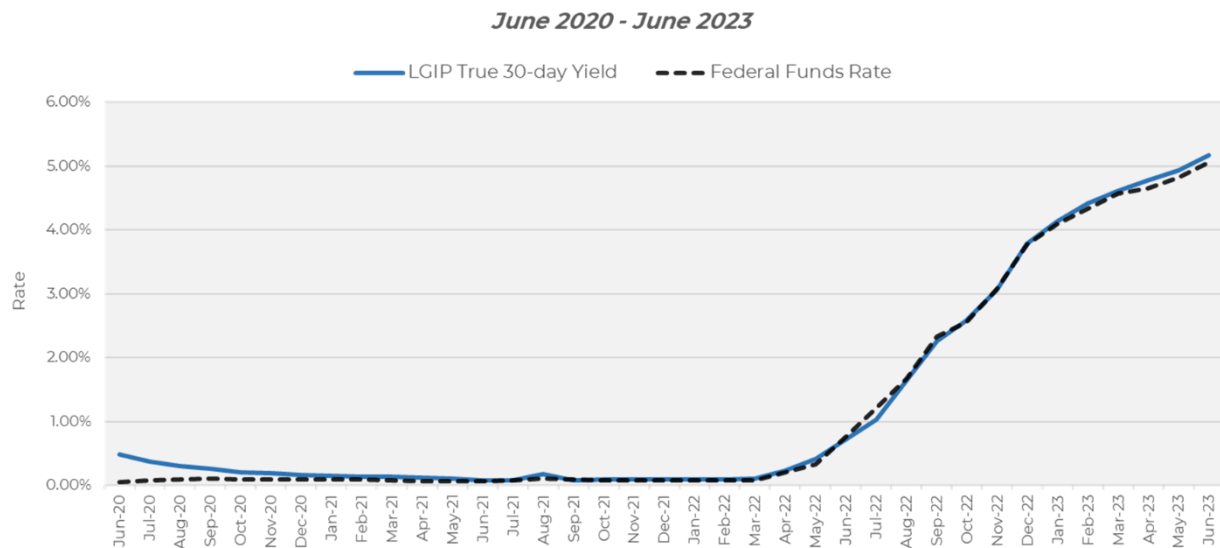


Figure 4

Figure 5 illustrates the average balance of holdings in the LGIP for fiscal 2023 to date. These include:

1. **US Treasuries** are backed by the full faith and credit of the US government and considered to be low risk.
2. **US Government Agencies** are bonds of government-sponsored enterprises or U.S. government agencies. They are independent organizations sponsored by the federal government that are established with a public purpose. Examples include Fannie Mae, Freddie Mac, and the Federal Deposit Insurance Corporation (FDIC).
3. **Certificates of Deposit (CD) & Interest-Bearing Demand Deposit Accounts (IBDDA)** are accounts from which deposited funds can be withdrawn at any time.
4. **Repurchase Agreements** (AKA repo) is the agreement by an authorized dealer to sell to a public fund investor (buyer) authorized investment securities (referred to as collateral) with the agreement to purchase the securities back on an agreed to date and rate of interest (simple interest on 360-day basis), to be paid to the buyer.
5. **Supranationals** are US dollar-denominated bonds of quasi-governmental organizations that exist in multiple countries to promote economic development, such as the World Bank.

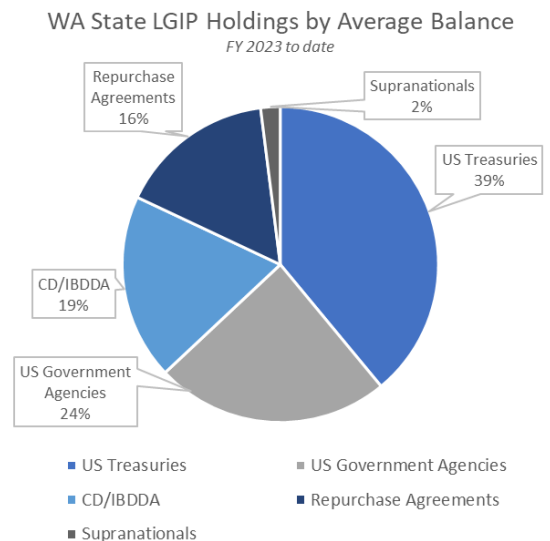


Figure 5

Per current budget policy, interest earnings are distributed quarterly to various Funds based on their relative cash balances at quarter end. The Contingency Fund achieved its funding target at 12.5 percent of budgeted General Fund expenditures in the beginning of the year, as defined in the City Council's adopted financial management policies. Interest earnings previously transferred to the Contingency Fund now remain in the General Fund.

REVISED

The mid-biennial forecast projects interest earnings in the General Fund will reach \$2.4 M by yearend, which would represent a historic high. The forecast considers the projected principal balance, the annual LGIP 30-day yield, and the General Fund portion of the City's principal investments. Interest earnings in the outyears are currently projected to stabilize and return to historical averages.

GENERAL FUND FORECAST

Figure 6 projects General Fund revenues and expenditure assumptions as outlined in the mid-biennial forecast. The pro forma includes fiscal years 2020 through 2027.

In general, the forecast assumes there will be no recession, that inflation will not increase further, and interest rates will stabilize. In the near term, General Fund revenues are projected to remain healthy. One-time costs associated with the transition to Eastside Fire & Rescue are included in baseline expenditure estimates. The \$1.8 M in one-time costs will be absorbed in the 2023-2024 biennium, using unassigned General Fund balance.

It is not until the 2025-2026 biennium that expenditure growth is projected to outpace General Fund revenues. The forecast as presented shows annual revenues and expenditures and does not include reserves or prior-year accumulated fund balance.

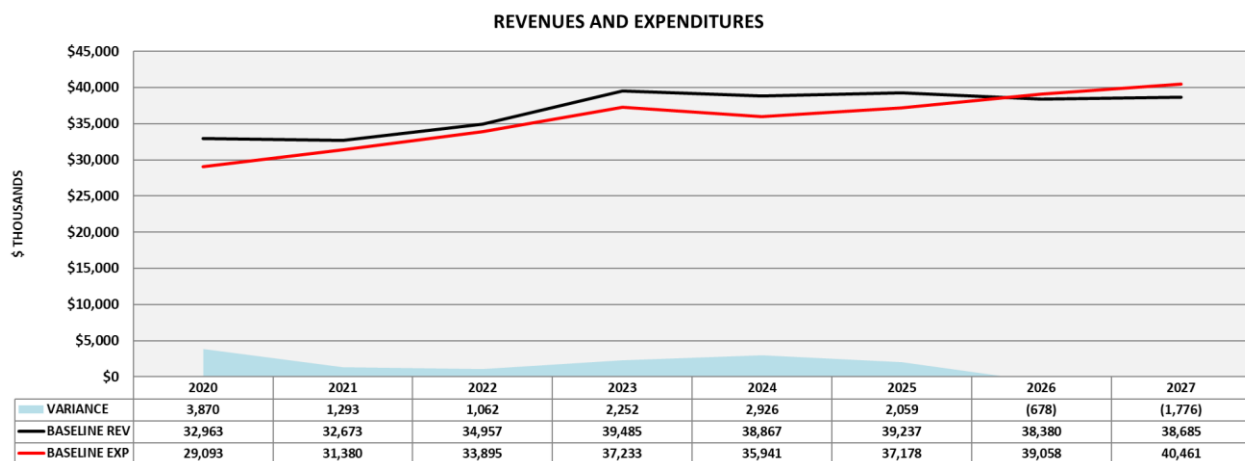


Figure 6 – Revised

It is important to note the near- and long-term budgetary impacts of City Hall's closure are not yet reflected in the General Fund. Emergency expenditures to assess the condition of City Hall and evaluate near- and long-term investments associated with the building have been paid for with American Rescue Plan Act (ARPA) funds. At the time of the mid-biennial forecast, staff is working closely with the City Council to stabilize government operations and provide temporary workspace while long-term plans are developed.

ARPA FUNDS

A significant influence that is stabilizing the General Fund through the current biennium is the City's strategic disposition of the American Rescue Plan Act (ARPA) funds. The City is required to encumber these funds by December 2024, and fully expend them no later than December 2026. With budget amending Ordinance [No. 23-12](#) adopted in September 2023, about \$1 M of the \$7.2 M original allocation remains available.

These one-time resources helped respond to immediate community needs and stabilize government operations. Most of the ARPA funds have gone to critical investments in the City's public facilities, the water distribution system, and the sewer conveyance infrastructure. During the May 2023 planning session, the City Council authorized \$885,500 of ARPA funds to support a variety of work items for completion this biennium ([AB 6255](#)).

The remaining ARPA funds are not included in the General Fund balance. For audit and tracking purposes, staff account for them separately.

NON-GENERAL FUND REVENUE SOURCES

The following details additional revenue streams and underlying assumptions through year-end and into 2024 and beyond.

REAL ESTATE EXCISE TAX (REET)

REET revenues support the City's Street and Capital Improvement Funds. This revenue stream results from a 0.5% tax levied on all sales of real estate, measured by the full selling price, including the amount of any liens, mortgages, and other debts given to secure the purchase.

Figure 7 illustrates the number of property sales each year and the resulting REET revenues from 2006 through 2022, with revenue projections in 2023-2025. REET revenues in 2021 were the highest on record, due to a historically high volume of homes sold and two commercial property sales that generated a combined \$1.8 M in revenue. The total number of property sales in 2021 were 530.

By comparison, total property sales were 303 in 2022, a 42% decrease. Revenues for the first six months of 2023 are down by nearly \$340,000, relative to the prior year. This is largely tied to the current market conditions, the lower volume of property sales, and the nearly 10% reduction in the average sale price for most property sales (excludes properties that sell for over \$5 M).

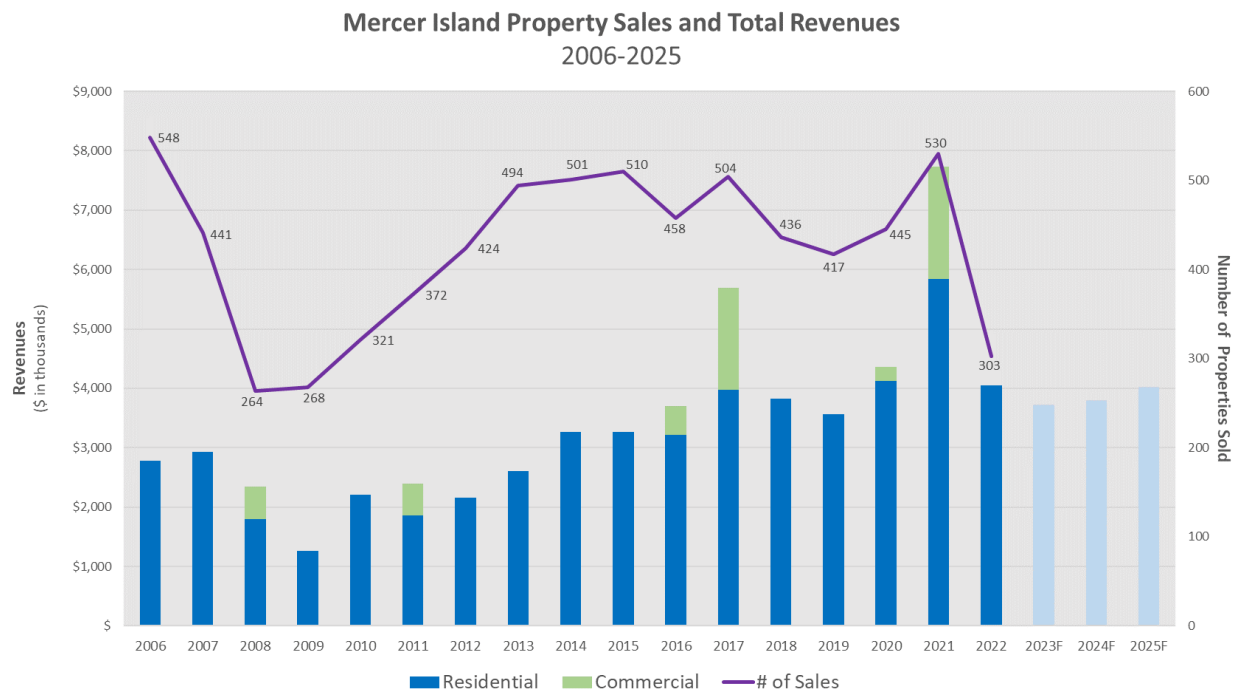


Figure 7

The slowing of real estate activity on the island mirrored the Federal Reserve's increases to the federal funds rate, which has simultaneously slowed the pace of inflation and increased borrowing costs.

At year-end, 2023 REET revenues are projected to come in \$624,000 below FY 2023 amended budget estimates. Despite further interest rate hikes by the Federal Reserve, staff estimates REET revenues will increase in 2024 and 2025 as illustrated in figure 8.

(\$ in thousands)	2023B	2023F	Diff.	2024F	2025F
REET	\$ 4,344	\$ 3,720	\$ (624)	\$ 3,794	\$ 4,022

Figure 8

This projection is informed by the average price of homes sold in 2023 to date, the number of homes in the past two years, and the estimated number of homes that will sell based on historic seasonal trends.

YOUTH & FAMILY SERVICES (YFS) FUND

Figure 9 shows revenue and expenditure projections for the City's Youth and Family Services (YFS) Fund.

YFS FUND FORECAST (\$ in thousands)	2023 Amended Budget	2023 Forecast	Diff. from Amended	2024 Forecast	2025 Forecast
REVENUE					
01-CHARGES FOR SERVICES	150	158	8	156	155
02-MIYFS CONTRIBUTIONS	300	515	215	515	515
03-THRIFT SHOP	1,566	1,566	0	1,723	1,787
04-FEDERAL GRANTS	350	350	0	260	0
05-STATE & COUNTY GRANTS	38	38	0	38	38
06-EMERGENCY ASSISTANCE	62	62	0	62	62
07-FOOD PANTRY	100	100	0	100	100
08-ARPA SUPPORT	671	555	(117)	618	0
09-MISCELLANEOUS REVENUES	47	47	0	47	47
TOTAL REVENUES	\$3,284	\$3,390	\$106	\$3,518	\$2,703
EXPENDITURES BY DEPARTMENT GROUP					
01-YOUTH & FAMILY SERVICES DIVISION	2,276	2,276	0	2,346	2,087
02-THRIFT SHOP DIVISION	1,114	1,114	0	1,172	1,238
TOTAL EXPENDITURES	\$3,390	\$3,390	\$0	\$3,518	\$3,324

Figure 9

CHARGES FOR SERVICES

The 2023 Amended Budget included \$150,000 in revenues from additional YFS services, representing 6% of YFS Fund revenues. These revenues include fees from family counseling services as well as the Mercer Island School District's \$60,000 contribution to support the school counseling program.

Family counseling service fees are tracking slightly higher than budget estimates through the first six months of the year. This trend is projected to continue through year-end, exceeding budget expectations in 2023 with revenues projected to hold constant in 2024 and 2025.

YOUTH & FAMILY SERVICES FOUNDATION

The Youth and Family Services Foundation (MIYFS) provides critical funding to support human services provided through the Youth & Family Services division. In 2023, the City and MIYFS entered a new four-year funding agreement that formalized the Foundation's annual contribution to the Youth and Family Services Department at \$515,000.

The new funding level goes towards funding the second Mental Health Counselor position at the Middle School, extending the position through June 2026. It will also support rental assistance and food security programs through the Emergency Assistance Program and provide general YFS budget support for Community-Based and School-Based programs.

The mid-biennial forecast assumes the 2023 and 2024 funding levels will remain at \$515,000.

MERCER ISLAND THRIFT SHOP

During the 2021-2022 mid-biennial budget process, the City Council amended the Thrift Shop's 2022 expenditure budget to facilitate the shop's rebuilding phase after operations were heavily impacted by the Pandemic. In 2022, the Thrift Shop generated \$1.35 M in revenue, a 122% increase over the prior year and \$340,000 in net profits.

Revenues in the first six months of 2023 are on track with budget expectations. With new management, staff and volunteer training initiatives, and store improvements, the Thrift Shop is forecasted to meet budget expectations, generating \$1.6 M in gross revenues and over \$450,000 in net profits by year-end. Gross revenues are projected to increase 10% in 2024.

STATE AND FEDERAL GRANTS

The 2023 Amended Budget assumed \$350,000 in intergovernmental grants, representing 13% of YFS Fund revenues. The Sober Truth on Preventing Underage Drinking Act ("STOP") grant is \$48,600 annually for four years to reduce underage drinking. The Partnership for Success, Strategic Prevention Framework ("SPF") grant provides \$300,000 annually for five years for broader drug and alcohol prevention and mental health promotion efforts. These restricted grant revenues are reimbursement-based. Any unspent funds carry-over to the next fiscal year for the life of the grant.

The mid-biennial forecast assumes no change to this revenue stream and projects all federal grant funds will be exhausted at the end of 2024.

ARPA SUPPORT

A significant factor that is stabilizing the Youth and Family Services Fund through the current biennium is the use of American Rescue Plan Act (ARPA) funds. The 2023-2024 biennial budget committed up to \$1.4 million in ARPA resources in support of YFS programs.

The mid-biennial forecast projects a total of \$550,000 in 2023 and \$618,000 in 2024 to fund the projected operating deficit through the end of this biennium.

YFS FUND – MISCELLANEOUS REVENUES

The 2023 Amended Budget assumed \$47,000 in miscellaneous revenues, representing 2% of YFS Fund revenues. Most of the revenues result from [HB 1406](#). During the 2021-2022 biennium, the City Council directed these funds to MIYFS Emergency Rental Assistance.

The mid-biennial forecast assumes the City will receive HB 1406 funding in both 2023 and 2024, and this revenue category will meet budget expectations at year-end.

CONTINGENCY FUND

At the end of 2022, the Contingency Fund balance was \$4.6 M, \$217,725 above the target funding level as outlined in the City's financial management policies.

During the May 2023 planning session, the City Council appropriated this unassigned surplus and \$82,275 of General Fund unassigned surplus to the YFS Fund operating balance. This incremental contribution positions the YFS Fund closer to reaching its target operating balance, equal to six months of operating expenditures.

The current balance of the City's Contingency Fund is \$4.3 M. The current balance in the Contingency Fund is 12.5% of the adopted expenditure budget. Per the City's financial management policies, this figure will be adjusted at the end of the current fiscal year.

AB 6357

Mid-biennial Revenue Forecast

Oct 17, 2023

Item 10.



Agenda

1. Economic Outlook
2. General Fund Revenue Forecast
3. Real Estate Excise Tax
4. YFS Fund Revenue Forecast
5. Next Steps

Economic Outlook

- ❑ A year ago, question was not if a recession, but when...
- ❑ Although no two economists agree on the future, by no aggregate measure is the region in recession.
- ❑ Twelve months of new data indicates most large revenues are trending healthy thru 2024.

General Fund Revenues

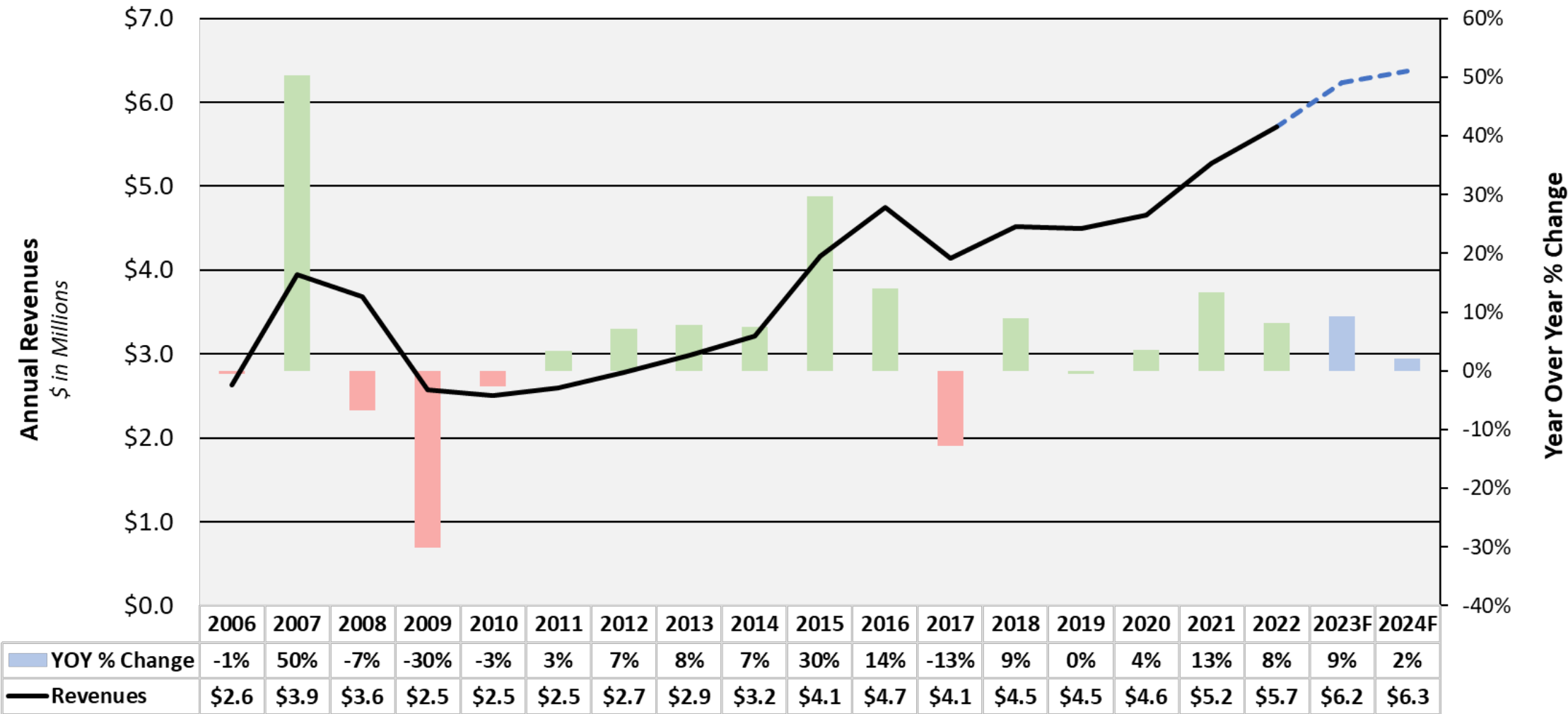
Item 10.

MID-BIENNIAL REVENUE FORECAST <i>(\$ in thousands)</i>	Amended Budget 2023	Forecast 2023	Difference from Amended	Forecast 2024	Forecast 2025
01-PROPERTY TAX	13,509	13,705	196	13,942	14,180
02-GENERAL SALES TAX	5,600	7,225	1,625	7,381	7,652
03-UTILITY TAXES	4,852	5,087	234	4,970	5,027
04-LICENSE, PERMIT, AND ZONING FEES	2,635	3,496	861	3,603	3,709
05-B&O TAXES	706	706	0	706	714
06-PARK AND RECREATION	1,339	1,350	11	1,363	1,378
07-EMS REVENUES	2,088	2,161	73	2,115	2,175
08-COST ALLOCATION	1,056	1,056	0	1,081	1,103
09-INTERFUND TRANSFERS	0	0	0	0	0
10-SHARED REVENUES	1,707	1,702	(5)	1,715	1,744
11-MUNICIPAL COURT	175	231	56	243	250
12-MISCELLANEOUS REVENUES	251	401	150	417	417
13-INTEREST EARNINGS	11	2,365	2,354	1,332	888
TOTAL REVENUES	\$33,930	\$39,485	\$5,555	\$38,867	\$39,237

General Sales Tax Revenues

Item 10.

Fiscal Years 2006 - 2022



General Fund Revenues

Item 10.

Total Sales Tax	Amended Budget	Forecast	Difference	Forecast	Forecast
<i>(\$ in thousands)</i>	2023	2023		2024	2025
Revenues	\$5,600	\$7,225	\$1,625	\$7,381	\$7,652
Projected % Change (YOY)				2%	4%

- ❑ Sales tax is performing well above budget expectations.
- ❑ Year-over-year (YOY) revenues are up in all sectors.
 - ❑ Construction sector up \$396,255 compared to same period in 2022.
 - ❑ Likely ties to Riot Games building & King County Sewer Upgrade Project.

General Fund Revenues

License, Permit, & Zoning Fees	Amended Budget	Forecast	Difference	Forecast	Forecast
(\$ in thousands)	2023	2023		2024	2025
Revenues	\$2,635	\$3,496	\$861	\$3,603	\$3,709
Projected % Change (YOY)				3%	3%

- ❑ Revenues coming off a five-year high in 2022. Projections for 2023 are on par with the prior year.
 - ❑ Effective administrative practices, resulting in efficient revenue recovery.
 - ❑ Buoyed by Riot Games building & King County Sewer Upgrade Project permit activities.
- ❑ Outyear forecast informed by the Puget Sound Economic Forecaster.

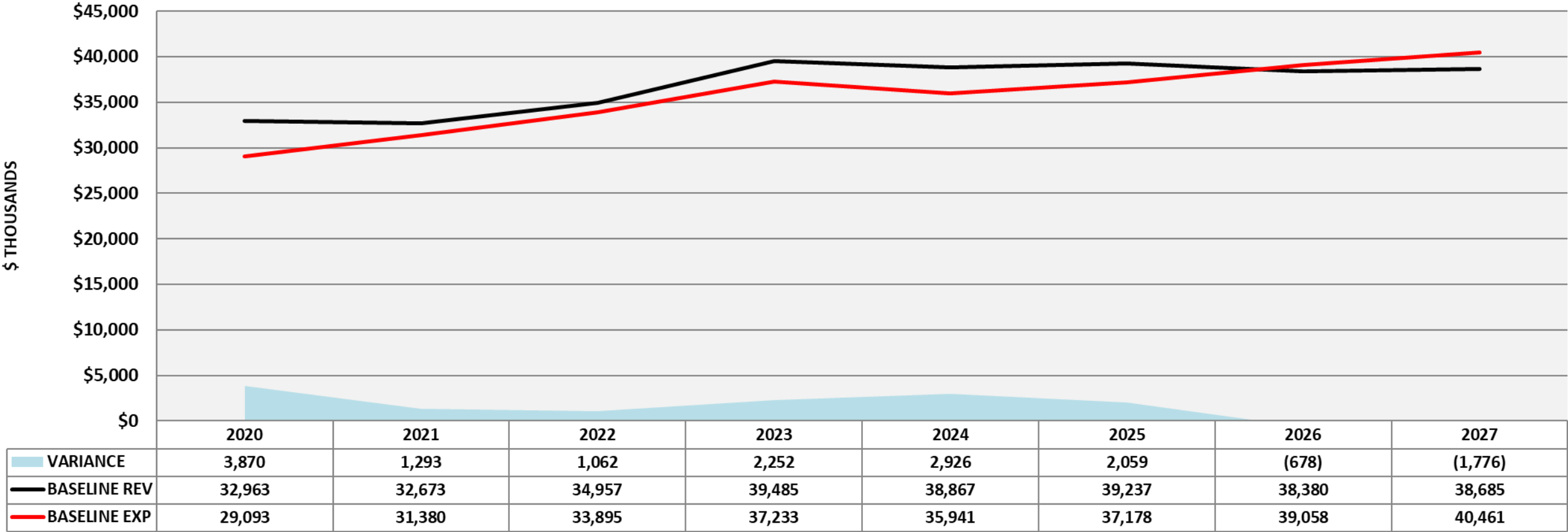
General Fund Revenues

Interest Earnings	Amended Budget	Forecast	Difference	Forecast	Forecast
(\$ in thousands)	2023	2023		2024	2025
Revenues	\$11	\$2,365	\$2,354	\$1,332	\$888
Projected % Change (YOY)				-44%	-33%

- ❑ Invested with the State Local Govt Investment Pool.
- ❑ June 2023 earnings rate 5.21%, compared to 1.03% in 2022.
- ❑ First six-months, earnings are \$1.1 M in 2023.
 - ❑ \$90,200 in 2022.
 - ❑ \$38,000 in 2021.
- ❑ 2023 on pace to be **all-time high**, stabilizing to historic levels in outyears.

General Fund Forecast

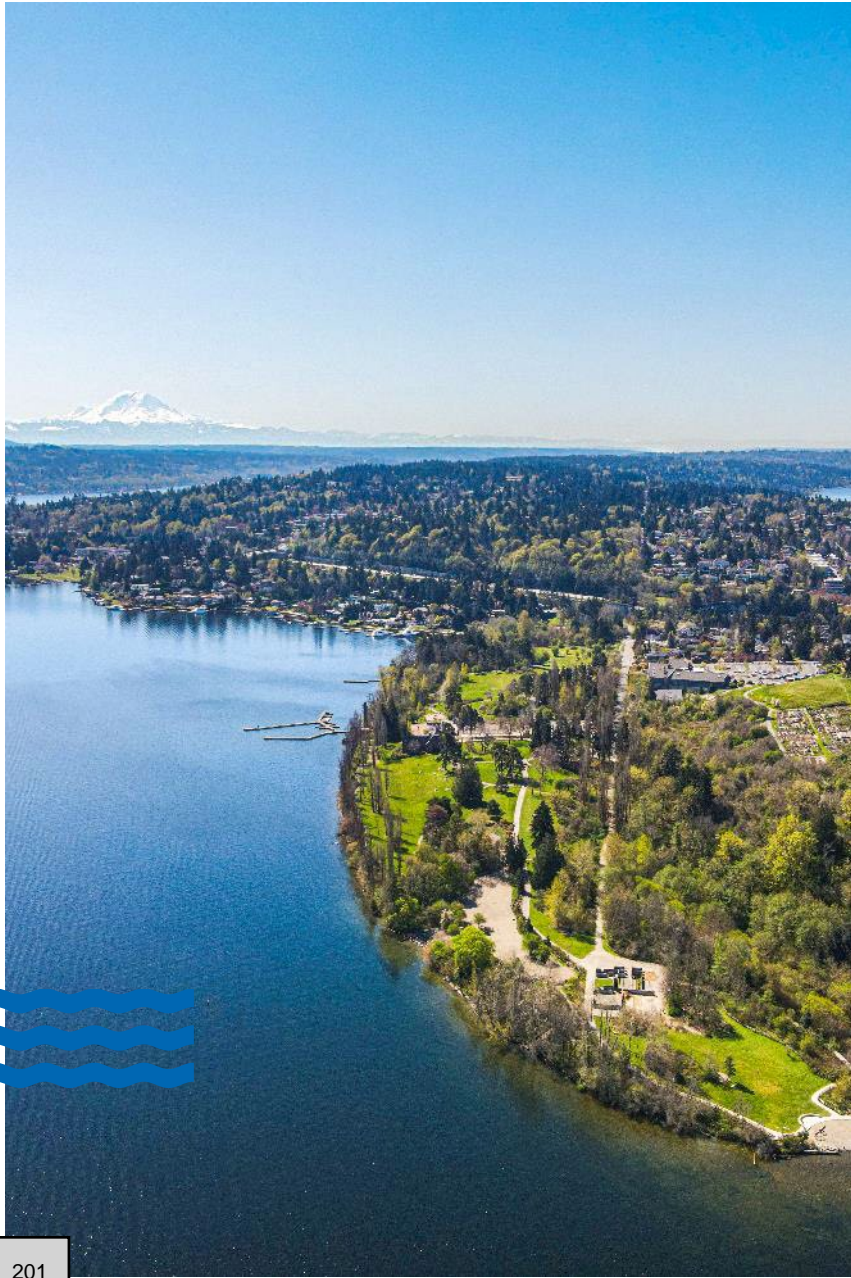
REVENUES AND EXPENDITURES



Updated to reflect Council packet revisions on 10/16/2023.

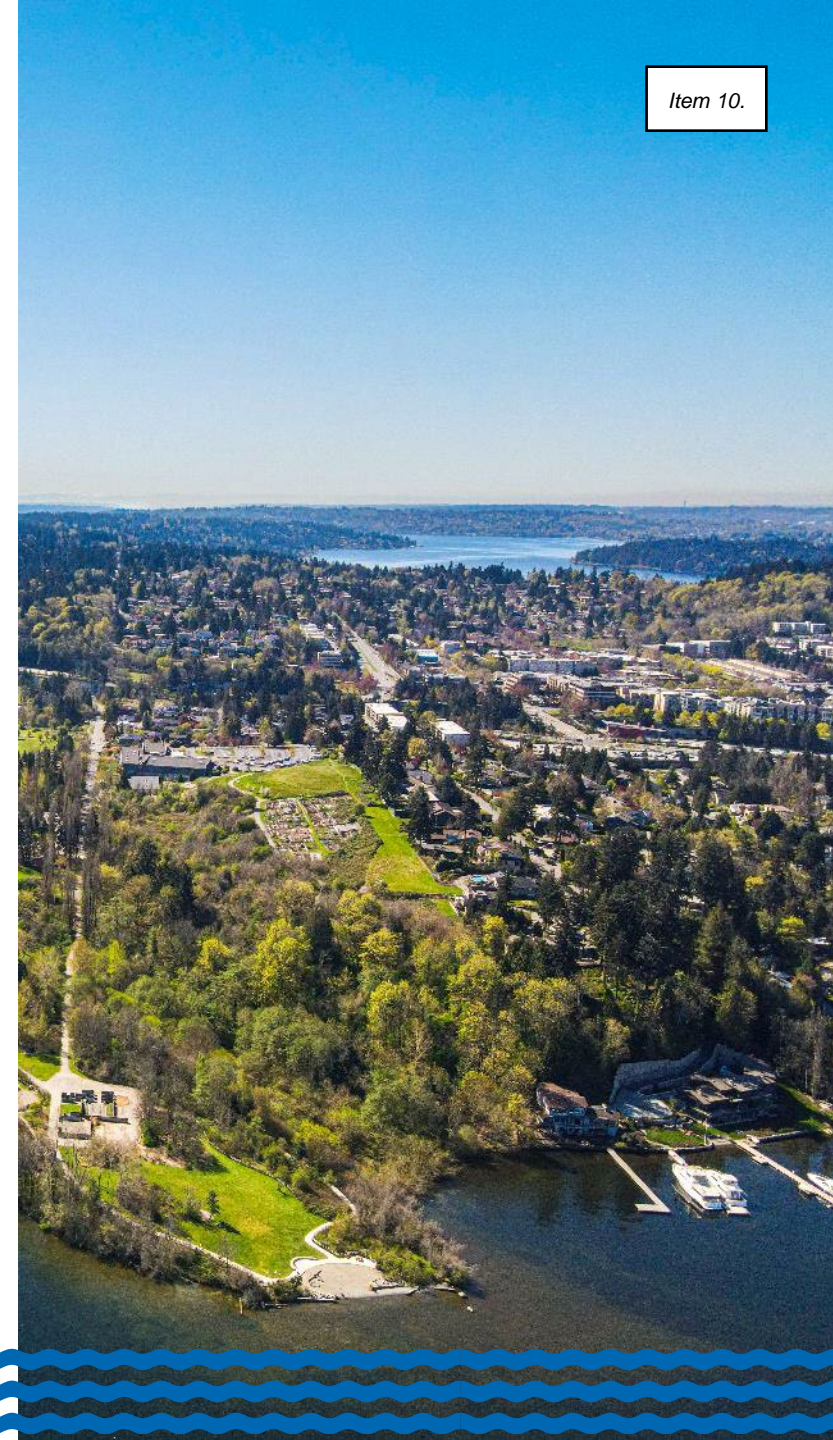
ARPA Funds

- ❑ Remaining balance is **\$1.05 M** of the original \$7.2 M allocation.
- ❑ Funds must be committed by 12/24, spent by 12/26.
- ❑ As a reminder, funds cannot be used to:
 1. Reduce net tax revenues
 2. Pay down unfunded liabilities
 3. Pay debt or legal settlements.
 4. Replenish financial reserves.



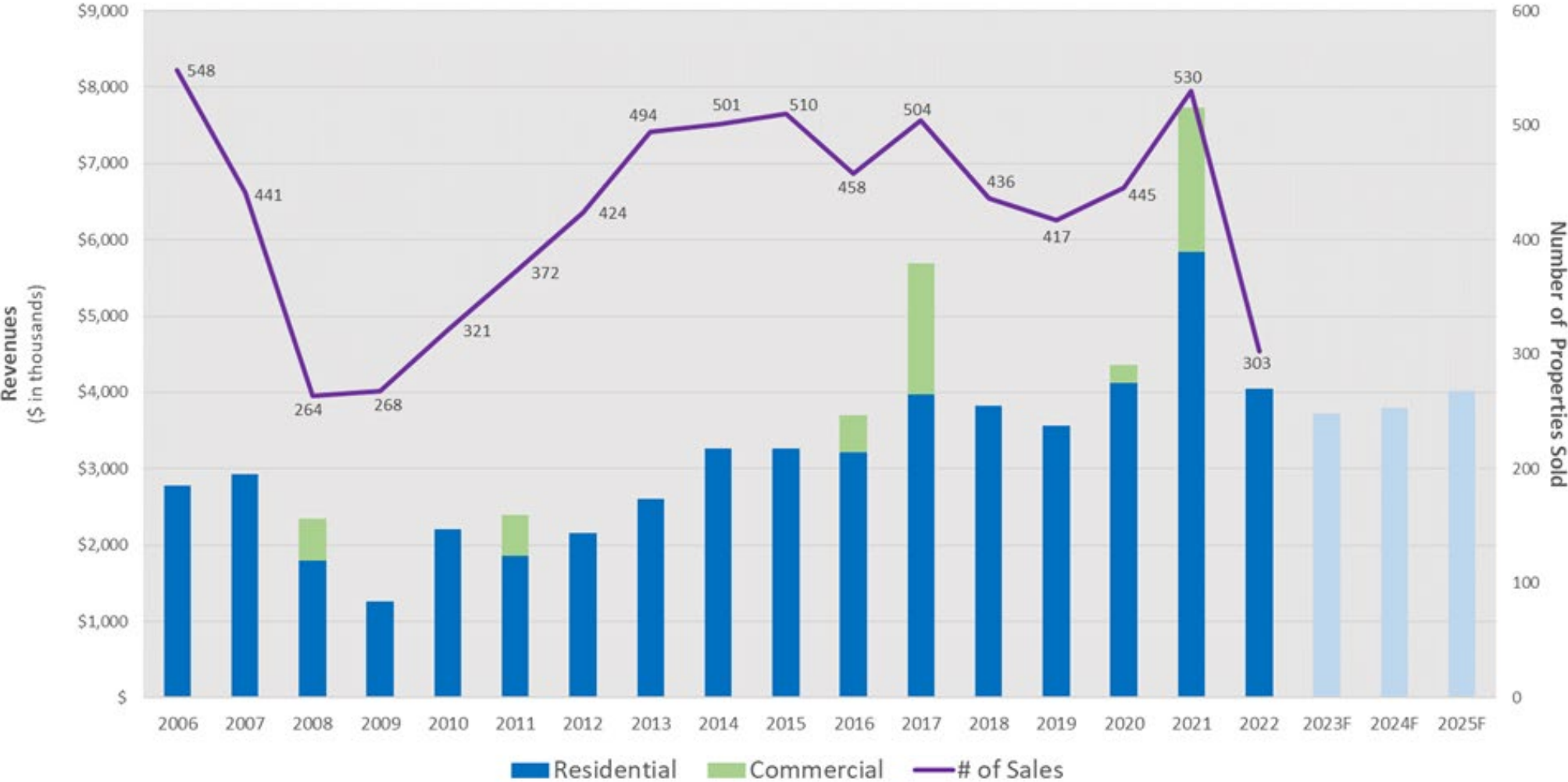
Questions?

Other City Revenues



REET Revenues

Mercer Island Property Sales and Total Revenues
2006-2025



REET Revenues

Item 10.

Real Estate Excise Tax (\$ in thousands)	Amended Budget 2023	Forecast 2023	Difference	Forecast 2024	Forecast 2025
Revenues	\$4,344	\$3,720	(624)	\$3,794	\$4,022
Projected % Change (YOY)				2%	6%

- ❑ Revenues are \$1.6 M through June, down \$338,000 from 2022.
 - ❑ Lower volume of property sales: 170 in June 2022 vs. 150 in June 2023.
 - ❑ AVG property sale price down 9.7% (*excludes property sales over \$5 M*)
- ❑ Project revenues will be **\$624,000 less** in 2023 and **\$333,000 less** in 2024 relative to adopted budget estimates.

Youth & Family Services Fund

Item 10.

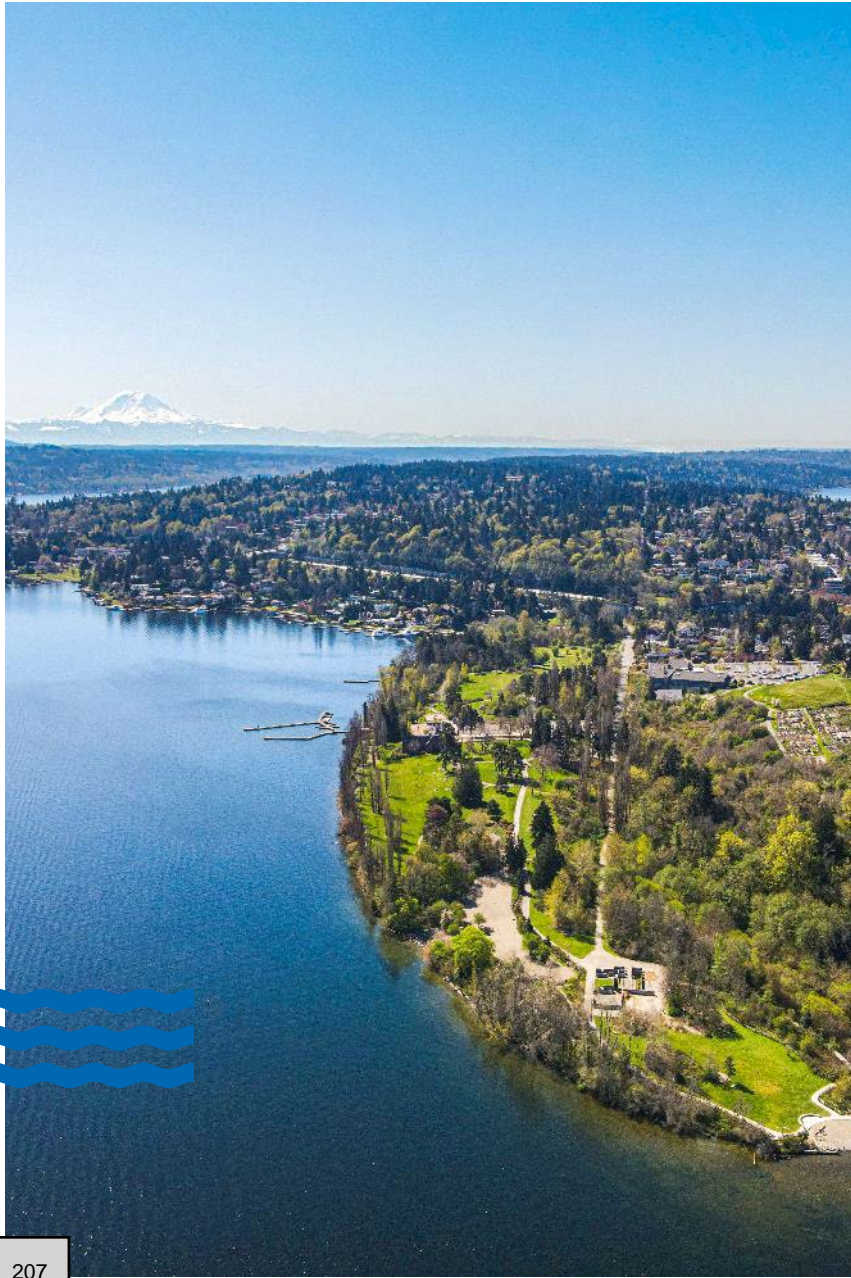
YFS FUND REVENUE FORECAST <i>(\$ in thousands)</i>	2023 Amended Budget	2023 Forecast	Diff. from Amended	2024 Forecast	2025 Forecast
01-CHARGES FOR SERVICES	150	158	8	156	155
02-MIYFS CONTRIBUTIONS	300	515	215	515	515
03-THRIFT SHOP	1,566	1,566	0	1,723	1,787
04-FEDERAL GRANTS	350	350	0	260	0
05-STATE & COUNTY GRANTS	38	38	0	38	38
06-EMERGENCY ASSISTANCE	62	62	0	62	62
07-FOOD PANTRY	100	100	0	100	100
08-ARPA SUPPORT	671	555	(117)	618	0
09-MISCELLANEOUS REVENUES	47	47	0	47	47
TOTAL REVENUES	\$3,284	\$3,390	\$106	\$3,518	\$2,703

YFS Revenues

Item 10.

Thrift Shop	Amended Budget	Forecast	Difference	Forecast	Forecast
(\$ in thousands)	2023	2023		2024	2025
Revenues	\$1,566	\$1,566	\$0	\$1,723	\$1,787
Projected % Change (YOY)				10%	4%

- ❑ Thrift Shop on track to meet revenue targets.
- ❑ Project \$450,000 in **net revenues** by yearend, 32% increase over 2022.
- ❑ Assume 10% growth rate in 2024.



Questions?

Next Steps

With City Hall's closure, discuss on Nov 21 Council Meeting:

- ❑ Capital Improvement Program project update
 - ❑ Update which projects will move forward.
 - ❑ Revisit REET and ARPA resources supporting the CIP.
- ❑ Unbudgeted operating impacts in the medium-term.
 - ❑ Asbestos testing and remediation work.
 - ❑ Rehousing City operations (e.g., Court, Police, and front counter)

Next Steps

With City Hall's closure, discuss on Nov 21 Council Meeting:

- ❑ Long-term planning for City Hall and PW building.
- ❑ City Manager recommendation for a **Facility Replacement Fund**.
 - ❑ Seek Council's input on purpose and funding target.



Questions

Prepared By

Matt Mornick, Finance Director

LaJuan Tuttle, Deputy Finance Director

Ben Schumacher, Financial Analyst



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6360
October 17, 2023
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6360: Review 2024 Draft Legislative Strategy	<input checked="" type="checkbox"/> Discussion Only
RECOMMENDED ACTION:	Receive report. No action necessary.	<input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

DEPARTMENT:	City Manager
STAFF:	Jessi Bon, City Manager Robbie Cunningham Adams, Management Analyst Merrill Thomas-Schadt, Sr. Management Analyst
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Draft 2024 State Legislative Priorities 2. City of Mercer Island 2023 State Legislative Priorities 3. 2024 Association of Washington Cities Legislative Priorities 4. 2024 ARCH Legislative Priorities 5. 2024 Washington Cities Insurance Authority Legislative Priorities
CITY COUNCIL PRIORITY:	4. Focus efforts and actions to be an environmentally and fiscally sustainable, connected, and diverse community.

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to introduce the draft 2024 State Legislative Priorities (Exhibit 1) to the City Council for discussion and feedback.

- The 2024 State Legislative Session is expected to run from January 8 to March 8, 2024.
- The session is anticipated to revisit topics around housing, public safety, mental and behavioral health services, and the environment.
- The draft 2024 Legislative Priorities were prepared based on input from recent meetings with legislators, the City's lobbyists, staff members, City Council leadership, and other partners including the Association of Washington Cities (AWC), A Regional Coalition for Housing (ARCH), and the Washington Cities Insurance Authority (WCIA).
- City Council feedback will be used to finalize the 2024 Legislative Priorities for review and adoption at the November 21, 2023 Council meeting.

BACKGROUND

Each year the City develops legislative priorities to guide advocacy and support for issues important to the Mercer Island community.

2023 Legislative Session

The 2023 State Legislative Session was unprecedented in terms of the volume of bills introduced for consideration. City staff, lobbyists, and City Council members dedicated a significant amount of time to tracking bills, connecting with representatives and elected officials in neighboring communities, and advocating for legislation that aligns with Mercer Island's priorities.

Housing was the prominent focus of the last legislative session, resulting in several bills related to housing, land-use, and permitting. As part of the budget process, the City was successful in securing \$3.5 million in grant funding for waterfront improvements at Luther Burbank Park. A special session was called by the Governor on May 16 where legislators passed a new drug possession law ("Blake Fix"), which the legislature was not successful in enacting during the regular session.

City Council received a full recap of the 2023 Legislative Session at the May 23, 2023 City Council meeting (see [AB 6257](#)).

Attached for reference are the City of Mercer Island's 2023 Legislative Priorities (Exhibit 2), the Association of Washington Cities' (AWC's) City Legislative Priorities for 2024 (Exhibit 3), A Regional Coalition for Housing 2024 Legislative Priorities (Exhibit 4), and the Washington Cities Insurance Authority's Legislative Priorities for 2024 (Exhibit 5).

ISSUE/DISCUSSION

For the 2024 State Legislative Session, the City Council, City staff, and the City's lobbying team will work directly with State legislators using the priorities approved by City Council to advocate for Mercer Island priorities. Establishing priorities allows the City to engage on issues with legislators directly, quickly, and efficiently.

2024 Legislative Session

The City's draft 2024 State Legislative Priorities are included as Exhibit 1 and the proposed priorities are categorized as follows:

- Maximize Resources for Behavioral Health and Substance Use Disorder Treatment and Prevention
- Support for Affordable Housing
- Capital and Grant Support for Essential Public Services
- Preserving and Protecting the Environment
- Support Public Safety Measures on Auto Theft and Property Crime
- Support for WCIA Municipal Tort Law Liability Reform
- Revising the Arbitrary Property Tax Cap

The 2024 legislative session will be a "short session", meaning a 60-day session rather than the "long" 105-day session that occurs in odd years. Short sessions occur during the mid-biennium of the State's two-year budget cycle. While the exact dates of the session are not finalized, staff anticipate the session lasting from

January 8 to March 8.

NEXT STEPS

City Council feedback will be used to finalize the 2024 Legislative Priorities for review and adoption at the November 21, 2023 Council meeting.

RECOMMENDED ACTION

Receive presentation and provide input on the 2023 State Legislative Priorities.

[DRAFT] City of Mercer Island 2024 State Legislative Priorities

The City will advocate during the 2024 Legislative Session on the following issues and supports the priorities of the Association of Washington Cities and Washington Cities Insurance Authority.

Maximize Resources for Behavioral Health and Substance Use Disorder Treatment and Prevention

The City is a direct provider of mental health counseling services through school-based and community programs while also relying on regional public health infrastructure for specialized care and crisis response. Priorities include:

- Increased prevention and intervention resources targeting Fentanyl and other substances.
- Funding to expand community- and school-based mental health services for youth.
- Opportunities to integrate behavioral health and first responders for enhanced crisis response.

Support for Affordable Housing

The City champions a proactive stance, using novel tools and incentives to enhance housing supply and affordability. Priorities include:

- **Transit-oriented growth**, prioritizing housing, and infrastructure investments near major transit, tying it either to affordability mandates or to the City's housing targets under ESSHB 1220 (2021). This harnesses regional transportation investments to boost mobility, expand affordable housing, and protect the environment.
- **Enhancing current programs** and supporting mechanisms that bolster state and regional housing programs, like the Regional Coalition for Housing (ARCH).
- **Flexible and adaptable funding methods** including a local Real Estate Excise Tax (REET) ensuring revenues benefit low- to moderate-income households.
- **Local control** and acknowledgement of the work that cities are already doing to improve walkability and parking policies to support housing needs. The City opposes any blanket regulations that would overlook local nuances and needs. The City opposes housing density increases outside of the Town Center due to infrastructure constraints.

Capital and Grant Support for Essential Public Services

The City is seeking State funding for public safety programs and Climate Action plan implementation, including:

- **Funding for Seafair Water Safety Program:** The City of Mercer Island Marine Patrol coordinates Seafair safety operations on Lake Washington providing first responder and boating safety services. The City is seeking \$100,000 annually to support the funding needs for this critical public safety program.
- **Funding for Mercer Island Marine Patrol Boat Replacement:** The City of Mercer Island State-certified Marine Patrol Unit was founded in 1982 and provides marine patrol services to Medina, Bellevue, Renton, Yarrow Point, and Hunts Point for their water-based services with just three vessels. Two of the vessels are near the end of their useful life and the City is seeking \$1.2 million for the estimated replacement costs.
- **Funding for Electrical Vehicle Infrastructure Plan:** The City adopted a Climate Action Plan in 2023 and is seeking \$300,000 to fund development of an Island-wide Electrical Vehicle Charging Plan.
- **Funding for Compact Electric Sweeper:** The City is seeking \$310,000 to purchase a compact electric sweeper to clean sidewalks, paths, and park areas that are inaccessible to the large street sweeper. This specialized equipment will improve operations efficiency, reduce the use of gas-powered equipment, and aid in stormwater management.

Preserving and Protecting the Environment

The City encourages legislation, partnerships, and funding that incentivizes and supports the City's adopted Climate Action Plan.

Support Public Safety Measures on Auto Theft and Property Crime

The City supports law enforcement strategies that protect our community and businesses. Priorities include:

- Further expanding the list of eligible offenses for pursuits, to include auto theft and some property crimes allowing cities to develop policies tailored for their communities.
- Additional State resources to fund auto theft and property crime reduction programs.

Support for WCIA Municipal Tort Law Liability Reform

The City's liability insurance pool costs continue to rise due to costly verdicts, inflation, and expanded liabilities imposed by legislative actions and judicial interpretation of the law. In partnership with Washington Cities Insurance Authority (WCIA), the City opposes legislation that would expand tort law liability and/or the remedies available under tort law. If expansions are approved by the legislature, then special funds must be developed to cover these costs.

Revising the Arbitrary Property Tax Cap

With the recent and ongoing impacts of inflation, the City's ability to keep pace with growing costs is inhibited by the arbitrary 1% property tax cap that has been in place for more than 20 years. The City supports tying the tax to inflation and population growth factors with a new cap not to exceed 3%. This allows local elected officials to adjust the local property tax rate to better meet community needs and keep up with the costs of providing basic services like police, fire, transportation, and valued community amenities like parks. With the current 1% cap, the City's General Fund is projected to have a structural deficit in 2025-2026.

CITY OF MERCER ISLAND

2023 State Legislative Priorities



Item 11.



Funding for Operations, Basic Infrastructure, and Capital Projects

The City supports legislation that provides funding to support city operations and to finance basic infrastructure such as water, sewer, stormwater, parks, transportation, and green infrastructure projects. Priorities include:

- Fully funding the **Public Works Assistance Account** and refraining from fund transfers or diversions.
- Supporting the once in a generation **\$7.5 million Luther Burbank Park Waterfront and Dock Replacement Project** by fully funding the following grant programs:
 - Washington Wildlife and Recreation Program (WWRP) Water Access grant*: \$1.5 million funding request, project is ranked 7 out of 10.
 - Boating Facilities Program (BFP)*: \$1 million funding request, project is ranked 4 out of 14.
 - Aquatic Lands Enhancement Account (ALEA) grant*: \$500,000, project is ranked 2 out of 4.
- Supporting the **\$2 million Luther Burbank Park Boiler Building Renovation Project** by fully funding the Heritage Capital Grant Program: \$500,000 funding request, project ranked 22 out of 30.



Support for Mental and Behavioral Health Services

The City is committed to providing access to quality mental and behavioral health services through the Youth & Family Services Department. Continued state funding is needed to help communities provide options for individuals suffering from behavioral health issues. Priorities include:

- Funding to expand and enhance community-based behavioral health services**, including mental health, substance use disorder, and dual diagnosis treatment facilities.
- Supporting resources for **certification and training to increase the number of behavioral health professionals** available to the community.



Policing for a Safe Mercer Island

The City encourages legislation and resources to ensure a safe community for residents, businesses, and visitors. Priorities include:

- Supporting **clarification around the ability for law enforcement to conduct effective and safe vehicle pursuits** using a reasonable suspicion standard in specific circumstances when there is an immediate threat to public safety.
- Requesting **clarification around the crime of possessing a controlled substance** so that individuals, law enforcement, and treatment providers can respond appropriately.
- The City of Mercer Island State-certified Marine Patrol Unit was founded in 1982 and provides marine patrol services to Medina, Bellevue, Renton, Yarrow Point, and Hunts Point for their water-based services with just three vessels. Two of the vessels are near the end of their useful life and the City is **seeking funding for the \$1.1 million in estimated replacement costs**.



Support for Housing Availability

The City supports a proactive, collaborative, and flexible approach that creates new tools, incentives, and revenues that cities can use to help increase housing supply and address affordability. Priorities include:

- The City supports **solutions that enhance already successful state and regional programs** such as *A Regional Coalition for Housing (ARCH)*, serving cities in east King County since 1992.
- The City encourages the legislature to **review the impacts of E2SHB 1220 in collaboration with local jurisdictions** to ensure the legislation will produce housing for all income levels.



Preserving and Protecting the Environment

It is essential to preserve and protect the environment today and for future generations with equity in mind. The City encourages legislation, partnerships, and funding that incentivizes and supports clean energy, carbon reduction and the implementation of potential climate action plan programs, including but not limited to heat pump adoption and electric vehicle charging infrastructure.

2024 City Legislative Priorities

Item 11.

Strong cities make a great state. Cities are home to 65% of Washington's residents, drive the state's economy, and provide the most accessible form of government. Cities' success depends on adequate resources and local decision-making authority to best meet the needs of our residents.

Washington's 281 cities ask the Legislature to partner with us and act on the following priorities:



Help recruit and retain police officers for public safety

Provide additional funding tools and resources for officer recruitment and retention to improve public safety. This includes updating the existing local option Public Safety Sales Tax to allow implementation by councilmanic authority and greater flexibility for using the funds to cover increased officer wages and related programs like behavioral health co-response teams.

Expand access to state-mandated training. In particular, continue increasing the number of classes for the Basic Law Enforcement Academy (BLEA) and expanding the new regional academies. Getting new officers on the street faster supports recruitment and retention, thus improving public safety outcomes in our communities.



Revise the arbitrary property tax cap

Revise the arbitrary 1% property tax cap that has been in place for more than 20 years. Tie the tax to inflation and population growth factors with a new cap not to exceed 3%. This allows local elected officials to adjust the local property tax rate to better serve our communities and keep up with the costs of providing basic services like police, fire, streets, and valued community amenities like parks. The current 1% cap has created a structural deficit in cities' revenue and expenditure model, causing reliance on regressive revenues and artificially restricting the ability of property taxes to fund critical community needs.



Continue investing in infrastructure

Continue strong state investments in infrastructure funding to support operations and maintenance of traditional and non-traditional infrastructure like drinking water, wastewater, and broadband. Expand funding options that support state and local transportation needs with emphasis on preservation and maintenance to prevent expensive replacement and repairs. Improve access to Climate Commitment Act funding, including direct distributions, for city priorities that support carbon reduction and climate resiliency.



Provide behavioral health resources

Create greater access to behavioral health services to include substance use disorder treatment and dual diagnosis treatment facilities. Support continued state funding for cities to help communities establish alternative response programs like co-responder programs, diversion programs, and others that provide options beyond law enforcement to assist individuals experiencing behavioral health challenges.

AWC's advocacy is guided by these core principles from our Statement of Policy:

- Local decision-making authority
- Fiscal flexibility and sustainability
- Equal standing for cities
- Diversity, equity, and inclusion
- Strong Washington state partnerships
- Nonpartisan analysis and decision-making

Contact:

Candice Bock

Government Relations Director
candiceb@awcnet.org



September 20, 2023

Dear ARCH Members,

Last year, we launched a process to identify potential revenue sources to address the growing need for funding to develop affordable housing. This effort was built on the decades of collaboration among ARCH member cities to pool and leverage local resources through the ARCH Trust Fund, now a proven strategy for all communities to contribute toward affordable housing on the Eastside. As a result of that process, several ARCH members worked together to advocate for a new local option Real Estate Excise Tax (REET). While this measure was not adopted in 2023, the state legislature continues to take dramatic steps aimed at addressing the affordable housing crisis in Washington, and as ARCH members we have an important opportunity to help advocate for needed solutions.

Recommended Legislative Priorities for 2024

Building on our previous work, the ARCH Board provided direction this year to expand our focus to two strategic legislative priorities. This includes a continued focus on revenue, as well a new focus on anticipated state mandates to facilitate transit-oriented development (TOD). Both of these issues are expected to be major topics in the upcoming legislative session, and both have profound implications for our members' ability to support affordable housing.

In August, staff and lobbyists from ARCH member jurisdictions joined together for an in-depth workshop to discuss these topics and provide feedback on potential legislative priorities. Their feedback was shared with the ARCH Executive Board, which approved the following language for members to consider including in your legislative agendas:

- **Funding for Affordable Housing:** [CITY] supports new and flexible funding options for local jurisdictions that address the need for affordable housing, such as a local option Real Estate Excise Tax (REET). Such options should be progressively structured to best meet the needs of low and moderate income households.
- **Affordable Housing Near Fixed Route Transit:** Affordable housing should be required in future planning for growth near fixed route transit. [CITY] supports setting affordability goals for transit-oriented development, and providing local flexibility and planning resources to help communities achieve those goals.

ARCH MEMBERS

Additional context for this language and the breadth of the discussion is provided in the attached summary from our Legislative Workshop. Of particular note, while many details around a potential TOD bill are still to be determined, members noted their agreement on identifying Light Rail and Bus Rapid Transit as the appropriate areas for focusing TOD efforts.

We are excited to see the continued collaboration of our members on legislative issues, and look forward to helping to amplify a unified voice to advocate for local tools and resources to tackling housing affordability. Thank you for your partnership and commitment to affordable housing.

Sincerely,



Carol V. Helland

ARCH Executive Board Chair



Lindsay Masters

ARCH Executive Director

Attachments:

1. ARCH 2023 Legislative Workshop Summary

ARCH 2023 Legislative Workshop Summary

August 10, 2023

Overall Themes

- Affordable housing continues to be one of the top priorities for most cities. Among those cities, there is a desire to act as a united coalition using “one voice” to advocate.
- While there are differences between large and small communities, these reinforce the need for a regional approach, and finding ways for all communities to contribute and share in the benefits of affordable housing.
- ARCH can play a key role in educating members on legislative issues, crafting common messages about affordable housing needs and opportunities, and encouraging coordinated advocacy among cities with common priorities.

Part 1: Affordable Housing Revenue / HB 1628

Key Takeaways

- REET is still the best housing revenue tool with the broadest consensus behind it, but there will be tough prospects for any new revenue measure in 2024 – this may warrant adapting to advocate simply to fund ARCH projects with state dollars.
- At the same time, we don’t want to lose the momentum created among cities that came out to support HB 1628, and ARCH can continue to help provide information and messaging on the importance of this tool, and facilitate coordinated advocacy with legislators.
- There are several options for how to tweak the legislation to address issues/concerns, including making the local option progressive, distinguishing multifamily/commercial projects, and creating a different state-local structure.

1. How do we address competing revenue goals? e.g., local revenue for public safety/other needs, state revenue for state-level housing programs, etc.

- Several cities do have other needs requiring additional revenue, such as parks, transportation, sewer infrastructure, and public safety. This varies by city, along with cities’ overall fiscal health – some jurisdictions are already experiencing or planning for big cuts, while others have been able to better absorb rising costs.
- Revenue solutions also vary by city. Some have had success in passing local levies for transportation, parks and general operations, but other local measures have failed. The 1% property tax lift is a priority for some jurisdictions, but not all. In some places the 1% cap doesn’t have as big of an impact or isn’t a limiting factor yet.

- For other jurisdictions adding a REET would be more impactful than eliminating the 1% cap – for these communities there is also interest in allowing more flexibility in the existing local REET to solve other fiscal issues while also increasing funding for affordable housing with a new REET.
- There are always going to be competing priorities, but affordable housing can be connected to many of those other issues (public safety, sustainability, displacement risk, etc.) – it should be considered a type of “social infrastructure” that is part of the standard services offered by cities.
- Timing is important in considering tax measures – next year may be a better time for gaining local support, but it will be much more difficult at the state level with state elections coming up.
- Without strong advocacy for local tools, the state REET is more likely to prevail in a state vs local tossup. Given the challenges for any new tax measure passing in 2024, we may need to support whatever has the greatest chance at passing or consider requests for earmarks.

2. What ideas can we recommend to members for a more effective legislative strategy? (e.g., outreach to potential sponsors, other engagement with legislators – arrange meetings with affordable housing developers with sites waiting for funding, etc.)

- While REET is still the best revenue tool with the broadest consensus behind it, tough prospects in 2024 may require a longer-term view, or shifting to advocate for funding specific priority projects (ideally still through a coordinated approach).
- While nearly all Eastside legislators were supportive of HB 1628, we could do more to generate passion and enthusiasm, especially in legislators with seniority.
- City elected officials have been more than willing to show up and meet with legislators – we could approach this collectively and show numerous cities are ready to go.
- Many ideas for messaging, in addition to highlighting the projects that are waiting for funding:
 - With a sustainable ongoing funding source for the region, cities can attract development rather than waiting for it to happen. Even in cities without immediate opportunities, reliable funding will allow us to plan for affordable housing over time.
 - Stimulating affordable development is even more critical in the immediate term as market rate development is showing signs of slowing.
 - Revenue tools are essential to support state mandates to accommodate planned affordable housing numbers required under GMA.
 - Housing should be viewed as part of essential local infrastructure.
- It’s important to have a unified agenda as ARCH jurisdictions so we support each other’s message. No jurisdiction wants to step out first and be the only supporter. Cities for whom affordable housing is not a top priority can still help by staying neutral.

3. What feedback do staff have on the draft language prepared for legislative agendas?

- General support for the language drafted – short and to the point. Some councils may still want to wordsmith, but the core message would remain the same.

- Specifying REET is important and takes it from goal to action.
- Members have varying views on highlighting the importance of REET being progressive. For some it's very important; would at least like to have it as an optional feature.
- A modified REET structure that mirrors HB 1406 sales tax (where the state collects the funds but local jurisdictions can take action to receive a credit for a portion) could neutralize the threat of local opposition campaigns.
- Some are interested in distinguishing single family and multifamily, and extending the 2-year exemption for commercial that was added to HB 1628. Opposition from commercial/multifamily developers may be impactful in some cities, especially with commercial properties struggling.
- Having every policy detail ironed out is less important than the overall message about why we need to solve the problem and that we have a coalition working together to solve it. Details on the bill may not come out till December or even January.

4. What other work do we need to do to keep councilmembers supportive of a local REET/revenue options for housing?

- General consensus that ARCH plays a critical role in providing information and education, especially for smaller jurisdictions.
- During education efforts, show slides of revenue needs with affordable housing development applications. At the same time, the information shouldn't overwhelm councils and make the goal(s) seem unattainable.
- Start education in time for legislative session, be prepared to have ARCH staff show up at council meetings and start at the beginning; what is ARCH, deliver education, and then needs analysis, etc. Also may need to counter misinformation about REET driving up the cost of housing.
- Should emphasize to councils that they are part of an eastside coalition and it is important to stay committed to a regional approach.

Part 2: Transit-Oriented Development (TOD)

Key Themes

- Despite many concerns about the concept and potential implementation of a TOD bill, if it's going to happen, it can also be an opportunity to advance some decisions around growth/affordability that may not otherwise be possible at the local level in the near future.
- There is a strong and clear consensus among ARCH members that affordable housing outcomes must be central to any TOD bill, with flexibility to adapt the legislation to differing local conditions.
- Jurisdictions also need more planning resources to implement state mandates in a way that will actually result in greater affordable housing outcomes.

1. If the state enacts a TOD bill, what should be our preferred position on how affordability fits in?

- ARCH members should advocate strongly for affordable housing outcomes as central to the bill, with flexibility built in – State should focus on the “what” instead of the “how”. There is support among some an explicit affordability mandate, if there is flexibility with implementation.
- Specific goals/funding should be aligned with affordability levels set out by HB 1220/GMA.
- Some support advocating that commercial developments benefiting from upzones also contribute to affordable housing, i.e., through explicitly authorizing fee in lieu / linkage fees from commercial development.
- Legislators should consider adding stronger measures to preclude upzones that cause displacement.
- Smaller jurisdictions without transit areas may need to be neutral or not involved.

2. Should there be a statewide standard or should there be more local flexibility on affordability? If flexible, should there be a minimum baseline, and what are the right dials to turn?

- While affordability should be a required outcome, there is no obvious baseline for a specific affordability standard, given the differing programs already in place across jurisdictions and the outstanding questions about how/where the upzones will apply.
- Flexibility will be key:
 - State could offer a menu of options that cities can choose from based on local considerations (e.g., 20% at 80% AMI, 10% at 60% AMI, etc.)
 - Programs should be able to offer fee in lieu options along with on-site performance
 - The commercial fee component should be optional for the jurisdiction – it may not be viable in some cities.
- More state support/resources for planning should come with new mandates.

3. How should affordable housing requirements in the bill work with existing local inclusionary/incentive programs? (doubled up or stacked, by project or zone-wide)

- Adding a state-mandated affordability program on top of local programs is an extremely complex proposition. Some of our existing programs have taken decades to create, and a poorly designed state mandate could undermine what is working well.
- Some have different opinions on whether the state's program should be additive. To create a simple and coherent regulatory framework could require unwinding and supplanting existing programs, which should only be done with extreme care and study to "get it right" and make sure the net result actually yields more affordable housing.
- We should be cautious about adopting something that appears fast/simple but actually complicates development by adding on more layers of regulations that don't work well together.
- At a minimum, if the state doesn't take an additive approach, TOD legislation must not remove opportunities for cities to secure value out of upzones for affordable housing.

Legislative Talking points for WCIA Members

Who is WCIA

Over 80% of all public entities use self-insurance risk pools for coverage of their liability risks. Risk pools in Washington State are all public entities themselves who use pooled public funds to provide coverage to their members. Risk pools are non-profits who work with their members to share and prevent risks that occur in communities. Washington Cities Insurance Authority (WCIA) is a risk pool made up of municipal entities across Washington State with over 165 members and exemplifies inter-governmental cooperation to contain costs for taxpayers.

The Current state of liability and the impacts to communities

The civil litigation environment is bad and getting worse for public entities in the State of Washington. Multimillion-dollar verdicts, also known as nuclear verdicts, were not common against public entities and were often awarded against large for profit private corporations. Over the last several years public entities have now been hit with nuclear verdicts. By way of example: The Washington State Supreme court decided that a verdict against the State for \$98.5 million was appropriate for the wrongful death of two children; A Spokane Jury Awarded over \$19 million to a deputy for a Defamation claim against the elected Sheriff; A Thurston County Jury awarded \$5.5 million against a transit agency for a minor vehicle accident involving two cars. All of these verdicts are funded utilizing taxpayer dollars. Additionally, the erosion of defenses and immunities once afforded to public entities have meant claims once dismissed are now costing millions of dollars. A court decision that further eroded the recreational immunity statute resulted in a county paying \$10 million on a claim that a few short years ago would have been dismissed outright.

Risk pools are shouldering millions of dollars of exposure that are being passed down to their members in terms of additional assessments. The additional costs mean that our community is diverting money from (Member should insert what they would divert from) to fund WCIA's assessment. Our pool relies on partnering with traditional insurance to provide further coverage above their self-funded \$4 million per loss. Those traditional insurance carriers are either refusing to write any coverage or doing so at significant costs. The future outlook is that our communities will have less coverage and will need to redirect money to cover losses rather than providing valuable services, programs and much needed maintenance (Member should insert what would happen to their community if they had to fund a multimillion dollar verdict). Even now cities are consulting bankruptcy attorneys on tort claims due to the potential for verdicts over current coverage.

Solutions

Cities need Legislators to oppose any efforts to expand tort law liability and/or the remedies available under tort law. If expansions are approved by the legislature, then the State should consider creating a fund to cover those costs. Cities and their risk pools cannot be expected to shoulder the staggering costs imposed by legislative changes. At a minimum that State should provide a reinsurance fund that risk pools and individual entities could utilize.

Tort reform for all public entities needs to be addressed and the balance restored between protecting harmed individuals with reasonable verdicts and appropriate defenses. Tort reform could include: caps on the amount of damages that can be collected against public entities (which is law in 33 States); reinstituting immunities that have been eroded by the courts and amending the law on joint and several liability which incentivizes claims against public entities as deep pockets. WCIA would be happy to work with legislators to address this looming crisis and find solutions for cities to remain solvent and provide the services their communities need and desire.



AB 6360: Review 2024 Draft Legislative Strategy

October 17, 2023





Agenda

- Recap of 2023 Legislative Session
- Draft 2024 State Legislative Priorities
- Transit Oriented Development Bill
- Climate Commitment Act Funding
- Partner Agency Legislative Priorities

2023 Legislative Session Recap

- The 2023 State Legislative Session was unprecedented in terms of the volume of bills introduced for consideration.
- The primary focus of the session was housing, with several pieces of legislation enacted related to land use and permitting.
- The City secured \$3.5 million in grant funding for waterfront improvements at Luther Burbank Park.

2024 Session Logistics

- The 2024 legislative session will be a “short” session, meaning a 60-day session rather than the “long” 105-day session that occurs in odd years.
- Short sessions occur during the mid-biennium of the State’s two-year budget cycle.
- While the exact dates of the session are not finalized, staff anticipate the session will run from January 8 to March 8, 2024.

Early Prep for 2024 Session

- Council leadership, the City's lobbyists, and senior staff leadership staff held the 2024 legislative kick-off planning meeting.
- City staff met with the Governor's transportation and finance policy advisors to discuss Marine Patrol request.
- The City Manager has transmitted a letter to the Governor's office for Marine Patrol request.
- Mayor Nice participated in AWC's Fall Mayors Exchange discussion of 2024 Legislative Session.

Draft 2024 Legislative Priorities

The City's draft 2024 State Legislative Priorities are included as Exhibit 1 and the proposed priorities are categorized as follows:

- Maximize Resources for Behavioral Health and Substance Use Disorder Treatment and Prevention
- Support for Affordable Housing
- Capital and Grant Support for Essential Public Services
- Preserving and Protecting the Environment
- Support Public Safety Measures on Auto Theft and Property Crime
- Support for WCIA Municipal Tort Law Liability Reform
- Revising the Arbitrary Property Tax Cap

Partner Legislative Priorities

- The City collaborates with other organizations when developing legislative asks. Staff included for reference the legislative priorities from the following partner agencies in the agenda material:
 - Association of Washington Cities (AWC)
 - A Regional Coalition for Housing (ARCH)
 - Washington Cities Insurance Authority (WCIA)

Legislative Talking points for WCIA Members

Who is WCIA

Over risks, public with the Cities Wash coope

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ARCH MEMBERS

ISSAQU

A Regional Coalition for Housing

Celebrating 30 years of bringing cities together to house East King County

Together Center Campus

2024 City Legislative Priorities

Strong cities make a great state. Cities are home to 65% of Washington's residents, drive the state's economy, and provide the most accessible form of government. Cities' success depends on adequate resources and local decision-making authority to best meet the needs of our residents.

Washington's 281 cities ask the Legislature to partner with us and act on the following priorities:

- Help recruit and retain police officers for public safety**
Provide additional funding tools and resources for officer recruitment and retention to improve public safety. This includes updating the existing local option Public Safety Sales Tax to allow implementation by councilmanic authority and greater flexibility for using the funds to cover increased officer wages and related programs like behavioral health co-response teams.
Expand access to state-mandated training. In particular, continue increasing the number of classes for the Basic Law Enforcement Academy (BLEA) and expanding the new regional academies. Getting new officers on the street faster supports recruitment and retention, thus improving public safety outcomes in our communities.
- Continue investing in infrastructure**
Continue strong state investments in infrastructure funding to support operations and maintenance of traditional and non-traditional infrastructure like drinking water, wastewater, and broadband. Expand funding options that support state and local transportation needs with emphasis on preservation and maintenance to prevent expensive replacement and repairs. Improve access to Climate Commitment Act funding, including direct distributions, for city priorities that support carbon reduction and climate resiliency.
- Revise the arbitrary property tax cap**
Revise the arbitrary 1% property tax cap that has been in place for more than 20 years. Tie the tax to inflation and population growth factors with a new cap not to exceed 3%. This allows local elected officials to adjust the local property tax rate to better serve our communities and keep up with the costs of providing basic services like police, fire, streets, and valued community amenities like parks. The current 1% cap has created a structural deficit in cities' revenue and expenditure model, causing reliance on regressive revenues and artificially restricting the ability of property taxes to fund critical community needs.
- Provide behavioral health resources**
Create greater access to behavioral health services to include substance use disorder treatment and dual diagnosis treatment facilities. Support continued state funding for cities to help communities establish alternative response programs like co-responder programs, diversion programs, and others that provide options beyond law enforcement to assist individuals experiencing behavioral health challenges.

AWC's advocacy is guided by these core principles from our Statement of Policy:

- Local decision-making authority
- Fiscal flexibility and sustainability
- Equal standing for cities
- Diversity, equity, and inclusion
- Strong Washington state partnerships
- Nonpartisan analysis and decision-making

Contact: Candice Bock
Government Relations Director
candiceb@awcnet.org

Association of Washington Cities • 1076 Franklin St SE, Olympia, WA 98501 • 1.800.562.8981 • wacities.org

AWC ASSOCIATION OF WASHINGTON CITIES

Potential TOD Bill

- Staff anticipate the legislature will again attempt to pass a “transit-oriented development” bill. Last year’s version would have increased housing capacity around the light-rail station on Mercer Island.
- Council leadership, staff, and the City’s lobbyists remain engaged with key stakeholders shaping the bill. In recent weeks:
 - Council leadership and staff met with Governor Inslee’s King County liaison to discuss the TOD bill and upcoming legislative session.
 - Mayor Nice and staff attended a roundtable of King County mayors hosted by Governor Inslee focused on transit-oriented housing development.
 - Staff and City Council plan to participate in the stakeholder meeting on the TOD bill hosted by AWC on October 25.

Climate Commitment Act Funding

- In 2021, the State Legislature passed the Climate Commitment Act (CCA), a cap-and-invest program to reduce statewide greenhouse gas emissions.
- The CCA sets an emissions cap, issues permits that industry can bid on at auction.
- The cap is reduced over time and proceeds from the auctions must be invested in climate projects focused on clean transportation, climate resilience, and environmental justice.
- The CCA has brought in significantly more revenue than anticipated, with potentially \$1 billion available for appropriation during the 2024 Legislative Session.

Climate Commitment Act Funding

- The City's lobbyists and legislators have advised that there is an opportunity to leverage CCA funds for projects and initiatives that align with the City's Climate Action Plan.
- Information on the CCA funding opportunities is still being developed, staff are engaged in conversations and attending meetings to learn more.
- Staff have included two funding requests in the draft 2024 Legislative Priorities.

Electric Vehicle Infrastructure Plan

- One of the priority planning projects identified in the CAP is development of an island-wide Electric Vehicle Infrastructure Plan.
- Early planning framework assumes the City would hire a qualified consultant to assess City, school district, and community needs, as well as current infrastructure, and develop a comprehensive strategy to expand EV charging opportunities island-wide.
- The proposed funding request is \$300,000.

Compact Electric Sweeper

- The City identified purchase of a compact electrical sweeper as a fleet priority for the next biennium.
- This equipment will service areas that are inaccessible to our large street sweeper, such as sidewalks, paths, and park areas.
- This equipment will allow staff to reduce the use of gas-powered equipment performing maintenance on island.
- The proposed funding request is \$310,000.



Draft 2024 Legislative Priorities

The City's draft 2024 State Legislative Priorities are included as Exhibit 1 and the proposed priorities are categorized as follows:

- Maximize Resources for Behavioral Health and Substance Use Disorder Treatment and Prevention
- Support for Affordable Housing
- Capital and Grant Support for Essential Public Services
- Preserving and Protecting the Environment
- Support Public Safety Measures on Auto Theft and Property Crime
- Support for WCIA Municipal Tort Law Liability Reform
- Revising the Arbitrary Property Tax Cap

**REVISED**

BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6359
October 17, 2023
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6359: Town Center Parking Study – Review Draft Document	<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:	Receive report on Town Center Parking Study public comment, provide final direction on revisions to the draft, and set adoption for November 21, 2023.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations/Public Works Director Jeff Thomas, CPD Director Ed Holmes, Police Chief Mike Seifert, Operations Commander Sarah Bluvas, CIP Project Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Draft Town Center Parking Study (REVISED) 2. New Appendix E: Town Center Parking Observations 3. New Appendix F: 2023 Parking Data 4. Public Comment Matrix 5. City Council Q&A Matrix 6. Items Recommended for City Council Discussion (REVISED)
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 review the public comment and discuss potential revisions to the Town Center Parking Study (Exhibit 1).

- The draft Study was published for community review on Let's Talk on July 31, 2023.
- After the draft was published, staff added two new appendices, which are provided for reference only as Exhibits 2 (Town Center Parking Observations) and Exhibit 3 (2023 Parking Data). These appendices will be added to the final document for adoption.
- Community members had the opportunity to provide public comment on the draft Study from July 31 to September 19. The City received 22 unique public comments via e-mail, Let's Talk, and the public hearing held at the City Council meeting on September 19 (Exhibit 4).
- The City Council was also invited to provide comments and questions through October 4 (Exhibit 5).

REVISED

- On October 17, staff will review comments received, discuss any final changes to the Study requested by the City Council, provide an update on early action items, and seek direction to finalize the Study for adoption.
- The Study is scheduled to be adopted by the City Council on November 21. Upon adoption, staff will incorporate actions based on the Study recommendations into the 2024 work plan.

BACKGROUND

On July 5, 2023, the City Council directed staff to resume the process to adopt the Town Center Parking Study (Exhibit 1). The Study is informed by parking inventory and usage data as well as community input collected from March to September 2022. The Study includes strategies to achieve the following goals identified by the Council:

1. Create a parking program that activates Town Center, supports small businesses, and enhances the Town Center visitor experience.
2. Ensure Mercer Island residents have priority access to public transportation.
3. Determine if on-site commercial and multi-family residential parking is adequately supplied and utilized. Identify options for increasing and/or regulating its use.

The three strategies and their associated recommendations begin on page 15 of the Study (Exhibit 1). Once adopted, the Study will be used to develop and implement work plan items related to improving and enhancing Town Center parking, beginning in 2024.

PUBLIC COMMENT PROCESS + SUMMARY

The draft Town Center Parking Study was published on Let's Talk (<https://letstalk.mercergov.org/tc-parking-study>) on July 31, 2023, and open for public comment through September 19, 2023. Staff promoted the public comment period widely through a variety of City and local channels, including:

- *MI Weekly* e-newsletter (4,000+ subscribers)
- Mercer Island business e-mail contact list (850+ contacts)
- Mercer Island Chamber of Commerce
- *Mercer Island Reporter*

During the public comment period, the Let's Talk page received 726 visits, and the draft Study was downloaded 409 times. The City received 22 unique comments from the public: 13 comments via direct e-mail to staff and the City Council; eight comments via the comment forum on Let's Talk; and one comment from the public hearing held September 19. The comments received relate to all but one of the Study recommendations, with Strategy #3 receiving the most comments.

Themes that were mentioned by three or more respondents include:

- Emphasis on bike safety and infrastructure improvements (11 respondents)
- Need to support local retail environment through parking improvements (9 respondents)
- Continued desire for "park once" strategies (5 respondents)
- Parking enforcement still necessary (3 respondents)

All comments are included in the Public Comment Matrix provided as Exhibit 4.

REVISED

CITY COUNCIL COMMENTS + QUESTIONS

Following the public hearing on September 19, staff invited the City Council to provide final questions, edits, and other feedback on the Study to staff by October 4. Thirty-three questions and comments from City Council members were received on the draft (including questions/comments sent previously). A City Council Q&A Matrix with responses is provided as Exhibit 5.

ISSUE/DISCUSSION

After reviewing feedback from the community, the City Council, and other City staff, two items were identified for City Council discussion before the Study is adopted (Exhibit 6). Please note, Exhibit 6 was revised on October 16, 2023 after the City Council packet was published to reflect additional suggestions provided by the City Council. The list now includes nine suggestions for City Council consideration.

Staff will review these items and field any other questions/edits from the City Council to prepare the final document for adoption.

Following that discussion, staff will provide an update on the six early actions identified for implementation in 2023 ([AB 6291](#)) and seek input on the following proposed 2024 work items related to the Study recommendations.

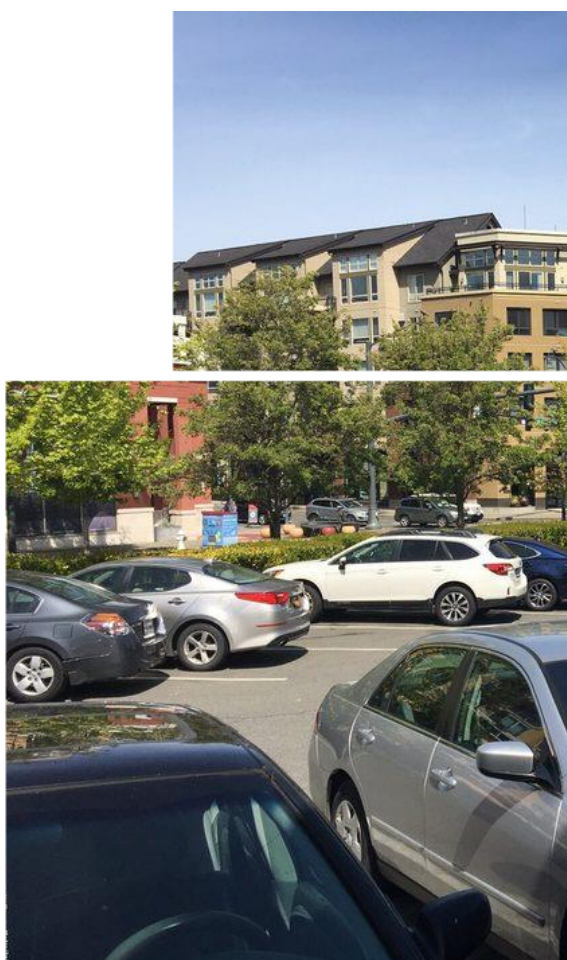
1. Conduct 2024 parking counts.
2. Complete process to modify the Town Center parking citation fees.
3. Convert Town Center streets that are currently unrestricted to a two-hour parking time limit and monitor their use.

NEXT STEPS

Upon receipt of final direction from the City Council, staff will finalize the Town Center Parking Study for adoption. The final draft will be published on Let's Talk two weeks prior to adoption, which is currently scheduled for November 21, 2023. Community members can continue to follow the process at <https://letstalk.mercergov.org/tc-parking-study>.

RECOMMENDED ACTION

Receive the report on public comment for the Town Center Parking Study draft; provide final direction on revisions to the draft Study; and set adoption of the Study for November 21, 2023.



Prepared for the City of Mercer Island

Town Center Parking Study

October 7, 2023

DRAFT



Study conducted by



WALKER
CONSULTANTS

WALKERCONSULTANTS.COM

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A Project Overview

Introduction

The Mercer Island Town Center Parking Study (“parking study”) evaluates current parking supply, utilization, and management in Mercer Island’s Town Center.

Town Center is Mercer Island’s core commercial district, located on the North End of the island and featuring local shops, restaurants, service providers, and multifamily housing. By 2025, Town Center will be served by light rail via Sound Transit’s East Link Extension, and the area also connects to the I-90 Trail, a regional bike and pedestrian commuter trail.

Well-planned and sufficient parking is vital to the success of the Town Center economy and the experience of Town Center business owners, patrons, residents, and visitors. Mercer Island City Council identified the following goals for the Town Center parking system:

1. Create a parking program that activates Town Center, supports small businesses, and enhances Town Center visitor experience.
2. Ensure Island residents have priority access to public transportation.
3. Determine if on-site commercial and multi-family residential parking is adequately supplied and utilized. Identify options for increasing and/or regulating its use.

Recommendations included in this report are derived from an assessment of existing Town Center conditions and parking operations, conversations with community members and governing decision makers, and evaluation of the best practices and actionable steps that may best achieve the goals for Town Center parking. The recommendations intend to work together to achieve City Council’s stated goals and to ultimately make parking more functionally available, usable for different users, and supportive of other options for non-driving travel to and around Town Center.

Summary of Data and Recommendations

Parking utilization counts on Wednesday, June 8, 2022, at the “peak utilization” time of 12:00 pm show:

- The on-street spaces were 72% occupied, which is a manageable, non-congested overall rate.
- There are some areas of 85% or greater use in the north and southeast areas of Town Center.
- The off-street spaces are only 51% used overall at the peak time, with none exceeding 85% and only a few locations in the 70-84% range.

Additionally, community members provided input about their current travel patterns and opinions about various potential recommendations throughout the study. Methods to collect community feedback included seven focus groups, discussion and mapping inputs provided through the Let’s Talk project page, and an online survey available to everyone. Community members supported Town Center parking management approaches that will allow them to “park once” and walk around; preserve parking near the busiest destinations for customers; and improve opportunities for using other forms of transportation such as walking and biking (parking data and community input are further discussed later in this report).

The data and community input collected by the City informed the strategies and recommendations summarized in Table . Section D. elaborates on these strategies, and Section E. provides guidance for ongoing monitoring and implementation.

Table 1 Summary of Recommendations and Implementation Timelines

Strategies & Recommendations		Implementation
Strategy #1: Manage the on-street public parking supply.		
1a	Revise on-street parking time limits to be consistent throughout Town Center.	1-3 years
1b	Monitor the RPD and Town Center Parking permit programs. Modify them as needed to prepare for future parking impacts due to increased commuter traffic and the opening of the East Link Extension.	4-6 years
1c	Create additional 30-minute loading and 3- and 10-minute pickup/drop-off spaces on-street.	1-3 years
1d	Add more ADA parking on-street.	4-6 years
1e	Implement additional enforcement of Town Center’s on-street parking regulations, including education and marketing campaigns.	1-3 years
1f	Consider paid parking in Town Center and deploy technology to create easier use and enforcement.	7-10 years
Strategy #2: Improve the convenience and efficient supply of parking.		
2a	Improve awareness of and navigation to Town Center’s range of parking options.	1-3 years
2b	Promote agreements for public use of currently underutilized private parking.	4-6 years
Strategy #3: Expand travel mode choices through programs and infrastructure investments.		
3a	Add bicycle parking.	1-3 years
3b	Study options to allow more flexibility related to parking requirements for new businesses.	4-6 years
3c	Implement a proactive Transportation Demand Management Program for new development.	4-6 years
3d	Study options to reconfigure some Town Center streets with considerations for adding parking and loading, improving walking and bicycling facilities, improving wayfinding and access, and ensuring area streets are calm and safe for all users.	7-10 years
3e	Create more community gathering spaces.	7-10 years

Note: This study was conducted in 2022, when Mercer Island, like all communities, was still experiencing the impacts of the COVID-19 pandemic (“pandemic”) on commuter travel, in-person retail demand, community gatherings, and other factors that influence transportation behavior. Though many aspects of society had largely reopened, it is unknown what long-term impacts the pandemic will have on work commuting, school attendance, residential location preferences, office space demand, interest in public gatherings, and other activities. Where relevant, recommendations include actions to continue studying commuter parking needs to inform future improvements to Town Center parking.

B Parking Inventory and Utilization

This section outlines parking data collected in June 2022. Data featured in this section includes:

- Inventory of on- and off-street parking spaces in Town Center
- Parking utilization (weekday and weekend counts)
- Length of stay analysis
- Observational counts of the North Mercer Restricted Parking District (RPD) and Sound Transit Park & Ride

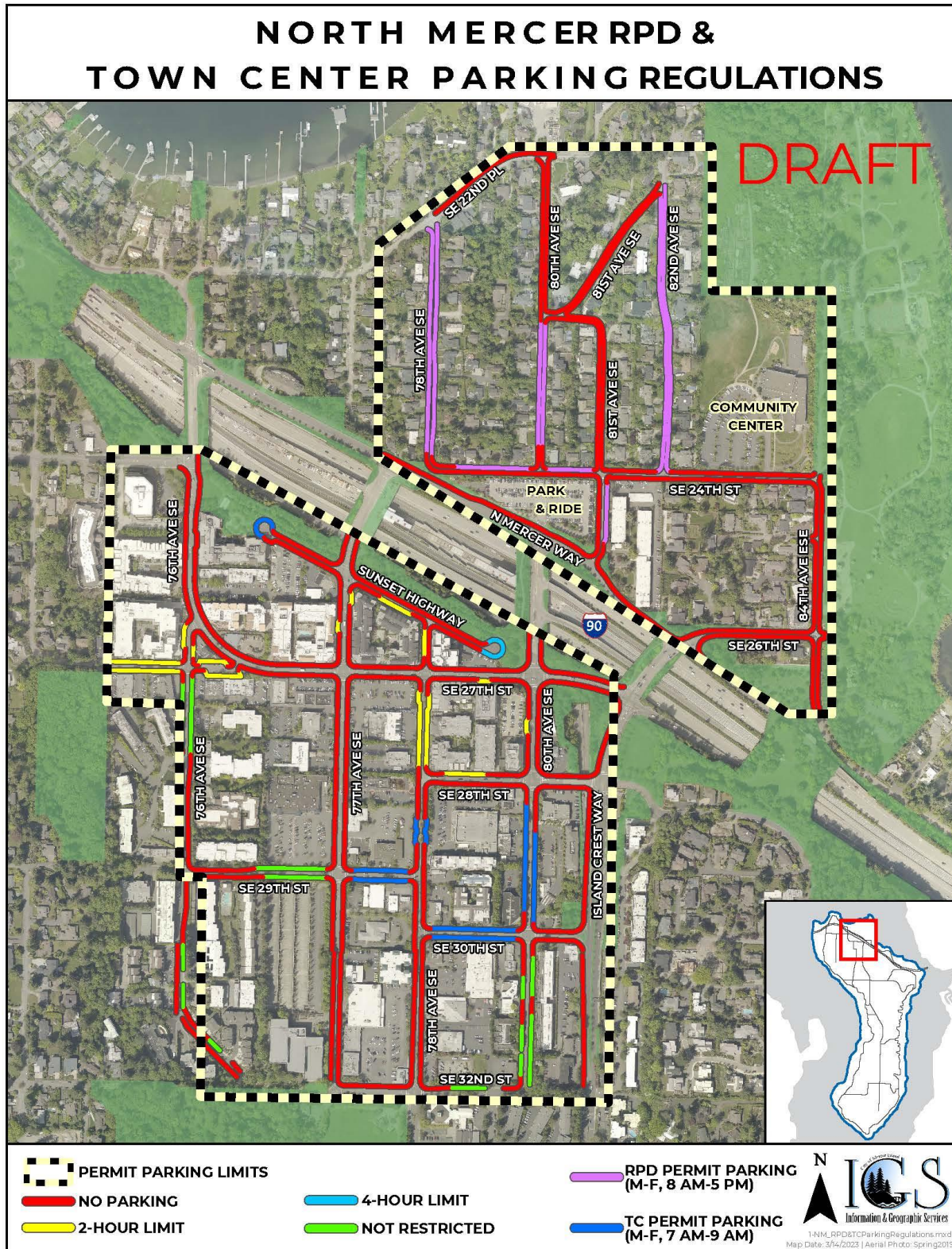
Methodology

Parking counts were conducted in Town Center on Wednesday, June 8, and Saturday, June 11, 2022. These dates were chosen to capture typical busy conditions in Town Center. Parking occupancy counts (i.e. number of parked cars) were conducted every two hours from 10 am to 8 pm, inclusive, on both days to understand parking demand throughout the day on typical parking conditions. Parking length of stay counts were also conducted at 5 pm and every two hours from 10 am to 8 pm, inclusive, on June 8 to understand how long cars stay parked in on-street spaces.

Town Center Parking Inventory

Town Center parking inventory has 2,745 parking spaces. This includes 2,492 off-street parking spaces and 253 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. Figure 1 shows the location of on-street parking with various regulations.

Figure 1 Existing On-Street Parking Locations and Regulations



Source: City of Mercer Island.

The following parking space inventories were collected for the various on-street spaces regulated per Figure 1.

- 2-Hour Limit: 88 spaces
- Not Restricted: 90 spaces
- Town Center Parking Permit program: 53 spaces

The 4-hour limit parking spaces located in the east cul-de-sac of Sunset Highway are not striped so they were not inventoried as part of this parking study. However, the City estimates 12 parking spaces in that area. Similarly, the North Mercer Restricted Parking District (RPD) parking spaces are not striped and were not inventoried; the City approximates 71 parking spaces in the RPD.

The City also inventoried ADA, Loading Zone, and 30-minute parking spaces, for the following parking counts:

- ADA: 1 space
- Loading Zone: 16 spaces
- 30-Minute Parking: 2 spaces

Town Center Parking Utilization

Figure 2 summarizes the weekday parking system demand in the Town Center study area compared to an 85% occupancy threshold. A widely recognized best practice in parking management is to compare actual parking utilization rates with an 85% occupancy threshold. When parking is 85% occupied, spaces are 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. As shown in the figure, on-street parking was more highly utilized than off-street parking throughout the day. However, on-street occupancy never exceeded 71% system-wide, which is well below 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 pm and declined throughout the afternoon into the evening.

Figure 2 Weekday Parking Utilization - Wednesday, June 8, 2022

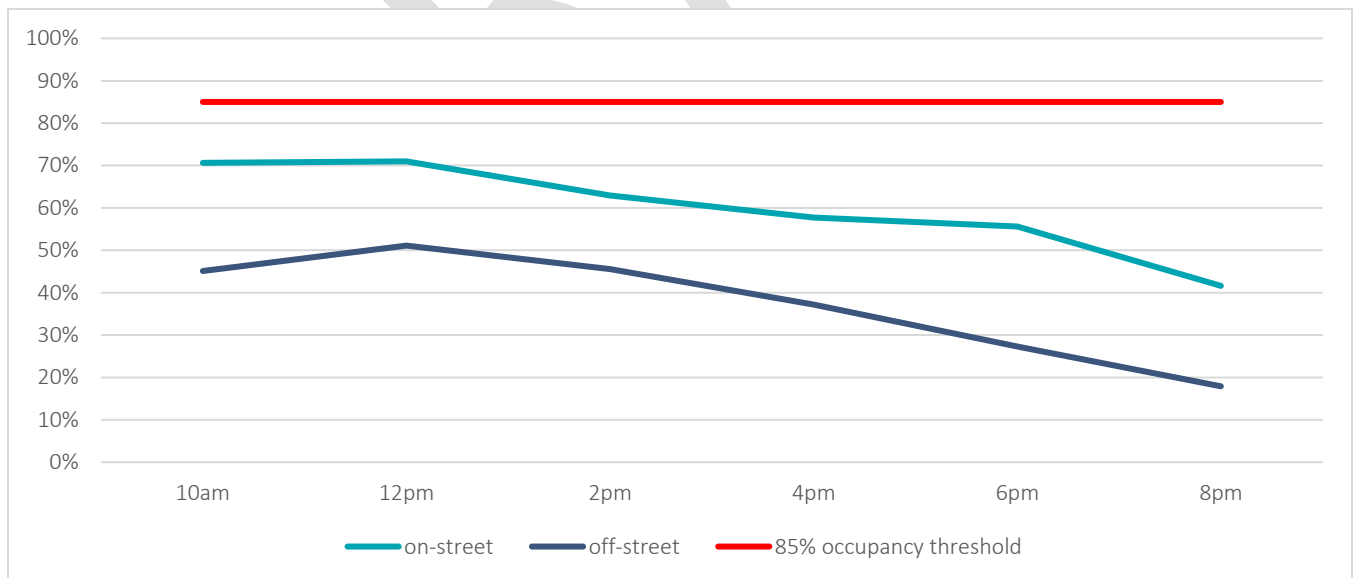
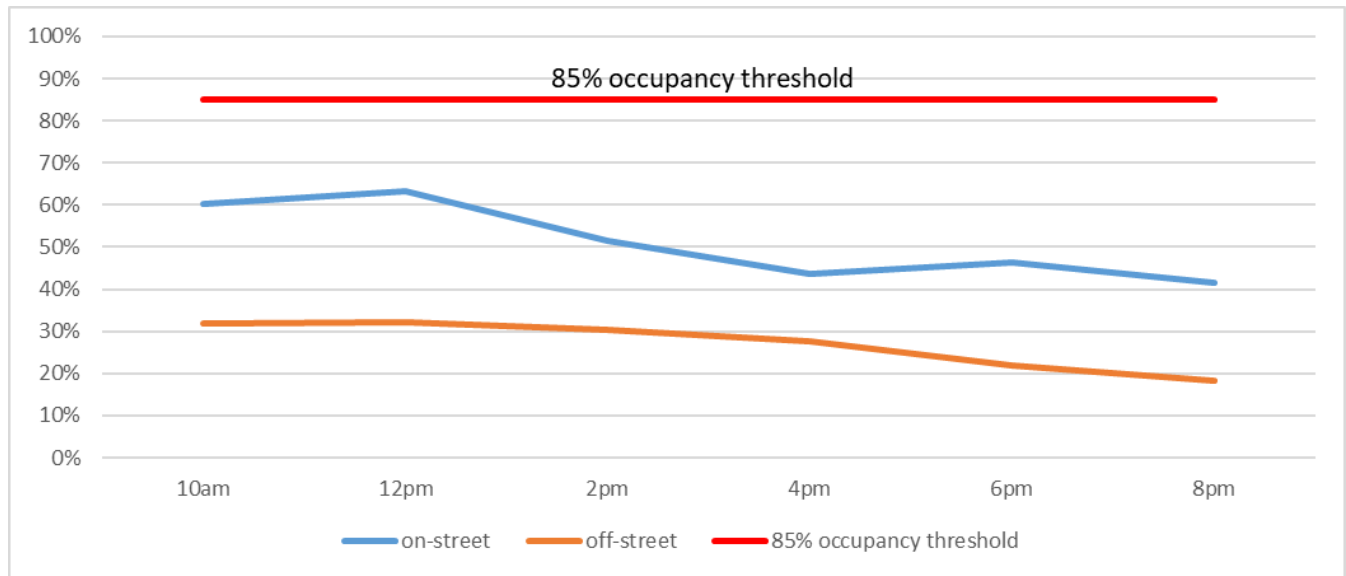


Figure 3 summarizes the weekend parking demand in the Town Center study area. Like the weekday, on-street parking was more highly utilized than off-street parking throughout the day system-wide. However, overall on-street occupancy never exceeded 63%, which is well below the 85% occupancy threshold. Both the on-street and

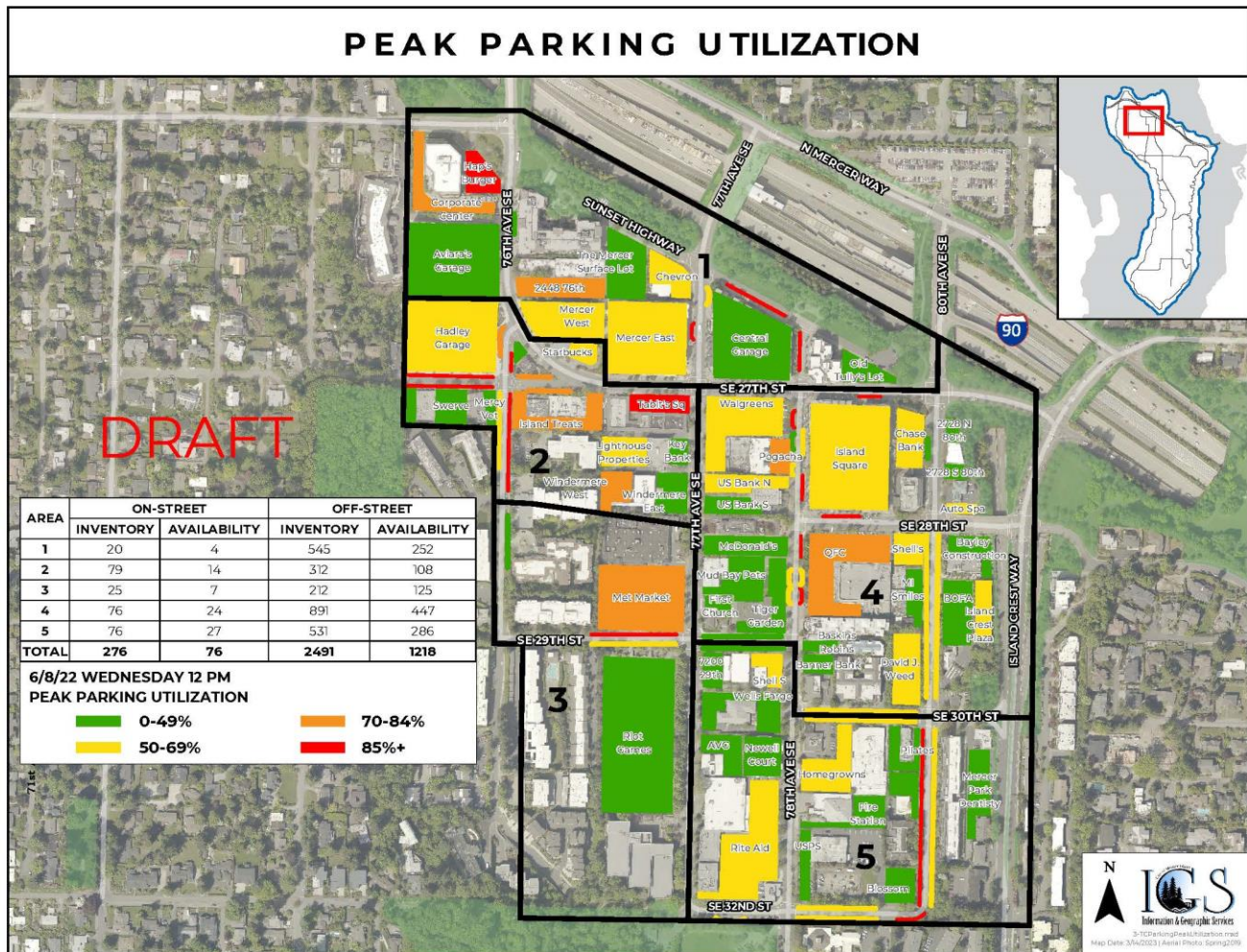
off-street parking in the study area followed a similar pattern where occupancy peaked at 12 pm and declined throughout the afternoon into the evening.

Figure 3 Weekend Parking Utilization - Saturday, June 11, 2022



The period of peak parking demand for the study area occurred on Wednesday, June 8, 2022, at 12 pm. This weekday lunchtime peak period is typical of other commercial districts around the country. Figure 4 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.

Figure 4 Weekday Peak Utilization (Wednesday, June 8, 2022, at 12 pm)



Source: Graphic – City of Mercer Island; Data – Walker Consultants and IDAX Solutions.

Even during the period of peak parking demand, it was found that spaces were available in Town Center:

- 83 on-street spaces were available.
- 1,218 off-street spaces were available.

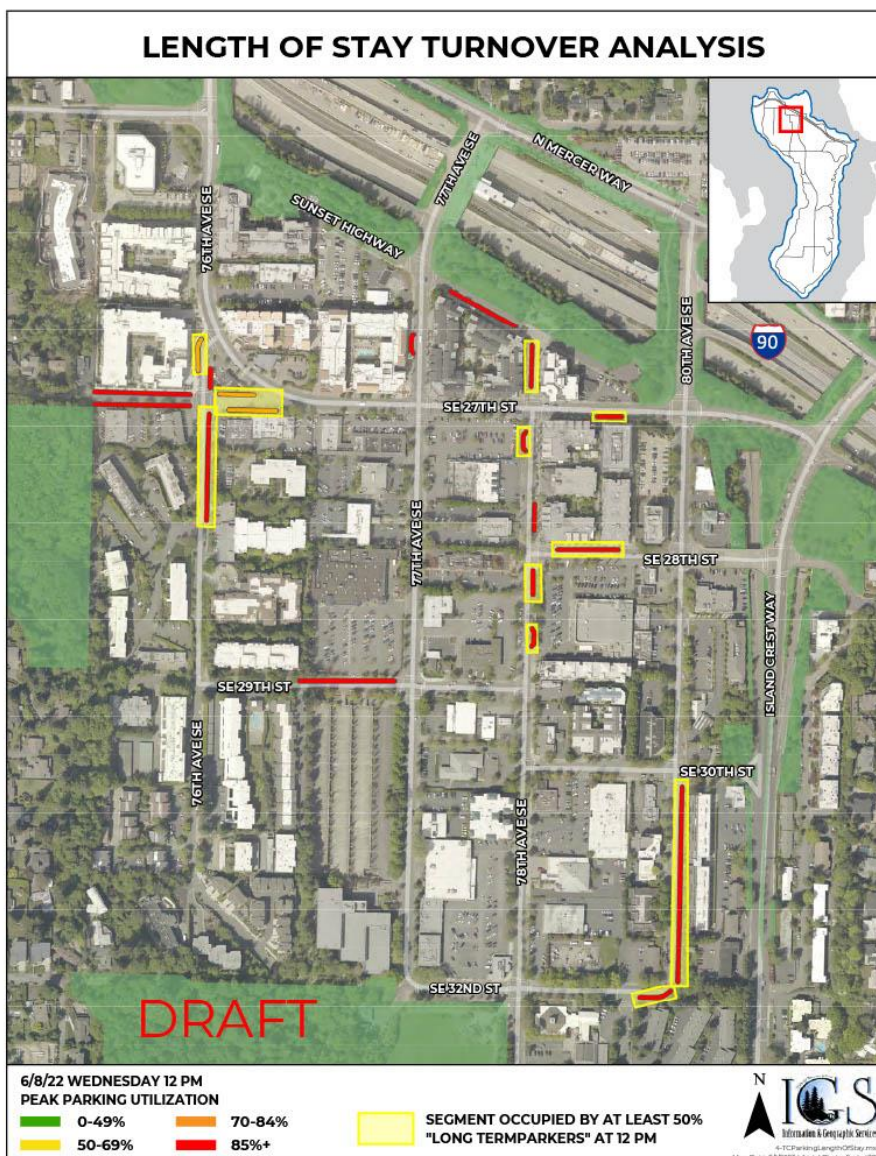
Length of Stay Analysis

A length of stay analysis shows how long vehicles occupied on-street parking spaces in Town Center on Wednesday June 8, 2022. This analysis focused on blocks where the parking occupancy was 70% or higher and considered vehicles parked for at least four hours “long-term parkers.” Figure 5 shows the street segments with at least 70% occupancy and segments in which parkers were parked for at least four hours.

The length of stay analysis indicates:

- 117 total cars parked on these busy blocks.
- 56 of 117 (48%) were parked for 4+ hours.
- Of the 56 vehicles parked for 4+ hours, 33 vehicles (59%) were parked in 30-minute or two-hour parking zones.

Figure 5 Length of Stay Analysis



Source: Graphic – City of Mercer Island; Data – Walker Consultants and IDAX Solutions.

Observational Counts of Peripheral Areas

Mercer Island Park & Ride utilization was counted manually¹ on June 29-30 and included the following occupancies:

- Wednesday 6/29/22, 1 pm: 221 of 447 spots occupied (49%)
- Thursday 6/30/22, 10 am: 222 of 447 spots occupied (49%)

The North Mercer Island Restricted Parking District (RPD) was also manually counted on the same days. There are approximately 71 on-street spaces in the RPD, and the City has issued 61 permits for 2022 / 52 permits for 2023.

Occupancy was as follows:

- Wednesday 6/29/22, 1 pm: 26 vehicles parked on-street (37%)
- Thursday 6/30/22, 10 am: 21 vehicles parked on-street (30%)

Town Center Transportation Observations

Transportation to and around Town Center was observed over a three-day period in June 2022. Cars were the predominate observed way of travel around Town Center. Cars are coming and going from off-Island via I-90, from the south of the Island via Island Crest Way, and from local street connections. There was little evidence of surface street congestion at any point during the observation days. Some minor vehicle backups occurred within busy parking lots such as Islandia Center (3016 78th Ave SE) and Tabit Village Square (7695 SE 27th Street) as well as the angled on-street parking on SE 27th Street (adjacent to the Boyd Building, 7605 SE 27th). Within Town Center, moderate bicycle traffic was also observed throughout the day on June 29 and 30, especially entering and exiting Town Center at SE 32nd Street / 78th Avenue SE and traveling along 77th Avenue SE.

¹ Sound Transit conducted parking counts of the Mercer Island Park and Ride in February 2014 and February 2015. The specific day of the week and time of the counts is unknown, but Sound Transit's survey found that the Park and Ride was 96% occupied in 2014 and 95% occupied in 2015. The survey maps are included as Appendix D. As of the drafting of this report, the City of Mercer Island has not conducted its own parking counts of the Mercer Island Park & Ride.

C Community Engagement Activities

A range of community engagement activities were conducted during the early investigation for this parking study. Overall, community members said that driving and parking is their predominate way of travel. They drive because it is convenient, it is quicker than other ways of traveling, and it is usually easy to find parking. People generally supported strategies to make parking easier to find and use but offered few specific locations or times during which they experience parking congestion. Community members also responded favorably to making it easier to walk and bike between Town Center destinations, instead of driving from point to point, and were supportive of concepts to use street space for gathering areas and bikeways instead of solely parking.

This section summarizes the community outreach methods, number of participants, and key findings. Appendix C provides detailed community engagement findings.

Let's Talk Mercer Island

The City created a Town Center Parking Study project page on Let's Talk (<https://letstalk.mercergov.org/tc-parking-study>) explaining the project objectives and encouraging community members to share their experiences and ideas to help shape project recommendations. The page included a brief survey, mapping activities, and space to provide open-ended comments. The page received 1,100 total visits as of March 2, 2023.

Community members also submitted 17 general comments on Let's Talk, including encouraging shared parking; promoting walkability; considering paid parking; widening sidewalks; adding street lighting; and using signage to direct people to parking. Comments also expressed concerns that the Light Rail will cause parking congestion and statements that parking doesn't create vitality (see Appendix C for all comments).

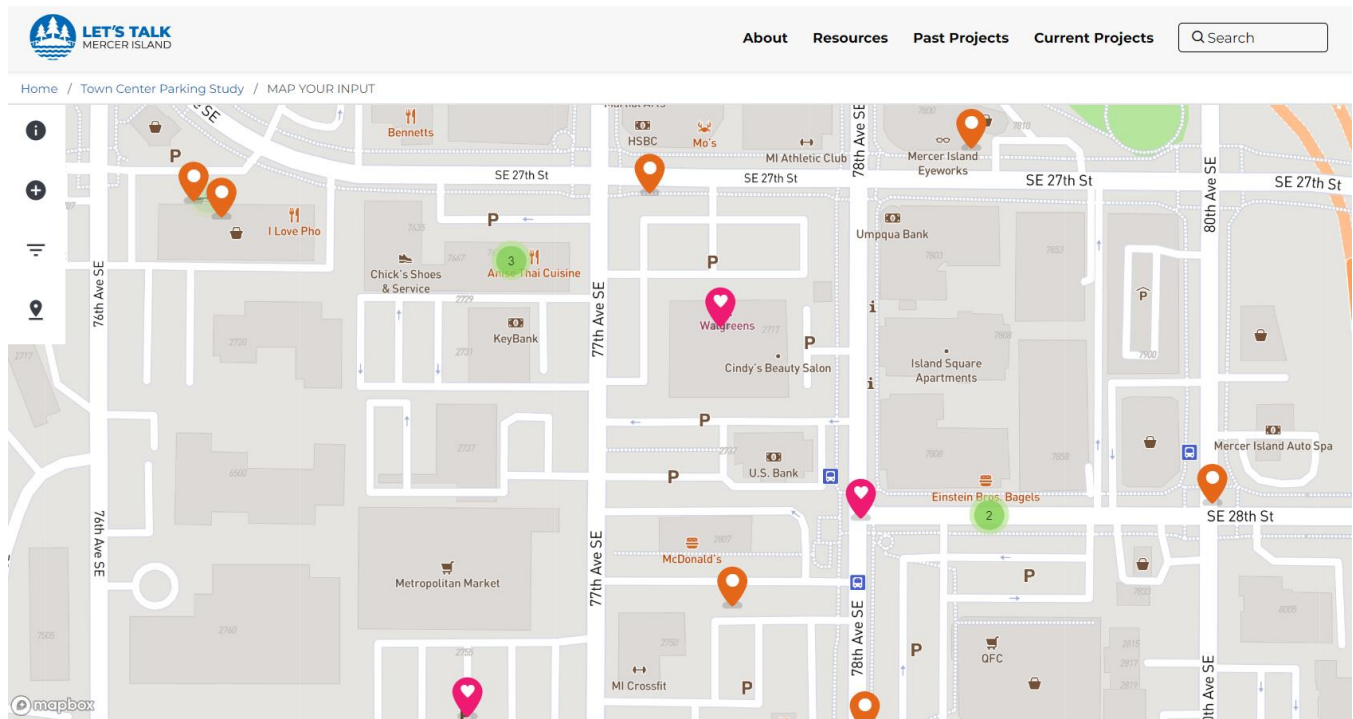
Online Survey Responses

A brief online survey asked questions about travel behavior, decision-making, parking management goals, and right-of-way priorities. The survey was open on Let's Talk July-September 2022, and received 232 total responses. Key findings from the online survey include the following:

- **Travel modes:** 85% of survey respondents use a personal vehicle as their primary travel mode around Town Center. Respondents cited the needs of their "schedule/obligations that day," "reliability/convenience of the travel choice," and "travel time" as the top three factors influencing their travel mode choices. This implies that most respondents see driving as the quickest, most convenient, and most reliable mode of transportation.
- **Parking goals:** When asked what their most important parking management goal is, survey respondents said: "making it easier to find parking" (47%), "prioritizing parking for certain groups, such as customers in the business district" (24%), and "making it easier and more pleasant to use other forms of travel, like walking and biking" (23%).
- **On-street parking:** Slightly less than half of total respondents (Strongly agree – 27%, Agree – 19%) support the statement that, "On-street public parking should be prioritized over other potential uses of the right-of-way in the busiest locations and/or at the busiest times."

Map Your Input Exercise on Let's Talk

Figure 6 Screenshot of Map Your Input Activity



Community members also participated in a mapping exercise that was open on Let's Talk from July-September 2022. Participants offered 32 unique comments on the map (Figure 6), covering two major themes:

- **Walkability and biking:** Many comments related to pedestrian and bicycle infrastructure and the parking supply surplus or constraints. Respondents specifically requested better walking connections from Town Center to the neighborhoods east of Island Crest Way; more bicycle racks at Mercerdale Park; and bicycle routes including paths and on-street facilities on 77th Avenue SE, SE 27th Street, SE 80th Street, and other locations.
- **Parking:** Respondents noted usually being able to find parking at Rite Aid (Mercer Island Shopping Center, 3023 78th Avenue SE), Metropolitan Market (2755 77th Avenue SE), Walgreens (7707 SE 27th Street), and the south end of Town Center. The Park & Ride was the only place someone commented as having unavailable parking. (See Appendix B for all comments.)

Focus Groups

Four one-hour focus groups with representatives from Neighbors in Motion, the Mercer Island Historical Society, the Chamber of Commerce, and the Mercer Island Climate Action Network were conducted² as well as two general focus groups with Mercer Island community members and business owners. Attendees listened to a presentation on the goals of the parking study and findings from parking data collection before participating in a polling exercise using Mentimeter, a digital engagement platform.

² A fifth focus group with the Mercer Island Rotary Club was scheduled but no participants attended.

Figure 6 shows aggregated polling results for participants' agreement with various transportation statements. (See Appendix C for complete poll results.)

Figure 6 Polling Results on Strategy Levels of Agreement

Statement	Average level of agreement (5 = strongest agreement)
It makes sense for all parking facilities in the Town Center to be shared among multiple uses if they can be.	4.2
The most convenient parking in Town Center should be prioritized for visitors and customers.	3.8
It makes sense to create more community gathering spaces in Town Center, even if parking has to be moved to do so.	3.7
I'd support paid parking if it benefited the community in tangible ways, like making it easier to get places and supporting community initiatives.	3.6
It makes sense for parking to cost more in areas where demand for parking is highest.	3.1
On-street parking should be prioritized over other potential mobility uses for the right-of-way, like bike lanes and wider sidewalks.	2.5
On-street parking should be prioritized over community uses for the right-of-way, like parklets and outdoor dining areas.	1.9

Economic Development Vision Survey

As part of the 2022-2024 periodic update to the Mercer Island Comprehensive Plan, the City is developing its first Economic Development Element. The City conducted an Economic Development Vision Survey in summer 2022, and responses from that survey also informed recommendations included in this Town Center Parking Study. In total, 644 responses were received for the vision survey, and 463 responses (72%) included comments about parking, outdoor space, walkability, business vitality, transit access, and other topics related to this parking study.

Many respondents' visions for the future of Mercer Island's commercial areas include features that make these areas more of a destination: more variety of restaurants, shops, and amenities; street design and parking that enable residents to "park once" to shop and run errands rather than driving from place to place; and a cohesive identity that makes a commercial area feel like a destination.

Other relevant input includes:

- Providing good bike lanes to help businesses be more environmentally friendly.
- Improving parking to make business more viable.

See Appendix C for complete summary.

D Strategies & Recommendations

This section outlines three strategies for achieving the stated goals for the Town Center parking system. It includes recommendations and specific actions to take for each. An implementation matrix for all strategies is included in Section E of this report.

Strategy #1: Manage the on-street public parking supply.

This parking study found that on-street parking spaces are unevenly used across Town Center. Some areas are occupied over 85% for most of the day, time limit regulations are irregular throughout Town Center, and spaces with time limits are not consistently enforced. Cars overstay the parking limits, making on-street spaces unavailable for customers.

Recommendations for managing the on-street public parking supply are included in Table 2. These recommendations seek to make parking:

- Easier to find for each user type – visitors, employees, commuters, delivery operators, and others.
- Consistently regulated throughout Town Center.
- Better enforced to help increase availability.
- More conducive to “parking once” and being able to walk to multiple destinations.

Table 2 Recommendations to Manage the On-Street Public Parking Supply

Recommendations	
1a	Revise on-street parking time limits to be consistent throughout Town Center.
1b	Monitor the RPD and Town Center Parking permit programs. Modify them as needed to prepare for future parking impacts due to increased commuter traffic and the opening of the East Link Extension.
1c	Create additional 30-minute loading and 3- and 10-minute pickup/drop-off spaces on-street.
1d	Add more ADA parking on-street.
1e	Implement additional enforcement of Town Center’s on-street parking regulations, including education and marketing campaigns.
1f	Consider paid parking in Town Center and deploy technology to create easier use and enforcement.

1a. Revise on-street parking time limits to be consistent throughout Town Center.

Current Conditions

- Town Center on-street parking is regulated through a mix of two-hour, four-hour, unrestricted, ADA, loading, and three-minute zones³. No on-street parking requires payment to park unless parking in a space allocated for the Town Center Parking permit program, which requires a permit to park from 7 am to 9 am Monday-Friday. (Recommendation 1b. addresses the Town Center Parking permit program and begins on page 18.)
- While peak occupancy⁴ showed an overall acceptable 72% utilization rate in Town Center, that utilization was not evenly distributed. Certain blocks, both regulated and unrestricted, showed 85% or greater use, while other blocks were below 50% use.
- Many Town Center streets do not provide on-street parking due to the current street configurations.

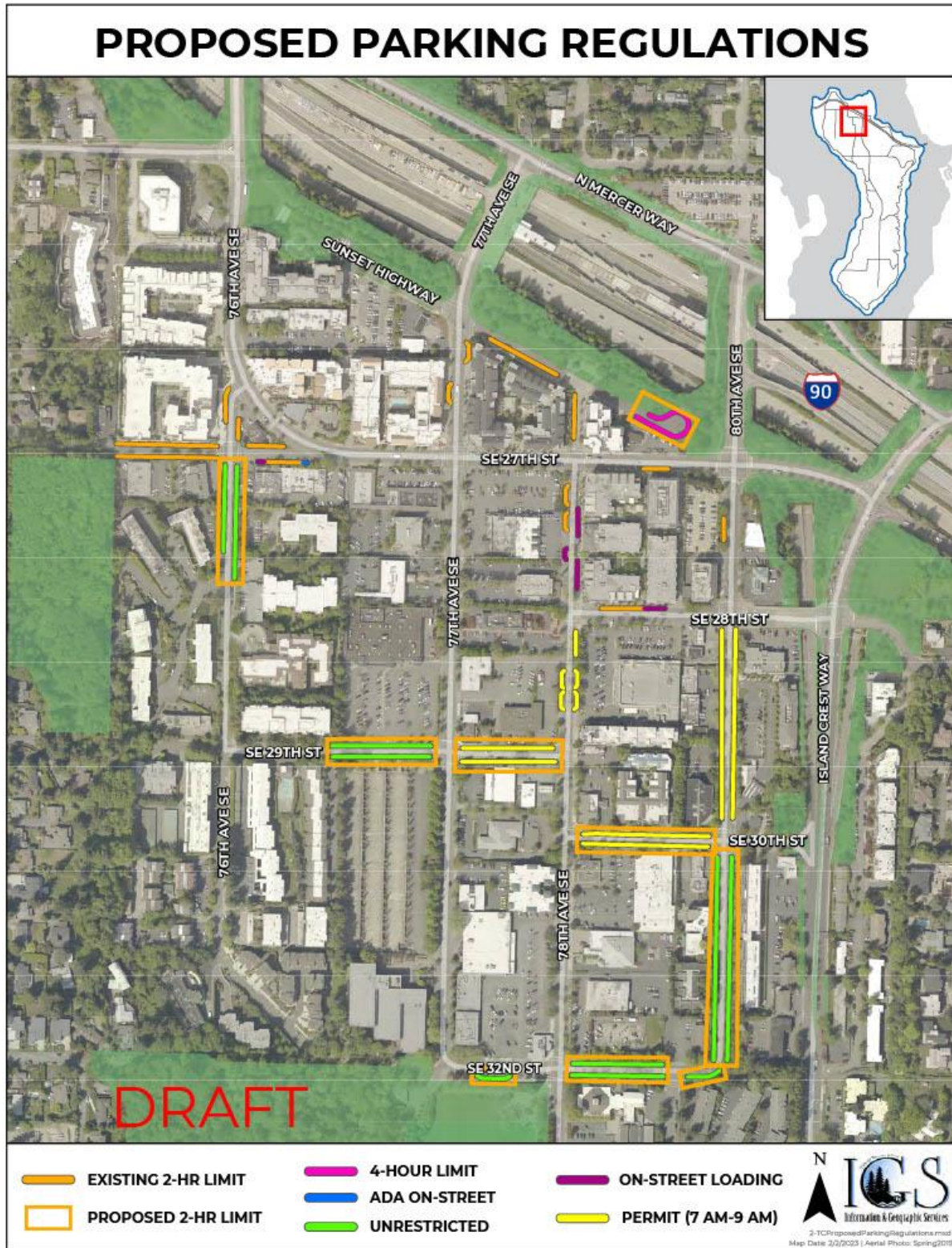
Actions	Primary Reasoning
Convert all on-street parking in Town Center to two-hour limits, excluding ADA and loading zones. Conversion would include all current spaces regulated as two-hour, four-hour, unrestricted, and Town Center Parking Permit.	Two-hour limit on-street parking is suitable to serve 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.
After new two-hour limit regulations are in place, conduct periodic parking turnover counts and collect observations from Town Center businesses, patrons, residents, and other visitors.	Will help identify how consistently the new parking regulations are being followed and inform future changes

A map of proposed parking limit regulation changes is provided in Figure 8.

³ Refer to Figure 1 on page 6 of this report.

⁴ Refer to Figure 4 on page 9 of this report.

Figure 8 Map of Proposed Parking Time Limit Regulations for Town Center



1b. Monitor the North Mercer Restricted Parking District and the Town Center Parking permit programs. Modify them as needed to prepare for future parking impacts due to increased commuter traffic and the opening of the East Link Extension.

Current Conditions

The **North Mercer Restricted Parking District (RPD) Permit Program** was created in 2003 to prevent spillover of commuter Park & Ride users onto neighborhood streets when the Park & Ride is full. Permits cost \$5/year for each vehicle legally registered to a resident in the RPD. Permit holders may apply for up to two guest passes, and temporary contractor permits are also available. Guest permits cost \$10 per permit. The permit also grants the same privileges of the Town Center Parking permit.

- **Parking Locations:** Portions of 78th Ave SE, 80th Ave SE, 81st Ave SE, 82nd Ave SE, and SE 24th Street, North of I-90 / North Mercer Way
- **Number of Spaces:** 71 on-street spaces
- **Permit Numbers:** The City has not set a maximum number of available permits.
 - 2022: 61 regular permits, 33 guest permits
 - 2023: 52 regular permits, 16 guest permits⁵
- **Utilization:**
 - June 29, 2022: 26 vehicles parked
 - June 30, 2022: 21 vehicles parked⁶

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/year. The permit grants priority access to designated on-street spaces from 7 am to 9 am on weekdays. The penalty for parking in the permit area without a valid and visible placard is \$35.

- **Parking Locations:** Portions of 78th Ave SE, 80th Ave SE, SE 29th Street, SE 30th Street, and Sunset Highway in the Town Center zone
- **Number of Spaces:** 53 on-street spaces
- **Permit Numbers:** The City has not set a maximum number of available permits.
 - 2022: 337 permits
 - 2023: 233 permits
- **Utilization:** During the peak parking time of 12 pm on Wednesday, June 8, 2022, the Town Center Parking permit areas were primarily less than 70% utilized, with a small segment of spaces at 85% or higher utilization.

⁵ 2023 permit numbers as of February 1, 2023.

⁶ On-street parking use in the North Mercer Restricted Parking District has typically been observed as lightly used since the pandemic began in early 2020 and commuter patterns changed substantially. Anecdotal evidence is that the RPD area experienced more non-permitted parking use pre-pandemic.

North Mercer Restricted Parking District (RPD) Permit Program	
Actions	Primary Reasoning
Conduct parking demand/use counts during typical peak conditions (e.g. after weekday morning rush hour) at the Mercer Island Park & Ride.	Parking counts conducted in June 2022 demonstrated less than 50% occupancy of the Mercer Island Park & Ride. However, parking utilization data for the facility pre-pandemic is lacking, and it is still unknown how commuter parking demand may increase as the pandemic ends and the East Link Extension opens. Gathering more data is necessary to inform future decisions for the RPD and Town Center Parking permit programs.
Conduct semi-regular parking counts in the RPD.	Parking counts conducted in June 2022 demonstrated only 30%-40% occupancy of the RPD. However, spillover impacts from the adjacent Mercer Island Park & Ride may occur in the future as commuter parking demand increases due to the end of the pandemic and the opening of the East Link Extension. More data is necessary to inform potential changes to the RPD permit program.
Increase the fees for the RPD permit program to cover the costs of administering the program.	Permit fees do not currently cover the costs of administering the program, which could make the long-term viability of the program unsustainable.
Revise the RPD permit program if parking counts demonstrate significant congestion.	The RPD system was created over two decades ago in response to transit commuter parking spillover. Those conditions are less persistent in the current pandemic-influenced commuting environment, in which many Mercer Island residents work partially or fully from home and do not leave the Island for jobs. This condition may continue for years, but the City can begin preparing now for future impacts.

Town Center Parking Permit Program	
Actions	Primary Reasoning
Conduct parking demand/use counts during typical peak conditions (e.g. after weekday morning rush hour, weekday lunch hour) in Town Center permit-regulated parking spaces.	Like with the RPD permit program, more demand/use data is necessary before making permanent changes to the Town Center Parking permit program. Continuing to monitor commuter parking demand post-pandemic will inform future decisions for both permit programs.
Survey current Town Center Parking permit holders to better understand their parking needs and habits.	The Town Center Parking permit program has existed for more than two decades, and use of the program remained relatively steady prior to change in commuter patterns caused by the pandemic. Qualitative data from permit users will supplement the quantitative data collected in parking counts and help inform future decision making.
Increase the fees for the Town Center Parking permit program and parking citations.	Enforcement rates in Town Center are low, which may cause some non-permitted users to take their chances in the permit area and risk the small citation fine.
If the Mercer Island Park & Ride continues to demonstrate less than 75% occupancy, shift Town Center Parking permit holders to the Park & Ride and suspend the current Town Center Parking permit program.	Preserves valuable on-street parking for customers and other Town Center visitors to park throughout the day.

1c. Create additional 30-minute loading and three- and ten-minute pickup/drop-off spaces on-street.

Current Conditions

- On-street loading is currently designated along three blocks – several three-minute spaces on SE 27th Street (adjacent to the Boyd Building, 7605 SE 27th Street), 30-minute spaces on 78th Avenue SE north of SE 28th Street, and 30-minute spaces on SE 28th Street east of 78th Avenue SE. Collectively, these constitute 16 loading spaces.
- Loading, delivery, and pickup/drop-off demand was observed throughout Town Center, especially near multi-family residences and by businesses that lack their own loading docks or dedicated parking spaces.
- A considerable amount of loading and pickup/drop-off activity occurs from the standard curbside (either two-hour or unrestricted spaces) or from vehicles parked in the center turn lane of certain streets.

Actions	Primary Reasoning
Add 30-minute on-street loading spaces for commercial delivery during specific days and hours.	Providing formally designated loading space for businesses and residents can help reduce informal double-parking, center-lane loading, and other pickup and loading behavior that is both unsafe and causes street congestion.
Create new on-street, 3- and/or 10-minute loading zones for short-term pickup and drop-off.	Pickup and loading zones can be especially useful at buildings that have underground parking, off-street lots that are too small to fit tall delivery trucks, and in front of businesses that serve takeout or online sales.
Monitor new loading and pickup/drop-off zones for utilization, safety, and convenience.	Will help assess compliance with the regulations and inform decisions to expand, contract, relocate, or regulate spaces.

1d. Add more ADA parking on-street.

Current Conditions

- Existing ADA on-street parking includes one space on SE 27th Street east of 76th Avenue SE.
- The quantity of off-street ADA parking spaces was not collected during this parking study. The City of Mercer Island ADA Transition Plan, adopted in 2022, describes off-street ADA design standards⁷.

Actions	Primary Reasoning
Study the need for additional ADA parking in Town Center.	The City's ADA Transition Plan does not specifically identify the need to add ADA parking spaces to Town Center. However, ADA spaces are one method the City may use to ensure access for people with mobility challenges in Town Center.
Identify high-demand locations to designate additional ADA spaces if further study reveals a need for more.	While on-street ADA quantity requirements are vague and depend on the land use and street context, it is considered best practice to provide roughly 2% of on-street spaces as ADA. With 276 on-street spaces in Town Center, this equals 5-6 ADA spaces. There is currently only one ADA space.

⁷ Mercer Island ADA Transition Plan. See document page 74 for off-street standards guidance.

https://www.mercerisland.gov/sites/default/files/fileattachments/public_works/page/29654/final_-_ada_transition_plan_-_city_of_mercer_island_-_accessible_version.pdf

1e. Implement additional enforcement of Town Center’s on-street parking regulations, including enhanced marketing and education.

Current Conditions

- Awareness of parking regulations in Town Center is largely provided on-site through the regulatory signage displayed on the street. Information about citation amounts and processing is available on the City’s website.
- Parking enforcement is conducted by the Mercer Island Police Department (MIPD). Three police vehicles are equipped with automatic license plate recognition (ALPR) systems. The City operates one parking enforcement vehicle with ALPR, which, in addition to permit tracking, can track parking duration.
- Currently, one officer is assigned to enforce Town Center parking. That position is also responsible for other duties, and enforcement of time limits/citing infractions has been irregular.
- Per MICC 10.18.080 Parking offenses – Payment and processing, parking citation rates are typically set by resolution by the City Council. In 2022, the rates reset to \$20 following an audit by the Washington State Administrative Office of the Courts (AOC).
- With low enforcement rates currently, many drivers likely take their chances with time limit and permit infractions.

Actions	Primary Reasoning
Provide education and awareness campaigns to inform users about parking time limits, the City’s enforcement approach, and other parking options.	Promotes an education-first approach to help people understand and/or adjust to parking regulations.
Equip additional ALPR vehicles with the City’s parking duration tracking software.	Provides additional enforcement capacity to monitor for time limit infractions.
Conduct targeted enforcement during known busy periods in the highest congestion areas.	Alleviates parking infractions that are most common during the busy times such as morning commuter parking and lunch-hour parking.
Provide a non-fee warning notice to first-time offenders, then institute paid tickets for later offenses.	Provides an education-first approach to improve parking enforcement compliance.
Increase parking citation rates.	Increase to the parking citation rate could improve parking compliance.

1f. Consider paid parking in Town Center and deploy technology to create easier use and enforcement.

Current Conditions

- All on-street parking in Town Center has no daily rate cost, though a small number of spaces are available only to Town Center parking permit holders during some hours of the day.
- Existing time-regulated spaces (such as two-hour parking) are manually enforced.
- The existing North Mercer Residential Parking District and Town Center Parking permit programs require a small annual fee to park on-street in certain areas.
- The Island Square garage (2758 78th Avenue SE) provides the first two hours parking free and then charges money for subsequent hours. Users are required to register using the ParkMobile app for the first two free hours as well as the following paid hours.

Actions	Primary Reasoning
Conduct regular counts of Town Center parking utilization.	This study recommends several actions to take first to redirect cars into the most suitable parking spaces for a driver's intended visit. Continuing to monitor Town Center parking utilization before and after these other actions are implemented will help inform whether to try additional solutions such as implementing paid parking.
If areas show unsatisfactory operations, consider paid parking.	Requiring payment for on-street parking can help encourage turnover of spaces because people won't park longer than needed to avoid paying additional fees.
Use lower-capital technology systems such as shared payment meters and app-based payment to keep initiation costs lower and provide flexibility in assigning the geography, time, and fees for paid parking.	Using technology-based payment can aid enforcement of parking time limits.

Strategy #2: Improve the convenience and efficiency of parking.

This strategy seeks to make parking more convenient by improving wayfinding and connections as well as maximizing underutilized parking supply. Implementing the following recommendations could improve parking to be:

- More available, accessible, and apparent to all users in both on- and off-street locations.
- Navigable to and from parking and to destinations.

Table 3 outlines Strategy #2 recommendations.

Table 3 Recommendations to Improve the Convenience and Efficiency of Parking

Recommendations	
2a	Improve awareness of and navigation to Town Center's range of parking options.
2b	Promote agreements for public use of currently underutilized private parking.

2a. Improve awareness of and navigation to Town Center's range of parking options.

Current Conditions

- Several garages with current shared parking options for public users all display signs describing the locations of public parking spaces and time limits.
- Many other off-street, privately owned parking lots post signs that say, "For Customer Use Only" and other private regulations and towing enforcement policies. Generally, these lots are free and available for the adjacent businesses but do not permit "walk-off parking."
- Parking counts and turnover observations conducted in June 2022 show considerable time limit infractions at the 30-minute and two-hour regulated on-street parking spaces. This, combined with evidence gathered in the survey and through conversations with Town Center business owners and employees, indicates that many employees and area visitors are using on-street spaces all day.
- The lack of consistent parking enforcement makes it easy to get away with exceeding time limits, and drivers may be unaware of other parking options in Town Center.

Actions	Primary Reasoning
Update wayfinding and regulatory signage to describe parking permissions in garages and lots.	Highly visible and consistent signage helps advertise parking space availability and locations. Town Center visitors can find convenient parking near their destinations, which reduces cruising and needless circulation, improving the efficiency of parking use.
Provide simple and easy-to-find information on the City website about parking maps, time-limit location details, enforcement hours, shared parking options, and other parking regulations.	Like with on-site signage, consistent messaging, maps, and other tools on the City website will aid visitors in planning their trips and knowing where to find parking when in Town Center.
Add highly visible and consistent signage at and near shared-use lots and garages to help drivers find available public parking at privately owned facilities.	MICC 19.11.130(B)(2) requires the placement of on-site parking information signage for any parking locations available to the public; this strategy goes further to recommend that off-site directional signage be considered.
Consider a comprehensive wayfinding evaluation for Town Center and neighboring areas. Future wayfinding solutions could include apps that direct drivers to available on- and off-street public parking spaces and automatic occupancy signs that display Available, Full, etc., at parking garages and lots.	The City and parking garage/lot owners/operators all use different signage for wayfinding and parking options in and around Town Center. This inconsistency impacts visitors' ability to navigate Town Center efficiently.

2b. Promote agreements for public use of currently underutilized private parking.

Current Conditions

- During peak parking utilization observed at 12 pm on Wednesday, June 8, 2022, 1,218 off-street spaces in privately owned parking lots were unused. At the same time, some nearby on-street public parking locations were at or beyond 85% utilization.
- MICC 19.11.130(B)(5) requires that all commercial retail parking built in new development of three stories or higher shall be made available for free public parking. Property owners may require that drivers patronize at least one business in the development but cannot prohibit them from leaving the premises, and the parking must be available for no less than two hours. No new development in Town Center has come online since these regulations were adopted in 2016.
- The City has established several Public-Use agreements in privately owned parking garages (see Appendix C for additional details about locations and number of spaces). Some of these agreements were negotiated as development conditions of new construction projects, while others were arranged to provide public parking in existing private lots and garages as a condition of granting a change of use or other development addition. All the parking under these agreements is free for two or three hours depending on the garage.
- The availability of public parking in these garages is not widely advertised; typically, a user must read the fine-print regulatory signs posted inside each garage. The exact rules and time limits for each shared garage vary, making it even more confusing for users to know about availability.

Actions	Primary Reasoning
Establish criteria and a process for implementing new Public-Use agreements to use underutilized parking in privately owned parking lots and garages, including identifying a funding mechanism for compensating private property owners for use of parking spaces.	Public-Use agreements would give the City flexibility to seek publicly available parking where it is most needed and an opportunity to give property owners opportunity to monetize a valuable but underutilized asset.
Identify preferred locations for establishing Public-Use agreements for parking. Consider locations where public parking use exceeds a threshold of 85% and nearby off-street private lots show consistent availability first.	Valuable on-street parking is the most visible and accessible parking option when entering Town Center and should be preserved for customer and short-term use. Pursuing options for long-term, off-street parking agreements can accommodate employee and commuter parking needs for eight or more hours per day. This will help free up valuable on-street parking for customer and short-term visitor use.
Work with property owners to implement new Public-Use agreements for Town Center patrons, employees, and other visitors to use underutilized, off-street public parking.	Helps balance available supply to meet parking demands in heavily congested areas without any party needing to invest in costly new parking lots and garages.
If new Public-Use agreements are implemented, conduct parking use/demand counts of those off-street lots during peak hours (e.g. after morning rush hour).	Will help the City evaluate the use and effectiveness of this parking program and inform future changes.

Strategy #3: Expand travel mode choices through programs and infrastructure investments.

These recommendations will help put Town Center on course to achieve a sustainable parking supply that both meets the needs of drivers and actively and safely supports other modes of travel, such as walking, biking, e-biking, and riding transit. Strategies seek to improve Town Center mobility to be:

- More convenient and safer for people traveling by any mode.
- Supportive of active, mixed uses, including more businesses and housing options, that can easily be reached by walking, biking, and other mobility devices.
- Balanced so that streets and parking are less physically intrusive and do not dominate.
- Connected to regional trail networks for pedestrian and bike/wheeled users.

Table 4 outlines Strategy #3 recommendations.

Table 4 Recommendations to Expand Travel Mode Choices through Programs and Infrastructure Investments

Recommendations	
3a	Add bicycle parking.
3b	Study options to allow more flexibility related to parking requirements for new businesses.
3c	Implement a proactive Transportation Demand Management Program for new development.
3d	Study options to reconfigure some Town Center streets with considerations for adding parking and loading, improving walking and bicycling facilities, improving wayfinding and access, and ensuring area streets are calm and safe for all users.
3e	Create more community gathering spaces.

3a. Add bicycle parking.

Current Condition

- Bicycle parking exists throughout Town Center, including racks along SE 27th Street and 78th Avenue SE; secure lockers and racks at the Mercer Island Park & Ride on North Mercer Way; racks at the corner of 78th Ave SE and SE 32nd Street to serve Mercerdale Park; and racks provided by businesses in parking lots or near entry doors. Other streets, such as 77th Avenue SE, which is a designated bikeway, have no or very little bicycle parking.
- As part of new station construction for incoming light rail, Sound Transit built a secure bicycle cage for 32 bikes at the west end of the rail station as well as added secure bicycle lockers and bicycle racks. These are expected to be usable once rail service begins.
- Though current bicycle parking supply in total may be sufficient, it is poorly distributed and often lacking near key destinations such as busy commercial and residential areas.
- MICC 10.70.080 describes the Commute Reduction Program, which identifies adding bicycle parking as a supporting strategy to reduce vehicle miles traveled and drive-alone trips.
- MICC 19.11 Town Center Development and Design Standards describes discretionary review processes in which bicycle parking may be made a required approval condition.

Actions	Primary Reasoning
Explore different methods to install more public bicycle parking in Town Center for pedal bikes and e-bikes. Distribute bicycle parking around Town Center so that it is available and findable adjacent to all destinations. Consider future infrastructure needs such as e-bike charging when evaluating locations and installation needs.	Just as vehicle parkers want available, proximate, safe, findable parking, so too do bicycle parkers. Installing bicycle parking throughout Town Center represents an investment in and commitment to this mode of travel. People are more likely to choose bicycling if there are high-quality bike parking facilities at their destinations.
Identify locations that may be suitable for parking bikeshare program bicycles.	The City may implement bike sharing in the future. Docks frequently are installed in place of on-street vehicle parking or in the sidewalk zone, which requires planning by the City to balance bicycle parking with pedestrian and parking needs.
Consider updating bicycle parking requirements in City code to ensure more bicycle racks and storage spaces are included in future projects.	Requiring more racks, storage spaces, and other bike infrastructure in future developments signals a commitment to this mode of travel and an investment in diversifying modes of transportation to, from, and around Town Center.
Monitor bicycle parking usage to inform future relocations and installations.	As with earlier recommendations, additional and ongoing data collection is necessary to monitor the effectiveness of bicycle parking usage and to evaluate future changes to the program.

3b. Study options to allow more flexibility related to parking requirements for new businesses.

Current Conditions

- MICC 19.11.130 requires lower quantities of parking in Town Center than required in other Mercer Island zones.
- Up to 50% of required parking may be supplied through a Shared Parking Agreement between two or more establishments. A traffic study must be conducted by a professional traffic engineer, and shared parking locations must be in proximity of each use (within 1,320 feet). The agreement must be executed by all impacted parties and recorded as a covenant or contract with King County.
- MICC 19.11.130 currently identifies the following ranges for number of parking stalls for specific uses in Town Center:
 - Residential: 1.0-1.4 parking spaces per unit
 - General retail: 2-3 parking spaces per 1,000 sf
 - Restaurant: 5-10 parking spaces per 1,000 sf
- In recent legislative sessions, the Washington State Legislature introduced bills that would modify and/or restrict local governments' authority related to minimum parking requirements for new development. Although some bills did not pass during the 2023 State Legislative Session, they are likely to return. The City will need to be mindful of the potential for State law changes that could impact parking-related policy work.

Actions	Primary Reasoning
Study options to modify the parking requirements for new Town Center development. Consider the types of development that may have a reduced requirement and how that parking demand could be accommodated in nearby facilities.	Requiring a building or land use to provide all its own parking on-site may lead to an oversupply of private parking in Town Center that sits empty and unavailable for public use when not in use by private businesses.
Study options to increase the permissible amount of required parking to be provided via a shared parking agreement from 50% to 100%.	In small-town environments like Town Center, requiring all parking to be provided on-site is typically incompatible with other downtown goals like walkability and encouraging non-auto ways of travel. Sharing parking allows for more efficient, flexible, and cost-conscious parking supply. It avoids mandating excess parking construction when nearby existing spaces are available, thus reducing the cost and physical impact of providing superfluous parking.

3c. Implement a proactive Transportation Demand Management Program for new development.

Current Conditions

- The Transportation Element of the 2016 Mercer Island Comprehensive Plan encourages use of Transportation Demand Management (TDM) tactics including carpools, alternative work hours, bicycle parking, transit pass subsidy, pedestrian, and bicycle improvements, and providing educational materials about transportation.
- However, TDM as described in the Comprehensive Pan is a voluntary undertaking. TDM is only required in MICC 19.20.050(C)2 as a mitigation method if a development project fails transportation concurrency, which is a measure of the impact to congestion and performance of net new trips at a development on adjacent and nearby roadway infrastructure.

What is Transportation Demand Management – An Explainer

- TDM programs provide and seek to build user uptake of broader transportation options and encourage/incentivize people to shift to non-drive-alone travel. TDM may include trip shifting tactics to switch people to biking, walking, and riding transit and may also include trip reduction tactics such as telework and compressed work weeks.
- TDM is also a principle used to guide long-term decisions about how to build communities. This includes factoring in transportation demand reductions that are potentially achievable through more transit- and walking-oriented development, complete street designs, and integrated corridor management.
- See Appendix D for a list of commonly used TDM strategies that could be considered for future Town Center developments

Actions	Primary Reasoning
Explore options and impacts for allowing and encouraging development project applicants to submit a proactive TDM plan outlining steps to reduce vehicle trips and subsequent parking demand and/or spread those trips across larger time frames as a means of reducing peak roadway demands.	The City already has a provision for accepting TDM programs as a mitigation method if a development project fails transportation concurrency. This recommendation goes farther to encourage proactive TDM planning that could help the City achieve overall goals for improving mobility in Town Center.
If new TDM plans are implemented, collaborate with TDM sponsors to conduct two-year observation period to evaluate whether trip reduction is achieved.	Will inform whether future TDM programs and other transportation facility investments are needed

3d. Study options to reconfigure some Town Center streets with considerations for adding parking and loading, improving walking and bicycling facilities, improving wayfinding and access, and making area streets calmer and safer for all users.

Current Conditions

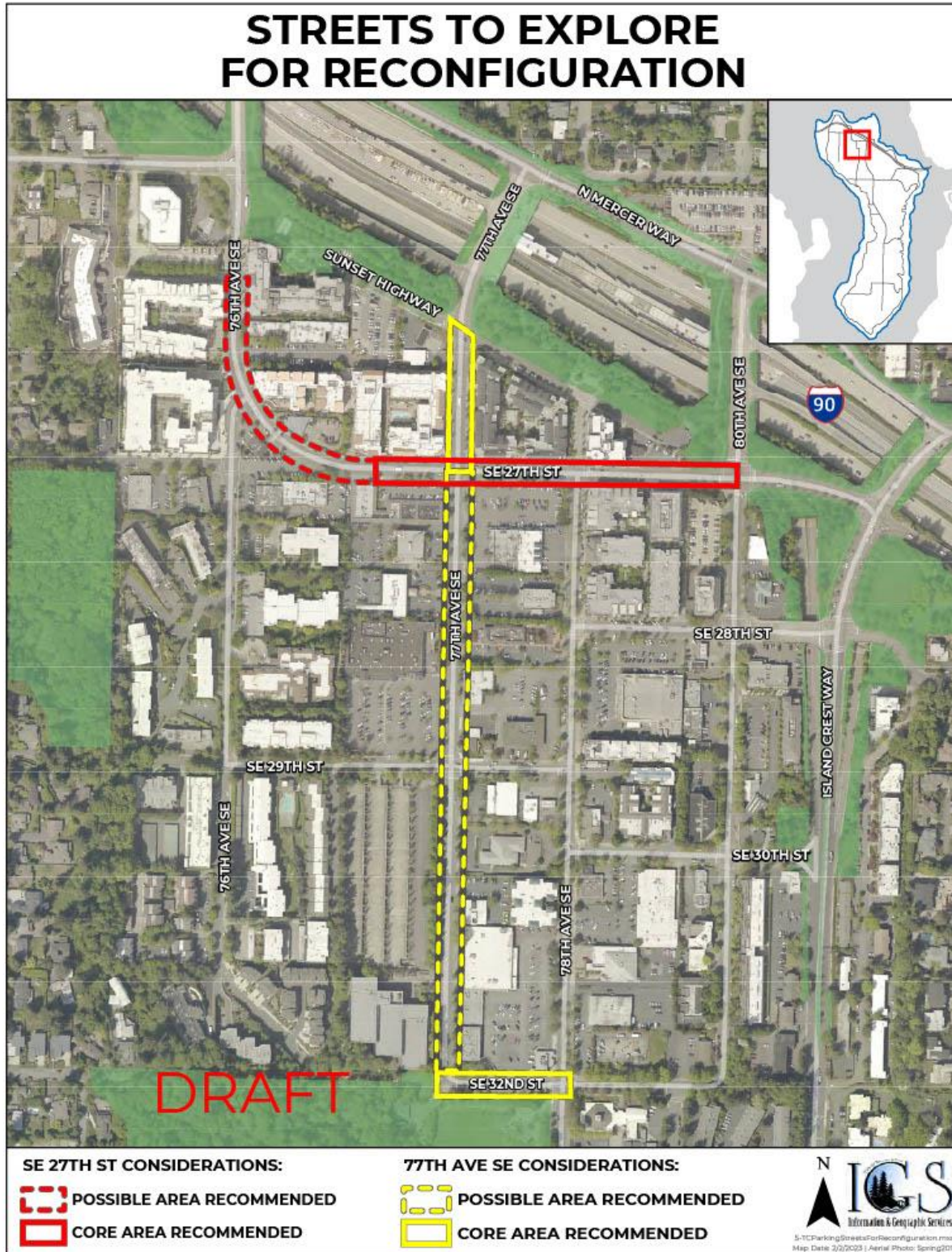
Two Town Center streets emerged as candidates to consider for reconfiguration, potentially with the impact of adding on-street parking, bicycle lanes, loading zones, and/or other facilities: 77th Avenue SE and SE 27th Street. See Appendix D for proposed reconfigurations that could be further studied by the City.

- **77th Avenue SE** is a key north-south street providing access from North Mercer Way to Mercedale Park with three travel lanes, including a center turn lane. While there are unprotected bike lanes there are no on-street parking spaces. Deliveries and loading often performed from vehicles parked in center turn lane. Community members provided input that street experiences high-speed traffic that imperils safe bicycle riding and makes walking nearby often unpleasant. Capital project to consider: Channelization Upgrades from SE 32nd Street to North Mercer Way (2026)
- **SE 27th Street** is a secondary arterial east-west connection street at the north end of Town Center with three travel lanes, including a center turn lane. There are no on-street parking spaces nor bike lanes. Deliveries and loading often performed from vehicles parked in center turn lane. Community members provided input that street experiences high-speed traffic and unsafe pedestrian conditions that are unsuitable for a “main street” in the Town Center core. Capital project to consider: Overlay from 76th Avenue SE to 80th Avenue SE (2024) and SE 27th Street Realignment Study.

Actions	Primary Reasoning
On 77th Avenue SE, study options to remove the center turn lane fully or partially and add on-street parking in the northbound direction.	Reconfiguring 77th Avenue SE would increase the on-street parking supply and promote greater access to those who walk and bike by providing safe infrastructure and street calming, as a new lane of parked cars can help narrow the remaining vehicle travel lanes and reduce driving speeds. Adding street parking to 77th Avenue SE would also support local businesses by increasing the parking supply in a commercial growth area.
On SE 27th Street, study options to fully or partially remove the center turn lane and add on-street parking, loading zones, ADA parking, bicycle corrals, and other curbside uses as appropriate.	SE 27th Street could evolve to provide more of a “main street” feeling that includes parking and business & residential access.

A map of proposed street sections to explore for reconfiguration is provided in Figure 9.

Figure 9 Proposed Streets to Explore for Reconfiguration



3e. Create more community gathering spaces.

Current Conditions

- Town Center contains both formal and informal gathering spaces, such as sidewalk dining areas, parking spaces converted to “street seats,” and expanded sidewalk zones.
- During the pandemic, the City created flexibility to allow businesses to expand outdoor dining into public parking and right-of-way, which has been successful and revealed interest in exploring other opportunities to create outdoor gathering in these types of areas where appropriate.
- Previous streetscape redesigns, such as 78th Avenue SE with new wider sidewalks, on-street parking pockets, curb extensions, and improved median landscaping, have created plaza-like spaces in some areas of Town Center.

Actions	Primary Reasoning
Study opportunities to convert some parking stalls into quick-to-implement street seats and other uses.	Outdoor gathering spaces are centrally important to creating destinations and social connections as well as improving walkability in Town Center. They may also improve street safety by reducing lane widths and other road engineering features that typically promote high speeds.
Consider opportunities for more formal, constructed gathering spaces.	Signals that cars are not the primary focus everywhere in Town Center; rather, other modes of travel and prioritization of community connection are more important for select areas.
Consider a future, more ambitious approach to fully or partially close certain streets to vehicle access and turn them over to walking, biking, seating, vending, and other public space uses.	Operationally, street closures can help simplify circulation networks, directing cars onto vehicle-oriented streets and reducing traffic delay caused by searching for parking in high-congestion locations.

E Implementation

The recommendations outlined in this report are intended to work together to achieve the goals of the Town Center parking system. This section includes an implementation matrix with timing, general resource requirements, and other considerations for each recommendation. Implementation should be coordinated across City departments and integrated into future work plans/coordinated with other study, design, and construction projects in the Town Center when possible. Additionally, the City may consider the following activities to monitor the ongoing success of programs:

- Conduct traffic counts before and after implementing recommendations of this parking study. Consider including counts of pedestrians and bicycles to observe travel mode choices over time.
- Incorporate questions about parking availability, travel practices, feelings about recommendations that have been implemented, parking fees (if applicable), etc., in future community-wide surveys to collect regular feedback from Mercer Island residents.

Implementation Matrix for Town Center Parking Strategies & Recommendations

Strategy	Recommendation		Anticipated Investment	Timing	Implementation Considerations
Manage the on-street public parking supply.	1a	Revise on-street parking time limits to be consistent throughout Town Center.	\$\$	1-3 years	Coordinate efforts – This action requires resources to educate the public about new parking regulations, evaluate their effectiveness, and monitor impacts such as displacement of daylong parkers or spill over into other parking areas. These efforts could be coordinated with other actions for efficient implementation.
	1b	Monitor the RPD and Town Center Parking permit programs. Modify them as needed to prepare for future parking impacts caused by increases in commuter traffic and the opening of the East Link Extension.	\$\$	1-3 years	Coordinate efforts – Permit holders who regularly park in the on-street parking spaces designated for these permit programs may need to adjust their parking behavior, including potentially finding other locations to park and changing their arrival time. Communications about program changes could be coordinated with other marketing and outreach related to Town Center parking (e.g. messaging about changes to parking time limits) as appropriate.
	1c	Create additional 30-minute loading and 3- and 10-minute pickup/drop-off spaces on-street.	\$	1-3 years	Coordinate efforts – Short-term loading zones require consistent enforcement to ensure time-limit compliance and use only by those actively performing deliveries, loading, etc. This enforcement could be coordinated with other proposed enforcement activities.
	1d	Add more ADA parking on-street	\$\$\$	4-6 years	As-needed – Installing new ADA spaces may reduce the number of non-ADA, on-street parking spaces and will require repurposing some portions of sidewalk for clearance zones and ramps. There are no national or local standards for quantity of on-street ADA parking spaces, so consider input from potential ADA parking users, residential building managers, business owners, and commercial property owners/managers before adding new supply.
	1e	Implement additional enforcement of Town Center’s on-street parking regulations, including education and marketing campaigns.	\$\$\$	1-3 years	Enhance existing programs – The Mercer Island Police Department (MIPD) currently operates three patrol vehicles equipped with automatic license plate reader (ALPR) technology. One patrol vehicle’s ALPR system links to the City’s parking enforcement technology. Linking the other two vehicles to this enforcement system could effectively triple MIPD’s capacity to enforce Town Center parking more regularly.
	1f	Consider paid parking in Town Center and deploy technology to create easier use and enforcement.	\$\$	7-10 years	As-needed – Supply management actions are intended to build upon each other, and earlier actions may alleviate the need to take more drastic measures, such as implementing paid parking. However, this is a proven solution in changing parking user behavior.
Improve the convenience and efficient supply of parking.	2a	Improve awareness of and navigation to Town Center’s range of parking options.	\$\$	1-3 years	Enhance existing programs – The City partially implemented a signage strategy using Port of Seattle funding in 2018/2019 and could build upon this existing work to improve wayfinding in and around Town Center.
	2b	Promote agreements for public use of currently underutilized private parking.	\$\$\$	4-6 years	As-needed – Parking agreements can be time-consuming to negotiate, and private parking owners understandably have concerns about liability, compensation, enforcement, and ensuring parking supply for their direct customer base. These agreements will also require some financial compensation for use of shared spaces, but the cost of doing so is typically significantly lower than the cost to construct and maintain new parking spaces.
Expand travel mode choices through programs and infrastructure investments.	3a	Add bicycle parking.	\$	1-3 years	Pilot program opportunity – The City has unused bicycle racks that can be quickly deployed in various locations and monitored for use to inform future permanent infrastructure decisions.
	3b	Study options to allow more flexibility related to parking requirements for new businesses.	\$	4-6 years	Code update required – This likely requires a labor-intensive, time-consuming code update as well as other analysis, such as conducting a development pipeline parking study and monitoring state legislation that may prohibit imposing parking minimums in the future.
	3c	Implement a proactive Transportation Demand Management Program for new development.	\$\$	4-6 years	As-needed – TDM programs require staff time to review, administer, and monitor, and Town Center may not have a critical mass of larger employers with whom significant impacts can be made through a TDM program.
	3d	Study options to reconfigure some Town Center streets with considerations for adding parking and loading, improving walking and bicycling facilities, improving wayfinding and access, and ensuring area streets are calm and safe for all users.	\$\$\$	7-10 years	Coordinate efforts – This work could integrate into other studies and/or capital projects planned for Town Center.
	3e	Create more community gathering spaces.	\$\$	7-10 years	Pilot program opportunity – The City saw success with temporary outdoor dining and other informal gathering spaces during the COVID-19 pandemic and could build on those pilot efforts to gather additional data to inform decisions to build formal gathering spaces.

\$ = Action will require minimal new investment beyond existing staff, programs, technology capabilities, etc.

\$\$ = Action will require moderate new investment beyond existing staff, programs, technology capabilities, etc.

\$\$\$ = Action will require significant new investment beyond existing staff, programs, technology capabilities, etc.

Appendices

- A. Community Engagement Plan
- B. Detailed Community Engagement Findings
- C. Background Studies and Current Programs Review
- D. Mercer Island Park & Ride Usage Data

Appendix A: Community Engagement Plan

Community engagement—and more specifically, community collaboration—is tantamount to our work on an effective, equitable, and implementable City of Mercer Island Town Center Parking Study. The purpose of this Engagement Plan is to detail the specifics of this collaboration effort, including:

- The framework and guiding principles for our engagement strategy
- How decisions made as part of this work will affect the Mercer Island community
- How our engagement strategy will coordinate with other engagement efforts undertaken by the City
- How our engagement strategy will seek to equitably include and collaborate with typically underrepresented groups
- Key collaboration partners, their roles for the project, and how each will be engaged
- How we will measure the success of our engagement strategy

Engagement Strategy Framework

The Engagement Strategy will focus on the following key tenets:

- **Building Understanding and Awareness:** Craft a singular message about the project scope, purpose, and objectives, and sharing that message broadly and transparently with the public.
- **Creating a Shared Vision of Success:** Work with City staff and key stakeholders—such as decision-making bodies, the business community, and residents—to create a collective vision of what success for this project will look like and feel like.
- **Leveraging Existing Community Engagement Successes:** Build upon existing mediums where the Mercer Island community is comfortable sharing input—such as the Let’s Talk Mercer Island project page (“Let’s Talk”)—and closely coordinate with concurrent and ongoing community engagement efforts.
- **Offering Layered Options:** Acknowledge that different members of the Mercer Island community have different levels of interest, time, and ability to participate in the engagement process. Offer layered and multi-faceted opportunities so that everyone can have an equitable voice in project outcomes.

Community Impact

Changes to parking, access, and the curb in Town Center will impact the entire Mercer Island community to varying degrees in the following ways:

- Impacts on the ability of Mercer Island community members, including residents, customers, business and property owners, and employees, to access their destinations using their desired mode of transportation.
- Impacts on the ability of Mercer Island community members, including residents, customers, business and property owners, and employees, to use the curb for their needs, such as conducting business, making or receiving a delivery, traveling from place to place, or recreating.
- The short-term and long-term identity, economic health, and vibrancy of Town Center.
- Environmental impacts and opportunities created by, or influenced by, decisions about the parking and mobility system and how options are priced and treated in the right-of-way.

Beyond these community-wide impacts, we anticipate that the following groups will be most significantly impacted by the decisions, recommendations, and actions included in the Town Center Parking Study:

- **Employers and Commercial Space Owners/Operators:** Employers and commercial space owners/operators may have a significant interest in how parking, access, and curb management will influence the transportation decisions of their employees and tenants, and the convenience of the community in the eyes of potential hires and tenants.
- **Service Business Owners and Operators:** Retail and restaurant business owners and operators may have a significant interest in how parking, access, and curb management will influence the transportation

decisions of their customers, and how their customers may view the convenience and affordability of the Mercer Island community as a service destination.

- **Town Center Residents:** Residents of Town Center may have a significant interest in how parking, access, and curb management will influence their transportation options and how they access their homes.

Relationship with other Ongoing Engagement Efforts

Planning efforts concurrently undertaken by the City with public engagement efforts that are related to and/or have bearing on the Town Center Parking Study include the Comprehensive Plan Periodic Update, the Transportation Improvement Program (TIP) 2022, and the Climate Action Plan.

- **Comprehensive Plan Periodic Update:** The approved public participation plan for the Comprehensive Plan Periodic Update focuses public input on economic development and housing impacts and vision. Possible links to the Town Center Parking Study might include identified parking, access, and mobility elements to, in, around, or through Town Center that impact economic vitality or housing affordability and availability.
- **Transportation Improvement Program (TIP) 2022:** Public participation during the 2022 TIP focuses on comments and ideas on possible transportation infrastructure improvements. Possible links to the Town Center Parking Study might include comments on parking, connectivity, and overall access to, in, around, or through Town Center.
- **Climate Action Plan:** Future community collaboration on the Climate Action Plan will focus on feedback and support of possible strategies to meet greenhouse gas emissions reduction targets. Possible links to the Town Center Parking Study might include climate action steps that focus on transportation demand management and reduction of emissions from single-occupancy vehicles. Of note, much of the comments from community members in the initial Community Kickoff Event (held in December 2021) focused on transportation options.
- Specific action steps to align engagement related to the Town Center Parking Study with these concurrent and related planning efforts include:
- **Links on Let's Talk Mercer Island Project Page:** Work with City staff and project leaders to connect the Town Center Parking Study project page with related project pages through live links, quick polls, and other activities/integrations as appropriate.
- **Engagement Modules:** Work with City staff and project leaders to deploy Town Center Parking Study engagement modules at community meetings dedicated to these interrelated projects as appropriate.

Key Engagement Partners

We have developed a unique engagement strategy for each collaboration partner, outlined below.

City Staff

ROLE AND FEEDBACK FOCUS

City staff representing multiple departments will serve as the primary technical advisors for information-gathering, strategy development, alternatives analysis, and ultimate alternative selection. Primarily, their insight and feedback will:

- Ensure that appropriate and meaningful data is collected and assessed.
- Assist in crafting appropriate, focused, and contextual messaging to other collaboration partners.
- Spearhead coordination and alignment with other key City projects.
- Help the project team understand the comprehensive impacts of decisions across all City departments and staff levels.

MEMBERSHIP

The core City staff team includes the following members (subject to change based on staff turnover or changes to project scope and direction):

- Jessi Bon, City Manager
- Sarah Blugas, Economic Development Coordinator (former)

- Jason Kintner, Chief of Operations
- Jeff Thomas, Director, Community Planning and Development
- Matt Mornick, Director, Finance
- Mike Seifert, Operations Commander, Police Department

MEETINGS AND METHODS OF ENGAGEMENT

Targeted web-based meetings are the primary method of engagement for this constituency. Meetings will be scheduled over the course of the project to discuss findings, recommendations, and next steps at each critical juncture.

Heavily Impacted Community Groups and Members

ROLE AND FEEDBACK FOCUS

The voices of community groups and individual members most significantly impacted by the study's outcomes—such as the Town Center business community, resident groups, transportation and mobility advocacy and policy groups, and others—will be elevated through targeted outreach. The goals of this targeted outreach are to:

- Create opportunity for the voices of organizations and constituencies with a close relationship to Town Center to be heard and centered.
- Help to expand the reach of the engagement process by engaging with their constituents and contacts.
- Evaluate the prospective acceptance of various strategies and decisions.
- Build champions of the project and help to create broad support.

MEMBERSHIP

Membership in this group is not exclusive; however, outreach will be targeted as described above.

MEETINGS AND METHODS OF ENGAGEMENT

We will build three e-mail/social media blasts at key project milestones, summarizing progress and ways to share input on Let's Talk. Let's Talk content will be updated at these three intervals:

- Project Announcement: Project one-pager, description of goals and objectives, and information-building and vision-building polling questions, idea generation, and mapping activity on Let's Talk.
- Direction-Building: Update on project progress with new direction-building activities on Let's Talk.
- Consensus-Building: Update on project progress and announcement about project adoption and how to show support, as well as consensus-building and excitement-building polls and ideas generation on Let's Talk.

Additionally, two virtual “focus group”-style meetings will be held in Summer 2022 with an open invitation but targeted towards heavily impacted community groups and members. Meeting content will include a project overview and several activities to provide direction-building feedback.

Community-At-Large

ROLE AND FEEDBACK FOCUS

The community-at-large will be our guiding voice throughout the project, offering diverse and multiple perspectives on their experience with the parking and mobility system and its programs, their acceptance of various strategies and opportunities, and their predictions for how certain changes would influence their own transportation choices. Primarily, their insight and feedback will:

- Build a broad understanding of system challenges, opportunities, and likely outcomes.
- Share their personal acceptance of and reactions to various strategies and decisions.
- Help to generate increased engagement and collaboration through social media, word of mouth, and other organic methods.

MEMBERSHIP

For the purposes of this project, the definition of “community-at-large” is inclusive of any person who engages with the Town Center parking and mobility system in any way, even indirectly.

METHODS OF ENGAGEMENT

Our engagement plan for this collaboration partner includes multiple opportunities to learn about the project/parking and mobility in general and provide feedback, including both ongoing 24/7 options and scheduled events.

- **Project Awareness:** Development and issuance of a Project One-Pager with a clear and concise description of project scope, objectives, impacts, and opportunities for collaboration through City website, Let's Talk, social media channels, and other mediums as appropriate, such as at City Hall, the Mercer Island Library, and Town Center businesses.
- **Let's Talk Engagement:** Quick polls, comment threads, and mapping activities on Let's Talk.
- **Engagement Modules:** A series of simple, interactive 15- and 30-minute virtual engagement modules using our Mural and Mentimeter platforms to gather feedback from integral community groups as determined by the City, such as the Chamber of Commerce, Neighbors in Motion, and others. We will create training materials on these modules for City staff, and present at up to three (3) meetings or sessions.

City Leadership

ROLE AND FEEDBACK FOCUS

The role of City leadership is to make decisions at key milestone points over the duration of the project, using the technical analysis of the project team and the input of our core collaboration partners to guide them. Their insight, feedback, and direction will also:

- Align project outcomes with broader community goals, objectives, policies, and constraints.
- Represent the broad, future-forward interests of the Mercer Island community.

MEMBERSHIP

The Mercer Island City Council will serve as the primary decision-making body involved in the project. Other bodies, such as the Planning Commission and Design Commission, may be included at various intervals over the project's duration.

MEETINGS AND METHODS OF ENGAGEMENT

Targeted web-based meetings/work sessions are the primary method of engagement for this constituency. The following meetings are scheduled over the duration of the project (where dates are tentative, only the month is listed):

- **July 2022:** City Council work session to discuss key findings from to-date analysis and community engagement, and workshop initial recommendations.
- **October 2022:** Presentation to City Council focused on final recommendations and discussion of implementation and action steps.

Measuring Success

A successful engagement plan is essential to effective, community-supported, and sustainable strategies for parking, access, and mobility in Town Center. Throughout the project duration, we must be able to draw a clear line between the input we collect from our collaboration partners and the strategies developed/decisions made. Our engagement efforts will be evaluated on an ongoing basis in the following ways:

- **Alignment of feedback with stated purpose of engagement:** We will compare contributions from our collaboration partners with the stated purpose of engagement for each constituency. If a lack of alignment is noted, we will add new engagement methods, reach out to new collaborators, or offer different prompts for participants to generate additional feedback and input. For example, if the community is heavily focused on traffic and congestion, we will tailor prompts to focus more on permit parking experiences, paid parking experiences, or mobility experiences using modes outside of the single-occupancy vehicle.

- **Analytics:** Walker Consultants will work with City staff to evaluate both volume and demographics of participants in online opportunities for engagement monthly and develop recommendations for improving participation intensity and equity if needed.

Evaluations in these areas will be regularly discussed with the project management team, comprising both consultant staff and core City staff.

Project Closeout

When the project is finished, collaborators must have a clear understanding of how their efforts shaped outcomes. They should also have time and space to reflect on the process and help improve and tailor future engagement processes. We will conduct the following actions at and as part of project closeout:

- **Final Report Language:** The final report will not only include a section summarizing public input but also include callouts throughout the document drawing the connections between recommendations and strategies chosen and the input supporting those recommendations and strategies. In this way, readers who participated in the process can visualize the impact of their voices on the final decisions.
- **Post-Project Thank you and Survey:** We will reach out to collaborators to thank them for their time and energy. We will also develop a short (3-5 question) survey asking participants to share their opinion of the engagement process and offer suggestions for improvement.

Appendix B: Detailed Community Engagement Findings

Introduction

This appendix provides a detailed compilation of feedback from the community in response to engagement efforts for the Town Center Parking Study. It documents all comments provided on the Let's Talk Mercer Island ("Let's Talk") project page, mapping activity inputs, and parking survey responses, as well as aggregated responses from questions posed to focus group participants during the virtual engagement modules. It also includes relevant responses from the Economic Development Vision Survey conducted by the City of Mercer Island ("City") in July of 2022.

Several outreach channels were used to garner participation in these community engagement activities, including:

- MI Weekly e-newsletter (2,400+ subscribers)
- Mercer Island Businesses e-mail list (850+ contacts)
- Via partner channels (Mercer Island Chamber of Commerce, Mercer Island Rotary Club, etc.)
- Targeted outreach to Town Center business owners, property owners/managers, residents, parking permit holders, and others

Community Engagement on Let's Talk

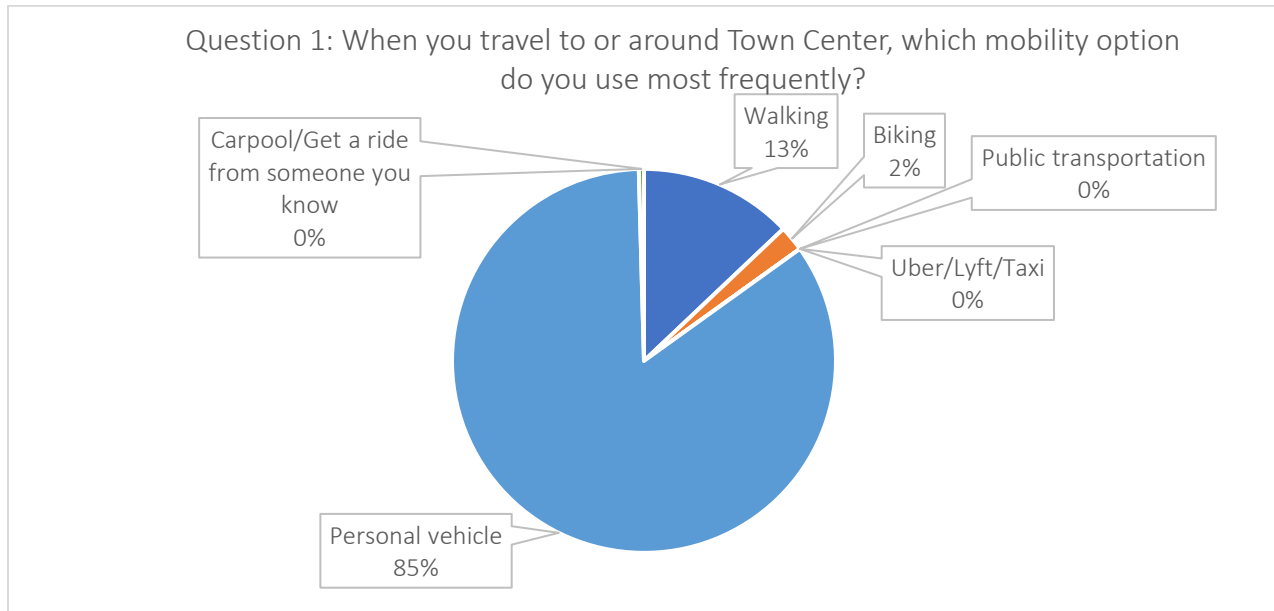
The City created a Town Center Parking Study project page explaining the project objectives and encouraging community members to share their experiences and ideas to help shape project recommendations. The page included a brief survey, mapping activities, and space to provide open-ended comments.

Online Survey Responses

The online survey asked questions about travel behavior, decision-making, parking management goals, and right-of-way priorities. There were 232 responses in total.

When asked which mobility option they used most frequently, 85% of respondents indicated that they most frequently travel by personal vehicle (see Figure 1). The second most common answers were walking and biking, with 13% and 2% of responses, respectively.

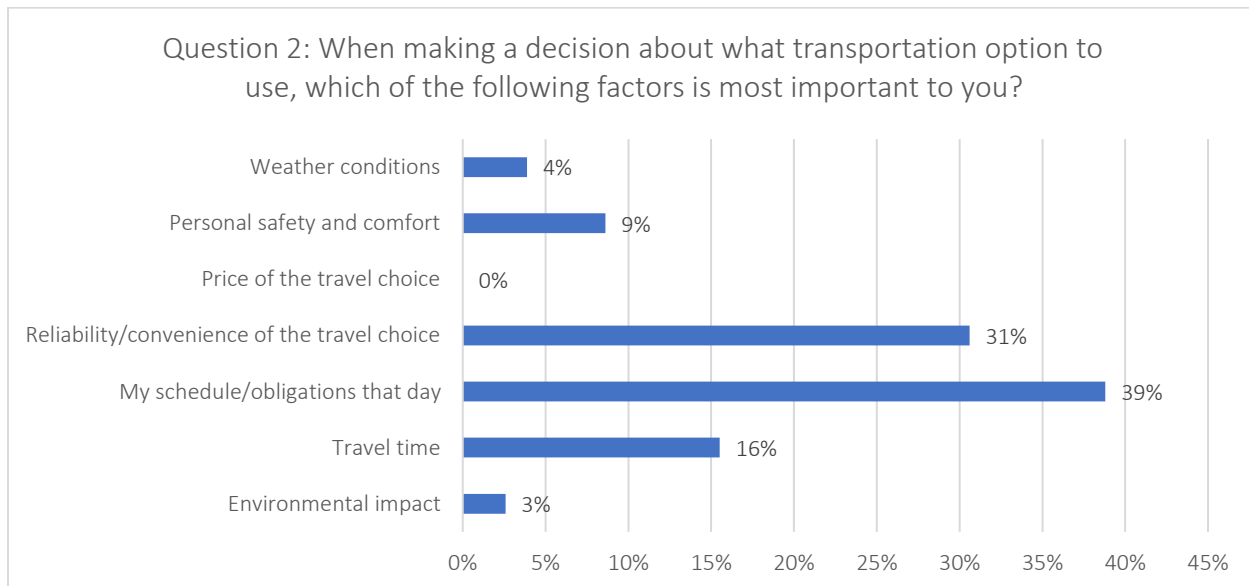
Figure 1 Mobility Options Used Most Frequently



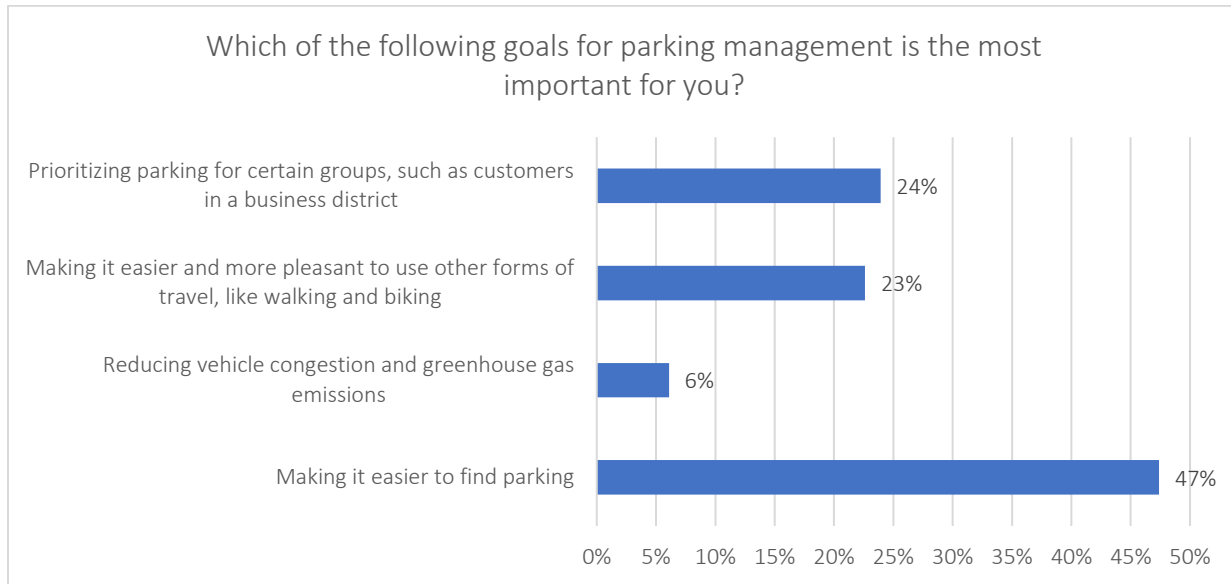
When asked about which factor most influenced their transportation choices, the most common response was “my schedule/obligations that day,” which was selected by 39% of respondents. Closely related were the second and third most popular answers, “reliability/convenience of the travel choice” and “travel time” with 31% and 16% of responses, respectively (see Figure 2).

Combining these results with the responses to the previous question suggests that most respondents currently see driving a personal vehicle to be the most reliable or fastest way to travel on Mercer Island.

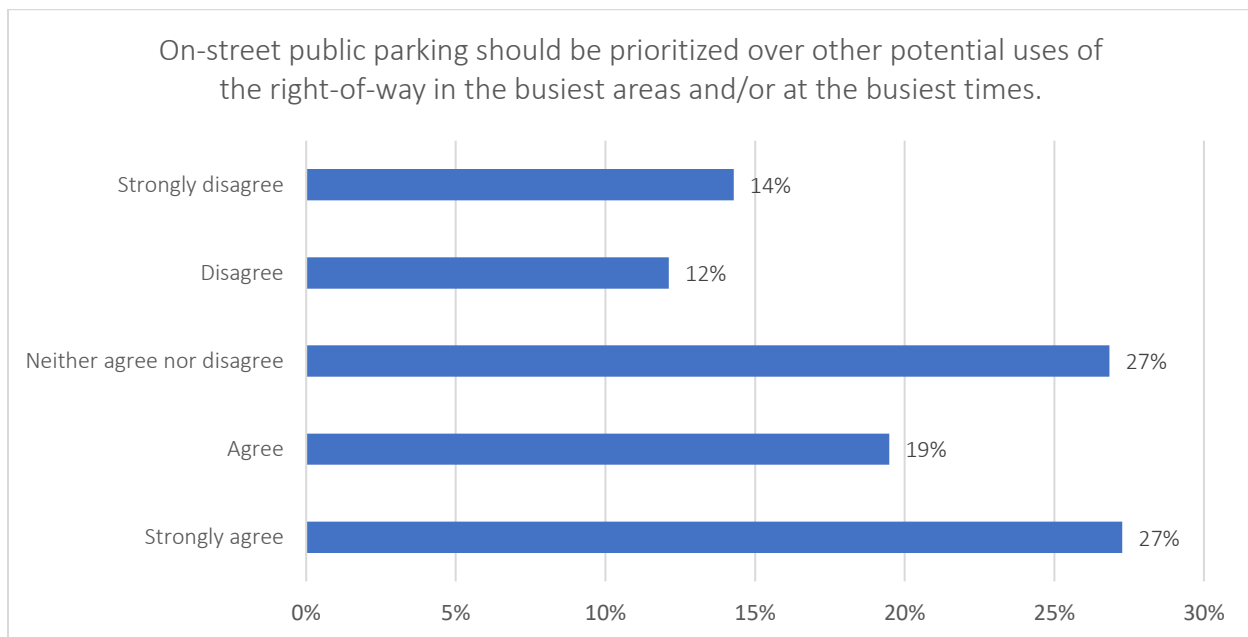
Figure 2 Factors Influencing Transportation Choices



Next, respondents were asked which goal for parking management was most important to them. The most common response was “making it easier to find parking” with 47% of respondents selecting this choice (see Figure 3). 24% of respondents were interested in prioritizing parking for certain groups, 23% were interested in supporting other modes of travel, and 6% prioritized reducing vehicle congestion and greenhouse gas emissions.

Figure 3 Parking Management Priorities

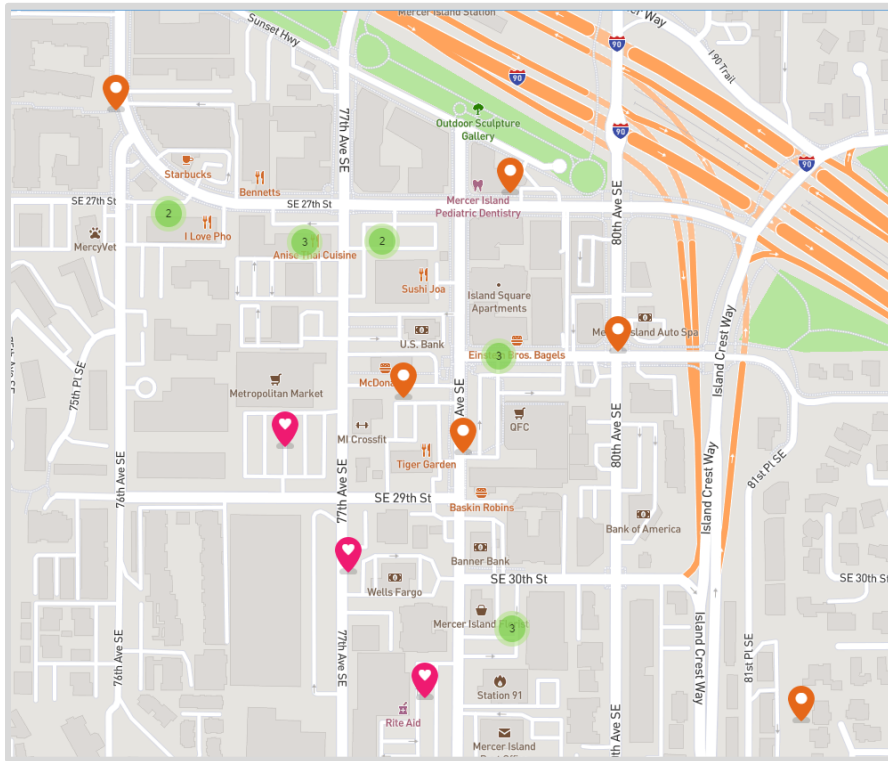
The final question asked participants to consider whether on-street parking should be prioritized over other potential uses of the right-of-way in the busiest areas and/or the busiest times. Participants were divided in their responses, with 27% strongly agreeing, 19% agreeing, 27% neither agreeing or disagreeing, 12% disagreeing, and 14% strongly disagreeing (see Figure 4).

Figure 4 Opinions on Prioritizing Parking in the Right-of-Way

Mapping Activity Inputs

The mapping activity on Let's Talk allowed community members to provide comments on specific streets or areas of Mercer Island. Participants could explain what was working well, indicate areas in need of improvement, and suggest new ideas. Community members provided 32 unique notations related to access and parking. Figure 5 on the next page shows some of the mapping input locations, each of which also included a comment providing additional detail.

Figure 5 Mapping Activity Input Locations



Many of the comments addressed the need for bicycle and pedestrian infrastructure, including:

- Pedestrian infrastructure
 - Between Town Center and North End neighborhoods east of Island Crest Way
 - To connect 77th and 78th Avenues SE
- Designated bike lanes
 - Island Crest Way/78th Avenue SE needs “Bike lanes, walking paths, and streetlights are needed from here all the way to the town center. Think of paths like a ‘Sunriver vibe’ ... bike to dinner, bike to the farmers market, bike to concerts, etc. E-Bike from this location to the park and ride and take the train to work. We need safe travel paths and street lighting from the south end to the north.”
 - Safe bike lanes needed on multiple streets, including Island Crest Way/ SE 42nd Street, SE 40th Street, 78th Avenue SE, and SE 27th Street
 - 80th Avenue SE and SE 28th Street need lanes to connect N/S bike route with Town Center/Light Rail
 - Existing bike lanes on 77th Avenue SE “are important, as they enable cyclists/commuters to safely move N/S through the City and to access the new Light Rail station”
- Bike racks at Mercerdale Park “to promote biking to the Farmers Market and keeping your bike safe”

Other commenters addressed the parking supply, noting areas with plentiful parking, areas with insufficient parking, and areas where parking spaces were considered too narrow.

- Plentiful parking noted at Rite Aid (3023 78th Avenue SE), Metropolitan Market (2755 77th Avenue SE), Einstein Bagels¹ (7808 SE 28th Street), Walgreens (7707 SE 27th Street), and the South End shopping center (8415 SE 68th Street)
- Insufficient parking noted at Mercer Island Park & Ride (8000 N Mercer Way) – Add more spaces/make resident permits

¹ One commenter noted parking at this location is convenient while another noted that not enough parking is available at this location.

- Existing parking spaces considered too narrow noted at former Convivial Café/now L'Experience Paris (Islandia Center, 3028 78th Avenue SE), Mercer Island Eyeworks (Garage parking at 7800 Plaza, 7800 SE 27th Street), Starbucks/UPS/Subway (Tabit Village Square, 7695 SE 27th Street), Mioposto/Mud Bay/Vivienne's Bistro (Garage parking at The Hadley, 2601 76th Avenue SE, and Aviara Apartments, 2441 76th Avenue SE)

Public Comments

Let's Talk also included space for open-ended comments viewable by the public. Visitors left a total of 17 comments expressing their concerns and suggesting strategies to better manage parking and provide multimodal access in Mercer Island. The comments reflected a wide diversity of opinions, but several ideas were expressed in multiple comments, including:

- Existing parking is not well used, should be shared and public
- People should be able to park once and walk around Town Center
- Paid parking could be a solution for areas of high demand
- New developments could provide public parking underground
- Major streets should have wide sidewalks and streetlights
- More parking won't create vitality
- New light rail could cause parking issues
- Maps or signage should make it clear where parking is available

The public comments are documented in full in Table 1 below.

Table 1 Public Comments from Let's Talk Project Page

1	<p>Please require more parking in new apartment buildings.</p> <p>Please police our downtown street parking hours.</p> <p>Extend the two hour to 8 pm to help shops and restaurants.</p> <p>Require "P" signs outside of new apartments to show where public, walkoff parking is available.</p>
2	<p>I understand this is a complex issue and appreciate the council has taken it up, and imagine it will be part of the economic development plan, and perhaps new parking requirements for mixed-use development.</p> <p>Implementing and enforcing a parking management plan is not cheap. Ideally the new license plate cameras can be used, but that takes staff time, and the plan will have to distinguish between retail parking which we want to encourage and employee/overflow residential parking we want to discourage.</p> <p>However, I do think there is a good and reasonably inexpensive idea in the meantime.</p> <p>PROHIBIT PARKING ON TOWN CENTER STREETS FROM MIDNIGHT TO 5 AM.</p> <p>Instead town center parking regulations do almost the opposite, by removing any parking restrictions at most areas after 5 or 7 pm.</p> <p>A citizen named John Hall once noted that there should not be cars parked on town center streets at 6 am with frosted up windshields, because obviously those cars were parked there overnight, and the town center closes well before midnight.</p> <p>It would be easy to warn or ticket cars parked on the town center streets between midnight and 5 am. Obviously those would not be retail patrons parked there at those hours. I think for little money the city could begin to message to those using town center streets for non-retail parking they will have to find alternatives. This would not affect work commuters because there is plenty of space in the park and ride today.</p>
3	<p>Town center is not working at this stage. There aren't enough interesting restaurants and there's no entertainment options. We need to create a more attractive destination, similar to downtown Kirkland and downtown Bellevue, but on a smaller scale. This requires a better and larger mix of retail and better parking. I think we should try to route thru traffic to North Mercer Way and re-design the town center streets to accommodate public parking and pedestrian access. I think that means eliminating the left-hand turn lanes and creating parking spaces along all our town center streets. We also need codes that encourage the conversion of private surface parking to a combination of public spaces and retail when properties are re-developed. Ideally, rather than having developers provide private retail parking they would contribute to a fund that would build/purchase public parking. That way people could park and then walk off the property to visit multiple retail establishments.</p> <p>I'm also disappointed that we haven't figured out a way to build a performing arts center near downtown. I think that would drive a lot of traffic to retail businesses.</p>
4	<p>I could say a lot but will limit my input to just one area. What is special about Mercer Island that makes it different from other communities?</p> <p>First and foremost, Mercer Island is a suburban community and one without easy access to its Town Center. What that means is that its residents are reliant on cars to get to its retail core and transit hub. The other thing that is unusual about our community is that it is an island</p>

	<p>which limits its ability to expand out to provide for services (retail core), its commuting and its high density residential housing. In other words, everyone is reliant on the same assets for shopping, commuting and living.</p> <p>What this says is that our community is reliant on driving and reliant on just a several block area for a sustainable community in terms of goods, transit to and from work, and high density housing. It means our community has to have a way to share. Otherwise, residents only have one choice, that is to continue driving to the next community for work, goods, dining out and entertainment. They have no other choice.</p> <p>It is this dilemma that is causing most Mercer Island residents not to shop locally. It is this reason for our Town Center not having a proper retail mix, because "retail always follows customers." It is this reason that we don't even have a large off island customer base because "if your own residents won't shop in your retail core then neither will anyone else".</p> <p>This more than any other reasoning is why Mercer Island doesn't have a standard parking problem but a retail core design problem. It needs to redesign its retail core to allow residents to shop locally. It needs to redesign its retail core to allow sharing of a very limited resource, parking. It needs to understand parking's role in a walkable retail core and not only redesign available parking to make Town Center walkable but to allow us to migrate from a Strip Mall Town Center to a traditional Town Center that can become the vibrant Third Place residents want.</p> <p>This all seems a little daunting and it is. At the same time many communities across the country have faced this challenge and succeeded.</p> <p>The first step is to realize this is not a standard parking problem but a retail core design problem. Next it is important to understand that this is a problem of not having too little parking, but too little of the correct type of parking for a successful retail core and for use by all that are reliant on it. Finally, it is important to understand that it is a problem of not just stopping the building of bad parking and starting the building of correct parking, but changing both our Design Standards and Strip Mall minimum parking codes to allow this evolution to happen.</p> <p>First residents have to be able to shop locally. Next residents have to want to shop locally.</p>
5	<p>Here are some facts about Mercer Island that form the basis for a comprehensive conversation about parking:</p> <ol style="list-style-type: none"> 1) Mercer Island is a suburban small town, dominated by single-family neighborhoods. 2) Mercer Island is NOT well-served by Metro Transit. 3) Mercer Island is NOT well-served by Metro Transit. 4) Mercer Island's location, geographic length in miles, and socio-demographic make-up suggest personal transportation is required, and personal transportation CANNOT be substituted by public transportation. 5) Zoning codes (housing & parking) have failed to recognize and plan for elements 1-4, above. Changes to Mercer Island's zoning codes have been driven by pressure from housing industry lobbyists and off-island special interest groups. <p>The one-size-fits-all regional housing & parking code in Town Center (driven by TOD development theories) is a failure on Mercer Island, and the reason we are faced with INCREASING parking problems in 2022.</p>
6	<p>Street parking is the solution. We need more people walking on streets in downtown. Parking garages are all different and can be confusing. Having easy to understand street parking is a great solution. Timing it/charging for it will ensure people stay only the amount of time necessary to shop downtown--so that they're not parking all day for their office or residential use. Adding a requirement for more parking in new buildings, or associated with a change of use, is going to add to the cost of doing business in MI. If we want new restaurants and retail to locate here, ensuring that adequate parking isn't stopping them from locating is extremely key. Changes of use to retail/restaurant should be fully exempt from the parking requirements to incentivize new retail/restaurant uses to located in town center. It makes a huge difference!!!!</p>
7	<p>Our park & ride is too small and if I arrived before 7:05 AM I had to park in Town Center. The parking volume is ticking up again post pandemic as people return to in-office work whether by choice or by force. Please don't take away our overflow parking spots.</p>
8	<p>+Town Center needs maps of available public parking, so people can find it. Good example is Bainbridge town center.</p> <p>+Continue to require short term walk off parking in all new developments.</p> <p>+establish parking fees in the park and ride for 6am to 10 am parkers, to free up space for alternative shift users and encourage out of peak travel.</p>
9	<p>I would like to see a consistent paid parking program in the Town Center. Putting a price on parking establishes the correct incentives, whereas free parking makes it a free-for-all with people circling the block and giving up.</p>
10	<p>Would love to be able to park legally in any parking lot and visit multiple retail areas.</p>
11	<p>Legal spots to park while visiting multiple retail locations</p>
12	<ol style="list-style-type: none"> 1) Parking isn't the solution to retail vitality. We've had plenty of businesses with perfect parking fold. 2) Central parking for walkable shopping from a single point won't work. Our residents are not walking more than a block and our shopping is too dispersed. 3) 77th is perfect the way it is. Re-configuring it for parking will destroy our main North-South bike corridor. Plus, see #2. 4) My suggestion: create paid 1 hour parking meters in several areas throughout Town Center. Enforce existing parking. <p>Any hope of Town Center retail vitality disappeared decades ago. Parking certainly won't fix it. I have much better choices for almost everything off-island and now that Light Rail is around the corner it will all be conveniently a few minutes away. On foot.</p>
13	<p>There is already abundant parking in downtown Mercer Island. The problem is that businesses, churches and office buildings are allowed to restrict parking access even when they're not operating. This causes chaos by pushing people further away from public spaces with limited parking options such as Mercerdale or the farmers market. Businesses in the area are likely benefitting from the increased traffic, and should not be allowed to restrict legal parking. If they can demonstrate they're not benefiting, the city should incentivize them to encourage opening up their lots to the public for the good of making the island more accessible and welcoming.</p>
14	<ol style="list-style-type: none"> 1. There should be wide bike and walking paths (plus street lights) all the way from south to north Island Crest Way to encourage more citizens to use alternatives to car transportation. Add more bike racks in front of businesses. More citizens are using ebikes and kids use e-scooters- but we need safe space to travel -away from car lanes and racks to lock them up. 2. We need a much larger park and ride since it will fill up so fast when light rail arrives. Commuters from all over the Eastside will take up retail parking spots if there is no space at the park and ride- which will be frustrating for MI shoppers. Add lots of bike racks by light rail- with good

	<p>security & cameras to deter theft and so bikes stay safe. Add parking limits to the town center parking to avoid commuters going to Seattle on light rail and taking up retail space.</p> <p>3. I really don't like to park in underground garages on the island -the spots are tight, have concrete poles that are easy to hit and not convenient for quick errands. I prefer above ground parking spots right next to shops, but realize space on a small island has its limits. Future underground parking must be built better and easy to use for shoppers or we will just go off island to shop.</p> <p>4. I want to park in one spot and walk to several stores (example- Hardware store, then to UPS store across the street) but there are warning signs everywhere not to park and walk off to other retail. Frustrating.</p>
15	<p>Hi, I haven't completed the survey because the questions were overbroad. For example, I currently need to drive to the north end but I walk between different locations within MI downtown. I strongly advocate a very frequent shuttle service around the island which would significantly reduce the number of car journeys on the island and the need for parking at the north end. It would also reduce our dependence on the Sound Transit parking lot/Park and Ride. As for current parking, I have never found a shortage of parking in MI downtown. Thanks</p>
16	<p>Underground, free 2-hr walk-off parking in new mixed use developments is the best way to densify downtown while increasing parking. Surface angle parking such as that at Tabit Village is woefully inadequate for the number of people using those shops, yet the Walgreens lot across the street is empty. Similarly, Rite Aid no longer allows parking for the farmer's market. Both drug stores in no way need all their available parking to serve the number of customers inside. Do we have a zoning problem? We also need sidewalks and street lights, full stop, on all major streets: ICW, WMW, EMW, NMW, 40th/ Mercerwood, Merrimount, others? I would LOVE to see a plan to increase safe walking.</p>
17	<p>What I would like to see for the downtown: A walkable core pedestrian friendly area with decent density of shops, cafes, and restaurants. People drive to a central location, park, then walk around. Ideally certain streets or areas of a street are pedestrian only during certain hours to encourage people and families to congregate. For example, the 76th AVE curve near Starbucks. Why isn't that whole area pedestrian only? There are actually a good number of restaurants in that corridor. We should encourage people who eat at those cafes to stay and mingle in that area to drive traffic to the stores. Instead you get cars pulling in and out of parking lots, cars zipping around the curve as kids run nearby, etc. Instead create a park-like atmosphere that encourages Islanders to meet, eat, walk, and buy things. Look how many families the Mercedale park draws on weeknights. Why isn't there a green, pedestrian friendly area that encourages families to meet further north? Outdoor seating, car-free areas, green space.</p> <p>I see a lot of comments about a parking garage and yes that would provide a central location to park and then walk. But by itself a parking garage does not solve this. The problem with the downtown is a lack of density - the downtown is so spread out with small clusters of shops. We need more density to create critical mass to shift shoppers parking habits. There's very little incentive to have people park somewhere central and then walk around if they need to walk all over town to go to three shops. So they drive to the hardware store then drive to Starbucks then drive to the Rite Aid. Is this a zoning problem? Why is the downtown so spread out with so few shops in any one area? There are so many dead areas that add huge walking distances, or make it inconvenient to get from point A to B. Why are there so many random banks on the island? Who goes into banks anymore? There are large swaths of the downtown where there is zero reason to congregate. Give people a reason to spend several hours downtown and then they will utilize that parking garage.</p>

Findings from Virtual Modules

The project team developed 60-minute modules and held virtual engagement sessions for community members and organizations. The team presented initial study findings and asked participants questions about their concerns, right-of-way priorities, opinions on parking management strategies, resource allocation preferences, and visions of success. Two virtual engagement sessions were held with Mercer Island community members and four sessions were held with specific groups, including Neighbors in Motion, the Mercer Island Historical Society, the Chamber of Commerce, and the Mercer Island Climate Action Network.² For larger groups, some questions were posed via the Mentimeter live polling platform. For smaller groups, the same questions were posed to participants verbally and responses were documented by the project team.

Participants were asked to rate their level of agreement or disagreement with seven statements, with a “1” indicating strong disagreement and a “5” indicating strong agreement. The total scores from participants across all seven focus groups were summed, and the averages are displayed in Table 2 below.

On average, participants supported the idea of shared parking facilities in the Town Center, prioritizing convenient parking for visitors and customers, creating more community gathering spaces even at the expense of parking, implementing paid parking for the benefit of the community, and charging more for parking in areas of high demand. On average, participants disagreed with the idea of prioritizing on-street parking over other uses, such as bike lanes, wider sidewalks, parklets, and outdoor dining areas.

² A fifth focus session with the Mercer Island Rotary Club was scheduled but no participants attended.

Table 2 Focus Group Participant Opinions

Statement	Average level of agreement
It makes sense for parking to cost more in areas where demand for parking is highest.	3.1
The most convenient parking in Town Center should be prioritized for visitors and customers.	3.8
On-street parking should be prioritized over other potential mobility uses for the right-of-way, like bike lanes and wider sidewalks.	2.5
On-street parking should be prioritized over community uses for the right-of-way, like parklets and outdoor dining areas.	1.9
It makes sense to create more community gathering spaces in Town Center, even if parking has to be moved to do so.	3.7
It makes sense for all parking facilities in the Town Center to be shared among multiple uses if they can be.	4.2
I'd support paid parking if it benefited the community in tangible ways, like making it easier to get places and supporting community initiatives.	3.6

Session participants were also given the opportunity to participate in a hypothetical budgeting exercise, choosing how much of the City's resources should be allocated to each of five strategies for improving Town Center (see Table 3). On average, participants chose to allocate the greatest share toward creating better infrastructure in the right-of-way for pedestrians and cyclists and creating more community-oriented spaces in the right-of-way, like parklets and outdoor dining areas. Several participants noted that some of the other strategies, while still important, may need fewer resources to implement, and they believed that parking enforcement might eventually pay for itself through paid parking or ticket revenue.

Table 3 Focus Group Budget Exercise Results

Strategy	Average share of spending allocated
Creating better infrastructure in the right-of-way for pedestrians and cyclists	39%
Creating more community-oriented spaces in the right-of-way, like parklets and outdoor dining areas	24%
Improving signage and wayfinding	15%
Dedicating administrative/staff time to building a shared parking program for Town Center	14%
More resources (like staffing and technology) to enforce parking rules and regulations	8%

Finally, participants were asked to describe what their visions of success would look like, as well as potentially concerning outcomes. Answers were documented and grouped into categories by theme, as shown on the next pages in Table 4 and Table 5. The most common themes among participants' visions for success were improvements to bike-ability and safety and the availability of more shared parking. Participants also frequently expressed their desires that more convenient parking be made available near destinations, for wayfinding and signage to highlight available parking, and for visitors to be able to park once and walk. Concerns mentioned multiple times included that parking solutions might not meet the needs of businesses, that there might not be good options for multimodal access, that the status quo might be maintained, that Mercer Island might be

unwelcoming to visitors, and that creating too much parking might remove the incentive for people to walk to and around Town Center.

Table 4 Focus Group Visions of Success for Town Center Parking

Theme	Number of mentions
Bike-ability and safety	9
Shared parking/higher parking utilization	9
Parking within one minute of destination/more convenient access	6
Wayfinding/clarity for available parking	5
Park once	5
Prevent off-island commuters from filling all TC parking lots	5
Gathering spaces	5
Walkability	4
Reduce the prevalence/amount of unappealing surface parking lots	4
Enforcement of regulations	4
Transit/shuttles	3
Variety of parking options regarding time limits	3
Bike parking	2
Scooter accessibility and safety	2
Pricing/demand-responsive pricing	2
Greater density	1
State money for active transportation infrastructure	1
EV charging facilities incentivize off-street parking	1
Employees parking off-street	1
Loading spaces for deliveries	1
Requiring new developments to provide more off-street parking	1
More parking availability on-street	1
Encourage visitors to come to TC	1

Table 5 Focus Group Potentially Concerning Outcomes for Town Center Parking

Theme	Number of mentions
Parking solutions don't meet the needs of TC businesses	2
The Town Center does not provide good options for multimodal access	2
Maintaining the status quo	2
Mercer Island is unwelcoming to visitors	2
Creating too much parking and losing incentive to walk	2
Reducing the existing supply of parking	1
Out-of-towners park in the Town Center just to use transit	1
Seeing more inaccessible private lots	1
Failing to meet climate goals	1

Other feedback provided in the focus groups included that the City should attempt to monitor and measure the impact of any changes made, that improving access would increase Town Center real estate values, that some apartment renters park in private lots because they lack parking spaces, and that the City should work with King County Metro in the future to keep pricing consistent between their lot and the parking available in the Town Center.

Relevant Responses from Economic Development Vision Survey

In summer 2022, the City of Mercer Island conducted an Economic Development Vision Survey as part of the 2022-2024 Comprehensive Plan Update. The survey garnered 644 responses. Key themes of relevance to the parking study emerged, and Mercer Island staff shared the results with the Town Center Parking Study project team. In describing their vision for an appealing downtown, many survey participants indicated the importance of planning for walkability, community gathering spaces, and convenient parking.

Many respondents' visions for the future of Mercer Island's commercial areas include features that make these areas more of a destination: a larger variety of restaurants, shops, and amenities; street design and parking that enable residents to shop and do errands in a connected trip rather than driving from place to place; and a cohesive identity that makes a commercial area feel like a destination.

Good bike lanes were mentioned as assistance that would help respondents' businesses be more environmentally friendly. Parking improvements were a prominent theme in what would make business more viable. Most respondents (64%) currently commute to work by driving alone. Alternate modes including transit, walking, or biking were selected by 17%, carpool by 2%, and "other" by 17%.

Other relevant responses included comments related to long-term vision, parking, outdoor space, desired changes to Town Center, and the appeal of other downtowns. A range of comments are provided below.

- 20-year vision:
 - Many respondents described a quaint but vibrant walkable commercial core with diverse businesses to meet residents' needs. They imagined a downtown with sidewalk space for outdoor dining and a pedestrian-friendly environment.
 - "Pedestrian friendly with sidewalk space for outdoor dining [...] Decisions should be made with thoughtful planning for walkability, accessibility and encouragement of small business."
- Parking (more parking, shared parking, parking limitations):
 - "What the commercial area 'should' look like is dense retail with central parking so you can dump your car and wander around the shops and restaurants.... Today each business has its own parking with signs threatening to tow your car if you walk off."

- “I hope that there will be ample parking that will allow one to park in one place and walk to multiple businesses.”
- “Just eliminating and enforcing no parking on town center streets from midnight to 6 am would be a good start to remove overflow residential parking from the mixed-use developments, and not allowing those buildings to charge for onsite parking.”
- Outdoor space
 - “More outdoor seating and gathering spaces”
 - “We need a central park or town square with the shops around the square to give people a reason to linger downtown.”
- Common themes when respondents were asked one thing they would change about downtown:
 - Parking (centralized shared parking, park once and walk)
 - Walkability (pedestrian oriented, parking lots behind stores or centrally located)
- Common themes when asked about the appeal of other downtowns:
 - Walkable and connected streets, with convenient parking
 - Many favorite spaces focus on a central main street, offer enough things to do to make it feel like a destination, and have a cohesive sense of identity or “vibe”
 - Biking paths and pedestrian-oriented street design

Appendix C: Background Studies and Current Programs Review

A review of background plans, studies, and documents was conducted to inform the context for the Town Center Parking Study. Material reviewed includes:

- Previous parking studies
- Recent surveys of Mercer Island businesses
- The Mercer Island Comprehensive Plan
- The parking permit programs on Mercer Island
- Reviews of past parking and other mobility pilot studies
- Current parking agreements
- Mercer Island City Code (MICC) pertaining to parking regulations

Previous Parking Studies

The City of Mercer Island has completed two (2) parking studies in the last 10 years, one study completed in 2015 by BP Squared and one completed in 2016 by BERK Consulting.

2015 Park and Ride Survey

The City of Mercer Island completed a Park and Ride Survey in 2015 (prepared by BP Squared). The survey was prepared to quantify the feasibility of developing a commuter parking facility within Town Center. The purpose of the commuter parking facility would be to accommodate increased demand resulting from: 1) the temporary closure of the Bellevue Way Park and Ride during the Sound Transit East Link Extension construction, and 2) the opening of the East Link Extension. The survey analyzed 15 properties as potential locations for a park and ride facility. Each property was evaluated based on a variety of criteria including location, quantity of new parking spaces that could be accommodated at the site, cost of construction, timing of development, and site availability.

As a result of the analysis, three properties surveyed met each of the evaluation criteria:

- 2411 76th Avenue SE (former Freshy's location)
- Former King Property located between 77th and 78th Avenues SE, north of SE 29th Street
- The Mercer Island Community and Event Center, 8236 SE 24th Street (no further study of this site was conducted due to resident concerns)

2016 Town Center Parking Study

The City of Mercer Island completed a Town Center Parking Study in 2016 (prepared by BERK Consulting) to analyze on-street and off-street parking inventory and demand in connection with the City's Town Center visioning efforts.

Parking Challenges

The 2016 Study highlighted several parking challenges to be addressed, including:

- Not enough parking
- Inconvenient parking locations
- Confusion over where parking is located, especially for shared stalls and in garages
- Poorly designed parking in garages, which creates hazards for vehicles and constrains the navigability of parking structures
- Confusion over parking permits

- Lack of parking for employees working in the Town Center
- Low parking turnover rates
- Bus commuters using Town Center parking
- Lack of enforcement of parking restrictions
- A lack of walkability in some areas

Parking Supply and Demand

The study identified approximately 3,308 off-street non-residential parking spaces and 258 on-street public spaces. Data was collected on February 2-3, 2016. The peak parking utilization rate observed for off-street parking spaces was 45%. On-street parking peak utilization was 60%. The study concluded that the Town Center has sufficient on- and off-street parking to meet non-residential parking demand.

The study found that the built supply ratio was 3.9 spaces/1,000 square feet, while the highest observed utilization ratio was 1.7 spaces/1,000 square feet.

Parking Regulations

The study included the following key findings regarding parking regulations:

- The City's non-residential off-street parking requirements in the Town Center appear to be significantly higher than observed parking demand.
- The Town Center parking regulations provide limited reductions for shared parking (up to 20%) for residential and non-residential uses.
- The City's residential parking requirements of 1-3 spaces per unit may lead to parking being overbuilt for residential uses, particularly if shared parking is not incorporated into the project.
- The City's required parking stall width and drive aisle widths are lower than those recommended by WSDOT and compared to the City of Redmond requirements.

Recommendations

The study included the following recommendations:

- Reduce off-street parking requirements.
- Modify the 20% limit on shared parking.
- Maintain existing on-street parking management.
- Revise parking lot design standards.
- Increase on-street parking supply.
- Increase shared off-street public parking.
- Continue to monitor parking in the Town Center.

Progress on 2016 Study Recommendations

Since the 2016 study was completed, the City has implemented the following recommendations:

- Reduced off-street parking requirements.
 - Retail/office/mixed-use (including restaurants) – 2-3 spaces/1,000 square feet
 - Standalone restaurant – 5-10 spaces/1,000 square feet
 - Residential – 1-1.4 spaces per unit. Allow site specific deviations for parking less than 1 space/unit based on detailed parking analysis and with approval of the Code official.
- Modified the 20% limit on shared parking to allow up to 50% of the requirement to be accommodated through shared parking.
- Revised parking lot design standards.
 - Increased aisle widths to 24' for two-way traffic for parking angled at 45° or above.

- Increased aisle widths to 18' for one-way traffic for parking angled at 60° or above.
- Increased the standard parking space size to 9' by 18' and allowed spaces at 8.5' width for compact and long-term use (turnover of 1-2 vehicles/day).

Surveys of Local Businesses

In 2020 and 2021, the City contracted with Hardwick Research to survey Mercer Island businesses about their experiences during the COVID-19 pandemic. In addition to sharing information about pandemic impacts, businesses also provided input about the overall business climate and needs to increase business viability on Mercer Island through these surveys.

2020 COVID-19 Business Survey

The 2020 survey included the following key goals:

- Gather information regarding issues facing the Mercer Island business community with the goal of understanding COVID-19 impacts.
- Obtain baseline data for long-range economic and community development efforts.

Businesses were invited by e-mail and direct mail to complete an online survey. A total of 269 survey responses were gathered and included key findings related to parking.

- For long-term program options, about a quarter of businesses want assistance with parking in the north and south end business districts (e.g., amount of parking, policing illegal parking).
- Businesses want information regarding the City's approach to economic development/new business development plans (including zoning and codes, as well as parking).
- Businesses commented on the need to address walkability/parking issues in business districts.
- Some of the open-ended parking-related comments included:
 - "Continue to communicate updates relative to COVID-19 and progress on other issues that are being evaluated (i.e., the concern of parking)."
 - "Information on any issues affecting Mercer Island businesses (zoning, code changes, taxes, parking, development in Town Center and south-end shopping center)."

2021 COVID-19 Business Survey

The 2021 survey built on the 2020 findings and was conducted to determine:

- What has changed since 2020, if anything.
- Challenges Mercer Island business are still facing.
- Types of aid/support Mercer Island businesses still need.
- New needs that have arisen.
- Ways the City can support the local business community.

Like the 2020 survey, the 2021 survey was conducted online, and a total of 188 survey responses were received from Mercer Island businesses. The survey included the following key findings related to parking:

- When asked about the important actions that the City could take to help their businesses, "improving parking" was one of the top three responses.
- Respondents indicated a desire to see 3-minute pick-up parking spots or curbside zones and parking (lack of parking is an issue in some areas and not others).
- Some of the open-ended parking-related comments included:
 - "Keep street parking free for as long as possible but enforce time limits, especially once light rail comes."
 - "Provide more public parking."
 - "The City could and should have a plan for parking. Putting public parking [spaces] in buildings like the Hadley mostly go unused by the people who frequent the businesses located on the first

- floor. The new buildings that go up should have outdoor parking (not indoor or underground) available for people to park when using retail.”
- “Parking!! Town Center will be overwhelmed by the continuing development of condominiums and apartments with parking policies that force the owner/tenant to park on the street. Better, larger signage that lets Islanders know that they can park in the public parking areas of existing and future Town Center buildings.”

Mercer Island Comprehensive Plan

The following summarizes key components of the Mercer Island Comprehensive Plan³ as it relates to the Town Center vision and goals as well as existing transportation policies.

Introduction

- Community values include residential community, quality municipal services, fiscal responsibility, education is the key, livability is paramount, cherish the environment, and sustainable community.
- The Comprehensive Plan outlines goals for the Town Center:
 - Mixed-use developments that include residential units are encouraged.
 - Businesses should continue to develop at a scale compatible with other community values and should provide a range of retail, office, and residential opportunities.
 - The community-scaled business district will primarily cater to the needs and desires of Mercer Island residents and employees.
 - Ongoing attention to urban design principles, pedestrian needs, traffic considerations, and green spaces is essential.
- Local land use policies will be coordinated with transportation plans to provide safe, functional surfaces for vehicles, bikes, and pedestrians while avoiding local “gridlock.” Local transportation planning will continue to emphasize a semi-rural setting for various arterial and collector streets. Pedestrian walks linking activities will continue to be a high community priority.

Land Use Element⁴

1. Between 2006 and 2035, the City’s growth target is 2,320 new housing units and 1,160 new jobs to be generated on Mercer Island.
2. About the Town Center
 - a. The Town Center is a 76-acre 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.
 - b. Retailers and other commercial services are scattered throughout the Town Center and are not concentrated in any 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.
 - c. Mercer Island’s downtown is located three (3) miles from Seattle and one (1) 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 Mercer Island. Regional transportation plans anticipate future development of a high-capacity transit system in the I-90 corridor. Considering 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

³ As of the publication of this report in early 2023, the City was revising the Mercer Island Comprehensive Plan as part of the 2022-2024 periodic update. This update includes adding a new Economic Development Element.

⁴ “Mercer Island Comprehensive Plan, 2. Land Use Element.” City of Mercer Island, accessed December 19, 2022.

https://library.municode.com/wa/mercer_island/codes/comprehensive_plan?nodeId=SUHITA_2LAUSEL

- growth into Mercer Island's Town Center represents the wisest and most efficient use of the transportation infrastructure.
- d. The Town Center land designated for commercial, retail, service, 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. Consequently, the Town Center consists of many one-story strip centers, surrounded by vast parking lots.
 - e. 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.
 - f. 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.
 - g. According to the Town Center Vision⁵, which is a component of the Comprehensive Plan, the Town Center should be:
 - i. The heart of Mercer Island and embody a small-town character, where residents want to shop, eat, play, and relax together.
 - ii. Accessible to people of all ages and abilities.
 - iii. Convenient to enter, explore, and leave with a variety of transportation modes.
 - iv. Well designed with public spaces that offer attractive settings for entertainment, relaxation, and recreation.
 - v. Diverse with a range of uses, building types, and styles that acknowledge both the history and future of the island.
 - vi. Local providing businesses and services that meet every day needs on the island.
 - vii. Home to a variety of housing options for families, singles, and seniors.
 - h. The Land Use Element includes the following key goals for the Town Center related to parking and transportation:
 - i. Create a mixed-use Town Center with pedestrian scale and connections. 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.
 - ii. Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users, and motorists.
 - iii. Town Center streets should be viewed as multiple-use facilities.
 - 1. All Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.
 - 2. Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll" and cross streets safely.
 - 3. 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping, and amenities.
 - 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.
 - iv. Be pedestrian-friendly, with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.
 - 1. Provide opportunities to walk throughout Town Center.
 - 2. Create safe pedestrian routes that break up larger City blocks.
 - v. Have ample parking, both on- and off-street, and the ability to park once and walk to a variety of retail shops.

⁵ "Mercer Island Comprehensive Plan, 2. Land Use Element, V. Land Use Policies, Town Center Vision." City of Mercer Island, accessed December 19, 2022.

https://library.municode.com/wa/mercer_island/codes/comprehensive_plan?nodeId=SUHITA_2LAUSEL_VLAUSPO_TOCE

1. Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.
 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.
 3. Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.
 4. On- and off-street parking should be well-lit, convenient, and well-signed so that drivers can easily find and use parking.
 5. Develop long-range plans for the development of additional commuter parking to serve Mercer Island residents.
 6. Prioritize parking for Mercer Island residents within the Town Center.
- vi. Prioritize Town Center transportation investments that promote multi-modal access to regional transit facilities.
 - vii. Promote the development of pedestrian linkages between public and private development and transit in and adjacent to the Town Center.

Transportation Element⁶

- Current travel patterns in Mercer Island:
 - Mercer Island has relatively high levels of vehicle ownership and personal mobility. Approximately 70% of the households on Mercer Island have two or more vehicles, while less than 5% of households have no vehicle at all. Comparing the 2016 American Community Survey (US Census) data with the 2000 US Census data, several changes were observed:
 - The percent of Mercer Island residents who commute to work by driving alone has dropped from 76% to 72%, those who take a bus or carpool to work decreased from 17% to 14%, and those who work at home increased from 7% to 10%. 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% of commute trips originating on the Island traveled west towards Seattle and 45% traveled east towards Bellevue.
- Current parking conditions:
 - 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 a.m. and 9:00 a.m., Monday through Friday. All Mercer Island residents are eligible for a Town Center District permit, which allows 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 & Ride lot on North Mercer Way. This program only allows residents of the area to park on City streets between 7:00 a.m. and 4:00 p.m., weekdays.
- Current bicycle and pedestrian facilities (shown in Figure 6):
 - In 1996, the City developed a Pedestrian and Bicycle Facilities Plan (“PBF 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.

⁶ “Mercer Island Comprehensive Plan, 4. Transportation Element.” City of Mercer Island, accessed December 19, 2022. https://library.municode.com/wa/mercer_island/codes/comprehensive_plan?nodeId=SUHITA_4TREL

- 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. Most streets in the Town Center includes sidewalks. In addition, there are sidewalks near schools and select streets and some 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.

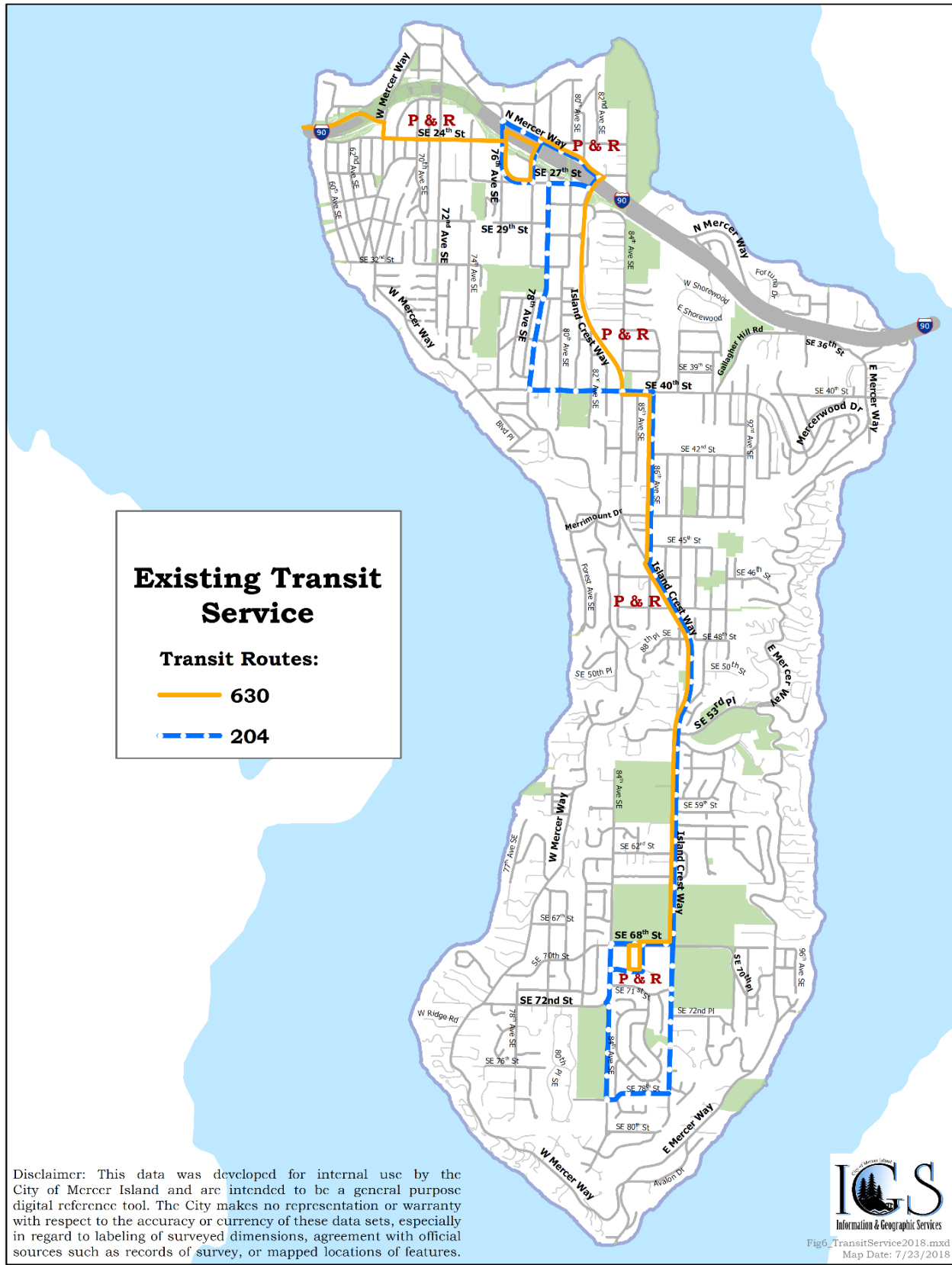
Figure 6 Mercer Island Existing Bicycle and Pedestrian Facilities (As of 2016)



- Current public transportation conditions (shown in Figure 7):
 - The King County 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 major types of service offered on the Island: local fixed route service, regional express service, custom bus service, and access service.
 - Local fixed route service operates on the arterial roadway system and provides public transit service connecting residential and activity areas. On request, some routes can deviate to a broader “flexible service area” under Metro’s DART program.
 - 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 (Routes 981 and 989).
 - 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.
 - 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 regional express routes 550 and 554 connect Mercer Island to Seattle, Bellevue, and Issaquah; and Metro regional express route 216⁷ provides service to Redmond and Seattle. These three regional routes will be modified significantly upon the opening of East Link light rail.
 - Route 204 provides service between the Mercer Island Park and Ride lot and the Mercer Village Center, with a DART loop around the Island’s southern tip (using WMW & EMW), and a DART loop to Covenant Shores. This route travels on 78th Avenue SE, SE 40th Street, 86th Avenue SE, Island Crest Way, and SE 68th Street to the Mercer Village Shopping Center (i.e. South End business district). The route operates every 60 minutes from approximately 6:00 a.m. to 6:00 p.m. on weekdays, and 9:00am to 6:00pm on Saturdays; there is no Sunday service.
 - Route 630 is a community shuttle, which provides rush-hour weekday service between downtown Seattle and the Mercer Village Center. It provides four trips toward downtown Seattle in the morning and four trips toward Mercer Village in the evening. The route also offers a limited flexible service area centered around the Mercer Island Library.

⁷ Bus route 216 was suspended indefinitely on September 2, 2023.

Figure 7 Mercer Island Existing Transit Service (As of 2016)



Source: City of Mercer Island

- Current Park & Ride facilities and utilization:
 - 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 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. Several of the users of this lot do not reside in Mercer Island.
 - To supplement park and ride capacity on Mercer Island, Metro used to lease 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. The 2017 Utilization study indicated the following utilization rates for the additional park and ride lots:
 - Mercer Island Presbyterian Church – 93%
 - United Methodist Church – 96%
 - Mercer Village Center – 32%
 - Congregational Church of Mercer Island – 11%
 - Following the COVID-19 pandemic, Metro downsized its leases to just one remaining park and ride lot at Mercer Village Center.
- Future travel demand, calculated pre-pandemic:
 - More than 70% of new households and 76% of new jobs are forecasted to occur within the Town Center.
 - The analysis assumes the opening of the East Link light rail line in 2023⁸, which will result in 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 forecasted⁹ to increase by 28% between 2018-2035, an annual growth rate of 1.5%. For areas outside the Town Center, traffic growth is expected to be lower with approximately 10% growth between 2018-2035, an annual growth rate of 0.5%. The resulting forecasted traffic volumes directly reflect the anticipated land use, housing, and employment growth assumptions for the Island.
- Key Transportation Element goals and policies relevant to the Town Center Parking Study:
 - Encourage the most efficient use of the transportation system through effective management of transportation demand and the transportation system.
 - 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.
 - Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.
 - 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.
 - Balance the maintenance of quality Mercer Island neighborhoods with the needs of Mercer Island's transportation system.
 - Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment.
 - Address parking overflow impacts on neighborhoods caused by major traffic generators such as schools, businesses, parks, and multifamily developments.

⁸ As of spring 2023, the East Link light rail station is now projected to open in 2025.

⁹ "Mercer Island Comprehensive Plan, 4. Transportation Element, IV. Transportation System – Future Needs, Future Travel Demand". City of Mercer Island, accessed December 19, 2022.

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- Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.
 - 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.
 - 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.
- Ensure parking standards support the land use policies of the Comprehensive Plan.
 - 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.
 - Maintain the current minimum parking requirements of three (3) off-street spaces for single family residences but may consider future code amendments that allow for the reduction of one (1) of the spaces, provided that the quality of the environment and the single-family neighborhood is maintained.
 - Support business development in the downtown area by prioritizing on-street parking spaces in the Town Center for short-term parking and encouraging the development of off-street shared parking facilities for long-term parking in the Town Center.
- Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks within the City.
 - Maximize the safety and functionality of the bicycle system by enhancing road shoulders, which are to be distinguished from designated bicycle lanes.
 - 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. The Plan includes improvements to a few bicycle gaps in Town Center, including on SE 77th from SE 27th to Mercer Way; however, this is a segment being addressed currently via [Sound Transit] light rail area improvements.
 - Study opportunities for use of innovative methods for pedestrians crossing streets, including use of colored and textured pavements within the City.
 - Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.).
 - Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.
- Key Transportation Element implementation strategies relevant to the Town Center Parking Study:
 - Develop a neighborhood parking program to address parking overflow impacts from schools, businesses, parks, and multi-family housing.
 - Continue to involve the public in transportation planning and decisions.
 - Create "transit friendly" design guidelines for new development projects in the Town Center.
 - Implement the City's adopted Commute Trip Reduction program.
 - Work with Metro to reinstate and improve transit services. Explore alternative methods of providing service, such as developing a demand response 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.

Existing Parking Permit Programs

In the early 2000s, the City Council made policy decisions about how to reduce Park & Ride overflow impacts on the north end neighborhood and the Town Center. The overriding objective was to eliminate parking for non-Mercer Island commuters from City streets. The City of Mercer Island has two (2) parking permit programs, the Town Center Commuter Parking Permit and the North Mercer Restricted Parking District (RPD). The locations of the permit areas are shown in Figure 8.

Residents can obtain permits at the City Hall Utility Counter or residents can mail in an application. The following information must be provided to obtain a permit:

- Vehicle license plate number and year
- Make and model of the automobile
- A copy of the vehicle registration

For residents with vehicles registered to an address not on Mercer Island, other proof of residence/vehicle ID is required.

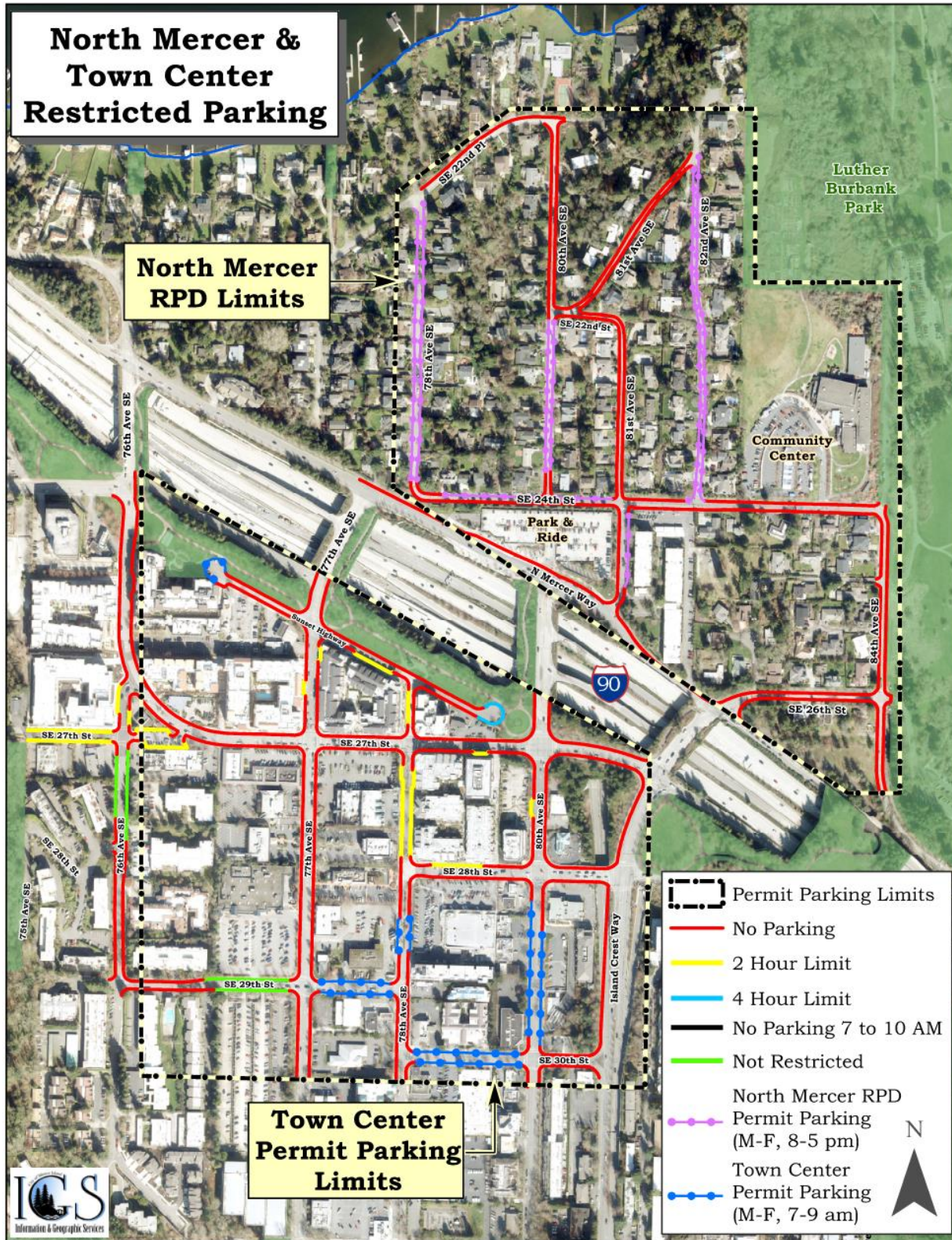
For residents driving a vehicle not registered to their home address (e.g., company car), a letter on company stationery stating the following is required:

- That the applicant is a company employee and has sole use of a company vehicle.
- The plate number of that vehicle.
- That the vehicle is normally parked at the applicant's Mercer Island home address before and after work.
- The company's Washington State Unified Business Number.

Permits are mailed to applicants and are provided in the form of stickers (blue permit with horizontal orientation for the Town Center Commuter Parking program and red permit with vertical orientation for the North Mercer RPD program). Stickers must be placed on the inside of the rear windshield in the lower corner of the driver's side of the vehicle. Permits are valid for a two (2)-year cycle, and all permits expire December 31 of the second year. Permits are not transferable to other vehicles.

Service vehicles, including City vehicles and utility companies providing emergency repairs, are exempt from posted parking restrictions.

Figure 8 Existing Mercer Island Parking Permit Areas



Source: City of Mercer Island

Town Center Commuter Parking Permit

Created in 2001, the Town Center Commuter Parking Permit program preserves selected public on-street parking spaces for Mercer Island resident use, between the hours of 7 am and 9 am, Monday through Friday. All Mercer Island residents are eligible for a Town Center Commuter Parking Permit, which costs \$5/year. The permit is useful for residents who wish to leave their car, walk to the Park & Ride, and catch a bus to off-Island destinations.

Permit Program Locations

The Town Center Permit parking program applies to the following streets (shown in Figure 8 on previous page):

- 78th Avenue SE: Parking on both sides between SE 28th Street to SE 29th Street
- SE 29th Street: Parking on both sides between 77th Avenue SE and 78th Avenue SE
- 80th Avenue SE: Parking on both sides between SE 28th Street and SE 30th Street
- SE 30th Street: Parking on both sides between 78th Avenue SE and 80th Avenue SE

Enforcement

Mercer Island Police Officers enforce parking without a permit in the restricted zone of the Town Center. Enforcement occurs between 7 am and 9 am on weekdays only. At other times, posted parking regulations apply.

The penalties for violation of the Town Center parking permits are:

- \$20 for parking in a permit-restricted area
- \$250 for unauthorized use of a parking permit

Number of Permits Issued

The City provided Walker Consultants with historical Town Center parking permit data. Typically, the City issues permits in two-year cycles. Current permits, however, are being issued solely for 2023 pending the outcome of the Town Center Parking Study, which will inform the permit process and potential rate change in 2024.

- 2014/2015: 578 permits issued
- 2016/2017: 690 permits issued
- 2018/2019: 799 permits issued
- 2020/2021: 544 permits issued
- 2022/2023: 212 permits issued to-date

North Mercer Restricted Parking District (RPD)

In 2003, the City created a restricted parking district in the North Mercer neighborhood to prevent Park & Ride overflow parking. The permits are available for Mercer Island residents whose home address is within the boundaries of the North Mercer RPD. North Mercer RPD permit holders receive the same privileges of a Town Center parking permit. North Mercer RPD permits, guest permits, and temporary contractor permits are \$5/permit each year.

Permit Program Locations

The North Mercer RPD is located north of I-90 and is roughly bounded by SE 22nd Street, 78th Avenue SE, N Mercer Way, SE 26th Street, 84th Avenue SE, and 82nd Avenue SE. (See Figure 8 on previous page)

Enforcement

The parking restrictions are enforced every weekday. Parking restrictions are not enforced after 5pm.

Additional Permits

Residents within the North Mercer RPD can also apply for up to two (2) guest parking permits and a permit for a temporary contractor who needs on-street parking for more than two (2) consecutive days.

Number of Permits Issued

The City provided Walker Consultants with historical North Mercer RPD parking permit data.

- 2014/2015: 161 permits issued
- 2016/2017: 84 permits issued
- 2018/2019: 105 permits issued
- 2020/2021: 79 permits issued
- 2022/2023: 49 permits issues to-date

Bikeshare Pilot Program

From July 16, 2018, to October 17, 2018, the City of Mercer Island launched a 3-month free-floating bikeshare pilot program intended to provide new mobility options for residents commuting to and from the Mercer Island Park & Ride (8000 N Mercer Way), as well as other users who may wish to conduct errands or travel around the Island car-free, as a supplement to local public transit options.

For three months, the City and bikeshare provider LimeBike offered a fleet of 25 electric-assist rental bicycles available to any rider. This program was offered in addition to the City's rideshare pilot program (with Lyft and Uber) as another way to help reduce Single Occupant Vehicle (SOV) usage, decrease congestion, and improve mobility options. The costs of the bikeshare program were \$1 to unlock and \$0.15/minute to ride.

Although this pilot has now ended, LimeBike continues to operate on the Island with City permission.

Ride Share Pilot Program

From April 23, 2018, to October 31, 2018, the City launched a 6-month ride share pilot program through Uber and Lyft to help commuters access the Mercer Island Park & Ride (8000 N Mercer Way) without the need for a personal vehicle. The program was designed to alleviate parking demand at the park and ride facility.

The ride share program only covered travel in Mercer Island and was available Monday through Friday, 24 hours/day. All rides were required to originate or terminate at the park and ride. Fares to ride were discounted and were as follows:

- Phase 1 (April 23, 2018-July 21, 2018): \$2 per person, per ride
- Phase 2 (August 1, 2018-October 31, 2018): \$2 per shared ride, \$5 per solo rider

Current Parking Enforcement Policies

Walker Consultants conducted phone conversations with City staff to better understand current parking enforcement practices in the City. Below are key findings from these discussions:

- Currently, there is one (1) staff member conducting parking enforcement as part of their job duties.
- Three (3) to four (4) patrol officers are typically patrolling the island at one time. They have authorization to conduct parking enforcement but typically focus on moving violations.
- Due to the limited staff allocated to parking enforcement, the officer can never spend a full day conducting parking enforcement.
- Historically, there have been issues with spillover of parking from the park and ride. However, because of the COVID-19 pandemic, and the decrease in commuter travel, there have been fewer issues with parking spillover from the park and ride recently.

- Typically, enforcement is concentrated in the “problem areas” such as near certain multifamily developments.
- Enforcement is conducted in the two (2) hour zones, but, due to the limited enforcement staff available, it is difficult to identify the 2-4-hour violations.
- The most frequent types of violations being issued are expired tags, parking over the 72-hour limit, or parking in no parking zones.
- There are issues with employees and residents parking in commercial parking spaces all day.
- The City uses automated license plate readers (ALPR) to conduct parking enforcement.
- There currently is not a graduated citation fine schedule to address those who conduct repeat parking violations.

Town Center Parking Agreements

The City has established several Public-Use agreements in privately owned parking garages to provide public parking in Town Center. Some of these agreements were negotiated as development conditions of new construction projects, while others were arranged to provide public parking in existing private lots and garages as a condition of granting a change of use or other development addition. All the parking under these agreements is free for two or three hours depending on the garage.

The City provided Walker Consultants with copies of the following parking agreements for properties in the Town Center:

- 7800 Plaza (7800 SE 27th Street): 35 shared spaces available to the public
- Aviara Apartments (2441 76th Avenue SE): 20 shared spaces available to the public
- The Mercer Apartment Homes (7650 SE 27th Street) 35 shared spaces available to the public
- The Hadley (2601 76th Avenue SE) 58 shared spaces available to the public

A summary of these agreements is provided below. Public-Use parking agreements are also in place for the following Town Center properties, but copies of the agreements were not available to review:

- 77 Central (2630 77th Avenue SE): 16 shared spaces available to the public
- Island Square (2758 78th Avenue SE): 48 shared spaces available to the public

7800 Plaza (7800 SE 27th Street)

7800 Plaza is a mixed-use commercial/residential development located in Town Center. In 2013, a parking agreement was established between the Owner and the City of Mercer Island. Per City of Mercer Island Municipal Code (MICC), because the Owner wished to convert a portion of the building to office space, which decreased the percentage of required retail/restaurant/personal services on the ground floor below 60%, public parking must be provided. Per the agreement, a total of 35 spaces were made available to the public. The following requirements are placed on these public spaces:

- The public must have 24-hour access to the spaces on a first-come, first-served basis.
- Each public space must be clearly marked with signage, which is subject to City approval.
- The Owner may establish a maximum parking time limit no less than two (2) hours.
- The Owner may designate one (1) or more public spaces exclusively for electric vehicle charging for use by the public or an operator of a car sharing service that makes vehicles available for public use.
- The Owner can require that the motorist parking in the public space patronize at least one business in the development, but the motorist is entitled to leave the development without moving their vehicle.
- The Owner cannot charge for parking in the public parking spaces unless the Owner demonstrates (and gets City approval) that parking fees are necessary to achieve parity because most of the short-term public parking in the Town has become fee parking.

Aviara Apartments (2441 76th Avenue SE)

Aviara Apartments is a mixed-use commercial/residential development located in Town Center. The developer requested to replace 20 standard parking spaces with 10 tandem spaces. Based on materials provided to the City, the City agreed that there would be sufficient parking with the proposed change (per the projected parking demand for the building and per the City's minimum parking requirements). As consideration for allowing the changes to the number of standard parking spaces, the City and the Owner entered into an agreement in which the Owner was required to set aside 20 parking spaces for public use (not allocated to a particular tenant). The following requirements are placed on these public spaces:

- The public spaces must be made available to the public on a first come, first-served basis.
- The public space must be clearly marked stating "unreserved parking stalls – general public use."
- The Owner may establish a maximum parking time limit no less than three (3) hours.
- The spaces must be open no later than 8 am and close no earlier than 9 pm or until all businesses in the building have closed, whichever is later.
- The Owner cannot charge for parking in the public parking spaces unless the Owner demonstrates (and gets City approval) that parking fees are necessary to achieve parity because most of the short-term public parking in the Town has become fee parking.

The Mercer Apartment Homes (7650 SE 27th Street)

In 2005, the applicant proposed to build approximately 235 market-rate units, 18,000 square feet of retail/restaurant/office/live-work and/or service space, and 398 parking spaces. The applicant proposed to construct the Project in two phases, the first phase denoted as "Building A" and the second phase denoted as "Building B." A perpetual parking easement agreement was established in 2005 to address any shortfall of parking for Building A created during the construction of Building B. The agreement is established between the two building owners and allows for 35 parking spaces to be accommodated on the Building B portion of the property. This shared agreement is unique in Town Center in that it explicitly prohibits walk-off parking.

The Hadley (2601 76th Avenue SE)

The Hadley is a mixed-use retail/residential development located in Town Center. The applicant proposed a mixed-use building with approximately 209 apartment units, 11,000 square feet of retail and commercial space, and 214-267 parking spaces. Per the development agreement between the applicant and the City, a minimum of 58 parking spaces shall be made available for public parking. The following requirements are placed on the public parking spaces:

- The Owner may establish a maximum parking time limit no less than two (2) hours.
- The Owner can require the motorist patronize at least one business in the development but otherwise will be entitled to leave the development without moving their vehicle.
- The City shall require a greater number of parking spaces be available for public parking during periods when residential use of parking is expected to be less than the parking supply, considering the shared parking concept.

Review of Mercer Island Municipal Code Regulations

Mercer Island City Code (MICC) Chapter 19.11 establishes Town Center Development and Design Standards, including standards for parking, vehicular, and pedestrian circulation¹⁰. The following key objectives apply for parking, vehicular, and pedestrian circulation, as relevant to the Town Center Parking Study:

¹⁰ "MICC 19.11.130 Town Center Design and Development Standards – Parking, vehicular and pedestrian circulation." City of Mercer Island, accessed December 19, 2022.

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- The Town Center should be accessible for vehicles but have an emphasis toward the needs of pedestrians.
- Development should maintain mobility and maximize opportunities for alternative modes of transportation.
- The harmonious integration of pedestrian and transit user circulation should be considered in every aspect of site design.
- Development shall provide adequate parking with safe and convenient pedestrian access.
- Parking stalls shall be located within a structure, underground, or behind buildings.
- Parking structures should not dominate the street frontage and must blend with the building's architectural theme.
- Creatively designed, clean, and functional pedestrian connections are encouraged to provide access through-blocks, between properties, and/or to and from the public right-of-way.

Table 6 summarizes the current parking requirements in the Mercer Island Town Center. These requirements apply to new development and remodels greater than 10% of the existing gross floor area (GFA).

Table 6 Mercer Island Town Center Parking Requirements By Use¹¹

Use	Requirement	Metric
Retail		
<i>General Retail</i>	2-3 stalls	Per 1,000sf GFA
<i>Restaurant/Deli/Bakery/Food</i>	5-10 stalls	Per 1,000sf GFA
<i>Hotel</i>	See Metric column	1 per guest room + 2/3 per employee on shift + 5 per 1,000sf of Retail/Office
Office		
<i>Financial Services</i>	3-5 stalls	Per 1,000 sf GFA
<i>Health/Barber/Beauty</i>	4-5 stalls	Per 1,000 sf GFA
<i>Other Professional Services</i>	3-5 stalls	Per 1,000 sf GFA
Residential		
<i>Non-Senior</i>	1-1.4 stalls**	Per Unit
<i>Senior</i>	.3-1 stalls	Per Unit
Libraries/Museums/Public Buildings	3-5 stalls	Per 1,000sf GFA
Assembly or Meeting Spaces	See Metric column	1 per 3 seats to 1 per 5 seats + 2 per 3 employees
Other Uses – Non-Specified	See Metric column	As determined by code official

*For mixed-use or residential projects, if an applicant provides more parking than 1.25 spaces/dwelling unit for any part of a project consisting of residential units or 2.5 spaces/1,000sf for any part of a project that is not used for residential units, such additional parking shall either be underground or on the second or higher story of structured parking.

**Site-specific deviations to allow less than 1 stall per unit may be allowed based on a detailed parking analysis and with approval of the code official.

¹¹ "MICC 19.11.130(B)1(a) Town Center Design and Development Standards – Parking, vehicular and pedestrian circulation: Minimum number of parking stalls required." City of Mercer Island, accessed December 19, 2022.

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Most of the land uses listed in the table above have a range of parking requirements. The code official has the final authority to determine the number of parking stalls required within the ranges to accommodate typical daily peak parking demand based upon the applicant's submittal of a completed site plan and detailed parking analysis.

Parking stall and aisle dimensions¹² are as follows:

- Standard stall: 9' by 18.5'
- Compact stall: 8.5' by 16'
- One-way traffic aisles
 - 18' width for parking angled at 45° or higher
 - 12' width for parallel parking

No more than 50% of the required spaces for office and residential uses can be designed to accommodate compact vehicles, and no more than 25% of the required spaces for all other uses can be designed for compact vehicles.

Shared Parking in Town Center

The Town Center Development and Design Standards also outline stipulations for shared parking, which is a parking supply mechanism in which a development meets parking requirements by demonstrating that overall demand for parking at a development can be met by shared parking spaces. When shared off-street parking facilities for two or more uses are proposed, the City allows for parking reductions of up to 50% due to shared parking. The code also requires a parking demand study prepared by a professional traffic engineer that demonstrates:

- All land uses will not significantly overlap, and
- Uses will be served by adequate parking if shared parking reductions are authorized.

Shared parking applies to both single on-site common parking facilities and off-site facilities. If off-site facilities are used, all facilities must be connected to improved pedestrian facilities, and no building or use should be more than 1,320 feet walking distance from the most removed shared parking facility. For shared parking owned by one or more different property owners, a covenant or other contract for shared parking is required.

¹² "MICC Title 19 Unified Land Development Appendix A – Parking Lot Dimensions." City of Mercer Island, accessed December 19, 2022.

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Appendix D: Mercer Island Park & Ride Usage Data

Sound Transit conducted parking counts of the Mercer Island Park & Ride in February 2014 and February 2015. The specific day of the week and time of the counts is unknown, but the survey found that the Park & Ride was 96% occupied in 2014 and 95% occupied in 2015. The survey maps are included as Figures 9 and 10 on the following pages.

Figure 9 Mercer Island Park & Ride License Plate Survey (February 2014)

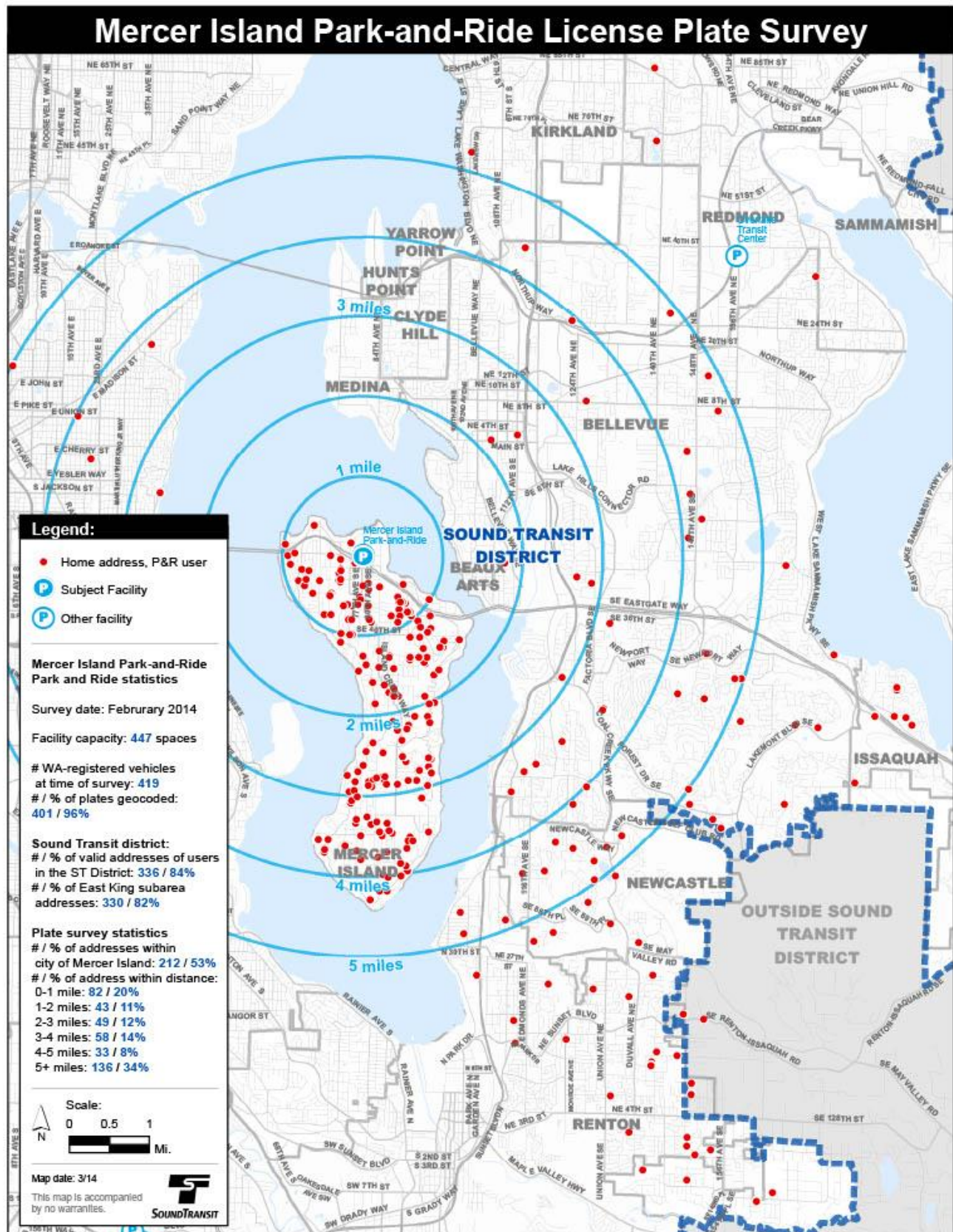
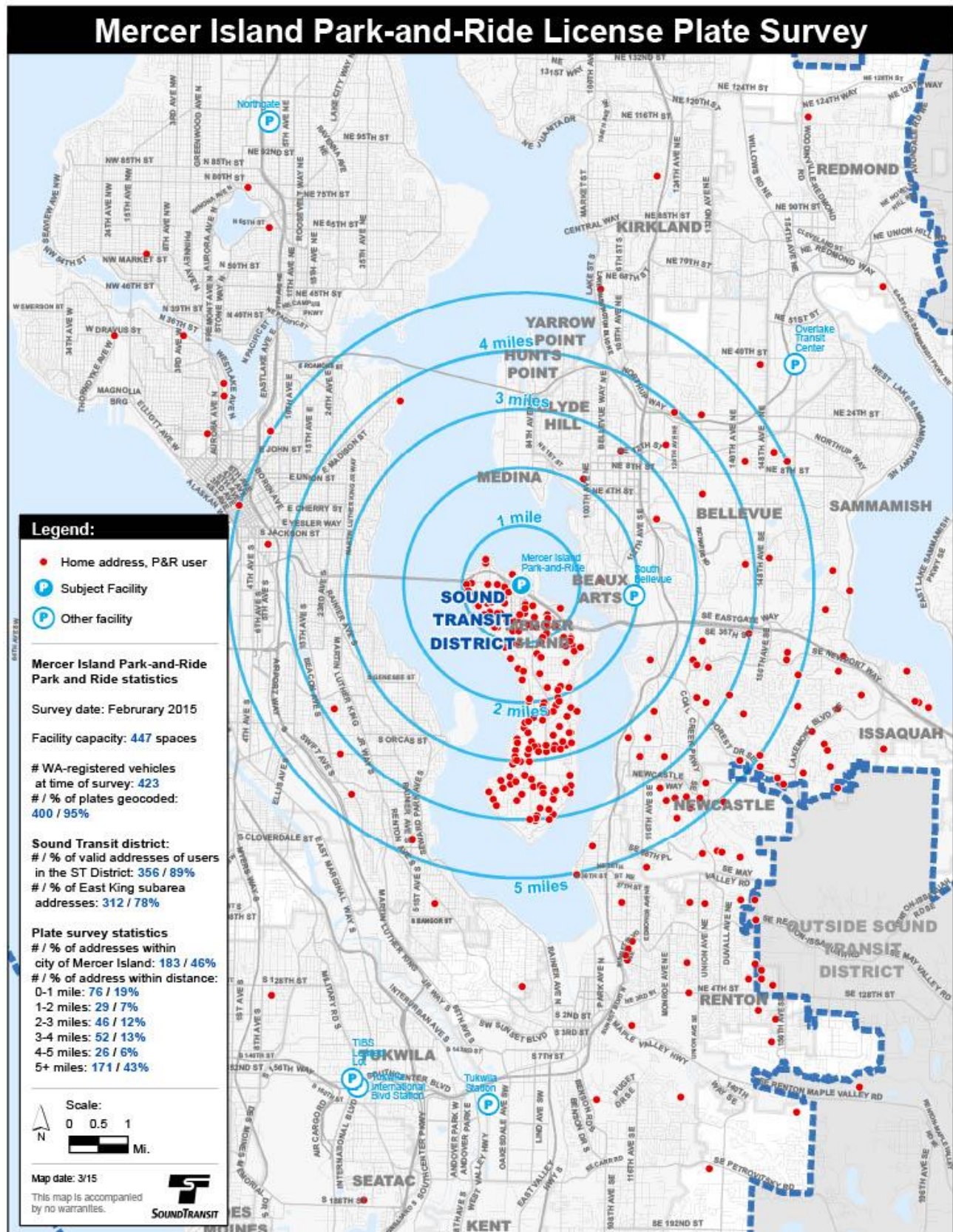


Figure 10 Mercer Island Park & Ride License Plate Survey (February 2015)



Appendix E: Town Center Parking Observations

The following evidential images document existing conditions in Town Center related to parking. They were captured in June 2022 during site visits completed by the consultant team from Walker Consultants.

Parking Lots and Garages

Image 1 Former Tully's Site (7810 SE 27th Street)



Image 2 QFC (7823 SE 28th Street)



AB 6359 Town Center Parking Study Draft Review

Exhibit 2: New Appendix E – Town Center Observations

Image 3 Tabit Village Square (7633 SE 27th Street)



Image 4 Islandia Center (3016 78th Avenue SE)



AB 6359 Town Center Parking Study Draft Review

Exhibit 2: New Appendix E – Town Center Observations

Image 5 Boyd Building (7605 SE 27th Street)



Image 6 Riot Games (3003 78th Avenue SE)



AB 6359 Town Center Parking Study Draft Review

Exhibit 2: New Appendix E – Town Center Observations

Image 8 The Hadley (2601 76th Avenue SE)



Image 9 Aviara Apartments (2441 76th Avenue SE)



AB 6359 Town Center Parking Study Draft Review

Exhibit 2: New Appendix E – Town Center Observations

Image 10 North Mercer Restricted Parking District



Image 11 Sound Transit Park & Ride Upper Deck (8000 N Mercer Way)



Image 12 Sound Transit Park & Ride Lower Deck (8000 N Mercer Way)

AB 6359 Town Center Parking Study Draft Review
Exhibit 2: New Appendix E – Town Center Observations



Loading and Short-Term Parking

Image 13 Illegal Use of Center Turn Lane for Loading Zone (77th Avenue SE)



Image 14 10-Minute Parking at Tabit Village Square (7633 SE 27th Street)



AB 6359 Town Center Parking Study Draft Review
Exhibit 2: New Appendix E – Town Center Observations

Bicycle Traffic and Infrastructure

Image 15 Bike Lane Use on SE 32nd Street



Image 16 Bike Lane Use on SE 27th Street



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Exhibit 2: New Appendix E – Town Center Observations

Streetscapes and Wayfinding

Image 17 77th Avenue SE Streetscape (between SE 27th and SE 28th Streets)



Image 18 77th Avenue Streetscape (between Sunset Highway and SE 27th Street)



Image 19 Town Center Wayfinding Signage

AB 6359 Town Center Parking Study Draft Review
Exhibit 2: New Appendix E – Town Center Observations



Appendix F: 2023 Parking Inventory and Utilization

In 2023, the City contracted with IDAX Data Solutions, a multimodal data collection firm, to update the parking data collected in 2022. The following appendix provides an overview of the methodology and findings from this effort.

Methodology

Parking counts were conducted on Thursday, June 8, and Saturday, June 10, 2023, to mirror the timing of the 2022 data collection. Parking occupancy counts (i.e. number of parked cars) were conducted every two hours from 10 am to 8 pm, inclusive, on both days to understand parking demand throughout the day on typical parking conditions. Parking length of stay counts were also conducted at 5 pm and every two hours from 10 am to 8 pm, inclusive, on June 8 to understand how long cars stay parked in on-street spaces. For this update, inventories and counts of the North Mercer Restricted Parking District (RPD) and Sound Transit Park & Ride were also included.

Parking Inventory Updates

Town Center data collection used the 2022 inventory (also collected by IDAX), with some changes depending on factors such as spacing between cars parked in unstriped spaces, stalls blocked off in private lots, etc., for delta of +15 on-street spaces and +4 off-street spaces. Inventories of the RPD and Park & Ride showed 127 and 455 spaces, respectively.

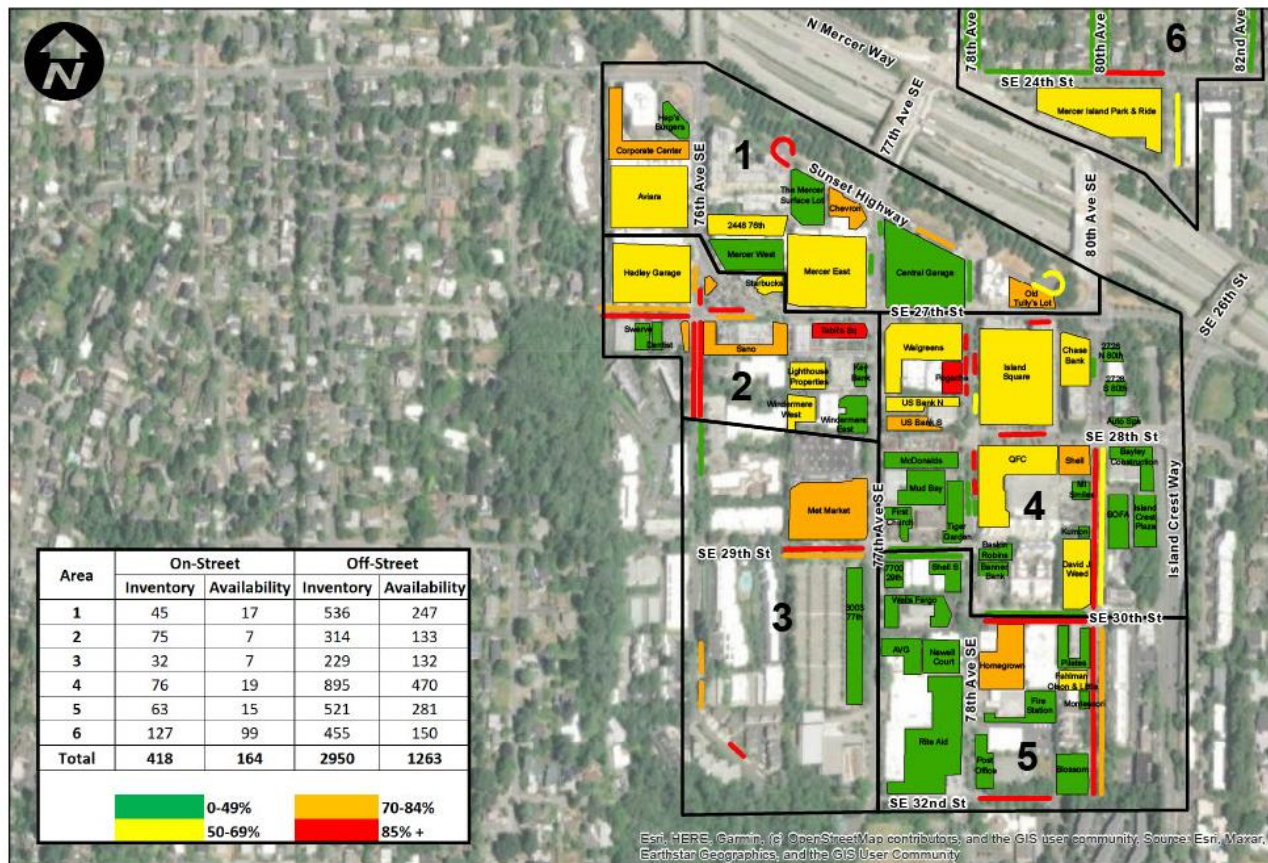
Parking Utilization

The 2023 counts continue with the parking management assumption that the ideal occupancy threshold is 85%. When parking is 85% occupied, spaces are 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. Figure 11 on the next page shows weekday parking utilization at the peak time of 12pm. As in 2022, certain block faces and parking facilities exceeded the 85% occupancy threshold, while other block faces and facilities were less than 50% occupied.

AB 6359 Town Center Parking Study Draft Review

Exhibit 2: New Appendix F – 2023 Parking Inventory and Utilization

Figure 11 Weekday Peak Utilization (Thursday, June 8, 2023, at 12pm)



Source: IDAX Data Solutions.

Even at peak weekday parking demand, spaces in Town Center were available:

- 65 on-street spaces were available.
- 1,113 off-street spaces were available.

Weekday utilization in the Town Center zone was down slightly compared to 2022 and still below 50% occupied.

The Park & Ride showed peak utilization of 67% at 12pm and RPD utilization only reached 22% overall.¹

Length of Stay Analysis

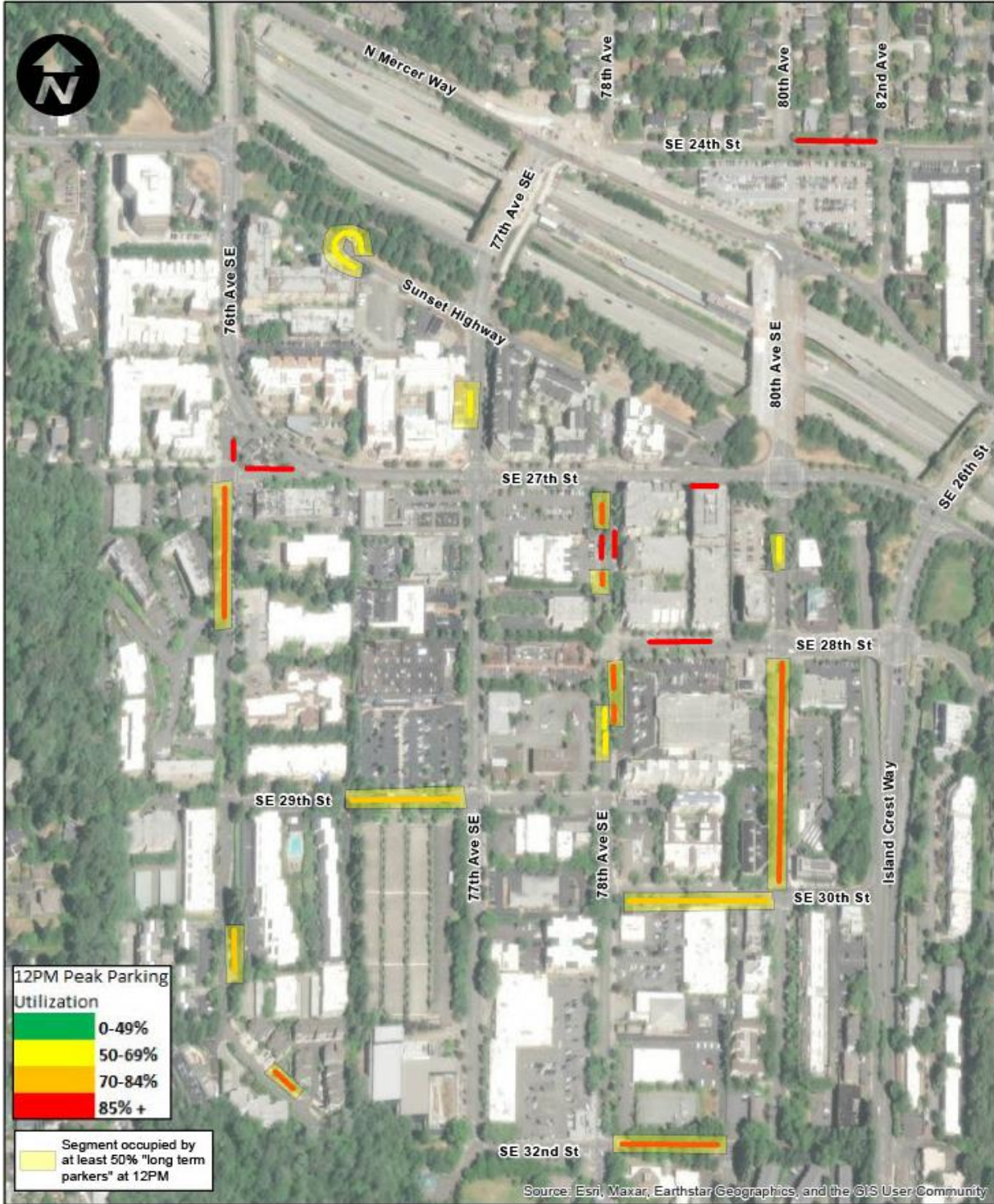
A length of stay analysis shows how long vehicles occupied on-street parking spaces in Town Center on Thursday, June 8, 2023. This analysis focused on blocks where the parking occupancy was 70% or higher and considered vehicles parked for at least four hours “long-term parkers.” **Error! Reference source not found.** on the next page shows the street segments with at least 70% occupancy and segments in which parkers were parked for at least four hours.

¹ In June 2023, sections of the RPD were closed or limited due to construction work by King County. At the time of data collection, the contractor was primarily working in the area north of the Park & Ride, primarily on 81st Avenue SE. Construction likely did not significantly change parking patterns since the RPD is used by residents, but some parking spaces were closed during construction.

AB 6359 Town Center Parking Study Draft Review

Exhibit 2: New Appendix F – 2023 Parking Inventory and Utilization

Figure 12 Length of Stay Analysis



Source: IDAX Data Solutions.

The duration data for these busy blocks showed that:

- 458 vehicles parked on these streets over the course of the count period.
- 186 of 458 (40%) were parked for 4 or more hours.

AB 6359 Town Center Parking Study Draft ReviewExhibit 2: New Appendix F – 2023 Parking Inventory and Utilization

- Of the 186 vehicles parked for 4+ hours, 80 vehicles (43%) were parked in 3-minute, 30-minute, or two-hour parking zones.

Log #	Date	Channel	Comment(s)
1	08.02.03	E-mail	I just reviewed the report, and I have to say I have never experienced an issue finding parking in Town Center, even during the farmer’s market. I don’t think there’s a problem and I agree that management of on-street parking is the best strategy (strategy #1) to support retailers in Town Center. I don’t think that requiring new developments to provide crazy amounts of parking is a good idea—it adds to the cost of a development and reduces housing affordability. Having to walk 1 block to where I’m going actually helps add to the vitality of street life in Town Center, making it more likely that I might find a new business I haven’t seen before. Adding bike parking and strengthening communication about other ways of getting to Town Center/adding safer ways to get to Town Center by bike/ped (for a climate perspective as well) is one thing I might suggest so that we don’t all have to drive down all the time.
2	08.09.23	Let’s Talk	I’d really appreciate a central parking spot (willing to pay) where I could leave my car and walk to several shops and services in downtown.
3	08.10.23	E-mail	<p>After reading the survey findings, I have the following comments.</p> <ol style="list-style-type: none">1. While there are spots available at the various business throughout the town center, there are only while shopping at each respective store. So, if I want to shop at Walgreens and/or True Value, and then want to pop over to any of the businesses in Tabit Square, I am required to drive across the street to a strip mall where parking is always an issue. Additionally, if I wanted to go to Umpqua Bank, I would, yet again have to move my car, adding to traffic congestion, as well as increasing my carbon footprint to shop in Town Center. There is no easy and convenient way to park one’s car and walk about Town Center to complete errands without risk of getting ticketed by private companies the buildings have hired to monitor their parking lots. The city should definitely consider building a public parking garage with a 4 hour limit so residents can easily shop, visit friends, and dine in town center without having to move one’s car.2. Many of the mixed use buildings were granted an additional story by providing public parking which then is taken away and leased out to the apartment dwellers for second and third cars. This has not been enforced by the city at all. I now must have an APP to park in Island Square’s public parking where we maintain a business just to run up and drop something off or to pop into my bank. The city is not requiring any of the landlords to follow through on public parking provisions after the buildings have been built.3. New building permits for mixed use buildings should require set-backs to include on-street parking around the buildings. The argument that they won’t build here if the city pushes back is just not true. We are lining the pockets of developers at the expense of a vibrant and easily walkable town center. With the buildings taking public parking away after the projects are completed, it is often difficult to find a parking spot in the building garages. For those of living on other parts of the island, we do need to drive to town center, thus need a spot to park.4. A viable town center is not limited to providing parking for customers but for employees as well.5. With the light rail stations and basically no guarantee of parking one’s car at the Park and Ride, there is absolutely no incentive to use light rail instead of driving into the city.6. I question the timing of the survey as parts were conducted at the end of June. Not the most optimal time to see how parking is utilized and also not a time of the year when it would have been busy in the town center with school just getting out and families heading out of town for summer vacations.
4	08.12.23	Let’s Talk	By reconfiguring 77th Ave between 29th and 32nd, diagonal parking and street facing retail could be included in a redevelopment plan. 77th as presently configured is too wide for the present traffic and usage patterns and is not friendly to pedestrian retail experience. Consider reconfiguring it as one way from 29th to 32nd, one lane with bike lane on ex-Farmers side and diagonal parking along the retail side. Expose retail frontage for businesses in redevelopment plan. The parking aspect is just re-striping and does not affect existing curb cuts or sidewalks. A more thorough redevelopment design would likely turn up valuable improvements.

Log #	Date	Channel	Comment(s)
5	08.14.23	Let's Talk	Agree with report recommendation to provide incentives for sharing space in existing parking lots that look underutilised, in the older developments. Parking once and walking around is key to retail success from a community viewpoint. Information, such as signage, about the location of public parking is essential, as demonstrated by the research on underutilised spaces. Continued improvements to the ped and bike system are important, and should not be sacrificed to add parking. But parking on arterials can provide a buffer between traffic and peds. Parking can also make open restaurant windows more attractive, e.g. at the former Bennett's and Mo's restaurants, since the sidewalks are too narrow to provide distance between fast cars and diners. Agree that more gathering spaces would be great, maybe a small basketball spot somewhere downtown.
6	08.17.23	E-mail	If we decide we need more parking, my pet idea is to create a subsidy to encourage owners of private lot to designate spaces for public use. Spaces could be available for a limited amount of time or only during some hours. Not sure if that makes sense, but I thought I'd throw it out there.
7	08.17.23	E-mail	We would like parking to remain FREE.
8	08.19.23	E-mail	I wanted to make sure I understood the report. My daughter and her husband have a home on 78th Ave SE which has already lost significant value since she bought it because the new bus turn around is two houses away. I cannot express what an eye sore this has created! The only saving grace has been the parking permits which prohibit people from using her street for overflow parking. If I interpret the report correctly there is some consideration for letting the public use her street for parking should the downtown and Park and Ride be full? I certainly did not see Sound Transit compensate her for the loss of property value with the latest construction. I could only imagine what would happen if her street became a parking lot. Please seriously consider the hard working people living on those streets adjacent to town center when decisions are made. The hit they are taking on their home values diminishing is far greater than the price of parking permits. These home owners are not made whole even if folks who do not live on the street pay more for permits.

Log #	Date	Channel	Comment(s)
9	09.05.23	E-mail	<p>The City hired Walker Consultants to evaluate parking in the downtown commercial core. Walker recently completed a “draft” of the study for which the City is seeking comments.</p> <p>I would like to advocate for the following recommendations:</p> <ul style="list-style-type: none">• The study recommends more and better distributed bike parking in the downtown (see page 29). <u>We strongly agree with this recommendation.</u>• The study recommends bicycle parking on SE 27th Street (see page 32). <u>We strongly agree with this recommendation and additionally support bike trail on this roadway.</u>• The study recommends reconfiguring 77th Ave. SE to eliminate the center turning lane, add car parking and maintain the existing bike trail on both sides of 77th Ave. SE (see page 32). 77th Ave. SE is the primary bike route through town to the light rail and the I-90 trail. That roadway currently has unprotected bike trail on both sides of the roadway (running north and south). There currently is no parking on the roadway.<ul style="list-style-type: none">○ While the study is focused on parking, we need more and better bike trails leading to the downtown and to the off-island transportation network.○ 77th Ave. SE is the city’s bicycle gateway to the light rail station and the I-90/Mountains to Sound bike trail. It is imperative that we have a bike trail on this roadway. <u>Its primary design focus should be the safety of cyclists.</u>○ It appears possible to eliminate the center turning lanes, add a small number of parking spaces (northbound) while also retaining and upgrading the existing bike trail on both sides of 77th Ave. SE. <u>The trail should be designed to protect cyclists from cars (including “dooring”) through the inclusion of barricades, planters or other barriers.</u> <p>Thank you for looking at the results of this study not just with a car-centric mandate but also with a bike-friendly focus.</p> <p>In addition to considering the parking spaces please ensure there is adequate parking reinforcement. To have slots that are taken all day does the merchants no good when someone wants to pop in to get a purchase. At least staggering the parking gives the chance that someone will be able to find a spot to park and shop.</p>
10	09.06.23	Let’s Talk	<p>Any talk of adding parking to 77th immediately brings to question the bike lanes one either side of the road. I really don't care what happens to the road or whether parking is added (I have never struggled to find parking within a block and am not burdened by walking to multiple stops. I can walk across the street and don't need to drive 100ft if that's where my second stop is) Any re-configuration of 77th must preserve the bike lanes, and the opportunity exists to use parking to create PROTECTED bike lanes. I also agree strongly that some of underutilized private parking could be converted to public parking through pay apps such as Pay by Phone or Parking Spot.</p>

Log #	Date	Channel	Comment(s)
11	09.13.23	E-mail	<p>I just found time to read the Walker study. Is this our 3rd parking study? 4th? ...</p> <p>The overall tone matches my experience with parking in TC, which is that 95% of the time I will find an available spot within a minute and occasionally I'll need to walk a block. I agree with most of the report findings to include better bicycle accessibility. My best shopping experiences have generally been when I travelled by bike.</p> <p>I also strongly agree with the thought that we need to do a better job of managing our existing on-street parking. It doesn't make any sense to look at increasing the supply of on-street parking when we aren't managing what we already have. Create more 30 minute spots and enforce the time limits. Which brings us to the recommendation to study 77th...</p> <p>I'm not feeling it. It sounds like a quick "win" to repaint 77th to eliminate the center lane and add parking, but this jeopardizes the bike lanes and doesn't add parking where it's needed. There are almost no storefronts on 77th and those few do all have plentiful parking. The folks that won't presently walk a few hundred feet from the current "park once" parking are unlikely to do so from 77th.</p> <p>I'm looking forward to the discussion as well as the next parking study!</p>
12	09.14.23	Let's Talk	<p>I bike to/from my home on Mercer Island to my office on Mercer Island DAILY, via 77th Ave. I use 77th Ave despite it being less direct than zig-zagging through 80th/30th/78th, because it feels safer. It feels safer because there are no parked cars, few driveways, and plenty of room for cars to pass with a wide margin. Making the road narrower and adding parking will not make me feel safer unless the bike lanes are going to be fully protected. Street parking will impede visibility of bikes, especially children on bikes, to drivers pulling out of driveways along 77th. IMHO, cars pulling out of driveways in the Town Center is the biggest risk to bikers (Starbucks drive-through being the absolute worst). I'm pro-bike lane, but only if the bike lanes are safe. I think adding car parking along 77th will make those lanes *less safe*, without significant investment to fully protect them. I don't understand why, in 2023, we're trying to add parking to make driving "more convenient". Priority 1 should be providing safe, convenient alternatives to driving a car - not figuring out how to use more of the public right of way for car storage. Many of the other ideas: sharing existing private lots so more efficient, converting all existing street parking to 2 hr zones, converting more zones to 10m loading/unloading to encourage ride-share, etc - all seem better than adding street parking.</p>
13	09.14.23	Let's Talk	<ul style="list-style-type: none">- Creating a thriving downtown is so important, and I don't think we should do anything that adds impediments to getting people in the area. I strongly believe that if we charge for parking, even nominal fees, people will move more of their shopping online in an effort to avoid having to pay.- Right now it appears that we have commercial properties with either too much (area by old Mud Bay location) or too little parking (e.g. area by UPS, Cafe Sano), and we should encourage ways for people to park once and then walk around rather than deter people to walk offsite with parking signage that suggests they will be towed if they are not a customer of that business.- I agree that consistent 2 hour parking limits should be applied throughout the downtown area. Ensure there's good communication about how residents should address big city events, like Summer Celebration or Music in the Park, where we want to encourage residents to be in the town center and stay for more than 2 hours.- Parking in Tabit Village Square is always very packed, but the spots are incredibly narrow and there are regularly near accidents there. Would be great for whoever manages that lot to work on revamping the parking, especially because there is no available public street parking nearby.- Bicycle parking would be great, including spots that support bicycles with carriers for gear / kids.- Increase signage from the road to call attention to underground / commercial lots that have available public parking.- Really need to create more specifically protected bike lanes so that the growing number of electric scooters can join bikers safely on the road.

Log #	Date	Channel	Comment(s)
14	09.15.23	Let's Talk	With 77 Central being downtown and a parking audit being done I wanted to bring up the concern that when the new intersection was put in on 77th ave and Sunset Hwy they took away 2-3 parking spots and replaced it with a sidewalk instead of keeping the parking. This was highly used for vendors, residents, retail clients, ETC. Would love to see them come back to make it parking again.
15	09.15.23	E-mail	<p>I just finished reading the report and wanted to comment, particularly regarding 3a and 3e.</p> <p>We have lived on the island for 15 years and have three children 6-13 yo. We have spent many years walking and biking downtown to community activities such as the farmers market. In the past few years our children have become independent cyclists who meet up with friends in the downtown area. They routinely share stories of close calls with cars speeding or swerving too close to them while they're biking. My husband has considered biking to the park and ride to use public transportation (he used public transportation for years until the parking lot was overcrowded and he couldn't find a spot). But for new cyclists, the lack of safe bike routes are intimidating and a barrier.</p> <p>-We need safe biking and walking routes more than we need on street parking to accommodate more cars. These routes would have dedicated bike lanes with safety barriers.</p> <p>-We are a small town that thrives on community. The community spaces are more valuable to the quality of life on Mercer Island than more on street vehicle parking.</p> <p>Thank you for doing this work, we look forward to hearing the positive outcomes of the project!</p>
16	09.17.23	E-mail	<p>I appreciate that there are now "A-boards" on the sidewalks indicating public parking in the larger buildings but I think we can take that a step further and do consistent, attractive, electronic signage that indicates how many stalls are available in each building. If not that at least get a recognizable standard for the A boards, one that meets the current/or a revised sign code . The city could provide the signage. It is looking pretty messy with all the different A boards on our sidewalks. Having a standard sign for underground parking that is easily identified would encourage use of underground parking.</p> <p>I hope the city will prioritize people, bikes and getting people out of their cars. It is ok if traffic is slow in the town center, other communities have reduced street width, adding parking, making crossing easier and slowing traffic. Encouraging east west travel to use North Mercer Way is better for our retail district.</p>
17	09.17.23	E-mail	Thank you for your work on parking. Having reviewed the draft report online, my main question is what the City intends to do with the former Tully's property. Is it part of the parking plan? Thank you.
18	09.18.23	E-mail	I would appreciate if the City Council could please address the Tully's site future plan. The former Tully's site was originally intended for a parking structure and mixed use plot. Further, ARCO had agreed to reimburse substantial costs in developing the site. The parking site was originally intended to open in 2023.

19	09.18.23	Let's Talk	<p>To me it is disconcerting that the Parking Study does not speak to the fact that most Mercer Island residents do not shop locally. This topic has been investigated multiple times to understand why. In all cases the main reason given by residents was lack of public (safe, obvious and retail-aware) parking, followed by walkability and lack of desired retail. Of the studies done, the lowest number of residents that cited parking as their main concern was just over 50% but recently that appears to have risen to possibly as high as 85% of residents that have parking concerns with shopping in our Town Center.</p> <p>It is important for the current parking study to also note that the Town Center's critical (anchor) retail is supported more by non-residents than residents. This fact can easily be checked by quizzing individual retailers to ask them directly what percent of their customers are local to the community and what are not. Their figures may not be exactly correct but they give what is most important, a picture of who is shopping in the Town Center.</p> <p>Why these facts are important is that it means that collection of parking data at this moment is identical to taking seating data at an eatery when it is closed. This helps no one. Instead you want to understand why residents won't shop here and determine what changes need to happen for residents to support their own community. When you do, it becomes evident that the Town Center's private parking is not considered to be safe, obvious or retail-aware. It becomes evident that the minor public parking we have is so scarce and hard to find that most residents don't know where it is and no wayfinding can point to it because it is so spread out. It becomes evident when studying the Town Center in evening hours that the arteries are so poorly lit that they become unsafe for anyone to park on them.</p> <p>A secondary concern is the study's recommendations to switch to two hour parking for all public parking instead of recommending that public parking needs to be "retail-aware".</p> <p>In an open meeting five years ago between city leaders and local property/retail owners on the subject of parking, both property and retail owners accented that two hour parking would hurt or put them out of business. The reason for this has to do with their needs. Many local businesses rely on off island staff that require parking for their employment. This means a need for parking for at least eight hours. Many of the smaller retail shops have no employee parking but even one of our grocery stores with a large parking lot explained that they would have problems without some limited public parking for staff.</p> <p>At this meeting, one of our nicer eateries said they would be put out of business without at least three hour parking which is the time they felt was needed for a customer to come to their restaurant, dine, be entertained, and return to their car. This was on top of the need for longer period parking for any resident that wants to accomplish more than one task at a time like window shopping, having drinks/appetizers at one eatery, having a nice dinner at another, followed by a walk or other entertainment. The longer term parking doesn't have to be directly in front of the businesses but it does have to be obvious and within a safe walking distance of the retail core, all hours of the day.</p> <p>What this says is that Mercer Island's Town Center like all retail cores will be negatively affected if it is limited to just two hour parking throughout. Public parking has to actually meet the needs of the businesses that require it.</p> <p>A final thought, that I think is important, is my disappointment that the pictures of safety concerns related to the dead center lanes on 77th Avenue SE and SE 27th Street were removed from the most recent report.</p>
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Log #	Date	Channel	Comment(s)
			<p>The issue of safety in relation to use of dead center lanes for pickup/delivery have been noted to me by multiple business owners. Along with requiring deliveries and pickups to be made in a dangerous manner (often in the active lanes), these Stroads cause the traffic to move too quickly and the arteries to be too wide for safe crossing.</p> <p>I personally think the removed photographs should be put back in recognition that above all we as a community care for our local businesses and residents. The current design of Town Center arteries make our retail core unsafe. Their design makes it unsafe for cyclists as well as pedestrians. No matter how hard we try to get residents to shop local, they will not do so if safety is a concern. We can not get proper traffic flow through the Town Center if we have to use overly expensive traffic lights to slow traffic to desired speeds instead of properly designing arteries so traffic will automatically drive the right speeds. No type of fancy crosswalk is safe for crossing a Stroad.</p> <p>I much appreciate your consideration of my comments. Currently we have a community that is unsustainable. A community that can not support its residents. A community with an unhealthy Balance Sheet. This will not change until residents feel comfortable shopping locally. The first step for this to happen is for us to make it possible for residents to actually come to our Town Center.</p> <p>What is a Stroad - https://youtu.be/OZ1HhLq-Huo.</p>

Log #	Date	Channel	Comment(s)
20	09.18.23	E-mail	<p>I am writing this email regarding AB 6336 (Town Center Parking Study) in my capacity as a business owner in the Mercer Island Town Center. I have the following comments on the Town Center Parking Study:</p> <ul style="list-style-type: none">• From our (Island Books) perspective, thanks to changes in work/commute behavior due to COVID there does not appear to *currently* be a parking problem in our portion of the Town Center (I acknowledge that businesses in other parts of the town center may have a different perspective - e.g Boyd building, Tabit Square etc.). What’s unclear is whether this is a temporary condition or a permanent condition. There was a very serious and significant parking problem prior to the COVID pandemic. With large employers such as Amazon and Microsoft currently pushing for a return to work in the office, we may also see our serious and significant Town Center parking problems return. It’s too early to tell if the current state of parking in the Town Center will be the “new normal” or not. Therefore, I would recommend not making any significant or irreversible changes until we have more clarity on the what the “new normal” is (and this will take some time).• However, what the Town Center Parking Study completely misses (or ignores) is the impact that the current parking requirements within our commercial development code will have on the future parking capacity within the Town Center. The Town Center Parking Study points to both weekday and weekend parking utilization below the 85% threshold (again, at the end of the COVID pandemic). However, the parking utilization includes two large surface lots at the north (Walgreens) and south (Rite Aid) ends of the Town Center. What happens when these lots are redeveloped under current development code with the current parking regulations? What happens to on-street and off-street parking utilization then? For example, the Xing Hua property currently has ~76 parking spaces (I counted) completely dedicated to commercial/retail parking. When redeveloped Xing Hua will have 46 “flex” parking spaces (parking for both residential and commercial parking) – a reduction of at least 39% in commercial/retail parking capacity for the site. In addition, Xing Hua will have 157 dedicated residential parking spaces for 159 units (less than one parking space per unit). So, for the Xing Hua site, we expect to see increased demand for parking due to inadequate residential parking and significantly decreased commercial/retail parking. What could possibly go wrong? Now let’s extend that scenario to the Walgreens and Rite Aid sites. What happens to parking utilization when the Walgreens and Rite Aid sites are redeveloped under current development code and parking regulations (even if we keep current parking demand constant)? What happens when you add the variable of increased residential density that comes with mixed use development? Over the last few years, this city council has had to deal with the issue of decreasing retail space in our Town Center due to poorly written development code, an issue created by previous city councils and previous administrations. I urge this council not to create a similar problem with regard to parking. I suggest the council direct city staff, the consultant and this Town Center Parking Study to evaluate our current parking requirements within our commercial development code to assess the impact of future parking capacity within the Town Center.

Log #	Date	Channel	Comment(s)
21	09.19.23	E-mail	<p>Thank you for the opportunity to review the Walker Consultants Draft Parking Study. Neighbors in Motion provides the following comments:</p> <ul style="list-style-type: none">• The study recommends more and better distributed bike parking facilities in the downtown (page 29). <u>We strongly agree with this recommendation.</u>• The study recommends bicycle parking on SE 27th Street (page 32). <u>We strongly agree with this recommendation and additionally support bike trail on this roadway.</u>• The study recommends reconfiguring 77th Ave. SE to eliminate the center turning lane, add car parking and maintain the existing bike trail on both sides of 77th Ave. SE (page 32). 77th Ave. SE is the primary bike route through town to the light rail and the I-90 trail. That roadway has unprotected bike trail on both sides of the roadway. At present, there is no parking on the roadway. Walker’s proposal does not provide details as to the design of this element but based on what we know, our responses are:<ul style="list-style-type: none">○ We do not make a recommendation regarding the necessity of adding parking to 77th Ave. SE.○ While the study is focused on parking, we need more and better bike trails leading to the downtown and to the off-island transportation network.○ 77th Ave. SE is the City’s bicycle gateway to the light rail station and the I-90/Mountains to Sound bike trail. It is imperative that we have a bike trail on this roadway. <u>Its primary design focus should be the safety of cyclists.</u>○ By the sparse details provided, it may be possible to eliminate the center turning lanes, add a small number of parking spaces (northbound) while also retaining and upgrading the existing bike trail on both sides of 77th Ave. SE. <u>The trail should be designed to protect cyclists from cars (including “dooring”) through the inclusion of barricades, planters or other barriers.</u>
22	09.19.23	Public Hearing / E-mail	<p>I'm a resident here on Mercer Island. I live in the Town Center so I see how people use it all the time. I've read over the parking study and I think it has a lot of good suggestions. I just wanted to highlight two points:</p> <p>Parking utilization is actually rather low. The study shows that at the peak, we only use 70% of our on-street spaces and 50% of the off-street spaces. This is below the 85% max that parking experts usually try to target.</p> <p>So, I'd like to encourage the council to adopt recommendation 3-B in the report, which talks about making a shared parking supply. Right now in the city code we require every new development to have independent parking, which leads to one lot being relatively full while others are relatively empty. The biggest benefit is cheaper development, as parking garages cost millions of dollars to make, which in turn makes housing and commercial rent more affordable.</p> <p>Narrower roads My two least favorite streets in the Town Center are 77th Avenue - the main north-south road - and 27th St, the main east-west road. The travel lanes are wider than necessary and have a mostly unused center turn lane.</p> <p>77th at least has some bike lanes, but they're very narrow, so hardly anyone uses them. I often see people just riding on the sidewalk instead.</p>

Log #	Date	Channel	Comment(s)
			<p>If you look at your email, I sent you a possible reconfiguration for these roads [attached to this email as well]. By just using paint, we can:</p> <ul style="list-style-type: none">- slightly narrow the existing travel lanes, which reduce car speeds- add parking on one side- add buffered bike lanes on both sides <p>This is exactly what recommendation 3-D of the report says. If we make biking and walking nicer, people will be more okay with getting around outside a car, and we can reduce the amount of parking we need in the first place.</p>  <p>The diagram illustrates the current street layout of 77th Ave. It shows a cross-section of the street with various lanes and sidewalks. On the left is a blue building, and on the right is a grey building. The street features a central turn lane with a white arrow pointing left, flanked by two drive lanes. There are sidewalks on both sides, and trees are planted along the street. The diagram is labeled '77th Ave current' and 'Made with Streetmix'.</p>

10/16/2023

Log #	Date	Channel	Comment(s)
			<p>The diagram illustrates a proposed street layout for 77th Ave. On the left is a blue building with a storefront. To its right is an 8-foot sidewalk. This is followed by a 2-foot buffer zone, then a 5-foot wide area with a downward arrow. Next is an 8-foot parking lane, followed by two 10-foot drive lanes (one with a downward arrow, one with an upward arrow). This is followed by another 2-foot buffer zone, a 5-foot wide area with an upward arrow, and finally an 8-foot sidewalk on the far right. Trees and pedestrians are shown for scale. A text box above the diagram reads "77th Ave revised".</p>

Log #	Councilmember	Comment/Question	Staff Response
Received prior to March 21, 2023, City Council meeting			
1	Reynolds	The summary refers to 51% of off-street spaces being used. What is the denominator here? Public spaces? All spaces? Actually, I have this same or a similar question re all data, such as when they quote 1,492 total public spaces, in the survey. (I won't repeat each example here.)	<p>The parking inventory counts provided on page 5 of the report refer to all publicly available parking spaces located on-street (i.e., public ROW spaces) and off-street (i.e., public spaces located in surface lots, parking garages, etc.). The inventory for each is as follows:</p> <ul style="list-style-type: none">On-street public parking spaces: 253 spacesOff-street public parking spaces: 2,492 spaces <p>Utilization analysis uses the above inventory counts as each denominator for the analysis.</p>
2	Reynolds	Are there any public spaces that require a fee? Where? How much?	<p>In Town Center, the only <u>on-street</u> public parking spaces subject to a fee are permit-regulated spaces, but the permit requirement is only applicable during the specified permit hours (i.e., 7-9am, M-F; refer to map on page 6 of the report).</p> <p><u>Off-street</u> spaces designated as public parking (e.g., surface lots, parking garages, etc.) are also free of charge and have various regulations (e.g., no walk-off parking, free for first two hours, etc.).</p> <p>Island Square (2758 78th Ave SE) instituted a pay-by-app system that requires parkers to register using their phone and a payment method. The first two hours of parking are free; parkers who stay longer than two hours are charged \$3 per additional hour to park in the public spaces. Island Square contracts with Diamond Parking Services to monitor parking restrictions in the garage.</p>
3	Reynolds	What "quick wins" would the consultant recommend now, while we wait for study completion?	<p>Here are a few work items that could be started prior to final adoption of the study:</p> <ul style="list-style-type: none">Set a methodology and schedule, including coordinating with Sound Transit to monitor the Mercer Island Park & Ride and conduct Town Center/North Mercer Restricted Parking District (RPD) permit program space counts.Conduct spot checks of ADA parking use in on- and off-street locations to get a better sense of ADA parking congestion and to identify areas for additional or relocated ADA parking spaces.Evaluate the current parking ticket fine and consider revising.Install signage and promote availability of public parking in mixed-use buildings.Conduct annual bike counts to set a baseline for bicycle traffic in the Town Center. Also consider re-locating existing unused bicycle racks in Town Center and monitor use as part of bike counts.Using the results of additional parking counts, begin converting on-street parking spaces to two-hour limits. This could be phased in depending on where parking congestion is observed and/or the City sees lack of turnover.

Log #	Councilmember	Comment/Question	Staff Response
4	Reynolds	What downsides are there to the public comment idea about banning street parking between midnight and 5 AM?	Eliminating street parking between midnight and 5am could impact employees of Town Center businesses with early work crews. Town Center residents may also have trouble finding overnight parking if they do not reserve parking spaces in their building or otherwise have access to off-street parking through their residence.
5	Reynolds	How many parking tickets does MIPD give out in a year?	The number of parking citations has been approximately 425 per year over the past 5 years.
6	Reynolds	The parking ticket fees seem crazy low. What are regional norms for such ticket fees?	<p>Most parking tickets in Bellevue and Seattle carry a fine of \$47. Kirkland’s parking tickets range from \$35 to \$45.</p> <p>Permit costs and penalty fees for the Town Center and North Mercer Restricted Parking District (RPD) permit parking programs are outlined in the City’s fee schedule and adopted as part of the City budget process. The City Council last passed a resolution to set permit parking penalties in November 2001 (Resolution No. 1285). The permit penalties have not been updated since that resolution.</p> <p>MICC 10.18 Traffic Violations Bureau outlines process and responsible bodies for traffic violations throughout Mercer Island. MICC 10.18.080 Parking offenses – Payment and processing states:</p> <p><i>In cases where a notice of traffic infraction has been issued for a parking violation involving overtime parking or parking in violation of posted parking restrictions, the notice of infraction shall be filed with the King County District Court, Bellevue Division, Mercer Island Department, and the court shall thereafter have jurisdiction over the parking violation. The monetary penalty for such parking infraction shall be set by resolution by the city council from time to time.</i></p> <p>As far as staff can find, the penalties for parking infraction fees subject to MICC 10.18.080 have not been updated in at least a decade.</p>

Log #	Councilmember	Comment/Question	Staff Response
7	Reynolds	It seems if we reduce requirements for parking with new development, we simultaneously make it cheaper to build a development (good, if the savings is passed on to tenants, admittedly a bold supposition) but also exacerbate the parking shortage. What can the consultants tell us has been the effect of such programs in other cities? How have the positives and negatives balanced? Is there any evidence that it leads to construction of more retail space or lower rents?	<p>Yes, the consultant team has seen parking reductions and eliminations lead to more retail and other development. Examples are provided below.</p> <ul style="list-style-type: none">Sunnyvale, CA (suburban community, 150k population): Sunnyvale has a downtown shared parking district with no minimum requirements and that policy not only permitted the “Main Street first floor retail” to develop but also led to new housing, office, and commercial development (several hundred thousand square feet). Walker Consultants developed the shared parking policy and parking studies for all new developments (developers still built parking based on the market need). Throughout the process, developers stressed that a parking reduction was important to make new development financially feasible. Walker also worked with some retail shops, who communicated they would not have signed leases if they had been required by code to provide on-site parking.Healdsburg, CA (destination community in CA wine country, 11k population): The consultants worked with the City of Healdsburg to create a parking in-lieu fee for new development and changes of use. In Healdsburg, CA we worked with the City to create a parking in-lieu fee for new development and change of use. We then helped redevelop a vacant site on the Plaza that could otherwise not be developed without the parking reduction and in-lieu fee (this site is right on the Healdsburg Plaza, some of the most valuable land in N. California and the parking requirements made it impossible to redevelop (and it sat vacant). It’s now a restaurant, rooftop bar, and bookstore. <p>Additionally, Walker is currently working with California communities to navigate the impacts of AB 2097, which prohibits public agencies from requiring parking minimums within ½-mile of public transit (signed into law in 2022). In Sunnyvale, a developer building a mixed-use property adjacent to a transit station wanted to include a coffee shop on-site for residents, commuters, and office workers. Prior to the passage of AB 2097, the project would’ve been held up by parking requirements, so the developer abandoned the plan to include a coffee shop. With the elimination of the parking requirement because of the new law, the coffee shop has been added back to project.</p>
8	Reynolds	The count showed 59% of vehicles parking more than 4 hours doing so illegally. How many of these were ticketed?	This data is not available.

Log #	Councilmember	Comment/Question	Staff Response
9	Reynolds	If the 33 vehicles parking over limit is typical, and we hired a parking officer who gave out (say) \$50 tickets, and the officer were on duty for 200 days a year, this would generate \$330,000 a year gross. Would this pay for a parking enforcement officer after allowing for necessary overhead and equipment? Need a parking enforcement officer be a commissioned police officer, or are less expensive options available? What third party providers could the city contract with to provide such services and at what cost? (Since presumably if we do this right, the number of violators will rapidly drop off, so the long-term revenue might not be sustainable.)	<p>The generation of \$330,000 in annual revenue from parking fines seems unrealistic, given that the assumption is the number of daily parking violations would remain constant at 33. Further analysis would need to be completed.</p> <p>Changing the parking citation to another amount would require City Council action (see #6 above), but the staff concur that the fee should be evaluated and updated.</p> <p>Parking enforcement is currently performed by members of the police department. Changes or removal of these duties would require bargaining with the police union.</p>
10	Reynolds	Utilization data is given for the town center permit areas, but how many of the users had a permit?	This specific data is not available, as the parking utilization counts did not differentiate cars with permits from those without permits. This could be further studied through parking counts.
11	Reynolds	Are town center permits available only for residents, or also for non-resident employees of Island businesses?	Town Center permits are only available to Mercer Island residents. Three Town Center businesses located on 80th Ave SE were grandfathered in when the permit program started, and they have permits for their staff to park on the street.
12	Reynolds	What does an ADA street parking space look like?	A priority for accessibility is locating the parking spaces where the street is level, free from obstructions, and, ideally, at the end of a block face with access to existing curb ramps. Requirements for size/space etc. must meet specific requirements set forth by the ADA.

AB 6359 Town Center Parking Study Draft Review

Exhibit 5: City Council Q&A Matrix

10/16/2023

Item 12.

Log #	Councilmember	Comment/Question	Staff Response
13	Reynolds	<p>For the facility / facilities that require using an app:</p> <ul style="list-style-type: none"> Is this consistent with our parking agreement with the facility? (It <u>seems</u> inconsistent with the idea of first come, first served, which seems to be part of the agreement, since it imposes an additional requirement.) Is a credit card required to be entered in the app even if staying under two hours? 	<p>Island Square (2758 78th Ave SE) is the only mixed-use building that has instituted a pay-by-app process for paying for public parking beyond the required “Free public parking” timeframe. Parkers can register their car in one of three ways:</p> <ol style="list-style-type: none"> Download the ParkMobile app. Scan the QR code posted on-site. Text “Park” to 77223 and follow the prompts to register. <p>Parkers are required to register their car regardless of whether they plan to park for under or over two hours. The app requires a credit card or Apple Pay to complete registration. Additionally, signs posted on-site state:</p> <p><i>Unregistered vehicle subject to parking notice fee or impound.</i></p>
14	Reynolds	More generally, are all parking agreements with the Hadley / Mercer / etc. being complied with? Are sites marked in compliance with agreement? Are the required number of spaces available?	As with other code compliance concerns, enforcement is done on a complaint basis. The City does not proactively monitor compliance with parking agreements.
15	Reynolds	Who has the power to enforce the 2-hour parking limits in underground garages? Police? Building management? Is it being done?	MIPD does not enforce parking regulations on public spaces available on privately owned lots, except for violations of ADA parking spaces. Enforcing parking limits is the responsibility of the property owner. Usually, a third party is contracted for that purpose, but, in smaller residences, building management may handle enforcement.
16	Reynolds	Appendix A defines a community engagement plan. Which steps here have been done already?	The community engagement plan has been fully executed.
17	Reynolds	Other than finalizing the report in response to council comments and questions, what remains to be done on this project? Has all data been gathered? All analysis been done? All community engagement complete?	Finalizing the report in response to City Council / community comments and questions is the last step of this project. No additional data collection or community engagement (outside of collecting public comment on the report) is planned.

AB 6359 Town Center Parking Study Draft Review

Exhibit 5: City Council Q&A Matrix

10/16/2023

Item 12.

Log #	Councilmember	Comment/Question	Staff Response
18	Reynolds	Town center parking requirements appear to be mostly ranges. The AB indicates that the code official can impose a requirement within the range based on a parking study. Do all town center developments require such a study? How does this inform the selection of a number? Do studies typically say in their conclusion something like “we believe 17 spaces are required”, or does the code official make that determination based on study results? How?	Yes, a parking analysis/study is required for any Town Center project that is adding more than 10% to the gross floor area on the site. The parking analysis calculates the number of spaces needed based on the proposed uses (e.g. the number of spaces needed per residential unit, and per square foot for restaurant and retail space). Typically, applicants use the King County Right Size Parking Calculator to estimate the number of residential spaces. Commercial parking is typically based on Institute of Transportation Engineers (ITE) Parking Generation rates. These guidelines are used to propose the number of parking spaces and the proposal must be reviewed by the Design Commission and approved by the code official. It is common for applicants to propose the minimum number of required spaces per the ranges in MICC 19.11.130 .
Received prior to October 17, 2023, City Council meeting			
19	Reynolds	For the counted off street parking spaces, how many are open to the public?	For off-street parking spaces, the Study did not differentiate between spaces that are open to the public (i.e. free of cost, allows “walk-off” parking, etc.) versus designated for specific commercial establishment served by those parking lots.
20	Reynolds	For those open to the public, what is the distribution of maximum parking time? (E.g., 90 pct are 2 hour, 7% are 3 hour, and 3% are 30 minutes.)	See response provided above – this information was not compiled as part of this Study. If the City Council would like this data to be collected and analyzed to inform future policy work, the Council can direct staff to pursue a more comprehensive analysis of the off-street parking supply as an action item/next step upon adoption of the Study.
21	Reynolds	Do the consultants have SPECIFIC recommendations for how to increase awareness of off-street parking options?	The recommendations in the plan primarily focused on wayfinding to improve awareness of the off-street parking lots. The following details for wayfinding were provided: <ul style="list-style-type: none"> • Include markers for publicly available parking both on- and off-street throughout Town Center, with new signage beginning at key entry points to Town Center and guiding people all the way to parking locations (installed and maintained by the City). • Add external, high visibility signs at and near shared-use lots and garages to help public parkers know about availability and time limits. • Consider a more specific and comprehensive wayfinding evaluation for Town Center.
22	Reynolds	What leverage, if any, does the city have to encourage / force private lot owners to broaden access to their lots?	The Study recommends pursuing shared parking agreements with private parking owners to facilitate more options and better distribution for commuter and other types of parking. Incentives may/could come in the form of compensation for parking use and/or other benefits to the property owner.
23	Reynolds	How many parking tickets does the city give in a typical year?	Response provided in March: The number of parking citations has been approximately 425 per year over the past 5 years.

Log #	Councilmember	Comment/Question	Staff Response
24	Reynolds	At current rates, are tickets self-supporting or does the cost of collection exceed the revenue collected? How much would it cost to hire one more parking officer and manage the collection process?	<p>The revenue the City collects from parking tickets does not cover the cost of the staff time it takes to do the enforcement. Parking enforcement is done primarily by the Police Support Officer who is paid at a rate of 75% of a fully commissioned police officer.</p> <p>The PSO divides their time between three main duties: parking enforcement, prisoner transports, and leash law education/enforcement.</p> <p>If there is an interest in hiring a civilian / private company to do parking enforcement on public streets, such a change would have to be negotiated with the police union.</p>
25	Reynolds	It sounds like only one officer is focused on parking studies and 3 vehicles have ALPR. Given this, why did the consultant recommend getting more ALPR?	The report does not recommend adding more ALPR patrol cars. Rather, it recommends equipping all existing ALPR vehicles with the parking ticket software (a different software that integrates into the ALPRs) so that all three vehicles could monitor parking.
26	Reynolds	The RPD sounds very underutilized. Even if EVERYONE who has a permit parked at the same time we would have 19 spaces left over. Are there spaces that would be more suitable than others for public parking or are they too far away from town center to meet an identified need?	RPD parking spaces located on 81st Ave SE in between North Mercer Way and SE 24th Street could be candidates for conversion to on-street public parking given their proximity to Town Center and existing infrastructure (sidewalks, etc.)
27	Reynolds	Do we have any sense WHY people are still paying for commuter parking permits when the park and ride is only half full? Is it likely really people that work or live in town center?	A survey of commuter parking permit holders was not conducted as part of this Study.
28	Reynolds	How many tickets do we give in a year for parking in the permit area without a permit? Are cars supposed to display a permit or have a registered plate such that this would be practical? Is ALPR aware of the registered list so it could automatically detect cars parked without a permit?	Identifying the number of parking tickets that were written specifically for permit violations will be provided by the October City Council meeting. That said, the PSO works to educate as the first option rather than issue citations. People are supposed to display a parking permit when parking in the Town Center's parking zone. If the City were to require everyone to pay for parking via a parking app, the ALPR could sync with the app which would allow the ALPR to notify the officer if the vehicle's owner had paid for the parking. This would simplify enforcement. As part of this parking study, the City is looking into the different capabilities of parking apps that would allow for registering license plates that have purchased permits for specific areas.

Log #	Councilmember	Comment/Question	Staff Response
29	Reynolds	I note several references to 3-minute parking. Are these really practical? Best practice? There aren't many transactions I can think of that would really take that little time other than just picking people up. I guess maybe an ATM stop or a dry-cleaning pickup. But even those things seem optimistic. Is there any point to having 3-minute vs 30-minute parking other than hoping it will inspire people? It seems so short as to be impossible to enforce.	Anecdotally, staff know that the 3-minute pick-up zones implemented during the pandemic were used regularly, but they may be less effective now as the City continues to emerge from pandemic conditions. Implementing this recommendation would include further evaluation of the best locations to deploy short-term (e.g. 3-minute, 10-minute, 30-minute) parking options, including piloting different locations/time limits and adjusting based on use/need.
30	Reynolds	Please describe / explain "channelization" and "overlay" as referenced in recommendation 3d.	<p>Those two capital projects referenced in the recommendation are identified in the 2023-2028 Capital Improvement Program (CIP) and are included with this recommendation to note opportunities for coordinating work with existing/future workplan items. The CIP project descriptions for each project are provided below.</p> <ul style="list-style-type: none">SP0110 SE 27th Street Overlay (from 76th Ave SE to 80th Ave SE): This project will resurface SE 27 Street from 76th Avenue SE in the Town Center with a hot-mix asphalt overlay. Work will consist of pavement repairs, pavement grading, asphalt paving, ADA ramp replacements, raising utility castings to grade, and new pavement markings. [Overlay is used in the context of asphalt overlay here and is defined as a layer of new asphalt applied over the existing base layer.]SP0136 77th Ave SE Channelization Upgrades (from SE 32nd Street to North Mercer Way): This project will modify existing channelization to provide on-street parking from SE 32nd to SE 27th Streets in Town Center and provide sharrows in the north/southbound travel lanes to connect to the Mountains to Sound Greenway Trail (I-90 Trail). [Channelization is defined as the use of secondary roads to separate certain flows of traffic from the main traffic lanes.]
31	Reynolds	In 3d, are they proposing parallel parking or angle parking? What is best practice for how to safely combine parallel parking with bike lanes to avoid bicycle / door collisions? Would it be wise to consider two-way bike lanes on one side and parking only on the other side?	The recommendation is to study different options for reconfiguring 77th Ave SE and/or SE 27th Street to add more on-street parking. The team did do some rough, conceptual/exploratory work in developing this recommendation; the configurations noted that parallel parking could work on 77th Ave SE and parallel or angled parking could work on SE 27th Street. However, City staff have not completed additional work to study these or other on-street parking configurations yet.

Log #	Councilmember	Comment/Question	Staff Response
32	Reynolds	Reference is made to the 2400+ subscribers to MI Weekly. Please remind me how people get on, and off, that list. In particular, do we have any way of purging people when they die or leave the Island? Or anyway of knowing how many are actually people that still live here?	As of September 2023, we have 4,003 subscriber contacts to the MI Weekly. Of these, 1,271 are considered “most engaged” which equates to very frequent opens and clicks when they receive our emails. Our average open rate across the board is 65% which is substantially higher than the industry average. We do not have a way to purge contacts when the subscriber dies, but we can purge contacts that have not opened our emails in a set amount of time. There is no way to know if a subscriber lives on the Island.
33	Reynolds	Not a question but two comments about things that might merit correction: a. Sarah is (incorrectly I think) identified as economic development coordinator b. Bus route 216 was suspended indefinitely effective 9/2.	Noted. These and other outstanding typos, corrections, etc., will be addressed prior to adoption of the Study.

Log #	Name	Comment / Question	Study Section	Page #	Staff Recommendation / Response
1	Public	Consider changing the on-street parking limit to three hours instead of two hours.	D. Strategies and Recommendations <i>1a. Revise on-street parking time limits to be consistent throughout Town Center.</i>	16-17	Staff Recommendation: No change to the Town Center Parking Study, City Council to evaluate future policy approach and time limits as part of 2024 work plan. This recommendation included in the Town Center Parking Study aims to make parking time limits for on-street parking spaces <u>consistent</u> across the Town Center zone. A two-hour time limit was recommended as the best option for encouraging turnover for these high-value spaces. Ultimately, the City Council will make the policy decision on deploying consistent parking time limits across Town Center and this policy work is planned for 2024. Early actions have already been taken toward implementation, including collecting new parking data in 2023 to inform decisions about where to phase in new parking limits first.
2	Staff	Staff wish to highlight that the recommendation to study street reconfigurations in Town Center conflicts with the street design standard identified for 77th Avenue SE in MICC 19.11.220. Currently, the code calls for this street to be redesigned with parking on both sides of the street and sharrows (i.e., a shared-lane marking that indicates the road should be shared by bicycles and vehicles). This redesign eliminates the existing bike lanes, creates new on-street parking, and is slated for 2026 in the current 6-Year TIP. If the Council wishes to move forward with the Town Center Parking Study recommendation to explore options for street reconfiguration, the City code will need to be amended in the event that an alternative street design is selected.	D. Strategies and Recommendations <i>3d. Study options to reconfigure some Town Center streets with considerations for adding parking and loading, improving walking and bicycling facilities, improving wayfinding and access, and making area streets calmer and safer for all users.</i>	32-33	Staff Recommendation: This item noted for awareness only. The recommendation in the Town Center Parking Study is to study options for street reconfiguration. This recommendation does not promote a specific configuration (e.g. angled parking vs. parallel parking, protected bike lanes on both sides, etc.). Staff believe further study and analysis of potential street reconfigurations can be incorporated into upcoming capital projects; any necessary code updates would be completed if/when Council direction is given to pursue a specific design option. Two capital projects are already slated and/or underway for SE 27 th Street and 77 th Avenue SE. If the City Council supports including this recommendation in the Study, staff will adjust project plans for the 6-Year TIP and CIP as needed.

Log #	Name	Comment / Question	Study Section	Page #	Staff Recommendation / Response
Discussion Items Added October 16, 2023					
3	Councilmember Reynolds	Action item to discuss: Ramp up parking enforcement efforts.	D. Strategies & Recommendations <i>1e. Implement additional enforcement of Town Center parking regulations, including education and marketing campaigns.</i>	23	Staff Recommendation: Complete update to parking citation fees and implement parking management platform before undertaking additional enforcement work. The early action items identified by the City Council include updating the parking citation fees (planned for 2024), which is necessary before additional parking enforcement strategies are deployed. Staff also support implementing consistent parking time limits throughout the Town Center and use of a parking management platform (such as Pay By Phone) to support management of these spaces. Implementation of a parking management platform is expected to occur in late 2024 or early 2025.
4	Councilmember Reynolds	Action item to discuss: Eliminate commuter parking options (except for the grandfathered three firms).	D. Strategies & Recommendations <i>1b. Monitor the RPD and Town Center Parking permit programs. Modify them as needed to prepare for future parking impacts due to increased commuter traffic and the opening of the East Link Extension.</i>	18-20	Staff Recommendation: Complete other actions before fully eliminating the Town Center Parking permit program. The Study includes a recommendation to suspend the Town Center Parking permit program if the Mercer Island Park & Ride continues to show less than 75% occupancy. The City began monitoring the Restricted Parking District (RPD) and Town Center Parking permit programs in 2023, including conducting parking counts of the Park & Ride. The 2023 data showed that the Park & Ride never reached 75% occupancy (the highest occupancy was 67% at 12pm on weekdays). Staff recommend conducting 2024 parking counts before making permanent changes to the Town Center Parking permit program. (These counts are already planned for 2024.)

Log #	Name	Comment / Question	Study Section	Page #	Staff Recommendation / Response
5	Councilmember Reynolds	Action item to discuss: Increase signage for public off street parking [See response to Q21 in Exhibit 5].	D. Strategies & Recommendations <i>2a. Improve awareness of and navigation to Town Center’s range of parking options.</i>	26	Staff Recommendation: None. Staff have been working to increase signage for public parking garages in Town Center and are finalizing plans to install additional “P” parking signs in City ROW locations. Those signs are anticipated to be installed by the end of 2023. If the City Council desires to pursue other specific actions identified in the Study – such as installing more signage or developing a comprehensive wayfinding plan, etc. – these items will need to be added to the work plan and resources identified to perform this work.
6	Councilmember Reynolds	Action item to discuss: Initiate an audit for compliance with current off-street parking requirements.	D. Strategies & Recommendations <i>2b. Promote agreements for public use of currently underutilized private parking.</i>	27	Staff Recommendation: None. Shared parking agreements associated with Town Center public parking garages were preliminarily reviewed as part of the Town Center Parking Study (see Appendix C, page 70-71). The Planning Department undertakes periodic review of on-site parking requirements when permits are received for new or changing uses at an existing facility, but otherwise staff are not currently conducting annual parking audits for all public parking garages. If the City Council desires annual parking audits to be conducted, this item will need to be added to the work plan and resources identified to perform this work.

Log #	Name	Comment / Question	Study Section	Page #	Staff Recommendation / Response
7	Councilmember Reynolds	Action item to discuss: Force Island Square to eliminate use of parking app, since it violated the principle of first come, first served.	D. Strategies & Recommendations <i>2b. Promote agreements for public use of currently underutilized private parking.</i>	27	Staff Recommendation: None. Island Square currently provides 40+ public parking spaces available to the public on a first-come, first-served basis. The property’s use of a parking application does not violate this availability, as the spaces are free for the first two hours, but require payment if use extends beyond the initial two hours. Please see prior response about performance of annual parking audits.

Log #	Name	Comment / Question	Study Section	Page #	Staff Recommendation / Response
8	Councilmember Reynolds	Action item to discuss: Initiate study on alternative parking designs for 77th and 27th.	<p>D. Strategies & Recommendations</p> <p><i>3d. Study options to reconfigure some Town Center streets with considerations for adding parking and loading, improving walking and bicycling facilities, improving wayfinding and access, and ensuring area streets are calm and safe for all users.</i></p>	32-33	<p>Staff Recommendation: Suspend Capital Projectd if City Council desires to study Parking Alternatives for 77th and SE 27th.</p> <p>If the City Council desires to move forward with the study of alternative parking designs for 77th Avenue SE and/or SE 27th Street, staff need direction to suspend work on the two capital projects described below to perform this analysis.</p> <ul style="list-style-type: none">• SP0110 SE 27th Street Overlay (from 76th Ave SE to 80th Ave SE): This project will resurface SE 27th Street from 76th Avenue SE in the Town Center with a hot-mix asphalt overlay. Work will consist of pavement repairs, pavement gridding, asphalt paving, ADA ramp replacements, raising utility castings to grade, and new pavement markings. <u>This project is currently scheduled for completing in Q4 2024.</u>• SP0136 77th Ave SE Channelization Upgrades (from SE 32nd Street to North Mercer Way): This project will modify existing channelization to provide on-street parking from SE 32nd to SE 27th Streets in Town Center and provide sharrows in the north/southbound travel lanes to connect to the Mountains to Sound Greenway Trail (I-90 Trail). <u>This project is currently scheduled for completion in 2026.</u>
9	Mayor Nice	Action Item to discuss: Implement a parking management application in Town Center to include an allowance for short-term/free parking.	<p>D. Strategies and Recommendations</p> <p><i>1a. Revise on-street parking time limits to be consistent throughout Town Center.</i></p>	16-17	<p>Staff Recommendation: Complete update to parking citation fees and implement parking management platform.</p> <p>The early action items identified by the City Council include updating the parking citation fees, work which is anticipated to conclude in 2024. Implementation of a parking management platform is expected to occur in late 2024 or early 2025 following adoption of the new fees.</p>



AB 6359 Town Center Parking Study Draft Review

Mercer Island City Council | October 17, 2023





Agenda

- Project Overview
- Public Comment Process + Highlights
- Early Actions Update
- Draft Plan Review: Items for City Council Discussion/Approval
- Next Steps

Project Timeline



Town Center Parking Goals

1. Create a parking program that activates Town Center, supports small businesses, and enhances Town Center visitor experience.
2. Ensure Island residents have priority access to public transportation.
3. Determine if on-site commercial and multi-family residential parking is adequately utilized. Identify options for increasing and/or regulating its use.



Draft Structure

- A. Project Overview
- B. Parking Inventory and Utilization
- C. Community Engagement Activities
- D. Strategy Recommendations
- E. Implementation
- F. Appendices

Public Comment Period Overview

- Comment period opened July 31-September 19
- Draft available for review at:
<https://letstalk.mercergov.org/tc-parking-study>
- Three ways to comment:
 1. Let's Talk – 726 page views, 409 downloads, 8 unique comments
 2. E-mail – 13 unique comments (1 local business owner, 2 on behalf of Neighbors in Motion)
 3. Public Hearing – 1 unique comment (TC resident)
- Promoted through MI Weekly, *Mercer Island Reporter*, direct outreach to businesses, and Chamber of Commerce.
- Matrix of all comments provided as Exhibit 4.

[We want to hear from you! Provide comments on the preliminary Town Center Parking Study Report.](#)

2 months ago



8 Responses

The public comment period for the Town Center Parking Study has concluded. Feedback received will be discussed by the City Council on October 17. Stay tuned to Let's Talk for more details!

The preliminary Town Center Parking Study Report is available for community review and comment through September 19.

[Click to download the report preliminary draft.](#)

After you review the report, share your feedback in a few ways:

1. Post your comments in this forum using the comment box below.
2. E-mail your comments directly to Sarah Bluvus, CIP Project Manager, at sarah.bluvus@merceraisland.gov.
3. Participate in the Public Hearing scheduled for September 19, 2023. (More details coming soon.)

Your comments will inform the process to adopt the final report by the end of 2023. Thank you for sharing your feedback, and stay tuned for more information about next steps, which will be shared on Let's Talk when available.

[GO TO DISCUSSION](#)

Public Comment Themes / Highlights

- Comments on all but Recommendation 1d.
- Strategy #3 received the most comments.
- Request to add images to plan to demonstrate current conditions. Staff agreed this was useful; a new **Appendix E** (Exhibit 2) will be adopted with the final document.

Major Themes

1. Emphasis on bike safety and infrastructure (11 respondents)
2. Need to support local retail environment through parking improvements (9 respondents)
3. Continued desire for “park once” strategies (5 respondents)
4. Parking enforcement still necessary (3 respondents)

I agree with most of the report findings to include better bicycle accessibility. My best shopping experiences have generally been when I travelled by bike.

In addition to considering the parking spaces, please ensure there is adequate parking [enforcement]. To have slots that are taken all day does the merchants no good when someone wants to pop in to get a purchase.

Early Actions Update

Parking Counts

- Analyzed 2023 data and added as **Appendix F** (Exhibit 3) to Town Center Parking Plan.
- Plan to schedule 2024 counts to take place earlier in May.

Wayfinding Tools

- Began distributing new parking maps; GIS creating digital map to launch in Q1 2024.
- New “**P**” parking signs will be installed near parking garages by end of 2023.

Parking Citation Fees

- Working with City Attorney’s Office to propose new fees to City Council in early 2024.





Discussion Items



Is it a “plan” or a “study?”

- The name “Town Center Parking Study” has carried through from the time this was added to our work plan.
- When the document is presented for final adoption, we will change the name to “Town Center Parking Plan.”

Item #1 – On-Street Parking Time Limits

- Recommendation 1a.
- Recommendation is to make on-street parking time limits consistent across Town Center.
- Two-hour time limit advised as best option for encouraging turnover for high-value, on-street spaces.
- **Staff recommendation:** No change to plan; Council to evaluate future policy approach and time limits as part of 2024 work plan.

Item #2 – MICC Street Design Standards

- Recommendation 3d.
- Recommendation is to explore street reconfigurations and identifies SE 27th Street and 77th Avenue SE as good candidates.
- MICC 19.11.220 calls for 77th Avenue SE to be redesigned with parking on both sides of street and sharrows.
- If an alternate design were explored/preferred, MICC would be updated to ensure alignment.
- **Staff recommendation:** Noted for awareness only.

Item #3 – Ramp Up Parking Enforcement Efforts

- Recommendation 1e.
- Process to update parking citation fees underway and planned for completion in early 2024.
- Staff also support deploying parking management platform (e.g. PayByPhone app) for on-street parking.
- **Staff recommendation:** Complete update to parking citation fees and implement parking management platform before undertaking additional enforcement work.

Item #4 – Eliminate Commuter Parking Options

- Recommendation 1b.
- Includes action to suspend the Town Center Parking permit program if the Park & Ride continues to show less than 75% occupancy.
- 2023 data showed that Park & Ride never reached 75% occupancy (highest occupancy was 67% at 12pm on weekday).
- **Staff recommendation:** Complete other actions (including collection of 2024 data) before fully eliminating the Town Center Parking permit program.

Item #5 – Increase Signage for Off-Street Parking Options

- Recommendation 2a.
- Staff working to increase signage for public parking garages.
- Additional “**P**” parking signs will be installed in City ROW locations by end of 2023.
- If Council desires to pursue other specific actions, these items will need to be added to the work plan and resources identified to complete that work.
- **Staff recommendation:** None.

Item #6 – Audit Compliance with Current Off-Street Parking Requirements

- Recommendation 2b.
- Shared parking agreements associated with Town Center parking garages preliminarily reviewed as part of Study.
- CPD conducts periodic review of on-site parking requirements when permit applications received for new/changing uses at existing facilities.
- Staff are not currently conducting annual audits of all parking garages.
- If Council desires additional audits, this item would need to be added to the work plan and resources identified.
- **Staff recommendation:** None.

Item #7 – Force Island Square to Eliminate Use of Parking App

- Recommendation 2b.
- Island Square (2758 78th Ave SE) currently provides 40+ public parking spaces available on a first-come, first-served basis.
- Property's use of a parking application does not violate this availability – spaces are free for first two hours but require payment if use extends beyond initial two hours.
- **Staff recommendation:** None.

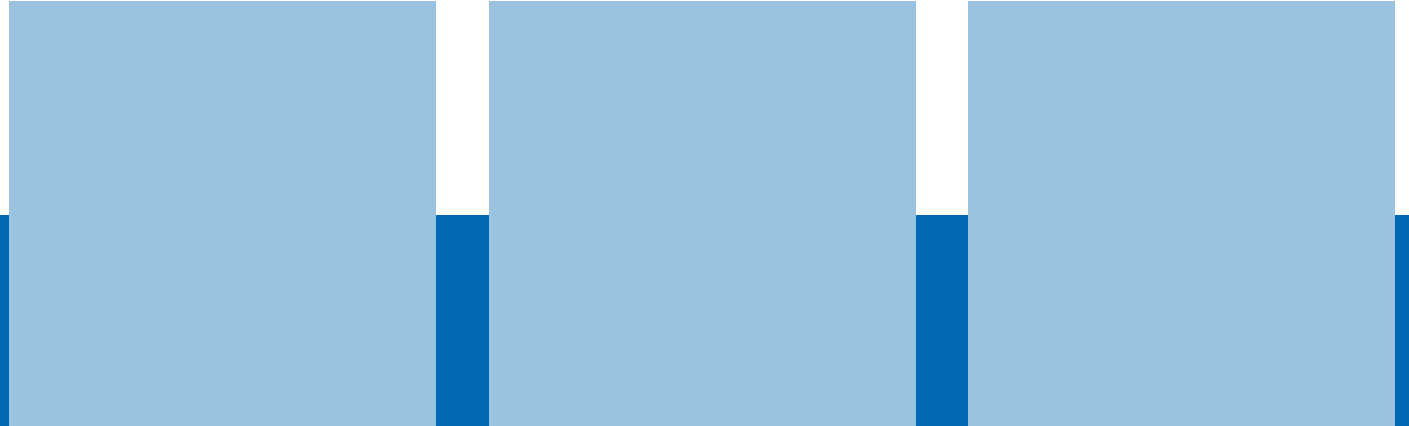
Item #8 – Initiate Study of Parking Designs for 77th Avenue SE and SE 27th Street

- Recommendation 3d.
- Two capital projects related to these streets slated for 2023-2028 CIP:
 - SE 27th Street Overlay (SP0110) – Scheduled for completion by Q4 2024.
 - 77th Avenue SE Channelization Upgrades (SP0136) – Scheduled for completion in 2026.
- If Council desires to move forward with study of on-street parking designs, these projects will need to be suspended while that analysis is completed.
- **Staff recommendation:** Suspend capital projects if City Council desires to study Parking Alternatives for 77th Avenue SE and SE 27th Street.

Item #9 – Implement a parking management application to include allowance for short-term/free parking.

- Recommendations 1a and 1f.
- Staff support implementing a parking management platform (e.g. PayByPhone app) for on-street parking.
- Requiring payment for on-street parking is a policy decision that needs further discussion by/direction from the Council.
- **Staff recommendation:** Complete update to parking citation fees and implement parking management platform. Council to evaluate future policy approach and time limits as part of 2024 work plan.

Other questions/final revisions?



Recommended Motion

- Direct staff to finalize the Plan for adoption.
- Set adoption for November 21, 2023, on Consent Agenda.



2023 PLANNING SCHEDULE

Item 13.

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.

NOVEMBER 7, 2023		DD	FN	CA	Clerk	CM
ABSENCES:		10/27	10/30	10/30	10/31	10/31
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
15	AB xxxx: Preview of the Declaration of Intent for Reimbursement			Matt Mornick		
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB 6356: Lease for Telecommunications Facilities at Island Crest Park			Bio Park/Alaine Sommargren		
--	AB xxxx: October 20, 2023 Payroll Certification			Ali Spietz/Nicole Vannatter		
--	AB 6358: Shop Small Month, Proclamation No. 319			Jeff Thomas/Deb Estrada		
--	AB xxxx: Stormwater Management Program Amendments (Second Reading Ord. No. 23C-14)			Jason Kintner/Brian Hartvigson		
--	AB 6362: Interlocal Agreement and Lease with City of Newcastle for Municipal Court Operation			Ali Spietz		
REGULAR BUSINESS						
15	AB xxxx: ARCH 2024 Work Program and Budget Approval			Jeff Thomas/Alison Van Gorp		
10	AB 6363: An Ordinance Amending MICC Ch. 9.50 (First Reading Ord. No. 23C-16)			Bio Park/Ed Holmes		
EXECUTIVE SESSION						

NOVEMBER 21, 2023		DD	FN	CA	Clerk	CM
ABSENCES:		11/9	11/13	11/13	11/14	11/14
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
45	AB xxxx: 2024 Comprehensive Plan Periodic Update, Housing Element – HB 1220 Implementation			Jeff Thomas/Adam Zach		
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: November 3, 2023 Payroll Certification			Ali Spietz/Nicole Vannatter		
--	AB xxxx: Adoption of Town Center Parking Study [Placeholder]			Jason Kintner/Ed Holmes/Mike Seifert/Sarah Bluvass		
--	AB 6332: 2022 Water System Imp. (Madrona Crest East) Project Closeout			Jason Kintner /Clint Morris/George Fletcher		
--	AB xxxx: Basin 40 Cured-In-Place-Pipe (CIPP) Sewer Lining, Phase 1 Closeout			Jason Kintner/Clint Morris/Chris Marks		

--	AB xxxx: Use of Grant Funds for Energy Smart Eastside Program	Jason Kintner/Alaine Sommargren/Alanna DeRogatis
--	AB xxxx: An Ordinance Amending MICC Ch. 9.50 (Second Reading Ord. No. 23C-16)	Bio Park/Ed Holmes
REGULAR BUSINESS		
30	AB 6343: Opioid Settlement Funds Use Recommendation	Ali Spietz/Derek Franklin
45	AB xxxx: Mid-Biennial Budget Public Hearing; Q3 2023 Financial Status Update; 2024 Property Tax Ordinances; Declaration of Intent for Reimbursement Resolution; and NORCOM Rate Resolutions.	Matt Mornick
30	AB xxxx: Approve 2024 Legislative Priorities	Jessi Bon
EXECUTIVE SESSION		

Item 13.

DECEMBER 5, 2023		DD	FN	CA	Clerk	CM
ABSENCES:		11/22	11/27	11/27	11/28	11/28
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
SPECIAL BUSINESS						
15	Fire Promotions Pinning Ceremony			Ben Lane/Doug McDonald		
CONSENT AGENDA						
--	AB xxxx: November 17, 2023 Payroll Certification			Ali Spietz/Nicole Vannatter		
--	AB xxxx: 2024 Comprehensive Plan Periodic Update, Housing Element – Affordable Housing Target and Policy Direction			Jeff Thomas/Adam Zach		
--	AB 6333: Sunset Hwy/77th Ave SE Improvements Project Closeout			Jason Kintner /Clint Morris		
--	AB xxxx: Luther Burbank Boiler Building Imp. Phase 1 Bid Award			Jason Kintner/Clint Morris/Paul West/Sarah Bluvas		
REGULAR BUSINESS						
30	AB xxxx: 2024 Docket of Proposed Comprehensive Plan and Development Code Amendments (Resolution No. XXXX)			Jeff Thomas/Alison Van Gorp		
30	AB xxxx: 2023-2024 Mid-Biennial Budget Amendments			Matt Mornick		
15	AB xxxx: 2024 Master Fee Schedule and Utility Rate Resolutions			Ali Spietz		
EXECUTIVE SESSION						

DECEMBER 19, 2023 (POTENTIALLY CANCELED)			DD	FN	CA	Clerk	CM
ABSENCES:			12/8	12/11	12/11	12/12	12/12
ITEM TYPE TIME TOPIC					STAFF		
STUDY SESSION							
SPECIAL BUSINESS							

CONSENT AGENDA**REGULAR BUSINESS****EXECUTIVE SESSION**

2024 PLANNING SCHEDULE

JANUARY 2, 2024

ABSENCES:

DD
12/13FN
12/14CA
12/14Clerk
12/15CM
12/15**ITEM TYPE | TIME | TOPIC****STAFF****STUDY SESSION****SPECIAL BUSINESS**

15 AB xxxx: Councilmember Oath of Office and Mayor and Deputy Mayor Elections

Ali Spietz/Andrea Larson

CONSENT AGENDA

-- AB xxxx: December 1, 2023 Payroll Certification

Ali Spietz/Nicole Vannatter

-- AB xxxx: December 15, 2023 Payroll Certification

Ali Spietz/Nicole Vannatter

-- AB xxxx: West Mercer Way Roadside Shoulders - Ph 4 (8100 WMW - 8400 EMW) Bid Award

Jason Kintner/Clint Morris/Ian Powell

REGULAR BUSINESS

45 AB 6294: Geographic Information Systems (GIS) Products Demo

Ali Spietz/Leah Llamas

EXECUTIVE SESSION**JANUARY 16, 2024**

ABSENCES:

DD
1/5FN
1/8CA
1/8Clerk
1/9CM
1/9**ITEM TYPE | TIME | TOPIC****STAFF****STUDY SESSION****SPECIAL BUSINESS**

CONSENT AGENDA		
--	AB xxxx: December 29, 2023 Payroll Certification	Ali Spietz/Nicole Vannatter
--	AB xxxx: Lincoln Landing Watercourse Improvements Project Closeout	Jason Kintner/Clint Morris/Paul West
REGULAR BUSINESS		
15	AB xxxx: Park Area Naming Policy	Jason Kinter/Ryan Daly
15	AB xxxx: Sponsorship Policy	Jason Kintner/Ryan Daly/Katie Herzog
EXECUTIVE SESSION		

FEBRUARY 6, 2024		DD	FN	CA	Clerk	CM
ABSENCES:		1/26	1/29	1/29	1/30	1/30
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
REGULAR BUSINESS						
EXECUTIVE SESSION						

FEBRUARY 20, 2024		DD	FN	CA	Clerk	CM
ABSENCES:		2/9	2/12	2/12	2/13	2/13

ITEM TYPE TIME TOPIC		STAFF
STUDY SESSION		
SPECIAL BUSINESS		
CONSENT AGENDA		
--	AB xxxx: Rare Disease Day Proclamation No. xxx	Mayor /Andrea Larson
--	AB xxxx: Basin 61 Sewer Upsizing Bid Award	Jason Kintner/Clint Morris/Chris Marks
REGULAR BUSINESS		
EXECUTIVE SESSION		

MARCH 5, 2024		DD	FN	CA	Clerk	CM
ABSENCES:		2/23	2/26	2/26	2/27	2/27
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
	AB xxxx Open Space Conservancy Trust 2022 Annual Report to City Council and 2023 Work Plan			Jason Kintner/Alaine Sommargren/Sam Harb		
REGULAR BUSINESS						
EXECUTIVE SESSION						

MARCH 19, 2024		DD	FN	CA	Clerk	CM
ABSENCES:		2/8	2/11	2/11	2/12	2/12
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
60	AB xxxx: Draft Water System Reliability Action Plan Discussion			Jason Kintner/Alaine Sommargren		
SPECIAL BUSINESS						
CONSENT AGENDA						
REGULAR BUSINESS						
30	Financial Management Software Implementation Update			Matt Mornick/Gracie Liu		
	Sustainability Work Program Update			Jason Kintner/Alaine Sommargren/Alanna DeRogatis		
EXECUTIVE SESSION						