



PLANNING COMMISSION SPECIAL HYBRID MEETING AGENDA

Wednesday, May 29, 2024 at 6:00 PM

PLANNING COMMISSIONERS

Chair: Michael Murphy

Vice Chair: Adam Ragheb

Commissioners: Kate Akyuz, Angela Battazzo,
Carolyn Boatsman, Chris Goelz, and Victor Raisys

LOCATION

Mercer Island Community & Event Center and Zoom

Luther Burbank Room, 104

8236 SE 24th Street | Mercer Island, WA 98040

(206) 275-7706 | www.mercerisland.gov

We strive to create an inclusive and accessible experience. Those requiring accommodation for Planning Commission meetings should notify the Deputy City Clerk's Office 3 days prior to the meeting at (206) 275-7791 or by emailing cityclerk@mercerisland.gov.

Individuals wishing to speak live during Public Appearances (public comment period) must register with the Deputy City Clerk at (206) 858-3150 or cityclerk@mercerisland.gov by 4pm on the day of the Planning Commission meeting. Each speaker will be allowed three (3) minutes to speak.

Join the meeting at 6:00 pm (Public Appearances will start sometime after 6:00 PM) by:

- 1) **Telephone:** Call 253.215.8782 and enter Webinar ID 843 2855 0231, Passcode 899746.
- 2) **Zoom:** Click this [Link](#) Webinar ID 843 2855 0231, Passcode 899746
- 3) **In person:** Mercer Island Community & Event Center – Room 104 at 8236 SE 24th Street, Mercer Island, WA 98040

CALL TO ORDER & ROLL CALL, 6 PM

PUBLIC APPEARANCES

This is the opportunity for anyone to speak to the Commission about issues of concern.

SPECIAL BUSINESS

1. PCB 24-13: Comprehensive Plan Periodic Review – Public Hearing

Recommended Actions:

1. Motion to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented.
2. Motion to make the staff recommended findings in PCB24-13 Table 2 as presented.
3. Motion to recommend adoption of the updated Comprehensive Plan as amended to the City Council.

2. PCB 24-12: Comprehensive Plan Periodic Review – Open House Summary and Consistency Review

Recommended Action: Receive Report – no action necessary

OTHER BUSINESS

3. Deputy Director's Report

4. Planned Absences for Future Meetings

ADJOURNMENT



PLANNING COMMISSION
CITY OF MERCER ISLAND

PCB 24-13
May 24, 2024
Public Hearing

AGENDA BILL INFORMATION

TITLE:	PCB 24-13: Comprehensive Plan Periodic Review – Public Hearing	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed:
RECOMMENDED ACTION:	Prepare a recommendation to the City Council	<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Recommendation
STAFF:	Adam Zack, Senior Planner	
EXHIBITS:	<ol style="list-style-type: none">1. Draft Findings2. Public Hearing Draft – Land Use Element3. Public Hearing Draft – Housing Element4. Public Hearing Draft – Transportation Element5. Public Hearing Draft – Utilities Element6. Public Hearing Draft – Capital Facilities Element7. Public Hearing Draft – Economic Development Element8. Public Hearing Draft – Parks and Open Space Element	

EXECUTIVE SUMMARY

The purpose of this report is to provide the Planning Commission (PC) with the drafts of the Comprehensive Plan Elements it will consider recommending for adoption after holding a public hearing on May 29.

- The Planning Commission (PC) will hold a public hearing on May 29, 2024. During the public hearing the PC will hear public testimony regarding the Comprehensive Plan periodic review.
- Following the public testimony, the PC will begin to prepare its recommendation to the City Council.
- The PC recommendation will have two major components: 1) recommended drafts of the Comprehensive Plan elements, and 2) findings that provide some context for the PC recommended drafts.
- The recommended drafts of the Comprehensive Plan elements will be based on the drafts the PC has prepared throughout the Comprehensive Plan periodic review.
- Findings will be included with the recommendation to the City Council to provide additional context or other information.

PUBLIC COMMENTS

The public can submit written comments to comp.plan@mercerisland.gov. Public comments submitted by 4:30 PM on Tuesday May 28, 2024, will be provided to the Planning Commission in advance of the public hearing on May 29. Comments received after May 28 will be provided to the Planning Commission at a later meeting.

The public hearing will be held in person and using Zoom. The public will have the opportunity to comment during the public hearing by either attending in person, calling in, or logging onto the meeting via Zoom. Detailed instructions on how to comment live during the public hearing will be available online on or before May 24, 2024, at: <https://www.mercerisland.gov/bc-pc>

BACKGROUND

The City has been engaged in the periodic review of its Comprehensive Plan since March 2022, when the City Council approved the Scope of Work, Master Schedule, and Public Participation Plan with [Resolution No. 1621](#). At

public meetings over the last two years, the PC has prepared public review drafts of each element slated for update and the new Economic Development and Parks and Open Space elements. The public was able to comment on the drafts during the public meetings and submit written comments throughout the periodic review process. On May 29, 2024, at or after 6:00 PM, the PC will conduct a public hearing on the updated Comprehensive Plan and begin deliberating its recommendation to the City Council. Making a recommendation to the City Council will conclude the PC review of the Comprehensive Plan elements.

Draft Findings

Draft findings are attached as Exhibit 1. Section I – III of the findings are staff prepared findings that map out how the updated Comprehensive Plan satisfies the requirements established in the Mercer Island City Code (MICC) and the WA State Growth Management Act (GMA). The PC can make their own findings in Section IV to provide additional context or implementation direction. The findings are a good way to memorialize ideas that the PC wants to include without establishing new City policy. As the City begins implementing the Comprehensive Plan, the findings can provide helpful information about what and how the City should prioritize or focus on.

Technical Documentation

Throughout the process of preparing the Comprehensive Plan update, the City has prepared technical documents based on guidance from the Department of Commerce (Commerce). Those technical documents have been provided to the City Council and PC throughout the update process to help guide policies and amendments. They include the Housing Needs Assessment ([AB 6107](#)), the Economic Analysis ([AB 6107](#)), the Racially Disparate Impacts Evaluation ([AB 6385](#)), and the Land Capacity Analysis Supplement ([AB 6385](#)).

ISSUE/DISCUSSION

The PC will begin deliberating their recommendation following the public testimony. The intent is to arrive at a recommendation to the City Council by June 12. The area of focus for the deliberations on May 29 will be to address the staff recommended amendments to close policy gaps, address internal consistency topics, and findings discussed below. After addressing the staff recommendation, the PC can move on to considering its recommendation to the City Council regarding the Comprehensive Plan Update.

Process

Throughout the review process, amendments should be made by motion and vote rather than by consensus. This process, while more formal, will ensure that the record of what amendments were made is clear and easily tracked. To that end, please provide any proposed text amendments or findings in writing by May 28 and the Monday prior to each PC meeting following the hearing so all members of the PC can consider the proposal and be prepared to vote.

Staff Recommendations for Closing Policy Gaps and Addressing Internal Consistency Topics

Staff recommends the amendments listed in Table 1 to close the policy gaps and address internal consistency topics that were identified in PCB24-12. On May 29, the PC can resolve the policy gaps as recommended by staff by making a motion to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented.

Staff Recommended Findings

Staff recommend the PC make the findings listed in Table 2 as part of the PC recommendation to the City Council. Including findings is not required but recommended as part of the PC's response to public comments, potential policy gaps, and future implementation. On May 29, The PC can make the staff recommended findings by making a motion to make the staff recommended findings in PCB24-13 Table 2 as presented.

Table 1. Staff Recommended Amendments to Close Policy Gaps or Address Internal Consistency Topics.

Ref. #	Policy Gap or Internal Consistency Topic	Staff Recommendation
1	Policy Gap – while there are transportation policies focused on equity, the city should consider a land use policy which outlines how the city will consider MPP-RC-2 in its decisions.	Add a new Land Use Policy 29.5: <u>“Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.”</u>
2	Policy Gap – consider one or more policies focused on coordination with tribes on planning efforts. This could also assist with new legislation focused on tribal engagement in HB 1717.	Add a new Land Use Policy 29.6: <u>“Coordinate with tribes to identify and mitigate potential impacts when implementing this element.”</u>
3	Partial Gap – could include light pollution in [Transportation Element] policy 3.1 or expand other policies to consider impacts from light pollution.	Amend Transportation Element Policy 3.1 to read: “Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, <u>light</u> , and pollution for all communities.”
4	Policy Gap – consider developing a new policy to align with MPP En-8 and CPP EN-5 and EN-25.	Add a new Land Use Policies 18.11 and 18.12 to read: <u>“Ensure all people in Mercer Island have a clean and healthy environment, regardless of race, social, or economic status.”</u> <u>“Reduce impacts to people and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.”</u>
5	Partial Policy Gap – consider changing [Land Use] policy 19.10 to read “...prioritize the purchase and preservation of wetlands, and stream headwaters, <u>and areas which will enhance open space networks.</u> ” Also, consider how the PROS Plan addresses the significance of open space corridors when that plan is updated.	Amend Land Use Policy 19.10 to read: “When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters, <u>and areas which will enhance open space networks.</u> ”
6	Possible Policy Gap – consider reviewing the PROS Plan regarding policies which consider prioritizing or considering historically underserved communities for open space improvements and investments.	Make finding F-4 as shown in Table 2.

Ref. #	Policy Gap or Internal Consistency Topic	Staff Recommendation
7	Partial Policy Gap – while there are many open space policies, consider adding policy language to reflect that the City will consider racial and social inequities when evaluating and planning for parks and open space. The City could also consider a reference to the Regional Open Space Conservation Plan.	Add a new Parks and Open Space Element Policy 1.3 to read: <u>“Prioritize access to and conservation of parks and open spaces in areas of the City with higher racial and social inequities.”</u>
8	Partial Policy Gap- Consider a new policy to implement CPP-EN-25.	See proposed new policies to close Gap 4 above.
9	Policy Gap – consider adding a new policy or add to [Transportation Element] policy 3.1 to address stormwater.	Amend Transportation Element Policy 3.1 to read: “Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental related to water quality, noise, <u>stormwater</u> , and pollution for all communities.”
10	Policy Gap – while policies 8.1-8.8 of the Capital Facility Element are focused on Telecommunication Policies, there are no policies focused on providing access to residents and businesses in all communities, especially underserved areas. Consider adding a new policy that encourages working with service providers or supporting infrastructure improvements for areas which may be underserved.	Add a new Utilities Element Policy 8.9 that states: <u>“Work with service providers to plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.”</u>
11	Policy Gap – the City could consider a new policy regarding the placement of community facilities and health and human services near transit facilities.	Add a new Capital Facilities Element Policy 2.7 that states: <u>“Prioritize areas near transit when locating new public facilities and services.”</u>
12	Partial Policy Gap – Consider adding a new sub-policy to [Capital Facilities Element Policy] 2.2 reflecting the MPP/PPP policy language. For example 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation; and”	Amend Capital Facilities Element Policy 2.2(g) as follows: “An analysis of environmental, <u>climate change, and health</u> impacts and mitigation; and”
13	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/PPP policy language. For example, 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation;	See proposed amendment to close Gap 12 above.

Ref. #	Policy Gap or Internal Consistency Topic	Staff Recommendation
14	<p>Consistency - No internal policy conflicts identified when comparing the Housing and Land Use Elements with the Transportation Element. However, Housing Element policy 1.9 and 2.2 utilize the term “high-capacity transit”. This term is not utilized in the Transportation Element policies but is mentioned in the Transportation Element text.</p> <p>Consider if any policies are needed in the Transportation Element regarding support for high-capacity transit even if those projects are not led by the City of Mercer Island.</p>	
15	<p>Consistency - No internal policy conflicts identified when comparing Housing Element and Economic Development Element/Economic Development Policies in Land Use Element.</p> <p>However, consider how proposed Economic Development Policy 6.1 aligns with many of the Housing Element Strategies, Goals, and Policies. As an example, one of the City of Mercer Islands stated Housing strategies is to “Make adequate provisions for housing needs for all economic segments of the community” and Housing Element Goal 1 says will “Mercer Island provides housing affordable for all income levels meeting its current and future needs.”</p> <p>While increasing high wage jobs is important, could this policy be amended to focus on increasing jobs that align with the housing Strategies, Goals, and Policies? As an example, new tech jobs will require a variety of services, which will employ people making less income. They will also need housing. Consider:</p> <p>6.1 Plan to increase high-wage on-island job opportunities for all residents, <u>including high-wage jobs</u>, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.</p> <p>Policy 6.2 focuses on coordinating Housing Element policies with Economic Development policies. However, the policy is vague and does not indicate how this coordination will take place. Consider amending the policy to identify how these outcomes will be achieved.</p>	<p>Amend Economic Development Element Policy 6.1 to state:</p> <p>“Plan to increase high-wage on-island job opportunities for all residents, <u>including high-wage jobs</u>, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.”</p> <p>Amend Economic Development Element Policy 6.2 to state:</p> <p>“Coordinate with the Housing Element to increase housing opportunities by implementing the policies of the Housing Element so that for employees-workers to can afford to live and work in the community where they work.”</p>

Ref. #	Policy Gap or Internal Consistency Topic	Staff Recommendation
16	<p>Consistency – No internal policy conflicts identified when comparing Transportation Element and Climate Action Plan (CAP) – Transportation Actions.</p> <p>New CAP Transportation Action TR1.1 proposes developing an EV Charging Infrastructure Plan. This could include requirements for new development and a plan of how to retrofit existing developments.</p> <p>Transportation Element Policy 3.4 discusses measures providing electric vehicle infrastructure but to implement TR1.1, the City could consider a new policy or amending 3.4 to include the development of an EV Charging Infrastructure Plan. Development of the Plan could then require some additional policies in the Land Use, Housing, and Economic Development, and Transportation Elements.</p> <p>If a new or modified policy in the Transportation Element is considered, also review CAP Transportation Actions TR1.3 – TR1.5 for addition language to consider.</p>	<p>Amend Transportation Element Policy 3.4 to state:</p> <p><u>“Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and <u>developing an electric vehicle infrastructure plan to provide</u>ing for electric vehicle charging stations.”</u></p>
17	<p>Consistency – No internal policy conflicts identified when comparing Housing Element and Climate Action Plan (CAP) – Buildings and Energy Section Actions.</p> <p>Given Climate Action Plan (CAP) Actions BE1.1 – BE2.4 focus on, building incentives, programs, and implementation of state law requirements for building, there does not appear to be any conflicts with proposed Housing Element policies. However, consider how proposed actions taken in the future could add costs to developing new housing. As an example, requiring LEED certification for buildings beyond state requirements may be a positive thing for the City of Mercer Island to do but it will also increase construction costs. This may be at odds with Housing Element Goal 1 which says, “Mercer Island provides housing affordable for all income levels meeting its current and future needs.”</p> <p>It is also unclear if any of the proposed actions will require new permits or permit reviews when new housing is being proposed. If so, this could add new permit fees or add time to permit processes.</p>	<p>Add a new Housing Element Policy 1.13 that states:</p> <p><u>“Identify and mitigate the additional costs and effect on housing affordability whenever possible during implementation of other components of the Comprehensive Plan, including the Climate Action Plan.”</u></p>

Ref. #	Policy Gap or Internal Consistency Topic	Staff Recommendation
18	<p>No internal policy conflicts identified when comparing Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS).</p> <p>However, given that Capital Facilities for Parks, Recreation, and Open Space are addressed in the PROS Plan rather than the Capital Facility Element, consider language in the Capital Facility Element pointing to where parks information may be found. This could increase navigability of the Plan.</p> <p>The Growth Management Act and implementing rules allow for these to be separated. WAC 365-196-415(2)(iii) says “Capital facilities that are needed to support other comprehensive plan elements, such as transportation, the parks and recreation or the utilities elements, may be addressed in the capital facility element or in the specific element.”</p>	<p>Add a new Capital Facilities Element Policy 1.26 that states:</p> <p><u>“Establish goals, policies, and strategies for parks and open space facilities in the Parks, Recreation, and Open Space (PROS) Plan.”</u></p>

Ref. #	Policy Gap or Internal Consistency Topic	Staff Recommendation
19	<p>With the development of a new Economic Development Element, consider how the existing economic development policies in the Land Use Element fit within the Comprehensive Plan framework. Consider the following:</p> <p>1) Move Goal 14 policies in the Land Use Element, where not duplicative of new Economic Development policies into the Economic Development Element. There are several policies that may be able to be removed given new policies but a review should take place.</p>	<p>Make the following amendments to Land Use Element Goal 14 and corresponding policies:</p> <ul style="list-style-type: none"> • Strike land Use Element policies 14.2, 14.5, 14.6, 14.7, and 14.9; • Amend Policy 14.1 to state “Development<u>Establish economic development policies in an Economic Development PlanElement, engaging internal and external resources as appropriate.</u>” <p>The policies in the Economic Development Element (EDE) address the topics covered in Land Use Element Policies 14.2, 14.5, 14.6, 14.7, and 14.9. These policies relate to the following topics:</p> <ul style="list-style-type: none"> • 14.2 – wayfinding, signage, and links to transit (see EDE policies 1.8, 10.2, 11.3, and 12.2). • 14.5 – investigate establishing a business improvement area (BIA) in Town Center (see EDE policy 1.6). • 14.6 – Economic development coordinator (see EDE policy 1.2). • 14.7 – support investments in properties, infrastructure, and marketing to maintain and attract businesses (see policies throughout the entire EDE). • 14.9 – Engage residents, organizations, and businesses to establish a strategy for economic development (see policies throughout the entire EDE). <p>Keeping policies 14.1, 14.3, 14.4, and 14.8 under Goal 14 will maintain a connection between the Town Center Subarea Plan and Economic Development Elements without duplicating the policy direction in both elements because the Land Use policies remaining focus on Town Center.</p>

Table 2. Staff Recommended Findings.

Reference #	Recommended Finding	Staff Explanation
F-1	Consider CPP T-6 when planning for any sub-area plans or surrounding infrastructure for the future Link Light Rail expansion.	CPP T-6 provides some helpful guidance for developing plans for areas near transit. It states: “Develop station area plans for high-capacity transit stations and mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.”
F-2	When implementing residential anti-displacement policies, identify approaches that are more likely to: <ul style="list-style-type: none"> • Increase the number of lower-cost rental units; • Expand homeownership opportunities to renting households; and • Increase the variety of housing options. 	The cost of rent, limited homeownership opportunities, and lack of variety of housing were the top three displacement risks identified by respondents to the multifamily housing survey (PCB24-12, Exhibit 2). This finding will direct attention to those topics as the City considers anti-displacement measures.
F-3	Identify regulations that can reduce the following impacts when establishing regulations for moderate density: <ul style="list-style-type: none"> • More people parking on neighborhood streets; • Traffic and parked cars effecting pedestrian safety; • Reduced parking requirements in areas close to transit causing more residents to park on the street; and • Loss of mature trees and landscaping when new development occurs. 	In Comprehensive Plan Survey question 13 respondents identified these impacts as being more likely to negatively affect their neighborhoods (PCB24-12, Exhibit 1).
F-4	During implementation of the Comprehensive Plan, open space networks should be preserved and enhanced, particularly in and around higher density areas of the City.	This finding will help connect the Open Space Zone, PROS Plan, and MPP-EN-12 to ensure consistency between the regional plan and local planning actions.

Reference #	Recommended Finding	Staff Explanation
F-5	<p>Consider the following strategies for increasing affordable housing first when implementing the Housing Element:</p> <ul style="list-style-type: none"> • Support Proximity to Transit Hubs: Foster the development and preservation of affordable housing within walking distance of the Link Light Rail; • Allow Multifamily in C-O zone: Permit mixed-use and multifamily development in areas of the city zoned Commercial-Office (C-O) if they incorporate affordable housing units within the development; • Town Center Focus: Concentrate the development of affordable housing units in Town Center zones by increasing the maximum allowable height for multifamily or mixed-use developments inclusive of affordable housing. • Streamline Permit Processes: Reduce permit review times and fees for new development that include affordable housing units. • Mandatory Inclusion in New Development: Require the inclusion of affordable housing units in all new multifamily or mixed-use development. 	<p>In Comprehensive Plan survey question 14 respondents identified these five strategies as the preferred approaches to increasing the affordable housing supply. (PCB24-12, Exhibit 1).</p>
F-6	<p>Prioritize the following actions when implementing the Transportation Element:</p> <ul style="list-style-type: none"> • Improve and expand safe pedestrian and bicycle routes, including safe routes to school; • Improvements to the “last mile” transportation options to the Town Center and transit station; and • Provide more public parking in the Town Center for patrons and commutes. 	<p>These three approaches were identified by respondents to the Comprehensive Plan survey question 16 as the top three most impactful ways to improve transportation in Mercer Island.</p>
F-7	<p>Prioritize the following investments when implementing the Comprehensive Plan:</p> <ul style="list-style-type: none"> • Maintaining City services; • Quality infrastructure; • Increasing variety of businesses on Mercer Island; and • Protect natural resources. 	<p>These were the top four responses to the Comprehensive Plan survey question 18: “What improvements and investments should the City of Mercer Island prioritize in the next 10 years?”</p>

NEXT STEPS

If the PC needs to continue deliberations to another meeting, meetings can be scheduled for June 5 and 12. The goal is to complete the PC recommendation by June 12 to stay on schedule. To make it through the review process by June 12, the PC discussion will focus on different aspects of the Comprehensive Plan at each of the remaining meetings as described below.

Meeting Date	Areas of Focus	Desired Outcome
June 5	<ul style="list-style-type: none"> Focus on Transportation, Capital Facilities, Utilities, and Parks and Open Space elements Resolve staff recommended amendments to respond to surveys, open house input, and policy gaps Resolve PC Comments received by June 3 	Resolve all proposed amendments to the transportation, Capital Facilities, Utilities, and Parks and Open Space elements
June 12	<ul style="list-style-type: none"> Focus on Land Use, Housing, and Economic Development elements Resolve staff recommended amendments to respond to surveys, open house input, and policy gaps Resolve PC Comments received by June 10 	Resolve all proposed amendments and make a recommendation to the City Council

RECOMMENDED ACTION

Three recommended motions:

1. Motion to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented.
2. Motion to make the staff recommended findings in PCB24-13 Table 2 as presented
3. Motion to recommend adoption of the updated Comprehensive Plan as amended to the City Council.

1
2 **EXHIBIT 1**

2024 Comprehensive Plan Periodic Review

FINDINGS



City of Mercer Island, Washington
Department of Community Planning and Development
Planning Commission Recommendation: June XX, 2024
City Council Adoption: XXXXX XX, 2024

I. PROCEDURAL REQUIREMENTS

A. The City of Mercer Island has established procedures for amending the Comprehensive Plan in Chapter 19.15 Mercer Island City Code (MICC).

B. MICC 19.15.020 - Legislative Actions requires an open record pre-decision public hearing before any comprehensive plan amendments.

The Planning Commission held an open record pre-decision public hearing on May 29, 2024.

C. The procedures for amending the Comprehensive Plan are established in MICC 19.15.230 – Comprehensive Plan Amendments and Docketing Procedures. This section establishes when and how to initiate an amendment of the Comprehensive Plan whereas MICC 19.15.260, discussed below, establishes how a proposed amendment must be reviewed. MICC 19.15.230(C)(1) allows the City to conduct a Comprehensive Plan periodic review as required by the Growth Management Act (GMA).

The City initiated the periodic review of its Comprehensive Plan when the City Council set the scope of work, public participation plan, and master schedule by approving Resolution No. 1621 on March 15, 2022.

D. The criteria for placing a Comprehensive Plan amendment on the docket are established in MICC 19.15.230(E). MICC 19.15.230(E)(1)(a) allows a Comprehensive Plan amendment to be docketed if required by state law, a decision of a court, or administrative agency has directed a change.

The GMA requires cities in King County to update their comprehensive plans on or before December 31, 2024 (RCW 36.70A.130). This comprehensive plan amendment was docketed because it is required by state law.

E. Comprehensive Plan amendments must be consistent with the decision criteria established in MICC 19.15.230(F). Those criteria are:

1. The amendment is consistent with the Growth Management Act, the countywide planning policies, and the other provisions of the comprehensive plan and city policies; and:

The Comprehensive Plan amendments proposed were reviewed for consistency with the Growth Management Act (GMA) as detailed throughout this document.

- a. There exists obvious technical error in the information contained in the comprehensive plan; or

1 **Not applicable.**

- 2
- 3 b. The amendment addresses changing circumstances of the city as
- 4 a whole.

5

6 **The ten-year Comprehensive Plan periodic review process**

7 **directly addresses changing circumstances by requiring and**

8 **update of growth targets and the necessary technical analysis**

9 **to demonstrate that the Comprehensive Plan can**

10 **accommodate the projected growth.**

11

- 12 F. The procedures for reviewing comprehensive plan amendment are established
- 13 in MICC 19.15.260 – Review Procedures for Comprehensive Plan Amendments,
- 14 Reclassification of Property, and Code Amendments. This section requires a
- 15 notice be provided in the weekly Community Planning and Development
- 16 (CPD) bulletin, a newspaper of general circulation, made available to the
- 17 general public upon request, and, if the proposed amendment will affect a
- 18 specific property or defined area of the city, mailed to all property owners within
- 19 300 feet of the affected property or defined area, and posted on the site in a
- 20 location that is visible to the public right-of-way.

21

22 **A notice of public hearing was published in the CPD Bulletin on April 22,**

23 **2024. The public hearing notice was published in *The Mercer Island***

24 **Reporter on April 24, 2024 (Attachment A). The proposed amendments are**

25 **citywide and will not affect a specific property or defined area, so notice**

26 **was not posted on a specific site.**

27

- 28 G. MICC 19.15.260(A)(1) requires a public hearing notice to include the following:
- 29

- 30 1. The name of the party proposing the proposed amendment or change;
- 31

32 **The public hearing notice identifies the proposed amendments as**

33 **being part of the 2024-2044 Comprehensive Plan periodic review**

34 **(Attachment A). The periodic review is a process required by**

35 **statewide legislation and not initiated by a specific party.**

36

- 37 2. The location and description of the project, if applicable;
- 38

39 **Not applicable. The proposed amendment is citywide.**

40

- 41 3. The requested actions and/or required studies;
- 42

43 **The public hearing notice identified the requested action as an**

44 **amendment of the Comprehensive Plan as part of the 2024-2044**

45 **periodic review (Attachment A).**

46

- 47 4. The date, time, and place of the open record hearing;

1 **The date, time, and place of the public hearing was listed in the notice**
2 **(Attachment A).**

- 3
4 5. Identification of environmental documents, if any;

5
6 **No environmental documents were available at the time the public**
7 **hearing notice was issued. A state environmental policy act (SEPA)**
8 **determination was issued on May 6, 2024, and notice for that**
9 **determination was provided in a manner consistent with the state**
10 **and local requirements (See Findings I.I-L).**

- 11
12 6. A statement of the public comment period which shall not be less than
13 30 days;

14
15 **The comment period through the public hearing was included in the**
16 **public hearing notice (Attachment A).**

- 17
18 7. The city staff contact and contact information;

19
20 **Deputy City Clerk, Deb Estrada was listed as the staff contact**
21 **(Attachment A).**

- 22
23 8. The identification of other reviews or permits that are associated with the
24 review of the proposed comprehensive plan, zoning text, or zoning map
25 amendment, to the extent known by the city;

26
27 **No other reviews or permits are associated with the Comprehensive**
28 **Plan periodic review.**

- 29
30 9. A description of those development regulations used in determining
31 consistency of the review with the city's comprehensive plan;

32
33 **Not applicable. The development regulations in Title 19 MICC do not**
34 **have standards for determining whether the Comprehensive Plan is**
35 **consistent with itself. During review of the Comprehensive Plan**
36 **update, the City conducted an internal consistency review to ensure**
37 **the Comprehensive Plan is consistent with itself.**

- 38
39 10. A link to a website where additional information about the project can
40 be found.

41
42 **A link to the project website was included in the public hearing**
43 **notice (Attachment A).**

- 44
45 H. MICC 19.15.260(A)(2) requires that the notice of the public hearing must be
46 provided at least thirty (30) days prior to the public hearing.
47

1 **The public hearing notice was published in the CPD Bulletin on April 22,**
2 **2024, and in the *Mercer Island Reporter* on April 24, 2024. Both published**
3 **dates were more than thirty (30) days before the public hearing on May 29,**
4 **2024.**

5
6 I. The City is required to conduct environmental review for non-project actions,
7 including updating its Comprehensive Plan, under the State Environmental
8 Policy Act (SEPA) established in Chapter 43.21C Revised Code of Washington
9 (RCW).

10
11 J. The City has established SEPA procedures in Chapter 19.21 MICC.

12
13 K. MICC 19.21.120 – Threshold Determination requires the City to issue a SEPA
14 threshold determination prior to the City acting on the Comprehensive Plan
15 update.

16
17 **The City issued a SEPA determination of nonsignificance (DNS) on May 6,**
18 **2024. Notice of the DNS was posted in the May 6, 2024, CPD bulletin**
19 **(Attachment A). The DNS was also published on the WA Department of**
20 **Ecology (Ecology) SEPA Register under file number 202401911.**

21
22 L. MICC 19.21.040 – Adoption by Reference adopts selected subsections of Chapter
23 197-11 Washington Administrative Code (WAC) by reference. Requirements for
24 making a DNS are established in WAC 197-11-340. Those requirements are as
25 follows:

26
27 1. WAC 197-11-340(1) requires that the lead agency prepare and issue a DNS
28 substantially in the form provided in WAC 197-11-970.

29
30 **The City issued a DNS substantially in the form provided in WAC 197-**
31 **11-970 (Attachment B).**

32
33 2. WAC 197-11-340(2)(a) requires that any GMA action for which a DNS is
34 issued not be acted upon for fourteen (14) days following the issuance.

35
36 **The DNS was issued on May 6, 2024, with a 14-day comment period**
37 **ending on May 20, 2024. The earliest date the Planning Commission**
38 **can take action on the proposed amendment is May 29, 2024, which**
39 **is more than fourteen (14) days following the issuance of the DNS.**

40
41 3. WAC 197-11-340(2)(b) requires that the City send the environmental
42 checklist and DNS to Ecology, affected tribes, and local agencies or
43 political subdivisions whose public services would be changed as a result
44 of implementation of the proposal.

45
46 **The threshold determination was sent to all recipients on the City's**
47 **SEPA Distribution List to which it sends all threshold determinations**
48 **(Attachment B).**

- 1
2 4. WAC 197-11-340(2)(d) requires that the date of issue for the DNS is the
3 date the DNS is sent to the department of ecology and agencies with
4 jurisdiction and is made publicly available.
5

6 **The DNS was issued, sent to Ecology, posted on the SEPA Register,**
7 **distributed to agencies with jurisdiction, and made publicly available**
8 **on May 6, 2024 (Attachment B).**
9

- 10 M. The GMA requires the City notify the WA Department of Commerce
11 (Commerce) at least sixty (60) days prior to the final adoption of any
12 comprehensive plan amendment (RCW 36.70A.106).
13

14 **The City notified Commerce of its intention to adopt amendments to the**
15 **Comprehensive Plan on May 3, 2024 (Attachment B). Commerce**
16 **acknowledged receipt of the notice of intent to adopt amendment in a**
17 **letter dated May 6, 2024 (Attachment B). The notice of intent to adopt was**
18 **assigned the submittal ID 2024-S-7050. The Commerce 60-day comment**
19 **period ends on July 2, 2024.**
20

- 21 N. The Puget Sound Regional Council (PSRC) is the regional transportation
22 planning organization (RTPO) in King County as authorized by RCW 47.80.020.
23 One of the duties assigned to RTPOs by RCW 47.80.023 is certify that locally
24 adopted transportation elements are consistent with regional transportation
25 plan, and, where appropriate, conform with the requirements of RCW
26 36.70A.070.
27

28 **The PSRC was notified of the City's intent to adopt an updated**
29 **Comprehensive Plan on May 3, 2024. The PSRC reviewed the proposed**
30 **amendments and provided comments by X Date [date to be filled in if/when**
31 **PSRC provides comments].**
32

33 II. STATEWIDE PLANNING GOALS

34

- 35 A. The first statewide planning goal is, "Urban growth. Encourage development in
36 urban areas where adequate public facilities and services exist or can be
37 provided in an efficient manner (RCW 36.70A.020(1))."
38

39 **The Comprehensive Plan encourages development within the Mercer**
40 **Island Urban Growth Area (UGA) through its goals, policies, and maps in the**
41 **Land Use and Housing elements. The goals and policies in the**
42 **Transportation, Capital Facilities, and Utilities elements help ensure that**
43 **public facilities can be provided**
44

- 45 B. The second statewide planning goal is, "Reduce sprawl. Reduce the
46 inappropriate conversion of undeveloped land into sprawling, low-density
47 development (RCW 36.70A.020(2))."

1
2 **The City of Mercer Island is entirely within the King County UGA and is**
3 **bounded on all sides by Lake Washington. The City's Comprehensive Plan**
4 **does not authorize low-density development outside of the UGA and will**
5 **contain urban growth to only those areas designated by the King County**
6 **Comprehensive Plan.**

- 7
8 C. The third statewide planning goal is, "Transportation. Encourage efficient
9 multimodal transportation systems that will reduce greenhouse gas emissions
10 and per capita vehicle miles traveled, and are based on regional priorities and
11 coordinated with county and city comprehensive plans (RCW 36.70A.020(3))."

12
13 **The Mercer Island Comprehensive Plan includes a Transportation Element,**
14 **which includes policies to encourage multimodal transportation systems**
15 **and reduce greenhouse gas emissions and per capita vehicle miles**
16 **traveled. Other plans adopted by reference in the Comprehensive Plan like**
17 **the Pedestrian and Bicycle Facilities Plan, the Climate Action Plan, and the**
18 **Parks, Recreation, and Open Space (PROS) Plan detail specific actions the**
19 **City will take in pursuit of the third statewide planning goal.**

- 20
21 D. The fourth statewide planning goal is, "Housing. Plan for and accommodate
22 housing affordable to all economic segments of the population of this state,
23 promote a variety of residential densities and housing types, and encourage
24 preservation of existing housing stock (RCW 36.70A.020(4))."

25
26 **The Housing and Land Use elements of the Mercer Island Comprehensive**
27 **Plan include policies that seek to increase the supply of housing affordable**
28 **to all economic segments of the population. In the Housing Needs**
29 **Assessment, Land Capacity Analysis Supplement, and the King County**
30 **Urban Growth Capacity Report the existing housing stock, future**
31 **development capacity, and forecasted population growth were analyzed to**
32 **determine whether the Comprehensive Plan can accommodate the**
33 **forecasted population growth through 2044. This analysis found that the**
34 **City needed to increase multifamily and mixed-use development capacity**
35 **to accommodate the projected growth in households earning less than 120**
36 **percent of the Area Median Income (AMI). The necessary development code**
37 **amendments to increase development capacity will be adopted prior to the**
38 **effective date of the Comprehensive Plan periodic review adoption**
39 **ordinance.**

- 40
41 E. The fifth statewide planning goal is, "Economic development. Encourage
42 economic development throughout the state that is consistent with adopted
43 comprehensive plans, promote economic opportunity for all citizens of this
44 state, especially for unemployed and for disadvantaged persons, promote the
45 retention and expansion of existing businesses and recruitment of new
46 businesses, recognize regional differences impacting economic development
47 opportunities, and encourage growth in areas experiencing insufficient

economic growth, all within the capacities of the state's natural resources, public services, and public facilities (RCW 36.70A.020(5))."

The Comprehensive Plan periodic review included the drafting of a new Economic Development Element. The Economic Development Element establishes policies to foster economic growth, promote opportunities for residents, support existing businesses, and attract new businesses. Because the Economic Development Element is consistent with the Transportation, Capital Facilities, and Utilities elements, this economic growth will occur within the capacity of Mercer Island's public services and facilities.

- F. The sixth statewide planning goal is, "Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions (RCW 36.70A.020(6))."

The Comprehensive Plan updates adopted during this periodic review were reviewed to ensure that they do not constitute a taking of private property without just compensation.

- G. The seventh statewide planning goal is, "Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability (RCW 36.70A.020(7))."

The Comprehensive Plan includes goals that address permit processing with the express intent of increasing predictability and reducing review time. Specifically, policies in the Land Use, Housing, and Economic Development Element are directed at reviewing development regulations and permit processing procedures to find ways to reduce permit review times and simplify requirements for the entitlement process.

- H. The eighth statewide planning goal is, "Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses (RCW 36.70A.020(8))."

The City of Mercer Island is entirely within the King County UGA and is bounded on all sides by Lake Washington. The City's Comprehensive Plan does not authorize development outside of the UGA or in or near natural resource lands designated by the King County Comprehensive Plan.

- I. The ninth statewide planning goal is, "Open space and recreation. Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities (RCW 36.70A.020(9))."

1 **The Comprehensive Plan includes goals and policies directed at**
2 **maintaining open space and recreation. Policies in the Land Use, Capital**
3 **Facilities, and Parks elements specifically address the preservation of parks**
4 **and recreation. Furthermore, the PROS Plan details actions the City will**
5 **take to maintain and enhance its parks and open space. Policies in the Land**
6 **Use Element address critical areas, including fish and wildlife habitat. The**
7 **City has adopted a Stormwater Management Manual by reference in the**
8 **Comprehensive Plan, detailing how the City will manage its stormwater**
9 **runoff. The Shoreline Master Program (SMP) Element establishes the goals**
10 **and policies directing how the City will increase access to shorelines and**
11 **waters of the state. The City's Comprehensive Plan does not authorize**
12 **development outside of the UGA or in or near natural resource lands**
13 **designated by the King County Comprehensive Plan.**

- 14
15 J. The tenth statewide planning goal is, "Environment. Protect and enhance the
16 environment and enhance the state's high quality of life, including air and
17 water quality, and the availability of water (RCW 36.70A.020(10))."

18
19 **Policies in the Land Use Element address critical areas and the**
20 **environment. The City has adopted a Stormwater Management Manual by**
21 **reference in the Comprehensive Plan, detailing how the City will manage**
22 **its stormwater runoff. The Shoreline Master Program (SMP) Element**
23 **establishes the goals and policies directing how the City will protect the**
24 **shorelines and waters of the state.**

- 25
26 K. The eleventh statewide planning goal is, "Citizen participation and
27 coordination. Encourage the involvement of citizens in the planning process,
28 including the participation of vulnerable populations and overburdened
29 communities, and ensure coordination between communities and jurisdictions
30 to reconcile conflicts (RCW 36.70A.020(11))."

31
32 **The Comprehensive Plan includes goals and policies directed at involving**
33 **the public in the planning process. The Housing Element includes specific**
34 **goals and policies that require actions to increase participation of**
35 **vulnerable populations and overburdened communities.**

- 36
37 L. the twelfth statewide planning goal is, "Public facilities and services. Ensure
38 that those public facilities and services necessary to support development shall
39 be adequate to serve the development at the time the development is available
40 for occupancy and use without decreasing current service levels below locally
41 established minimum standards (RCW 36.70A.020(12))."

42
43 **The Comprehensive Plan includes the Transportation, Capital Facilities, and**
44 **Utilities elements, which establish goals and policies to ensure that**
45 **facilities and services necessary to support development will be maintained**
46 **and expanded as new development occurs. These policies taken together**
47 **with development regulations requiring transportation and parks impact**
48 **fees for some development and for transportation concurrency**

management (Chapters 19.18, 19.19, and 19.20 Mercer Island City Code (MICC)) ensure that new development will not reduce levels of service below established standards.

- M. The thirteenth statewide planning goal is, "Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance (RCW 36.70A.020(13))."

The City has established a process for identifying and encouraging the preservation of historical significance in Chapter 16.01 MICC.

- N. The fourteenth statewide planning goal is, "Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice (RCW 36.70A.020(13))."

The Comprehensive Plan includes goals and policies in nearly every element that establish how the City will adapt to and mitigate the effects of climate change. Policies in the Transportation Element specifically target reducing greenhouse gas emissions and per capita vehicle miles traveled. The City has also adopted a Climate Action Plan by reference in the Comprehensive Plan. The Climate Action Plan identifies actions the City will take to respond to climate change.

- O. The fifteenth statewide planning goal is, "Shorelines of the state. For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan (RCW 36.70A.020(14))."

The Shoreline Master Program Element of the Comprehensive Plan and Chapter 19.13 MICC establish the City's SMP as required by Chapter 90.58 RCW.

III. COMPREHENSIVE PLAN ELEMENTS

A. LAND USE ELEMENT

1. The Land Use Element is required to designate the proposed general distribution and location of land uses, including open spaces within an urban growth area (UGA), public utilities, and public facilities (RCW 36.70A.070(1)).

The Land Use Map included as Figure 1 of the Land Use Element designates the proposed general distribution and location of land uses including parks

1 and open spaces, commercial uses, mixed-use areas, residential areas, and
2 public facilities.

- 3
4 2. The Land Use Element is required to include population densities, building
5 intensities, and estimates of population growth (RCW 36.70A.070(1)).

6
7 **The Land Use Element Existing Conditions and Trends section outlines the**
8 **general population density and building intensity in the City. The Growth**
9 **Forecast section includes an estimate of population growth consistent with**
10 **the WA Office of Financial Management (OFM) projections and the King**
11 **County growth targets established in the Countywide Planning Policies**
12 **(CPPs).**

- 13
14 3. The Land Use Element must provide for protection of the quality and quantity
15 of groundwater used for public water supplies (RCW 36.70A.070(1)).

16
17 **The Land Use Element addresses water quality protection in its goals and**
18 **policies. Additional policies in the Utilities Element address water quality**
19 **and quantity for public water supplies.**

- 20
21 4. The Land Use Element must give special consideration to achieving
22 environmental justice in its goals and policies, including efforts to avoid
23 creating or worsening environmental health disparities (RCW 36.70A.070(1)).

24
25 **The Land Use Element includes goals and policies that address access to**
26 **healthy environments. Additional policies in the Housing and**
27 **Transportation elements are directed at achieving environmental justice by**
28 **reducing environmental hazards and increasing access to healthy**
29 **environments.**

- 30
31 5. The Land Use Element should consider utilizing urban planning approaches
32 that promote physical activity and reduce per capita vehicle miles traveled
33 within the jurisdiction, but without increasing greenhouse gas emissions
34 elsewhere in the state (RCW 36.70A.070(1)).

35
36 **The Land Use Element includes Goal 20 and the associated policies directed**
37 **at promoting physical activity and access to recreation. Goal 27 and its**
38 **policies are directed at reducing greenhouse gas emissions. More policies**
39 **that address vehicle miles traveled are established in the Transportation**
40 **Element.**

- 41
42 6. Where applicable, the land use element shall review drainage, flooding, and
43 stormwater runoff in the area and nearby jurisdictions and provide guidance
44 for corrective actions to mitigate or cleanse those discharges that pollute
45 waters of the state, including Puget Sound or waters entering Puget Sound
46 (RCW 36.70A.070(1)).

1 **The Land Use Element includes policies under Goal 18 that address**
2 **stormwater runoff. Additional policies regarding stormwater runoff can be**
3 **found in the Utilities Element. Furthermore, the City has adopted and**
4 **maintains a Stormwater Management Program to reduce runoff pollution**
5 **to Lake Washington, water from which eventually enters Puget Sound.**

- 6
7 7. The land use element must reduce and mitigate the risk to lives and property
8 posed by wildfires by using land use planning tools (RCW 36.70A.070(1)).
9

10 **The Land Use Element includes goals and policies directed at vegetation**
11 **management and maintaining emergency management plans.**

- 12
13 8. King County has established CPPs that help coordinate planning among cities
14 within its jurisdiction, including CPPs addressing the Land Use Element.
15

16 **A matrix analyzing consistency between the Land Use Element policies and**
17 **CPPs was entered into the record under file PCB24-12. The draft**
18 **Comprehensive Plan update was amended to resolve the gaps identified in**
19 **that matrix.**
20

21 **B. HOUSING ELEMENT**

- 22
23 1. The Housing Element must include an inventory and analysis of existing and
24 projected housing needs that identifies the number of housing units necessary
25 to manage projected growth (RCW 36.70A.070(2)(a)).
26

27 **An inventory and analysis of existing housing stock is provided in the**
28 **Housing Needs Assessment (HNA). The HNA was prepared in a manner**
29 **consistent with WAC 365-196-410(2)(b) and (c). The City Council was**
30 **provided with the HNA with Agenda Bill 6107. Table 1 in the Housing**
31 **Element shows the City's projected housing needs as assigned by King**
32 **County in CPP H-1. Housing needs are expressed in the number of housing**
33 **units per income segment necessary to manage projected growth. The City**
34 **conducted the Land Capacity Analysis (LCA) Supplement to identify the**
35 **land capacity needed to accommodate housing the City's housing needs.**
36 **The LCA Supplement was completed based on the WA Department of**
37 **Commerce (Commerce) guidance and consistent with the guidelines in**
38 **WAC 365-196-325. The City Council was provided with the LCA Supplement**
39 **with Agenda Bill 6385.**
40

- 41 2. The inventory and analysis of housing needs must identify the number of units
42 for moderate, low, very low, and extremely low-income households as provided
43 by the Department of Commerce necessary to manage projected growth
44 (RCW 36.70A.070(2)(a)(i)).
45

46 **Table 1 in the Housing Element shows the City's projected housing needs**
47 **as assigned by King County in CPP H-1. Housing needs are expressed in the**
48 **number of housing units per income segment necessary to manage**

1 **projected growth. King County allocated housing needs to cities within its**
2 **jurisdiction based on the total countywide need provided by Commerce.**

- 3
4 3. The inventory and analysis of housing needs must identify the number of units
5 for emergency housing, emergency shelters, and permanent supportive
6 housing as provided by the Department of Commerce necessary to manage
7 projected growth (RCW 36.70A.070(2)(a)(ii)).
8

9 **Table 1 in the Housing Element shows the total number of emergency**
10 **housing and permanent supportive housing (PSH) units as assigned by King**
11 **County in CPP H-1. Housing needs are expressed in the number of housing**
12 **units per income segment necessary to manage projected growth. King**
13 **County allocated housing needs to cities within its jurisdiction based on the**
14 **total countywide need provided by Commerce.**
15

- 16 4. The Housing Element must include a statement of goals, policies, objectives,
17 and mandatory provisions for the preservation, improvement, and
18 development of housing, including single-family residences, and within an
19 urban growth area boundary, moderate density housing options including, but
20 not limited to, duplexes, triplexes, and townhomes (RCW 36.70A.070(2)(b)).
21

22 **The Housing Element includes goals, policies, and objectives for the**
23 **preservation, improvement, and development of housing. The City of**
24 **Mercer island is entirely within a UGA. The Housing Element includes goals,**
25 **policies, and objectives related to moderate density housing options. The**
26 **development code, which implements the Housing Element, establishes**
27 **mandatory provisions for housing development of all densities.**
28

- 29 5. The Housing Element must identify sufficient capacity of land for housing
30 including, but not limited to, government-assisted housing, housing for
31 moderate, low, very low, and extremely low-income households, manufactured
32 housing, multifamily housing, group homes, foster care facilities, emergency
33 housing, emergency shelters, permanent supportive housing, and within an
34 urban growth area boundary, consideration of duplexes, triplexes, and
35 townhomes (RCW 36.70A.070(2)(c)).
36

37 **The City conducted the LCA Supplement to identify the land capacity**
38 **needed to accommodate housing the City's housing needs. The City**
39 **Council was provided with the LCA Supplement with Agenda Bill 6385. The**
40 **LCA Supplement was completed based on the WA Department of**
41 **Commerce (Commerce) guidance and consistent with the guidelines in**
42 **WAC 365-196-325. The LCA Supplement found that the City needed to**
43 **increase development capacity for multifamily and mixed-use**
44 **development to accommodate the housing needs for moderate to**
45 **extremely low-income households. In response, the City is increasing**
46 **residential development capacity in the Town Center and Commercial**
47 **Office (C-O) zones. The development capacity increase will be effective on**
48 **or before the effective date of the ordinance adopting Comprehensive Plan**

1 **amendments. Residential development capacity after the increase is**
2 **sufficient to accommodate the City's housing needs. Duplexes, triplexes,**
3 **and townhomes are considered in the Housing Element policies.**

- 4
5 6. The Housing Element must make adequate provisions for existing and
6 projected needs of all economic segments of the community (RCW
7 36.70A.070(2)(d)). This includes:

- 8
9 a. Incorporating consideration for low, very low, extremely low, and
10 moderate-income households;

11
12 **The Housing Element includes considerations for moderate, low, very**
13 **low, and extremely low-income households throughout, with**
14 **particular provisions in Goal 2 and its policies. The development code,**
15 **which implements the Housing Element includes requirements and**
16 **establishes incentives for the development of housing affordable to**
17 **households earning below the AMI.**

- 18
19 b. Documenting programs and actions needed to achieve housing
20 availability including gaps in local funding, barriers such as development
21 regulations, and other limitations;

22
23 **Programs and actions needed to achieve housing availability are**
24 **documented in Housing Element Table 2 and the HNA provided to**
25 **the City Council with Agenda Bill 6107.**

- 26
27 c. Consideration of housing locations in relation to employment location;
28 and

29
30 **Housing Element policies 1.4, 1.9, 1.11, 1.12, and 2.1 consider housing**
31 **locations in relation to employment.**

- 32
33 d. Consideration of the role of accessory dwelling units in meeting housing
34 needs;

35
36 **Housing Element policies 1.10, 5.3, 5.4 and 5.5 consider the role of**
37 **accessory dwelling units in meeting housing needs.**

- 38 7. The Housing Element must identify local policies and regulations that result in
39 racially disparate impacts, displacement, and exclusion in housing (RCW
40 36.70A.070(2)(e)).

41
42 **The City prepared the Racially Disparate Impacts (RDI) Evaluation based on**
43 **the Commerce guidance to identify local policies and regulations that**
44 **result in racially disparate impacts, displacement, and exclusion in housing.**
45 **The RDI Evaluation was provided to the City Council with Agenda Bill 6385.**

- 46
47 8. The Housing Element must identify and implement policies and regulations to
48 address and begin to undo racially disparate impacts, displacement, and

1 exclusion in housing caused by local policies, plans, and actions (RCW
2 36.70A.070(2)(f)).

3
4 **The Housing Element identifies policies to address and begin to undo RDI,**
5 **displacement, and inclusion. Specifically, policies 1.7, 1.8, 3.1, 3.2, 3.3, 3.4, 3.5,**
6 **4.1, 4.2, 4.3, and 4.4 address RDI, displacement, and inclusion in housing.**
7 **Actions to implement these policies will include amending development**
8 **regulations to address RDI, displacement and inclusion.**
9

- 10 9. The Housing Element must identify areas that may be at higher risk of
11 displacement from market forces that occur with changes to zoning,
12 development regulations, and capital investments (RCW 36.70A.070(2)(g)).
13

14 **The Housing Element introduction beginning at page 5 identifies areas that**
15 **may be at a higher risk of displacement from market forces that occur with**
16 **changes to zoning, development regulations, and capital investments.**
17

- 18 10. The Housing Element must establish anti-displacement policies, with
19 consideration given to the preservation of historical and cultural communities
20 as well as investments in low, very low, extremely low, and moderate-income
21 housing; equitable development initiatives; inclusionary zoning; community
22 planning requirements; tenant protections; land disposition policies; and
23 consideration of land that may be used for affordable housing (RCW
24 36.70A.070(2)(h)).
25

26 **The Housing Element establishes anti-displacement policies under Goal 4.**
27 **Policies throughout the Housing Element consider investments in**
28 **extremely low- to moderate-income housing, equitable development,**
29 **inclusionary zoning, tenant protections, land disposition policies, and other**
30 **planning requirements. Specifically, the following Housing Element policies**
31 **address one or more of the considerations listed in RCW 36.70A.070(2)(h):**
32 **1.4, 1.7, 1.8, 1.9, 1.10, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 2.12, 2.13, 3.3,**
33 **3.4, 5.4, and 5.5.**
34

- 35 11. In counties and cities subject to the review and evaluation requirements of
36 RCW 36.70A.215, any revision to the housing element shall include
37 consideration of prior review and evaluation reports and any reasonable
38 measures identified. The housing element should link jurisdictional goals with
39 overall county goals to ensure that the housing element goals are met (RCW
40 36.70A.070(2)(h)).
41

42 **Cities in King County are subject to the review and evaluation requirements**
43 **of RCW 36.70A.215. The City of Mercer Island has not been required to take**
44 **reasonable measures to align its locally adopted Comprehensive Plan with**
45 **overall County planning goals.**
46

- 47 12. King County has established CPPs that help coordinate planning among cities
48 within its jurisdiction, including 29 CPPs addressing the Housing Element.

A matrix analyzing consistency between the Housing Element policies and CPPs was entered into the record under file PCB24-12. The draft Comprehensive Plan update was amended to resolve the gaps identified in that matrix.

C. TRANSPORTATION ELEMENT

1. The Transportation Element must include land use assumptions used in estimating travel (RCW 36.70A.070(6)(a)(i)).

The land use assumptions used in estimating travel are listed beginning on page 2 of the Transportation Element.

2. The Transportation Element must include estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities (RCW 36.70A.070(6)(a)(ii)).

The land use assumptions used in estimating travel are listed beginning on page 2 of the Transportation Element. The level of service analysis impacts expected from projected growth are included in Table 4 of the Transportation Element.

3. The Transportation Element must include facilities and service needs including:
 - a. An inventory of transportation facilities and services including transit and state-owned facilities.

Transportation facilities are inventoried in Section III Transportation System beginning on page 10 of the Transportation Element.

- b. Multimodal level of service standards for all transit routes and locally owned arterials.

Level of service standards are established beginning on page 14 of the Transportation Element.

- c. Multimodal level of service standards for state-owned transportation facilities as prescribed in chapters 47.06 and 47.80 RCW.

Level of service standards are established beginning on page 14 of the Transportation Element.

- d. Specific actions and requirements for bringing into compliance transportation facilities or services that are below an established multimodal level of service standard.

The policies listed under Goal 10 of the Transportation Element. Specifically, Policy 10.3 outlines the strategies the City will use to bring transportation facilities into compliance with level of service standards.

- e. Forecasts of multimodal transportation demand and needs for at least ten years based on the adopted land use plan.

Future travel demand based on the land use plan is forecasted beginning on page 23 of the Transportation Element.

- f. Identification of state and local system needs to equitably meet current and future demands.

Analysis of transportation system needs to meet current and future demands are analyzed in Section IV Transportation System – Future Needs beginning on page 22 of the Transportation Element.

- g. A transition plan for transportation as required in Title II of the Americans with disabilities act of 1990 (ADA) (RCW 36.70A.070(6)(a)(iii)).

The City has adopted an ADA Transition Plan. Projects from the ADA Transition Plan are included in Table 3. Recommended Project List 2022-2044 of the Transportation Element.

4. The Transportation Element must include funding analysis including:

- a. An analysis of funding capability to judge needs against probably funding resources.

Financial analysis can be found in Transportation Element Section V Financial Analysis.

- b. A multiyear financing plan based on the needs identified in the Transportation Element.

Financial implementation strategies can be found in Transportation Element Section VI Implementation Strategies.

- c. A list of actions to be taken if probable funding falls short of meeting the identified needs of the transportation system, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met (RCW 36.70A.070(6)(a)(iv)).

A list of actions to be taken if funding falls short of meeting transportation needs is provided in Policy 10.3.

- 1
2 5. The Transportation Element must include intergovernmental coordination
3 efforts including an assessment of the impacts of the transportation plan and
4 land use assumption on the transportation system of adjacent jurisdictions
5 ((RCW 36.70A.070(6)(a)(v)).

6
7 **Intergovernmental coordination is addressed in the following**
8 **Transportation Element Policies: 3.2, 4.1, 5.4, 5.5, 5.6, 7.9, 8.1, 8.2, 8.3, 8.4, and**
9 **9.4.**

- 10
11 6. The Transportation Element must include transportation demand
12 management strategies (RCW 36.70A.070(6)(a)(vi)).

13
14 **Transportation Element Policy 5.3 and the City's Climate Action Plan detail**
15 **transportation demand management strategies.**

- 16
17 7. The Transportation Element must include an active transportation component
18 that identifies and designates planned improvements for active transportation
19 facilities (RCW 36.70A.070(6)(a)(vii)).

20
21 **Transportation Element Policies 7.10, 7.11, and 12.5 address active**
22 **transportation. The City has also adopted a Pedestrian and Bicycle**
23 **Facilities Plan that identifies planned improvements for active**
24 **transportation.**

- 25
26 8. After adoption of the Comprehensive Plan, the City must adopt and enforce
27 ordinances which prohibit development approval if the development causes
28 the level of service on a locally owned or locally or regionally operated
29 transportation facility to decline below the standards adopted in the
30 transportation element of the comprehensive plan, unless transportation
31 improvements or strategies to accommodate the impacts of development are
32 made concurrent with the development (RCW 36.70A.070(6)(b)).

33
34 **The City has adopted and enforces a transportation concurrency**
35 **management system in Chapter 19.20 Mercer Island City Code (MICC).**

- 36
37 9. The Transportation Element and the locally adopted six-year transportation
38 improvement plan must be consistent with countywide, regional, and
39 statewide transportation plans (RCW 36.70A.070(6)(c)).

40
41 **The City has reviewed the Transportation Element and six-year**
42 **transportation improvement plan to ensure that it is consistent with**
43 **countywide, regional, and statewide transportation plans (Attachment B).**

44 45 **D. UTILITIES ELEMENT**

- 46
47 1. The Utilities Element must consist of the general location, proposed location,
48 and capacity of all existing and proposed utilities including, but not limited to,

electrical, telecommunications, and natural gas systems (RCW 36.70A.070(4)(a)).

The Utilities Element provides the general location and capacity of existing and proposed utilities throughout the Element. The following utility types considered in the Utilities Element: water, sewer, stormwater, solid waste, electricity, natural gas, and telecommunications.

E. CAPITAL FACILITIES ELEMENT

1. The Capital Facilities Element must include an inventory of existing capital facilities owned by public entities showing the locations and capacities of the capital facilities (RCW 36.70A.070(3)(a)).

The Capital Facilities Element includes an inventory of existing public facilities and their capacities in Section II beginning on page 3 of the Element.

2. The Capital Facilities Element must include a forecast of future needs for capital facilities (RCW 36.70A.070(3)(b)).

Future needs are forecast in Section III beginning on page 8 of the Element.

3. The Capital Facilities Element must show the proposed locations and capacities of expanded or new capital facilities (RCW 36.70A.070(3)(c)).

The proposed locations and capacities of expanded and new capital facilities are provided in sections III and IV beginning on page 8 of the Element.

4. The Capital Facilities Element must include a plan for financing capital improvements projected within the element (RCW 36.70A.070(3)(d)).

Financial planning for capital facility improvement and maintenance is addressed in Section IV of the Element, beginning on page 11.

5. The Capital Facilities Element must include a requirement to reassess the land use element if probable funding falls short of existing needs and the ensure these two elements are coordinated and consistent (RCW 36.70A.070(3)(e)).

Policy 1.5 requires the City to reassess the Land Use Element is projected funding will fall short of existing needs.

6. The Capital Facilities Element must include park and recreation facilities (RCW 36.70A.070(3)(e)).

Park and recreation facilities are included in the inventories and analysis of the Capital Facilities Element. Where appropriate, the Capital Facilities

Element points to goals, objectives, and strategies in the Parks, Recreation, and Open Space (PROS) Plan.

7. King County has established CPPs that help coordinate planning among cities within its jurisdiction, including CPPs addressing public facilities.

A matrix analyzing consistency between the Capital Facilities Element policies and CPPs was entered into the record under file PCB24-12. The draft Comprehensive Plan update was amended to resolve the gaps identified in that matrix.

F. ECONOMIC DEVELOPMENT ELEMENT

1. The Economic Development Element must include goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life (RCW 36.70A.070(7)).

The proposed Economic Development Element includes thirteen goals and fifty-four policies that address economic growth, vitality, and high quality of life.

G. PARK AND RECREATION ELEMENT

1. The Park and Recreation Element must implement and be consistent with the Capital Facilities Element as it relates to park and recreation facilities (RCW 36.70A.070(8)).

The proposed Parks and Open Space Element would adopt the Parks, Recreation and Open Space (PROS) Plan by reference. The PROS Plan implements the capital improvement plan established by the Capital Facilities Element (PROS Plan, Chapter 11).

2. The Park and Recreation Element must include estimates of park and recreation demand for at least 10 years, evaluate facility and service needs, evaluate tree canopy coverage, and evaluate intergovernmental coordination opportunities to address park and recreation needs (RCW 36.70A.070(8)(a) – (d)).

The PROS Plan adopted by reference in the Parks and Open Space Element includes estimates of park and recreation demand for at least 10 years, and evaluates facility needs, service needs, tree canopy coverage, and intergovernmental coordination opportunities to address park and recreation needs.

IV. PLANNING COMMISSION FINDINGS

- A. Consider CPP T-6 when planning for any sub-area plans or surrounding infrastructure for the future Link Light Rail expansion.
- B. When implementing residential anti-displacement policies, identify approaches that are more likely to:
1. Increase the number of lower-cost rental units;
 2. Expand homeownership opportunities to renting households; and
 3. Increase the variety of housing options.
- C. Identify regulations that can reduce the following impacts when establishing regulations for moderate density:
1. More people parking on neighborhood streets;
 2. Traffic and parked cars effecting pedestrian safety;
 3. Reduced parking requirements in areas close to transit causing more residents to park on the street; and
 4. Loss of mature trees and landscaping when new development occurs.
- D. During implementation of the Comprehensive Plan, open space networks should be preserved and enhanced, particularly in and around higher density areas of the City.
- E. Consider the following strategies for increasing affordable housing first when implementing the Housing Element:
1. Support Proximity to Transit Hubs: Foster the development and preservation of affordable housing within walking distance of the Link Light Rail;
 2. Allow Multifamily in C-O zone: Permit mixed-use and multifamily development in areas of the city zoned Commercial-Office (C-O) if they incorporate affordable housing units within the development;
 3. Town Center Focus: Concentrate the development of affordable housing units in Town Center zones by increasing the maximum allowable height for multifamily or mixed-use developments inclusive of affordable housing.

1 4. Streamline Permit Processes: Reduce permit review times and fees for
2 new development that include affordable housing units.

3
4 5. Mandatory Inclusion in New Development: Require the inclusion of
5 affordable housing units in all new multifamily or mixed-use
6 development.

7
8 F. Prioritize the following actions when implementing the Transportation
9 Element:

10
11 1. Improve and expand safe pedestrian and bicycle routes, including safe
12 routes to school;

13
14 2. Improvements to the “last mile” transportation options to the Town
15 Center and transit station; and

16
17 3. Provide more public parking in the Town Center for patrons and
18 commutes.

19
20 G. Prioritize the following investments when implementing the Comprehensive
21 Plan:

22
23 1. Maintaining City services;

24
25 2. Quality infrastructure;

26
27 3. Increasing variety of businesses on Mercer Island; and

28
29 4. Protect natural resources.

1 Attachment A – Public Hearing Notices
2
3

Client	91534 - City of Mercer Island- LEGALS	Phone	(206) 275-7600		
Address	9611 SE 36th Street	E-Mail	deborah.estrada@mercerisland.gov		
	Mercer Island, WA, 98040	Fax	(206) 275-7663		
Order#	995025	Requested By	DEB ESTRADA	Order Price	\$86.34
Classification	3030 - Legal Notices	PO #	NOPH COMP PLN	Tax 1	\$0.00
Start Date	04/24/2024	Created By	0917	Tax 2	\$0.00
End Date	04/24/2024	Creation Date	04/19/2024, 11:46:18 am	Total Net	\$86.34
Run Dates	1			Payment	\$0.00
Publication(s)	Mercer Island Reporter				
Sales Rep	9470 - Jennifer Tribbett	Phone	(360) 802-8212		
		E-Mail	jtribbett@courierherald.com		
		Fax			

**CITY OF
MERCER ISLAND –
NOTICE OF PUBLIC
HEARING
Comprehensive
Periodic Review –
Public Hearing
May 29, 2024**

Notice is hereby given that the Mercer Island Planning Commission will hold a public hearing at its Hybrid Meeting on Wednesday, May 29, 2024, at approximately 6pm, to receive comments on amendments to the Comprehensive Plan as part of the 2024-2044 Periodic Review.

For more information, read about the project on Let's Talk at <https://letstalk.mercergov.org/comprehensive-plan-periodic-update>.

The public hearing will be held in person and using Zoom. The public will have the opportunity to comment during the public hearing by either attending in person, calling in, or logging onto the meeting via Zoom. Written comments may be submitted to the City of Mercer Island by e-mail to cityclerk@mercerisland.gov until such time that the public hearing is adjourned.

Detailed instructions on how to comment live during the public hearing will be available online on or before May 24, 2024, at: <https://www.merцерisland.gov/bc-pc>.

Deborah Estrada, MMC
Deputy City Clerk
Americans with disabilities accommodations are available by calling (206) 275-7791.
Published in the Mercer Island Reporter: April 24, 2024

MIR995025
4/24/24



Weekly Permit Bulletin
9611 SE 36th Street | Mercer Island, WA 98040 | 206.275.7605

*****City Hall Closed – [Learn More](#) About Long-Range Facility Planning*****

April 22, 2024

Providing official notice of land use applications, meetings, decisions, recommendations, hearings, and appeals of land use decisions within the City of Mercer Island.

How to use this bulletin

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- Call the project planner to arrange to review the project files. The planner’s contact information is in the notice. You may also call the “Planner Helpline” for zoning related questions at 206-275-7729. Additional resources are available online:
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If comments are provided within the specified comment period, they will be forwarded to the appropriate reviewer, and you will become a party of record. Written comments can specifically address how the proposed work does not meet one or more of the criteria listed in the Applicable Development Regulations.

- Send your comments in writing to the project planner identified in the notice. Be sure to include your name, address, and email if applicable.
- The City will accept public comments at any time prior to the closing of the record of an open record predecision hearing, if any, or if no open record predecision hearing is provided, prior to the decision on the project land use review.
- If you submit a written comment, staff will send you a copy of the notice of decision or recommendation.

Will there be a public hearing on this application?

Public Hearings are only required for Type 4 permits. For a list of Type 4 (IV) permits, please refer to [Mercer Island City Code 19.15.030](#) Table A. The project will state under the Public Hearing section if a hearing is required.

What is SEPA?

State Environmental Policy Act (SEPA) is a review intended to act as a “safety net” in protecting the environment. Following SEPA review, the City must issue a determination of Significance, Non-Significance, or a Mitigated Determination of Non Significance. Applicants for a SEPA review must complete a SEPA [checklist](#), and may need to prepare additional mitigation to avoid a “probable significant impact” to the environment.

When is a project SEPA exempt?

The state Department of Ecology establishes categorical exemptions to SEPA review, which are generally described here: [WAC 197-11-800](#). For example, a shoreline dock may be SEPA exempt if the dock was legally established, and normal maintenance and repair is proposed. However, SEPA is required if the dock will expand or if a new dock is built.

Where can I find more information?

Please review the Washington State Department of Ecology SEPA [website](#) and the SEPA [handbook](#). Another useful page is the SEPA form templates found [here](#).

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How to reach us.

9611 SE 36th Street | Mercer Island, WA 98040 | (206) 275-7729 | The Community Planning & Development Department is located on the lobby floor of Mercer Island City Hall.

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Learn more about the 2024 – 2044 Comprehensive Plan Periodic Review at <https://letstalk.mercergov.org/comprehensive-plan-periodic-update>.

Deborah Estrada, MMC, Deputy City Clerk
City of Mercer Island

Notice:

- Mercer Island Reporter – April 17, 2024
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Deborah Estrada, MMC
Deputy City Clerk

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Published in the Mercer Island Reporter: April 24, 2024

NOTICE IS HEREBY GIVEN for the application described below:

File No.:	CAO24-008	
Permit Type:	Type III	
Description of Request:	A request for a Critical Area Review 2 to realign the existing driveway, install a new sport court, build a new retaining wall, build a new fence, and new landscaping and drainage site improvements.	
Applicant/Owner:	Riley Coghlan (DeForest Architects) / Mercer Lakehouse Trust-Betz Colonel F	
Location of Property:	6236 SE 22 nd ST, Mercer Island WA 98040 King County Assessor tax parcel number: 544230-0796, 544230-0765	
SEPA Compliance:	The project is exempt from SEPA Review pursuant to WAC 197-11-800(1) .	
Project Documents:	https://mieplan.mercergov.org/public/CAO24-008	
Written Comments:	This may be the only opportunity to comment on this proposal. Written comments on this proposal may be submitted to the City of Mercer Island either by email, in person, or by mail to the City of Mercer Island, 9611 SE 36th Street, Mercer Island, WA 98040-3732. Anyone may comment on the application, receive notice, and request a copy of the decision once made. Only those persons who submit written comments or participate at the public hearing (if a hearing is required) will be parties of record; and only parties of record will have the right to appeal.	
Public Hearing and Public Meeting:	Pursuant to MICC 19.15.030 Tables A and B, a public hearing is not required for Type I-III permits.	
Applicable Development Regulations	Applications for Critical Area Review 2 are required to be processed as Type III land use reviews pursuant to Mercer Island City Code (MICC) 19.15.030. Processing requirements for Type III land use reviews are further detailed in MICC 19.15.030. The city's subdivision requirements are contained in Chapter 19.08 MICC .	
Other Associated Permits:	Permit No(s): SUB24-001, 2402-094	
Environmental Documents:	Copies of all studies and/or environmental documents are available through the above project documents link.	
Application Process Information:	<div> Date of Application: March 14, 2024 Determined to Be Complete: April 11, 2024 Weekly Permit Bulletin Notice: April 22, 2024 Date Mailed: April 22, 2024 Date Posted on Site: April 22, 2024 Comment Period Ends: 5:00PM on May 22, 2024 </div>	
Project Contact:	Grace Manahan, Assistant Planner grace.manahan@mercerisland.gov (206) 275-7764	

NOTICE IS HEREBY GIVEN that the City of Mercer Island has received the application described below:

File No.: 2403-125

Permit Type: Type III

Description of Request: A request for a building permit for a 205 square foot residential addition.

Applicant/ Owner: Weicheng Li / Zhang-Li

Location of Property: 4815 E Mercer Way, Mercer Island, WA 98040
King County Assessor tax parcel number: 2162000050

SEPA Compliance: The proposal is categorically exempt from SEPA review per WAC 197-11-800.

Project Documents: <https://mieplan.mercergov.org/public/2403-125>

Written Comments: Written comments on this proposal may be submitted to the City of Mercer Island either by email or by mail to the City of Mercer Island, 9611 SE 36th Street, Mercer Island, WA 98040-3732. Anyone may comment on the application, receive notice, and request a copy of the decision once made.

Only those persons who submit written comments or participate at the public hearing (if a hearing is required) will be parties of record; and only parties of record will have the right to appeal.

Applicable Development Regulations: Building permits are reviewed for compliance with:

- [Title 15](#) – Water, Sewers, and Public Utilities
- [Title 17](#) – Construction Codes
- [Title 19](#) – Unified Land Development Code

Other Associated Permits: A future stormwater, ROW use, tree, sewer, demolition, water meter, or temporary power may be required at a later date.

Public Hearing: Pursuant to MICC 19.15.030 Table B a public hearing is not required for Type I-III permits.

Application Process Information: Date of Complete Application: March 13, 2024
Date of Notice of Application: April 22, 2024 through May 22, 2024

Project Contact: Molly McGuire, Planner
molly.mcguire@mercerisland.gov | (206) 275-275-7712

Accessory Dwelling Unit Permit Applications

NONE

Seasonal Development Limitation Applications

NONE

Notice of Administrative Design Standard Review

NONE

Notice of Determination of Non-Significance (DNS)

NONE

Notices of Lot Line Revision

NONE

Notices of Threshold Determination

NONE

Notices of Type II Permit

NONE

Wireless Communication Facility Applications

NONE



Weekly Permit Bulletin
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Deborah Estrada, MMC
Deputy City Clerk

Americans with disabilities accommodations are available by calling (206) 275-7791.

Published in the Mercer Island Reporter: April 24, 2024

Notices of Public Hearing

NOTICE IS HEREBY GIVEN that the Mercer Island City Council will hold a public hearing at its Hybrid Meeting on Tuesday, June 4, 2024, at approximately 5:00PM, to receive comments on proposed Ordinance No. 24C-07, interim regulations in MICC 19 related to temporary uses and structures.

Permit Number: ZTR24-001 (ORD No. 24C-07)

Requested Action: The City has prepared draft amendments under the direction of the City Council at its March 2024 Planning Session to add a code section regulating temporary uses and amend several code sections to allow temporary uses throughout the city. These temporary uses include a proposal from the Mercer Island Country Club to allow for air-supported temporary structures for seasonal use on sports facilities and adopting permanent regulations for outdoor dining, which were previously adopted during the COVID-19 pandemic and renewed several times under Ordinance 20C-17.

Party Proposing the Amendment: City of Mercer Island

Location of Property: Citywide

SEPA Compliance: Following review of a submitted State Environmental Policy Act (SEPA) checklist, an initial evaluation of the proposed project for probable significant adverse environmental impacts will be conducted. SEPA Review will occur following the public hearing on June 4, 2024. The DNS process, as specified in Washington Administrative Code (WAC) 197-11-340, will be used. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an Environmental Impact Statement (EIS) is prepared.

Related Documents: <https://mieplan.mercergov.org/public/ZTR24-001>

Documents will continually be added to this file as the process moves forward.

Documents are available upon request at Mercer Island City Hall, 9611 SE 36th St, Mercer Island.

Public Hearing and Public Comment: The public hearing will be held using Zoom on **June 4, 2024 at approximately 5:00PM**. The public will have the opportunity to comment during the public hearing by either calling in or logging onto the meeting via Zoom. Written comments may be submitted to the City of Mercer Island by e-mail to council@mercerisland.gov until such time that the public hearing is adjourned.

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

Applicable Development Regulations: The proposed code amendment will be reviewed consistent with the criteria in MICC 19.15.250 and 19.15.260

Other Associated Review Actions: N/A

Application Process Information:	Date Published in Newspaper:	May 1, 2024
	Website Public Notice:	May 1, 2024
	City Council Agenda Distribution List:	May 1, 2024
	City Council Calendar:	May 1, 2024
	Bulletin Notice:	April 29, 2024
	Date of Open Record Public Hearing:	June 4, 2024

Requests for information should be referred to the project contact listed below.

Project Molly McGuire, Planner
Contact: molly.mcguire@mercerisland.gov

Notices of Public Hearings

NOTICE IS HEREBY GIVEN that the Mercer Island City Council will hold a public hearing at its Hybrid Meeting on Tuesday, June 4, 2024, at approximately 5:00PM, to receive comments on proposed Ordinance No. 24C-08, interim regulations in MICC 19 related to residential parking configurations.

Permit No: **ORD No. 24C-08**

Requested Action: The City has prepared draft amendments in response to Senate Bill 6015 to amend several code sections related to residential parking.

Party Proposing the Amendment: City of Mercer Island

Location of Property: Citywide

SEPA Compliance: Following review of a submitted State Environmental Policy Act (SEPA) checklist, an initial evaluation of the proposed project for probable significant adverse environmental impacts will be conducted. SEPA Review will occur following the public hearing on June 4, 2024. The DNS process, as specified in Washington Administrative Code (WAC) 197-11-340, will be used. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an Environmental Impact Statement (EIS) is prepared.

Related Documents: <https://mieplan.mercergov.org/public/ORD24C-08>

Documents will continually be added to this file as the process moves forward.

Documents are available upon request at Mercer Island City Hall, 9611 SE 36th St, Mercer Island.

Public Hearing and Public Comment: The public hearing will be held using Zoom on **June 4, 2024, at approximately 5:00PM**. The public will have the opportunity to comment during the public hearing by either calling in or logging onto the meeting via Zoom. Written comments may be submitted to the City of Mercer Island by e-mail to council@mercerisland.gov until such time that the public hearing is adjourned.

Detailed instructions on how to comment live during the public hearing will be available online on or before May 29, 2024, at: <https://www.mercerisland.gov/citycouncil>.

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

Applicable Development Regulations: The proposed code amendment will be reviewed consistent with the criteria in MICC 19.15.250 and 19.15.260

Other Associated Review Actions: N/A

Application	Date Published in Newspaper:	May 1, 2024
Process	Website Public Notice:	May 1, 2024
Information:	City Council Agenda Distribution List:	May 1, 2024
	City Council Calendar:	May 1, 2024
	Bulletin Notice:	April 29, 2024
	Date of Open Record Public Hearing:	June 4, 2024

Requests for information should be referred to the project contact listed below.

Project Molly McGuire, Planner
Contact: molly.mcguire@mercerisland.gov

Notices of Applications

NOTICE IS HEREBY GIVEN that the City of Mercer Island has received the application described below:

File No.:	2404-188
Permit Type:	Type III
Description of Request:	Adding a 264 sq ft addition & interior remodel to a single-family residence
Applicant/ Owner:	Bryan Pendz / Paul & Annie Sim
Location of Property:	4226 85 th Ave SE, Mercer Island, WA 98040 King County Assessor tax parcel number: 1824059074
SEPA Compliance:	The proposal is categorically exempt from SEPA review per WAC 197-11-800.
Project Documents:	https://mieplan.mercergov.org/public/2404-188

Written Comments: Written comments on this proposal may be submitted to the City of Mercer Island either by email or by mail to the City of Mercer Island, 9611 SE 36th Street, Mercer Island, WA 98040-3732. Anyone may comment on the application, receive notice, and request a copy of the decision once made.

Only those persons who submit written comments or participate at the public hearing (if a hearing is required) will be parties of record; and only parties of record will have the right to appeal.

Applicable Development Regulations:	Building permits are reviewed for compliance with: <ul style="list-style-type: none">• Title 15 – Water, Sewers, and Public Utilities• Title 17 – Construction Codes• Title 19 – Unified Land Development Code
Other Associated Permits:	A future stormwater, ROW use, tree, sewer, demolition, water meter, or temporary power may be required at a later date.
Public Hearing:	Pursuant to MICC 19.15.030 Table B a public hearing is not required for Type I-III permits.
Application Process Information:	Date of Complete Application: April 25, 2024 Date of Notice of Application: April 29, 2024 through May 29, 2024
Project Contact:	Tony Newton, Assistant Planner tony.newton@mercerisland.gov (206) 275-7715

NOTICE IS HEREBY GIVEN for the application described below:

File No.: CUP24-001 & SEP24-003

Permit Type: Type III & IV

Description of Request: A request for a Conditional Use Permit with SEPA Review for the construction of a new, three-story K-8 school with rental offices, shared parking, and associated site improvements. The K-8 school and rental offices are proposed on parcel 0824059045, which are permitted uses in the B zoning district. The shared parking and associated site improvements would be located in the R-9.6 zoning district and are subject to a conditional use permit per MICC 19.02.010(C)(2).

Applicant/Owner: Anjali Grant / Herzl-Ner Tamid Conservative Congregation

Location of 3700 E Mercer Way, Mercer Island WA 98040

Property: King County Assessor tax parcel number: 0824059045, 1515600010, 151560TRCT, 2107000010

SEPA Compliance: Following review of the submitted State Environmental Policy Act (SEPA) checklist, an initial evaluation of the proposed project for probably significant adverse environmental impacts has been conducted. The City expects to issue a SEPA Determination of Non-Significance (DNS) for this project. The optional DNS process, as specified in Washington Administrative Code (WAC) 197-11-355, is being used. This may be your only opportunity to comment on the environmental impacts of the proposal. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an Environmental Impact Statement (EIS) is prepared. A copy of the subsequent threshold determination for this specific project may be obtained upon request.

Project Documents: <https://mieplan.mercergov.org/public/CUP24-001 & SEP24-003>

Written Comments: This may be the only opportunity to comment on this proposal. Written comments on this proposal may be submitted to the City of Mercer Island either by email, in person, or by mail to the City of Mercer Island, 9611 SE 36th Street, Mercer Island, WA 98040-3732. Anyone may comment on the application, receive notice, and request a copy of the decision once made. Only those persons who submit written comments or participate at the public hearing (if a hearing is required) will be parties of record; and only parties of record will have the right to appeal.

Public Hearing and Public Meeting: Pursuant to [MICC 19.15.030](#) Tables A and B, a public hearing is not required for Type I-III permits.

Applicable Development Regulations Applications for Conditional Use Permits and SEPA Reviews are required to be processed as Type III & IV land use reviews pursuant to Mercer Island City Code (MICC) 19.15.030. Processing requirements for Type III land use reviews are further detailed in MICC 19.15.030. Conditional Use Permits are subject to a public hearing per MICC 19.15.030.

Other Associated Permits: Permit No(s): DSR24-001, TCC24-004, CAO24-014

Environmental Documents: Copies of all studies and/or environmental documents are available through the above project documents link.

Application Process Information:

Date of Application:	April 3, 2024
Determined to Be Complete:	April 24, 2024
Weekly Permit Bulletin Notice:	April 29, 2024

Date Mailed: April 29, 2024
Date Posted on Site: April 29, 2024
Comment Period Ends: 5:00PM on May 30, 2024

Item 1.

Project Contact: Molly McGuire, Planner
molly.mcguire@mercerisland.gov | (206) 275-7712

Accessory Dwelling Unit Permit Applications

NONE

Seasonal Development Limitation Applications

NONE

Notice of Administrative Design Standard Review

NONE

Notice of Determination of Non-Significance (DNS)

NONE

Notices of Lot Line Revision

NONE

Notices of Threshold Determination

NONE

Notices of Type II Permit

NONE

Wireless Communication Facility Applications

NONE

1 Attachment B – SEPA Determination and 60-Day Notice of Amendment
2
3



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

05/06/2024

Mr. Adam Zack
Senior Planner
City of Mercer Island
9611 SE 36th Street
Mercer Island, WA 98040

Sent Via Electronic Mail

Re: City of Mercer Island--2024-S-7050--60-day Notice of Intent to Adopt Amendment

Dear Mr. Zack:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

Proposed comprehensive plan amendment for the GMA periodic update.

We received your submittal on 05/03/2024 and processed it with the Submittal ID 2024-S-7050. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 07/02/2024.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Catherine McCoy, (360) 280-3147.

Sincerely,

Review Team
Growth Management Services

COMMUNITY PLANNING & DEVELOPMENT

9611 SE 36TH STREET | MERCER ISLAND, WA 98040

PHONE: 206.275.7605 | www.mercerisland.gov/cpd



SEPA THRESHOLD DETERMINATION OF NON-SIGNIFICANCE (DNS)

NOTICE IS HEREBY GIVEN for the application described below:

Application No.: SEP24-005

Permit Type: Type III

Description of Request: This proposal is a non-project action to amend the City of Mercer Island Comprehensive Plan and adopt development regulations consistent with the requirements in RCW 36.70A.130. The planning period for this update is 2024-2044 and will include providing capacity for 1,239 new housing units during the planning period along with 1,300 new jobs.

This Comprehensive Plan update will include the following:

- Extension of the City's planning horizon to 2044 with updated growth targets; policy and text amendments to:
 - Correspond with changes to state and regional guidance;
 - reflect evolving City policy;
 - Increase readability, clarify direction, remove redundancies and add new/updated information;
- Updates to the goals and policies of the Comprehensive Plan to comply with requirements in the Growth Management Act (GMA), Multi-County Planning Policies (MPPs) from PSRC's Vision 2050, and King County Countywide Planning Policies (CPPs);
- Amendments to the Land Use, Housing, Transportation, Capital Facilities, and Utilities Elements;
- Adoption of a new Economic Development Element and a Parks and Open Space Element;
- The City's Shoreline Master Program (SMP) Element will not be amended during this periodic review;
- Modification to the City of Mercer Island Land Use and Zoning maps as described below;
 - Recategorization of some properties on the Land Use Map to reflect that they are now City parkland or open space; and
 - Establishment of a new Open Space zone;
- Updates to sections of Title 19 Mercer Island City Code (MICC) – Unified Land Development Code to provide

consistency with policy changes and GMA requirements;
and

- Amending the allowed uses in the Commercial/Office Zone to allow residential uses and adjusting the height limits in the Town Center subareas to handle future growth targets and accommodate Mercer Island's housing needs as established by the King County CPPs (Ordinance 19369) and the updated City of Mercer Island Comprehensive Plan.

The Determination of Nonsignificance (DNS) for this proposal was made after review of a State Environmental Policy Act (SEPA) checklist and the proposed amendments. Some of the primary reasons for making the DNS are:

- This is a non-project action and does not include any proposed development. No disturbances to resources will directly result from adoption of this Comprehensive Plan;
- Any future development authorized under the Mercer Island Comprehensive Plan will be evaluated separately from the proposed non-project action and in compliance with Chapter 19.21 MICC;
- Rezoning open spaces from the current zoning to a new open space zone that limits development intensity will significantly reduce impacts from allowed land uses. This is expected to have a positive impact on the environment; and
- The levels of service for City services, facilities, and infrastructure are expected to remain within City's adopted acceptable ranges.

Applicant:	City of Mercer Island Community Planning & Development Department c/o Alison Van Gorp, Deputy Director 9611 SE 36 th Street Mercer Island, WA 98040	
Location of Proposal:	Citywide	
Lead Agency:	City of Mercer Island, Department of Community Planning & Development	
Project Documents:	Copies of all studies and/or environmental documents are available through the following link: https://mieplan.mercergov.org/public/SEP24-005	
Application Process Information:	Date of Application:	April 24, 2024
	Determined to be Complete:	April 24, 2024
	Bulletin Notice:	May 6, 2024
	Comment Period Ends:	5:00PM on May 20, 2024

Based on review of the proposal and applicable City code sections, the lead agency for this proposal has determined that the proposal does not have a probable significant adverse

impact on the environment that is not addressed by the aforementioned code sections. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist. This information is available to the public on request.

<input type="checkbox"/>	There is no comment period for this DNS.
<input type="checkbox"/>	This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.
<input checked="" type="checkbox"/>	This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date of this notice.

Responsible Official: Ryan Harriman, EMPA, AICP – Planning Manager
ryan.harriman@mercerisland.gov | (206) 275-7717

Issued Date: May 6, 2024 **Signature:** /s/ Ryan Harriman, EMPA, AICP – Planning Manager

APPEAL INFORMATION

This decision to issue a Determination of Non-significance (DNS) rather than to require an EIS may be appealed pursuant to Chapter 19.21 of the Mercer Island Unified Land Development Code, Environmental procedures.

There is no administrative agency appeal.

State Environmental Policy Act (SEPA) Register

Item 1.

SEPA and NEPA documents posted by the Department of Ecology since 2000

Ecology

Register Search

Help

Search / 202401911 - Mercer Island City of

202401911 - Mercer Island City of

Lead Agency Mercer Island City of		SEPA #	202401911
File # SEP24-005		Document Type	DNS
Website https://mieplan.mercergov.org/public/SEP24-005		Date Issued	05/06/2024
Contact Ryan Harriman (206) 275-7717 ryan.harriman@mercerisland.gov		Comments Due	05/20/2024
Count y KING		Proposal Name	City of Mercer Island 2024 Comprehensive Plan Update
Region North west		Proposal Description	<p>This proposal is a non-project action to amend the City of Mercer Island Comprehensive Plan and adopt development regulations consistent with the requirements in RCW 36.70A.130. The planning period for this update is 2024-2044 and will include providing capacity for 1,239 new housing units during the planning period along with 1,300 new jobs.</p> <p>This Comprehensive Plan update will include the following:</p> <ul style="list-style-type: none">• Extension of the City's planning horizon to 2044 with updated growth targets; policy and text amendments to:<ul style="list-style-type: none">o Correspond with changes to state and regional guidance;
To Submit Comments			

- o reflect evolving City policy;
- o Increase readability, clarify direction, remove redundancies and add new/updated information;
- Updates to the goals and policies of the Comprehensive Plan to comply with requirements in the Growth Management Act (GMA), Multi-County Planning Policies (MPPs) from PSRC's Vision 2050, and King County Countywide Planning Policies (CPPs);
- Amendments to the Land Use, Housing, Transportation, Capital Facilities, and Utilities Elements;
- Adoption of a new Economic Development Element and a Parks and Open Space Element;
- The City's Shoreline Master Program (SMP) Element will not be amended during this periodic review;
- Modification to the City of Mercer Island Land Use and Zoning maps as described below;
 - o Recategorization of some properties on the Land Use Map to reflect that they are now City parkland or open space; and
 - o Establishment of a new Open Space zone;
- Updates to sections of Title 19 Mercer Island City Code (MICC) – Unified Land Development Code to provide consistency with policy changes and GMA requirements; and
- Amending the allowed uses in the Commercial/Office Zone to allow residential uses and adjusting the height limits in the Town Center subareas to handle future growth targets and accommodate Mercer Island's housing needs as established by the King County CPPs (Ordinance 19369) and the updated City of Mercer Island Comprehensive Plan.

The Determination of Nonsignificance (DNS) for this proposal was made after review of a State Environmental Policy Act (SEPA) checklist and the proposed amendments. Some of the primary reasons for making the DNS are:

- This is a non-project action and does not include any proposed development. No disturbances to resources will directly result from adoption of this Comprehensive Plan;

- Any future development authorized under the Mercer Island Comprehensive Plan will be evaluated separately from the proposed non-project action and in compliance with Chapter 19.21 MICC;
- Rezoning open spaces from the current zoning to a new open space zone that limits development intensity will significantly reduce impacts from allowed land uses. This is expected to have a positive impact on the environment; and
- The levels of service for City services, facilities, and infrastructure are expected to remain within City’s adopted acceptable ranges.

**Related
Record**

Location Other identifying information: Citywide

Applicant Alison Van Gorp

**Applicant
Contact** City of Mercer Island
Community Planning & Development Department
c/o Alison Van Gorp, Deputy Director
9611 SE 36th Street
Mercer Island, WA 98040

Documents  [SEP24-005 2024 MI Comprehensive Plan SEPA DNS.pdf](#) (144 KB)
 [SEP24-005_SEPA_Checklist_Signed.pdf](#) (372 KB)

Please email SEPA Help with any updates, problems, or questions about SEPA Register.

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Weekly Permit Bulletin
9611 SE 36th Street | Mercer Island, WA 98040 | 206.275.7605

*****City Hall Closed – [Learn More](#) About Long-Range Facility Planning*****

May 6, 2024

Providing official notice of land use applications, meetings, decisions, recommendations, hearings, and appeals of land use decisions within the City of Mercer Island.

How to use this bulletin

To learn more about a project:

- Click the “Project Documents” link to view digital documentation. The project documents available through this link contain most, but may not contain all, publicly available information. For example, when a project is updated with a different project design, older designs may be removed from the public folder to avoid confusion. Each folder will be updated when there is a project revision.
- Call the project planner to arrange to review the project files. The planner’s contact information is in the notice. You may also call the “Planner Helpline” for zoning related questions at 206-275-7729. Additional resources are available online:
 - <http://www.mercerisland.gov>: Staff directory, city regulations, and additional information about permits.
 - <http://www.mybuildingpermit.com>: Follow the status of a specific permit by address or permit number.
 - [Mercer Island Map Portal](#): A tool to search for site-specific information.

To comment on a project:

If comments are provided within the specified comment period, they will be forwarded to the appropriate reviewer, and you will become a party of record. Written comments can specifically address how the proposed work does not meet one or more of the criteria listed in the Applicable Development Regulations.

- Send your comments in writing to the project planner identified in the notice. Be sure to include your name, address, and email if applicable.
- The City will accept public comments at any time prior to the closing of the record of an open record predecision hearing, if any, or if no open record predecision hearing is provided, prior to the decision on the project land use review.
- If you submit a written comment, staff will send you a copy of the notice of decision or recommendation.

Will there be a public hearing on this application?

Public Hearings are only required for Type 4 permits. For a list of Type 4 (IV) permits, please refer to [Mercer Island City Code 19.15.030](#) Table A. The project will state under the Public Hearing section if a hearing is required.

What is SEPA?

State Environmental Policy Act (SEPA) is a review intended to act as a “safety net” in protecting the environment. Following SEPA review, the City must issue a determination of Significance, Non-Significance, or a Mitigated Determination of Non Significance. Applicants for a SEPA review must complete a SEPA [checklist](#), and may need to prepare additional mitigation to avoid a “probable significant impact” to the environment.

When is a project SEPA exempt?

The state Department of Ecology establishes categorical exemptions to SEPA review, which are generally described here: [WAC 197-11-800](#). For example, a shoreline dock may be SEPA exempt if the dock was legally established, and normal maintenance and repair is proposed. However, SEPA is required if the dock will expand or if a new dock is built.

Where can I find more information?

Please review the Washington State Department of Ecology SEPA [website](#) and the SEPA [handbook](#). Another useful page is the SEPA form templates found [here](#).

Receive the bulletin by email.

Email the Deputy City Clerk at deb.estrada@mercerisland.gov to receive or unsubscribe from the weekly bulletin distribution list.

How to reach us.

9611 SE 36th Street | Mercer Island, WA 98040 | (206) 275-7729 | The Community Planning & Development Department is located on the lobby floor of Mercer Island City Hall.

How to search permit records online.

Land use review actions that are not listed in this bulletin can be searched online at <https://permitsearch.mybuildingpermit.com/>. Searching online permit records requires the following steps:

1. Select “Mercer Island” from the jurisdiction dropdown menu.
2. In the blue “Search by” section, click the “Project Info” tab.
3. The “Project Name/Description” field is optional. It can be left blank unless searching for a specific project.
4. Select the permit type from the “Permit Type” dropdown menu.
5. Use the “Permit Status” field to narrow searches by status. This field is optional. “Permit Status” can be left blank unless searching for a specific project.
6. Use the “Date Type” to limit your search to permits either applied, issued, or finalized. Use the “Applied” option to search for permits that are still in review. Use the “Issued” option to see permits that have been issued; these permits were approved. The “Finalized” option will show permits that received a final inspection and approval (Note: not all permits are finalized, only those requiring a final inspection will be finalized).
7. Use the “From” and “To” fields to define the dates you want to search between.
8. After the search is conducted, results will display below the search fields. You have the option of downloading the records to an Excel spreadsheet.

Notices of Public Hearings

Item 1.

Comprehensive Periodic Review – Public Hearing May 29, 2024

Notice is hereby given that the Mercer Island Planning Commission will hold a public hearing at its Hybrid Meeting on Wednesday, May 29, 2024, at approximately 6pm, to receive comments on amendments to the Comprehensive Plan as part of the 2024-2044 Periodic Review.

For more information, read about the project on Let's Talk at <https://letstalk.mercergov.org/comprehensive-plan-periodic-update>

The public hearing will be held in person and using Zoom. The public will have the opportunity to comment during the public hearing by either attending in person, calling in, or logging onto the meeting via Zoom. Written comments may be submitted to the City of Mercer Island by e-mail to cityclerk@mercerisland.gov until such time that the public hearing is adjourned.

Detailed instructions on how to comment live during the public hearing will be available online on or before May 24, 2024, at: <https://www.mercerisland.gov/bc-pc>

Deborah Estrada, MMC
Deputy City Clerk

Americans with disabilities accommodations are available by calling (206) 275-7791.

Published in the Mercer Island Reporter: April 24, 2024

Accessory Dwelling Unit Permit Applications

File Nos.:	ADU24-007
Description of Request:	An Accessory Dwelling Unit (ADU) application for an existing detached ADU.
Applicant:	Danli Wang
Location of Property:	8430 SE 47 th PL, Mercer Island, WA 98040; King County Assessor tax parcel number: 331750-0120
Public Documents:	Please follow this file path to access the associated documents for this project: https://mieplan.mercergov.org/public/ADU24-007/
Complete Application Date:	April 24, 2024
Assigned Planner:	Grace Manahan, Assistant Planner 206-275-7764 grace.manahan@mercerisland.gov

NOTICE IS HEREBY GIVEN for the application described below:

File No.: **CAO24-001**

Permit Type: Type III

Description of Request: A request for a Critical Area Review 2 to remodel an existing sing-family residence within geological hazardous areas.

Applicant/Owner: Craig Belcher / Steve & Joanne Adams

Location of Property: 8035 SE 45th ST, Mercer Island WA 98040
King County Assessor tax parcel number: 770010-0091

SEPA Compliance:

The project is exempt from SEPA Review pursuant to [WAC 197-11-800\(1\)](#).

Project Documents: <https://mieplan.mercergov.org/public/CAO24-001>

Written Comments: This may be the only opportunity to comment on this proposal. Written comments on this proposal may be submitted to the City of Mercer Island either by email, in person, or by mail to the City of Mercer Island, 9611 SE 36th Street, Mercer Island, WA 98040-3732. Anyone may comment on the application, receive notice, and request a copy of the decision once made. Only those persons who submit written comments or participate at the public hearing (if a hearing is required) will be parties of record; and only parties of record will have the right to appeal.

Public Hearing and Public Meeting: Pursuant to [MICC 19.15.030](#) Tables A and B, a public hearing is not required for Type I-III permits.

Applicable Development Regulations Applications for Critical Area Review 2 are required to be processed as Type III land use reviews pursuant to Mercer Island City Code (MICC) 19.15.030. Processing requirements for Type III land use reviews are further detailed in MICC 19.15.030.

Other Associated Permits: Permit No(s): 2307-175

Environmental Documents: Copies of all studies and/or environmental documents are available through the above project documents link.

Application Process Information:

Date of Application:	February 7, 2024
Determined to Be Complete:	April 24, 2024
Weekly Permit Bulletin Notice:	May 6, 2024
Date Mailed:	May 6, 2024
Date Posted on Site:	May 6, 2024
Comment Period Ends:	5:00PM on June 5, 2024

Project Contact: Grace Manahan, Assistant Planner
grace.manahan@mercerisland.gov | (206) 275-7764

NOTICE IS HEREBY GIVEN for the application described below:

Application No.: SEP24-005

Permit Type: Type III

Description of Request: This proposal is a non-project action to amend the City of Mercer Island Comprehensive Plan and adopt development regulations consistent with the requirements in RCW 36.70A.130. The planning period for this update is 2024-2044 and will include providing capacity for 1,239 new housing units during the planning period along with 1,300 new jobs.

This Comprehensive Plan update will include the following:

- Extension of the City's planning horizon to 2044 with updated growth targets; policy and text amendments to:
 - Correspond with changes to state and regional guidance;
 - reflect evolving City policy;
 - Increase readability, clarify direction, remove redundancies and add new/updated information;
- Updates to the goals and policies of the Comprehensive Plan to comply with requirements in the Growth Management Act (GMA), Multi-County Planning Policies (MPPs) from PSRC's Vision 2050, and King County Countywide Planning Policies (CPPs);
- Amendments to the Land Use, Housing, Transportation, Capital Facilities, and Utilities Elements;
- Adoption of a new Economic Development Element and a Parks and Open Space Element;
- The City's Shoreline Master Program (SMP) Element will not be amended during this periodic review;
- Modification to the City of Mercer Island Land Use and Zoning maps as described below;
 - Recategorization of some properties on the Land Use Map to reflect that they are now City parkland or open space; and
 - Establishment of a new Open Space zone;
- Updates to sections of Title 19 Mercer Island City Code (MICC) – Unified Land Development Code to provide consistency with policy changes and GMA requirements; and
- Amending the allowed uses in the Commercial/Office Zone to allow residential uses and adjusting the height limits in the Town Center subareas to handle future growth targets and accommodate Mercer Island's housing needs as established by the King County CPPs (Ordinance 19369) and the updated City of Mercer Island Comprehensive Plan.

The Determination of Nonsignificance (DNS) for this proposal was made after review of a State Environmental Policy Act (SEPA) checklist and the proposed amendments. Some of the primary reasons for making the DNS are:

- This is a non-project action and does not include any proposed development. No disturbances to resources will directly result from adoption of this Comprehensive Plan;
- Any future development authorized under the Mercer Island Comprehensive Plan will be evaluated separately from the proposed non-project action and in compliance with Chapter 19.21 MICC;
- Rezoning open spaces from the current zoning to a new open space zone that limits development intensity will significantly reduce impacts from allowed land uses. This is expected to have a positive impact on the environment; and

- The levels of service for City services, facilities, and infrastructure are expected to remain within City's adopted acceptable ranges.

Applicant: City of Mercer Island
Community Planning & Development Department
c/o Alison Van Gorp, Deputy Director
9611 SE 36th Street
Mercer Island, WA 98040

Location of Proposal: Citywide

Lead Agency: City of Mercer Island, Department of Community Planning & Development

Project Documents: Copies of all studies and/or environmental documents are available through the following link:
<https://mieplan.mercergov.org/public/SEP24-005>

Application Process Information:

Date of Application:	April 24, 2024
Determined to be Complete:	April 24, 2024
Bulletin Notice:	May 6, 2024
Comment Period Ends:	5:00PM on May 20, 2024

Based on review of the proposal and applicable City code sections, the lead agency for this proposal has determined that the proposal does not have a probable significant adverse impact on the environment that is not addressed by the aforementioned code sections. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist. This information is available to the public on request.

<input type="checkbox"/>	There is no comment period for this DNS.
<input type="checkbox"/>	This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.
<input checked="" type="checkbox"/>	This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date of this notice.

Responsible Official: Ryan Harriman, EMPA, AICP – Planning Manager
ryan.harriman@mercerisland.gov | (206) 275-7717

Issued Date: May 6, 2024

Signature: /s/ Ryan Harriman, EMPA, AICP – Planning Manager

APPEAL INFORMATION

This decision to issue a Determination of Non-significance (DNS) rather than to require an EIS may be appealed pursuant to Chapter 19.21 of the Mercer Island Unified Land Development Code, Environmental procedures.

There is no administrative agency appeal.

Seasonal Development Limitation Applications

NONE

Notice of Administrative Design Standard Review

NONE

Notice of Determination of Non-Significance (DNS)

NONE

Notices of Lot Line Revision

NONE

Notices of Threshold Determination

NONE

Notices of Type II Permit

NONE

Wireless Communication Facility Applications

NONE

SEPA¹ Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

A. Background

[Find help answering background questions](#)²

1. Name of proposed project, if applicable:

City of Mercer Island 2024 Comprehensive Plan Update

2. Name of applicant:

City of Mercer Island Planning & Community Development Department

3. Address and phone number of applicant and contact person:

City of Mercer Island
Planning & Community Development Department
9611 SE 36th Street
Mercer Island, WA 98040
Contact: Alison Van Gorp, Deputy Director
Phone: (206) 275-7733
Email: alison.vangorp@mercerisland.gov

4. Date checklist prepared:

April 24, 2024

5. Agency requesting checklist:

City of Mercer Island

6. Proposed timing of schedule (including phasing, if applicable):

Planning Commission review took place between summer 2022 and early 2024. The Planning Commission public hearing is currently scheduled for May 29, 2024, followed by City Council review and eventual adoption no later than December 31, 2024.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No, any additions to the Comprehensive Plan will be evaluated as a separate proposal.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The City is not aware of any environmental information that will be prepared as part of this proposal. However, the City of Mercer Island Comprehensive Plan includes goals and policies focused on protecting the environment as the City grows between 2024-2044. Those are being reviewed and updated as part of the update to implement Growth Management Act (GMA) and regional and countywide planning policy requirements.

² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

In addition, the City has an adopted and compliant Critical Areas Ordinance, Shoreline Master Program, and stormwater regulations in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. The City also has regulations and processes to address project impacts to utilities, public services, transportation, historic and cultural resource preservation, light and glare associated with project, parks and open space, design standards, housing and displacement, noise and other environmental health impacts.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None. This is a Non-project action. Future projects, including both project and non-project actions will be reviewed and evaluated separately for consistency with local, state, and federal regulations.

10. List any government approvals or permits that will be needed for your proposal, if known.

- Mercer Island City Council adoption.
- Plan certification through Puget Sound Regional Council.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposal is a non-project action, to update Mercer Island's Comprehensive Plan and implementing development regulations consistent with the requirements in RCW 36.70A.130. This proposal will also include modification to the City of Mercer Island Land Use and Zoning maps as described below. The goals and policies of the Comprehensive Plan are being updated to conform to required updates to the Growth Management Act (GMA), Multi-County Planning Policies (MPPs) from PSRC's Vision 2050, and King County Countywide Planning Policies (CPPs). Development regulations will also be updated to provided consistency with GMA requirements and to provide consistency with policy changes.

The planning period for this update is 2024-2044 and will include providing capacity for 1,239 new housing units during the planning period along with 1,300 new jobs.

The proposal also includes the creation of the following:

- The creation of a new zone for parks and/or open space. This non-project proposal, no specific development conditions are presented. By rezoning parks and recreation land from the current zoning to one that limits development intensity, future impacts from other development uses will be significantly reduced, thus having a positive impact on the environment.
- Adding residential use to the Commercial/Office Zone, adjusting the height limits to handle future growth as identified in the King County 2021 Urban Growth Capacity Report (Ordinance 19369) and City of Mercer Island 2024 Comprehensive Plan

Periodic Review Land Capacity Analysis Supplement, HB 1220 Implementation, and creating development regulations.

- Increasing the height in portions of the Town Center Zone to handle the capacity of future growth as identified in the King County 2021 Urban Growth Capacity Report (Ordinance 19369) and City of Mercer Island 2024 Comprehensive Plan Periodic Review Land Capacity Analysis Supplement, HB 1220 Implementation.

This is a non-project proposal and does not propose development of a specific site. No disturbances to resources will directly result from adoption of this Comprehensive Plan. Future development will be evaluated separately from this non-project proposal.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposal would amend the Comprehensive Plan for the City of Mercer Island, affecting the entire island. All proposed amendments are non-project in nature.

The City of Mercer Island is located within King County in the southern half of Lake Washington. Mercer Island is closest to the City of Seattle and City of Bellevue. Interstate-90 (I-90) runs through the City. The City of Mercer Island's Zoning Map illustrates the island's municipal boundaries.

B.Environmental Elements

1. Earth

[Find help answering earth questions³](#)

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

The proposal is a non-project proposal and does not recommend project action on a specific site.

b. What is the steepest slope on the site (approximate percent slope)?

This is a non-project proposal and does not recommend project action on a specific site. The proposed updates address the entire island. A variety of slopes are found throughout the island. Steep slopes occur predominantly on the perimeter of the

³ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

island, with many of the steep slopes found along the sidewalls of ravines. The steepest slope within the City of Mercer Island is approximately 60 percent.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

This is a non-project proposal. Although the proposal does not recommend project action on a specific site, future development under these updates could occur throughout the entire island. There are several soil series found on the island. The Alderwood Series is moderately to well drained. Alderwood soils on the island are located around the upper edge of the narrow plateau. Also along this edge is an area of combination of the Alderwood Series gravelly sandy loam and the Kitsap Series silt loam. Soils of Arents, Alderwood Series have properties similar to those of the Alderwood Series, but are not classified as Alderwood because the soils have been disturbed through urbanization. These soils are located on the plateau and in the area of First Hill in the northwest corner of the island. The Bellingham Series is characterized by poorly drained soils. This soil type is found in one small portion of the Town Center. The Everett-Alderwood Series is found at the southern end of the narrow plateau. The Kitsap Series consists of moderately well drained soils. These soils are found along the shoreline of the island in the valley that separates First Hill from the narrow plateau. The Puget Series is located north of Interstate 90 near the shoreline. The Seattle Series consists of very poorly drained organic soils and is found in one location along the shoreline just north of Interstate 90. The soil classification "Ur" stands for Urban Land. This soil type is located in the northeastern corner of the island.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

This is a non-project proposal and does not recommend project action on a specific site. The proposed updates would affect future development in areas that include a wide variety of slopes, including steep slopes. Critical Lands regulations contained in Chapter 19.07 MICC provide additional restrictions and protections related to unstable soils to protect life, health, safety, property, and the environment. All project actions are required to meet the requirements of Mercer Island City Code.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Filling and grading estimates are unknown. However, it is anticipated that most development in the city will be redevelopment within the Urban Center and therefore the need to fill, grade, and bring in fill will be limited. No filling or grading is expected as a direct result of this action. Development proposals emerging after the adoption of this update would be evaluated relative to federal, state, and local regulations and standards on an individual project-specific basis.

- f. Could erosion occur because of clearing, construction, or use? If so, generally describe.**

No erosion would result from the adoption of the proposal. Future development proposals will be evaluated and subject to the federal, state, and local regulations and standards, as well evaluated for consistency with the goals and policies of the 2024 Mercer Island Comprehensive Plan. Temporary erosion and sediment control is regulated under the City's existing stormwater regulations and adopted manual.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The proposal would affect the entire City of Mercer Island, the City does not have an estimate of total impervious surface expected in the City through the 20-year planning horizon. The proposal is to update the 2016 Comprehensive Plan and does not relate to a specific project. Future development proposals will be evaluated and subject to the adopted regulations and standards. In general, the development expected under the policies of the Comprehensive Plan will be infill redevelopment of sites with existing impervious surfaces with modest increases to impervious surfaces. The City has adopted and maintains a Stormwater Management Manual (SWMM) and requires stormwater management for all new developments.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

This non-project proposal, no specific development conditions are presented. Future development will conform to City standards and regulations for land disturbance in compliance with NPDES requirements.

2. Air

[Find help answering air questions⁴](#)

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Not applicable. This is a non-project proposal and does not propose development of a specific site. However, the planning period for this update is 2024-2044 and will include providing capacity for 1,239 new housing units during the planning period along with 1,300 new jobs. It is likely that emissions will occur as part of the construction process from vehicle emission and dust created from project sites. However, all development related activities will be required to comply with City of Mercer Island requirements which will mitigate impacts.

New housing will result in more cars which will create emissions and people traveling to Mercer Island for jobs. However, it is anticipated that these increases will be offset by people utilizing the new Mercer Island Light Rail station which will provide access to both Seattle and Bellevue. In addition, impacts will be mitigated by focusing growth in the Town

⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

Center where people can access jobs, shopping, and other amenities without having to utilize a vehicle.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odors which will affect this proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

While this is a non-project action, future developments will be reviewed for environmental impacts in compliance with City of Mercer Island Code and both state and federal requirements for emissions and impacts to the air. The proposed updates would not change how the concerns listed above are regulated so no additional mitigation measures have been developed to address this concern. Emissions are primarily regulated under state and federal law. Future project actions that may result in emissions would be reviewed under SEPA and as part of the permit process as established by RCW 36.70B. In addition, a climate change and resiliency element, consistent with the requirements in RCW 36.70A.070(9), that is designed to result in reductions in overall greenhouse gas emissions will be prepared by 2029 as required by the statute.

3. Water

[Find help answering water questions⁵](#)

a. Surface:

[Find help answering surface water questions⁶](#)

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Not applicable. This is a non-project proposal and does not propose development of a specific site. Lake Washington and several unnamed streams.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Not applicable. This is a non-project proposal and does not propose development of a specific site. Future development projects may or may not take place within critical areas, buffers, or within the shoreline environment. Those developments will be regulated by the Shoreline Master Program and Critical Area Ordinance.

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material that would be placed in or removed from surface water or wetlands is proposed as part of the non-project proposal. Further, the City is not making any changes to adopted policies or regulations which would authorize this use beyond what current code and policy authorizes in compliance with local, state, and federal regulations.

- 4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

This non-project action does not anticipate any surface water withdrawals or diversions.

- 5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Not applicable. The City of Mercer Island doesn't lie within the 100-year floodplain. This is a non-project proposal and does not propose development of a specific site.

- 6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

- b.** This non-project action does not anticipate any discharges of waste materials to surface waters. **Ground:**

[Find help answering ground water questions](#)⁷

- 1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

Not applicable. This is a non-project proposal and does not propose development of a specific site. The proposed update to the Comprehensive Plan is not expected to affect discharges to groundwater. Drinking water on Mercer Island comes from Seattle Public Utilities and is not drawn from groundwater on the island.

- 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

Not applicable. This is a non-project proposal and does not propose development of a specific site. Mercer Island is served by a sewage collection system operated by the City. All structures with facilities for the disposal of sewage must connect to the City

⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

sewer system (MICC 15.06.060). No additional discharge to the ground from septic tanks is expected. Because new development must connect to the sewage collection system, any existing septic system is expected to be replaced with a sewer connection during the planning horizon of the Comprehensive Plan.

c. Water Runoff (including stormwater):

- 1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

While this is a non-project proposal, source of runoff (including storm water) is typically a derivative of development within the City of Mercer Island. However, all development is regulated by MICC 15.09 in compliance with the Clean Water Act.

- 2. Could waste materials enter ground or surface waters? If so, generally describe.**

Not applicable. This is a non-project proposal and does not propose development of a specific site. The proposal would update the City's Comprehensive Plan, which generally guides future development. The adoption of the proposed updates of the Comprehensive Plan are not expected to affect the potential flow of waste materials into ground or surface waters. New development is required to address ground and surface water in compliance with the City's SWMM and Chapter 15.09 MICC.

- 3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

It is not anticipated that growth planned for as part of the 2024-2044 Comprehensive Plan update will alter or otherwise affect drainage patterns in the City of Mercer Island.

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

While this is a non-project action, any development which would occur as a result of this project will be required to meet all storm water requirement as authorized by Chapter 15.09 MICC.

4. Plants

[Find help answering plants questions](#)

- a. Check the types of vegetation found on the site:**

- ☒ **deciduous tree: alder, maple, aspen, other**
- ☒ **evergreen tree: fir, cedar, pine, other**
- ☒ **shrubs**
- ☒ **grass**
- ☐ **pasture**
- ☐ **crop or grain**

- ☐ orchards, vineyards, or other permanent crops.
- ☒ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Not applicable. This is a non-project proposal and does not propose development of a specific site. The proposal would update the City's Comprehensive Plan, which generally guides future development. The adoption of the proposed updates of the Comprehensive Plan are not expected to remove or alter vegetation. New developments that might occur under the Comprehensive Plan are required to manage vegetation in compliance with Title 19 MICC, including Chapter 19.10 MICC. This includes requirements to retain trees, landscape areas, and preserve buffers around critical area such as wetlands and watercourses.

c. List threatened and endangered species known to be on or near the site.

Not applicable. This is a non-project proposal and does not propose development of a specific site. Future project level SEPA review for development under these regulations may require species database searches from U.S. Fish and Wildlife Service and the Washington State Department of Natural Resources' Natural Heritage Program to identify any threatened or endangered species on or near each specific project site. All development in Mercer Island must comply with MICC 19.07.170 - Fish and wildlife habitat conservation areas. MICC 19.07.170 establishes specific protections for habitat of state- and federally-listed endangered, threatened, or sensitive species. These protections include the preparation of a wildlife habitat assessment that includes protection measures for the species that may be affected.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

Not applicable. This is a non-project proposal and does not propose development of a specific site. The proposal would update the City's Comprehensive Plan, which generally guides future development. The adoption of the proposed updates of the Comprehensive Plan are not expected to result in new landscaping or require additional vegetation management. New developments that might occur under the Comprehensive Plan are required to manage vegetation in compliance with Title 19 MICC, including Chapter 19.10 MICC. This includes requirements to retain trees, landscape areas, and preserve buffers around critical area such as wetlands and watercourses.

e. List all noxious weeds and invasive species known to be on or near the site.

Not applicable. This is a non-project proposal and does not propose development of a specific site. On its website, King County maintains a list of noxious weeds found in the County ([LINK](#)).

5. Animals

[Find help answering animal questions](#)⁸

- a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver other:
- Fish: bass, salmon, trout, herring, shellfish, other:

Not applicable. This is a non-project proposal and does not propose development of a specific site.

- b. List any threatened and endangered species known to be on or near the site.

Not applicable. This is a non-project proposal and does not propose development of a specific site. Future project level SEPA review for development under these regulations may require species database searches from U.S. Fish and Wildlife Service and the Washington State Department of Natural Resources' Natural Heritage Program to identify any threatened or endangered species on or near each specific project site. All development in Mercer Island must comply with MICC 19.07.170 - Fish and wildlife habitat conservation areas. MICC 19.07.170 establishes specific protections for habitat of state- and federally-listed endangered, threatened, or sensitive species. These protections include the preparation of a wildlife habitat assessment that includes protection measures for the species that may be affected.

- c. Is the site part of a migration route? If so, explain.

Not applicable. This is a non-project proposal and does not propose development of a specific site. Mercer Island is within the bird migration path referred to as the Pacific Flyway.

- d. Proposed measures to preserve or enhance wildlife, if any.

Not applicable. This is a non-project proposal and does not propose development of a specific site. The proposed updates to the Comprehensive Plan are consistent with current regulations that emphasize the retention of existing native vegetation, including mature trees, retention of native vegetation outside of building footprints and support development that reflects the wooded natural character of the island. All development in Mercer Island must comply with MICC 19.07.170 - Fish and wildlife habitat conservation areas. MICC 19.07.170 establishes specific protections for habitat of state- and federally-listed endangered, threatened, or sensitive species. These protections include the preparation of a wildlife habitat assessment that includes protection measures for the species that may be affected.

⁸ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

e. List any invasive animal species known to be on or near the site.

Not applicable. This is a non-project proposal and does not propose development of a specific site. The following invasive species are known in King County: European starling, house sparrow, eastern gray squirrel, fox squirrel, and feral cats.

6. Energy and natural resources

[Find help answering energy and natural resource questions](#)⁹

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable. This is a non-project proposal and does not propose development of a specific site. The update of the Comprehensive Plan is not expected to require energy to complete the project beyond the normal energy consumption associated with City operations.

Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. This non-project is not proposing new policies or regulations which would affect the potential use of solar energy by adjacent properties.

What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

This is a non-project proposal. However, future development will be reviewed for impacts to energy and natural resources, including compliance with applicable building codes and energy code requirements.

7. Environmental health

[Health Find help with answering environmental health questions](#)¹⁰

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

This is a non-project proposal. However, increased development during the 20-year planning period could increase possibilities of exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste. However, uses are controlled through Mercer Island City Code and building codes limit risk of building fires. All uses will be required to meet local, state, and federal regulations.

1. Describe any known or possible contamination at the site from present or past uses.

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>

¹⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>

Although this is a non-project proposal and does not propose development of a specific site, redevelopment authorized as part of the project could result in redevelopment of buildings which contain chemicals such as lead paint or asbestos. Demolition of any buildings is required to be permitted and meet all City of Mercer Island, state, and federal requirements.

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Although this is a non-project proposal and does not propose development of a specific site, future development is not anticipated to have hazardous chemicals/conditions that might affect project development and design, including underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. If there are liquid and gas transmission pipelines, this would be addressed and mitigated as part of the project review process.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Although this is a non-project proposal and does not propose development of a specific site, there are hazardous chemicals that might be stored, used, or produced during a development or construction, or during the operating life of the project. All hazardous chemicals must be stored RCW 49.17. and WAC 296-155. In addition, any use that would include hazardous material storage would be evaluated for compliance with Mercer Island City Code .

4. Describe special emergency services that might be required.

While this is a non-project proposal and does not propose development of a specific site, emergency services would include the City of Mercer Island Police Department and Eastside Fire and Rescue.

5. Proposed measures to reduce or control environmental health hazards, if any.

While is a non-project proposal and does not propose development of a specific site, future development will be required reduce or mitigate environmental health hazards as authorized by City of Mercer Island Code and state and federal regulations. Actual measures would depend on the specific proposal

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There are no known noises which would impact the ability for development associated with the comprehensive plan update. All noise impacts would be mitigated through RCW 70A.20 and WAC 173-60 as further modified in the noise regulations adopted in Chapter 8.24 MICC.

What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?

Any project level noise is regulated in the City of Mercer Island by Chapter 8.24 MICC. Noise would typically be associated with construction which will occur during the 2024-2044 planning period in order to accommodate housing and employment targets.

2. Proposed measures to reduce or control noise impacts, if any:

All noise impacts would be mitigated through RCW 70A.20 and WAC 173-60 as further modified in the noise regulations adopted in Chapter 8.24 MICC.

8. Land and shoreline use

[Find help answering land and shoreline use questions](#)¹¹

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Not applicable. This is a non-project proposal and does not propose development of a specific site. There are a mix of residential, commercial, institutional, and recreational land uses throughout the City. The Comprehensive Plan update will include some minor changes to land use designations on the future land use map and policies directing amendments of the allowed land uses in the Commercial Office zone. The minor land use designation changes will be to redesignate existing open space land to be shown as open space on the future land use map. Policies directing changes to the allowed land uses in the C-O zone will be implemented with changes to the zoning code that will be accompanied by development standards to reduce, mitigate, and avoid potential conflicts with neighboring commercial land uses.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

This Comprehensive Plan update will not result in the conversion of agricultural or forest lands of long-term significance. There are no working farmlands or forest lands of significance on Mercer Island.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

No.

c. Describe any structures on the site.

¹¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

There are a mixture of residential, industrial/business, and commercial buildings within the City of Mercer Island.

d. Will any structures be demolished? If so, what?

While this is a non-project proposal, the planning period for this update is 2024-2044 and will include providing capacity for 1,239 new housing units during the planning period along with 1,300 new jobs. Redevelopment will be the primary method of accommodating new jobs and housing.

e. What is the current zoning classification of the site?

The current zoning in the City includes:

B: Business, C-O Commercial Offices, PBZ Planned Business Zone, R-8.4 Residential 8,400 sq. ft. lot, R-9.6 Residential 9,600 sq. ft. lot, R-12 Residential 12,000 sq. ft. lot, R-15 Residential 15,000 sq. ft. lot, MF-2 Multi-Family Maximum density 38 units/acre MF-2L, Multi-Family Maximum density 26 units/acre, MF-3 Multi-Family Maximum density 26 units/acre, TC Town Center, and PI Public Institution.

f. What is the current comprehensive plan designation of the site?

- g.** The Land Use Element establishes seven land use designations throughout the City: Commercial Office, Linear Park (I-90), Multi-Family, Neighborhood Business, Open Space, Park, Public Facility, Single Family, and Town Center. **If applicable, what is the current shoreline master program designation of the site?**

Within the City of Mercer Island, there are two shoreline designations. They are Urban Park environment and Urban Residential environment.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Yes. The City of Mercer Island has designated critical areas regulations in compliance with GMA requirements.

i. Approximately how many people would reside or work in the completed project?

Not applicable. This is a non-project proposal and does not propose development of a specific site. According to the U.S. Census Bureau, 6,926 people were employed and worked on Mercer Island in 2020 (Source: U.S. Census Bureau On the Map, 2020). The Comprehensive Plan can accommodate an employment growth target of 1,300 jobs by the year 2044. If the target is achieved, there would be approximately 8,226 jobs in the City. The WA Office of Financial Management (OFM) estimated the 2023 population of Mercer Island was 25,800. The Comprehensive Plan can accommodate a housing growth target of at least 1,239 housing units. At the current rate of 2.59 people per household estimated by the U.S. Census Bureau, 3,209 people would occupy the planned 1,239 housing units. If the City achieves its housing growth targets, the Mercer Island population would be roughly 29,000 by the year 2044.

j. Approximately how many people would the completed project displace?

Not applicable. This is a non-project proposal and does not propose development of a specific site. The updated Comprehensive Plan contemplates the future growth of the City over a 20-year period. It is unclear how many people might be displaced during that time. Displacement impacts would need to be evaluated at the time a site is redeveloped.

k. Proposed measures to avoid or reduce displacement impacts, if any.

Not applicable. This is a non-project proposal and does not propose development of a specific site. The proposed Housing Element includes policies to address displacement risks, including:

- Creating and inventory of naturally occurring affordable housing;
- Implementing tenant protections;
- Evaluating potential displacement risks associated with zoning amendments; and
- Addressing displacement risk any time development capacity is increased.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

This non-project is an update to the land use plan. The update itself will provide consistency with state, regional, and countywide laws and policies.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable. There are not agricultural or forest lands in the City of Mercer Island.

9. Housing

[Find help answering housing questions¹²](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

King County housing targets allocate an additional 1,239 housing units are needed in Mercer Island by 2044 to accommodate population growth. That housing growth target is further disaggregated into housing need at the range of household income levels. The City plans to accommodate the housing needs for lower-income households in higher-density housing types. The Mercer Island growth target and housing needs by household income level are shown in the table below.

Mercer Island Housing Growth Target and Housing Needs.

Growth Target	0-30% AMI			>30% to ≤50% AMI	>50% to ≤80% AMI	>80% to ≤100% AMI	>100% to ≤120% AMI	>120% AMI	Emergency Housing ²
	PSH ¹	Non-PSH	≤30% AMI						

¹² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

1,239	339	178	517	202	488	4	5	23	237
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Source: King County Countywide Planning Policies (CPPs), current through Ordinance 19660.

Notes:

1. Permanent Supportive Housing (PSH)
2. Emergency Housing need is its own metric and not part of the housing need or housing growth target.
3. Area Median Income (AMI)

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No housing units will be eliminated as a direct result of this non-project action. The proposed Housing Element includes policies to address displacement risks, including:

- Creating and inventory of naturally occurring affordable housing;
- Implementing tenant protections;
- Evaluating potential displacement risks associated with zoning amendments; and
- Addressing displacement risk any time development capacity is increased.

c. Proposed measures to reduce or control housing impacts, if any:

The updated Comprehensive Plan contains goals and policies to address potential displacement impacts and encourage a variety of housing types affordable for a range of incomes. Implementation of these policies will include establishing development regulations which will help mitigate potential impacts to housing. The development regulations will include measures to specifically address displacement as required by RCW 36.70A.070(2)(h); offsetting impacts that might result from changes adopted during the Comprehensive Plan periodic review.

10. Aesthetics

[Find help answering aesthetics questions](#)¹³

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Not applicable. This is a non-project proposal. The Comprehensive Plan periodic review will not result in the construction of any structure. The development code limits the height of structures in the City, with the 63 feet being the tallest structure allowed (MICC 19.11.030(A)(1)).

b. What views in the immediate vicinity would be altered or obstructed?

Not applicable. This is a non-project proposal. The Comprehensive Plan periodic review will not result in the construction of any structure.

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable. This is a non-project proposal. Future development will be reviewed for aesthetic impacts. Aesthetic impacts are controlled by the design standards in Chapters 19.11 and 19.12 MICC.

11. Light and glare

[Find help answering light and glare questions](#)¹⁴

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Not applicable. This is a non-project proposal and does not propose development of a specific site. The Comprehensive Plan periodic review will not result in the construction of any structure and is not expected to create or modify the existing light and glare.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Not applicable. This is a non-project proposal and does not propose development of a specific site.

c. What existing off-site sources of light or glare may affect your proposal?

Not applicable. This is a non-project proposal and does not propose development of a specific site.

d. Proposed measures to reduce or control light and glare impacts, if any:

e. None. This is a non-project proposal. Future development will be reviewed for aesthetic impacts.

12. Recreation

[Find help answering recreation questions](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

Not applicable. This is a non-project proposal and does not propose development of a specific site. The City has a system of parks and open space within its boundaries. This system includes 27 City parks and 15 City-managed open spaces. In addition to City-owned and -managed parks and open space. There are private organizations such as homeowners' associations and membership organizations that own and operate recreational lands and facilities throughout the Island.

b. Would the proposed project displace any existing recreational uses? If so, describe.

Not applicable. This is a non-project proposal and does not propose development of a specific site. The proposed Comprehensive Plan update includes a Parks and Open Space

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

Element and open space zoning that will protect and preserve recreational land as the City grows in the next twenty years.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

Goals and policies will be adopted in the Comprehensive Plan to adopt the Parks, Recreation, and Open Space (PROS) Plan by reference. Linking the PROS Plan with other Comprehensive Plan policies will increase recreational opportunities throughout the City.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁵

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

One landmark is designated as historic by the City of Mercer Island: the VFW Hall located at 1836 72nd Ave SE.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

Not Applicable. This is a non-project proposal and does not propose development of a specific site. The proposal involves a City-wide non-project legislative action. There are landmarks, features, and evidence of Indian or historic use or occupation on Mercer Island. This is evaluated by the City of Mercer Island when a project is submitted it is evaluated through the Washington State DAHP database/WISAARD map viewer. There are also processes in place when inadvertent discovery occurs.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Review of Washington State DAHP database/WISAARD map viewer. The Comprehensive Plan is not expected to affect cultural or historical resources directly. Future changes or developments will be evaluated separately.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

Not applicable. This is a non-project proposal and does not propose development of a specific site. No disturbances to resources will directly result from adoption of this

¹⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

Comprehensive Plan. Future development will be evaluated separately from this non-project proposal. There are landmarks, features, and evidence of Indian or historic use or occupation on Mercer Island. This is evaluated by the City of Mercer Island when a project is submitted it is evaluated through the Washington State DAHP database/WISAARD map viewer. There are also processes in place when inadvertent discovery occurs.

14. Transportation

[Find help with answering transportation questions](#)¹⁶

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

Interstate-90 (I-90) runs through the northern portion of Mercer Island.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Metro and Sound Transit provide transit service to the City of Mercer Island and the Puget Sound region. Sound Transit operates routes to Seattle and Bellevue, serving passengers at the Mercer Island Park and Ride adjacent to I-90. Metro Transit provides local service in addition to service to locations off-Island. The Sound Transit Link Light Rail Station is under construction and will provide additional transit options for Mercer Island and neighboring jurisdictions.

- c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

Transportation improvement projects are outlined in the Comprehensive Plan and will be evaluated separately as they are completed.

- d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

While this is a non-project proposal and does not propose development of a specific site, future development and people living in Mercer Island will utilize light rail when it opens in 2025. Transportation via water and air is limited to private boats and planes.

How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Not applicable. This is a non-project proposal and does not propose development of a specific site. Car trips per day generated by individual projects will be evaluated on a per-application basis.

¹⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

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

Town Center traffic growth reflects the higher potential for pedestrian and transit trips. Overall, the traffic growth in the Town Center is forecast to increase by an average of 28 percent between 2024 and 2044, an annual growth rate of 1.54 percent. For areas outside the Town Center, traffic growth is expected to be lower with approximately ten percent growth between 2024 and 2044, an annual growth rate of 0.5 percent. The resulting forecasted traffic volumes directly reflect the anticipated land use, housing, and employment growth assumptions for the Island.

- e. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

Proposed measures to reduce or control transportation impacts, if any:

The Comprehensive Plan outlines policies to guide transportation improvements for a 20-year period. The City will address transportation impacts through site-specific SEPA review and through implementation of the Transportation Improvement Program and Capital Improvement Program.

15. Public services

[Find help answering public service questions¹⁷](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

Indirectly, the Update to the City's Comprehensive Plan, as amended will continue to allow for additional growth, which will result in the increased need for all public services. Development allowed in this proposal will increase demand for public services based on the City's adopted level of service guidelines.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

The Comprehensive plan includes goals and policies to guide public service and facility improvements for a 20-year planning period. Any future developments related to the proposed comprehensive plan amendment will be analyzed for potential impacts on public services as part of the review process. Through proportional mitigation and measures such as parks, school, and road impact fees, projects will mitigate impacts on public services.

¹⁷ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

16. Utilities

[Find help answering utilities questions¹⁸](#)

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

All of the above-listed utilities serve the City.

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

All services will be available per the policies and plans specified in the Utilities Element and the Capital Facilities Element of the Comprehensive Plan Update. The proposal to update the existing Comprehensive Plan is a non-project proposal and, as such, does not affect a specific site.

C. Signature

[Find help about who should sign¹⁹](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X Alison Van Gorp

Type name of signee: Alison Van Gorp

Position and agency/organization: Deputy Director, City of Mercer Island

Date submitted: April 24, 2024.

D. Supplemental sheet for nonproject actions

[Find help for the nonproject actions worksheet²⁰](#)

Do not use this section for project actions.

¹⁸ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

¹⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

²⁰ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions>

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

King County housing targets allocate an additional 1,239 housing units are needed in Mercer Island by 2044 to accommodate population growth. Future growth resulting from this Comprehensive Plan may lead to increases in environmental impacts, but future development will be evaluated separately.

- **Proposed measures to avoid or reduce such increases are:**

Many goals and policies throughout the Comprehensive Plan, if implemented effectively, will be sufficient to mitigate potential adverse impacts. Those goals are: Land Use Goals 18.1, 18.2, 18.4, 18.6, 18.10, 19.11, 19.12, 26.1, 26.2, 26.4, 26.5; Transportation Element Policies 2.7, 3.4, 9.3, 12.2.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The Comprehensive Plan is unlikely to have an adverse impact on plants, animals, fish, or marine life. Any future changes or development will be evaluated separately for site-specific impacts to wildlife. Adopted development standards, such as those protecting critical areas and shorelines, will protect plants, animals, and fish habitats from future development.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

This Comprehensive Plan includes goals and policies to increase the protection of fish and wildlife species and their habitats, such as Land Use Element Goals 16.6, 18.1, and all Goals contained within Goal 19.

3. How would the proposal be likely to deplete energy or natural resources?

The adoption of this Comprehensive Plan is unlikely to have adverse impacts or deplete energy or natural resources. Energy is provided through Puget Sound Energy, including natural gas and electricity. Throughout the development of this plan, the increased demand for additional energy and natural resources was reviewed. Though future growth will likely not deplete resources, existing facilities will need to continue to be maintained to accommodate future demand and growth.

- **Proposed measures to protect or conserve energy and natural resources are:**

Goals and policies in this Comprehensive Plan that support the transition to alternative energy sources and promote energy and natural resource conservation include Land Use Goals: 13, 19.7, 26.6, and 26.6.2.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The Comprehensive Plan was written to ensure compliance with existing and new regulations on protected and environmentally sensitive resources and is unlikely to result in significant adverse impacts.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

Goals and policies in this Comprehensive Plan that protect environmentally sensitive areas and historic or cultural sites include Land Use Goal: 18.1, 19.1, 19.2, 19.3, 19.6, 19.10, 19.15, 19.16, 20.1, 20.2, 20.3, 20.6, 20.7, 20.9, and 20.10.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The Comprehensive Plan update does not propose changes to existing land use designations or development patterns. Any future changes or development will be evaluated separately.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

Existing land use and zoning regulations are sufficient to mitigate impacts on land use. Please see Land Use Goals 18.1, 19.6, and 19.10.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Increased transportation demand from projected population growth assumed in the Comprehensive Plan has been factored into the Transportation Element of the Comprehensive Plan and 6-Year Transportation Improvement Plan. Projected population growth is unlikely to lead to significant negative impacts on transportation or public services and utilities.

- **Proposed measures to reduce or respond to such demand(s) are:**

Policies related to transportation, capital facilities, and utilities can be found in the corresponding elements of the Comprehensive Plan, as well as the Transportation Improvement Plan in the Capital Facilities and Transportation element that includes efforts to improve paths for pedestrians and bicycle lanes for cyclists, sidewalks, and roadways throughout the City.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Comprehensive Plan update for the City of Mercer Island was written to comply with local, state, or federal laws and regulations to protect the environment and critical areas within the City. No conflicts are anticipated with local, state, or federal laws or requirements for the protection of the environment.

2 LAND USE ELEMENT

1. INTRODUCTION

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

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

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

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

TOWN CENTER

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

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

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

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

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

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

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

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

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

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

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

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

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

SUSTAINABILITY

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

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

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

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

the very successful Green Schools program for the Mercer Island School District, supported by King County Department of Natural Resources and Parks. SMI fosters waste reduction, recycling, and conservation by students and schools. IslandVision, a nonprofit organization, encourages and supports sustainable practices on Mercer Island. It provided to the City, in 2018, a technical analysis of GHG sources on Mercer Island and recommended strategies to reduce GHG emissions.

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

CLIMATE CHANGE

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

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

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

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

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

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

~~Community GHG emissions have been inventoried and reported to K4C and the public when possible, though 2016 through 2019 data have yet to be entered. The major sources of GHG on Mercer Island have been found to be passenger car travel (estimated at 40 percent of total) and building energy consumption (48 percent residential plus commercial).~~

~~With many good efforts completed and underway, it is necessary to take further action in order to meet GHG reduction targets, both in our households and in our community.~~

~~Beginning in 2018, the City assessed the City's strengths and weaknesses in supporting sustainability using the STAR Communities framework. Information from this assessment, along with the measures discussed above, and others under consideration, will be identified in more detail in a rolling six-year Sustainability Plan, to be adopted in 2019, which will guide the City's internal and external actions while taking into account the interrelated issues of climate change, population change, land use, public infrastructure, transportation choices, natural resources management, equitable services and accessibility, arts and community, public health and safety, human services, and economic development.~~

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

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

II. EXISTING CONDITIONS AND TRENDS

TOWN CENTER

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

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

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

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

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

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

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

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

AREAS OUTSIDE THE TOWN CENTER

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

Table 2. Land Use Zones and Acreage (2014)

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

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

~~Approximately 95 percent of all residential land on Mercer Island is currently developed. Over the last 30 years, most public facilities have been re-constructed, or have planned additions, in sufficient quantities to serve current and projected populations. This category includes schools, parks and recreation facilities, streets and arterials, and fire stations. In 2015, the City constructed a new fire station on Southeast 68th Street to increase service capacity for the south end of the island. Northwood Elementary School was constructed in 2016, adding to the Mercer Island School District's capacity. Future re-investments in these facilities will primarily improve the reliability and function of the community's "infrastructure" rather than adding significant new capacity. [Refer to the Capital Facilities Element for a more in-depth discussion of public facilities.]~~

~~Single family residential zones designate a number of different lot sizes and densities including 8,400 square feet, 9,600 square feet, 12,000 square feet and 15,000 square feet. Of the 3,534 acres in these zones, approximately 145 remain unimproved. Most unimproved lots are small parcels and/or are platted building lots within previously developed neighborhoods. Some additional capacity exists in larger lots which can be subdivided. However, during the planning horizon, the City expects an average of roughly six subdivisions a year, the majority of which will be short plats of four or fewer lots. Residential zones in the City are primarily zoned for single-family residential development. There are four minimum lot sizes in single-family zones, ranging from 15,000 square feet, 12,000 square feet, 9,600 square feet, and 8,400 square feet. Existing single-family development is mostly made up of established neighborhoods constructed in the latter-half of the 20th Century. Most lots in the single-family zones are already~~

subdivided and few are undeveloped. New development in the single-family zones is typically demolition of an existing home and replacement with a newer home.

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

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

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

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

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

For land use and transportation planning purposes, Mercer Island ~~has not been~~ is designated as an ~~Urban Center~~ High Capacity Transit community in the Puget Sound Regional Council's Vision 2020~~50~~. This designation recognizes the importance of the localities with high-capacity transit service as a place to focus new development due to the excellent access to employment centers, educational institutions and other opportunities. As such, Mercer Island will ~~not share in the major growth of the region, but will~~ continue to see new employment and residential development, most of which will be concentrated in the Town Center. Employment will continue to grow slowly and will be significantly oriented towards serving the local residential community. Transit service will focus on connecting ~~the~~ Mercer Island to other metropolitan and sub-regional centers via Interstate 90 and the region's high capacity transit system, including Sound Transit's East Link Light Rail.

III. GROWTH FORECAST

RESIDENTIAL AND EMPLOYMENT 20-YEAR GROWTH TARGETS

The King County Countywide Planning Policies (CPPs) establish growth targets for all of the jurisdictions within King County. The CPPs were initially adopted in 1992, and have been amended several times since then. Elected officials from King County, the cities of Seattle and Bellevue, and the Sound Cities Association meet as the Growth Management Planning Council (GMPC). This Council makes recommendations to the County Council, which has the authority to adopt and amend the CPPs. During 2012, the GMPC worked with an inter-jurisdictional team of King County Planning Directors to determine an equitable distribution of the growth targets throughout the County. It was agreed that the City of Mercer Island would plan to accommodate 2,000 new housing units and 1,000 new jobs between 2006 and 2031. GMA requires jurisdictions to plan for 20 years of forecasted growth, so the growth target time horizon was extended out to 2035 (see Table 3). King County amended the CPPs in 2021, updating the growth targets for cities and towns throughout the County. The updated growth targets extended the planning horizon through the year 2044. Table 3 shows the City of Mercer Island's housing and employment growth targets for 2024 through 2044.

Table 3. Growth Targets

Housing Growth Target (in units)	
<u>Original</u> Housing growth target (in dwelling units), 2006— 2031 <u>2024 – 2044</u>	2,000 <u>1,239</u>
Adjusted growth target, 2006—2035	2,320
Employment Growth Target (in jobs)	
<u>Original</u> Employment growth target (in jobs), 2006—2031 <u>2024 – 2044</u>	1,000 <u>1,300</u>
Adjusted growth target, 2006—2035	1,160

EMPLOYMENT AND COMMERCIAL CAPACITY

According to the Puget Sound Regional Council, as of March 20120 there are approximately 6,622 7,325 jobs on Mercer Island. The City's development capacity is analyzed in the analysis completed to inform the 2014 King County Buildable Lands Report 2021 Urban Growth Capacity Report. That report shows that Mercer Island has the capacity for a total of 2,373 new jobs; well in excess of the 1,160 sufficient development capacity to accommodate the 2044 employment and housing growth targets for which Mercer Island must have sufficient zoned land to accommodate.

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

Table 4. Employment Capacity 2018 – 2035.

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

Source: King County 2021 Urban Growth Capacity Report.

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

RESIDENTIAL GROWTH

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

Housing Capacity.

As required in a 1997 amendment to the Growth Management Act (RCW 36.70A.215), recent growth and land capacity in King County and associated cities have been reported in the 2014 King County Buildable Lands Report 2021 Urban Growth Capacity Report.

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

~~According to the 2014 Buildable Lands Report, the City of Mercer Island has the capacity for 2,004 additional housing units on properties designated for residential uses through new development on vacant lands and/or through redevelopment of underutilized lands. Based on zoning and redevelopment assumptions done in 2012 for the Buildable Lands Report, about 614 new housing units could be accommodated in single family zones, 143 new housing units could be accommodated in multifamily zones and 1,247 units could be accommodated in the Town Center.~~

~~Redevelopable land in the Town Center was determined based on an analysis of those parcels which currently have an improvement to land value ratio of .5 or less and are not in public or utility ownership. Additionally, townhomes and condominium properties were not considered redevelopable, and only those properties allowing two and one half residential units or more are included in the analysis. Future assumed densities for this preliminary figure were based on the density of recently permitted projects (2/3 mixed-use, 1/3 commercial only). This methodology used in the 2014 Buildable Land Analysis is a similar methodology used in the 2007 Buildable Lands Report.~~

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

Table 5. Residential Development Capacity.

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

Source: King County 2021 Urban Growth Capacity Report.

Housing Targets.

As mentioned above, the City has a King County Growth Management Planning Council (GMPC) 203544 housing target of 2,3201,239 new housing units. The housing target represents the number of units that the City is required to plan for under the Growth Management Act. The housing target is not necessarily the number of units that will be built on Mercer Island over the next two decades. Market forces, including regional job growth, interest rates, land costs, and other factors will have a major influence on the number of actual units created.

Housing and Population Forecast.

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

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

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

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

~~Given the uncertainty of future market forces, periodic reviews of housing and population forecasts should be made to evaluate the future growth assumptions. Adjustments to this forecast will also be necessary if the projections on household size and population growth vary significantly from those forecasted. Planning staff predict that PSRC's multifamily unit growth estimates for the period through 2030 are likely to be surpassed as early as 2020. This prediction is based on the established pattern of larger, mixed use developments adding 100—200 units at a time to the City's multifamily housing supply and projects that are now in the development pipeline. The City will continue to monitor housing unit, population growth and market trends, and adjust land use, transportation, and capital facilities planning as necessary prior to the next major Comprehensive Plan update in 2023.~~

Housing Density.

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

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

Table 4. 2010-2030 Housing Unit and Population Forecast

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

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

IV. LAND USE ISSUES

TOWN CENTER

- (1) Town Center is an area in the City where most new development will be focused in the coming years. The Town Center area includes land designated-zoned for commercial retail, service, mixed, and office uses is much larger than the local population can support. This has contributed to a historical pattern of relatively low private investment in downtown properties. The Town Center is the largest mixed-use zone in the City and an important economic hub. Consequently, Older commercial development in the Town Center consists of many one story strip centers, surrounded by vast parking lots (FAR of only 0.23); a typical suburban sprawl-like development. The Town Center subarea plan adopted in 1993 establishes the planning framework for Town Center to redevelop with a mix of residential and commercial development. Mixed-use development is replacing existing commercial development as the Town Center redevelops. This has led to an increase in the number of residential dwellings in this area concurrent with changes to the type of commercial development in the zone. There is concern that redevelopment will displace existing businesses or reduce the total commercial square footage available for new and expanding businesses in Town Center. In 2022 the City adopted new regulations to limit the loss of commercial space as the area redevelops. As these regulations influence the built environment in Town Center, the City will need to monitor their influence on the availability and affordability of commercial space.
- (2) In 1994, the City made significant street improvements in the Town Center, which have resulted in a more pedestrian-friendly environment. However, more needs to be done on the private development side to design buildings with attractive streetscapes so that people will have more incentive to park their car and walk between shopping areas.
- (3) The Town Center is poorly identified. The major entrance points to the downtown are not treated in any special way that invites people into the business district.

OUTSIDE THE TOWN CENTER

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

V. LAND USE POLICIES

TOWN CENTER

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

GOAL 1:

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

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

Land Use and Development

GOAL 2:

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

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

GOAL 3:

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

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

GOAL 4:

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

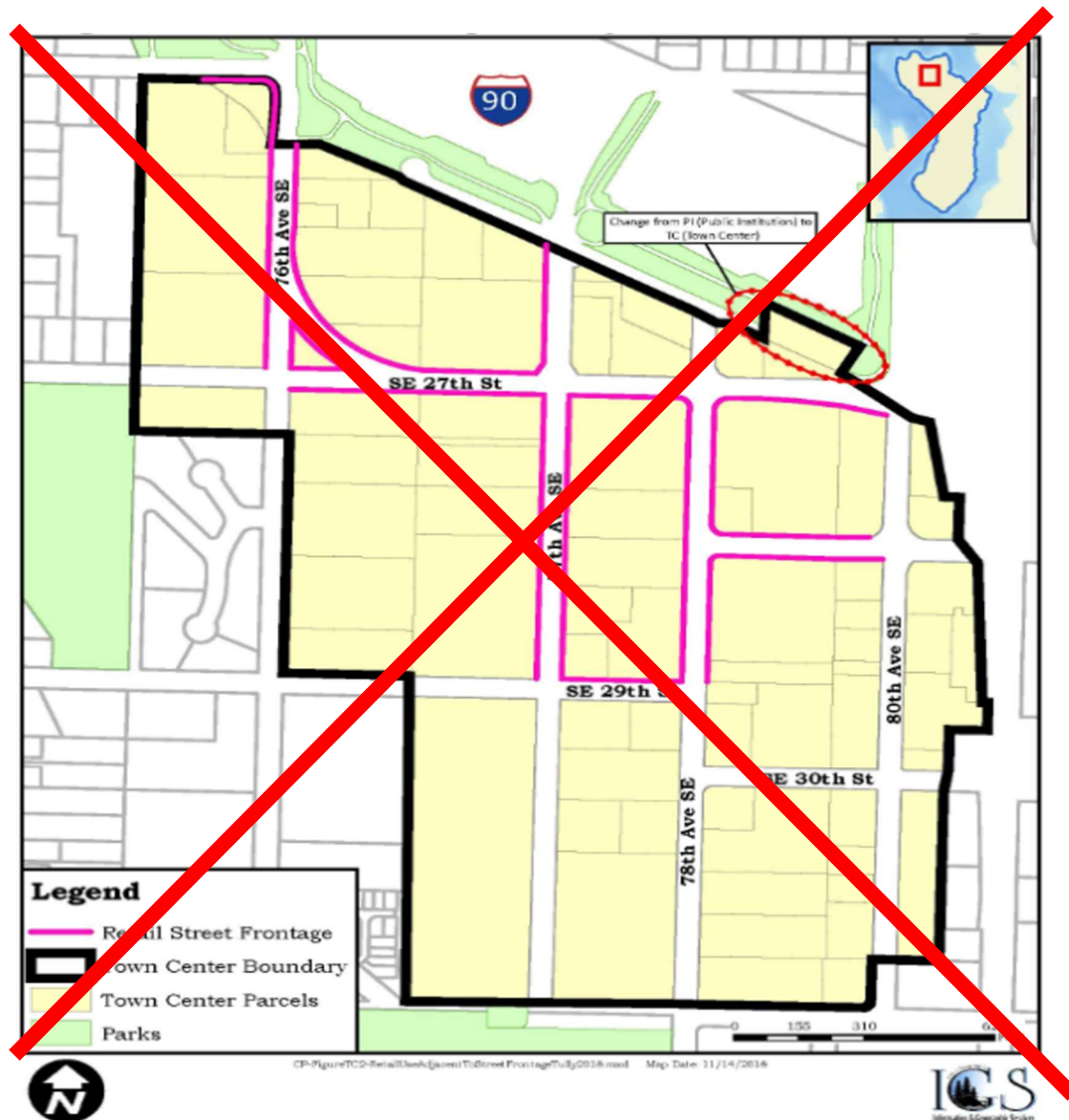
- 4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.
- 4.2 Retail street frontages (Figure TC-1) should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services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

GOAL 5:

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

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

Figure TC 1. Retail Use Adjacent to Street Frontages



Circulation and Parking

GOAL 6:

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

GOAL 7:

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

- Access to local businesses and residences.
- Access for emergency vehicles.

- Routes for through traffic.
 - Transit routes and stops.
 - On-street parking.
 - Pedestrian and bicycle travel.
 - Sidewalk activities, including limited advertising and merchandising and restaurant seating.
 - Occasional special events and outdoor entertainment.
- 7.1 ~~All~~ Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.
- 7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.
- 7.3 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping and amenities.
- 7.4 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle network along I-90 and the planned light rail station with Mercerdale Park and the rest of the Island south of the Town Center.

GOAL 8:

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

- 8.1 Provide convenient opportunities to walk throughout Town Center.
- 8.2 Create safe pedestrian routes that break-up larger City blocks.

GOAL 9:

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

- 9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.
- 9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.
- 9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.
- 9.4 On and off-street parking should be well-lit, convenient and well-signed so that drivers can easily find and use parking.

9.5 Develop long-range plans for the development of additional commuter parking to serve Mercer Island residents.

9.6 Prioritize parking for Mercer Island residents within the Town Center.

GOAL 10:

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

GOAL 11:

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

Public Realm**GOAL 12:**

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

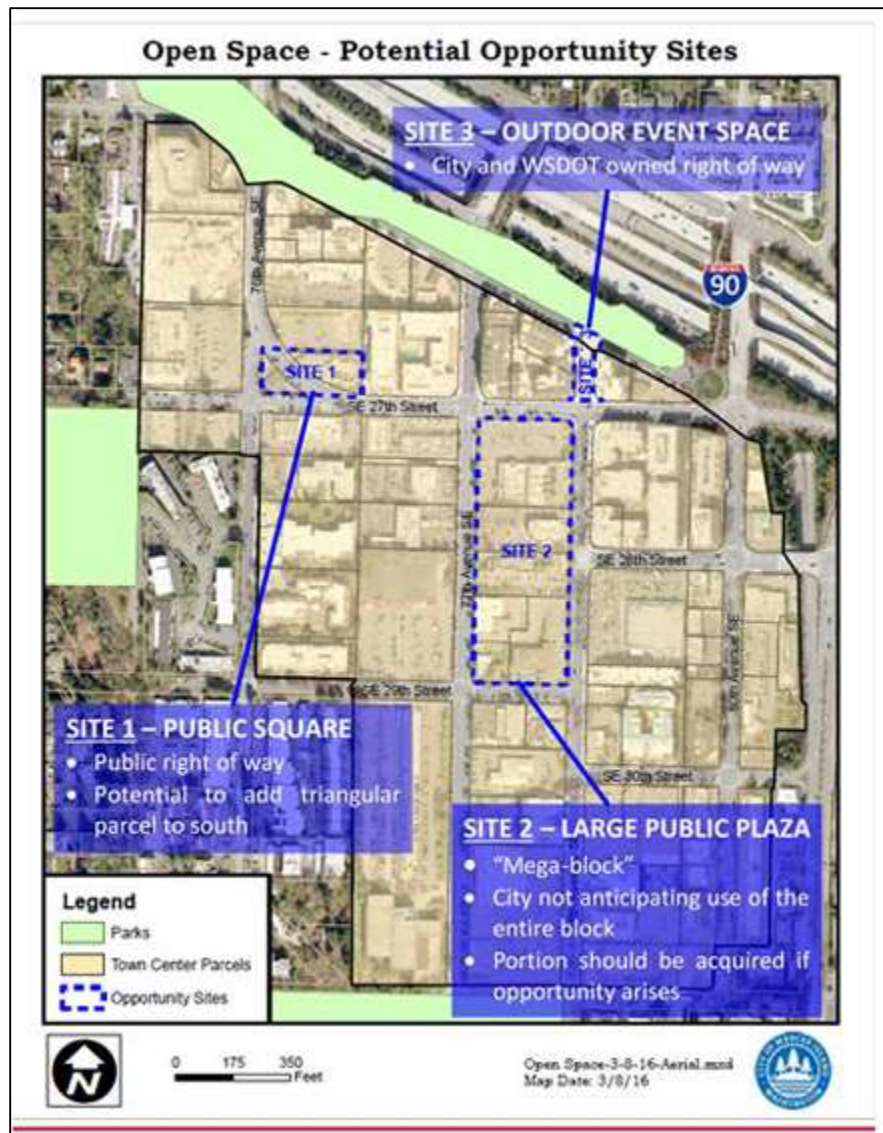
12.1 Outdoor public spaces of various sizes in Town Center are important and should be encouraged.

12.2 Encourage the provision of on-site public open space in private developments. ~~But~~ This can include incentives, allowing development agreements, and payment of a calculated amount of money as an ~~option~~ alternative to dedication of land. In addition, encourage aggregation of smaller open spaces between parcels to create a more substantial open space.

12.3 Investigate potential locations and funding sources for the development (and acquisition if needed) of one or more significant public open space(s) that can function as an anchor for the Town Center's character and redevelopment. Identified "opportunity sites" are shown in Figure TC-2 and described below. These opportunity sites should not preclude the identification of other sites, should new opportunities or circumstances arise.

Figure TC-2. Open Space — Potential Opportunity Sites





Sustainability Green Building

GOAL 13:

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

Economic Development

GOAL 14:

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

- 14.1 ~~Develop~~ Establish economic development policies in an Economic Development Plan ~~Element,~~ engaging internal and external resources as appropriate.
- 14.2 ~~Establish the Town Center as an active and attractive commercial node, including the use of gateways, wayfinding and signage, and links to transit.~~
- 14.3 Maintain a diversity of downtown land uses.
- 14.43 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of ~~1,228~~1,300 new jobs from ~~2006~~2024—~~2035~~40, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies.
- 14.5 ~~Investigate formation of a business improvement area (BIA), or other mechanism authorized by state law, to help promote Island businesses, to support Town Center activities, and to finance improvements and amenities.~~
- 14.6 ~~Identify a staff person who will help coordinate economic development activities.~~
- 14.7 ~~Support public and private investment in existing properties, infrastructure, and marketing to help maintain longstanding businesses and attract new ones.~~
- 14.84 Create a healthy and safe economic environment where Town Center businesses can serve the needs of Mercer Island residents as well as draw upon broader retail and commercial market areas.
- 14.9 ~~Proactively and persistently engage residents, community organizations, and businesses in a collaborative effort to establish a strategy for Mercer Island economic development.~~

OUTSIDE THE TOWN CENTER

GOAL 15:

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

- 15.1 ~~Existing land use policies, which strongly support the preservation of~~ Preserve the neighborhood character ~~existing conditions in the single family~~ all residential zones, ~~will continue to apply. Changes to the zoning code or development standards will be accomplished through code amendments.~~
- 15.2 ~~Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative~~ Provide for housing types in residential zones, such as

accessory dwelling units and ~~compact courtyard homes~~ additional middle housing types at slightly higher densities as outlined in the Housing Element.

15.3 ~~Multi-family areas will continue to be low-rise apartments and condos and duplex/triplex designs, and with the addition of the Commercial/Office (CO) zone, will be confined to those areas already designated to allow multi-family.~~ Encourage multifamily and mixed-use housing within the existing boundaries of the Town Center, multifamily, and Commercial Office zones to accommodate moderate- to extremely low-income households.

15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should ~~reflect~~ recognize the desire-need and support the ability to retain-viable-maintain, update, and renovate-and healthy social, recreational, educational, and religious ~~organizations-facilities as allowed by the~~ land use code. Such facilities are ~~as~~ community assets which are essential for the mental, physical and spiritual health of Mercer Island. Future land use decisions should encourage the retention of these facilities.

15.45 ~~As a primarily single family residential community with a high percentage of developed land, the community cannot provide for all types of land uses. Certain activities will be considered incompatible with present uses. Incompatible uses include~~ Discourage incompatible land uses such as landfills, correctional facilities, zoos and airports in existing zones. Encourage ~~C~~compatible ~~permitted~~ uses such as education, recreation, open spaces, government social services and religious activities ~~will be encouraged.~~

15.56 Manage impacts that could result from new development in residential zones by establishing standards to:

15.56.A Regulate on- and off-street parking;

15.56.B Encourage the retention of landscaped areas and the retention and planting of trees;

15.56.C Establish incentives and anti-displacement measures consistent with the Housing Element; and

15.56.D Control new development to be compatible in scale, form, and character with existing surrounding neighborhoods.

GOAL 16:

Achieve additional residential capacity in ~~single-family~~ residential zones through flexible land use techniques and land use entitlement regulations.

16.1 ~~Encourage the u~~Use of the existing housing stock to address changing population needs and aging in place. Accessory ~~housing-dwelling~~ units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.

16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.

- 16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.
- 16.4 Promote accessory dwelling units in single-family ~~districts~~ zones subject to specific development and owner occupancy standards.
- 16.5 ~~Infill~~ Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.
- 16.6 Explore flexible residential development regulations and entitlement processes that support, ~~and create incentives for, subdivisions that incorporate public amenities through the use of a pilot program. The use of flexible residential development standards should be used to~~ and encourage public amenities such as wildlife habitat, accessible homes, affordable housing, and sustainable development.
- 16.7 Ensure development regulations allow the improvement of existing homes and do not create incentives to remove or replace existing homes.
- 16.8 Evaluate locally adopted building and fire code regulations within existing discretion to encourage the preservation of existing homes.

GOAL 17:

~~With the exception of allowing residential development, commercial designations and permitted uses under current zoning will not change. The allowed uses in commercial and mixed-use zones balance the City's economic development and housing needs.~~

- 17.1 The Planned Business Zone uses on the south end of Mercer Island are compatible with the surrounding single family zone needs. All activities in the PBZ are subject to design review. Supplemental design guidelines have been adopted.
- 17.2 Commercial uses and densities near the I-90/East Mercer Way exit and SE 36th Street are appropriate for that area. All activities in the ~~CO~~ Commercial Office zone are subject to design review and supplemental design guidelines may be adopted.
- 17.3 ~~Inclusion of a range of~~ Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished tThrough rezones or changes in zoning ~~district regulations, multi-family residences should be allowed in all commercial zones where that minimize~~ consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.
- ~~17.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect the desire to retain viable and healthy social, recreational, educational, and religious organizations as~~

~~community assets which are essential for the mental, physical and spiritual health of Mercer Island.~~

NATURAL ENVIRONMENT POLICIES

GOAL 18:

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

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

18.11 Ensure all people in Mercer Island have a clean and healthy environment, regardless of race, social, or economic status.

18.12 Reduce impacts to people and areas that have been disproportionately affected by noise, air, pollution, or other environmental impacts.

GOAL 19:

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

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

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

PARKS AND OPEN SPACE POLICIES

[NOTE: Parks and Open Space Policies from the Land Use Element are proposed to be moved to other goals or struck because the topics are address in the Parks, Recreation, and Open Space Plan]

~~GOAL 20:-~~

~~Continue to maintain the Island's unique quality of life through open space preservation, park and trail development and well-designed public facilities.~~

- ~~20.1 More specific policy direction for parks and open space shall be identified in the Parks and Recreation Plan and the Pedestrian and Bicycle Facility Plan. These plans shall be updated periodically to reflect changing needs in the community.~~
- ~~20.2 Acquisition, maintenance and access to public areas, preserved as natural open spaces or developed for recreational purposes, will continue to be an essential element for maintaining the community's character.~~
- ~~20.3 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover.~~
- ~~20.4 Future land use decisions should encourage the retention of private club recreational facilities as important community assets.~~
- ~~20.5 Provide recreation and leisure time programs and facilities that afford equal opportunities for use by all Mercer Island residents while considering the needs of non-Mercer Island residents.~~
- ~~20.6 Provide a system of attractive, safe, and functional parks, and park facilities.~~
- ~~20.7 Preserve natural and developed open space environments and trails for the benefit of all existing and future generations.~~
- ~~20.8 Provide a broad representation of public art through cooperation with the Mercer Island Arts Council.~~
- ~~20.9 Funding for existing facilities should be a top priority and should be provided at a level necessary to sustain and enhance parks, trails and open space consistent with the Parks and Recreation Plan, the Trails Plan and the Capital Facilities Element.~~
- ~~20.10 — Promptly investigate open space acquisition opportunities as they become available.~~
- ~~20.11 — Pursue state and federal grant funding for parks and open space improvements.~~
- ~~20.12 — Pursue a trail lease agreement from the Washington State Department of Transportation to allow for the development of an I-90 Connector Trail to establish a pedestrian connection between Luther Burbank and Town Center.~~

- ~~20.13 Support the conservation of private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Right programs.~~

GREEN BUILDING

GOAL 21:

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

- 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building.
- 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques.
- 21.3 ~~Evaluate requiring the use of~~ Consider expanding requirements for green building techniques for new construction and certification to additional zones and/or development of subdivisions as a component of a green building program.
- 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development.
- 21.5 ~~Conduct annual tracking of new, or significantly remodeled, structures verified under various green building programs on Mercer Island and incorporate statistics into the City's sustainability tracking system and performance measures.~~

STAR Climate Change

GOAL 26:

Use the STAR Community framework, or a similar assessment framework, to help develop the City's sustainability practices and to determine the effectiveness of such practices. Continue to develop and refine City policies and implementation strategies to address climate change.

- 26.1 Assess the effect of proposed Comprehensive Plan or development regulation amendments on sustainability. Adopt a Climate Element or equivalent components in this plan, as directed by state law, to plan for reducing greenhouse gas emissions and vehicle miles traveled and to improve community resilience by planning for climate preparedness, response, and recovery efforts.
- 26.2 Assess the effect of proposed City programs on sustainability. The most recent version of the Climate Action Plan is hereby adopted by reference. This plan provides more specific policy

direction and implementation guidance for climate action. This plan shall be updated periodically to reflect changing needs in the community.

~~26.3 Assess the City's existing strengths and weaknesses in supporting sustainability, using the STAR Communities framework or similar assessment framework, and identify desired programs or policies supporting sustainability.~~

GOAL 27:

Reduce community-wide greenhouse gas emissions.

~~27.1 Establish and support annual data gathering, and reporting on,~~ Collect data and report on Mercer Island GHG emissions annually. Document progress toward emission reduction targets and progress consistent with King County-Cities Climate Collaboration (K4C).

27.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.

27.3 Provide public information and support to individual and community efforts to mitigate climate change.

27.4 Evaluate and prioritize actions to reduce GHG emissions.

27.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips.

27.6 Promote an energy-efficient built environment by:

27.6.1 Focusing development where utility and transportation investments have been made;

27.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;

27.6.3 Encouraging the use of carbon-efficient building materials and building design;

27.6.4 Reducing greenhouse gas emissions from the construction, heating, and cooling of residential structures by encouraging smaller single family residential housing units, moderate density housing (including duplexes and triplexes), and the use of green building materials and techniques; and

27.6.45 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.

27.7 Promote renewable power generation in the community.

GOAL 28:

~~Develop and implement a Climate Action Plan.~~

28.1 The Climate Action Plan is hereby adopted by reference.

GOAL 298:

Adapt to and mitigate local climate change impacts.

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

VI. ACTION PLAN**GOAL 3029:**

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

- 3029.1 ~~To focus implementation of the Comprehensive Plan on those issues of highest priority to the City Council and community: Town Center development, storm drainage, critical lands protection, and a diversity of housing needs including affordable housing.~~
- 30.2 ~~To create opportunities for housing, multi-modal transportation, and development consistent with the City's share of regional needs.~~
- 30.3 ~~To make effective land use and capital facilities decisions by improving public notice and citizen involvement process.~~
- 30.4 ~~To continue to improve the development review process through partnership relationships with project proponents, early public involvement, reduction in processing time, and more efficient use of staff resources.~~
- 30.5 ~~To continue to improve the usability of the "Development Code" by simplifying information and Code format; eliminating repetitious, overlapping and conflicting provisions; and consolidating various regulatory provisions into one document.~~
- 30.6 ~~Mercer Island has consistently accepted and planned for its fair share of regional growth, as determined by the GMPC and the King County CPPs. However, build out of the City is approaching, and could occur before 2035 or shortly thereafter. In the future, the City will advocate for future growth allocations from the GMPC which will be consistent with its community vision, as reflected in the Comprehensive Plan and development regulations; environmental constraints; infrastructure and utility limitations; and its remaining supply of developable land.~~

29.2 Establish a Land Use Element implementation strategy and schedule in conjunction with each biennial budget cycle. This implementation strategy can be periodically updated and amended by City Council at any time thereafter and should detail the following:

29.2.A Actions from this element to be added to department work plans for the next biennial budget cycle;

29.2.B Any funding including grants allocated to support the completion of these actions;

29.2.C Any staff resources allocated to support the completion of these actions;

29.2.D A schedule detailing the key actions and/or milestones for the completion of each action; and

29.2.E A list of near-term future actions expected to be proposed to be added to department work plans in the next three to five years.

29.3 Prepare a biennial report tracking implementation of the Land Use Element. The report will be provided to the City Council prior to adoption of the budget.

29.4 Provide resources for actions to implement this element and respond to limited resources by using strategies such as:

29.4.A Alternate funding sources;

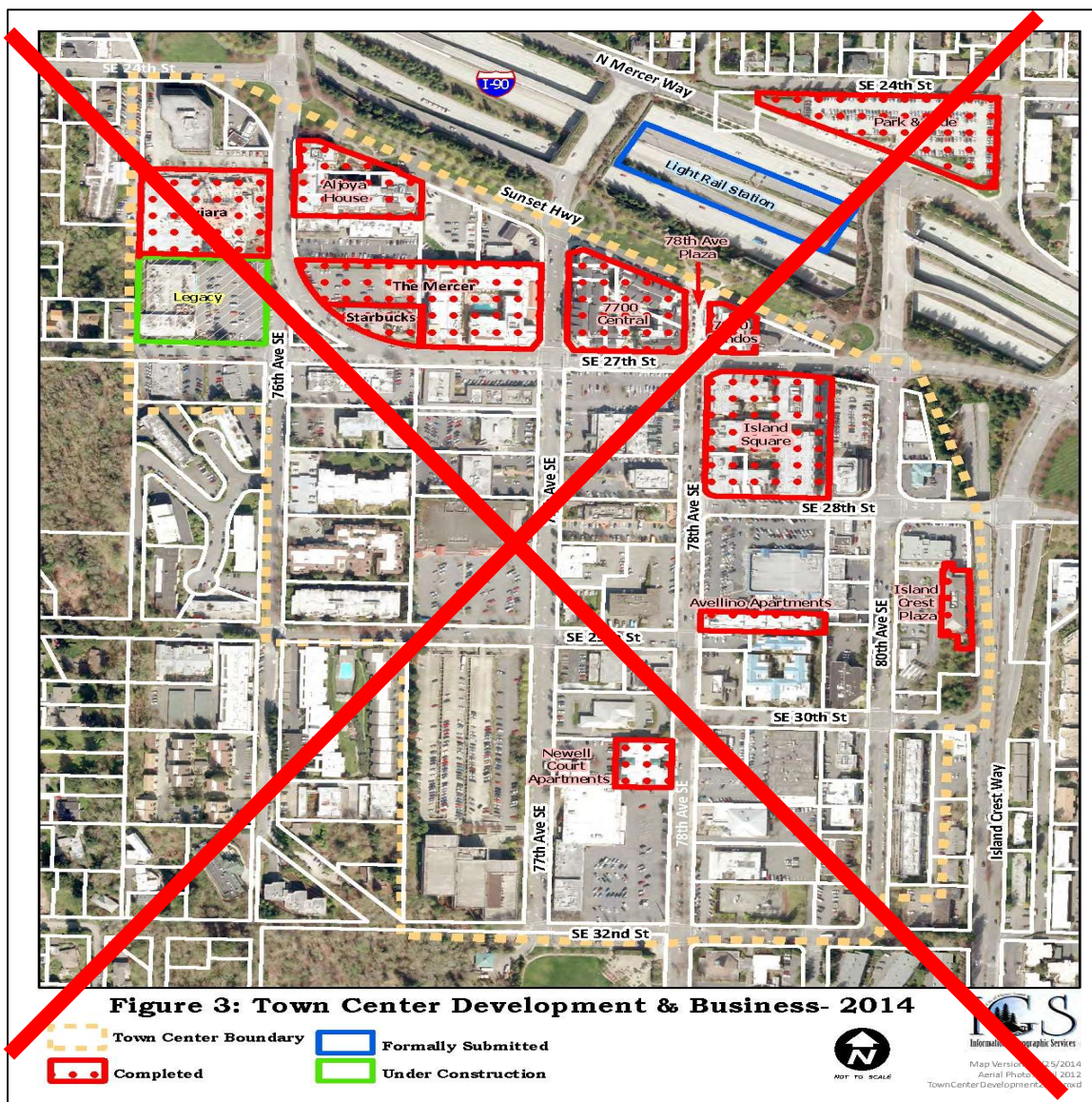
29.4.B Public-private partnerships;

29.4.C Reducing project or program scope to align with current biennial budget constraints; and

29.4.D Amending the policies of the Land Use Element to reflect the City's capacity to implement the element.

29.5 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

29.6 Coordinate with tribes to identify and mitigate potential impacts when implementing this element.



VII. LAND USE DESIGNATIONS

Land Use Designation	Implementing Zoning Designations	Description
Park	PI R-8.4 R-9.6 R-12 R-15	The park land use designation represents land within the City that is intended for public use consistent with the adopted Parks and Recreation Plan.
Linear Park (I-90)	PI	The linear park (I-90) land use designation primarily contains the Interstate 90 right-of-way. The land use designation is also improved

Mercer Island, Washington, Comprehensive Plan, Element 2 - Land Use -

		with parks and recreational facilities (e.g., Aubrey Davis park, I-90 Outdoor Sculpture Gallery, etc.) adjacent to and on the lid above the Interstate 90 freeway.
Open Space	PI R-8.4 R-9.6 R-12 R-15	The open space use designation represents land within the City that should remain as predominantly unimproved open space consistent with the adopted Parks and Recreation Plan.
Commercial Office	C-O B	The commercial office land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land use will be predominantly commercial office. Complementary land uses (e.g., healthcare uses, schools, places of worship, etc.) are also generally supported within this land use designation.
Neighborhood Business	PBZ	The neighborhood business land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land uses will be predominantly a mix of small scale, neighborhood oriented business, office, service, public and residential uses.
Single Family Residential (R)	R-8.4 R-9.6 R-12 R-15	The single family residential land use designation (R) represents areas within Mercer Island where development will be predominantly single family residential neighborhoods. Complementary land uses (e.g., private recreation areas, schools, home businesses, public parks, etc.) are generally supported within this land use designation.
Multifamily Residential (MF)	MF-2 MF-2L MF-3	The multifamily residential land use (MF) represents areas within Mercer Island where the land use will be predominantly multifamily residential development. Complementary land uses (e.g., private recreation areas, schools, home businesses, public parks, etc.) are generally supported within this land use designation.
Town Center (TC)	TC	The Town Center land use designation represents the area where land uses consistent with the small town character and the heart of Mercer Island will be located. This land use designation supports a mix of uses including outdoor pedestrian spaces, residential, retail, commercial, mixed-use and office-oriented businesses.
Public Facility	C-O PI R-8.4 R-9.6 R-15 TC	The public facility land use designation represents land within the City that is intended for public uses, including but not limited to schools, community centers, City Hall, and municipal services.

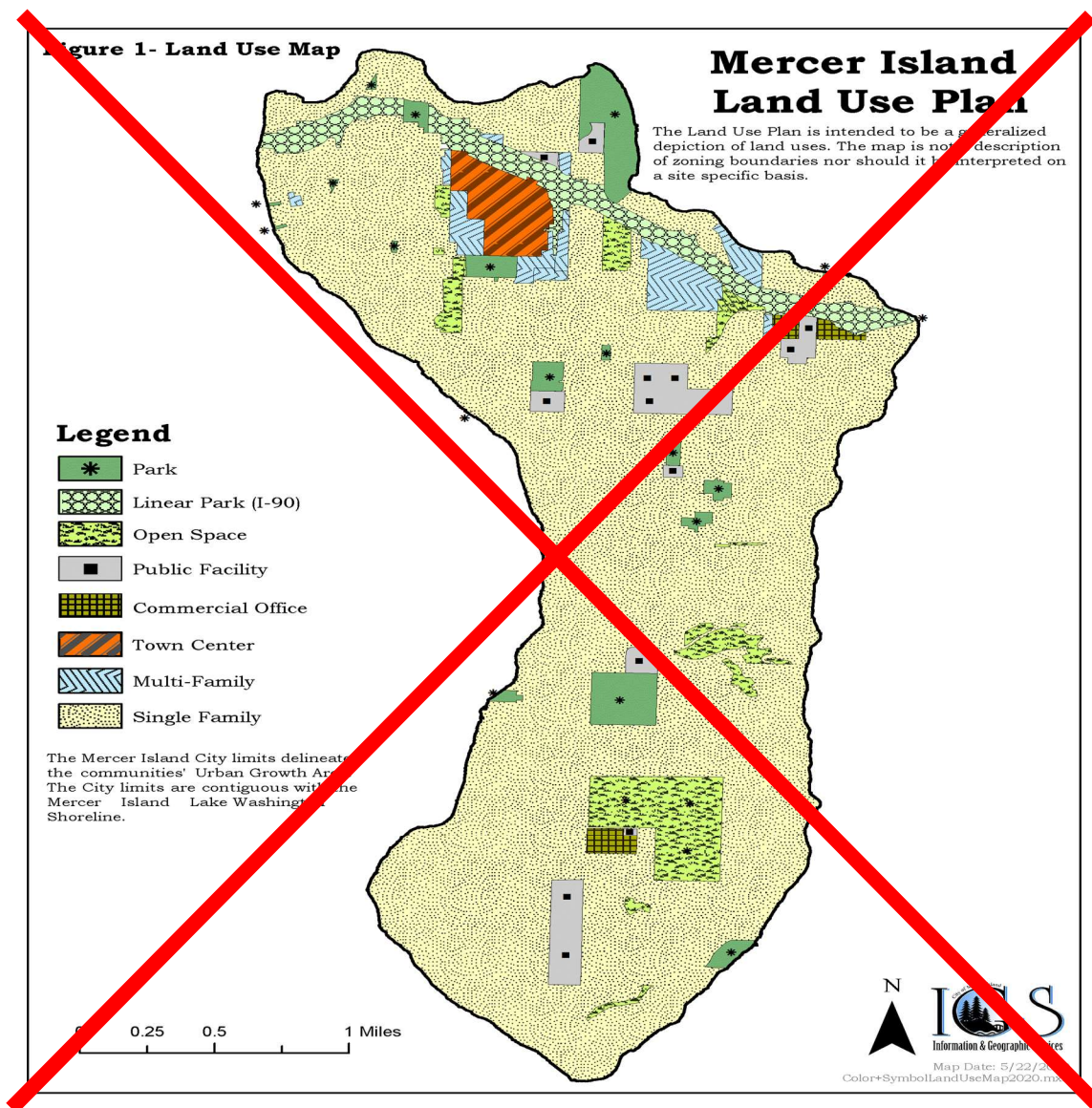
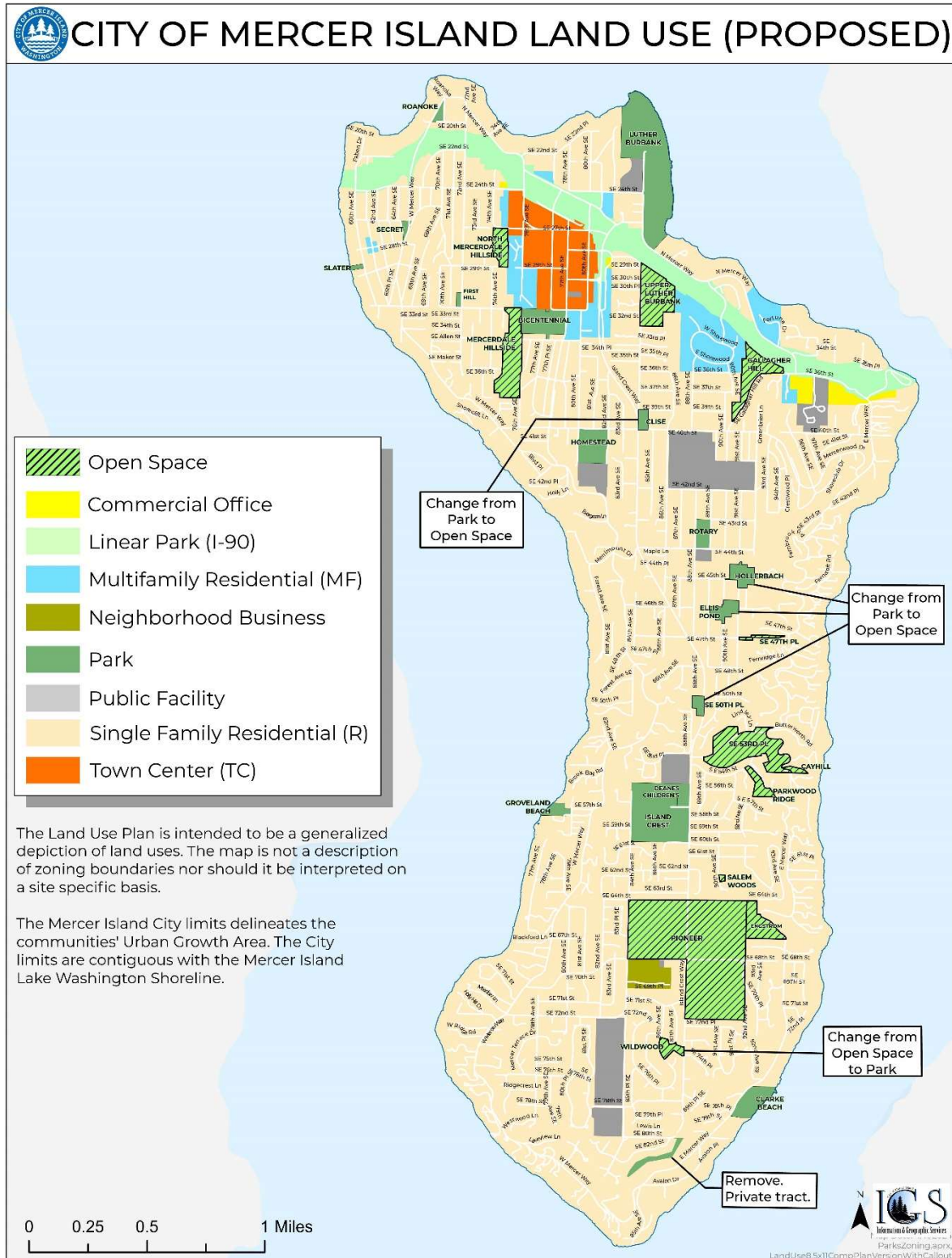


Figure 1. Land Use Map.



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

I. Introduction

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

Housing Growth Target and Housing Needs

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

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

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

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

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

Notes:

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

Capacity to Accommodate Housing Growth Target and Housing Needs

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

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

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

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

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

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

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

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

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

41 42 **Adequate Provisions**

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

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

10
11 Table 2 provides the documentation of potential barriers and the programs and
12 actions detailed in this Housing Element to overcome those barriers and achieve
13 housing availability.
14
15

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

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

Notes:

- Source: U.S. Census Bureau 2022 American Community Survey (ACS), Table B25024. This is an estimate of the number of existing housing units based on an annual survey.
- Multifamily and mixed-use housing type is categorized as residential development with ten or more units per structure.
- A multifamily and mixed-use housing capacity deficit was found in the Land Capacity Analysis Supplement (Appendix X). The capacity deficit was addressed in the Comprehensive Plan periodic review, but additional actions can address other potential barriers.
- Middle housing development is categorized as residential development with 2-9 units per structure.
- The Puget Sound Regional Council (PSRC) maintains [an inventory of income restricted housing units per jurisdiction](#). As of November 6, 2023, PSRC tracked that there were 102 income restricted affordable housing units in Mercer Island. Per the PSRC inventory, there were 30 units for extremely low-income households, 59 units for very low-income households, and 13 units for low-income households.
- Accessory dwelling unit share of housing units is combined with the single-family. Between 2006 and 2022, the City permitted 104 ADUs.
- The Land Capacity Analysis Supplement was developed to evaluate whether the Comprehensive Plan allows adequate capacity to accommodate its housing needs (Appendix X).
- Statewide legislation passed in the years preceding the Comprehensive Plan periodic review affected several types of housing as follows:
 - House Bill 1220 – Adopted in 2021, this bill amended several GMA requirements and also set limits on how jurisdictions can regulate PSH and emergency housing;
 - House Bill 1110 – Adopted in 2023, this bill requires cities to allow middle housing types in zones where single-family homes are allowed. Jurisdictions must make amendments to comply with this bill within six months of the Comprehensive Plan periodic review;
 - Housing Bill 1337 – Adopted in 2023, this bill requires cities and counties to amend the development regulations for ADUs. Jurisdictions must make amendments to comply with this bill within six months of the Comprehensive Plan periodic review; and
 - Senate Bill 5290 – Adopted in 2023, this bill requires cities and counties to meet permit review timetables.

Racially Disparate Impacts and Displacement Risk

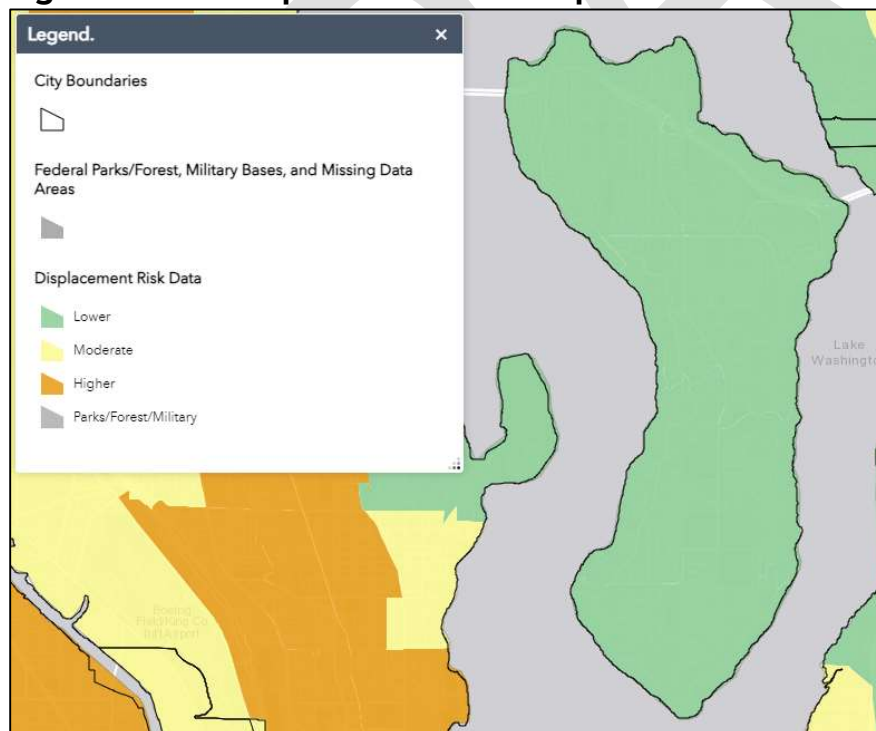
In 2021, the GMA was amended to require jurisdictions to identify potential racially disparate impacts, take steps to address those impacts, and reduce displacement risk. In 2023, Commerce provided guidance for complying with the GMA requirement to identify and begin undoing racially disparate impacts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

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

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

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

Figure 1. PSRC Displacement Risk Map.



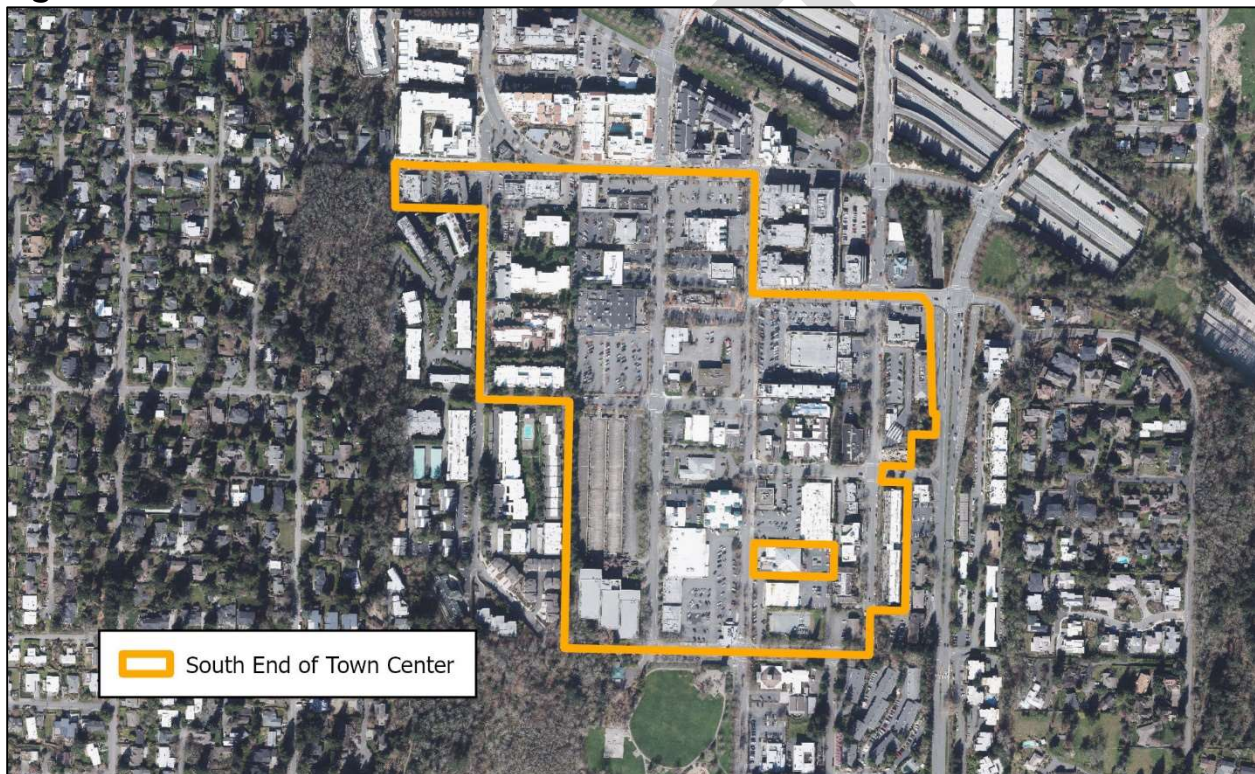
Source: Puget Sound Regional Council (PSRC) Displacement Risk Mapping. <https://www.psrc.org/our-work/displacement-risk-mapping>.

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

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

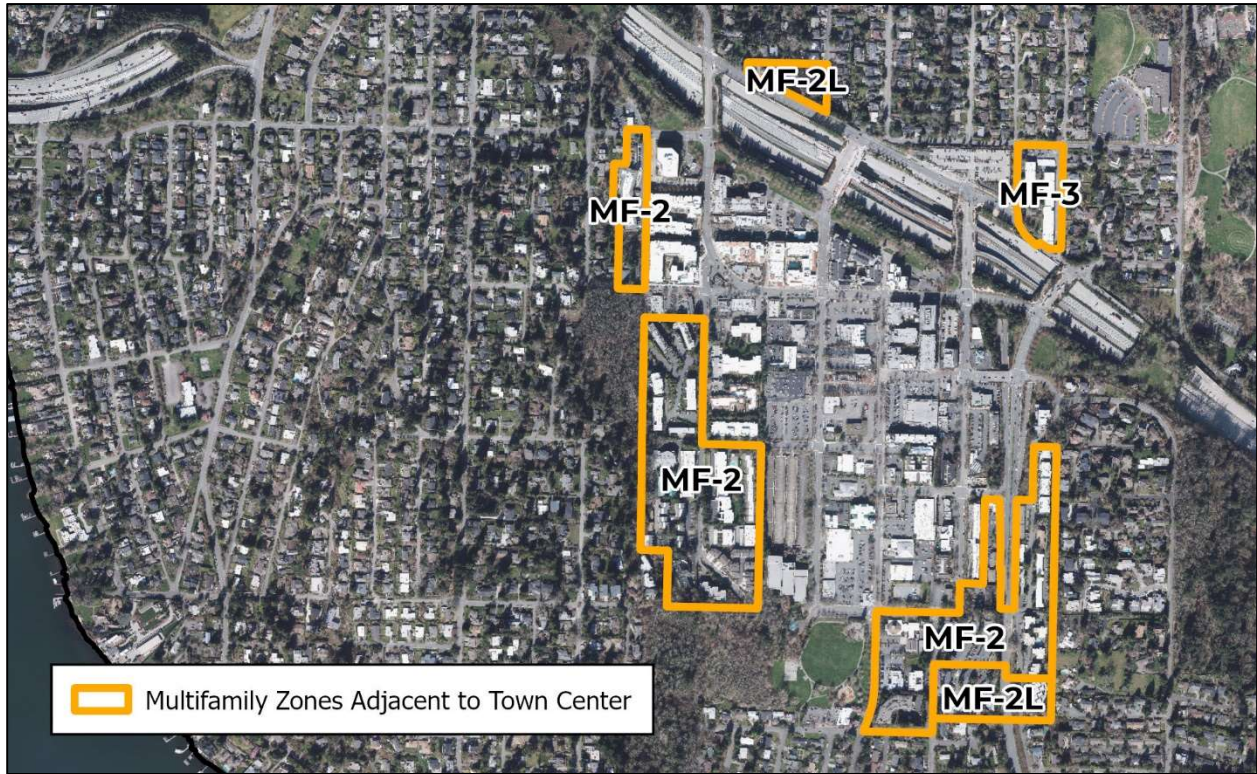
Figures 2, 3, and 4 show maps of the three areas that may be at higher risk of displacement.

Figure 2. South End of Town Center.



Source: RDI Evaluation dated December 15, 2023.

Figure 3. Multifamily Zones Adjacent to Town Center.



Source: RDI Evaluation dated December 15, 2023.

Figure 4. Multifamily Zones East of Town Center.



Source: RDI Evaluation dated December 15, 2023.

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

- Expand tenant protections;
- Intentional public outreach during implementation of the Comprehensive Plan;
- Increase the supply of affordable rental housing;
- Add incentives for the construction of affordable housing; and
- Increase capacity for multifamily and mixed-use housing.

Goals and Policies

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

- Overall housing strategies;
- Affordable housing;
- Racially disparate impacts;
- Anti-Displacement;
- Residential regulations; and
- Implementation.

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

- Accommodate the City's housing target and projected housing needs;
- Make adequate provisions for housing needs for all economic segments of the community;
- Provide for and address potential barriers to the preservation, improvement, and development of housing;
- Begin undoing racially disparate impacts from past housing policies;
- Reduce or mitigate displacement risk as zoning changes and development occur; and
- Realize the City's goals for housing.

II. Goals and Policies

Goal 1 – Overall Housing Strategies

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

Policies

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

1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County;

- 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing;
- 1.1.C Addressing racially disparate impacts;
- 1.1.D Reducing or mitigating displacement risk; and
- 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period.
- 1.2 Categorize household income level for the purposes of this element as follows:
 - 1.2.A High income is a household income that exceeds 120 percent of the AMI;
 - 1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI;
 - 1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI;
 - 1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and
 - 1.2.E Extremely low income is household income at or below 30 percent of the AMI.
- 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches:
 - 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing;
 - 1.3.B Moderate, Low-, and Very Low-Income –
 - (1) Implement strategies to preserve existing units;
 - (2) Implement strategies to increase the supply of new income restricted units; and
 - (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.
 - 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –
 - (1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and
 - (2) Coordinate efforts among providers, developers, and government agencies; and
 - (3) Organize resources in support of new income restricted development.
 - 1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City's level of need.
- 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:
 - 1.4.A Parks and open space;
 - 1.4.B Recreation opportunities and programs
 - 1.4.C Safe pedestrian and bicycle routes;

- 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;
- 1.4.E Clean air, soil, and water;
- 1.4.F Shelter from extreme heat events;
- 1.4.G Fresh and healthy foods;
- 1.4.H High-quality education from early learning through kindergarten through twelfth grade;
- 1.4.I Public safety;
- 1.4.J Artistic, musical, and cultural resources
- 1.4.K Affordable and high-quality transit options and living wage jobs;
- 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and
- 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.
- 1.5 Take actions to promote healthy and safe homes.
- 1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan.
- 1.7 Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities.
- 1.8 Discourage neighborhood segregation and the isolation of special needs populations.
- 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.
- 1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households.
- 1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity.
- 1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multifamily capacity elsewhere.

Goal 2 – Affordable Housing

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

Policies

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

- 2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing.
- 2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs.
- 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.
- 2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households.
- 2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs.
- 2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners.
- 2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing.

Goal 3 – Racially Disparate Impacts

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

Policies

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

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

Goal 4 – Anti-Displacement

Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs.

Policies

- 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).
- 4.2 Evaluate and consider implementing the following tenant protections:
 - 4.2.A Required advance notice of rent increases;
 - 4.2.B Relocation assistance; and
 - 4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.
- 4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should:
 - 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City;
 - 4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;
 - 4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and
 - 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions.
- 4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be

1 accompanied by findings that displacement risk has been adequately reduced
2 and/or mitigated.

3 4 **Goal 5 – Residential Regulations**

5
6 Goal: Regulations that affect residential development are balanced so that they
7 safeguard the public health, safety, and welfare.

8 9 **Policies**

10
11 5.1 Consider reviewing the multifamily development standards to identify potential
12 amendments that would:

13
14 5.1.A Reduce permit review times and costs;

15 5.1.B Simplify requirements,

16 5.1.C Limit design review process to administrative design review and ensure
17 that all design standards are objective and measurable;

18 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily
19 housing but rather carefully balance the need for parking and the cost of
20 providing it.

21 5.1.E Increase affordable housing incentives; and

22 5.1.F Address displacement risk from zoning changes.

23
24 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes,
25 townhomes, and other moderate density housing types in residential zones.

26
27 5.3 Amend residential development standards to allow middle housing types and
28 ADUs in residential zones consistent with the state law.

29
30 5.4 Consider amending ADU development standards to add flexibility and expand
31 options for the development of this type of housing to help meet housing needs
32 for moderate to low-income households.

33
34 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus
35 to require affordable housing.

36 37 **Goal 6 – Implementation**

38
39 Goal: The Housing Element is implemented in a timely and efficient manner so
40 that the City's goals are realized.

41 42 **Policies**

43
44 6.1 Establish a Housing Element implementation strategy and schedule in
45 conjunction with each biennial budget cycle. This implementation strategy can
46 be periodically updated and amended by City Council at any time thereafter and
47 should detail the following:

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

4 TRANSPORTATION ELEMENT

I. INTRODUCTION

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

The Transportation Element provides an inventory of ~~all of~~ Mercer Island's existing transportation system and includes auto, truck, bicycle, ~~bust~~transit, and pedestrian. ~~This update to the Transportation Element reflects the changes to circulation and operations related to the closure of the I-90 reversible lanes and related ramps.~~

OBJECTIVES OF THE TRANSPORTATION ELEMENT

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

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

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

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

Other legislative requirements addressed by the Transportation Element include the King County ~~2012~~2021 Countywide Planning Policies, the 1991 Commute Trip Reduction Act, the Americans with Disabilities Act (ADA) and the 1990 federal Clean Air Act Amendments. Each of these laws emphasizes closer coordination between a jurisdiction's land use planning and its approach to transportation planning.

TRANSPORTATION TODAY

Most of Mercer Island's streets are two lane residential streets with low to moderate volumes of traffic. Island Crest Way, a north-south arterial which runs the length of the Island, is an exception because it is a principal feeder route to I-90 and the Town Center. East and West Mercer Way ring the Island and provide

two more connections with I-90. SE 40th Street and Gallagher Hill Road also carry high traffic volumes in the north-central portion of the Island. In addition to arterial streets, the local street network provides access to private residences and properties. Public transit serves the Mercer Island Park and Ride and other locations on the Island.

~~Mercer Island has over 56 miles of trails, sidewalks and bicycle lanes for non-motorized travel. A regional trail runs across the north end of the Island along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.~~

UPCOMING CHANGES

~~The Sound Transit East Link light rail line, scheduled for completion in 2023, will change how Mercer Island residents travel and live. A new light rail station located north of the Town Center, on the I-90 corridor between 77th Avenue SE and 80th Avenue SE, will provide provides access to destinations in Seattle, Bellevue and other cities that are part of the Sound Transit system. As part of this change, many of the buses from the east side of Lake Washington will terminate at Mercer Island and bus riders will transfer to light rail. The existing park and ride at North Mercer Way is frequently at or near capacity, and parking demand will increase with light rail. As part of the mitigation agreement with Sound Transit, additional parking for the light rail station will be added in the Town Center.~~

~~Mercer Island has over 56 miles of trails, sidewalks, and bicycle lanes for non-motorized travel. In sum, these regional changes will likely affect travel and land use development patterns, particularly for the north end of the Island. The changes will also provide new opportunities for the Island and will support the vision and development of the Town Center. The regional Mountains-to-Sound Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.~~

LAND USE ASSUMPTIONS — THE COMPREHENSIVE PLAN

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

The transportation forecasts used in this element are based on Mercer Island growth targets for housing and employment, regional traffic forecasts by the Puget Sound Regional Council, and local traffic counts. Within the 20-year planning period, the City's growth target is 2,3201,239 new housing units and 1,160300 new jobs to be generated on the Island by 20352044.

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

TOWN CENTER PLAN

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

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

II. TRANSPORTATION GOALS AND POLICIES

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

GOAL 1:

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

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

GOAL 2:

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

- 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way.
- 2.2 ~~Continue to prioritize~~ Prioritize expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.

- 2.3 ~~Pursue opportunities for~~ Encourage partnerships with nonprofit providers and the private sector participation in the provision, and operation and maintenance of the transportation system.
- 2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity.
- 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature.
- 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ multimodal access to regional transit facilities.
- 2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

GOAL 3:

Minimize negative transportation impacts on the environment.

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

GOAL 4:

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

- 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:
- ~~• maintain existing and encourage new public transit service on the Island;~~
 - maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;
 - provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; and

Mercer Island, Washington, Comprehensive Plan, Element 4 - Transportation –

- continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.
- 4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.
 - 4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as:
 - providing small park and ride facilities throughout the Island; and
 - improving pedestrian access to transit with on and off-road pedestrian improvements.
 - 4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.
 - 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit.
 - 4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.
 - 4.7 Promote the development of ~~pedestrian~~ multimodal linkages ~~between public and private development and to~~ transit in the Town Center District.
 - 4.78 Promote the mobility of people and goods through a ~~multi-modal~~ multimodal transportation system consistent with the Pedestrian and Bicycle Facilities Plan.
 - 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.
 - 4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.

GOAL 5:

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

- 5.1 Comply with the requirements of the federal and state Clean Air Acts, and work with other jurisdictions in the Puget Sound region to achieve conformance with the State Implementation Plan.
- 5.2 Meet the requirements of the Americans with Disabilities Act (ADA) and apply these standards to development of the transportation system.

- 5.3 Comply with the Commute Trip Reduction requirements through the continued implementation of a CTR plan.
- ~~5.4 Assist regional agencies in the revisions and implementation of the Transportation 2040 (PSRC), WSDOT Highway System Plan, and the Washington Transportation Plan 2030 and subsequent versions of these documents.~~
- 5.4 Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.
- 5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.
- 5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.

GOAL 6:

Ensure coordination between transportation and land use decisions and development.

- 6.1 Ensure compatibility between transportation facilities and services and adjacent land uses, evaluating aspects such as:
- potential impacts of transportation on adjacent land use;
 - potential impacts of land development and activities on transportation facilities and services; and
 - need for buffering and/or landscaping alongside transportation facilities.
- 6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.
- 6.3 In the project development review process, evaluate transportation implications including:
- congestion and level of service;
 - connectivity of transportation facilities and services from a system perspective;
 - transit needs for travelers and for transit operators; and
 - non-motorized facilities and needs.
- 6.4 Ensure that transportation improvements, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years.
- 6.5 As part of a project's SEPA review, review the project's impact on transportation and require mitigation of on-site and off-site transportation impacts. The City shall mitigate cumulative impacts of SEPA-exempt projects through implementation of the Transportation Improvement Program.

- 6.6 ~~Develop~~Maintain standards and procedures for measuring the transportation impact of a proposed development and for mitigating impacts.
- 6.7 Participate in the review of development and transportation plans outside the City boundaries that may have an impact on the Island and its transportation system, and consider the effect of the City's transportation plans on other jurisdictions.
- 6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects including:
- locating structures on the site in order to facilitate transit and non-motorized travel modes;
 - placing and managing on-site parking to encourage travel by modes other than single occupant vehicles;
 - provision of convenient and attractive facilities for pedestrians and bicyclists; and
 - provision of public easements for access and linkages to pedestrian, bicycle, and transit facilities.
- 6.9 Require adequate parking and other automobile facilities to meet anticipated demand generated by new development.

GOAL 7:

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

- 7.1 Include requirements in the City's roadway design standards, ~~requirements~~ for facilities to safely accommodate travel by all travel modes.
- 7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities.
- ~~7.3~~ 7.3.3 Reduce the number of deaths and serious injuries caused by vehicle collisions on Mercer Island to zero by 2030.
- 7.4 Emphasize transportation network connectivity to minimize travel distances and emergency response times by avoiding permanent closure of streets to through traffic.
- 7.5 Monitor the condition and performance of the transportation system to compare growth projections with actual conditions, assess the adequacy of transportation facilities and services, and to identify locations where improvements may become necessary.
- ~~7.46~~ Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.
- ~~7.57~~ Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings.

- 7.68 Verify the policies, criteria, and a process to determine when, and under what conditions, private roads and privately maintained roads in the public right-of-way should be accepted for public maintenance and improvement.
- 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.
- 7.810 Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes.
- 7.911 New or remodeled public institutions, commercial mixed use, and multifamily facilities should have sufficient storage for bicycles and other active transportation modes.

GOAL 8:

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

- 8.1 Continue to recognize I-90 as a highway of statewide significance.
- 8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.
- 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents.
- 8.4 Maintain an effective role in regional transportation planning, decision-making and implementation of transportation system improvements.

GOAL 9:

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

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

GOAL 10:

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

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

GOAL 11:

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

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

GOAL 12:

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

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

III. TRANSPORTATION SYSTEM—EXISTING CONDITIONS

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

~~TRAVEL PATTERNS HOW MERCER ISLANDERS MOVE ABOUT~~

~~Mercer Island has relatively high levels of vehicle ownership and personal mobility. Approximately 70 percent of the households on Mercer Island have two or more vehicles, while less than five percent of households have no vehicle at all. Comparing the 2016 American Community Survey (US Census) data with the 2000 US Census data, a number of changes are observed.~~

~~The percent of Mercer Island residents who commute to work by driving alone has dropped from 76 percent to 72 percent, those who take a bus or carpool to work decreased from 17 percent to 14 percent, and those who work at home increased from seven percent to ten percent. The average travel time to work for Mercer Island residents is 25 minutes, which is below the regional average of 32 minutes.~~

~~A November 2013 WSDOT Mercer Island Travel Survey found that 55 percent of commute trips originating on the Island traveled west towards Seattle and 45 percent traveled east towards Bellevue.~~

ROADWAY NETWORK

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

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

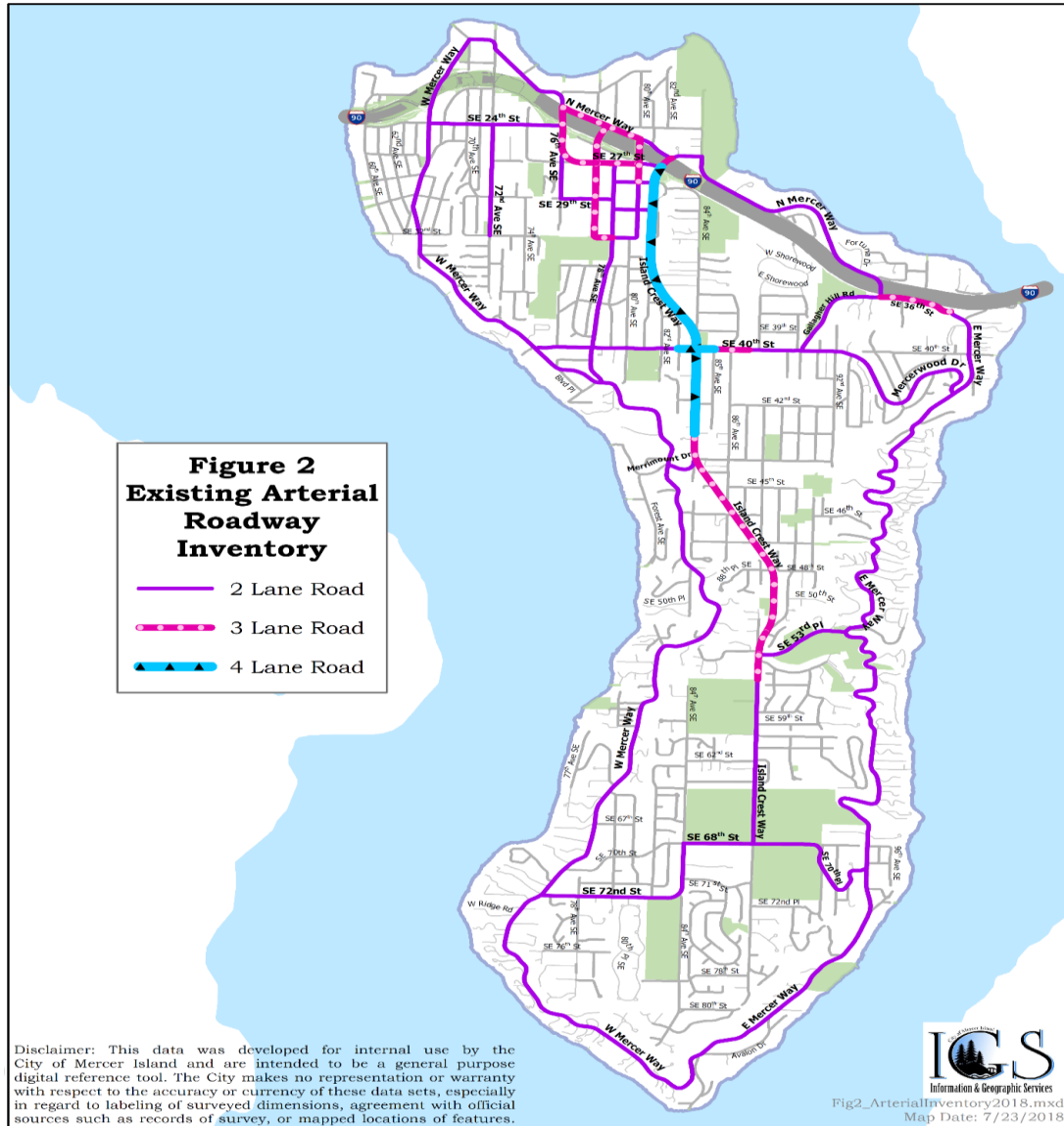
Roadways on the Island are classified into different categories according to their purpose and physical characteristics. The categories are:

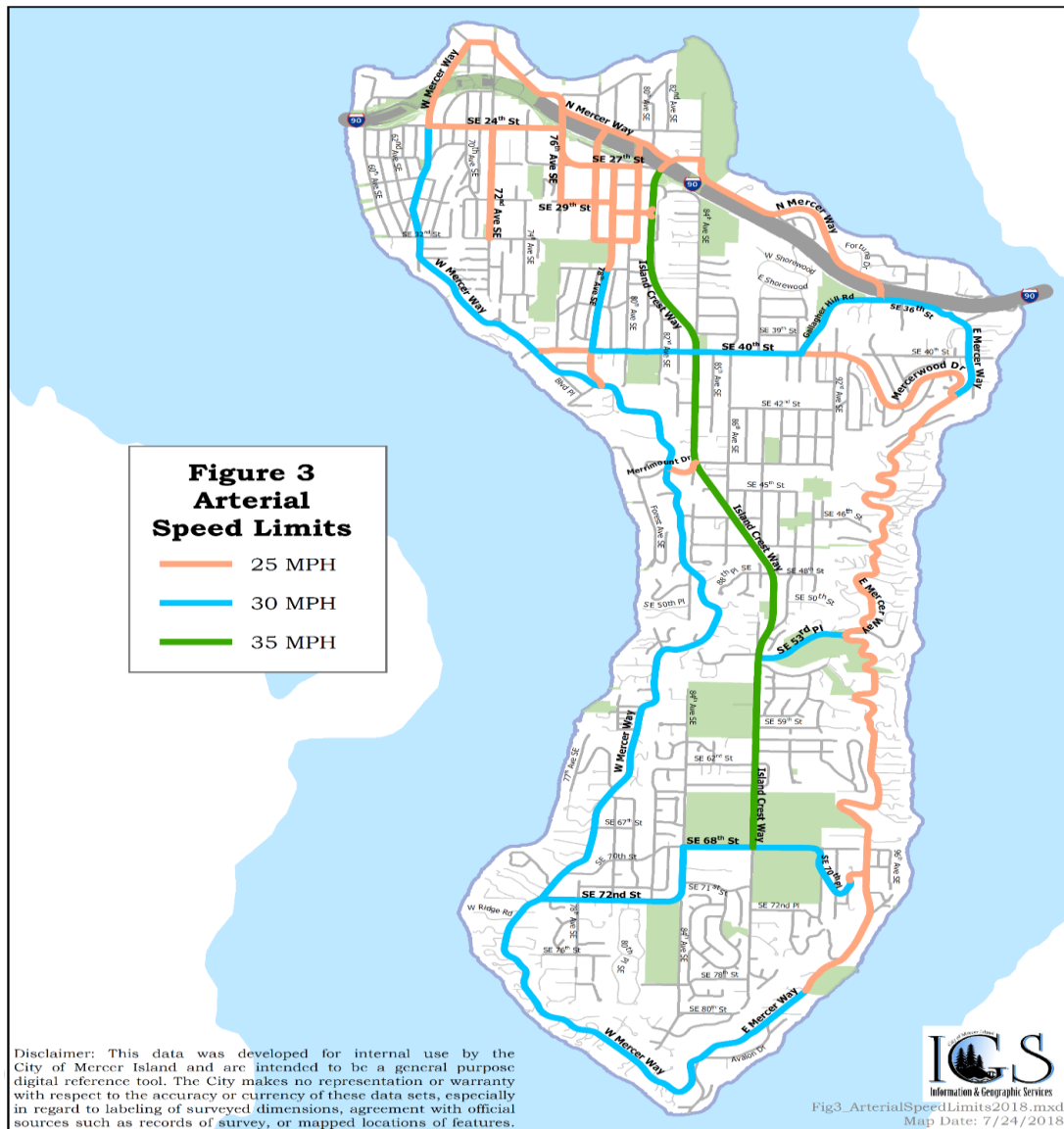
- **Principal arterials** carry the highest volumes of traffic and provide the best mobility in the roadway network. These roads generally have higher speed limits, higher traffic volumes, and limit access to adjacent land uses.
- **Secondary arterials** connect with and augment principal arterials and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

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

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







LEVEL OF SERVICE STANDARDS

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

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

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

TRAFFIC OPERATIONS

For transportation planning purposes, traffic operations are typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. On Mercer Island, the peak hour of traffic operations typically corresponds with the afternoon commute, which falls between 4:00 PM and 6:00 PM in the afternoon (PM peak hour). Traffic counts were collected and analyzed at 39 intersections throughout the Island.

Select intersections for the AM peak hour were counted and analyzed to provide an understanding of the transportation system during the morning commute, which typically peaks between 7:30 AM and 8:30 AM.

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

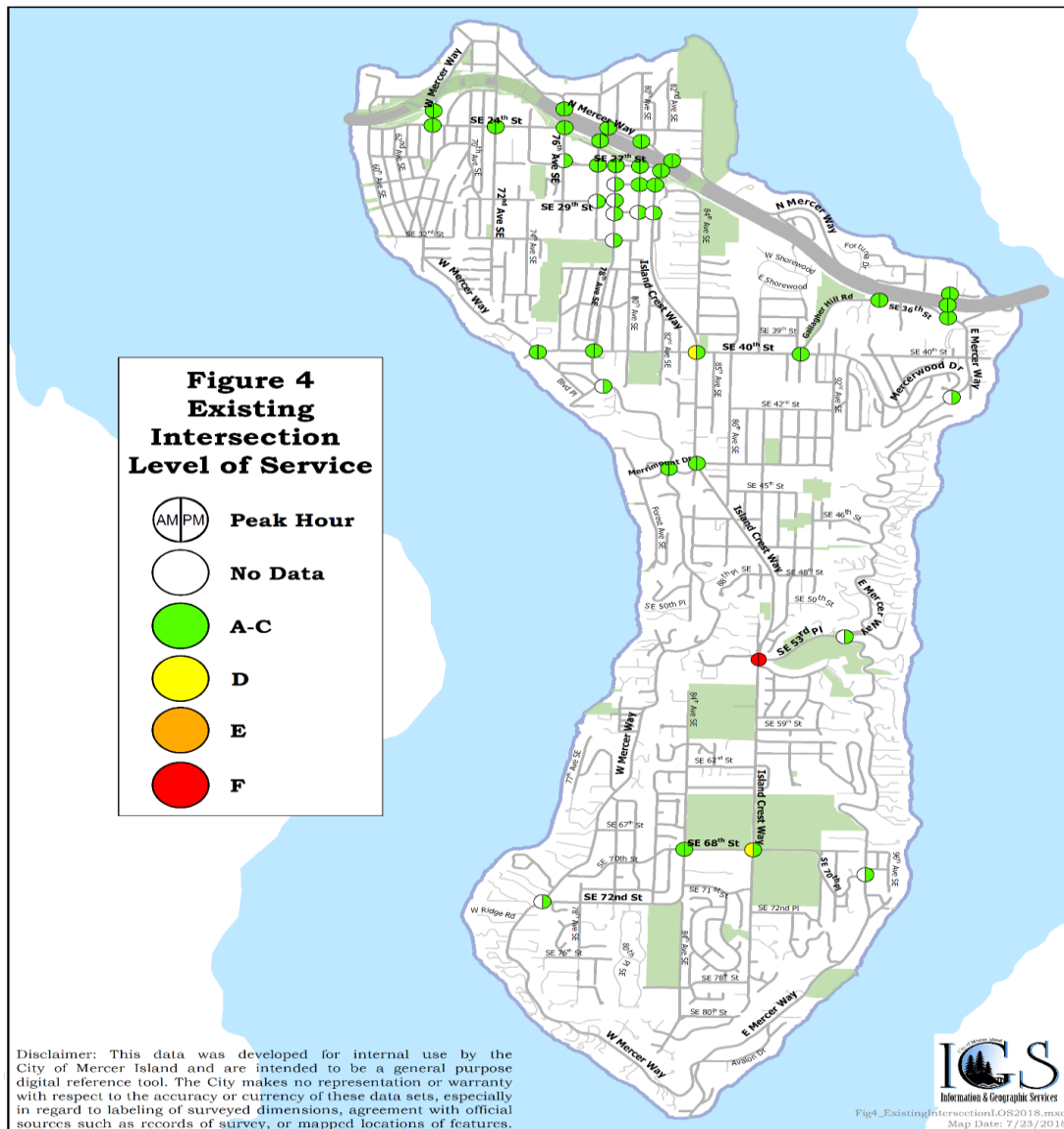
Table 1 and Figure 4 show the AM and PM peak hour operations for each of the study intersections. Outside of the Town Center, the analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for existing conditions, except the intersection of SE 53rd Place/Island Crest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

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

Table 1. 2018 Existing Intersection Operations

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

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



PARKING

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

In 2001, the The City implemented manages a permit parking program for on-street parking in the Town Center in response to overflow conditions at the Mercer Island Park and Ride lot. This program preserves selected public on-street parking spaces for Mercer Island resident use, between the hours of 7:00 AM and 9:00 AM, Monday through Friday. All Mercer Island residents are eligible for a Town Center District permit which will allow them to park on Town Center streets during the specified hours.

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

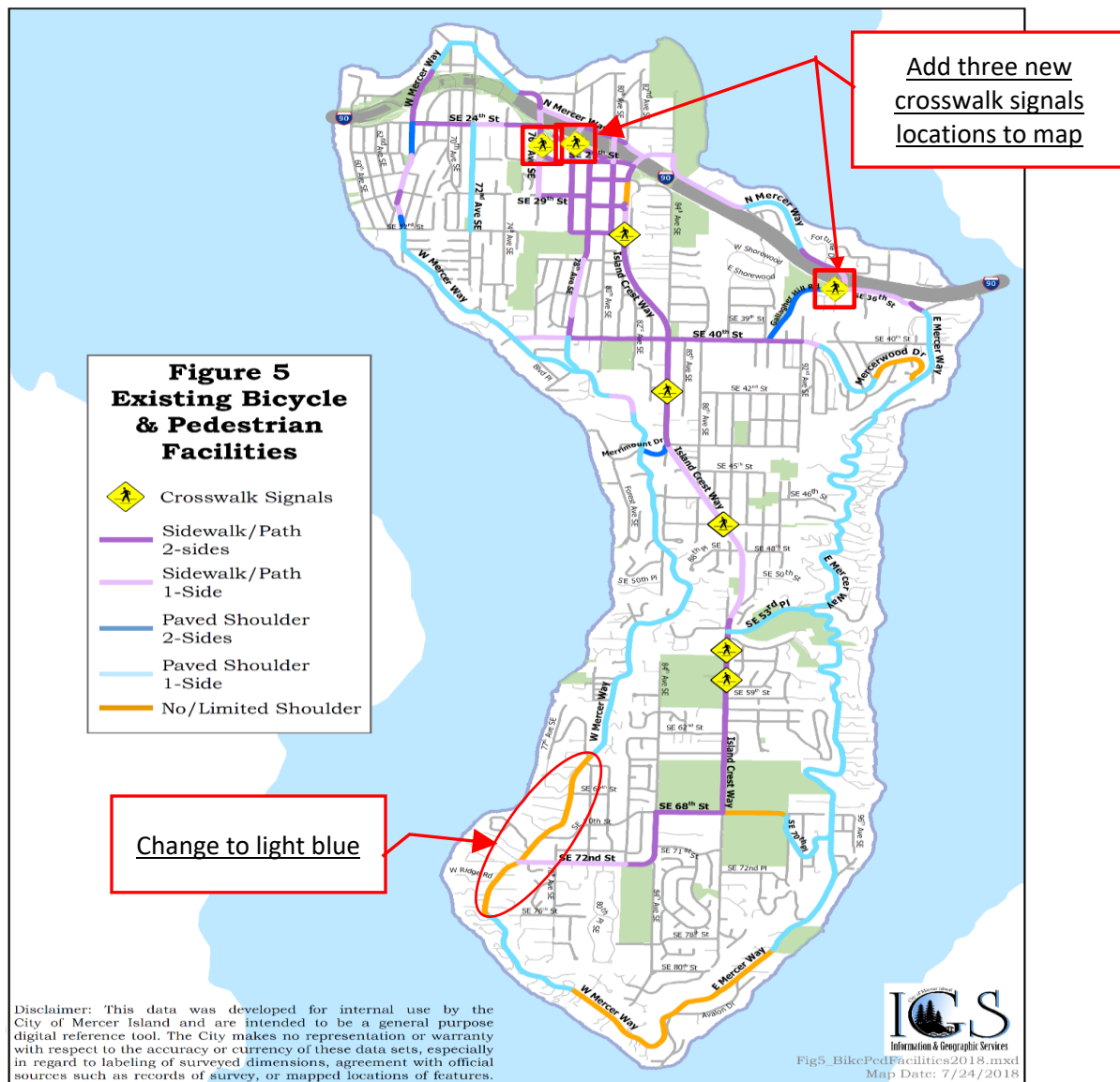
BICYCLE AND PEDESTRIAN FACILITIES

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

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

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

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



PUBLIC TRANSPORTATION

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

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

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

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

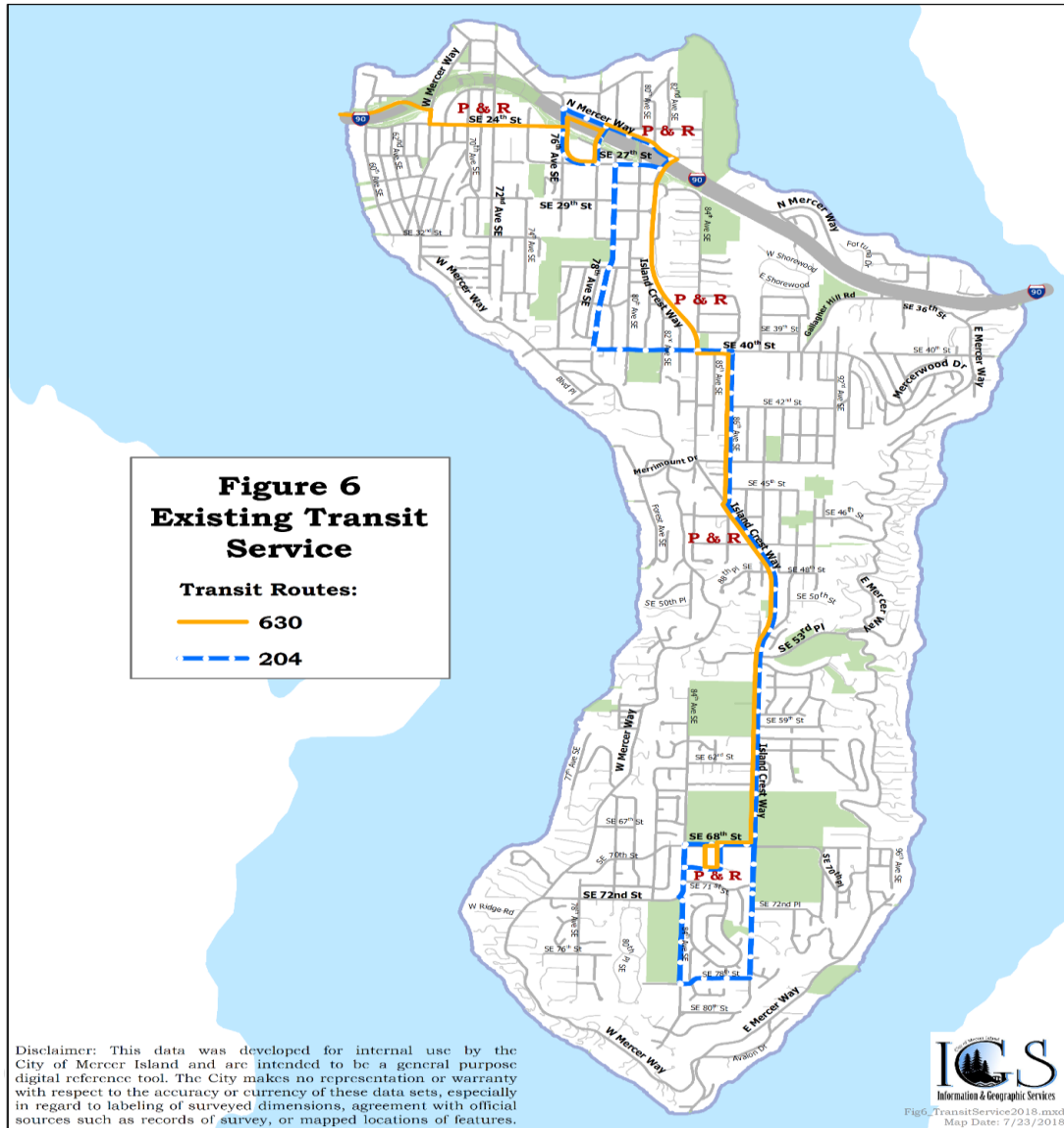
Custom bus service includes specially designed routes to serve specific travel markets, such as major employers, private schools, or other special destinations. These services are typically provided during peak commute hours, and operate on fixed routes with limited stops. Custom bus service is currently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

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

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

Route 204 provides service between the Mercer Island Park and Ride lot and the Mercer Village Center. This route travels on 78th Avenue SE, SE 40th Street, 86th Avenue SE, Island Crest Way, and SE 68th Street to the Mercer Village Center. ~~The route operates every 30–60 minutes from approximately 6:00 AM to 7:00 PM on weekdays. Metro plans to increase this route's service frequency in 2019, including additional service on Saturdays.~~

Route 630 is a community shuttle which provides service between downtown Seattle and the Mercer Village Center. ~~It provides five trips toward downtown Seattle in the morning and five trips toward Mercer Village in the evening.~~



PARK AND RIDE

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

~~According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the~~The Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island.

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

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
Mercer Island Park and Ride	8000 N Mercer Way	447	447	100%
Mercer Island Presbyterian Church	3605 84th Ave SE	14	13	93%
United Methodist Church	70th Ave SE & SE 24th St	18	17	96%
Mercer Village Center	84th Ave SE & SE 68th St	21	7	32%
Congregational Church of Mercer Island	4545 Island Crest Way	28	3	11%
Source: Metro Transit P&R Utilization Report Fourth Quarter 2017.				

SCHOOL TRANSPORTATION

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

RAIL SERVICES & FACILITIES

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

AIR TRANSPORTATION

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

WATER TRANSPORTATION

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

IV. TRANSPORTATION SYSTEM—FUTURE NEEDS

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

FUTURE TRAVEL DEMAND

The future traffic volumes were forecast for the year ~~2035~~2044 based on the City's land use and zoning, as well as the housing and employment growth targets, as identified in the 2021 King County Buildable Lands (2014) Urban Growth Capacity report. More than 70 percent of new households and 76 percent of new jobs are forecasted to occur within the Town Center.

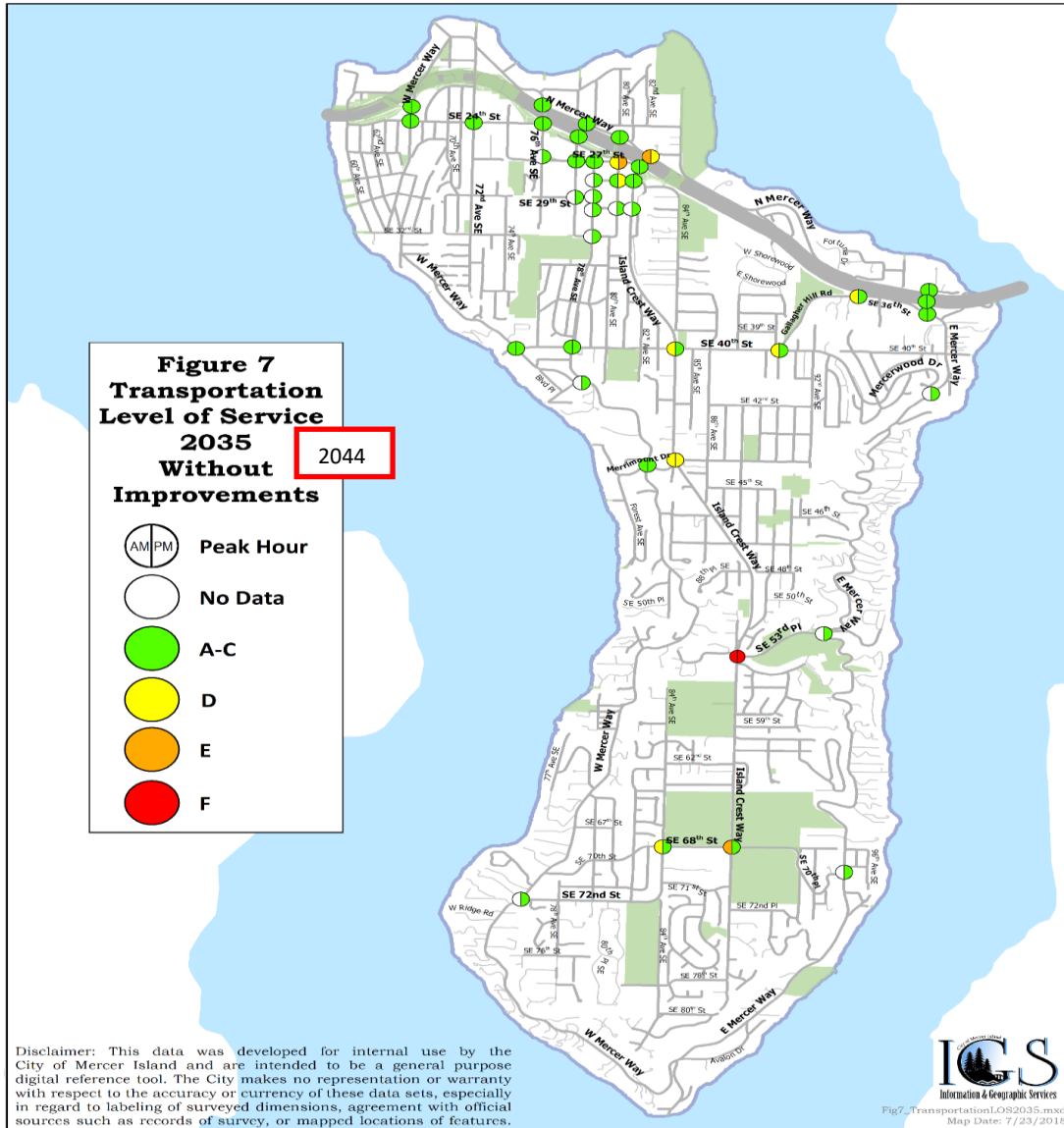
~~The analysis assumes the opening of the East Link light rail line in 2023, which will result in~~provides an additional travel option between the Town Center and regional destinations.

Town Center traffic growth reflects the higher potential for pedestrian and transit trips. Overall, the traffic growth in the Town Center is forecast to increase by ~~an average of 28 percent between 2018—2035~~2024 and 2044, an annual growth rate of 1.54 percent. For areas outside the Town Center, traffic growth is expected to be lower with approximately ten percent growth between ~~2018—2035~~2024 and 2044, an annual growth rate of 0.5 percent. The resulting forecasted traffic volumes directly reflect the anticipated land use, housing, and employment growth assumptions for the Island.

TRAFFIC OPERATIONS WITHOUT IMPROVEMENTS

The ~~2035~~2044 traffic analysis uses the forecasted growth in traffic and planned changes to the regional transportation system ~~(light rail station and associated I-90 projects)~~. Figure 7 shows the future traffic operations at the study intersections without any changes to roadway capacity on Mercer Island.

Results of the ~~2035~~2044 traffic operations analysis show that five intersections would operate below the LOS standards by ~~2035~~2044 if improvements are not made to the intersections. In the Town Center, the two intersections of SE 27th Street/80th Avenue SE and SE 28th Street/80th Avenue SE, would operate at LOS D or worse during either the AM or PM peak hours, without improvements. Outside of the Town Center, the intersections of SE 53rd Place/Island Crest Way and SE 68th Street/Island Crest Way would operate below the LOS D standard during either the AM or PM peak hours. The WSDOT-controlled intersection at the I-90 westbound off-ramp/N Mercer Way/Island Crest Way intersection would operate at LOS E during ~~2035~~2044 AM peak hour. The City will work with the WSDOT to explore improvements at this intersection.



RECOMMENDED IMPROVEMENTS

In addition to the projects identified in the City's 2019—2024 Six-Year 2023 – 2028 Transportation Improvement Program (TIP₇), a future transportation needs analysis recommended additional projects based on the long-range mobility and safety needs through 20352044. These include projects from the City's Transportation Impact Fee program and select projects from the City's Pedestrian and Bicycle Facilities Plan. Figure 8 shows the locations of the recommended improvement projects. Table 3 provides a map identification, describes the location and details for each of the projects, and estimates a project cost. The table is divided into two main categories of project types:

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

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

The recommended improvements identify a total of ~~\$48.3~~ approximately \$60 million of transportation improvements over the next 20 years. About ~~62~~ 50 percent (\$30.0 million) of the total is for street preservation and resurfacing projects to maintain the existing street system. Another ~~21~~ 37 percent (~~\$10.4~~ \$5.48 million) is for non-motorized system improvements. About ~~11~~ 13 percent (~~\$5.48~~ million) is for traffic operational intersection and roadway improvements at intersections that maintain LOS. Approximately five percent (\$2.5 million) is for vehicle and non-motorized improvements that enhance access to the future light rail station and address issues related to the closure of the I-90 center roadway.

TRAFFIC OPERATIONS WITH RECOMMENDED IMPROVEMENTS

With the recommended improvements, the intersection operations will meet the City's LOS standard for intersection operation and the transportation system will provide a better network for pedestrian and bicycle travel, allowing greater mobility for Island residents. In addition, improvements to regional transportation facilities will accommodate growth in housing and employment, which will be focused in the Town Center, where residents can be easily served by high-capacity transit. Table 4 compares the ~~2035~~ 2044 intersection study locations without and with the recommended improvements for each of the AM and PM study locations.

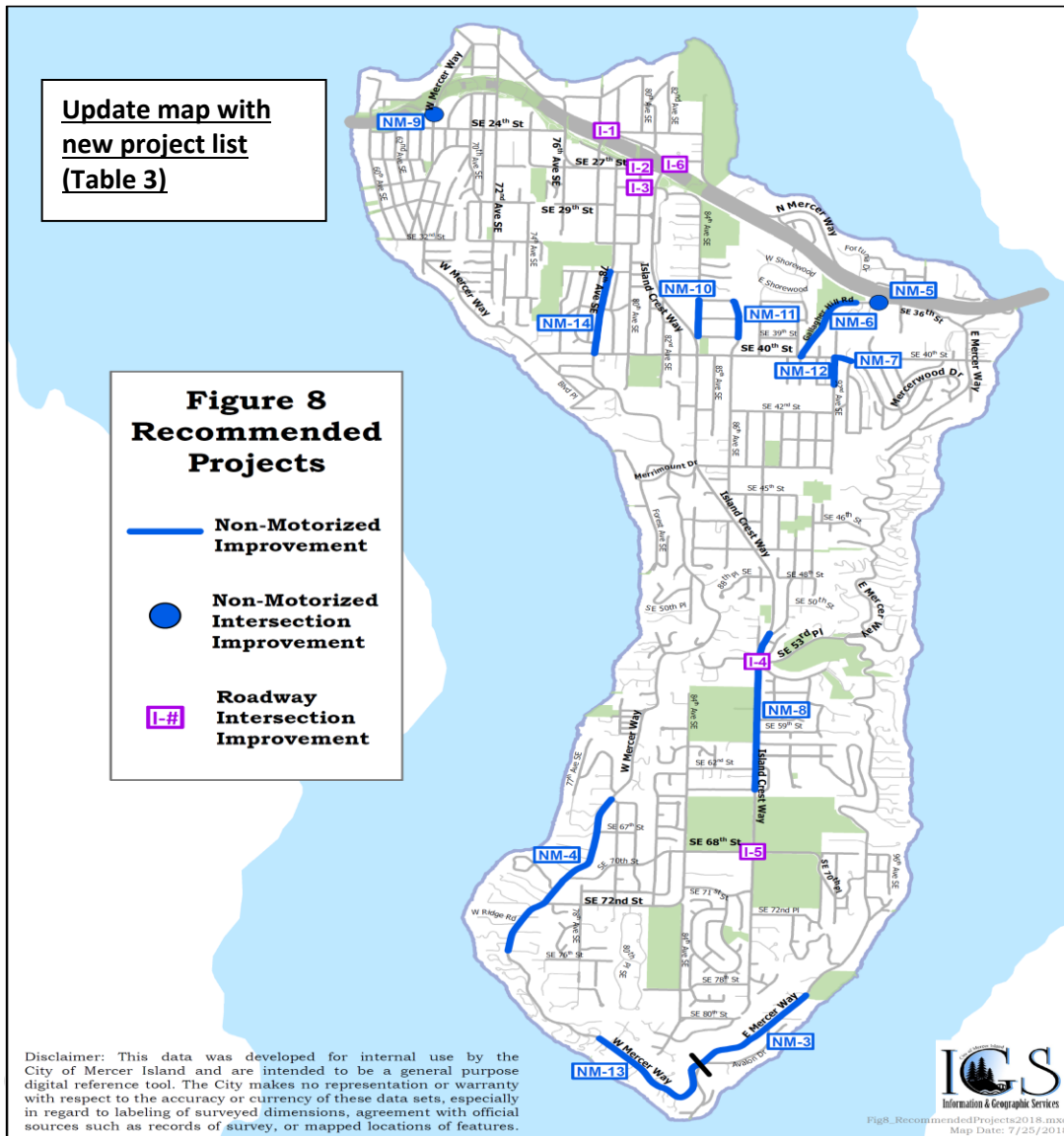


Table 3. Recommended Project List 2018—20352022—2044

ID	Location	Description	Justification	Cost (\$)
Non-Motorized Projects (NM)				
NM-1	Pedestrian and Bicycle Facilities Plan Implementation	Annual funding for non-motorized improvements.	2019—2024 TIP: Project D1	810,000 (\$45,000 per year)
NM-2	ADA Compliance Plan Implementation — Biennial	Design and construct improvements to meet ADA	2019—2024 TIP: Project D2	675,000 (\$75,000 every other year)

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		compliance standards.		
NM-3	East Mercer Way Roadside Shoulders (Clarke Beach to Avalon Drive)	Add paved shoulders for non-motorized users.	2019—2024 TIP: Project D3	483,000
NM-4	West Mercer Way Roadside Shoulders Phase 2 (SE 70th Street to 7400 Block) and Phase 3 (SE 65th Street to SE 70th Street)	Add a shoulder on the east side of West Mercer Way for non-motorized users.	2019—2024 TIP: Project D4	796,000
NM-5	Crosswalk Improvement at SE 36th Street and North Mercer Way Intersection	Add pedestrian crossing with refuge island, ADA improvements, and rectangular rapid flashing beacons (RRFBs)	2019—2024 TIP: Project D5	100,000
NM-6	Gallagher Hill Road Sidewalk Improvement	Construct concrete curb, gutter, and sidewalk along east side of street.	2019—2024 TIP: Project D6	540,000
NM-7	Mercerwood Drive between 92nd Avenue SE and 93rd Avenue SE	Safe routes to school pedestrian facility along south side of street.	2019—2024 TIP: Project D7	200,000
NM-8	Island Crest Way Bike Route between 90th Avenue SE and SE 63rd Street	Complete missing gap in north-south bike route.	East Link mitigation/2019—2024 TIP: Project E1 (design only \$300,000)	2,000,000
NM-9	I-90 Trail Crossing at West Mercer Way	Construct enhanced trail crossing.	East Link mitigation/2019—2024 TIP: Project E2	300,000
NM-10	84th Avenue SE Sidewalk between SE 33rd Street and SE 36th Street	Construct sidewalk.	Safe routes to school	350,000
NM-11	86th Avenue SE Sidewalk Phase 2	Add sidewalk along east side of street.	Safe routes to school	340,000

	between SE 36th Street and SE 39th Street			
NM-12	92nd Avenue SE Sidewalk between SE 40th Street to SE 41st Street	Construct sidewalk along west side of street.	Safe routes to school	200,000
NM-13	West Mercer Way Roadside Shoulders (8100 block to Avalon Drive)	Add a paved shoulder (east side) for non-motorized users.	Pedestrian and Bicycle Facilities Plan: Project WMW8	2,000,000
NM-14	78th Avenue SE between SE 34th Street and SE 40th Street	Improve pedestrian and bicycle facilities to connect with Town Center.	Pedestrian and Bicycle Facilities Plan: Project N15 and N16	1,560,000
Intersection Projects (I)/Road Projects (R)				
I-1	77th Avenue SE/N Mercer Way	Roundabout or traffic signal.	East Link bus-rail integration/fails to meet LOS standard	Sound Transit Mitigation
I-2	SE 27th Street/80th Avenue SE	Traffic signal.	East Link mitigation/fails to meet LOS standard	Sound Transit Mitigation
I-3	SE 28th Street/80th Avenue SE	Traffic signal.	Fails to meet LOS standard	1,810,000
I-4	SE 53rd Place/Island Crest Way	Traffic signal.	Fails to meet LOS standard	1,450,000
I-5	SE 68th Street/Island Crest Way	Traffic signal or roundabout.	Fails to meet LOS standard	1,660,000 ¹
I-6	N Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	Fails to meet WSDOT LOS Standard	500,000 ²
I-7	Light Rail Station Access Improvements and Mitigation for I-90 Center Roadway Closure	Vehicle and non-motorized improvements that enhance access to station and address issues related to I-90 center roadway closure.	Light rail station scheduled to open in 2023	2,500,000
R-1	Street Preservation/Maintenance	Resurfacing arterial and residential streets based on PCI rating.	2019—2024 TIP: Projects A1, B3, C1—C10	30,000,000

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¹ Cost estimate reflects higher cost option of alternative actions.	Total 2018—2035 Projects	\$48,274,000	
² Cost estimate represents a 10% City share; total cost is \$5,000,000.			

ID	Location	Description	Justification	Cost (\$)
Non-Motorized Projects (NM)				
<u>NM-1</u>	<u>80th Ave SE Sidewalk (SE 27th St - SE 32nd St)</u>	<u>Replace existing curb, sidewalk, ADA ramps, trees, and lighting.</u>	<u>2023-2028 TIP (SP136)</u>	<u>1,376,000</u>
<u>NM-2</u>	<u>78th Ave SE Sidewalk (SE 32nd St - SE 34th St)</u>	<u>Replace existing curb, sidewalk, ADA ramps, trees, and lighting.</u>	<u>2023-2028 TIP (SP137)</u>	<u>779,488</u>
<u>NM-3</u>	<u>West Mercer Way Roadside Shoulders (8100 WMW - 8400 EMW)</u>	<u>Add shoulder along the east side of West Mercer Way for nonmotorized users.</u>	<u>2023-2028 TIP (SP138)</u>	<u>690,979</u>
<u>NM-4</u>	<u>Gallagher Hill Road Sidewalk Improvement</u>	<u>Construct sidewalk.</u>	<u>2023-2028 TIP (SP139)</u>	<u>508,455</u>
<u>NM-5</u>	<u>SE 40th St Sidewalk Improvement (Gallagher Hill Road - 93rd Ave SE)</u>	<u>Replace/improve existing sidewalks and construct bike lanes.</u>	<u>2023-2028 TIP (SP140)</u>	<u>997,639</u>
<u>NM-6</u>	<u>ADA Transition Plan Implementation</u>	<u>Construct pedestrian facility improvements to comply with the City's ADA Transition Plan.</u>	<u>2023-2028 TIP (SP141)</u>	<u>5,000,000</u>
<u>NM-7</u>	<u>Island Crest Way Corridor Improvements (90th Ave SE - SE 68th St)</u>	<u>Implementation of recommendations from Island Crest Way Corridor Safety Analysis.</u>	<u>2023-2028 TIP (SP142)</u>	<u>1,526,375</u>
<u>NM-8</u>	<u>North Mercer Way - MI Park and Ride Frontage Improvements</u>	<u>Remove bus bay on north side of NMW, widen trail, and construct safety improvements.</u>	<u>2023-2028 TIP (SP144)</u>	<u>1,203,081</u>
<u>NM-9</u>	<u>Pedestrian and Bicycle Facilities Plan Implementation</u>	<u>Annual program to identify, prioritize, design, and construct spot improvements and gap completion projects.</u>	<u>2023-2028 TIP (SP145)</u>	<u>1,340,000</u>
<u>NM-10</u>	<u>SE 32nd St Sidewalk Replacement (77th Ave SE - 78th Ave SE)</u>	<u>Replace sidewalk and trees adjacent to Mercerdale Park due to tree damage.</u>	<u>2023-2028 TIP (SP147)</u>	<u>324,719</u>

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<u>NM-11</u>	<u>East Mercer Way Roadside Shoulders (SE 79th St - 8400 block)</u>	<u>Add shoulder along the west side of East Mercer Way for nonmotorized users.</u>	<u>2023-2028 TIP (SP148)</u>	<u>531,105</u>
<u>NM-12</u>	<u>78th Ave SE Nonmotorized Improvements (SE 34th St - SE 40th St)</u>	<u>Improve pedestrian and bicycle facilities to connect with Town Center.</u>	<u>2022 Transportation Impact Fee (#3)</u>	<u>1,697,000</u>
<u>NM-13</u>	<u>84th Ave SE Sidewalk (SE 33rd St - SE 36th St)</u>	<u>Construct sidewalk.</u>	<u>2022 Transportation Impact Fee (#4)</u>	<u>597,000</u>
<u>NM-14</u>	<u>86th Ave SE Sidewalk Phase 2 (SE 36th St - SE 39th St)</u>	<u>Construct sidewalk along east side of street.</u>	<u>2022 Transportation Impact Fee (#5)</u>	<u>1,141,000</u>
<u>NM-15</u>	<u>92nd Ave SE Sidewalk (SE 40th St - SE 41st St)</u>	<u>Construct sidewalk along west side of street.</u>	<u>2022 Transportation Impact Fee (#6)</u>	<u>803,000</u>
<u>NM-16</u>	<u>Merrimount Dr Sidewalk (ICW - Mercer Way)</u>	<u>Construct sidewalk along both sides of street.</u>	<u>2022 Transportation Impact Fee (#8)</u>	<u>632,000</u>
<u>NM-17</u>	<u>78th Ave SE Sidewalk (SE 40th St - SE 41st St)</u>	<u>Construct sidewalk along west side of street.</u>	<u>2022 Transportation Impact Fee (#9)</u>	<u>250,000</u>
<u>NM-18</u>	<u>86th Ave SE Nonmotorized Improvements (SE 42nd St - ICW)</u>	<u>Construct bike facilities and sidewalk along west side of street.</u>	<u>2022 Transportation Impact Fee (#10)</u>	<u>2,666,000</u>
<u>Intersection Projects (I)/Road Projects (R)</u>				
<u>I-1</u>	<u>WithoutMinor Capital - Traffic Operations Improvements</u>	<u>With RecommendedImprovements-Minor improvements to address traffic operation and safety issues.</u>	<u>WithoutImprovements 2023-2028 TIP (SP143)</u>	<u>With RecommendedImprovements 313,295</u>
<u>I-2</u>	<u>SE 28th St/80th Ave SE</u>	<u>Install traffic signal.</u>	<u>2022 Transportation Impact Fee (#1)</u>	<u>1,464,000</u>
<u>I-3</u>	<u>80th Ave SE/North Mercer Way</u>	<u>Add turn lane to improve traffic operations at the intersection.</u>	<u>2022 Transportation Impact Fee (#14)</u>	<u>754,000</u>
<u>I-4</u>	<u>North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way</u>	<u>Add exclusive westbound left turn lane at I-90 off-ramp.</u>	<u>2022 Transportation Impact Fee (#15)</u>	<u>650,000</u>
<u>I-5</u>	<u>SE 53rd Pl/Island Crest Way</u>	<u>Install traffic signal.</u>	<u>Fails to meet LOS standard</u>	<u>1,907,130</u>

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<u>I-6</u>	<u>SE 68th St/Island Crest Way</u>	<u>Install traffic signal or roundabout.</u>	<u>Fails to meet LOS standard in the future</u>	<u>2,151,590</u>
<u>R-1</u>	<u>77th Ave SE Channelization (SE 32nd - North Mercer Way)</u>	<u>Rechannalization of the roadway to comply with street design standards.</u>	<u>2023-2028 TIP (SP146)</u>	<u>53,324</u>
<u>R-2</u>	<u>Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.</u>	<u>Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.</u>	<u>2022 Transportation Impact Fee (#11)</u>	<u>690,000</u>
<u>R-3</u>	<u>Street Preservation/Maintenance</u>	<u>Resurfacing arterial and residential streets based on pavement conditions.</u>	<u>2023-2028 TIP</u>	<u>30,000,000</u>
Total 2022—2044 Projects				60,047,180

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

<u>Intersection</u>	<u>2044 AM Peak Hour</u>		<u>2044 PM Peak Hour</u>	
	<u>Without Improvements</u>	<u>With Recommended Improvements</u>	<u>Without Improvements</u>	<u>With Recommended Improvements</u>
Intersections Within and Adjacent to the Town Center Intersections (LOS C Standard)				
SE 24th St/76th Ave SE	B	B	B	B
N Mercer Way/77th Ave SE	A	B	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C	C	C
SE 27th St/76th Ave SE	—	—	B	B
SE 27th St/77th Ave SE	B	B	C	C
SE 27th St/78th Ave SE	B	B	B	B
SE 27th St/80th Ave SE	D	B	E	B
SE 28th St/78th Ave SE	—	—	B	B
SE 28th St/80th Ave SE	B	B	D	B
SE 28th St/Island Crest Way	B	B	C	C
SE 29th St/77th Ave SE	—	—	B	B
SE 29th St/78th Ave SE	—	—	C	C
SE 30th St/78th Ave SE	—	—	C	C

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SE 30th St/80th Ave SE	—	—	B	B
SE 30th St/Island Crest Way	—	—	B	B
SE 32nd St/78th Ave SE	—	—	C	C
WSDOT Intersections (LOS D Standard)				
I-90 EB off-ramp/I-90 WB on-ramp/W Mercer Way	B	B	B	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	B	B	A	A
I-90 EB off-ramp/77th Ave SE	B	B	B	B
I-90 WB off-ramp/N Mercer Way/Island Crest Way	E	C	D	C
I-90 EB on-ramp/SE 27th St/Island Crest Way	C	C	C	C
I-90 WB ramps/100th Ave SE	C	C	B	B
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B	B	B
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B	B	B
Outside of Town Center Intersections (LOS D Standard)				
SE 24th St/W Mercer Way	B	B	C	C
SE 24th St/72nd Ave SE	B	B	B	B
SE 36th St/N Mercer Way	D	D	C	C
SE 40th St/W Mercer Way	B	B	B	B
SE 40th St/78th Ave SE	B	B	B	B
SE 40th St/Island Crest Way	D	D	C	C
SE 40th St/SE Gallagher Hill Rd	D	D	C	C
Mercerwood Dr/E Mercer Way	—	—	B	B
W Mercer Way/78th Ave SE	—	—	B	B

Merrimount Dr/W Mercer Way	C	C	C	C
Merrimount Dr/Island Crest Way	D	D	D	D
SE 53rd Place/Island Crest Way	F	B	F	B
SE 53rd Place/E Mercer Way	—	—	A	A
SE 68th St/84th Ave SE	D	D	B	B
SE 68th St/Island Crest Way	E	A	C	A
SE 70th Place/E Mercer Way	—	—	B	B
SE 72nd St/W Mercer Way	—	—	B	B

V. FINANCIAL ANALYSIS

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

In ~~2017~~2022, the City's primary funding sources for local transportation projects included: gas tax revenues (~~\$510429,000.00~~), real estate excise tax (~~\$2,845253,000.00~~), Transportation Benefit District vehicle fees (~~\$370375,000.00~~) and transportation impact fees (~~\$23775,000.00~~). In total, the City received approximately ~~\$2.73.1 million (2016)~~ and ~~\$4.0 million (2017)~~ in annual transportation revenues.

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

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

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

VI. IMPLEMENTATION STRATEGIES

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

TRANSPORTATION SYSTEM STREETS, TRANSIT, NON-MOTORIZED

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

PLANNING STANDARDS, POLICIES, PROGRAMS

- Periodically update the City's inventory of transportation conditions, existing level of service and projected level of service.
- Complete the plan for non-motorized transportation improvements consistent with the City's Comprehensive Plan, including a review of the Pedestrian and Bicycle Facilities Plan and its design standards.
- Develop a neighborhood parking program to address parking overflow impacts from schools, businesses, parks, and multi-family housing.
- Revise design standards as necessary to comply with ADA requirements.
- Continue to involve the public in transportation planning and decisions.
- Create "transit friendly" design guidelines for new development projects in the Town Center.
- Develop policies, criteria, and a process to determine when, and under what conditions, private roads and privately-maintained roads in public rights-of-way should be accepted for public maintenance and improvement.
- Implement the City's adopted Commute Trip Reduction program.

FINANCIAL STRATEGIES

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

TRANSIT PLANNING

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

VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS

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

OTHER PLANS

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

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

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

Vision 20402050 — Vision 2040–2050 is the region's Metropolitan Transportation Plan and builds upon Vision 2020 and Destination 2030, and Vision 2040 to articulate a coordinated long-range land use and transportation growth strategy for the Puget Sound region. Mercer Island Comprehensive Plan's Land Use and Transportation Elements support this strategy by accommodating new growth in the Town Center, which is near existing and proposed future transportation improvements along the I-90 corridor. The Transportation Element is consistent with these plans.

Metropolitan Transportation Plan — The Puget Sound Regional Council (PSRC) has updated its long-term vision of the future transportation system through the Vision 2040 and Transportation 2040 plans. The Transportation Element is consistent with these plans.

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

PLAN REQUIREMENTS

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

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

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

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

meaning the area has met federal standards, but is required to develop a maintenance plan to reduce mobile sources of pollution.

DRAFT

5 UTILITIES ELEMENT

I. INTRODUCTION

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

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

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

POLICIES — ALL UTILITIES

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

II. WATER UTILITY

Mercer Island obtains its water from the Seattle Public Utilities (SPU). The City of Mercer Island purchases and distributes most of the water consumed on the Island under a ~~new~~ long-term contract with SPU that guarantees an adequate supply through the year 2062. In 1997, the City assumed the Mercer Crest Water Association that for many years had been an independent purveyor of SPU. It served a largely residential base with customers residing in the neighborhoods south of the Shorewood Apartments, and east and west of the Mercer Island High School campus areas of the Island. The Mercer Crest system was intertied and consolidated into the City utility during 1998-99. One small independent water association, Shorewood, remains as a direct service customer of SPU. The City is one of ~~1924~~ wholesale customers (Cascade Water Alliance and ~~1820~~ neighboring cities and water districts) of SPU.

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

Water is distributed by the City through ~~1135~~ miles of mains (4-, 6-, and 8-inch) and transmission lines (10- to 30-inch) constructed, operated and maintained by the City. The City's distribution system also includes two four-million-gallon storage reservoirs, two pump stations, and 86 pressure-reducing valve stations.

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

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

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

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

In ~~2021~~²⁰¹³, the City's total number of water customers was ~~7,537~~^{7,376}.

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

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

FUTURE NEEDS

Both the water supply available to the City and the City's distribution system are adequate to serve growth projected for Mercer Island. ~~From 201407 to 202113, the number of water customers increased by 13031.~~ New development, as anticipated by the Land Use Element of this Plan, will increase the City's total number of ~~water customers by approximately 500~~dwelling units by 1,239 and employment will increase ~~by 1,300 new jobs, by 20352044.~~ Water system capacity and future service demand are calculated in the City of Mercer Island Water System Plan (WSP). The most recent update of the WSP was adopted in 2022. The WSP establishes- that there is system capacity for 14,234 equivalent residential units (ERU). The WSP projects that there will be demand for 11,596 ERUs by 2036. Some maintenance and capacity improvements to the water system are planned during the planning period (2024-2044). Those projects are detailed in the WSP and have been added to the Capital Facilities Element Capital Facilities Plan (CFP) and Capital Reinvestment Plan (CRP). The capacity maintained and added through CFP and CRP projects is expected to provide sufficient water supply to accommodate the growth planned in this Comprehensive Plan.

~~In 2004, the City completed a Seismic Vulnerability Assessment that examined how a major seismic event might impact the 30-inch and 16-inch SPU lines that supply water to the Island. The assessment predicted that the Island's water supply would likely be disrupted in a disaster such as a major earthquake. In response to the finding, City officials initiated a Water Supply Alternatives study before applying for a source permit for an emergency well, the first such permit to be issued in Washington State. Construction of the emergency well was completed in spring of 2010.~~

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

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

WATER UTILITY POLICIES

Mercer Island, Washington, Comprehensive Plan, Element 2 - Land Use -

- 1 2.1 ~~The City shall continue to o~~Obtain a cost-effective and reliable water supply that meets all the
2 needs of Mercer Island, including domestic and commercial use, fire-flow protection,
3 emergencies, and all future development consistent with the Land Use Element of this Plan.
4
- 5 2.2 ~~The City shall continue to u~~Upgrade and maintain its the water distribution and storage system
6 as necessary to maximize the useful life of the system. All system improvements shall be carried
7 out in accordance with the City's Comprehensive Water System Plan and Capital Improvement
8 Program.
9
- 10 2.3 ~~The City shall continue to w~~Work cooperatively with the Seattle Public Utilities and its other
11 purveyors on all issues of mutual concern.
12
- 13 2.4 ~~The City shall continue to o~~Obtain Mercer Island's water supply from a supply source that fully
14 complies with the Safe Drinking Water Act. For this reason, future development on Mercer
15 Island will not affect the quality of the Island's potable water.
16
- 17 2.5 ~~The City shall c~~Comply with all water quality testing required of the operators of water
18 distribution systems under the Safe Drinking Water Act.
19
- 20 2.6 ~~The City shall a~~Adopt an action plan to ensure Mercer Island's full participation in regional
21 efforts to recover and restore Puget Sound Chinook salmon.
22
- 23 2.7 ~~The City shall a~~Aggressively promote and support water conservation on Mercer Island and
24 shall participate in regional water conservation activities.

III. SEWER UTILITY

26 The City owns, operates and maintains the sewage collection system that serves all of Mercer Island. The
27 Island's sewage is delivered to a treatment plant at Renton operated by the Metropolitan King County
28 Government. At the Renton plant, the sewage receives primary and secondary treatment.
29

30 The City's system includes a total of 17 pump stations, two flushing pump stations, and more than 113
31 miles of gravity and pressure pipelines, ranging in diameter from three to 24 inches which ultimately flow
32 into King County Department of Natural Resources & Parks (KCDNR) facilities for treatment and disposal
33 at the South Treatment Plant in Renton. See Figure 1 — Major Sewer Facilities Service Mercer Island.
34

35 As of ~~2021~~2014, a total of ~~7,403~~7,292 residential and commercial customers were hooked up to the City
36 sewer system.
37

FUTURE NEEDS

39 New development on Mercer Island, as anticipated in the Land Use Element of this Plan, is not expected
40 to add significantly to the wastewater generated daily on Mercer Island. The number of customers ~~hooked~~
41 ~~up~~connected to the sewer system has increased by ~~149~~ since ~~2004~~slowly and is expected to ~~increase~~
42 ~~continue~~ according to housing unit projections outlined in the ~~2021~~2002 King County Urban Growth
43 Capacity~~Buildable Lands~~ Report.
44

1 Future sewer system needs are determined in the City of Mercer Island General Sewer Plan (2018 General
 2 Sewer Plan).

3 ~~A~~The General Sewer Plan was developed in February 2003 as an update to the 1994 Sewer System
 4 Comprehensive Plan and then updated in 2018. This Plan is scheduled for updating in late 2016. The
 5 2018~~03~~ General Sewer Plan identified a 20 year Capital Improvement Plan (CIP) which details the capacity
 6 improvements necessary for the system to accommodate planned future growth. ~~variety of needs that~~
 7 ~~were addressed during the next several years.~~ These included projects in four categories – general,
 8 pipeline, pump stations, and lake line. ~~replacing portions of the sewer lake line along the northwest~~
 9 ~~shoreline, making collection system improvements, making pump station improvements, and replacing~~
 10 ~~the pump station telemetry system.~~ A Sewer Lakeline Replacement feasibility study was completed in
 11 September 2002 and recommended replacement of a 9,000-foot segment of sewer lake line bordering
 12 the northwest shoreline of the Island to replace the rapidly deteriorating sewer and increase pipeline
 13 capacity to eliminate impacts to Lake Washington from periodic sewage overflows caused by inadequate
 14 capacity and poor system function. The replacement of the 9,000-foot segment was completed in 2010.
 15 The 2002 feasibility study also reported that the 9,000-foot segment was more critical than other sections,
 16 which were in acceptable condition. The City is scheduled for a ~~feasibility project in 2028~~to perform a
 17 high level evaluation of the condition of the entire sewer lake line and identify segments for further
 18 assessment to guide future lake line rehabilitation and replacement projects. ~~remaining AC main located~~
 19 ~~in Reach 4, and evaluate options for replacement.~~ After the condition is assessed, a determination will be
 20 made on the schedule for replacement projects.

21
 22 In 2002, Mercer Island successfully competed with other local cities for a share of \$9 million allocated by
 23 King County to investigate and remove groundwater and stormwater commonly known as
 24 inflow/infiltration (I/I) from local sewers. The \$900,000-~~00~~ pilot project on Mercer Island lined 16,000 feet
 25 of sewer in the East Seattle neighborhood (~~B~~basin 54) in 2003. Post construction flow monitoring and
 26 computer modeling showed a 37 percent decrease in peak I/I flows.

27
 28 The City must serve the sewer needs of its planned growth, much of which will be focused in the Town
 29 Center. While most of the Town Center's sewer system is adequate to meet future demand, some
 30 pipelines may exceed their capacity during extreme storms due to stormwater inflow/infiltration and will
 31 require monitoring to determine if larger diameter pipelines are warranted. The City will use substantive
 32 authority under the State Environmental Policy Act (SEPA) to require mitigation for proposed projects that
 33 generate flows that exceed sewer system capacity. The CIP includes projects that will increase system
 34 capacity.

35
 36 King County is upgrading three miles of their sewer pipeline across north Mercer Island and their North
 37 Mercer Pump Station due to age and long term capacity needs. This three year project will be completed
 38 in 2025.

39
 40 All future improvements to the sewer system will be addressed through a Capital Improvements Plan
 41 developed in conjunction with the updated General Sewer Plan and/or CIP budget.

42 SEWER UTILITY POLICIES

43 3.1 ~~The City shall r~~Require that all new development be connected to the sewer system.

44
 45 3.2 ~~Existing single-family homes with septic systems shall be a~~Allowed existing single-family homes
 46 with septic systems to continue using these systems so long as there are no health or

1 environmental problems. If health or environmental problems occur with these systems, the
2 homeowners shall be required to connect to the sewer system.

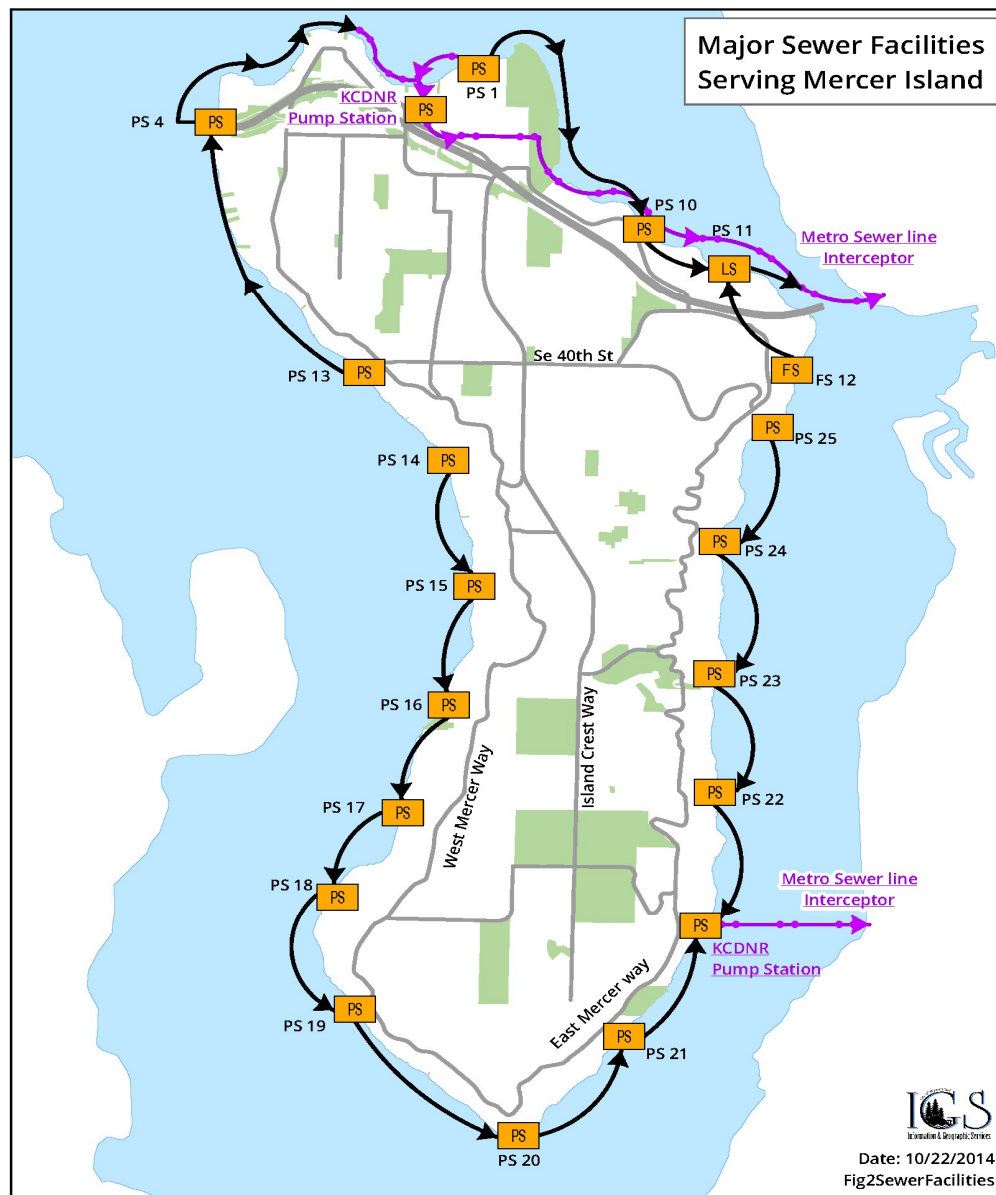
3
4 3.3 ~~Require~~ Any septic system serving a site being re-developed ~~must~~ be decommissioned
5 according to county and state regulations, and that the site must be connected to the sewer
6 system.

7
8 3.4 ~~The City shall~~ Actively work with regional and adjoining local jurisdictions to manage, regulate
9 and maintain the regional sewer system.

10
11 3.5 ~~The City shall take~~ Prevent overflows taking whatever steps are economically feasible ~~to~~
12 ~~prevent overflows.~~

13
14 3.6 ~~The City shall~~ Design and implement programs to reduce infiltration/inflow wherever these
15 programs can be shown to significantly increase the capacity of the sewer system at a lower
16 cost than other types of capacity improvements.
17

Figure 1. Major Sewer Facilities Service Mercer Island



IV. STORMWATER

Mercer Island's stormwater system serves a complex network of 88 drainage basins. The system relies heavily on "natural" conveyances. There are more than 15 miles of ravine watercourses that carry stormwater, and 26 miles of open drainage ditches. 40-Forty percent of the ravine watercourses are privately owned, while roughly 70 percent of the drainage ditches are on public property. See Figure 2 — Stormwater Drainage Basins.

The artificial components of the system include 58 miles of public storm drains, 59 miles of private storm drains, and more than 5,5024,500 catch basins.

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

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

FUTURE NEEDS

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

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

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

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

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

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

STORMWATER POLICIES

4.1 ~~The City shall continue to~~ implement programs and projects designed to meet the goals and requirements of the Action Agenda for Puget Sound.

4.2 ~~The City shall~~ actively promote and support education efforts focusing on all facets of stormwater management.

1 4.3 The City should collaborate with King County to support implementation of regional water
2 quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.
3

4 ~~4.34 The City shall m~~ Maintain and enforce ~~Land Use~~ plans and ordinances requiring stormwater
5 controls for new development and re-development. The ordinances shall be based on
6 requirements contained in the City's NPDES permit standards developed by the state
7 ~~Department of Ecology~~ and shall be consistent with the policies in the Land Use Element of this
8 Plan and the goals and policies of the City's Community Planning & Development
9 ~~Department Services Group~~.
10

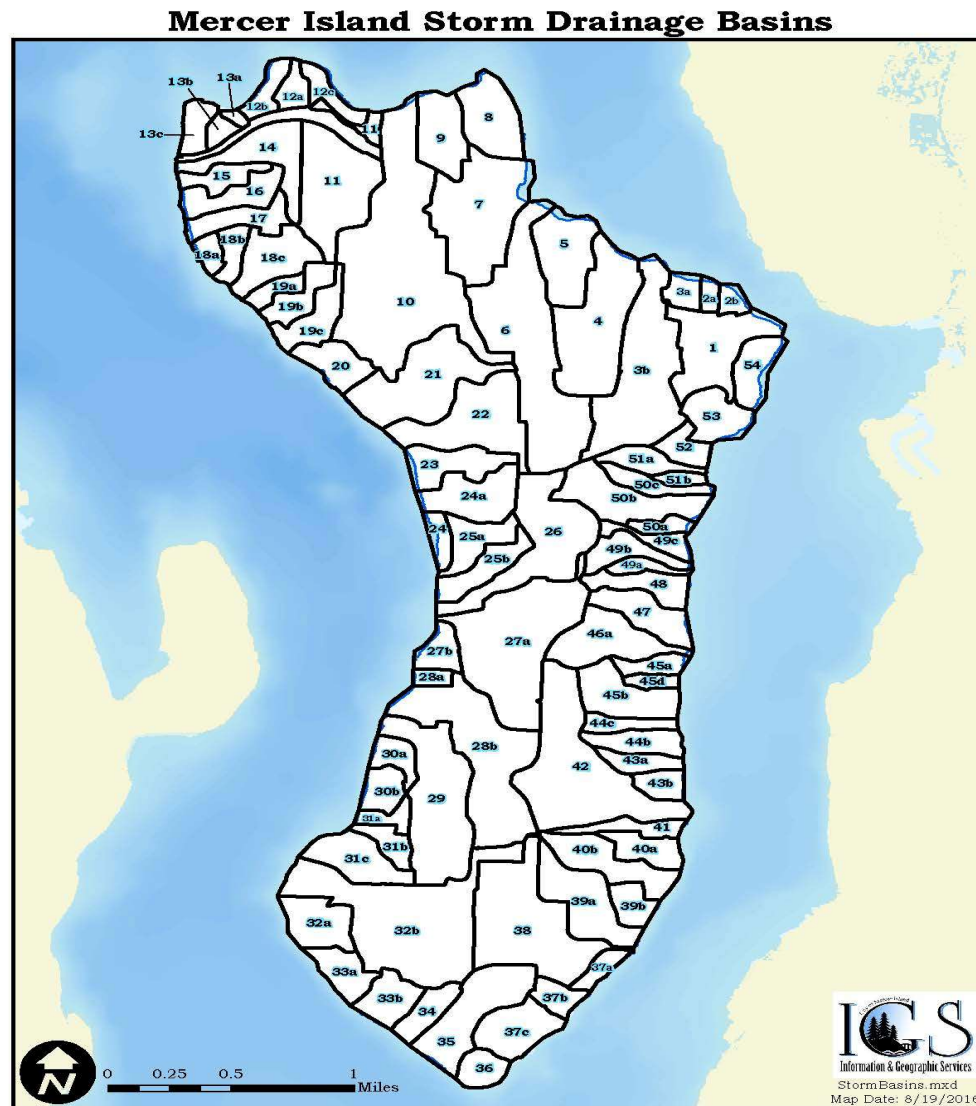
11 4.5 Consider Implementation of programs and projects to reduce nonpoint source pollution from
12 existing development.
13

14 ~~4.46 The City shall i~~ Incorporate low impact development standards, and any future innovations or
15 technologies that meet or exceed current low impact development standards, into new
16 development and redevelopment. Low impact development standards, such as retaining native
17 vegetation, minimizing stormwater runoff, bioretention, rain gardens, and permeable
18 pavements should be incorporated into new development or redevelopment where feasible
19 and appropriate.
20

21 ~~4.57 The City shall e~~ Encourage and promote development that creates the least disruption of the
22 natural water cycle, returning as much precipitation to groundwater as possible in order to
23 extend the flow of seasonal streams into the dry season and to contribute cooling ground water
24 to surface water features, thereby contributing to healthy fish and wildlife habitat.
25

1

Figure 2. Stormwater Drainage Basins



2

3

V. SOLID WASTE

4 The majority of solid waste services on Mercer Island are provided through a private hauler licensed by
 5 the City. ~~The hauler currently this is serving Mercer Island is Recology public Services. Recology public~~
 6 ~~Services~~ collects residential and commercial/multi-family garbage, and also collects residential recyclables
 7 and residential yard/food waste. Businesses that recycle or compost select their own haulers. As of 2022,
 8 Recology ~~In 2014, Republic Services~~ was serving a total of 6,795,048 residential customers, and 215 and
 9 commercial or multi-family location customers on Mercer Island.

10

11 A new contract for collection of solid waste was approved by the City Council for a ten year contract
 12 starting in October 2019 ~~2009 to 2016~~. This contract replaces the former license agreement dating back
 13 to 2009 ~~1999~~ with Republic Services. Rates are adjusted each year based on the Seattle-area Consumer
 14 Price Index (CPI) and terms identified within the contract. The cost of providing solid waste services on
 15 Mercer Island is covered entirely through the rates charged by haulers.

Recology public Services transports most garbage from Mercer Island to the Factoria transfer station, after which it is compacted and buried at Cedar Hills Regional Landfill. Recyclables are transported to Recology's own the Rabanco processing facility in Seattle, and yard/food waste is transported to taken to Cedar Grove Composting or Lenz Composting near Issaquah.

FUTURE NEEDS

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

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

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

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

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

SOLID WASTE POLICIES

- 5.1 Require A All new construction, with the exception of single-family homes, shall be required to provide adequate space for on-site storage and collection of recyclables pursuant to City regulations Ordinance A-99.

- 1 5.2 ~~The City shall a~~Actively promote and support recycling, composting and waste reduction
 2 techniques among the single-family, multifamily and commercial sectors with the aim of
 3 meeting or exceeding King County diversion goals.
 4
- 5 5.3 ~~The City shall, whenever practical, p~~Provide convenient opportunities for residents to recycle
 6 appliances, tires, bulky yard debris and other hard-to-recycle materials whenever practical.
 7
- 8 5.4 ~~The City shall a~~Actively promote and support the proper handling and disposal of hazardous
 9 waste produced by households and businesses. The use of alternate products that are less
 10 hazardous or produce less waste shall be encouraged.
 11
- 12 5.5 City departments and facilities shall actively participate in waste reduction and recycling
 13 programs.
 14
- 15 5.6 Handle and dispose of Aall hazardous waste generated by City departments and facilities ~~shall~~
 16 ~~be handled and disposed of~~ in accordance with applicable county, state, regional and federal
 17 regulations.
 18
- 19 5.7 ~~The City shall a~~Actively enforce the Solid Waste Code and other ordinances and regulations that
 20 prohibit the illegal dumping of yard debris and other types of waste.
 21
- 22 5.8 The City shall play an active role in regional solid waste planning, with the goal of promoting
 23 uniform regional approaches to solid waste management.
 24
- 25 5.9 ~~The City shall a~~Actively promote and support the recycling, re-use or composting of
 26 construction, demolition and land-clearing debris wherever feasible.
 27
- 28 5.10 Ensure that providers of solid waste, recycling, and compost collection services comply with
 29 City regulations. Assist residents with concerns about these services, when possible. [PC
 30 Comment 17]
 31

32 VI. ELECTRICITY

33 All of the electricity consumed on Mercer Island is provided by Puget Sound Energy (PSE) under a franchise
 34 agreement with the City of Mercer Island. An agreement was approved in early 1994 that is remains valid
 35 until a new agreement is reached. PSE's rates are set by the Washington Utilities and Transportation
 36 Commission (WUTC).
 37

38 In 1999, PSE had 9,169 customers on Mercer Island, compared to 8,971 in 1992.
 39

40 In 2004, PSE served 9,300 customers, and 9,562 customers in 2014. In 2021 it served 9,995 residential and
 41 703 commercial electric customers.
 42

43 PSE builds, operates and maintains the electrical system serving Mercer Island. The system includes 6.2
 44 miles of transmission lines (115 kV), three substations and two submarine cable termination stations.

FUTURE NEEDS

The demand for electricity on Mercer Island ~~has not grown is not expected to increase significantly during the past 20 years, despite 17% population growth (2000-2020), due to a range of new energy efficiency measures the period covered by this Plan.~~ While the Island's total electricity consumption was 164,713,778 KWH in 1998, ~~the Island's total electricity consumed was and 174,352,420/_KWH, or an average of 18,234/KWH per customer, in was consumed in 2013, it was only slightly more in 2021 (174,920,031 KWH).~~ However, as more households transition to electric vehicles, maintain remote or hybrid work environments, and new development moves away from natural gas to electric space heating and cooling, in an effort to reduce personal GHG emissions, total electricity consumption may increase.

PSE's planning analysis has identified five alternative solutions to address transmission capacity deficiency identified in the "Eastside Needs Assessment Report—Transmission System King County" dated October 2013. Each of these five solutions fully satisfies the needs identified in the Eastside Needs Assessment Report and satisfies the solution longevity and ~~constructibility~~ constructability requirements established by PSE. These five solutions include two 230 kV transmission sources and three transformer sites, outside of Mercer Island. ~~PSE states construction is anticipated to begin in 2017 and completed in 2018.~~

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

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

ELECTRICITY POLICIES

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

6.2 ~~The City shall a~~Annually evaluate the reliability of electric service provided to Mercer Island. Measures of reliability shall include the total number of outages experienced, the duration of each outage, and the number of customers affected.

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

6.4 ~~The City shall e~~Encourage the undergrounding of all existing and new electric distribution lines where feasible. As required by the City's franchise agreement with PSE (Section 5), any extension of existing distribution lines up to 15,000 volts shall be installed underground and

should be arranged, provided, and accomplished in accordance with applicable schedules and tariffs on file with the WUTC.

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

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

6.7 ~~The City shall~~ Support conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs.

VII. NATURAL GAS

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

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

FUTURE NEEDS

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

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

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

NATURAL GAS POLICIES

7.1 ~~The City shall p~~Promote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.

7.2 ~~The City shall encourage PSE or the current provider to make service available to any location on Mercer Island that wishes to use natural gas.~~

VIII. TELECOMMUNICATIONS

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

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

~~On February 8, 1996, the President signed the Telecommunications Act of 1996 into law. Its overall intent is to develop competition in the telecommunications marketplace by allowing local telephone exchange carriers to provide long distance telephone service, as well as, cable television, audio services, video programming services, interactive telecommunications and Internet access. Similarly, long distance providers, cable operators and utilities are now permitted to offer local exchange telephone service. The legislation represents the first major rewrite of the Telecommunications Act of 1934.~~

~~The 1996 Act states that "No State or local statute or regulation or other State or local legal requirement, may prohibit or have the effect of prohibiting the ability of any entity to provide any interstate telecommunications service." It further provides that the Federal Communications Commission (FCC) shall preempt the enforcement of any such statute, regulation or legal requirement. However, the bill protects the authority of local governments to "manage the public rights of way or to require fair and reasonable compensation from telecommunications providers, on a competitively neutral and nondiscriminatory basis for use of public rights of way on a nondiscriminatory basis, if compensation required is publicly disclosed." Thus, the City can still exercise control over the use of public rights of way and generate revenues from the grant of access to such rights of way to telecommunications providers.~~

~~CenturyLink Communications provides local exchange telephone service for all of Mercer Island. In early 1999, (then) U S WEST was serving an increasing number of access lines (telephone numbers) in the Mercer Island exchange area. This growth is more fully discussed below in the "Future Needs" section. CenturyLink and its predecessor have served communities in Washington for more than 100 years. CenturyLink is regulated by the Washington Utilities and Transportation Commission and the Federal Communications Commission.~~

~~Mercer Island has seen its wireless communications service providers grow from two in 1995, to an excess of four in 2015. As of the 2014 there are 34 wireless communications facilities installed on the Island. These installations are regulated by the FCC. Wireless service on Mercer Island is an important utility, allowing residents and visitors to remain connected wherever they go on-island. Wireless communications are provided by several private companies. The Federal Communications Commission (FCC) and City regulate wireless facilities. Rules enacted in 2019 by the FCC curtailed local jurisdictions' power to regulate wireless facilities. To comply with the 2019 FCC rule change, the City amended its wireless communication facilities regulations in 2021. Between 2015 and 2022, the City processed an annual average of 20 permits for new facilities and improvements to existing facilities. As technology continues to be developed and improved, the existing wireless coverage on Mercer Island is expected to be faster, more available, and more reliable through the planning period.~~

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

~~In 1999, AT&T was serving approximately 6,318 customers on Mercer Island through 65.9 distribution miles of overhead lines and 26.2 distribution miles of underground lines. In 2004, Comcast served 6,700 cable customers and 3,530 high-speed internet customers. In 2014, Comcast served 8,900 customers.~~

~~The data services offered by Comcast originate at a primary transmitter site in Bellevue. Comcast's receiving apparatus on Mercer Island is contained in facilities located at 4320 88th Avenue SE.~~

~~The cable industry was deregulated by Congress in 1984, launching an almost ten-year period without local rate regulation. In November 1993, the City received certification from the FCC, pursuant to the 1992 Cable Act, to regulate basic cable service rates.~~

FUTURE NEEDS

~~As a telecommunications utility, CenturyLink-Lumen Technologies is required to provide services on demand. The industry has experienced a tremendous explosion in the demand for telecommunications services. CenturyLink customers, especially customers on Mercer Island, are routinely asking for multiple lines into their homes for computers, separate business lines and separate lines for children.~~

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

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

TELECOMMUNICATIONS POLICIES

- 8.1 ~~The City shall e~~Encourage the consolidation and shared use of utility and communication facilities where feasible. Examples of shared facilities include towers, poles, antennae, substation sites, cables, trenches and easements.

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- 1
2 8.2 ~~The City shall e~~Encourage the undergrounding of all existing and new communication lines
3 where feasible and not a health or safety threat.
4
5 8.3 ~~The City shall p~~Periodically review and revise development regulations for telecom facilities to
6 ensure that a balance exists between the public benefit derived from the facilities and their
7 compatibility with the surrounding environment.
8
9 8.4 ~~The City shall w~~Work with the cable communications provider to select and implement pilot
10 projects appropriate for Mercer Island that explore the newest advances in cable technology,
11 including interactive cable and public access.
12
13 8.5 ~~The City e~~Continues to participate in a consortium of Eastside jurisdictions to collectively
14 analyze rate adjustments proposed by the cable communications provider.
15
16 8.6 The City may allow limited well designed Wireless Communication Facilities (WCF) in the rights-
17 of-way adjacent to in Clise Park and Island Crest Park, consistent with the requirements and
18 restrictions in the development code.
19
20 8.7 ~~The City shall e~~Encourage and work with WCF providers to increase the battery life of
21 ~~large~~optimize cell sites to maintain service during inclement weather and natural disasters.
22
23 8.8 Establish WCF regulations to minimize noise and visual impacts and mitigate aesthetic or off-
24 site impacts.
25

6 CAPITAL FACILITIES ELEMENT

I. INTRODUCTION

LAND USE & CAPITAL FACILITIES

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

As a "mature community," Mercer Island has made substantial investments in public infrastructure over the last 460 years. As a result, the community largely has sufficient capacity in water and sewer systems, parks, schools, local streets and arterials, and public buildings (City Hall, library, fire stations, and community center) to handle projected growth. However, additional investments may be considered for park improvements as well as open space acquisition and trail development. In addition, improvements will be needed to maintain adopted transportation Level of Service (LOS) standards and to maintain existing infrastructure.

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

SUSTAINABILITY

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

In 2006, a grassroots effort of Island citizens led the City to modify the vision statement in the its Comprehensive Plan to include language embracing general sustainability, and in May 2007 the Council committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas (GHG) emissions by 80 percent from 2007 levels by 2050, which was consistent with King County and Washington State targets (the 2050 target was later tightened to 95%). Later in 2007, the Council set an interim emissions reduction goal (often called a "milepost") for City operations of five percent by 2012.

In recent years, the City has pursued a wide range of actions focusing on the sustainability of its internal operations. These measures began with relatively humble recycling and waste reduction campaigns, and then expanded into much larger initiatives such as energy-efficiency retrofits and cleaner burning fleet vehicle upgrades. More recently, the City has installed its own on-site solar photovoltaic (PV) project at

the Community and Event Center, and ~~has now~~ has a number of electric and hybrid vehicles in the fleet or ~~on order~~ scheduled for replacement. The City has also been able to increase its tree canopy by 8% from 2007 to 2017.

Starting in 2020, 100 percent of government operations are now powered by clean, renewable energy from a new 38-turbine windfarm in Western Washington that the City helped fund. A 20-year contract to purchase carbon-free windpower directly from Puget Sound Energy replaced the City's prior electricity mix, over half of which was still based on coal and natural gas. ~~purchased several commercial-grade electric utility vehicles for Water Department and Parks Maintenance purposes.~~ The City tracks a number of GHG and sustainability metrics such as energy use and overall carbon footprint.

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

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

~~Approximately 35 percent of the City's internal electricity use is offset through the purchase of green power RECs from Puget Sound Energy. The City tracks several metrics in its annual "Dashboard Report" that evaluate progress made in energy consumption, fuel use, green power purchasing, solid waste diversion, and overall carbon footprint of City operations.~~

~~In 2012, activities were expanded further with the hiring of the City's first dedicated Sustainability Manager, who designs, implements, and then oversees much of the internal sustainability project work. In addition, the Mayor and City Council have increasingly addressed or supported specific regional and state-level climate commitments or legislation.~~

~~In 2017, the City confirmed a major commitment to clean power by announcing its contract with Puget Sound Energy for 2019 through 2039, in which it will buy 20 years of clean wind power to replace its current mix of electricity, covering its annual municipal usage of three million kilowatt-hours.~~

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

Due to the 20-year horizon envisioned by this Comprehensive Plan, it is especially appropriate to include internal and external measures that address the long-term actions needed to reduce greenhouse gas emissions, ideally in collaboration with other local governments. Actions that the City will implement with the entire community's sustainability in mind are addressed in the Land Use Element of this Plan. The City's first Climate Action Plan (due Q1 2023) quantifies and enumerates the various City and community

actions needed to achieve the GHG reduction targets that successive City Councils have committed to, as part of the City's K4C membership. ~~Various other City departments, such as Parks and Recreation and Maintenance/Public Works also, prepare functional plans that directly implement some sustainability programs.~~

II. CAPITAL FACILITIES INVENTORY

Listed below is a brief inventory of Mercer Island's public capital facilities. Detailed descriptions of facilities and their components (e.g., recreational facilities in public parks) can be found in the 2022 Parks, Recreation and Open Space (PROS) Plan, 2014—2019 Parks and Recreation Plan, the Comprehensive Parks and Recreation Plan and Transportation and Utilities Elements.

PUBLIC STREETS & ROADS

Mercer Island has over 75 miles of public roads. Interstate 90 and East Link light rail runs east-west across the northern end of Mercer Island, providing the only road and transit connections to the rest of the Puget Sound region. Most of the road network on the Island is comprised of local streets serving the Island's residential areas; arterials comprise approximately 25 miles, or one-third, of the system.

PEDESTRIAN AND BICYCLE FACILITIES

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

PARKS & OPEN SPACE

Mercer Island has ~~48172~~ acres of City parks and open space lands. This acreage comprises about 12 percent of the Island. Eleven City parks, open spaces and playfields are over ten acres in size. Three parks exceed 70 acres (Luther Burbank, Pioneer Park, and Aubrey Davis Park). Island residents enjoy ~~20.8~~ 18.5 acres of publicly-owned park and open space lands per 1,000 population. ~~This compares with neighboring jurisdictions as follows: Bellevue – 21.8 acres/1000 pop.; Kent – 15.5 acres/1000 pop.; Redmond – 28.0 acres/1000 pop.; Kirkland – 19.1 acres/1000 pop.~~ In addition to City park lands, approximately two-thirds of the Mercer Island School District grounds are available to Island residents. ~~And, an~~ additional 40 acres of private open space tracts are available for residents of many subdivisions on the Island. See Figure 1 for the locations and geographical distributions of the community's parks, open space lands, street end parks, school district lands, I-90 facilities and private/semi-public facilities.

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

PUBLIC BUILDINGS

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

During 2001, construction of a new Main Fire Station and a sizable remodel of the Thrift Shop were completed. The City became the owner of Luther Burbank Park in 2003 after transfer of the property by King County. The Mercer Island Community and Events Center was completed in 2006. The reconstruction of Fire Station 92 at the south end of the Island began in 2014 and was completed in 2015.

Table 1. Facility uses, locations and sizes

Facility	Use	Location	Approx. Size
City Hall	Police, Dispatch, & General Administration, Municipal Court, Facility Maintenance & Permitting Services.	North MI 9611 SE 36th St.	32,000 s.f. sq ft
Maintenance Public Works Shop	Parks, Water, Sewer, Streets Right-of-Way, Stormwater, Fleet, Engineering & Bldg. Maint.	North MI 9601 SE 36th St.	15,000 sq fts.f.
Community and Events Center	Community meeting space, Mtgs., Recreation Programs, Gymnasium, and Fitness Senior adult and Youth Programs	North MI 8236 SE 24th St.	42,500 sq fts.f.
Luther Burbank Administration Building	Parks and Recreation and Youth and Family Services Depts.	North MI Luther Burbank Park 2040 84th Ave. SE	5,000 sq ft
Mercer Island Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 sq ft
Main Fire Station 91	Fire & Emergency Aid Response, & Administration.	Central Business District 3030 78th Ave. SE	16,600 sq fts.f.
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 sq ft
Mary Wayte Pool	Indoor Swimming Facility	Mid-Island 8815 SE 40th St.	7,500 sq ft
King County Library (KCLS)	Public Library	Mid-Island 4400 88th Ave SE	14,600 sq ft
South Fire Station 92	Fire & Emergency Response	South End Shopping Center 8473 SE 68th St.	7,940 sq fts.f.
Youth and Family Services Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 s.f.
Luther Burbank Park Admin. Bldg.	Mercer Island Parks and Recreation Youth and Family Services Depts.	Luther Burbank Park 2040 84th Ave. SE	5,000 s.f.

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Mary Wayte Pool (Northwest Center)	Indoor Swimming Facility	Mid-Island 8815 SE 40th St.	7,500 s.f.
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 s.f.
King County Library (KCLS)	Public Library — Branch of KCLS	Mid-Island 4400 88th Ave SE	14,600 s.f.

PUBLIC SCHOOLS

The Mercer Island School District owns and operates one high school, one middle school and ~~three~~ four elementary schools. ~~Northwood, the~~ A fourth elementary school ~~is scheduled to~~ opened in 2016. Altogether, the School District owns 108.6 acres of land, including those lands dedicated to parks, open space and recreational uses. The District served a ~~2014-2021-2022~~ school population of ~~4,316-069~~ students ~~in approximately 461,000 total square feet of "educational" space.~~ The District estimates that it has capacity for 5,172 students in its Six-Year Capital Facilities Plan, a capacity surplus of 1,103 students.

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

~~After months of public discussions, meetings and work by the Mercer Island community, school board and district, a bond proposal was approved by the board in September 2013 to address overcrowding in Mercer Island schools. It was then approved by~~ A bond issue was approved by more than 74 percent of Mercer Island voters in February 2014 to address overcrowding in Mercer Island schools. The targeted facilities projects included:

- Building Northwood, a fourth elementary school ~~on the district-owned North Mercer campus;~~
- Expanding Islander Middle School, including 14 new classrooms and lab spaces, commons and cafeteria, gymnasiums, music rooms and administrative space, and a 100kw rooftop solar array; and
- Building ten additional classrooms at Mercer Island High School, including four lab spaces and six general education classrooms.

Annually, the District develops projections primarily utilizing the historical enrollment trends tracked each October for the past five years. In addition to the cohort derived from that historical database, the District looks at much longer "real growth" trends as well as birth rates and female population patterns. ~~Current enrollment projections show an anticipated increase of approximately 356 students over the next six years, in addition to an increase of approximately 250 students over the last six years.~~ The District's Six-Year Capital Facilities Plan adopted in 2020, estimates that enrollment will decline by four percent between 2020 and 2026.

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

WATER SYSTEM

The City's Water Utility consists of 11~~35~~³⁵ miles of water mains and transmission lines which serve over 7,530~~640~~⁶⁴⁰ water meters. In addition, the system includes two four-million-gallon storage reservoirs, two pump stations, 86 pressure reducing valve stations, and an emergency well completed in 2010. The City purchases water from Seattle Public Utilities, served by the Cedar and Tolt River watersheds.

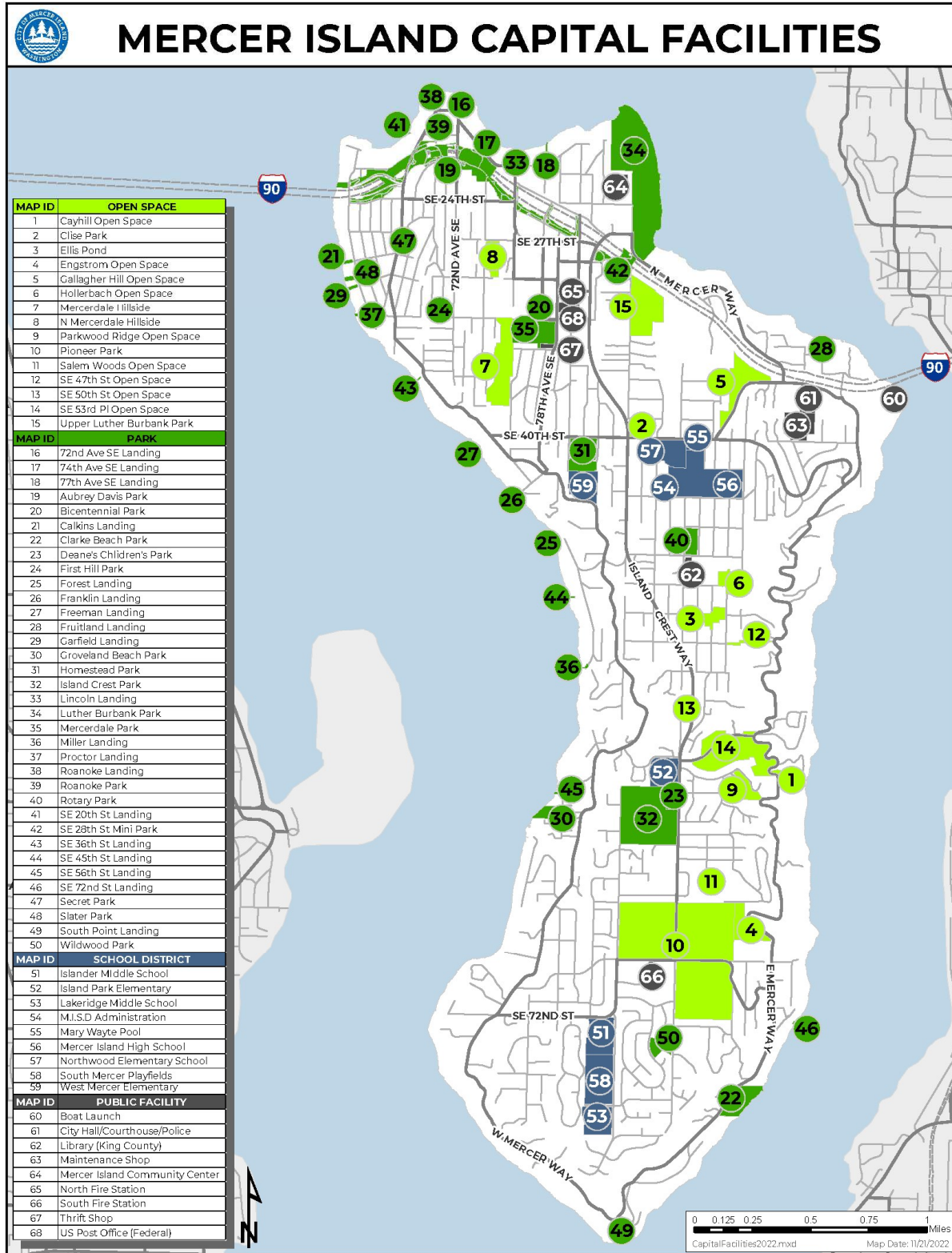
SEWER SYSTEM

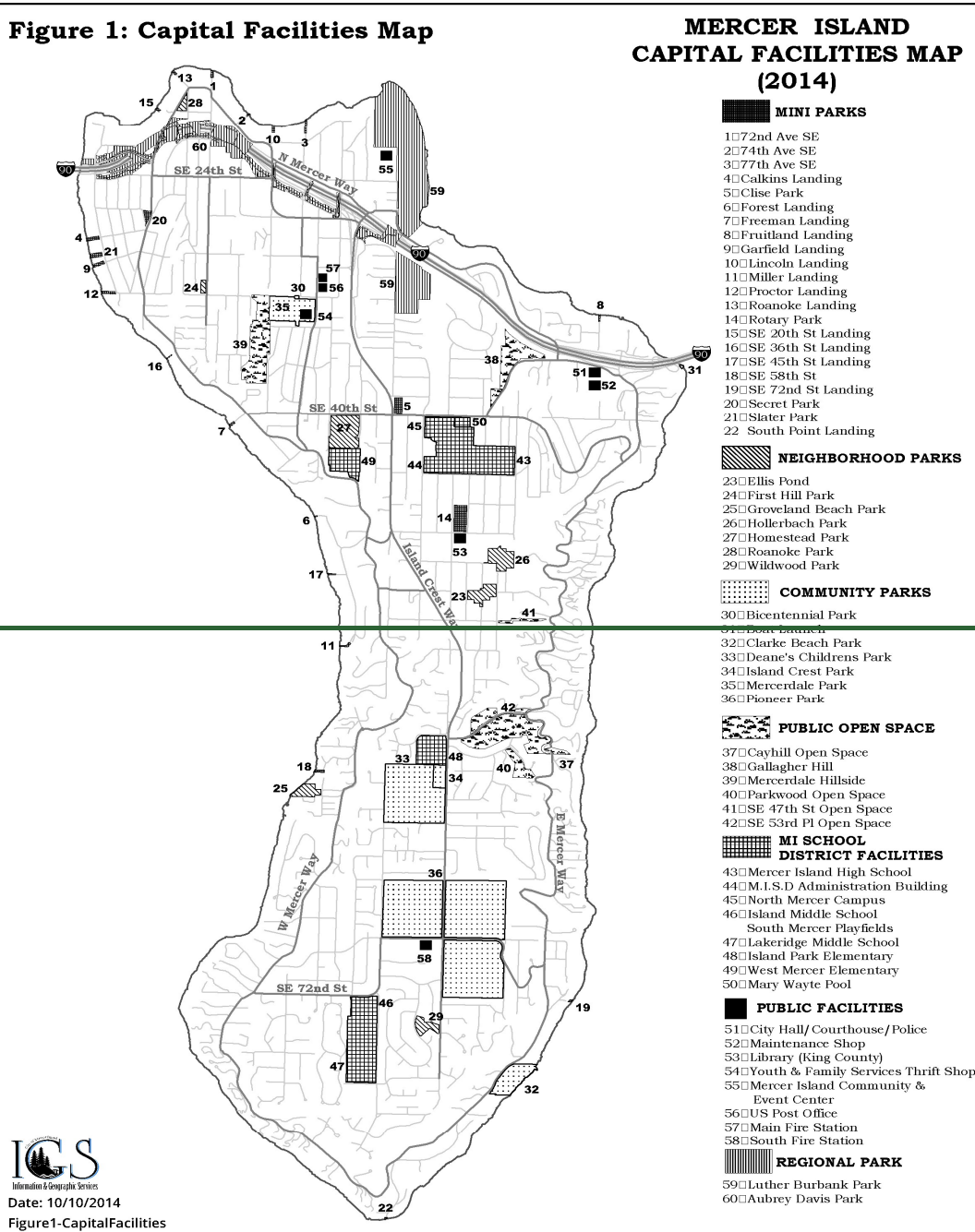
The Mercer Island sewer utility ~~is made up 104 miles of collection lines which serves~~ over 7,403~~200~~²⁰⁰ customers. The collection system includes s linked to 17 pump stations, two flushing stations, and more than 113 miles of gravity and pressure pipelines, ranging in diameter from three to 24 inches which ultimately flow into King County Department of Natural Resources & Parks (KCDNR) facilities for treatment and disposal at the South Treatment Plant in Renton.

STORM WATER SYSTEM

The Island's storm water system is made up of a complex network of interconnected public and private conveyances for surface water. The system serves 88 separate drainage basins. The major components of the system include more than 15 miles of natural watercourses, 60 percent of these are privately owned are located on private property; 26 miles of open drainage ditches, 70 percent of which are on public property; 58 miles of public storm drains; 59 miles of private storm drains; more than 4,500~~5,502~~^{5,502} City owned catch basins; and over 3,300 non City owned catch basins.

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III. LEVEL OF SERVICE & FORECAST OF FUTURE NEEDS

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

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Table 2. In establishing an LOS standard, the community can make reasonable financial choices among the various "infrastructure" facilities that serve the local population.

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

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

Table 2 — Level of Service & Financial Forecasts¹

Capital Facility	Level of Service Standard	Capital Needs	New Capital Cost (To address deficiency) ²	Annual Reinvestment Cost
Streets- Arterials	LOS "D"	42 locations identified	\$3,322,900	\$1,126,061,000
Residential	None	None	\$0	\$920,684,000
CBD	LOS "C"	42 locations identified	\$1,712,900	\$166,000
Arterials	LOS "D"	2 locations identified	\$4,058,720	\$1,126,000
Residential	None	None	\$0	\$920,000
Town Center	LOS "C"	2 locations identified	\$2,928,000	\$166,000
Parking Facilities*	To be assessed*	To be assessed*	To be assessed*	To be assessed*
Existing and New Pedestrian and Bicycle Facilities	See Pedestrian and Bicycle Facilities Plan	Shoulder improvements, 78th Ave. pedestrian and bike improvements, safe routes to school	\$19.6 million	\$327,500
Parks & Open Space	See Parks, Recreation & Open Space (PROS) Plan Expenditure per capita	Dock infrastructure, restrooms, playgrounds, Safe Facilities, Open Space, Trails, trails, and Athletic athletic Fields	\$8.4.3 million	\$1.3 million Parks & Open Space CIP
Recreational Facilities	See Park & Open Space PROS Plan	None	None	None

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Existing and New Pedestrian and Bicycle Facilities	Pedestrian and Bicycle Facilities Plan	Shoulder improvements, 78th Ave. pedestrian and bike improvements, safe routes to school	<u>\$19.68 million</u>	<u>\$32,775,500</u>
Schools	Established in the Mercer Island School District No. 400 Six-Year Capital Facilities Plan as may be amended	Maintenance of existing buildings, new elementary school, middle school and high school expansions	<u>\$98.8 million bond</u>	<u>\$7.5 million levy passed February 2022</u>
Water System Open Space	Expenditure per capita	Standard to be set	To be assessed	None
Water System Supply	6.7 mill. Gal/day	None	None	
Storage	8.0 mill. Gal	None	<u>\$2,750,000</u>	<u>\$6.54.8 million</u>
Distribution	> 30 psi	None	<u>\$55,675,000</u>	
Fire Flow	Multiple	None	None	
Supply	6.7 m gal/day	None	None	
Storage	8.0 m gal	None	<u>\$2,750,000</u>	<u>\$6.5 million</u>
Distribution	> 30 psi	None	<u>\$55,675,000</u>	
Fire Flow	Multiple	None	None	
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches	<u>\$26 million</u>	<u>\$1.68 million</u>
Storm & Surface Water System				
Piped System				
Ravine Basins				
Washington DOE				
Stormwater Manual				
Multiple				
Multiple				
<u>\$850,000</u>				
<u>\$365,000</u>				
<u>\$425,000 from Utility Rates on average goes to one major basin improvement project annually</u>				
<u>\$1.21 million</u>				
Piped System	WA DOE Stormwater Manual	Multiple	<u>\$850,000</u>	<u>\$1.2 million</u>
Ravine Basins	WA DOE Stormwater Manual	Multiple	<u>\$365,000</u>	
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches	<u>\$26 million</u>	<u>\$1.68 million</u>
Schools	Established in the Mercer Island School District No. 400	Maintenance of existing buildings, new elementary school,	<u>\$98.8 million bond</u>	<u>\$9.7.5 million levy passed February 2010 2022</u>

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	Six-Year Capital Facilities Plan as may be amended	middle-school and high school expansions		
Parking Facilities*	To be assessed*	To be assessed*	To be assessed*	To be assessed*

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

Notes:

1. More detailed LOS standards for capacity, operational reliability, and capital facilities needs can be found in the following documents: Transportation Improvement Plan, Water System Plan, General Sewer Plan, Comprehensive Storm Basin Review, Parks, Recreation and Open Space (PROS) Plan, Pedestrian and Bicycle Facilities Plan, Open Space Vegetation Plan, Parks and Recreation Plan 2014–2019, Luther Burbank Master Plan, Ballfield Use Analysis, and the Transportation Element of this Comprehensive Plan.
2. Costs are estimated for the twenty-year planning period from 2024-2044. Actual costs are determined at the time improvements are added to the CIP.
3. Annual reinvestment cost is estimated based on the total estimated twenty-year cost divided by twenty years. Actual costs are not expected to occur annually.

IV. CAPITAL FACILITIES FINANCING

The community should expect most funding for future capital improvements to come from local public sources. Substantial investments in transportation facilities—including parking, sewage collection and conveyance, and stormwater facilities will be needed over the 20-year planning period. Funding for open space acquisition and parks improvements may also be needed to meet community expectations. Private development will finance some minor new capital improvements, such as stormwater facilities, sewage conveyance improvements, and transportation improvements where proposed development will exceed adopted levels of service. Impact fees on new development will also generate some revenue to offset the impact of such growth on Mercer Island's public schools, parks and open space, and transportation facilities.

REVENUE SOURCES

The City's capital program is funded by a variety of revenue sources ranging from largely unrestricted, discretionary sources like General Funds and REET-1 to very restricted sources like fuel taxes and grants. Listed below is a description of the major capital funding sources used by the City.

General Fund Revenues — Revenues from property, sales and utility taxes, ~~as well as licenses and permit fees,~~ other user fees, and state shared revenues. Funds can be used for any municipal purpose and are generally dedicated to the operation of the City's (non-utility) departments and technology and equipment upgrades.

Real Estate Excise Taxes (1 & 2) — Taxes imposed on the seller in real estate transactions. Both REET 1 & 2 taxes are levied at one-quarter of one percent of the sale price of the property. Revenues must be used on the following types of projects:

• **REET 1** — Only to projects identified in the City's Capital Facilities Element. Funds can be used for planning, acquisition, construction and repair of streets, roads, sidewalks, streets and road lighting, traffic signals, bridges, water systems storm and sanitary sewer systems, parks, recreational facilities, trails, and public buildings.

• **REET 2** — Planning, acquisition, construction and repair of streets, roads, sidewalks, streets and road lighting systems, traffic signals, bridges, water systems, storm and sanitary sewer systems, parks, and planning, construction, repair or improvement of parks.

Fuel Taxes — City's share of fuel taxes imposed and collected by the state. Revenues must be used for maintenance and construction of the City's arterial and residential streets.

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

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

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

THE CAPITAL IMPROVEMENT PROGRAM

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

Capital Reinvestment Plan (CRP)

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

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

The CRP is intended to be a public document. For this purpose, it is organized by functional area. Hence, any individual who wishes to gain knowledge about a project need not know the funding source or any other technical information but only needs to know the general type of improvement in order to find

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the relevant information. The Capital Reinvestment Program is divided into four functional programmatic areas: streets and pedestrian and bicycle facilities, park and recreational facilities, general government (buildings, equipment, and technology), and utilities — water, sewer, and storm water drainagesystems.

CRP projects are typically "pay as you go," which means that they are funded from the current operations of the City Street Fund, CIP Funds, and the utilities funds.

Capital Facilities Plan (CFP)

The CFP is a six-year plan to outline proposed new capital projects. The CFP is also divided into four component parts: streets and pedestrian and bicycle facilities, parks and recreation facilities, general government (buildings, equipment, and technology), and utilities — water, sewer, and storm water drainagesystems. Like the CRP, the plan for new facilities provides easy access for the public. Each project in the plan is described briefly and the total cost and appropriation for the next six years is stated.

Funding for CFP projects will be identified in the Capital Facilities Element Capital Improvement Program (CIP) element of each biennial budget. However, final funding strategies will be decided simultaneously with the approval of the projects. This may involve a bond issue, special grant or a source of revenue that is outside the available cash resources of the City.

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CIP Project Summary

Capital Facilities Plan (CFP) and Capital Reinvestment Plan (CRP)

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other	
GB0100	City Hall Building Repairs	CRP	ONGOING	370,500	359,100	210,900	210,900	210,900	210,900	1,573,200			1,573,200														
GB0101	Public Works Building Repairs	CRP	ONGOING	210,900	132,240	34,200	91,200	79,800	79,800	628,140			628,140														
GB0102	MICEC Building Repairs	CRP	ONGOING	357,960	430,350	182,400	202,578	190,380	235,980	1,599,648			1,599,648														
GB0103	FS91 and FS92 Building Repairs	CRP	ONGOING	397,860	250,458	239,058	443,688	190,380	109,668	1,631,112			1,631,112														
GB0104	Luther Burbank Administration Repairs	CRP	ONGOING	324,900	286,140	188,100	139,080	91,200	74,100	1,103,520			1,103,520														
GB0105	Thrft Shop Building Repairs	CRP	ONGOING	254,220	342,000	111,720	116,280	128,820	104,880	1,057,920			1,057,920														
GB0107	Honeywell Site Remediation	CRP	Q4 2022	207,500	207,500					415,000	134,356				22,306	21,788	29,050									207,500	
GB0109	Minor Building Repairs	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000			150,000		150,000												
GB0110	City Hall Renovation - Paint, Carpet, and Furniture	CRP	Q4 2023	660,000						660,000			660,000														
GB0111	Public Works Building Renovation - Paint, Flooring, and Furniture	CRP	Q4 2023	236,500						236,500			59,125		70,950	70,950	35,475										
GB0112	Municipal Court Renovations	CRP	2026	34,200	119,700	285,000	330,600			769,500			769,500														
GB0113	Police Department Renovation	CRP	2028					256,500	1,824,000	2,080,500			2,080,500														
GB0114	Luther Burbank Administration Building Renovation	CRP	2027				57,000	2,232,865		2,289,865			2,289,865														
GB0115	Facilities Plan	CRP	2025	200,000						200,000			200,000														
GB0116	Facility Access Control and Security	CRP	ONGOING	520,980	282,720	47,880	34,200	28,500	28,500	942,780			942,780														
GB0117	Facility Parking Lot Repairs	CRP	2028	375,000	30,000	132,000	190,000	-	28,000	755,000			641,750				113,250										
GB0119	FS91 Fuel Tank Removal	CRP	Q4 2024	75,000	175,000					250,000			250,000														
GB0120	Public Works Building Roof Replacement	CRP	Q2 2023	330,000						330,000			82,500		99,000	99,000	49,500										
18	GENERAL GOVERNMENT PUBLIC BUILDINGS TOTAL			4,605,520	2,665,208	1,481,258	1,865,526	3,459,345	2,745,828	16,822,685	134,356	-	15,719,560	-	342,256	191,738	227,275	-	-	-	-	-	-	-	-	207,500	
GE0101	Minor Fire Tools and Equipment	CRP	Q4 2024	45,500	42,500					88,000				88,000													
GE0102	Fleet Replacements	CRP	ONGOING	676,729	430,211	911,511	1,305,238	1,474,095	1,152,484	5,950,267																5,950,267	
GE0108	Automated External Defibrillator Replacements	CRP	Q4 2023	94,686						94,686			94,686														
3	GENERAL GOVERNMENT EQUIPMENT TOTAL			816,915	472,711	911,511	1,305,238	1,474,095	1,152,484	6,132,953	-	-	-	182,686	-	-	-	-	-	-	-	-	-	-	-	5,950,267	
GT0101	City Information via Web Based GIS	CRP	Q4 2024	55,000				40,000		95,000				95,000													
GT0104	Mobile Asset Data Collection	CRP	Q2 2022			105,000		-	111,000	216,000		163,000														53,000	
GT0105	High Accuracy Aerial Orthophotos	CRP	Q3 2024	35,000		40,000				75,000				75,000													
GT0108	Technology Equipment Replacement	CRP	ONGOING	145,450	253,200	101,280	179,266	129,071	224,584	1,032,851															1,032,851		
GT0112	ArcGIS Image Server	CRP	Q3 2024	30,000						30,000				30,000													
GT0115	Modernize Municipal Court Services	CRP	Q1 2023	96,000	10,000					106,000				106,000													
GT0116	Emergency Purchases for Equipment and Technology	CRP	ONGOING	25,000	25,000	25,000	25,000	25,000	25,000	150,000				150,000													
GT0117	Cybersecurity Software Update	CRP	Q4 2023	52,500	10,750	-	-	-	-	63,250	10,750	163,000	-	508,500	-	-	-	-	-	-	-	-	-	-	-	53,000	
8	GENERAL GOVT TECHNOLOGY TOTAL			438,950	298,950	271,280	204,266	194,071	360,584	1,768,101	10,750	163,000	-	508,500	-	-	-	-	-	-	-	-	-	-	-	1,032,851	

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other
PA0100	Open Space Management	CRP	ONGOING	338,000	347,135	356,544	366,235	376,217	386,499	2,170,630			2,105,630									65,000				
PA0101	Recurring Parks Minor Capital	CRP	ONGOING	149,000	154,000	159,000	164,000	169,000	175,000	970,000																
PA0103	Trail Renovation and Property Management	CRP	ONGOING	54,000	56,000	58,000	60,000	62,000	64,000	354,000			354,000													
PA0104	Lake Water Irrigation Development	CFP	2025		82,000	141,000				223,000																
PA0107	Aubrey Davis Park Outdoor Sculpture Gallery Improvements Design	CRP	Q4 2024		33,000	68,000	198,000			299,000			124,000								100,000					75,000
PA0108	Aubrey Davis Park Luther Lid Connector Trail	CFP	Q4 2024		164,000	853,450				1,017,450			1,017,450													
PA0109	Aubrey Davis Park Trail Safety Improvements	CRP	Q4 2023	385,000						385,000				10,000							375,000					
PA0110	Aubrey Davis Lid A Backstop Replacement	CRP	2028					96,000	689,000	785,000			785,000													
PA0111	Aubrey Davis Park Vegetation Management	CRP	ONGOING	117,000	121,000	125,000	129,000	133,000	137,000	762,000			117,000													645,000
PA0112	Clarke Beach Shoreline Improvements	CRP	2025			2,814,000				2,814,000			1,814,000								1,000,000					
PA0115	Hollerbach SE 45th Trail System	CFP	2025		93,000	425,955				518,955			518,955													
PA0116	Island Crest Park South Field Lights Replacement and Turf Upgrade	CRP	2026		113,000	-	1,160,000	-	-	1,273,000			1,273,000													
PA0117	Island Crest Park Ballfield Backstops Upgrade & North Infield Turf Replacement	CRP	Q4 2023	1,255,000						1,255,000			1,049,000											206,000		
PA0122	Luther Burbank Dock and Waterfront Improvements	CRP	Q4 2024	928,300	6,597,300					7,525,600			3,666,600								3,859,000					
PA0123	Luther Burbank Minor Capital Levy	CRP	ONGOING	110,000	111,100	112,211	113,333	114,466	115,612	676,722			566,722									110,000				
PA0124	Luther Burbank Park Boiler Building Phase 1	CRP	Q4 2023	2,012,300						2,012,300			1,499,300								513,000					
PA0125	Mercerdale Park Master Plan	CRP	Q4 2023	200,000						200,000			200,000													
PA0126	Pioneer Park/Engstrom OS Forest Management	CRP	ONGOING	191,000	197,000	203,000	210,000	217,000	224,000	1,242,000			1,165,000									77,000				
PA0130	Roanoke Park Playground Replacement	CRP	Q4 2024	60,000	431,000					491,000			491,000													
PA0131	South Mercer Turf Replacement and Ballfield Backstops Upgrade	CRP	2025		245,000	3,010,000				3,255,000			2,955,000							300,000						
PA0132	Upper Luther Burbank Ravine Trail Phase 2	CFP	2026			113,000	261,000			374,000			261,000											113,000		
PA0133	MICEC Technology and Equipment Replacement	CRP	ONGOING	58,000	58,000	58,000	58,000	58,000	58,000	348,000	108,000															240,000
PA0134	Luther Burbank Park South Shoreline Restoration	CRP	Q4 2023	575,000						575,000											169,000			406,000		
PA0135	Luther Burbank Swim Beach Renovation Design	CRP	2026		55,000	113,000	1,015,000			1,183,000			683,000								500,000					
PA0140	Aubrey Davis Mountains to Sound Trail Pavement Renovation	CRP	Q4 2024	101,000						101,000			101,000													
PA0141	Aubrey Davis Mountains to Sound Trail Connection at Shorewood	CFP	Q4 2024		82,000					82,000			82,000													
PA0142	Aubrey Davis Park Tennis Court Resurfacing/Shared-Use Pickleball	CRP	Q4 2024		121,000					121,000			63,000											58,000		
PA0143	Luther Burbank Park Tennis Court Renovation/Shared-Use Pickleball	CRP	Q4 2024	107,000	438,000					545,000			202,000								193,000			150,000		
PA0144	Luther Burbank Park Parking Lot Lighting	CRP	Q4 2023	133,000						133,000			133,000													
PA0145	Deane's Children's Park Playground Replacement Design	CRP	Q4 2023	226,000						226,000			226,000													
PA0146	South Point Landing General Park Improvements	CFP	Q4 2024		159,180					159,180			159,180													
PA0147	Roanoke Park General Park & ADA Improvements	CRP	2028					30,000	93,000	123,000			123,000													
PA0148	Aubrey Davis Park Intersection and Crossing Improvements	CRP	2028	80,000	83,000	86,000	89,000	92,000	95,000	525,000			525,000													
PA0149	Ellis Pond Aquatic Habitat Enhancement	CRP	Q4 2023	20,000						20,000							20,000									
PA0150	Spray Park Site Analysis	CFP	Q4 2023	50,000						50,000			50,000													
PA0151	Groveland Beach Dock Replacement & Shoreline Improvements	CRP	2026					4,180,000		4,180,000			3,500,000								680,000					
PA0152	Aubrey Davis MTS Trail Lighting from ICW to Shorewood	CRP	2027				58,000	299,000		357,000			357,000													
PA0153	Mercerdale Hillside Trail Renovation	CRP	2028					120,000	615,000	735,000			735,000													
PA0154	Wildwood Park ADA Perimeter Path & General Park Improvements	CRP	2027				58,000	180,000		238,000			238,000													
PA0155	Aubrey Davis Lid B Playground Replacement and ADA Parking	CRP	2027				232,000	836,000		1,068,000		107,000	961,000													
PA0156	Aubrey Davis Lid B Restroom and ADA Path	CFP	2027				232,000	1,195,000		1,427,000			1,070,250							356,750						
PA0157	Clarke and Groveland Beach Joint Master Plan	CFP	Q4 2023	300,000						300,000			300,000													
PA0158	First Hill Park Playground Replacement & Court Resurfacing	CRP	2026			87,000	329,000			416,000			416,000													
PA0159	Luther Burbank Park Amphitheater Renovation (Design Only)	CRP	2025			85,000				85,000										85,000						
PA0160	MICEC to LBP Stair Replacement	CRP	2028					36,000	197,000	233,000			233,000													
PA0161	Secret Park Playground Replacement	CRP	2028					87,000	448,000	535,000			535,000													
PA0162	MICEC Parking Lot Planter Bed Renovation	CRP	2027					239,000		239,000			239,000													
PA0163	MICEC Generator for Emergency Use	CRP	2027					478,000		478,000			478,000													
PA0164	Systemwide Property Acquisition - Reserve	CFP	ONGOING			500,000	500,000		500,000	2,000,000			2,000,000													
PA0165	Bike Skills Area	CFP	Q4 2023	302,500						302,500			302,500													
PA0166	Luther Burbank Park Boiler Building Phase 2	CRP	2028					239,000	3,690,000	3,929,000			3,929,000													
51	PARKS, RECREATION, & OPEN SPACE TOTAL			7,752,100	9,740,715	9,368,160	5,232,568	9,497,683	3,797,111	45,388,337	108,000	107,000	34,877,587	-	-	-	20,000	-	656,750	85,000	7,389,000	262,000	-	933,000	-	960,000

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other
SP0100	Residential Street Resurfacing	CRP	ONGOING	900,000	920,000	940,000	960,000	980,000	1,000,000	5,700,000		4,320,000			630,000	90,000	660,000									
SP0101	Arterial Preservation Program	CRP	ONGOING	75,000	77,000	78,000	80,000	82,000	83,000	475,000		415,000			12,000	30,000	18,000									
SP0104	North Mercer Way (7500 to Roanoke)	CRP	Q4 2023	616,000		-	-	-	-	616,000					105,000	8,000	75,000									
SP0106	Gallagher Hill Road Overlay (SE 36th to SE 40th Streets)	CRP	2025		77,000	510,000				587,000		484,000			35,000	8,000	60,000									
SP0107	SE 40th Street Overlay (88th Ave SE to Gallagher Hill Rd)	CRP	2025		51,000	365,000				416,000		402,000			10,000	2,000	2,000									
SP0110	SE 27th Street Overlay (76th Ave SE to 80th Ave SE)	CRP	Q4 2024		668,000					668,000		580,000			25,000	13,000	50,000									
SP0111	80th Ave SE Sidewalk Improvements (SE 27th to SE 32nd Street)	CRP	Q3 2023	1,376,000						1,376,000								1,376,000								
SP0112	78th Ave SE Sidewalk Improvements (SE 32nd to SE 34th Street)	CRP	2025		77,000	702,000				779,000								779,000								
SP0114	West Mercer Way Roadside Shoulders - Ph 4 (8100 WMW - 8400 EMW)	CRP	Q3 2024		693,820					693,820		438,820			85,000	5,000	165,000									
SP0115	Gallagher Hill Road Sidewalk Improvements (SE 36th to SE 40th Streets)	CRP	2025		102,000	409,330				511,330		511,330														
SP0116	SE 40th Street Sidewalk Improvements (Gallagher Hill to 93rd Ave)	CRP	2025		82,000	916,000				998,000					33,000	6,000	46,000									
SP0118	ADA Transition Plan Implementation	CRP	ONGOING	200,000	204,000		213,000		444,000	1,061,000		657,000						404,000								
SP0122	Minor Capital - Traffic Safety and Operations Improvements	CRP	ONGOING	100,000		104,000		108,000		312,000		312,000														
SP0123	North Mercer Way - MI P&R Frontage Improvements	CRP	2028		1,203,000					1,203,000								1,203,000								
SP0125	P&F Plan Implementation	CRP	ONGOING	100,000		104,000		108,000		312,000		312,000														
SP0126	West Mercer Way Resurfacing (SE 56th to EMW)	CRP	2028			-	-	-	2,150,000	2,150,000		1,850,000			50,000	125,000	125,000									
SP0127	SE 36th Street Overlay (Gallagher Hill Rd to EMW)	CRP	2025			611,000				611,000		508,000			45,000	8,000	50,000									
SP0128	North Mercer Way Overlay (8400 Block to SE 35th Street)	CRP	2026				800,000			800,000		622,000			95,000	8,000	75,000									
SP0131	SE 32nd Street Sidewalk Improvements (77th to 78th Ave. SE)	CRP	2025		51,000	274,000				325,000								325,000								
SP0132	East Mercer Way Roadside Shoulders - Ph 11 (SE 79th St. to 8400 block)	CRP	2026				531,000			531,000		383,000			62,000		86,000									
SP0133	Pedestrian & Bicycle Facilities Plan Update	CRP	2025				186,000	190,000		376,000		376,000														
SP0134	East Mercer Way Overlay (SE 36th Street to SE 40th Street)	CRP	2027					425,000		425,000		365,000			30,000		30,000									
SP0135	Island Crest Way Corridor Improvements	CRP	Q4 2024	382,000	1,140,035					1,522,035								1,522,035								
SP0136	77th Ave SE Channelization Upgrades (SE 32nd to North Mercer Way)	CRP	2026			-	53,000	-	-	53,000		53,000														
SP0137	Traffic Signal Safety Improvements	CRP	Q4 2024	30,000	155,000					185,000		3,000										182,000				
25	STREETS, PEDESTRIANS, & BICYCLE FACILITIES TOTAL			3,779,000	5,500,855	5,013,330	2,823,000	1,893,000	3,677,000	22,686,185	-	13,933,150	-	-	1,217,000	303,000	1,442,000	5,609,035	-	-	182,000	-	-	-	-	-

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other
SU0100	Emergency Sewer System Repairs	CRP	ONGOING	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000						1,800,000										
SU0103	Easement, Access, Codes, and Standards Review	CRP	Q4 2024	150,000	150,000					300,000						300,000										
SU0108	Comprehensive Pipeline R&R Program	CRP	ONGOING	550,000	550,000	550,000	550,000	550,000	550,000	3,300,000						3,300,000										
SU0109	Sewer System Generator Replacement	CRP	ONGOING	200,000	200,000	-	-	-	50,000	450,000						450,000										
SU0113	SCADA System Replacement (Sewer)	CRP	Q4 2024	1,500,000	500,000					2,000,000						2,000,000										
SU0114	Sewer System Components	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000						300,000										
SU0115	Sewer Pipe Replacements & Upsizing	CRP	Q4 2024	600,000						600,000						600,000										
SU0116	Comprehensive Inflow/ Infiltration Evaluation	CRP	2028				100,000	100,000	100,000	300,000						300,000										
SU0117	Pump Station Rehabilitation & Replacement Assessment	CRP	2025	300,000	300,000					600,000						600,000										
SU0119	Pump Station Accessibility Improvements	CRP	ONGOING			150,000	150,000	200,000	200,000	700,000						700,000										
SU0120	Pump Station & HGMH Flow Monitoring	CRP	ONGOING			300,000	300,000	300,000	300,000	1,200,000						1,200,000										
SU0121	Pipe Flow Monitoring	CRP	ONGOING			280,000	280,000	280,000	280,000	1,120,000						1,120,000										
SU0122	Lake Line Locating and Marking	CRP	2027			950,000	1,025,000	925,000		2,900,000						2,900,000										
SU0123	Lake Line Condition Assessment	CRP	2028						1,000,000	1,000,000						1,000,000										
SU0124	Comprehensive Hydraulic Model Development	CRP	2028					1,000,000	1,000,000	2,000,000						2,000,000										
SU0125	General Sewer Plan Update	CRP	2028					75,000	75,000	150,000						150,000										
SU0126	Shorecliff Ln & SE 24th Pipe Upsize	CRP	2026			60,000	360,000			420,000						420,000										
SU0127	Backyard Sewer System Improvement Program	CRP	ONGOING	130,000	120,000	130,000	120,000	130,000	120,000	750,000						750,000										
SU0128	Pump Station Rehabilitation & Replacement Improvements	CRP	ONGOING	150,000	950,000	800,000	150,000	950,000	800,000	3,800,000						3,800,000										
19	SEWER UTILITY TOTAL			3,930,000	3,120,000	3,570,000	3,385,000	4,860,000	4,825,000	23,690,000	-	-	-	-	-	23,690,000	-	-	-	-	-	-	-	-	-	-

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other
SW0107	Sub basin 47.4 and Sub basin 10.4 Watercourse Stabilization	CRP	2026			58,289	307,150			365,439							365,439									
SW0109	Sub basin 24a.1 Watercourse Stabilization	CRP	Q4 2024	18,341	61,642					79,983							79,983									
SW0110	Sub basin 39a.2 Watercourse Stabilization	CRP	Q4 2024	17,272	43,640					60,912							60,912									
SW0111	Sub basin 46a.3 Watercourse Stabilization	CRP	Q4 2024	52,100	405,500					457,600							457,600									
SW0112	Sub basin 34.1 Watercourse Stabilization	CRP	2025		26,500	103,000				129,500							129,500									
SW0113	Sub basin 45b.4 Watercourse Stabilization	CRP	2025		30,719	93,047				123,766							123,766									
SW0114	Sub basin 29.3 Watercourse Stabilization	CRP	2025		49,266	129,665				178,931							178,931									
SW0115	Watercourse Stabilization - Sub-Basin 42.2, 42.3, 42.8, 42.8a	CRP	2026			97,006	378,523			475,529							475,529									
SW0116	Watercourse Stabilization - Sub-Basin 44b.3	CRP	2026			32,452	76,840			109,292							109,292									
SW0117	Watercourse Stabilization - Sub-Basin 32b.1 and 32.2	CRP	2026			53,600	170,250			223,850							223,850									
SW0118	Watercourse Minor Repairs and Maintenance	CRP	2025			111,300				111,300							111,300									
SW0127	Stormwater Trunkline Condition and Capacity Assessments	CRP	ONGOING	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000							1,500,000									
SW0128	Basin 18C Drainage Improvement	CRP	Q4 2023	185,000						185,000							185,000									
SW0129	Basin 25B Neighborhood Drainage Improvements	CRP	Q4 2023	173,000						173,000							173,000									
SW0130	Basin 32B - SE 72nd St Drainage Capacity Improvement	CRP	Q4 2024		189,330					189,330							189,330									
SW0131	Basin 42- SE 58th St Drainage Improvement at cul-de-sac	CRP	2025			77,000				77,000							77,000									
SW0132	Sub-Basin 22.1 Watercourse Stabilization - Final Design and Construction	CRP	Q4 2023	148,698						148,698							148,698									
SW0133	Sub-Basin 25b.2 Watercourse Stabilization - Final Design and Construction	CRP	Q4 2023	155,100						155,100							155,100									
SW0134	Emergency Stormwater Conveyance Repairs	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000							300,000									
SW0135	Conveyance System Assessments (Basin Specific)	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000							300,000									
SW0136	Conveyance System improvements (2027-2028)	CRP	2028					1,000,000	1,000,000	2,000,000							2,000,000									
SW0137	Street Related Storm Drainage Improvements	CRP	Q4 2024	100,000	100,000	100,000	100,000	100,000	100,000	600,000							600,000									
22	STORM WATER UTILITY TOTAL			1,199,511	1,256,597	1,205,359	1,382,763	1,450,000	1,450,000	7,944,230	-	-	-	-	-	-	7,944,230	-	-	-	-	-	-	-	-	-

ID	Description	Plan	Target Completion Date	2023	2024	2025	2026	2027	2028	TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	1% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates	Other
WU0108	Emergency Water System Repairs	CRP	ONGOING	150,000	150,000	150,000	150,000	150,000	150,000	900,000					900,000											
WU0102	SCADA System Replacement (Water)	CRP	Q4 2023	75,000						75,000					75,000											
WU0103	Water Reservoir Improvements	CRP	Q4 2024	2,805,000	2,750,000					5,555,000					5,555,000											
WU0112	Water System Components Replacement	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000							300,000									
WU0115	Water Modeling and Fire Flow Analysis	CRP	ONGOING	15,000	50,000	15,000	50,000	15,000	50,000	195,000							195,000									
WU0117	Meter Replacement Implementation	CRP	Q4 2024	3,850,000	3,005,000					6,855,000							6,855,000									
WU0129	First Hill Generator Replacement	CRP	Q4 2024	400,000	400,000					800,000							800,000									
WU0128	Reservoir Pump Replacement	CRP	Q4 2024	540,000	540,000					1,080,000							1,080,000									
WU0138	2023 Water System Improvements (First Hill, NMW, SE 37th Pl, SE 41st, & SE 42nd)	CRP	Q4 2023	4,684,000						4,684,000							4,684,000									
WU0131	2024 Water System Improvements (8600 Block SE 47th & SE 59th)	CRP	Q4 2024	373,000	2,082,000					2,455,000							2,455,000									
WU0132	2026 Water System Improvements (west Island - SE 37th Pl & 5300 block WMW)	CRP	2026			89,000	498,000			587,000							587,000									
WU0133	2027 Water System Improvements (south end in Avalon neighborhood)	CRP	2027				352,000	1,970,000		2,322,000							2,322,000									
WU0134	2028 Water Main Replacement (south Towncenter and north of P & R)	CRP	2028					443,000	2,475,000	2,918,000							2,918,000									
WU0135	2024 AC Main Replacement (Gallagher Hill Rd, Greenbrier and SE 40th)	CRP	Q4 2024	479,000	2,680,000					3,159,000							3,159,000									
WU0136	2025 AC Main Replacement (Upper Mercerwood)	CRP	2025		1,040,000	5,822,000				6,862,000							6,862,000									
WU0137	2026 AC Main Replacement (3800 Block East Mercer Way)	CRP	2026			451,000	2,529,000			2,980,000							2,980,000									
WU0138	2027 AC Main Replacement (Lower Mercerwood)	CRP	2027				576,000	3,227,000		3,803,000							3,803,000									
WU0139	2028 AC Main Replacement (SE 40th to SE 36th and 97th Ave to EMW)	CRP	2028					289,000	1,616,000	1,905,000							1,905,000									
WU0144	Pressure Reducing Valve Station Replacements	CRP	ONGOING	395,000	2,025,000	2,025,000	395,000	2,025,000	-	6,865,000							2,420,000						4,445,000			
WU014	Street Related Water System Improvements	CRP	ONGOING	150,000	150,000	150,000	150,000	150,000	150,000	900,000							900,000									
WU0142	Emergency Well #2 Site Evaluation	CRP	Q4 2024		45,000					45,000							45,000									
21	WATER UTILITY TOTAL			13,966,000	14,967,000	8,752,000	4,750,000	8,319,000	4,491,000	55,245,000	-	-	-	-	50,800,000	-	-	-	-	-	-	-	-	4,445,000	-	-

166	TOTAL			\$ 36,487,996	\$ 38,022,036	\$ 30,572,898	\$ 20,948,361	\$ 31,147,194	\$ 22,499,007	\$ 179,677,490	\$ 253,106	\$ 14,203,150	\$ 50,597,147	\$ 691,186	\$ 52,359,256	\$ 24,184,738	\$ 9,633,505	\$ 5,609,035	\$ 656,750	\$ 85,000	\$ 7,571,000	\$ 252,000	\$ 4,445,000	\$ 933,000	\$ 6,983,117	\$ 1,220,500
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Parks, Recreation and Open Space	Project Costs									Source of Funds															
Project Description	2014	2015	2016	2017	2018	2019	2020	Total		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Funded — No Changes																									

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23	Recurring Park Projects	Parks Repairs and Maintenance	0	120	120	130	130	130	130	760	760	0	0	0	0	0	0	0	0	0	0
24	Luther Burbank Park Minor Improvements	Parks Improvements	0	110	110	110	110	110	110	660	0	0	0	0	0	0	0	660	0	0	0
Funded — Modified																					
25	Open Space — Vegetation Management	Open Space	421	428	456	444	458	473	488	2,697	1,845	0	0	0	0	0	0	852	0	0	0
26	Aubrey Davis Park Improvements	Parks Repairs and Maintenance	0	0	0	291	165	100	40	596	446	0	0	0	0	0	0	0	0	150	0
27	Homestead Field — Minor Improvements	Parks Repairs and Maintenance	0	0	0	114	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0
28	MICEC Master Plan	Parks Repairs and Maintenance	0	25	0	79	0	0	0	104	79	0	0	0	25	0	0	0	0	0	0
29	Swim Beach Repairs and Renovations	Parks Repairs and Maintenance	0	935	55	16	110	0	110	1,226	1,226	0	0	0	0	0	0	0	0	0	0
Funded — New Project																					
30	Mercerdale Park Improvements	Parks Improvements	0	0	0	0	134	104	0	238	238	0	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded Modified																					
31	Small Parks, Street Ends and Other Improvements	Parks Improvements	0	0	0	40	150	325	189	704	229	0	0	0	300	0	100	75	0	0	0
32	Island Crest Park Improvements	Parks Repairs and Maintenance	0	0	0	400	64	0	0	1,264	214	0	0	0	0	0	550	500	0	0	0
33	South Mercer Playfields Park Improvements	Parks Repairs and Maintenance	0	100	0	112	570	0	0	782	139	0	0	0	0	0	73	0	0	570	0
34	Luther Burbank	Parks Improvements	0	35	85	424	52	152	38	786	434	0	0	0	0	0	200	0	0	152	0

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	Major Improvements																				
35	Island Crest Park Ballfield Lights Replacement	Parks Repairs and Maintenance	0	500	0	0	0	0	0	500	455	0	0	0	0	0	0	45	0	0	0
Total Parks, Recreation and Open Space costs			421	2,253	826	2,160	1,943	1,394	1,105	10,431											

Streets, Pedestrian and Bicycle Facilities			Project Costs								Source of Funds											
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	F	F	F	F	F	F	F	F	F	F	F	F
Funded — No Changes																						
36	Arterial Preservation Program	Annual Street Maintenance Program	80	70	90	70	70	70	70	440	0	440	0	0	0	0	0	0	0	0	0	0
37	Pavement Marking Replacement	Annual Street Maintenance Program	47	66	70	72	75	78	81	442	0	442	0	0	0	0	0	0	0	0	0	0
38	Island-Crest Way Resurfacing Phase 2	Arterial Street Improvements	0	0	1,355	0	0	0	0	1,355	0	1,355	0	0	0	0	0	0	0	0	0	0
39	SE 40th Street (76th Ave. to ICW)	Arterial Street Improvements	0	692	0	0	0	0	0	692	0	692	0	0	0	0	0	0	0	0	0	0
Funded — Modified																						
40	Residential Street Overlays	Annual Street Maintenance Program	496	738	477	806	516	872	558	3,967	0	3,967	0	0	0	0	0	0	0	0	0	0
41	Town-Center Streets — South	Town-Center Street Reconstruction	0	170	0	223	0	0	0	393	0	393	0	0	0	0	0	0	0	0	0	0
42	Arterial Street Improvements (2017—2020)	Arterial Street Improvements	0	0	0	538	539	1,378	520	2,975	0	2,975	0	0	0	0	0	0	0	0	0	0
43	Town-Center Streets — North	Town-Center Street Reconstruction	0	0	0	468	0	0	0	468	0	468	0	0	0	0	0	0	0	0	0	0

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Funded — New Project																				
44	Island Crest Way Crosswalk Enhancement — SE 32nd	Pedestrian and Bicycle Facilities	0	25	0	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0
Unfunded or Partially Funded Modified																				
45	SE 40th St Corridor (East of ICW)	Arterial Street Improvements	50	0	0	0	759	0	0	759	0	759	0	0	0	0	0	0	0	0
Total Streets, Pedestrian and Bicycle Facilities costs			673	1,761	1,992	2,177	1,959	2,398	1,229	11,516										

General Government			Project Costs								Source of Funds											
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF	FF
Funded — No Changes																						
46	Computer Equipment Replacements	Technology	207	112	105	142	131	122	122	734	0	0	0	0	0	734	0	0	0	0	0	
47	High Accuracy Orthophotos	Technology	0	30	0	0	30	0	0	60	0	0	0	60	0	0	0	0	0	0	0	
48	Firefighting Equipment	Small Technology/ Equipment	29	36	35	32	40	30	36	209	0	0	0	209	0	0	0	0	0	0	0	
49	Website Redesign	Technology	0	0	0	0	39	0	0	39	0	0	0	39	0	0	0	0	0	0	0	
50	Financial System Upgrades	Technology	67	0	0	0	0	93	0	93	0	0	19	74	0	0	0	0	0	0	0	
51	Server Software Updates	Technology	120	0	0	0	0	120	120	240	0	0	0	240	0	0	0	0	0	0	0	
52	Mobile Asset Data Collection	Technology	0	0	84	0	0	84	0	168	0	168	0	0	0	0	0	0	0	0	0	
53	City Information via Web-Based GIS	Technology	0	0	0	55	0	0	55	110	0	0	0	110	0	0	0	0	0	0	0	
54	Fuel Clean Up	Other Equipment	79	80	80	82	82	0	0	324	0	0	0	0	0	0	0	0	0	0	324	
55	Self Contained Breathing	Other Equipment	0	0	0	0	306	0	0	306	0	0	0	306	0	0	0	0	0	0	0	

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	Apparatus Replacement																			
56	Police In-Car Video System Replacement	Technology	0	0	0	0	0	63	0	63	0	0	0	0	0	0	0	0	0	63
Funded — Modified																				
57	City Hall Building Repairs	Public Buildings	97	186	143	350	206	128	131	1,144	1,144	0	0	0	0	0	0	0	0	0
58	Maintenance Building Repairs	Public Buildings	35	50	64	94	108	204	72	592	147	0	445	0	0	0	0	0	0	0
59	Thrift Shop Repairs	Public Buildings	55	63	46	49	32	37	35	262	0	0	0	0	0	0	262	0	0	0
60	North Fire Station Repairs	Public Buildings	58	56	46	60	77	112	142	493	493	0	0	0	0	0	0	0	0	0
61	South Fire Station Repairs	Public Buildings	0	0	0	30	30	42	42	144	144	0	0	0	0	0	0	0	0	0
62	Luther Burbank Admin Building Repairs	Public Buildings	103	95	79	145	31	199	78	627	627	0	0	0	0	0	0	0	0	0
63	MI Community and Event Center Building Repairs	Public Buildings	110	175	192	191	218	180	346	1,302	1,257	0	0	0	45	0	0	0	0	0
64	Fire Apparatus Replacements	Other Equipment	0	338	0	0	745	0	0	1,083	0	0	0	0	0	0	0	0	1,083	0
65	Maintenance Management System	Technology	0	0	0	199	0	0	0	199	0	0	150	49	0	0	0	0	0	0
66	Fleet Replacements	Other Equipment	414	684	539	1,136	661	262	973	4,255	0	0	0	0	0	4,255	0	0	0	0
Funded — New Project																				
67	Disaster Recovery	Technology	0	85	38	0	0	0	0	123	0	0	0	123	0	0	0	0	0	0
68	Public Infrastructure Data Projects	Small Technology/ Equipment	0	67	68	0	0	0	0	135	0	0	0	135	0	0	0	0	0	0
69	Recreation and Facility Booking System	Technology	0	0	186	0	0	0	0	186	0	0	0	186	0	0	0	0	0	0

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70	Telemetry Communications Replacement	Technology	0	47	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0
71	Dedicated EOC Space	Public Buildings	0	138	0	0	0	0	0	138	138	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded Modified																				
72	MICEG Technology & Equipment Replacement	Small Technology/ Equipment	0	175	58	93	50	43	51	470	0	0	0	470	0	0	0	0	0	0
Total General Government costs			1,374	2,417	1,763	2,658	2,786	1,719	2,203	13,546										

Sewer Utility			Project Costs								Source of Funds											
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	F	F	F	F	F	F	F	F	F	F	F	
Funded — No Changes																						
73	General Sewer System Improvements	Sewer System Improvements	0	300	350	400	400	400	400	2,250	0	0	2,250	0	0	0	0	0	0	0	0	
74	Sewer System Emergency Repairs	Sewer System Rehabilitation	50	50	50	50	50	50	50	300	0	0	300	0	0	0	0	0	0	0	0	
75	Sewer System Generator Replacement	Sewer System Rehabilitation	0	0	160	0	170	0	0	330	0	0	330	0	0	0	0	0	0	0	0	
76	Sewer System Pump Station Improvements	Sewer System Rehabilitation	60	65	65	65	65	65	65	390	0	0	390	0	0	0	0	0	0	0	0	
77	Street Related Sewer CIP Projects	Sewer System Improvements	50	30	30	30	30	30	30	180	0	0	180	0	0	0	0	0	0	0	0	
Funded — Modified																						
78	East Mercer Way Sewer Replacement	Sewer System Improvements	0	0	0	500	0	0	0	500	0	0	500	0	0	0	0	0	0	0	0	
79	General Sewer Plan — 20-year Capital Plan Update	Sewer System Improvements	50	75	0	0	0	0	0	75	0	0	75	0	0	0	0	0	0	0	0	

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Funded — New Project																				
80	Backyard Sewer-System Improvements	Sewer-System Improvements	0	25	175	25	175	25	175	600	0	0	600	0	0	0	0	0	0	0
81	Sewer-System Special Catch Basins	Sewer-System Rehabilitation	0	150	150	0	0	0	0	300	0	0	300	0	0	0	0	0	0	0
82	Sewer Main Repair in Sub-Basin 27 Watercourse	Sewer-System Rehabilitation	0	315	0	0	0	0	0	315	0	0	315	0	0	0	0	0	0	0
83	Reach 4 Lake Line Replacement — Feasibility & Assess	Other Sewer System Projects	0	0	0	0	0	0	150	150	0	0	150	0	0	0	0	0	0	0
Total Sewer-Utility costs			210	1,010	980	1,070	890	570	870	5,390										

Storm Drainage Utility			Project Costs								Source of Funds																	
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Funded — No Changes																												
84	Neighborhood Spot Drainage Improvements	Neighborhood Drainage Improvements	80	85	85	90	90	95	95	540	0	0	540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	Watercourse Condition Assessments	Watercourse Projects	25	15	25	15	25	15	25	120	0	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Funded — Modified																												
86	Drainage System Replacements (2017—2020)	Other Storm Drainage System Projects	0	0	0	125	125	125	125	500	0	0	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	Watercourse Minor Repairs/ Maintenance	Watercourse Projects	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	Watercourse Stabilization	Watercourse Projects	0	0	0	289	427	416	329	1,461	0	0	1,461	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	Projects (2017—2020)																			
89	Sub-Basins 51a.1/ 52.1 Watercourse Stabilization Project	Watercourse Projects	0	0	183	0	0	0	0	183	0	0	183	0	0	0	0	0	0	0
90	Sub-Basin 49b Watercourse Stabilization Project	Watercourse Projects	0	0	256	0	0	0	0	256	0	0	256	0	0	0	0	0	0	0
91	Sub-Basin 27a Ph. 1— Watercourse Stabilization	Watercourse Projects	0	341	0	0	0	0	0	341	0	0	341	0	0	0	0	0	0	0
92	Drainage System Video Inspection Program	Other Storm Drainage System Projects	30	60	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	0
93	Drainage System Emergency Repairs	Other Storm Drainage System Projects	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0
Funded — New Project																				
94	Sub-Basin 18c Drainage System Extension	Watercourse Projects	0	175	0	0	0	0	0	175	0	0	175	0	0	0	0	0	0	0
95	Sub-Basin 6 Drainage System Extension	Other Storm Drainage System Projects	0	100	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
96	Sub-Basin 14 Drainage System Extension	Other Storm Drainage System Projects	0	115	0	0	0	0	0	115	0	0	115	0	0	0	0	0	0	0
97	Sub-Basin 27a Culvert Replacement- 4900 ICW	Other Storm Drainage System Projects	0	0	150	0	0	0	0	150	0	0	150	0	0	0	0	0	0	0
Total Storm Drainage Utility costs			165	931	739	559	707	691	614	4,241										

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Water Utility			Project Costs								Source of Funds											
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	F	F	F	F	F	F	F	F	F	F	F	F
Funded — No Changes																						
98	Water Model Updates/ Fire Flow Analysis	Other Water System Projects	25	0	25	0	25	0	25	75	0	0	75	0	0	0	0	0	0	0	0	0
99	Water System Plan Update	Other Water System Projects	60	0	0	0	0	0	60	60	0	0	60	0	0	0	0	0	0	0	0	0
100	ICW & 85th Ave. Water System Improvements	Water System Improvements	0	1,747	0	0	0	0	0	1,747	0	0	1,747	0	0	0	0	0	0	0	0	0
101	SE 29th Street Water System Improvements	Sub-standard Water Main Replacement	0	0	0	0	54	314	0	368	0	0	368	0	0	0	0	0	0	0	0	0
102	93rd, 89th, & 90th Ave SE Water System Improvement	Sub-standard Water Main Replacement	166	971	0	0	0	0	0	971	0	0	971	0	0	0	0	0	0	0	0	0
103	Street Related Water CIP Projects	Water System Improvements	200	150	200	200	200	200	200	1,150	0	0	1,150	0	0	0	0	0	0	0	0	0
104	Water System Components Replacement	Water System Improvements	30	35	35	35	35	35	35	210	0	0	210	0	0	0	0	0	0	0	0	0
105	3838 WMW Water System Improvements	Sub-standard Water Main Replacement	0	0	65	377	0	0	0	442	0	0	442	0	0	0	0	0	0	0	0	0
Funded — Modified																						
106	Hydrant Replacements	Water System Improvements	0	0	300	0	300	0	300	900	0	0	900	0	0	0	0	0	0	0	0	0
107	Meter Replacement Program	Other Water System Projects	45	100	100	100	100	100	100	600	0	0	600	0	0	0	0	0	0	0	0	0
108	EMW-5400 to 6000-Block	Water System Improvements	0	0	219	1,276	0	0	0	1,495	0	0	1,495	0	0	0	0	0	0	0	0	0

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	Watermain & PRV Stations																			
109	Madrona Crest West Addition Water Sys Improvements	Sub-standard Water Main Replacement	0	280	1,622	0	0	0	0	1,902	0	0	1,902	0	0	0	0	0	0	0
Funded — New Project																				
110	82nd Ave & Forest Ave Water System Improvements	Water System Improvements	0	0	0	120	695	0	0	815	0	0	815	0	0	0	0	0	0	0
111	SE 22nd St — SE 22nd Pl Water System Improvement	Sub-standard Water Main Replacement	0	0	0	0	142	823	0	965	0	0	965	0	0	0	0	0	0	0
112	9700 Block SE 41st St Water System Improvements	Sub-standard Water Main Replacement	0	80	461	0	0	0	0	541	0	0	541	0	0	0	0	0	0	0
113	76th Ave SE Water System Improvements	Sub-standard Water Main Replacement	0	0	0	0	68	394	0	462	0	0	462	0	0	0	0	0	0	0
114	Madrona Crest East Addition Water Sys Improvements	Sub-standard Water Main Replacement	0	0	0	0	0	285	2,092	2,377	0	0	2,377	0	0	0	0	0	0	0
115	Reservoir Generator Replacement	Other Water System Projects	0	0	100	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
116	Water Advisory Action Plan Follow-up	Other Water System Projects	0	550	578	0	0	0	0	1,128	0	0	1,128	0	0	0	0	0	0	0
Total Water Utility costs			526	3,913	3,705	2,108	1,619	2,151	2,812	16,308										
Total Capital Reinvestment Plan			3,369	12,285	10,005	10,732	9,904	8,923	8,833	61,432										

Parks, Recreation and Open Space	Project Costs	Source of Funds
----------------------------------	---------------	-----------------

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

Project Description			2014	2015	2016	2017	2018	2019	2020	Total	\$	1	\$	2	\$	3	\$	4	\$	5	\$	6	\$	7	\$	8	\$	9
Funded — No Changes																												
117	Recreational Trail Connections	Open-Space	0	89	90	91	93	95	0	458	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Funded — New Project																												
118	Luther Burbank Playground Mosaic	Parks Improvements	0	26	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
119	Wall Mural at I-90/ West Mercer Way on-ramp	Parks Improvements	0	25	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Total Parks, Recreation and Open Space costs			0	140	90	91	93	95	0	509																		

Streets, Pedestrian and Bicycle Facilities			Project Costs								Source of Funds															
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	Federal	State	Local	Other	Federal	State	Local	Other	Federal	State	Local	Other				
Funded — No Changes																										
120	Pedestrian and Bicycle Facilities Plan Implementation	Pedestrian and Bicycle Facilities	45	0	0	45	45	45	45	180	0	180	0	0	0	0	0	0	0	0	0	0				
121	Safe Routes to New Elementary School	Pedestrian and Bicycle Facilities	0	454	0	0	0	0	0	454	0	454	0	0	0	0	0	0	0	0	0	0				
Funded — Modified																										
122	East Mercer Way Roadside Shoulders, Phases 9-11	Pedestrian and Bicycle Facilities	0	0	358	0	303	0	406	1,067	0	1,067	0	0	0	0	0	0	0	0	0	0				
Funded — New Project																										
123	Safe Routes — Madrona-Crest (86th Ave) Sidewalk	Pedestrian and Bicycle Facilities	0	170	0	0	340	0	0	510	0	510	0	0	0	0	0	0	0	0	0	0				

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

	Metals Source Identification	System Projects																		
131	Water Quality Treatment Improvements	Other Storm Drainage System Projects	75	0	0	75	0	75	0	150	0	0	150	0	0	0	0	0	0	0
132	Street Related Drainage Improvements	Other Storm Drainage System Projects	75	95	95	100	100	105	105	600	0	0	600	0	0	0	0	0	0	0
Funded — New Project																				
133	Drainage System Extensions (2017—2020)	Other Storm Drainage System Projects	0	0	0	125	125	125	125	500	0	0	500	0	0	0	0	0	0	0
Total Storm Drainage Utility costs			190	135	135	320	245	305	230	1,370										

Water Utility			Project Costs								Source of Funds											
Project Description			2014	2015	2016	2017	2018	2019	2020	Total	Federal	State	Local	Other	Federal	State	Local	Other	Federal	State	Local	Other
Funded — Modified																						
134	New Pressure Reducing Valve (PRV) Stations	Other Water System Projects	0	0	0	0	0	50	400	450	0	0	450	0	0	0	0	0	0	0	0	0
Total Water Utility costs			0	0	0	0	0	50	400	450												
Total Capital Facilities Plan			260	1,095	1,025	556	1,076	545	1,131	5,428	260	1,095	1,025	556	1,076	545	1,131	5,428				
Grand Total			3,629	13,380	11,030	11,288	10,980	9,468	9,964	66,110	3,629	13,380	11,030	11,288	10,980	9,468	9,964	66,110				

V. CAPITAL FACILITIES GOALS AND POLICIES

Together with the City's Management and Budget Policies contained in the City's budget (and Capital Improvement Program), the following goal and policies guide the acquisition, maintenance, and investment in the City's capital assets.

GOAL 1:

Ensure that capital facilities and public services necessary to support existing and new development are available at locally adopted levels of service.

- 1.1 The Capital Improvement ~~Plan-Program~~ (CIP) shall identify and plan for projects needed to maintain adopted levels of service for services provided by the City.
- 1.2 The City shall schedule capital improvements in accordance with the adopted six-year ~~Capital Improvement Program~~CIP. From time to time, emergencies or special opportunities may be considered that may require a re-scheduling of projects in the CIP.
- 1.3 The CIP shall be developed in accordance with requirements of the Growth Management Act and consistent with the Capital Facilities Element of the City's Comprehensive Plan.
- 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.
- 1.45 If projected expenditures for needed capital facilities exceed projected revenues, the City shall re-evaluate the established service level standards and the Land Use Element of the Comprehensive Plan, seeking to identify adjustments in future growth patterns and/or capital investment requirements.
- 1.56 Within the context of a biennial budget, the City shall update the six-year ~~Capital Improvement Plan~~(CIP) every two years. The CIP, as amended biennially, is adopted by reference as Appendix B of this Comprehensive Plan.
- 1.67 The City's two-year capital budget shall be based on the six-year CIP.
- 1.78 The Capital Facilities Element shall be periodically updated to identify existing and projected level of service deficiencies and their public financing requirements, based on projected population growth. Capital expenditures for maintenance, upgrades and replacement of existing facilities should be identified in the biennial budget and six-year ~~Capital Improvement Program~~CIP.
- 1.89 The City shall coordinate development of the capital improvement budget with the general fund budget. Future operation costs associated with new capital improvements should be included in operating budget forecasts.
- 1.910 The City shall seek to maintain its assets at a level adequate to protect capital investment and minimize future maintenance and replacement costs.

Mercer Island, Washington, Comprehensive Plan, Element 6 - Capital Facilities -

1. ~~1.10~~11 Highest priority for funding capital projects should be for improvements that protect the public health and safety.
1. ~~1.11~~12 The City will adopt a Hazard Mitigation Plan. This Plan will be updated periodically and shall guide City efforts to maintain reliability of key infrastructure and address vulnerabilities and potential impacts associated with natural hazards.
1. ~~1.12~~13 Maintenance of and reinvestment in existing facilities should be financed on a "pay as you go" basis using ongoing revenues.
1. ~~1.13~~14 Acquisition or construction of new capital assets should be financed with new revenues (such as voter approved taxes or external grants).
1. ~~1.14~~15 Water, sanitary sewer, and storm water capital investments less than \$2,000,000 in value should be financed through utility user fees.
1. ~~1.15~~16 ~~The City shall~~ Coordinate with other entities that provide public services within the City to encourage the consistent provision of adequate public services.
1. ~~1.16~~17 Develop and adopt new impact fees, or refine existing impact fees, in accordance with the Growth Management Act, as part of the financing for public facilities. Public facilities for which impact fees may be collected shall include public streets and roads; publicly owned parks, open space and recreation facilities; school facilities; and City fire protection facilities.
1. ~~1.17~~18 In accordance with the Growth Management Act, impact fees shall only be imposed for system improvements which are reasonably related to the new development; shall not exceed a proportionate share of the costs of system improvements reasonably related to the new development; and shall be used for system improvements that will reasonably benefit the new development.
1. ~~1.18~~19 The City adopts by reference the "standard of service" for primary and secondary education levels of service set forth in the Mercer Island School District's capital facilities plan, as adopted and periodically amended by the Mercer Island School District Board of Directors.
1. ~~1.19~~20 The School District's capital facilities plan, as amended yearly, is adopted by reference as Appendix C of this Comprehensive Plan for the purpose of providing a policy basis for collection of school impact fees.
1. ~~1.20~~21 City operations should be optimized to minimize carbon footprint impacts, especially with respect to energy consumption, ~~and~~ waste reduction, and procurement. New Capital Facilities should incorporate and encourage the sustainable stewardship of the natural environment, consider the benefit of creating cutting-edge, demonstration projects, and favor options that have the lowest feasible carbon footprint and greatest carbon sequestration potential. The City's commitment to adopted adoption of GHG emission reduction targets as part of its membership in the K4C recommended by K4C should be considered as part of any CIP project.
1. ~~1.21~~22 City procurement should include consideration of total lifecycle costs, recycled content, and other common measures of product sustainability.

1
2 ~~1.2223~~ ~~Current City facilities are o~~Operated City facilities in an energy-efficient manner, and
3 opportunities for improvement are implemented when feasible. New City facilities should
4 explore meeting public and private-sector sustainable building certification standards, such as
5 the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system,
6 both of which are required by City Code for all multi-family and commercial construction in
7 Town Center..
8

9 ~~1.2324~~ Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint
10 and GHG emissions when planning projects, favoring options with the lowest feasible carbon
11 footprint and greatest carbon sequestration potential. Implement sustainability measures
12 identified within the ~~City's Parks and Recreation Management~~Parks, Recreation and Open
13 Space (PROS) Plan, including special attention to direct sustainability measures, such as tree
14 retention, preservation and restoration of habitat areas, establishment of climate-resilient
15 landscapes, preference for native vegetation and habitat creation, minimized use of chemicals,
16 and reductions in energy and fuel use.
17

18 ~~1.2425~~ Implement proposed projects in the City's Pedestrian and Bicycle Facilities Plan (PBF),
19 with emphasis placed on quick and affordable early fixes that demonstrate the City's progress
20 in providing safe alternative transportation modes to the public.
21

22 1.26 Establish goals, policies, and strategies for parks and open space facilities in the Parks,
23 Recreation, and Open Space (PROS) Plan.
24
25

26 VI. CAPITAL FACILITIES FINANCIAL FORECAST

27 In analyzing the City's existing and projected expenditure and revenues for its capital facilities in light of
28 the City's established levels of service standards (LOS) and capital financing policies (city budget), a
29 sustainable 20-year forecast emerges. Figure 2 and Table 3 below shows the 20-year impacts of capital
30 investments for the City's infrastructure.
31

Figure 2 Capital Facilities Forecast

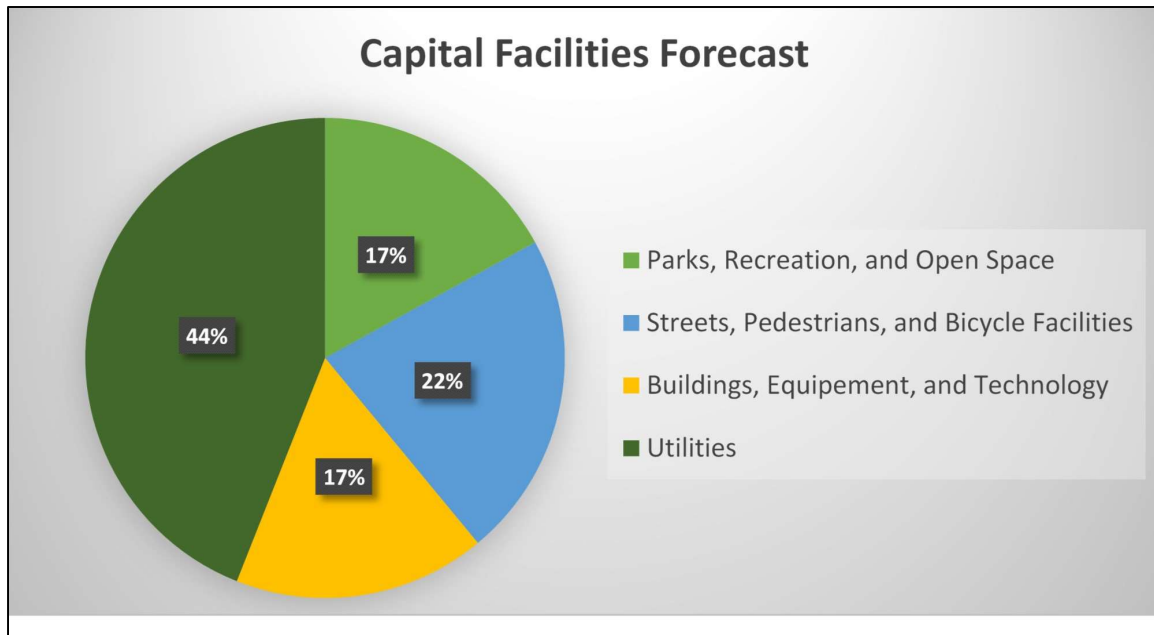


Table 3 Capital Facilities Forecast

		Streets and Trails (PBF)	Parks & Open Space	Public Buildings	Water	Sewer	Storm Drainage
CAPITAL COSTS	20-year est. capital expenditures	60,300,600	43,613,471	19,039,743	121,593,481	26,280,635	28,072,472
REVENUE SOURCES	REET 1		28,564,570	14,644,728			
	REET 2	43,209,298					
	Grants	1,000,000	3,292,500	3,292,500			150,000
	Fuel Taxes	7,081,833					
	Water Rates				247,137,290		
	Sewer Rates					216,381,050	
	Storm Rates						50,135,809
	Levy		458,000				
	Debt			1,560,000			
	TBD	7,000,000					
	Other	2,009,469	14,410,753	2,835,015			

VII. PROCESS FOR SITING PUBLIC FACILITIES

BACKGROUND STATE & COUNTY

The Growth Management Act requires that jurisdictions planning under its authority develop and adopt a process for identifying and siting essential public facilities, including those facilities typically difficult to site.

The State Office of Financial Management maintains a list of those essential state facilities that are required or likely to be built within the next six years. The list includes: airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling facilities; in-patient facilities including substance abuse facilities, mental health facilities and group homes; waste-water treatment facilities; utility and energy facilities; and parks and recreation facilities.

King County policies also identify the parameters for the siting of new public capital facilities of a county- or state-wide nature. The facilities shall be sited so as to support countywide land use patterns, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Public facilities development projects are also to be prioritized, coordinated, planned and sited through an inter jurisdictional process.

Interstate 90 represents the community's largest essential public facility of a regional or statewide nature. Given the lack of available land, the residential nature of Mercer Island and the comparatively high land and development costs, future siting of major regional or state facilities on Mercer Island is most likely unrealistic and incompatible with existing land uses.

MERCER ISLAND FACILITIES

At the local level, the City of Mercer Island identifies facilities as essential to the community: public safety facilities (fire and police), general administration and maintenance (City Hall), Public Works operations (public works facility), public library, public schools and facilities housing human services and recreation/community service programs. These facilities are not generally classified as "essential public facilities" as they do not have the same level of regional importance and difficulty in siting. Though not "essential" under GMA, these public facilities provide public services that are important to the quality of life on Mercer Island and should be available when and where needed.

The City of Mercer Island employs many methods in the planning for and siting of public facilities: land use codes, environmental impact studies, and compliance with state and federal regulatory requirements. In addition, the Transportation, Utilities and Capital Facilities Elements of the Comprehensive Plan identify existing and future local public facilities and require substantial public involvement in the siting of those facilities.

However, because the vast majority of Mercer Island's available land has been developed for residential uses (over 95 percent), siting most public facilities that are generally regarded as not compatible with residential land uses becomes problematic.

In the past, siting local public or human services facilities has produced a wide range of responses within the community. Community acceptance is a significant issue and nearly always has a strong influence on final site selection. Developing a basic framework for community involvement early in the facilities

development process clearly enhances the whole siting process. The City should establish a public participation plan that involves the community during the siting and development processes and, if necessary, after operations begin at the facility.

In large part, the most effective facilities siting approaches include early community notification and ongoing community involvement concerning both the facilities and the services provided at the site. Use of these strategies creates opportunities to build cooperative relationships between the City, the adjacent neighbors and the broader community who use the services. They also help to clearly define the rights and responsibilities of all concerned.

POLICIES FOR SITING PUBLIC FACILITIES AND ESSENTIAL PUBLIC FACILITIES

The purpose of the Essential Public Facilities Siting Process is to ensure that public services are available and accessible to Mercer Island and that the facilities are sited and constructed to provide those services in a timely manner. Site selection is an important component in facilities development and should occur within a process that includes adequate public review and comment and promotes trust between City and the community.

- 2.1 Essential public facilities should be sited consistent with the King County Countywide Planning Policies.
- 2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the following:
 - (a) An inventory of similar existing essential public facilities, including their locations and capacities;
 - (b) A forecast and demonstration of the future need for the essential public facility;
 - (c) An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
 - (d) An analysis of the proposal's consistency with County and City policies;
 - (e) An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
 - (f) An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;
 - (g) An analysis of environmental, climate change, and health impacts and mitigation; and
 - (h) Extensive public involvement consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.
- 2.3 Local public facility siting decisions shall be consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.

- 1 2.4 Local public facility siting decisions shall be based on clear criteria that address (at least) issues
2 of service delivery and neighborhood impacts.
3
- 4 2.5 City departments shall describe efforts to comply with the Essential Public Facilities Siting
5 process when outlining future capital needs in the Capital Improvements Program budget.
6
- 7 2.6 City departments shall develop a community notification and involvement plan for any
8 proposed capital improvement project that involves new development or major reconstruction
9 of an existing facility and which has been approved and funded in the biennial Capital
10 Improvement Program budget.
11
- 12 2.7 Prioritize areas near transit when locating new public facilities and services.

DRAFT

I. Introduction, Existing Conditions, and Land Use Connection

This element of the Comprehensive Plan articulates how the City of Mercer Island will support and grow its economy through the year 2044. This element establishes policy direction for the City to build on its strengths, maximize opportunities, and build resilience in the local economy to overcome challenges. By many measures Mercer Island is poised to significantly grow its economy during the planning period. The resident work force tends to be employed in high-wage jobs and is highly educated. Because residents tend to be employed in high-earning jobs, there is a strong local customer base to support on-island businesses. The arrival of light rail service will increase access to Mercer Island for off-island visitors and workers. Mercer Island's position between Bellevue and Seattle makes it a prime location for businesses looking to draw workers and customers from larger surrounding cities. The Mercer Island economy is in a strong position to support new growth.

Mercer Island residents are employed in many high-earning industries. Over one quarter (26 percent) of the population is employed in the professional, scientific, and management, and administrative and waste management services industry, making it the largest employment sector. In 2021, the median annual earnings for this sector were \$134,265. The next three largest employment sectors are educational services, and health care and social assistance (16 percent), retail trade (13 percent), and finance and insurance, and real estate and rental and leasing (12 percent). In 2021, the median earnings for these three sectors ranges from between \$71,467 and \$105,913 annually. Table 1 shows the full-time, year-round employed population 16 years old and over by industry.

1 Table 1. Mercer Island Employment by Industry Sector, 2021.

Industry Sector	Count	Share	Median Earnings*
Full-time, year-round civilian employed population 16 years and over	8,620	100.00%	102,348
Agriculture, forestry, fishing and hunting, and mining:	0	0.00%	-
Construction	177	2.05%	76,103
Manufacturing	665	7.71%	149,219
Wholesale trade	229	2.66%	93,438
Retail trade	1,138	13.20%	88,000
Transportation and warehousing, and utilities:	212	2.46%	100,670
Transportation and warehousing	183	2.12%	91,042
Utilities	29	0.34%	152,031
Information	665	7.71%	195,729
Finance and insurance, and real estate and rental and leasing:	1,110	12.88%	105,913
Finance and insurance	675	7.83%	109,286
Real estate and rental and leasing	435	5.05%	76,563
Professional, scientific, and management, and administrative and waste management services:	2,284	26.50%	134,265
Professional, scientific, and technical services	1,998	23.18%	147,576
Management of companies and enterprises	12	0.14%	-
Administrative and support and waste management services	274	3.18%	78,241
Educational services, and health care and social assistance:	1,421	16.48%	71,467
Educational services	584	6.77%	55,724
Health care and social assistance	837	9.71%	89,688
Arts, entertainment, and recreation, and accommodation and food services:	305	3.54%	25,052
Arts, entertainment, and recreation	154	1.79%	11,678
Accommodation and food services	151	1.75%	28,370
Other services, except public administration	157	1.82%	33,750
Public administration	257	2.98%	67,745

2 *2021 median earnings are shown for the last 12 months in inflation adjusted dollars

3 Source: U.S. Census Bureau 2021 American Community Survey, Tables S2404 and B24031.

4 <https://data.census.gov/table?q=industry&g=1600000US5345005&tid=ACST5Y2021.S2404>

5 <https://data.census.gov/table?q=earnings+by+industry&g=1600000US5345005&tid=ACST5Y2021.B24031>

6
7 The Mercer Island population is well-educated. A little more than 82 percent of residents over the age of
8 25 have completed a college degree, having earned an associate's degree or higher educational
9 attainment. For comparison, about 64 percent of the population over 25 in King County have an
10 associate's degree or higher educational attainment. Table 2 shows the educational attainment for the
11 Mercer Island population aged 25 or older.

Table 2. Educational Attainment for the Population 25 Years and Over, 2021.

Educational Attainment	Estimate	Share
Less than high school diploma	308	1.70%
Regular high school diploma	1,034	5.71%
GED or alternative credential	84	0.46%
Some college, less than 1 year	316	1.74%
Some college, 1 or more years, no degree	1,379	7.61%
Associate's degree	952	5.25%
Bachelor's degree	7,118	39.29%
Master's degree	3,781	20.87%
Professional school degree	1,791	9.89%
Doctorate degree	1,354	7.47%
Total	18,117	100%

Source: U.S. Census Bureau 2021 American Community Survey, Table B15003.

Mercer Island is located in King County between two major economic hubs in Seattle and Bellevue. Mercer Island is in the center of a high-income area that can support increased economic activity. The City's geography places it in a prime location to grow its economy by attracting off-island customers and capital from the surrounding area. King County's median household income is the highest in both the Puget Sound region and Washington overall. Table 3 shows the 2021 median household incomes for Washington State and selected Puget Sound counties.

Table 3. Estimated 2021 Median Household Income in the Last 12 Months, Washington State and Selected Puget Sound Counties.

Location	Median Income (Dollars)
Washington State	\$84,247
King	\$110,586
Kitsap	\$87,314
Pierce	\$85,866
Snohomish	\$100,042

Source: 2021 American Community Survey Table S1903.

Mercer Island Commercial Areas

The City of Mercer Island has three commercial areas. These areas have been zoned for commercial uses since the City incorporated in the 1960s. Each of these areas is home to different types of commercial development. Commercial developments in Town Center are predominantly older one-story strip mall development and newer mid-rise mixed-use buildings. There is a commercial area in the northeast of the island near City Hall that is primarily older one- and two-story buildings with office spaces and services such as childcare. The south end commercial area is a smaller shopping center and self-storage structure. These three distinct areas are the only places in Mercer Island zoned for commercial uses. Some limited commercial activities such as home-based businesses are allowed outside of these areas.

Town Center

Town Center is located south of Interstate 90, north of Mercerdale Park, west of Island Crest Way, and east of 74th Avenue Southeast. The Town Center has experienced the most development of all the commercial areas in the City in recent years. Most of the recent developments have been mixed-use development combining first floor commercial space and parking with residential uses on the upper floors.

Older development in Town Center is lower-intensity, one-story, 'strip mall' development with surface parking in front of the commercial space.

Northeast Commercial Area

The northeast commercial area is south of Interstate 90, north of Stroum Jewish Community Center, west of East Mercer Way, and east of Gallagher Hill. This area is developed primarily for commercial and institutional uses. The majority of buildings in this area were constructed between 1957 and 1981. Commercial development is typically composed of one- and two-story buildings surrounded by surface parking lots. The commercial land uses in this area are offices for professional services and services such as daycares and private schools. City hall is located in this area. The intersection of E Mercer Way, SE 36th Street and eastbound I-90 ramps is located in the eastern portion of this area. This intersection experiences significant traffic levels during peak travel hours.

South End Commercial Area

The south end commercial area is south of Southeast 68th Street, west of Island Crest Way, east of 84th Avenue Southeast, and north of Southeast 71st Street. This is the smallest commercial area on Mercer Island at roughly 14 acres. The majority of the commercial development dates to the early 1960's. The commercial land uses here are primarily restaurants and retail. There are some commercial offices, a gas station, and a storage facility. This area has low intensity commercial development surrounded by surface parking lots.

Land Use Connection

There is a fundamental tie between the policies of this element and the Land Use Element. The Land Use Element envisions a primarily residential city with three defined commercial areas. It and the resultant regulations largely confine commercial land uses to three distinct commercial districts. This focuses the future economic growth in the City to those districts.

Each of the three commercial areas is regulated differently, with the built environment reflecting those variations. The Town Center zones allow the highest intensity development and midrise mixed-use structures are the principal form of new commercial development in that area. The northeast commercial area is zoned for office and service uses as opposed to other commercial uses. It was largely developed forty years ago and has not seen the same degree of recent development as Town Center. The south end commercial area is zoned for a mix of small scale, neighborhood-oriented business, office, service, public and residential uses. The three commercial areas are mostly developed, so absent rezoning most new commercial development in the City will likely come through redevelopment of existing commercial buildings.

The supply of commercial development capacity is closely controlled by Land Use policies and regulations. Regulations that modulate the supply of an economic input such as the space in which commercial activity can take place also affect the location, size, scale, and cost associated with doing businesses in the City. Controlling the supply of commercial development capacity is the primary way the Comprehensive Plan has shaped the local economy prior to the adoption of this Economic Development Element. Because of this connection, some goals and policies of this element connect directly to land use policies and regulations.

Relationship to Other Comprehensive Plan Elements and Other Plans

The Housing, Transportation, Utilities, Capital Facilities, and Shoreline Master Program elements all interact with the local economy as follows:

Housing

Housing indirectly impacts the local economy because it has an effect on the local business' customer base and labor force. Housing on Mercer Island is primarily detached single-family homes and contributes to the unique Island neighborhood character. Multifamily development is largely limited to the area in and around Town Center. Housing has several effects on the local economy. Higher cost housing can attract higher income residents and customers for local businesses. On the other hand, high housing costs may limit the ability for some workers to afford to live in the City, leading to increased commuting and potentially limiting a business's ability to hire. Higher cost housing can attract higher-income residents and customers for local businesses, though, higher cost housing may depress financial resources and reduce customer spending overall, including at Island businesses. Less expensive, multifamily housing may attract residents in and near the Town Center who are more likely to choose not to own a car and may be more likely to shop local than those in detached single-family housing. The quantity of multifamily housing available may correlate with the market for the basics of everyday living and experiences such as dining out.

Transportation Element

Transportation infrastructure is integral to the local economy. The Transportation Element establishes the goals and policies that guide how the City will maintain, improve, and expand the transportation network to account for growth throughout the planning period. The goals and policies of the Transportation Element aim to maintain adequate levels of service at high traffic intersections, reinvest in existing infrastructure, increase transportation choice in the City, and provide connectivity between the light rail station and the City's commercial areas. Transportation networks allow businesses to access markets in neighboring cities, make it easier for customers from outside the City to patronize local businesses, and enable local businesses to draw from the regional labor force.

Utilities

The provision of utilities is vital to local businesses, all of which need reliable sewer, water, power, and internet. The Utilities Element details how the City will coordinate with its utility service providers to ensure adequate provision of these vital services for residents and businesses alike.

Capital Facilities

Capital facilities such as parks and public buildings are critical to the provision of services to the local economy. In addition to planning for public assets, the Capital Facilities Element includes goals and policies to support a high quality of life, which can attract new businesses and workers to Mercer Island

Shoreline Master Program

The Shoreline Master Program (SMP) Element establishes the policies for managing development in the shoreline. This element is designed to ensure that the shoreline environment is protected, and that the shoreline is available for water dependent uses. Those businesses located in the shoreline jurisdiction, within 200 feet of Lake Washington, are affected by the SMP. In situations where the policies in the SMP and Economic Development Element intersect, the Comprehensive Plan will need to balance shoreline environmental protection with fostering of appropriate water dependent commercial uses in the shoreline.

Other Plans

The Comprehensive Plan includes several other plans that address specific topics. As components of the Comprehensive Plan, those other plans relate to the Economic Development Element. Some of the other plans include:

- **The Arts and Cultural Plan** – Directs the provision of artistic and cultural infrastructure that draw both residents and shoppers to commercial areas. Artistic and cultural infrastructure and events in the community improve the quality of life. Well executed, they can attract local and off-island residents to commercial areas where they may be more likely to shop. It may also attract workers to the island, who in addition to contributing to the employment base, may shop here.
- **The Pedestrian and Bicycle Facilities Plan** – Establishes strategies maintaining and improving pedestrian and bicycle infrastructure to provide multimodal connections throughout the City.
- **Parks, Recreation and Open Space Plan** – Plans for the maintenance, improvement, and development of parks and open space.
- **Climate Action Plan** – Establishes the strategies the City will use to reduce greenhouse gas emissions and address the impacts of climate change.
- **Capital Improvement Plan** – Lists the capital investments the City will make through 2044.
- **Transportation Improvement Program** – Lists the Transportation Element implementation projects the City will undertake throughout the life of the Comprehensive Plan.

Employment Growth Target

The King County Countywide Planning Policies (CPPs) establish growth targets for all of the jurisdictions within King County. The CPPs were initially adopted in 1992 and have been amended several times since then. Elected officials from King County, the cities of Seattle and Bellevue, and the Sound Cities Association meet as the Growth Management Planning Council. This Council makes recommendations to the County Council, which has the authority to adopt and amend the CPPs. King County amended the CPPs in 2021, updating the growth targets for cities and towns throughout the County. The updated growth targets extended the planning horizon through the year 2044. Mercer Island's current employment is approximately 7,700 jobs; the growth target is 1,300 new jobs by the year 2044.

I.B Strengths, Weaknesses, Opportunities, and Threats

The advantages and challenges the City plans to encounter in the next twenty years can be divided into strengths, weaknesses, opportunities, and threats. Strengths are those things already existing in the local economy that the City can build on to grow the economy. Weaknesses are existing conditions in the local economy that could impede or otherwise challenge economic growth through the planning period. Opportunities are foreseeable changes that can give the City a stronger competitive advantage in the coming years. Threats are external events or factors that have the potential to negatively affect economic growth. The selected strengths, weaknesses, opportunities, and threats discussed in this section were identified during public participation and data review conducted during the drafting of this element.

Strengths

Strengths are the cornerstones of the economy. These are the aspects of the local economy that are advantageous for economic growth. Strengths are factors that contribute to the prosperity, environment, and social cohesion of the City and as such represent topic areas the City can support or expand to overcome weaknesses and threats. Some of the principal strengths identified are listed and discussed below.

High Quality of Life

The high quality of life on Mercer Island is a considerable strength. The Island's parks, open space, high quality public schools, safe and walkable neighborhoods, and cultural amenities helps attract new businesses and workers alike. Community input gathered during the drafting of this element often pointed to the high quality of life in Mercer Island as an asset the City can build upon to strengthen the local economy. Quality of life may also serve as a draw for off-island visitors to patronize local businesses. Since this high quality of life is a considerable strength, it must be protected.

High-Income Residents

Another key strength is the relatively high income of Mercer Island residents. During public input, business owners pointed out that the spending power of the Mercer Island community helped with the initial success of businesses. In 2021, the median household income for Mercer Island was \$170,000. For reference, the 2021 median household income in King County was \$106,326. Table 4 shows the 2021 household income distribution in Mercer Island and King County. Figure 1 shows the median household income in King County and Mercer Island between 2010 and 2020. It is worth noting that over the last few years, the percent gap between King County and Mercer Island household income has been closing.

Table 4. Household Income and Benefits, 2021.

Income and Benefits in 2021 Inflation-Adjusted Dollars		
	Mercer Island	King County
Total households	9,758	924,763
Less than \$10,000	3.3%	4.7%
\$10,000 to \$14,999	0.5%	2.4%
\$15,000 to \$24,999	4.0%	4.3%
\$25,000 to \$34,999	5.1%	4.2%
\$35,000 to \$49,999	4.3%	7.4%
\$50,000 to \$74,999	8.3%	12.2%
\$75,000 to \$99,999	6.1%	10.3%
\$100,000 to \$149,999	14.3%	18.1%
\$150,000 to \$199,999	8.8%	12.1%
\$200,000 or more	45.3%	24.4%
Median household income (dollars)	\$170,000	\$110,586
Mean household income (dollars)	\$261,417	\$154,122

Source: U.S. Census Bureau, Table CP03.

<https://data.census.gov/table?q=employment+income&g=1600000US5345005&tid=ACSCP5Y2021.CP03>

Figure 1. Median Household Income by Year, Mercer Island, 2010 to 2020



Source: American Community Survey, 2010, 2020; CAI, 2022.

Having an existing high-income customer base is a considerable advantage for entrepreneurs and can draw firms from off-island to do business in the city. The financial resources of the community on Mercer Island can also help with business formulation and business attraction. The key to building on this strength is focusing on giving residents more opportunities to shop on-island and broadening prospects for entrepreneurs and businesses to invest capital in the Mercer Island economy.

Location of the City

Mercer Island's location on Interstate 90 (I-90) and roughly equidistant from Seattle and Bellevue is a strength. Seattle and Bellevue are large metropolitan centers with many thriving businesses, potential customers for Mercer Island businesses, and workers with diverse skills and expertise. I-90 provides potential customers and employees with excellent access to the city and that access is complemented with available parking near businesses. The city is also connected to its neighbors by transit, allowing greater flow of people to and from its commercial centers. Ensuring good access to commercial areas with roads and transit connections can build on this strength.

Weaknesses

Weaknesses are aspects of the local economy that could impede growth in the local economy. They represent topic areas the City can apply policy mechanisms to minimize, reduce, or overcome impediments to a healthy local economy. Weaknesses are listed and discussed below.

Permitting and Regulatory Environment

Permitting challenges, difficulty navigating the development code, and protracted permitting processes can increase financial risk when starting a new business or expanding an existing one. This increased financial risk can adversely impact business formation and retention. Public input indicated that the City's development code and permitting processes can be complicated and make starting a business more difficult. Permit fees and the time spent on permit review are also challenging factors related to starting

1 a new business. As the City considers permit fees, impact fees, and other regulatory requirements it can
2 assess how those changes might add to or reduce the cost of starting a new business. The City can address
3 this weakness by auditing its regulations and permit processes to ensure that they do not unnecessarily
4 restrict or complicate the process of starting or expanding a business. Another way for the City to address
5 this weakness is to engage the business community in the legislative process.

6 7 **Business Climate and Culture**

8 Public input gathered during the drafting of this element indicated that the business climate and culture
9 on Mercer Island are underdeveloped. Some business owners cited limited formal opportunities to
10 connect with the larger business community on Mercer Island. Commenters suggested that most business
11 networking was through informal networks rather than a concerted effort to help businesses cooperate
12 and share expertise. Other comments indicated that competition for limited on-island customers and a
13 corresponding lack of off-island patrons fostered competition amongst local businesses. The City can
14 begin to address this weakness by working with partners to facilitate formal communication and
15 collaboration between business owners.

16 17 **Lack of Visitor Customer Base**

18 Public input gathered during the drafting of this element highlighted low numbers of off-island customers
19 as a weakness. Many comments suggested that Mercer Island businesses sometimes struggle to connect
20 with customers outside of the city. Given the city's location near large metropolitan cities, there is a large
21 off-island customer base to draw from and attract. To begin addressing this weakness, the City can
22 explore opportunities to support the business community and community organizations such as the
23 Chamber of Commerce to reach customers outside of Mercer Island.

24 25 **Affordability and Availability of Commercial Space**

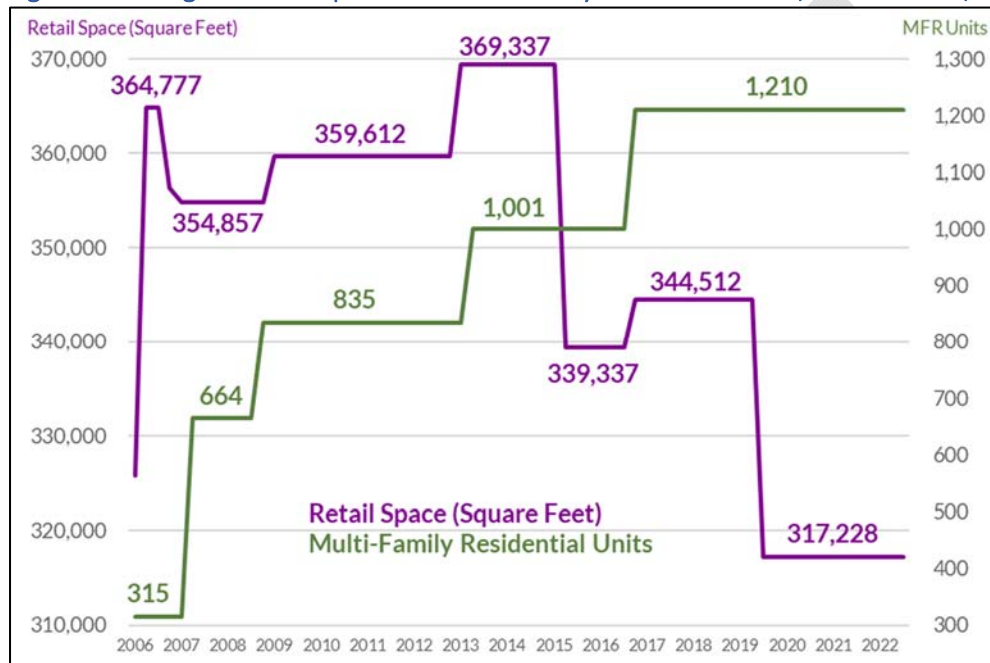
26 The lack of commercial space in the city and its cost can be a challenge for new business formulation and
27 expansion of existing businesses. Under the current zoning, commercial activities are largely limited to
28 three areas in the city. The largest of these areas, Town Center, is a mixed-use area where development
29 is allowed to be a combination of commercial and residential space. Over the last two decades,
30 redevelopment in this area has favored residential space, with minimal commercial space along certain
31 street frontages. As a result, there has been a limited amount of new commercial space added to Town
32 Center in recent years, a trend the City Council has begun working to reverse.

33
34 The City's future land use map in the Land Use Element and the zoning that implements that policy
35 framework limits the areas where commercial uses are allowed to the Town Center, the planned business
36 zone, and commercial-offices zone. The size of commercial zones can influence the cost and availability
37 of commercial real estate. If the area available for commercial development is not large enough to
38 accommodate the projected growth, prices can rise, and businesses can have trouble finding available
39 spaces as supply reduces. The City must monitor the size of its commercial areas to ensure that the supply
40 of developable commercial land is not so restricted that it limits opportunities for development. This is
41 why the GMA includes a requirement to plan for projected growth in the form of adopting an employment
42 growth target. The employment growth target is derived from the projected population increase through
43 the planning period. By setting an employment growth target and ensure the Comprehensive Plan can
44 accommodate that target, the City can ensure that commercial areas are sized appropriately.

45
46 Figure 2 compares the change in commercial square footage and residential units in Town Center between
47 2006 and 2022. The retail space referred to in the figure is commercial store fronts that could be retail or

restaurant space. From 2006 to 2022, the multi-family residential units increased by 895 units to a total of 1,210 (Figure 1). In that same period, the square footage of commercial space initially increased to a peak of about 369,000 square feet in 2013, before decreasing to about 317,000 square feet in the third quarter of 2019. This may be the result of a demolished building at 2431-2441 76th Ave SE. Although all development in Town Center is interconnected due to the mixed-use zoning in the area, this data does not mean that the amount of commercial space and number of residential units in Town Center are proportional or causal. From 2006 to 2022, the amount of commercial space has decreased by approximately 2.5% while the number of multi-family residential units have increased by nearly 75%.

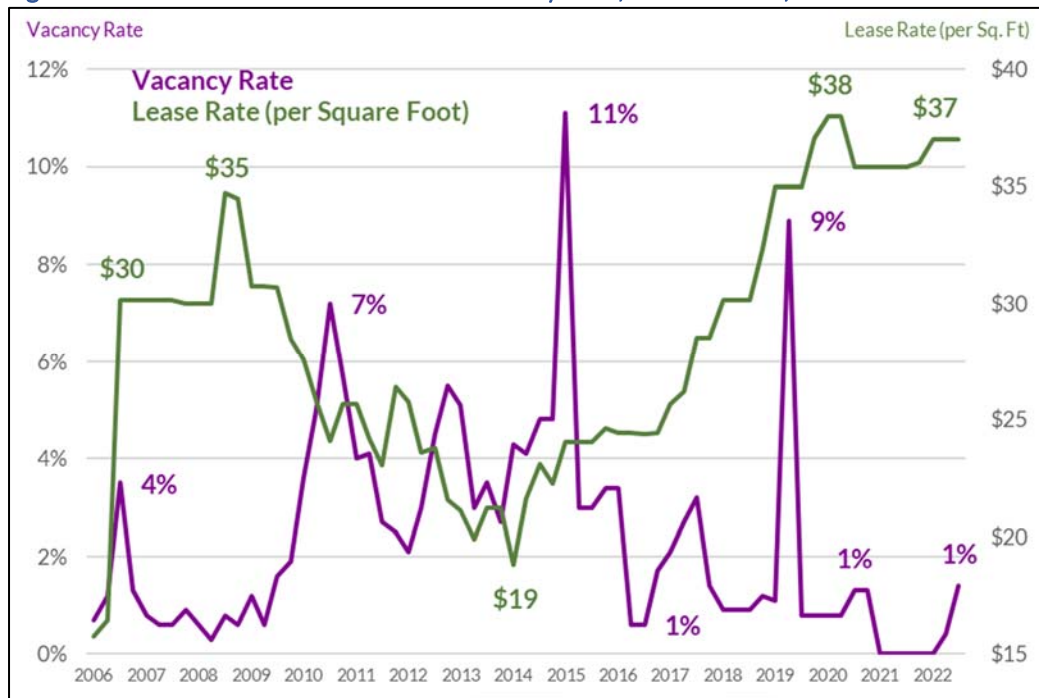
Figure 2. Change in Retail Space and Multi-Family Residential Units, Town Center, 2006 to 2022



Source: CoStar, 2022; CAI, 2022.

In the years between 2006 and 2020, the yearly lease rate (shown per square foot of retail space in Figure 3) increased to 38 dollars per square foot in the first quarter of 2020 and was holding at 37 dollars per square foot in 2022. While there was a small spike in the lease rate around 2020 (at the onset of the COVID-19 pandemic and development moratorium), this rate has been on a fairly steady increase since a low of 19 dollars per square foot in 2014. In that period, lease rates nearly doubled. 2015 saw the highest spike in the vacancy rate in Town Center. Around that time, a retail space of about 30,000 square feet was demolished at 2615 76th Ave SE. The closure of the businesses at that location prior to demolition could contribute to the short-term spike in the vacancy rate. In addition, at the onset of the pandemic, Town Center saw a spike to nine percent in the retail vacancy rate. That spike was short-lived and held at about a one percent vacancy rate through 2022.

Figure 3. Retail Annual Lease Rate and Vacancy Rate, Town Center, 2006 to 2022.



Source: CoStar, 2022; CAI, 2022.

In 2022, the City Council enacted regulations in Town Center that expanded commercial frontage requirements along specific streets and added a new commercial floor area requirement in an attempt to prevent loss of commercial space. The effectiveness of these regulations will need to be evaluated over time. If new development in Town Center does not include enough commercial space to meet the demand from new businesses looking to locate in the city and the expansion of existing businesses, the affordability and availability of commercial space may constrain future economic growth and those regulations may need to be revisited.

Opportunities

Opportunities are foreseeable changes that can give the city's economy a stronger competitive advantage in the coming years. Compared with strengths and weaknesses, which come from existing conditions, opportunities are anticipated future events or conditions. Similar to strengths, opportunities are topic areas the City can focus on to support economic growth and maximize probable positive developments in the local economy.

Additional Transportation Connections

The flow of goods and people is a major component of any city's economy. Transportation infrastructure can be even more impactful for an island community where moving people and goods is complicated by lack of an overland route. For this reason, the East Link Light Rail station has the potential to be one of the most transformative transportation developments on Mercer Island since the construction of the first bridge to the island. The arrival of light rail will increase access to Mercer Island for off-island people. The potential to draw more off-island visitors to increase the customer base for local businesses is an opportunity to boost economic growth in the city. Leveraging the arrival of light rail will require some active steps to ensure that this opportunity is maximized, and impacts are adequately addressed. The City can help connect transit riders with local businesses to take advantage of the arrival of light rail.

Arrival of a Large Employer in Town Center

Riot Games acquired an office building in Town Center in 2022. Their use of this office space is expected to eventually add a couple hundred jobs to Town Center. This opportunity overlaps with the planned arrival of light rail. This influx of workers is expected to increase demand for goods and services from neighboring businesses in Town Center. The arrival of a large employer is also expected to generally spur economic growth. The City should explore partnerships and programs to begin encouraging commuters to spend more time in Town Center and shop locally.

More Islanders Working From Home

One of the changes prompted by the Covid-19 pandemic is the transition to more work-from-home options for commuters. The extent to which commuting workers will spend their workdays on-island instead of traveling to work off-island remains unclear. What seems increasingly likely is that workers will commute less often than they did before the pandemic. Changes in commuting could lead to new demand for different services in the city's commercial areas or increased demand for existing services.

More Housing Priced in the Middle Range

Recent legislation will encourage the development of more housing priced in the middle range, most of it in and near the Town Center. Residents of this housing will be located near the commercial area, will be less likely to own a car, and will be more likely to shop locally. The arrival of more residents in these locations will likely spur economic development.

Threats

Threats are external events or factors that have the potential to impede, slow, or otherwise negatively affect economic growth. Whereas weaknesses are existing conditions in the City that might challenge growth, threats are potential future concerns. Threats are topic areas where the City can focus attention to prepare for possible challenges and build resilience in the local economy.

Economic Uncertainty

There currently is a high degree of uncertainty about the future in the regional, national, and global economy. The unknown future of market forces such as inflation, supply chain difficulties, labor shortages, stock market volatility, and rising transportation costs obfuscate the economic outlook ~~in~~ for the coming years. Many of these market forces are beyond the reach of City policies, however the City can prepare for positive and negative swings in the regional, national, and global economy by planning for economic resilience. Policy interventions that look to build on the local economy's strengths, overcome its weaknesses, and capitalize on expected opportunities can build resilience in the local economy. Policies that establish contingency plans for economic downturns can also help position the City to be responsive to changing conditions in uncertain times.

The Changing Nature of Retail

Retail commerce is undergoing a transition as online retailers compete with brick-and-mortar stores. This change appears to have been accelerated during the Covid-19 pandemic as more shoppers opted to order goods online. Comments indicate that this could mean that retail will need to focus more on location-specific or experiential retail to differentiate their goods and services from those more readily available in online marketplaces. Some comments proposed a shop local campaign and adaptive reuse regulations for commercial spaces as possible measures to help local businesses respond to changes in demand.

Affordability in the Region

The affordability of commercial and housing has the potential to slow economic growth in the coming years. Rising commercial real estate costs negatively impact both business formation and retention by making it more expensive to locate a business in the city. Higher rents can price out existing businesses, make expanding cost-prohibitive, and increase startup costs for entrepreneurs. Higher rents in new development can displace existing businesses as commercial areas redevelop. The City can monitor commercial space availability and development capacity to ensure that zoning and other development regulations do not create scarcity of commercial spaces in the city's commercial zones.

Housing affordability can impact workforce availability. Labor is an important input for local businesses. As housing prices increase, filling middle and lower wage positions can potentially become more difficult as many workers commute from outside the city. The majority of people employed on Mercer Island commute from outside the city. In 2019, 87 percent of workers employed on Mercer Island live outside the city. Only about 13 percent of workers employed in the city also live on Mercer Island. On the other hand, 91 percent of workers living on Mercer Island commuted to jobs outside the City in 2019. Table 5 shows the inflow and outflow of Mercer Island workers as tracked by the U.S. Census Bureau in 2019.

Table 5. Worker Inflow and Outflow, 2019.

	Count	Share
Workers Employed in Mercer Island		
Employed in Mercer Island	7,071	100%
Employed in Mercer Island but living outside Mercer Island (inflow)	6,157	87.1%
Employed and living in Mercer Island	914	12.9%
Workers Living in Mercer Island		
Workers living in Mercer Island	10,123	100%
Living in Mercer Island but employed outside Mercer Island (outflow)	9,209	91%
Living and employed in Mercer Island	914	9%

Source: U.S. Census Bureau On the Map, 2019.

Many workers commute from off-island to fill middle and lower wage positions. In 2019, more than half of jobs in Mercer Island paid less than \$3,333 a month or about \$40,000 a year. The low earnings for on-island jobs can make it difficult for workers to afford to live near Mercer Island and could make finding workers difficult given that all of metro King County has a higher cost of living. Table 6 shows the earnings for on-island jobs as tracked in 2019 by the U.S. Census Bureau.

Table 6. Mercer Island Jobs by Earnings, 2019.

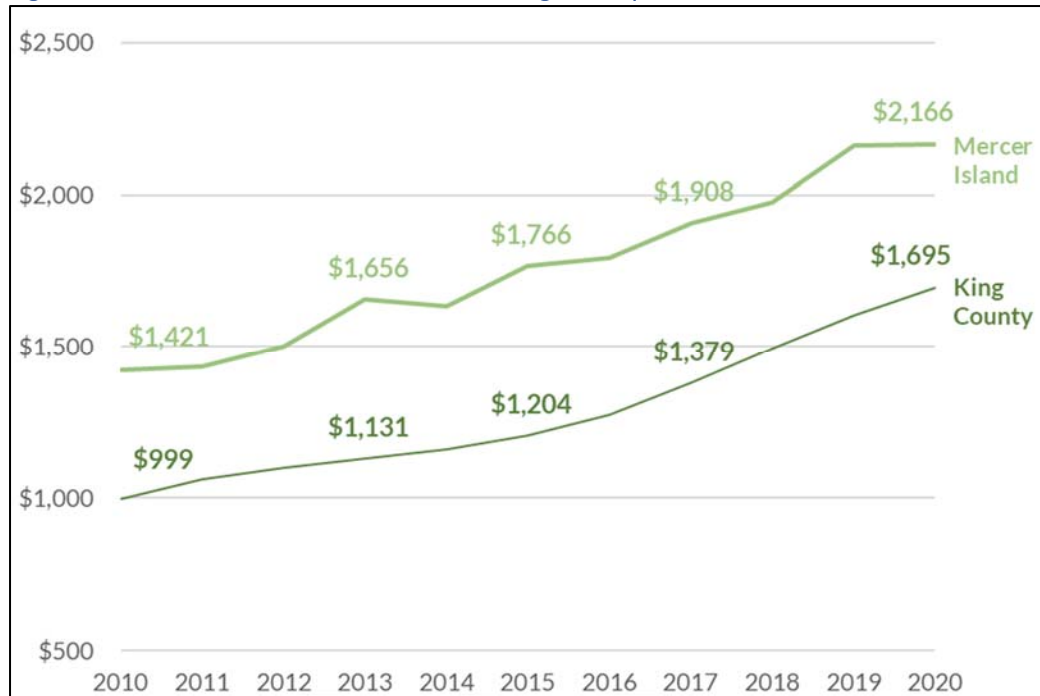
Earning Range	Mercer Island		King County	
	Count	Share	Count	Share
\$1,250 per month or less (\$15,000 annually)	1,738	24.6%	188,902	13.7%
\$1,251 to \$3,333 per month (\$15,012 to \$39,996 annually)	1,995	28.2%	299,798	21.7%
More than \$3,333 per month (more than \$39,996 annually)	3,338	47.2%	891,181	64.6%

Source: U.S. Census Bureau On the Map, 2019.

While many jobs on Mercer Island pay relatively lower wages, the cost of housing is rising. Figure 4 shows that in 2020, the median rent in Mercer Island was \$2,166 a month. Assuming that housing costs should be around 30 percent of a household's income, this would require a monthly income of roughly \$6,498 or \$77,976 annually to be affordable. Expanding to the county level, the 2020 median rent in King County

was \$1,695. The King County median rent would require a monthly income of about \$5,085 or \$61,020 annually to be affordable. As highlighted earlier, many jobs on Mercer Island pay \$40,000 a year or less. If rent outpaces wage growth, many workers may choose to live or work in more affordable cities or regions. Difficulty in attracting workers can hinder economic growth as greater competition for workers can drive up wages and costs to businesses.

Figure 4. Median Rent, Mercer Island and King County, 2010 to 2020.



Source: American Community Survey, 2020; CAI, 2022.

Displacement During Redevelopment

The City's commercial areas are largely developed. This causes most new commercial development on the Island to occur through redevelopment of existing commercial buildings, which can displace businesses in older developments. Displacement risk increases as sites redevelop because commercial spaces in redeveloped sites can have higher rents, construction can interrupt business, and new spaces might not fit existing business' needs. The City can monitor the supply of developable commercial land to determine whether the availability of commercial space is not increasing the displacement risk for local businesses.

Climate Change

Climate change has the potential to have negative effects upon the economy. Business establishment and success as well as customer spending patterns may be affected. Though many of the impacts of climate change may be out of the control of local government, Mercer Island should implement and market the success of climate mitigation and adaptation strategies included in the Climate Action plan to attract businesses and shoppers. Businesses may want to locate where they can minimize their impact upon the climate and where their employees may be more comfortable. Shoppers may seek commercial areas that are more comfortable in a warmer climate.

II. Business Ecosystem Goals and Policies

Goal 1 – The City of Mercer Island actively fosters a healthy business ecosystem.

Policies

- 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs.
- 1.2 Dedicate one staff position to coordinating the implementation of the Economic Development Element.
- 1.3 Support local economic development nongovernmental organizations to grow their capacity to support local businesses, attract new investment, and maintain a healthy business ecosystem.
- 1.4 Analyze commercial development capacity periodically to evaluate the type and quantity of commercial development possible given existing development, zoning, and regulations.
- 1.5 Develop a citywide retail strategic plan. The citywide retail strategic plan should include actionable steps the City can take to support existing retail businesses, attract new retail businesses, and diversify the local economy.
- 1.6 Analyze the feasibility of establishing a Parking and Business Improvement Area (PBIA) or Local Improvement District (LID) in one or more commercial areas to fund improvements for economic development.
- 1.7 Partner with community organizations such as the Chamber of Commerce to market Mercer Island as good place to do business.
- 1.8 Study the feasibility of relocating City Hall facilities to Town Center. The study should consider creation of a public park, establishing City Hall as a gateway from the Sound Transit Light Rail Station, public access to City services, and accessibility for all Mercer Island residents.

Goal 2 – Mercer Island's healthy business ecosystem attracts entrepreneurs, businesses, and investment.

Policies

- 2.1 Partner with nongovernmental organizations and neighboring economic development agencies to market Mercer Island as a prime location for businesses and investment.
- 2.2 Partner with community organizations to target the following types of businesses and investment when marketing the City as a prime location for business:
 - 2.2.A A complementary and balanced mix of retail businesses and restaurants;
 - 2.2.B High wage employers; and
 - 2.2.C Satellite offices and coworking spaces.

- 2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to help entrepreneurs navigate City processes and find additional resources available to assist in starting a new business.
- 2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer Island business owners, entrepreneurs, and retirees with people interested in starting new businesses.
- 2.5 Conduct a food truck pilot program to attract new entrepreneurs to Town Center. The pilot program can include but is not limited to the following:
 - 2.5.A Designated food truck parking on public property, including rights of way;
 - 2.5.B Informational materials provided to existing food truck operators to attract them to Mercer Island;
 - 2.5.C Partnerships with food truck organizations in the region;
 - 2.5.D Outreach to existing restaurants to consider the impacts of the pilot program on existing businesses; and
 - 2.5.E A report providing recommendations for potential programmatic and regulatory changes.

Goal 3 – Existing Businesses thrive as the cornerstone of Mercer Island’s business ecosystem.

Policies

- 3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community.
- 3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff.
- 3.3 Periodically distribute a business newsletter to local business owners and community organizations.
- 3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop Mercer Island” marketing campaign directed at drawing more residents and visitors to commercial areas on the island. The City should fill a supporting role in this partnership.
- 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation.
- 3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.

Goal 4 – The business ecosystem on Mercer Island is sustainable in that it meets the social, environmental, and economic needs of residents now and in the future.

- 4.1 Encourage programming that enables residents and visitors to safely gather, access spaces, socialize, and celebrate in the City. Encouraging public gatherings throughout the City can improve the quality of life on Mercer Island and make the City a more vibrant place for residents and visitors alike, which can in turn drive increased economic activity.
- 4.2 Build resilience in the local economy by:
 - 4.2.A Diversifying the goods and services available in the local economy;
 - 4.2.B Being flexible when working with businesses to respond to crises such as allowing temporary use of rights of way for business activity during a state of emergency like a pandemic;
 - 4.2.C Coordinating with local businesses to plan for disaster preparedness; and
 - 4.2.D Be guided by relevant strategies in the Climate Action Plan to reduce the potential negative effects of climate change on doing business in the City and to attract businesses, workers and customers in a warming climate.
- 4.3 Consider-Climate Action Plan strategies during economic development decision making.

Goal 5 – Mercer Island has a skilled workforce that is central to the health of the business ecosystem.

- 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island.
- 5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers.

Goal 6 – The Mercer Island economy provides residents the option to both live and work on-island.

Policies

- 6.1 Plan to increase ~~high-wage on-island~~ job opportunities for residents, including high-wage jobs, increase on-island employment options as a share of the City's employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.
- 6.2 ~~Coordinate with the Housing Element to increase housing opportunities by implementing the policies of the Housing Element so that for employees-workers to can afford to live and work in the community where they work.~~

III. Regulatory Environment Goals and Policies

Goal 7 – The City actively reduces the regulatory burden created by commercial development regulations and permitting processes to support a healthy business ecosystem, entrepreneurs, and innovation in business.

Policies

7.1 Audit the development code and permitting processes to identify code amendments to support businesses, improve effectiveness, and make efficient use of City resources. The following goals should be coequally considered when identifying code amendments:

7.1.A Lowering compliance costs for business owners;

7.1.B Minimizing delay and reduce uncertainty in the entitlement process;

7.1.C Improving conflict resolution in the entitlement process;

7.1.D Reducing the likelihood of business displacement as new development occurs; and

7.1.E Balancing parking requirements between reducing barriers to entry for new businesses and the need for adequate parking supply.

7.1.F Reducing greenhouse gas emissions.

7.2 Evaluate City fees imposed on development to determine their effect on business startup costs and City finances. The impact on business startup costs must be balanced with the financial needs of the City.

7.3 Evaluate additional process or code improvements on an annual basis with input from the economic development staff. This evaluation should inform the development of annual docket recommendations as needed.

7.4 Update home business regulations to support a mix of commercial uses while ensuring home businesses remain compatible with neighboring residential uses.

7.5 Establish a small-business pre-application process to help guide applicants through the permitting process.

7.6 Study allowing small scale retail outside the existing commercial districts.

IV. Business and Customer Attraction Goals and Policies

Goal 8 – The Mercer Island business ecosystem includes a diversity of goods and services enjoyed by residents and visitors.

Policies

8.1 Ensure land use regulations in commercial zones allow a diversity of commercial uses.

8.2 Encourage commercial offices to locate in Mercer Island to bring more potential daytime customers to the Island without displacing existing retail space.

Goal 9 – The commercial areas in Mercer Island, and especially the Town Center, are lively, vibrant gathering places for the community and visitors.

Policies

- 9.1 Encourage arts and cultural activities in commercial zones to draw the community to commercial areas.
- 9.2 Partner with community organizations to develop a program to activate Town Center in the evening. The program should include strategies such as:
 - 9.2.A Evening events to draw people to Town Center;
 - 9.2.B Focusing on arts and cultural experiences;
 - 9.2.C Engaging local nonprofits; and
 - 9.2.D Incorporating existing community events.

Goal 10 – Commercial areas are attractive and inviting to the Mercer Island community and visitors.

Policies

- 10.1 Focus on public safety as an important component of a thriving business community.
- 10.2 Activate public spaces in commercial areas by establishing design standards that encourage walkability and active use of street frontages in new development using strategies such as:
 - 10.2.A Emphasizing spaces that are human-scaled, safe and comfortable for walkers and bikers;
 - 10.2.B Incorporating principles of crime prevention through environmental design (CPTED);
 - 10.2.C Increasing wayfinding;
 - 10.2.D Incorporating public art;
 - 10.2.E Increasing street furniture/public seating provided it is designed with a specific purpose or function; and
 - 10.2.F Increasing the amount of public space, including parklets.
- 10.3 Review street standards including the streetscape manual in Town Center, considering the following:
 - 10.3.A On street parking;
 - 10.3.B Time-limited public parking;
 - 10.3.C Public safety;
 - 10.3.D Pedestrian improvements;
 - 10.3.E Electric vehicle charging; and
 - 10.3.F Bike parking and infrastructure.

Goal 11 – Public space in Town Center is plentiful, providing residents and visitors places to gather, celebrate, and socialize.

Policies

- 11.1 Establish regulations for outdoor dining and temporary uses that allow flexible use of street frontages and public rights of way for public space to gather, celebrate, and socialize.
- 11.2 Seek to create more community gathering spaces when considering development standards in Town Center.
- 11.3 Maintain the existing City program to beautify Town Center with landscaping, street trees and flower baskets.

Goal 12 – Mercer Island residents and visitors can safely access commercial areas.

Policies

- 12.1 Ensure multimodal transportation options are available for workers to access on-island employment and customers to access goods and services.
- 12.2 Reduce car dependence without compromising existing available parking in commercial areas by prioritizing the following when considering regulatory amendments and capital improvements:
 - 12.2.A Bike safety, parking, and infrastructure;
 - 12.2.B Access to transit;
 - 12.2.C Pedestrian safety;
 - 12.2.D Traffic calming; and
 - 12.2.E Human scale design.
- 12.3 Prioritize capital investment in creating robust pedestrian and bicycle connections between the park and ride, light rail station, Town Center and surrounding residential areas.
- 12.4 Ensure that sufficient parking is provided as commercial areas redevelop. Interpretation of the policies in this element should not lead to a reduction in parking,
- 12.5 Align the development of public space with all City functional plans, including the Pedestrian and Bicycle Facilities Plan, to create safe walking and cycling routes that connect residential areas with public spaces.

IV. Implementation Goals and Policies

Goal 13 – The City takes specific actions and provides resources to implement the policies and achieve the goals of this Economic Development Element. Progress toward achieving Economic Development Element goals is regularly monitored and reported to the City Council and public.

Policies

- 1 13.1 Utilize federal, state, regional, and King County resources to implement this element.
2
3 13.2 Encourage public-private partnerships to achieve the goals of this element.
4
5 13.3 Seek grant funding for programs and activities that implement the policies of this element.
6 13.4 Appropriate funding for the implementation of this element through the City budget process.
7 Funds should be allocated at the same time projects are added to City department work plans to
8 ensure programs and projects are adequately funded to achieve the goals of this element.
9
10 13.5 Prepare a biennial report tracking implementation of the Economic Development Element. The
11 report will be provided to the City Council prior to adoption of the budget.
12
13 13.6 Establish an implementation timeline for this element each budget cycle. The implementation
14 timeline can be updated and amended each budget cycle to reflect the resources available to
15 accomplish actions to implement this element. The implementation timeline should detail the
16 following:
17
18 13.6.A Actions from this element to be added to department work plans for the upcoming
19 budget cycle;
20 13.6.B Actions from this element that should be added to work plans in the next three to six
21 years; and
22 13.6.C Actions from this element that should be added to future work plans in seven or more
23 years.
24
25 13.7 Respond to potential budget shortfalls for actions to implement this element with the following
26 strategies in descending order of priority:
27
28 13.7.A Alternate funding sources;
29 13.7.B Public-private partnerships;
30 13.7.C Reducing project or program scope to align with current budget constraints;
31 13.7.D Delaying projects to the next budget cycle; and
32 13.7.E Amending the policies of the Economic Development Element to reflect the City's capacity
33 to implement the element.

Introduction

The City of Mercer Island parks, open spaces, trails, and recreation facilities are a pillar of the high quality of life enjoyed by Mercer Islanders. Preserving these public lands as the City manages growth in the coming decades is an important way the City can maintain the quality of life for future generations. To that end, this element of the Comprehensive Plan establishes the goals and policies to manage parks, open spaces, trails, and recreation facilities through the year 2044.

Parks, Recreation and Open Space Plan

The Parks, Recreation, and Open Space Plan (PROS) is a long-range planning document that serves as a blueprint for the growth, enhancement, and management of the City of Mercer Island parks and recreation system and assists in guiding decisions related to planning, acquiring, developing, and maintaining parks, open space, trails, and recreational facilities. The PROS Plan also includes priorities for recreation programs, special events, and arts and cultural activities.

The PROS Plan, updated every six to ten years, identifies parks and recreation goals and objectives and establishes a long-range capital plan for the Mercer Island parks and recreation system, including action items and strategies to inform future work plan items. The recommendations in the PROS Plan are based on community input, evaluations of the existing park system, operating conditions, and fiscal considerations.

Goals and Policies

Goal 1

Continue to maintain the Island's unique quality of life through the stewardship, preservation, and maintenance of parks, open spaces, trails, and recreational facilities.

Policies

- 1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system.
- 1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.



MERCER ISLAND 2044 COMPREHENSIVE PLAN



Item 1.

PCB 24-13
Comprehensive Plan Periodic Review

Planning Commission Public Hearing

May 29, 2024
Adam Zack, Senior Planner
Community Planning and Development



Purpose



1. Hear public testimony;
2. Consider additional amendments; and
3. Arrive at the Planning Commission (PC) recommendation for the Comprehensive Plan update.

Why Update the Comprehensive Plan?

- Adoption and periodic review of a comprehensive plan are required under the Growth Management Act (GMA).
- Update of the 20-year planning horizon (2024-2044) and growth projections
- Address new GMA requirements, particularly for housing, established by the WA Legislature in the last few years.
- Periodic review must be completed by December 31, 2024.

2023

Economic Development

- Economic development interviews

Comprehensive Plan

- Scope of Work
- Public Participation
- Master Schedule

City Council / Planning Commission

- Presentations of Economic Analysis and Housing Needs Assessment

Planning Commission Review

- Land Use
- Transportation

Economic Development

- EDWG review of draft element

Housing

- Housing Needs Assessment presented to City Council & Planning Commission

Spring

Summer

Autumn

Winter

Economic Development

- Community Workshop
- Online survey
- Work Group begins

Housing

- Housing Work Group (HWG) begin

Planning Commission Review

- Land Use
- Transportation

Economic Development

- EDWG review of draft element
- Draft element refinement

Planning Commission Review

- Capital Facilities Element
- Utilities Element

2022

Economic Development Work Group

- Draft element refinement

Spring

Planning Commission Review

- EDWG Draft Economic Development Element

Autumn

Winter

City Council

- Approval of scope of work addendum for additional housing work related to House Bill 1220

Planning Commission Review

- EDWG draft Economic Development Element

Economic Development

- EDWG recommendation of draft element

City Council

- Briefing on Land Capacity Analysis supplement and Racially Disparate Impacts Evaluation

Housing

- HWG review of draft Housing Element

Parks and Recreation

- Parks and Recreation Commission (PRC) begins review of open space zone

2023

2025

Planning Commission Review

- HWG draft Housing Element
- Parks and Open Space Element
- Open Space Zone

Housing

- HWG recommended draft Housing Element

Public Participation

- May 1: Open House

We are here

Legislative Process

- May 29: Comprehensive Plan Public Hearing
- June 5 & 12: Planning Commission Recommendation to City Council

City Council

- Review and adopt the updated Comprehensive Plan

Planning Commission Review

- HWG recommended draft of implementing code amendments

Spring

Summer

Autumn

Winter

City Council Review

- Planning Commission recommended draft Comprehensive Plan update

Housing Work Group

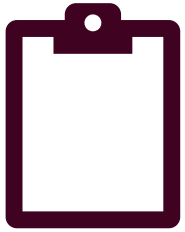
- Develop a recommended draft of implementing code amendments

City Council

- Adopt the implementing code amendments
- Entire Comprehensive Plan update must be adopted by December 31, 2024.

2024

PCB 24-12: Public Participation



Comprehensive Plan Online Survey Results (Ex. 1)

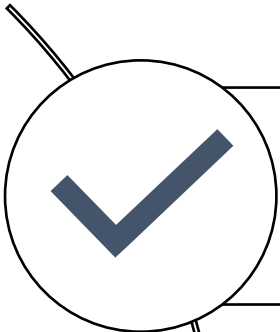
1. Open May 1-20, gathered 87 responses
2. Focused on implementation



Multifamily Housing Online Survey Results (Ex. 2)

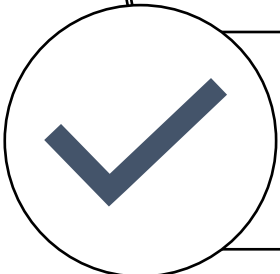
1. Open February 8 – March 15
2. Focused on input to supplement the RDI Evaluation
3. Will help inform actions to address displacement risk

PCB 24-12: Consistency Review



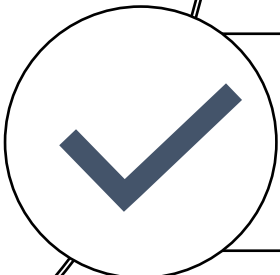
Policy Gap Summary (Ex. 3)

- List of where the City could consider amending or creating new policies to increase consistency with regional and countywide planning policies



Mercer Island Policy Comparison Table (Ex. 4)

- Full table evaluating every Comprehensive Plan policy for consistency with regional and countywide planning policies.



Internal Consistency Review (Ex. 5)

- Review of Comprehensive Plan policies to identify any potential conflicts.

PCB 24-12: Consistency Review

- Countywide Planning Policies (CPPs) adopted by King County and the Multicounty Planning Policies (MPPs) adopted by the Puget Sound Regional Council help coordinate locally adopted plans as required by the GMA. ([RCW 36.70A.100](#))
- The consistency review compares the draft policies with the CPPs and MPPs to identify any potential gaps.
- Staff recommended amendments to close the identified gaps were included in PCB 24-13 Table 1.

Closing Gaps and Addressing Consistency

- 16 staff recommended policy amendments and one finding to close the identified gaps.
- Amendments would increase consistency between the City's Comprehensive Plan and regional and countywide plans.
- Staff recommended motion #1 would adopt all recommended amendments with one action.
- Planning Commission members may propose additional amendments by motion.

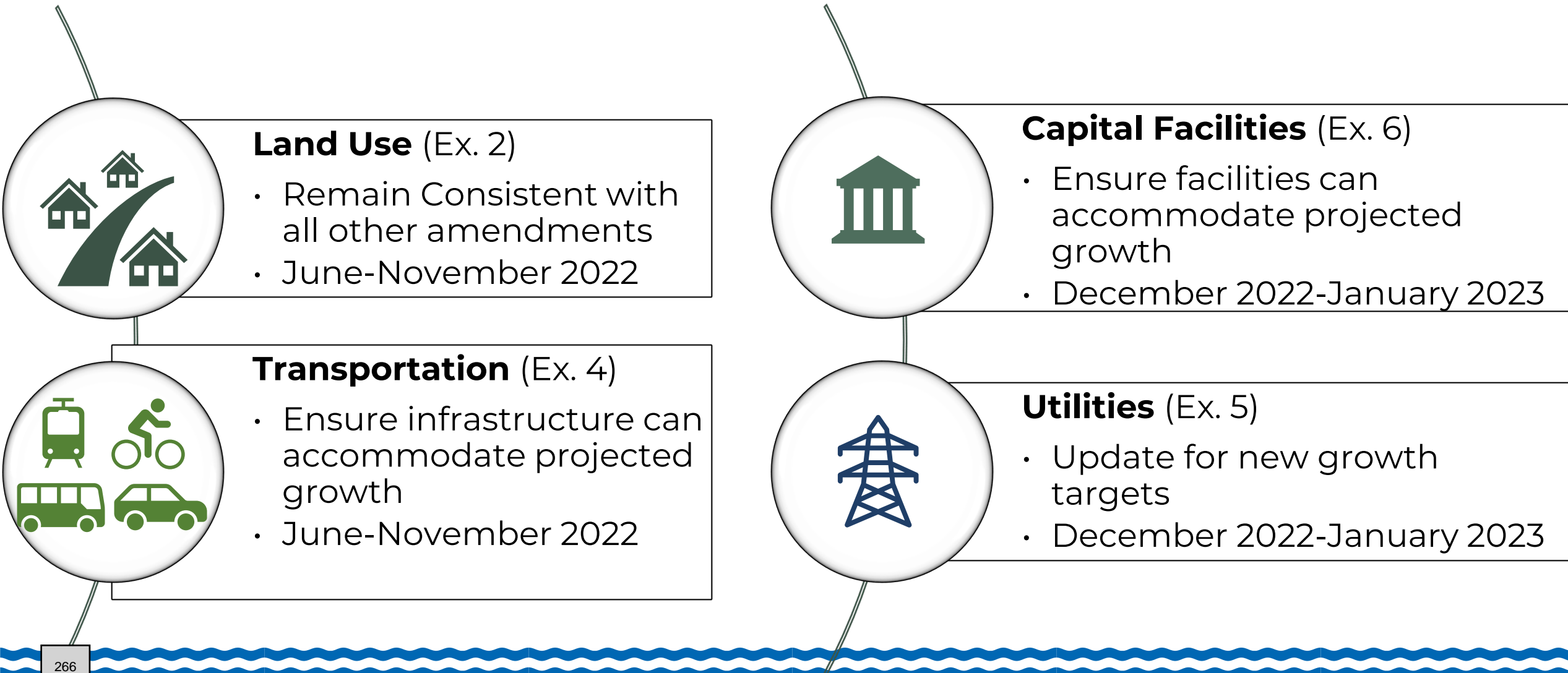
Draft Findings

- Findings describe why the City is acting on this matter and provide the PC's expectations for implementation.
- Section I – III of the findings are staff prepared findings that map out how the updated Comprehensive Plan:
 - Satisfies the procedural requirements established in the Mercer Island City Code (MICC), and
 - Includes the content required by the WA State Growth Management Act (GMA).
- Staff has recommended seven findings to address public input and identified policy gaps (PCB 24-13 Table 2). Recommended motion #2 would make these seven findings with a single action.

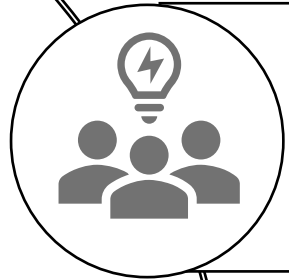
Draft Findings

- The PC can make their own findings in Section IV to provide additional context or implementation direction about what and how the City should prioritize or focus on.
- Planning Commissioners may propose amendments or additional findings by motion.

Plan Elements Updates

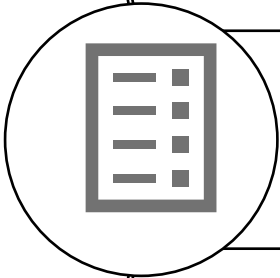


Economic Development Element (Ex. 7)



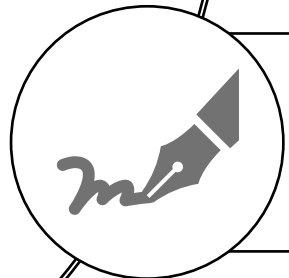
Public Input and Data Collection

- Interviews, workshop, online survey
- Economic Analysis
- May 2022 – November 2022



Economic Development Work Group Drafting

- Joint PC/Council subcommittee prepared initial draft
- Oct. 2022 – June 2023

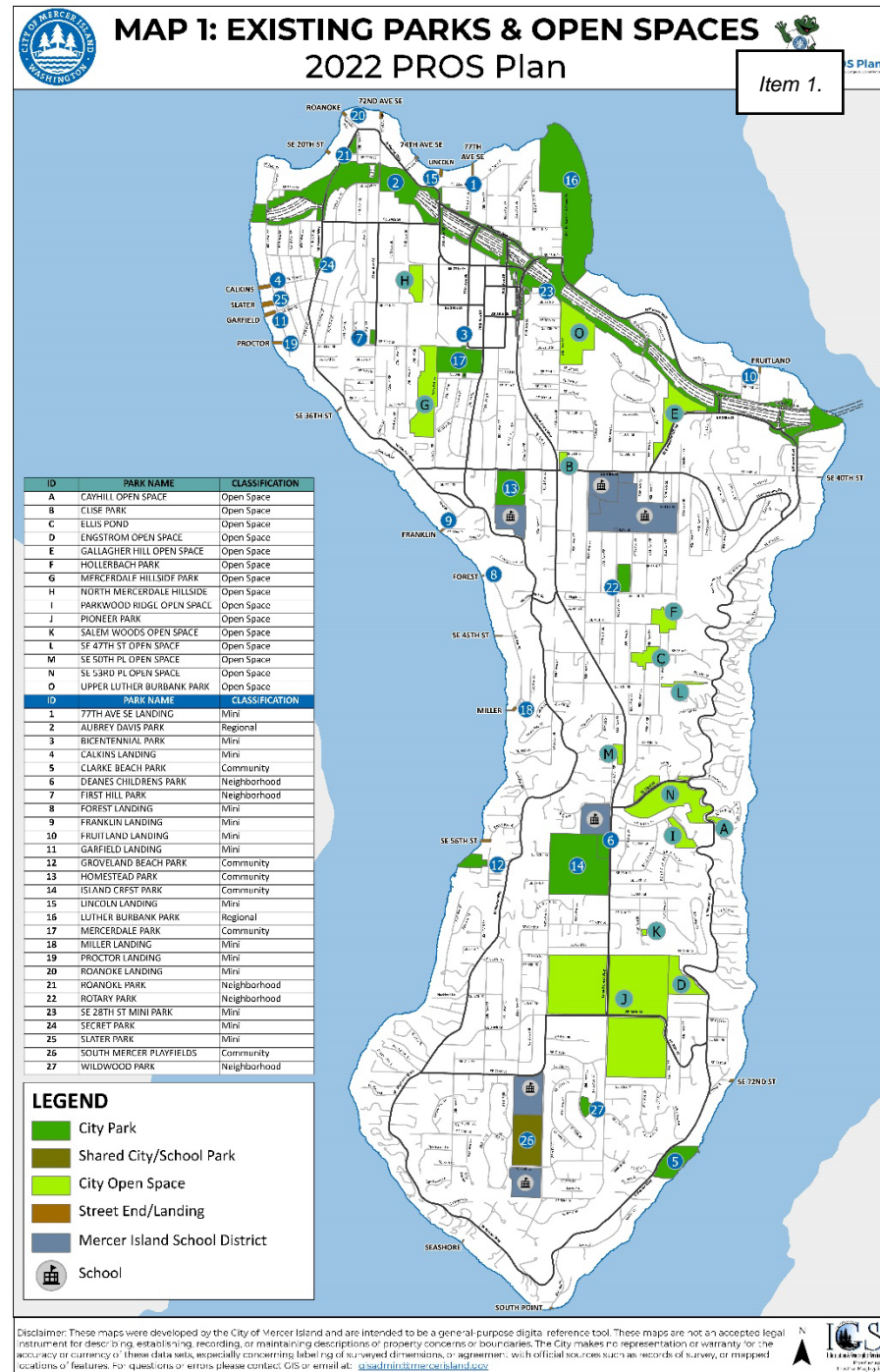


Planning Commission Review

- Refined the draft Element
- June-November 2023

Parks and Open Space Element (Ex. 8)

- New Element that adopts the Parks, Recreation, and Open Space (PROS) Plan by reference.
- Provides policy direction for the adoption of new zones:
 - Phase 1 – With Comp Plan Update: Open Space Zone
 - Phase 2 – Following Comp Plan Update: Parks Zone



Housing Element EX. 3

- The draft Housing Element is proposed to replace the existing element.
- A repeal and replacement is proposed because statewide legislation enacted in recent years has drastically altered the GMA requirements.
- Under House Bill 1220 for example, The City is required to plan for nearly all its growth target (1,239 new housing units) to be affordable for people with incomes below the area median income (AMI); prompting a new policy direction in the element.
- The updated Housing Element was drafted to address those new requirements consistent with the guidance from the WA Department of Commerce.



Housing Element Ex. 3

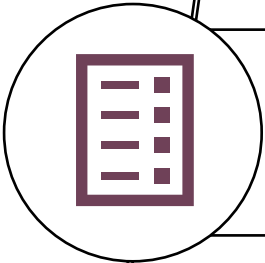
Technical Reports



Housing Needs Assessment
• June 2022-November 2022

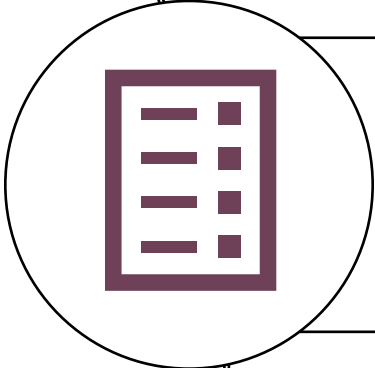


Land Capacity Analysis Supplement
• August 2023-January 2024

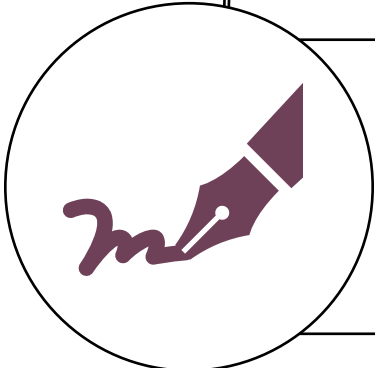


Racially Disparate Impacts Evaluation
• August 2023 – January 2024

Draft Preparation



Housing Work Group (HWG)
• Joint PC/Council Subcommittee
• January-March 2024



Planning Commission Review
• Refine HWG Draft
• March 2024

Staff Recommended Motions



1

Motion to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented.

2

Motion to make the staff recommended findings in PCB24-13 Table 2 as presented.

3

Motion to recommend adoption of the updated Comprehensive Plan as amended to the City Council.

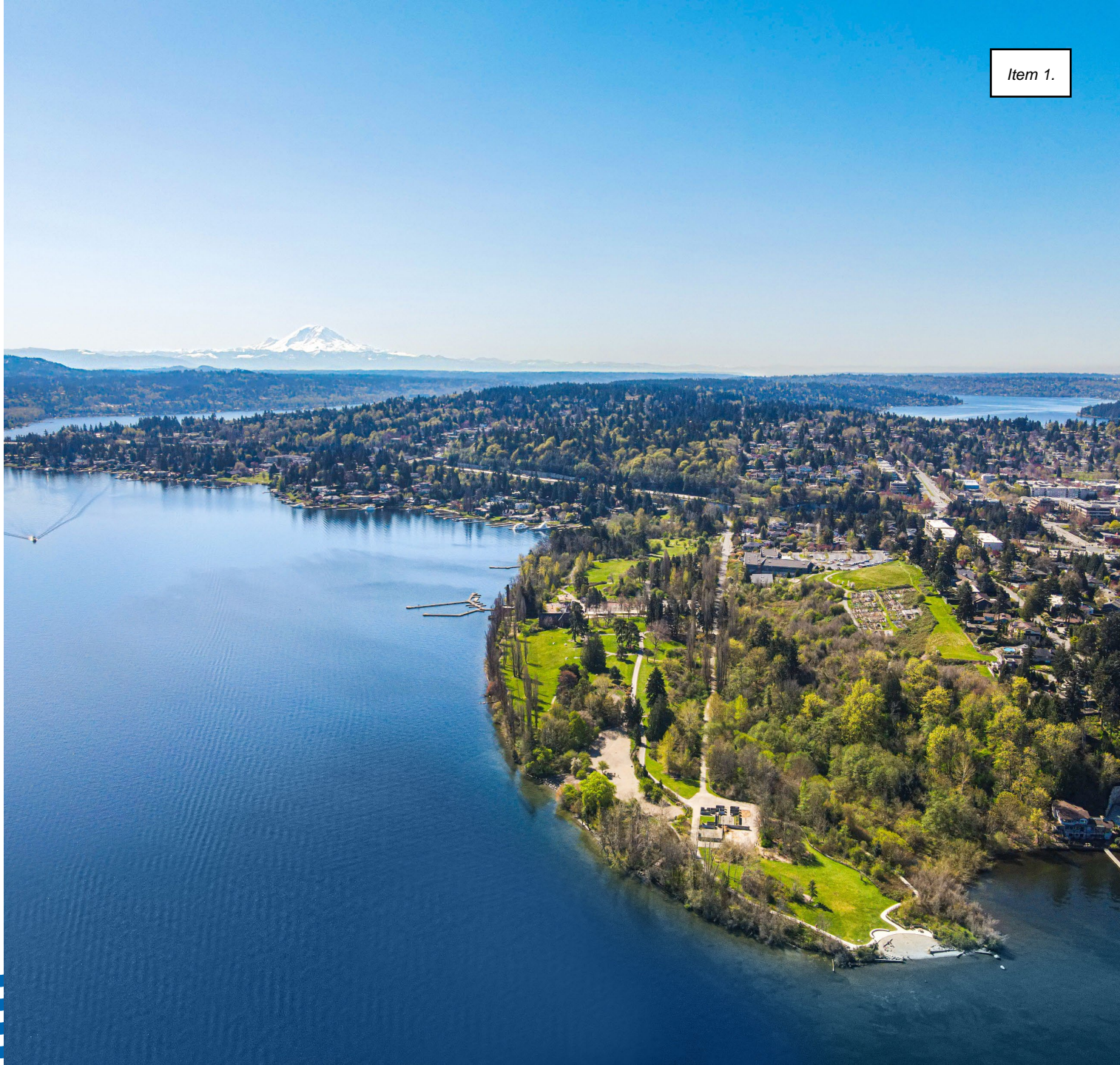
Schedule and Next Steps

May 29	Public Hearing on Comprehensive Plan Periodic Review
June 5	Continue deliberations Focus: Transportation, Capital Facilities, and Utilities PC written comments in by June 3
June 12	Conclude deliberations Focus: Land Use, Housing, and Economic Development PC written comments in by June 10

Thank You

More information
on the project
website

letstalk.mercergov.org/comprehensive-plan-periodic-update





PLANNING COMMISSION
CITY OF MERCER ISLAND

PCB 24-12
May 29, 2024
Public Hearing

AGENDA BILL INFORMATION

TITLE:	PCB 24-12: Comprehensive Plan Periodic Review – Open House Summary and Consistency Review	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Recommendation
RECOMMENDED ACTION:	Receive Report – no action necessary	
STAFF:	Adam Zack, Senior Planner	
EXHIBITS:	1. Comprehensive Plan Periodic Review Online Survey Results 2. Multifamily Housing Online Survey Results 3. Policy Gap Summary 4. Mercer Island Policy Comparison Table 5. Internal Consistency Review 6. Agency Comments	

EXECUTIVE SUMMARY

The purpose of this report is to provide the Planning Commission (PC) with information and analysis to inform final amendments to the Comprehensive Plan and to prepare the PC to hold a public hearing on the Comprehensive Plan periodic review.

- On May 1, 2024, the City of Mercer Island held an open house to provide the public with information about the Comprehensive Plan periodic review;
- The open house was paired with an online survey to gather input on the proposed Comprehensive Plan, with a focus on how the updated Comprehensive Plan should be implemented;
- The Comprehensive Plan Periodic Review Online Survey Results are attached (Exhibit 1);
- Between February 8 and March 15, the City conducted an online survey regarding multifamily housing. The results from that survey are included as Exhibit 2;
- Consultants from Kimley-Horn Associates and staff prepared a Policy Gap Summary (Exhibit 3) and the Mercer Island Policy Comparison Table (Exhibit 4) to analyze whether the updated policies are consistent with regional and countywide planning policies;
- Staff and consultants also prepared the internal consistency analysis to review the consistency between policies throughout the Comprehensive Plan (Exhibit 5);
- 13 policy gaps (Exhibit 3) and five internal consistency points (Exhibit 5) were identified, staff will prepare a recommendation for closing those gaps following the PC public hearing;
- The PC will hold a public hearing on May 29, 2024. During the public hearing the PC will hear public testimony regarding the Comprehensive Plan periodic review.
- Following the public testimony, the PC will begin to prepare its recommendation to the City Council.
- The PC recommendation will have two major components: 1) recommended drafts of the Comprehensive Plan elements, and 2) findings that provide some context for the PC recommended drafts.
- The recommended drafts of the Comprehensive Plan elements will be based on the public review drafts the PC prepared throughout the Comprehensive Plan periodic review. The Planning Commission will have the opportunity to propose amendments to the public review drafts following the public hearing.
- Findings can be included with the recommendation to the City Council to provide additional context or other information.

BACKGROUND

The City has been engaged in the periodic review of its Comprehensive Plan since March 2022, when the City Council approved the Scope of Work, Master Schedule, and Public Participation Plan with [Resolution No. 1621](#). For the last two years, the PC has prepared public review drafts of each element slated for update and the new Economic Development and Parks and Open Space elements. On May 29, 2024, the PC will conduct a public hearing on the updated Comprehensive Plan and begin deliberating its recommendation to the City Council.

Exhibits

There are six exhibits provided with this PCB.

1. Comprehensive Plan Online Survey Results
2. Multifamily Housing Online Survey Results
3. Policy Gap Summary
4. Mercer Island Policy Comparison Table
5. Internal Consistency Review
6. Agency Comments

Comprehensive Plan Online Survey Results

The City conducted the Comprehensive Plan Online Survey from May 1-20, 2024. The survey focused on getting input regarding actions the City should focus on when implementing the Comprehensive Plan. Because the input was focused on implementation, staff will prepare a list of recommended findings based on the survey results that the PC can consider making in addition to its recommendation for the Comprehensive Plan. These findings will help guide the implementation of the Comprehensive Plan as the PC and staff work on projects in the coming years. More information about PC findings is included below in the Issue/Discussion section.

Multifamily Housing Online Survey Results

Between February 8 and March 15, 2024, the City conducted a survey regarding multifamily housing. The purpose of this survey was to gather public input to supplement the data on displacement risk collected in the Racially Disparate Impacts (RDI) Evaluation ([AB 6385](#)). This survey was intended to gather input from Mercer Island residents that have an increased risk of displacement. The RDI Evaluation found that displacement risk falls disproportionately on renting households, most of which are located in the Town Center and Multi-family zones within the city. Gathering public input on as part of the RDI Evaluation and assessing displacement risk was recommended by the WA Department of Commerce (Commerce) in their [Guidance To Address Racially Disparate Impacts](#).

To provide targeted outreach to renter households, a postcard with information about how to take the survey was sent to residential addresses in the City's multifamily and mixed-use zones. The survey was also publicly available through the Comprehensive Plan project [website](#) and was promoted through the City's e-newsletter and social media accounts. The survey gathered 154 responses (Exhibit 2).

The input from the Multifamily Housing Online Survey will help inform implementation of the Housing Element, particularly how the City can implement its anti-displacement policies. As such, the input can help inform findings that can be included with the PC recommendations that will help inform implementation. Some of the results from the survey were:

- Over 60 percent of respondents have lived in Mercer Island for ten years or less, 46 percent have lived in the City less than five years, and 15 percent have lived in the City between five and ten years (Question 2);
- Nearly 80 percent of respondents live in apartments or condominiums (Question 4);

- Almost 60 percent of respondents rent their home (Question 5);
- Over half of respondents that rent their home have thought about moving away from the City in the last year (Question 7);
- The four most cited reasons for considering leaving Mercer Island were:
 - Rent increase/can no longer afford rent;
 - Seeking lower cost of living;
 - Seeking a housing type/situation not available in Mercer Island; and
 - Home ownership opportunity in another community (Question 8);
- The three most selected responses to the question, “As you consider reasons for possibly moving from Mercer Island, what might make you want to stay? Please select up to 3 options below” were:
 - Lower cost/more affordable rental opportunity;
 - Affordable home ownership opportunity;
 - Availability of a housing type that’s not currently available in Mercer Island (Question 9);
- Only a slight majority, 54 percent, of respondents that own their own home do not foresee a time when they might need to sell their home and move from the City (Question 12);
- Among homeowners, the three most cited reasons for potentially moving from Mercer Island were:
 - Other;
 - Seeking lower cost of living; and
 - Move to another location by choice (Question 13);
- The top three reasons homeownership respondents were likely to stay on Mercer Island were:
 - Other;
 - Availability of a housing type that’s not currently available in Mercer Island; and
 - Affordable homeownership opportunity (Question 14);
- Nearly 70 percent of all respondents typically commute to work by driving alone (Question 16); and
- The top five responses to how respondents expect to use the light rail station when it opens were:
 - Go to and from the airport;
 - Events and entertainment off-island;
 - Go to restaurants, bars, and nightclubs in Seattle or Bellevue;
 - Go to events at sports stadiums; and
 - Commute to and from work (Question 17).

Policy Gap Summary and Mercer Island Policy Comparison Table

After the PC completed its initial review of each element in April, staff conducted a consistency analysis comparing the draft policies with multicounty planning policies (MPPs) and countywide planning policies (CPPs). Staff worked with consultants from Kimley-Horn and Associates, Inc. to prepare the policy comparison. The purpose of this policy comparison is to determine whether the proposed Comprehensive Plan policies adequately address the MPPs and CPPs. This comparison identified 13 policy gaps where the City can consider amending the draft policies to better align with regional and countywide planning policies.

The identified policy gaps are summarized in Exhibit 3. The full table comparing each draft policy with the MPPs and CPPs is provided in Exhibit 4. Staff will prepare recommended amendments to close the policy gaps and provide those to the PC in the June 5 agenda packet for consideration as they prepare a recommendation to the City Council. The gaps identified are listed in Table 1 on page 4.

Multicounty Planning Policies (MPPs)

The MPPs are established by the Puget Sound Regional Council (PSRC) in the regional planning document *Vision 2050*. The PSRC is the Regional Transportation Planning Organization (RTPO) in King County. [RCW 47.80.023](#) grants RTPOs the authority to certify that locally adopted transportation elements are consistent with regional transportation plan, and, where appropriate, conform with the requirements of [RCW 36.70A.070](#). The PSRC was

notified of the City's intent to adopt an updated comprehensive on May 3, 2024, and is currently reviewing the draft update.

Countywide Planning Policies (CPPs)

The CPPs are established by King County and were updated in late 2023 by King County [Ordinance 19660](#). The CPPs are the principal way that planning is coordinated among the County and cities within its jurisdiction, as required by the Growth Management Act (GMA) ([RCW 36.70A.100](#) and [RCW 36.70A.210](#)). King County is not authorized by the GMA to certify plans like an RTPO but will be provided with the updated Comprehensive Plan prior to its adoption. King County will review the comprehensive plans of all King County cities to ensure consistency with the housing-related CPPs.

Internal Consistency

Under the GMA, comprehensive plans must be internally consistent so that, "no one feature precludes the achievement of any other" ([WAC 365-196-500](#)). The Internal Consistency Review in Exhibit 5 compares the policies throughout the Comprehensive Plan to determine whether they conflict. That review identified five internal consistency topics that can be addressed with minor policy amendments or findings.

Table 1. Policy Gaps and Internal Consistency Topics.

Ref. #	Policy Gap or Internal Consistency Topic
1	Policy Gap – while there are transportation policies focused on equity, the city should consider a land use policy which outlines how the city will consider MPP-RC-2 in its decisions.
2	Policy Gap – consider one or more policies focused on coordination with tribes on planning efforts. This could also assist with new legislation focused on tribal engagement in HB 1717.
3	Partial Gap – could include light pollution in policy 3.1 or expand other policies to consider impacts from light pollution.
4	Policy Gap – consider developing a new policy to align with MPP En-8 and CPP EN-5 and EN-25.
5	Partial Policy Gap – consider changing policy 19.10 to read "...prioritize the purchase and preservation of wetlands, and stream headwaters, <u>and areas which will enhance open space networks.</u> " Also, consider how the PROS Plan addresses the significance of open space corridors when that plan is updated.
6	Possible Policy Gap – consider reviewing the PROS Plan regarding policies which consider prioritizing or considering historically underserved communities for open space improvements and investments.
7	Partial Policy Gap – while there are many open space policies, consider adding policy language to reflect that the City will consider racial and social inequities when evaluating and planning for parks and open space. The City could also consider a reference to the Regional Open Space Conservation Plan.
8	Partial Policy Gap- Consider a new policy to implement CPP-EN-25.
9	Policy Gap – consider adding a new policy or add to [Transportation Element] policy 3.1 to address stormwater.
10	Policy Gap – while policies 8.1-8.8 of the Capital Facility Element are focused on Telecommunication Policies, there are no policies focused on providing access to residents and businesses in all communities, especially underserved areas. Consider adding a new policy that encourages working with service providers or supporting infrastructure improvements for areas which may be underserved.
11	Policy Gap – the City could consider a new policy regarding the placement of community facilities and health and human services near transit facilities.

Ref. #	Policy Gap or Internal Consistency Topic
12	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation; and”
13	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example, 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation;
14	<p>Consistency - No internal policy conflicts identified when comparing the Housing and Land Use Elements with the Transportation Element. However, Housing Element policy 1.9 and 2.2 utilize the term “high-capacity transit”. This term is not utilized in the Transportation Element policies but is mentioned in the Transportation Element text.</p> <p>Consider if any policies are needed in the Transportation Element regarding support for high-capacity transit even if those projects are not led by the City of Mercer Island.</p>
15	<p>Consistency - No internal policy conflicts identified when comparing Housing Element and Economic Development Element/Economic Development Policies in Land Use Element.</p> <p>However, consider how proposed Economic Development Policy 6.1 aligns with many of the Housing Element Strategies, Goals, and Policies. As an example, one of the City of Mercer Islands stated Housing strategies is to “Make adequate provisions for housing needs for all economic segments of the community” and Housing Element Goal 1 says will “Mercer Island provides housing affordable for all income levels meeting its current and future needs.”</p> <p>While increasing high wage jobs is important, could this policy be amended to focus on increasing jobs that align with the housing Strategies, Goals , and Policies? As an example, new tech jobs will require a variety of services, which will employ people making less income. They will also need housing. Consider:</p> <p>6.1 Plan to increase high-wage on-island job opportunities for all residents, <u>including high-wage jobs</u>, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.</p> <p>Policy 6.2 focuses on coordinating Housing Element policies with Economic Development policies. However, the policy is vague and does not indicate how this coordination will take place. Consider amending the policy to identify how these outcomes will be achieved.</p>
16	<p>Consistency – No internal policy conflicts identified when comparing Transportation Element and Climate Action Plan (CAP) – Transportation Actions.</p> <p>New CAP Transportation Action TR1.1 proposes developing an EV Charging Infrastructure Plan. This could include requirements for new development and a plan of how to retrofit existing developments.</p> <p>Transportation Element Policy 3.4 discusses measures providing electric vehicle infrastructure but to implement TR1.1, the City could consider a new policy or amending 3.4 to include the development of an EV Charging Infrastructure Plan. Development of the Plan could then require some additional policies in the Land Use, Housing, and Economic Development, and Transportation Elements.</p> <p>If a new or modified policy in the Transportation Element is considered, also review CAP Transportation Actions TR1.3 – TR1.5 for addition language to consider.</p>

Ref. #	Policy Gap or Internal Consistency Topic
17	<p>Consistency – No internal policy conflicts identified when comparing Housing Element and Climate Action Plan (CAP) – Buildings and Energy Section Actions.</p> <p>Given Climate Action Plan (CAP) Actions BE1.1 – BE2.4 focus on, building incentives, programs, and implementation of state law requirements for building, there does not appear to be any conflicts with proposed Housing Element policies. However, consider how proposed actions taken in the future could add costs to developing new housing. As an example, requiring LEED certification for buildings beyond state requirements may be a positive thing for the City of Mercer Island to do but it will also increase construction costs. This may be at odds with Housing Element Goal 1 which says, “Mercer Island provides housing affordable for all income levels meeting its current and future needs.”</p> <p>It is also unclear if any of the proposed actions will require new permits or permit reviews when new housing is being proposed. If so, this could add new permit fees or add time to permit processes.</p>
18	<p>No internal policy conflicts identified when comparing Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS).</p> <p>However, given that Capital Facilities for Parks, Recreation, and Open Space are addressed in the PROS Plan rather than the Capital Facility Element, consider language in the Capital Facility Element pointing to where parks information may be found. This could increase navigability of the Plan.</p> <p>The Growth Management Act and implementing rules allow for these to be separated. WAC 365-196-415(2)(iii) says “Capital facilities that are needed to support other comprehensive plan elements, such as transportation, the parks and recreation or the utilities elements, may be addressed in the capital facility element or in the specific element.”</p>
19	<p>With the development of a new Economic Development Element, consider how the existing economic development policies in the Land Use Element fit within the Comprehensive Plan framework. Consider the following:</p> <ol style="list-style-type: none"> 1) Move Goal 14 policies in the Land Use Element, where not duplicative of new Economic Development policies into the Economic Development Element. There are several policies that may be able to be removed given new policies but a review should take place. 2) Goal 15-17 policies appear to fit with the framework of the Land Use Element. Consider retaining these in the Land Use Element but modifying the sub element name from economic development.

Agency Comments

The City has received comments on the Comprehensive Plan update from Puget Sound Energy (PSE) and the Washington Department of Fish and Wildlife (WDFW) (Exhibit 6). Staff will review these comments and recommend amendments for the PC to consider when making its recommendation. Staff will recommend amendments based on those that are required to maintain compliance with state, regional, and countywide planning requirements. The agency comments that do not have a staff recommendation are optional, proposing amendments over and above those required for compliance. The PC can consider these optional comments and staff will draft a recommended amendment based on those comments if requested.

ISSUE/DISCUSSION

Planning Commission Recommendation

The PC will begin deliberating their recommendation following the public hearing. The intent is to arrive at a recommendation to the City Council by June 12. To make it through the review process by June 12, the PC

discussion will focus on different aspects of the Comprehensive Plan at each of the remaining three meetings as described below.

Meeting Date	Areas of Focus	Desired Outcome
May 29	<ul style="list-style-type: none"> • Receive public testimony • Receive staff recommended amendments to respond to surveys, open house input, and policy gaps • Consider any PC comments received by May 27 	Take public testimony and resolve as many amendments as possible within the allotted time.
June 5	<ul style="list-style-type: none"> • Focus on Transportation, Capital Facilities, Utilities, and Parks and Open Space elements • Resolve staff recommended amendments to respond to surveys, open house input, and policy gaps • Resolve PC Comments received by June 3 	Resolve all proposed amendments to the Transportation, Capital Facilities, Utilities, and Parks and Open Space elements
June 12	<ul style="list-style-type: none"> • Focus on Land Use, Housing, and Economic Development elements • Resolve staff recommended amendments to respond to surveys, open house input, and policy gaps • Resolve PC Comments received by June 10 	Resolve all proposed amendments and make a recommendation to the City Council

Throughout the review process, amendments will be made by a motion and vote only rather than by consensus. This process, while more formal, will ensure that the record of what amendments were made is clear and easily tracked. To that end, please provide any proposed amendments or findings in writing by the Monday prior to each PC meeting so all members of the PC can consider the proposal and be prepared to vote.

Planning Commission Findings

In addition to changes to the text of the Comprehensive Plan update, the PC can make findings. Findings will be included with the PC recommendation to the City Council. Findings are a good way for the PC to memorialize an idea or direction for implementation without amending the text of the Comprehensive Plan. Findings are also a way the PC can respond to public comments. For example, if during the public hearing the PC hears a number of comments about the need for prioritizing additional restaurant options when implementing the Economic Development Element; the PC can make a finding directing that kind of prioritization for implementation without adding a new policy or amending the text of the element. That finding would be part of the PC recommendation to the City Council and inform the preparation of the implementation plan following the Comprehensive Plan update.

Staff will provide the PC with draft findings based on the survey results, Open House input, and policy gap analysis in advance of the public hearing so that it can consider the findings with the rest of the recommendation to the City Council. Throughout the process, findings can be added, removed, or amended by motion. The staff recommended findings will be provided to the PC no later than the June 5 PC meeting.

Planning Commission Comments

The Planning Commission elected to cancel the May 22 meeting to allow more time for individual review of the materials included in this PCB. During review of these materials, if members of the PC have questions, a one-on-one or small group meeting can be scheduled with staff prior to the public hearing. Members of the PC may also submit comments or propose amendments in writing, no later than the end of the day on May 27. Comments can be sent to adam.zack@mercerisland.gov. Proposed amendments will be provided to the PC in advance of the meeting for their consideration following the public testimony. PC members who are continuing their term on the Commission beyond May 31 will have additional opportunities to submit comments and amendments in early June.

NEXT STEPS

May 29 PC Public Hearing

June 5 PC Deliberations and Possible Recommendation

June 12 PC Deliberations and Recommendation [NOTE: this is the target date for the PC to wrap up its recommendation]

July 12 Planned initial City Council Briefing on the PC recommendation

September – October City Council considers adoption of the Comprehensive Plan update and the PC will review an implementing ordinance that will include proposed code amendments.

RECOMMENDED ACTION

Receive report, no action necessary

2024-2044 Comprehensive Plan Periodic Review Online Survey Results

Question 1: What Best Describes Your Relationship with Mercer Island? Use all that apply.

Option	Response Count
I live in Mercer Island	86
I work in Mercer Island	7
I own a business in Mercer Island	6
I visit Mercer Island for services and amenities	5
Other (please specify)	0

Total Responses: 87, 0 skipped

Question 2: What best describes your current living situation? Select the best fit.

Option	Response Count
Own a home in Mercer Island	79
Rent a home in Mercer Island	6
Rent a home outside Mercer Island	1
Other (please specify)	1

Open Ended Responses

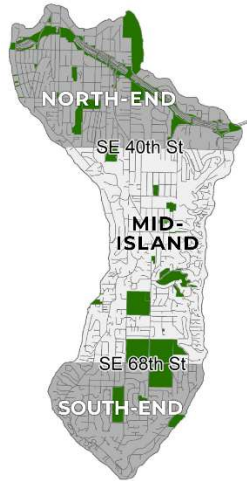
- Live in my van

Total Responses: 87, 0 skipped

Question 3: How long have you lived in Mercer Island?

Option	Response Count
Over 20 years	44
11-20 years	17
5-10 years	12
3-4 years	11
Less than 2 years	2
I don't live in Mercer Island	1

Total Responses: 87, 0 skipped

Question 4: What part of Mercer Island do you spend the most time in?

Option	Response Count
North-End – North of SE 40 th St	38
Mid-Island – Between SE 40 th st and SE 68 th St	34
South-End – South of SE 68 th St	15

Total Responses: 87, 0 skipped

Question 5: What is your age? (Optional)

Option	Response Count
Under 16	1
24 to 44	20
45 to 65	37
65 to 74	15
Prefer not to answer	8

Total Responses: 81, 6 skipped

Question 6: Which of the following best describes your household income in the last year? (Optional)

Option	Response Count
Prefer not to answer	30
\$0 to \$19,999	1
\$20,000 to \$49,999	1
\$50,000 to \$89,999	4
\$90,000 to \$129,999	3
\$130,000 to \$149,000	4
\$150,000 to \$199,999	6
\$200,000 to \$279,999	11
\$280,000 to \$339,999	8
\$340,000 to \$399,999	1
\$400,000 or more	17

Total Responses: 86, 1 skipped

Question 7: What do you love most about Mercer Island? Pick your top three.

Option	Response Count
Sense of community (caring neighbors, community, and cultural events)	47
Quality public services	4
Short commute time and access to employment	15
Housing choices and prices	2
Central location in the region	59
Parks and recreation opportunities	46
Safe place to live	69
Good roads and travel corridors	1
Other (please specify)	11

Open Ended Responses

- Character of neighborhoods
- Schools
- Living near children and grandchildren
- Beauty
- Ot
- It's definitely NOT the quality public services. The City is a shell of what it used to be.
- Quite and controlled population and housing development
- Great schools
- Free wifi at Starbucks
- Schools
- Farmers market
- Sense of containment

Total Responses: 86, 1 skipped

Question 8: Mercer Island strives to be Puget Sound's most livable residential community. Please indicate whether you strongly agree, somewhat agree, neither agree nor disagree, somewhat disagree, or strongly disagree with the following statements:

Mercer Island is a good place for my household to live.									
Definitely Disagree	2	Somewhat Disagree	2	Neither Agree nor Disagree	4	Somewhat Agree	13	Definitely Agree	66
I have housing that meets my needs									
Definitely Disagree	2	Somewhat Disagree	5	Neither Agree nor Disagree	3	Somewhat Agree	14	Definitely Agree	63
I have housing that is comfortable for me to live in long-term.									
Definitely Disagree	4	Somewhat Disagree	8	Neither Agree nor Disagree	3	Somewhat Agree	20	Definitely Agree	52
I can access services for daily life, such as grocery stores, banks, and pharmacies.									
Definitely Disagree	1	Somewhat Disagree	1	Neither Agree nor Disagree	2	Somewhat Agree	29	Definitely Agree	54
I have access to open space, parks, and outdoor environments.									
Definitely Disagree	1	Somewhat Disagree	0	Neither Agree nor Disagree	1	Somewhat Agree	3	Definitely Agree	82
I can safely walk around my neighborhood.									
Definitely Disagree	2	Somewhat Disagree	1	Neither Agree nor Disagree	1	Somewhat Agree	8	Definitely Agree	75
I can safely bike through my community.									
Definitely Disagree	5	Somewhat Disagree	6	Neither Agree nor Disagree	15	Somewhat Agree	27	Definitely Agree	34
If I have a problem, I know where to go for assistance.									
Definitely Disagree	3	Somewhat Disagree	9	Neither Agree nor Disagree	12	Somewhat Agree	34	Definitely Agree	29

Total Responses: 87, 0 skipped

Question 9: I plan to stay in my current Mercer Island home for:

Option	Response Count
Over 20 years	19
11-20 years	20
5-10 years	25
3-4 years	6
Less than 2 years	5
Unsure	11
I don't live in Mercer Island	1

Total Responses: 87, 0 skipped

Question 10: Do you foresee a time when you may need to sell your home or move out of your home and leave Mercer Island due to one or more of the following reasons? Choose all that apply.

Option	Response Count
High cost of owning a home	19
Limited housing available that would allow me to upsize or downsize from where I currently reside	21
High cost of renting a home	7
Housing not available in the areas I want to live	4
Size or layout of available housing is not suitable for me or my family	17
Low quality of available housing	2
Housing needs repairs I can't afford, or my landlord won't address	4
Eviction or foreclosure	0
None of these	36
Other (please specify)	12

Open Ended Responses

- If WA continues to go downhill in terms of public safety and public education, we may need to move our family of 5 out of the state (or country). We love this community but it is heartbreaking to see poor legislation and the fentanyl crisis turning our once beautiful Seattle (and surrounding areas) into crime-ridden, graffiti covered wastelands. Let's hope we get back on track soon.
- Downsize in retirement
- Neighborhood character is changing
- The politics are getting way too liberal. The schools are overwrought with liberal ideations. We pulled out child from MISD during the pandemic and haven't looked back.
- Restrictions around building permits that would prevent us from creating a home with space for multiple generations to live, without negatively impacting the ability to sell or the value of the home
- Degradation in quality of community or schools
- Health reasons
- I'll get towed
- May need assisted living.
- High taxes, general high cost of living
- Age related; move to smaller place/ independent living community, etc.
- Building code won't allow us to make the changes we'd like to.

Total Responses: 87, 0 skipped

Question 11: Within the next 20 years, what type(s) of housing could you see your household living in? Select up to three options.

Option	Response Count
Single family home	56
Single family home retrofitted for aging in place	38
Townhome	20
ADU (Accessory Dwelling Unit) or backyard cottage	11
Cottage home	9
Duplex	6
Triplex	0
Fourplex	1
Apartment or condominium in a smaller complex (five to twelve units)	14
Apartment or condominium located in a larger, mixed-use building (as found in the Town Center)	16
Senior housing development	23

Total Responses: 87, 0 skipped

Question 12: As you anticipate your housing needs and how they may change over the next 20 years, please indicate the importance of the City addressing each of the following housing issues. Rank each option Very Important, Important, Somewhat Important, Unimportant, Very Unimportant, Don't Know/Unsure.

Availability of different types of housing to purchase: Single-family detached house, townhouse, apartment/condominiums to purchase within my price range											
Don't Know/Unsure	2	Very Unimportant	18	Unimportant	16	Somewhat Important	12	Important	15	Very Important	24
Availability of rental housing: Different types of homes such as single-family house, apartment/condominiums to rent within my price range											
Don't Know/Unsure	1	Very Unimportant	25	Unimportant	21	Somewhat Important	21	Important	10	Very Important	8
Proximity to Essential Amenities: Housing options within walking distance to the light rail station, bus stops, work, shopping, restaurants, schools											
Don't Know/Unsure	0	Very Unimportant	10	Unimportant	17	Somewhat Important	18	Important	20	Very Important	22
Housing Options in Commercial Areas: Housing in mixed-use areas with shopping or restaurants											
Don't Know/Unsure	0	Very Unimportant	10	Unimportant	17	Somewhat Important	18	Important	20	Very Important	22
Right-sized Housing for Smaller Households: Availability of a range of housing options that are right-sized for smaller households											
Don't Know/Unsure	1	Very Unimportant	13	Unimportant	19	Somewhat Important	13	Important	24	Very Important	17
Right-sized Housing for Larger or Growing Households: Availability of a range of housing options that are right-sized for large or growing households											
Don't Know/Unsure	3	Very Unimportant	17	Unimportant	22	Somewhat Important	18	Important	16	Very Important	11
Diversity of Housing Types Across Income Levels: Available of affordable housing for sale or rent across all income levels											
Don't Know/Unsure	1	Very Unimportant	21	Unimportant	19	Somewhat Important	20	Important	15	Very Important	11
Housing close to Services: Availability of affordable housing options close to public and social services											
Don't Know/Unsure	2	Very Unimportant	14	Unimportant	17	Somewhat Important	21	Important	18	Very Important	15
Housing close to Parks: Availability of housing near parks and open spaces											
Don't Know/Unsure	1	Very Unimportant	10	Unimportant	16	Somewhat Important	18	Important	18	Very Important	22
Off-Island Transportation Options: Housing located near convenient options to access off-island transportation											
Don't Know/Unsure	2	Very Unimportant	12	Unimportant	15	Somewhat Important	16	Important	18	Very Important	22
Nonmotorized Travel Options: Safety and ease of walking & biking within and between areas of the City from where I reside											
Don't Know/Unsure	0	Very Unimportant	8	Unimportant	9	Somewhat Important	17	Important	12	Very Important	38

Total Responses: 87, 0 skipped

Question 13: As you envision middle housing development occurring in Mercer Island, what do you foresee being the most impactful?

New middle housing will not be at the same scale as the existing residential development									
Don't Know/ Unsure	7	Very Impactful	19	Neutral	32	Somewhat Impactful	17	Not At All Impactful	11
Visual impacts from more driveways and garages facing the street									
Don't Know/ Unsure	2	Very Impactful	27	Neutral	20	Somewhat Impactful	24	Not At All Impactful	13
More people parking on the residential street in my neighborhood									
Don't Know/ Unsure	3	Very Impactful	45	Neutral	12	Somewhat Impactful	22	Not At All Impactful	4
Additional traffic and parked cars impacting the walkability of my neighborhood and making it less pedestrian-friendly									
Don't Know/ Unsure	0	Very Impactful	53	Neutral	11	Somewhat Impactful	20	Not At All Impactful	2
Reduced parking requirements in areas close to transit causing more residents to park on the street									
Don't Know/ Unsure	4	Very Impactful	51	Neutral	11	Somewhat Impactful	16	Not At All Impactful	4
Loss of mature trees and landscaping when new development occurs									
Don't Know/ Unsure	1	Very Impactful	53	Neutral	13	Somewhat Impactful	15	Not At All Impactful	5

Total Responses: 87, 0 skipped

Question 14: Mercer Island is committed to fostering a more diverse range of housing options that are affordable to households at all income levels. Below are potential strategies aimed at expediting the development of affordable housing for all economic segments of the community. Please select the top five strategies you believe the city should prioritize for implementation:

Option	Response Count	Rank
Support Proximity to Transit Hubs: Foster the development and preservation of affordable housing within walking distance of the Link Light Rail Station and the Mercer Island Transit Station;	61	1
Streamline Permit Processes: Reduce permit review times and fees for new development that include affordable housing units;	33	4
Introduce Cost-Reduction Programs: Implement programs and incentives to lower the overall cost of building and preserving affordable housing;	17	8 (tied)
Develop Partnerships to Reduce Costs: Forge partnerships aimed at reducing the expenses associated with building and maintaining affordable housing in Mercer Island;	19	7
Incentivize Affordable Housing Integration: Offer incentives that encourage the integration of affordable housing units within new construction;	17	8 (tied)
Mandatory Inclusion in New Development: Require the inclusion of affordable housing units in all new multifamily or mixed-use development;	23	5
Bonuses for Affordable Housing: Allow height bonuses for developments that incorporate affordable housing units;	14	11
Simplify Design Review: Simplify design review requirements and processes for multifamily and mixed-use developments that include affordable housing units;	20	6
Fee Reduction for Affordable Units: Decrease or eliminate permit fees for developments with affordable housing units;	16	10
Parking Requirement Reduction: Reduce parking requirements for affordable housing units;	8	12
Town Center Focus: Concentrate the development of affordable housing units in Town Center zones by increasing the maximum allowable height for multifamily or mixed-use developments inclusive of affordable housing;	43	3
Allow Multifamily in C-O zone: Permit mixed-use and multifamily development in areas of the city zoned Commercial-Office (C-O) if they incorporate affordable housing units within the development.	44	2

Total Responses: 87, 0 skipped

Question 15: What are some of the barriers that prevent you from using transportation modes other than driving alone? Choose all that apply.

Option	Response Count
Geography	21
Safety	34
Frequency of Service	44
Transit coverage area	42
Infrastructure (bike lanes, sidewalks, etc.)	24
Other (please specify)	21

Open Ended Responses

- It is a waste of time and a safety risk to ride public transportation alongside people who are smoking drugs and assaulting people with hammers. I still need to own and insure a vehicle to get to this public transportation so there is zero benefit, added expense and a risk to my safety to use public transportation.
- No desire
- I probably wouldn't use it under any circumstances
- Transit to anywhere meaningful takes far longer than driving by car. Additionally, there are health and safety concerns when taking public transit off-island.
- I prefer driving and suburb living style.
- Senior unable to walk to transit options
- Limited parking at park and ride
- Do not enjoy public transportation
- Parking to ride transit
- Personal freedom desires on my part.
- If I have to drop off kid at school, I'm not going to then use public transport. I'm too busy
- Convenience
- Transit is inconvenient and time consuming. Drunks and drug addicts make trains unsafe for my family. Ride one yourselves and see what we mean!
- Transporting kids and convenience. With three kids, adding a bus schedule into family logistics would be inconvenient and impractical.
- I drive, walk and take the bus. This island is built for cars and nothing else.
- No public transportation available. Bike not practical for grocery shopping and most errands
- Car seats, 3 kids that need to be in different places at similar times
- Costs to take public transit and I can get to my destination much faster than taking public transit, plus it is safer to take my own vehicle.
- I can get to where I want to go quicker than I could with any public transit, not to mention, you take Bellevue and Issaquah, I can park for free when I shop and wouldn't have to wait for a bus or trudge from the transit stop to the mall/shops/restaurants. Plus, ST are letting the drugged-out people on the buses. Even with increased security, there are still stabbings at the stations.
- Most travel is for transporting children- however we have set up many carpools to reduce carbon footprint
- Time. I don't want to waste the time of public transportation.

Total Responses: 87, 0 skipped

Question 16: A goal for traveling in the Central Puget Sound Region is to increase options so more people can safely choose walking, biking, or taking transit to the places they want to go. In your opinion, how impactful would the following strategies be to improve transportation in Mercer Island? Rank each option very impactful, neutral, somewhat impactful, not at all impactful, don't know

Improve maintenance of existing streets before investing in other transportation projects									
Don't Know/ Unsure	3	Very Impactful	29	Neutral	24	Somewhat Impactful	10	Not At All Impactful	21
Increase public education programs about buses, light rail, and other transportation options, in conjunction with the opening of the Mercer Island light rail station									
Don't Know/ Unsure	6	Very Impactful	14	Neutral	15	Somewhat Impactful	22	Not At All Impactful	30
Improve and expand safe pedestrian and bicycle routes, including safe routes to school									
Don't Know/ Unsure	1	Very Impactful	45	Neutral	14	Somewhat Impactful	18	Not At All Impactful	9
Improvements to the "last mile" transportation options to the Town Center and Transit									
Don't Know/ Unsure	9	Very Impactful	41	Neutral	11	Somewhat Impactful	16	Not At All Impactful	10
Use street calming methods to reduce vehicle speed in residential areas									
Don't Know/ Unsure	6	Very Impactful	23	Neutral	26	Somewhat Impactful	18	Not At All Impactful	17
Improve enforcement of traffic laws									
Don't Know/ Unsure	3	Very Impactful	23	Neutral	26	Somewhat Impactful	18	Not At All Impactful	17
Parking Enforcement									
Don't Know/ Unsure	6	Very Impactful	14	Neutral	38	Somewhat Impactful	15	Not At All Impactful	14
Provide more public parking in the Town Center for patrons and commuters									
Parking enforcement									
Don't Know/ Unsure	1	Very Impactful	41	Neutral	16	Somewhat Impactful	18	Not At All Impactful	11
Ensure transportation projects equitably distribute disruption, burdens, and benefits									
Don't Know/ Unsure	14	Very Impactful	17	Neutral	31	Somewhat Impactful	6	Not At All Impactful	19

Total Responses: 87, 0 skipped

Question 17: As the City of Mercer Island strives to foster a robust economic environment and enhance the commercial areas to attract people, entrepreneurs, businesses, and investment, we would like your input on how you would prioritize the following economic initiatives. Please order each from 1 to 10, with 1 being the top priority (most important):

Option	Average Rank
Attracting high-wage employers	4.28
Development of satellite offices and coworking spaces	4.72
Partnering with community organizations and developers to facilitate the construction of affordable housing for employees who commute to Mercer Island due to the unavailability of affordable housing on the island	4.93
Facilitating a mentorship program to connect Island business owners, entrepreneurs, and retirees with individuals interested in starting a new business	5.22
Developing a guide to doing business on Mercer Island to assist entrepreneurs in navigating city processes and finding additional resources for starting a new business	5.39
Partnering with community organizations to market Mercer Island as a favorable place to do business	5.62
Studying the feasibility of relocating City Hall facilities to the Town Center	5.79
Conducting a food truck pilot program in the Town Center	6.08
Periodically distributing a business newsletter to local business owners and community organizations	6.33
Supporting the Chamber of Commerce to initiate a "Shop Mercer Island" marketing campaign aimed at attracting more people to the island's commercial areas	6.63

Total Responses: 87, 0 skipped

Question 18: What improvements and investments should the City of Mercer Island prioritize in the next 10 years? Please select your top three priorities from the list below:

Option	Response Count	Rank
Job opportunities and economic development	6	11
Parks and recreation opportunities	22	6
Protection of natural resources	28	4
Housing variety and affordability	19	7
Maintaining city services (police, fire, stormwater, water, sewer)	48	1
More variety of retail and other businesses	29	2 (tied)
Design of buildings and public spaces (quality of materials, look of buildings, etc.)	8	10
Quality infrastructure (roads, sidewalks, streetlights, sewer, etc.)	29	2 (tied)
Public safety	25	5
More sense of community (events, cultural awareness, etc.)	5	12
Transportation options – increased transit access, improved bus service, protected bicycle lanes, etc.	17	8
Transportation options – walking and bicycling paths	15	9
Youth and Family Services –individual, couples, and family counseling, help with emergency rent, utilities assistance, access to food, senior services, etc.	4	13 (tied)
Other (please specify)	4	13 (tied)

Open Ended Responses

- Design a town center that is actually usable by the residents of Mercer Island. Inconvenient and restrictive parking has forced us and neighbors to take our business off island. It is a frequent point of discussion.
- Less angry old white men!
- Stop allowing variances and fees-in-lieu of for everything.
- The less the City is involved in promoting business the better. Just stick with providing basic services and the least expense. Taxes are too high making the Island less affordable. But you don't want to hear that.

Total Responses: 87, 0 skipped

Question 19: Is there anything else you would like to share with us?

- The proposed C-O zone should be for multi family housing and the city should not make it nearly impossible to build there because of the proximity to single family housing. More townhomes, condos, and affordable single family homes are needed. There is so much underutilized storefronts in the downtown core and the city needs to do more to attract businesses and make it easier to have a business on mercer island, it is sad to see it so empty.
- The recently passed housing legislation in WA state is absolutely bananas. It doesn't work for small suburban communities like ours, nor do we want to change our predominantly single family community into a crowded concrete jungle of high rise buildings, congested roadways and overtaking our already aging infrastructure to allow for massive congestion. People move to MI for a reason and the cost to live here reflects that. Please don't ruin our beautiful haven by turning us into another ugly congested Seattle, Bellevue or Redmond.
- We love it here and are committed to staying here for my son's top notch education. We live in an apartment and have no chance of getting a condo here with HOA fees, etc. A small 2 bedroom condo that is affordable on a teacher's salary would be a game changer for us.
- please maintain single family neighborhood- limit density there- keep it in the town center
- I truly hope that Mercer Island continues to ground planning decisions on what is truly in the best interests for the overall community. Many of us moved here to be a safe place to raise our children. Let's keep Mercer Island that special place and not destroy it because folks got too greedy.
- Growth is necessary and inevitable, and we need some more affordable housing for those who otherwise have to commute - but PLEASE, keep the investments, safety, peace, and overall quality of life needs of those who have already lived and supported MI for years at the forefront of decisions made. There's no putting the toothpaste back in the tube once we've made these very important and impactful decisions. Over the past 10-15 years, there have been a number of MI development decisions made that have weakened, rather than strengthened, our position and desirability relative to some of our neighboring cities. In many ways, MI is unique and it's difficult to compare. Residents would like to keep it that way, but for the right reasons, positive reasons. Not traffic/congestion, lack of parking and retail options, increased crime and noise pollution, cookie cutter neighborhoods lacking trees and open space, and a visually unappealing or uninviting town center.
- yes, on the economic survey -the whole scale, 1-10 was not available to choose. Some questions were limited to a couple of numbers which did not represent my choices.

- Develop a non biased survey - not aimed at density. Save the SFH neighborhoods.
- Please do not encourage multi-family housing development in the C-O zone. Traffic is already troublesome there and there are no public transit options. Keep multifamily development in and around the Town Center where it already exists and where public transportation options already are present. This concentration of housing in Town Center will support retail. Studying small-scale retail in residential zones is a horrible idea as retail needs density and single family neighborhoods along with parks are the allure of MI. Do not destroy our Single Family Neighborhoods chasing a pipe dream. It is okay that Mercer Island is a suburb and not an urban center. It is ok that it is a bedroom community with walkable, safe, single family neighborhoods with abundant tree cover.
- Keep the single-family characters and don't turn Mercer Island into Capitol Hill, where I moved from.
- As someone that has conducted surveys, I find that your paragraph about housing gap is non-objective and is pushing a progressive agenda. That is not good survey design and will likely skew/influence the results. In addition, studying small scale in single family neighborhoods is not something the city should be spending money on. Protecting our single family neighborhoods is key to the city's continued success and those neighborhoods are the majority of the island and why many moved here. Also, the CO zone by the JCC and French School already has bad traffic and no high speed transit options - it is NOT the place to encourage multifamily housing. Multifamily housing should be limited to the Town Center, existing zones, and areas near the light rail - this will provide the density that will foster a revitalized retail environment.
- Increase density & height limits in the town center to increase housing supply and attract more businesses - and move city hall there rather than rebuilding it in place. Open up the rest of the island to higher density housing options, including ADUs and fourplexes, with reduced or eliminated parking minimums. Expand bike and walking paths and add shuttles to make it easy for people to get to transit without having to drive.
- The comprehensive plan must go farther on housing -- by adopting a limited, slow growth plan, we're harming the region by keeping housing prices high. If we allow more market-rate housing here, it will prevent gentrification and displacement in other areas. We should increase zoning beyond the minimum requirements mandated by the GMA and state legislation.
- Please restore lifeguards.
- Mercer Island's high value to me is totally associated with its uniform Single Family nature and it concomitant safety. The current Washington State assault on that (middle housing and other affordability mandates, and assault on

Single family zoning broadly) is highly ideologically driven from the left. As a former planning manager for our largest city, I foresee ever increasing ideological pressure in that direction. I oppose this uniform mandate and our comprehensive plan should do everything to thwart these mandates and protect our current wonderful character. I have little faith that it will.

- Yes. My number one issue is we NEED more affordable housing. note, i don't want low income housing. I don't want rental assistance. i just want us to Build more dense units downtown. Condos, townhouses, etc. The entry level house on Mercer Island shouldn't be \$2mn. There are reasons why our elementary school attendance is down. One big ones is who can afford \$2+mn with young kids. Again, I'm not saying build low income housing. 2-3 bedroom condo units. \$1.2-1.5mn townhomes. People want to live here! approve buildings that work for Upper class families with young kids.
- There are too many car racing along the EMW during the summer time. Please make sure to police and issue tickets.
- Pretty much everything in question 18 should be on the list! Please make it easier to get around the island quickly.
- Better street lighting coverage close to parks more pedestrian sidewalks Traffic lights on cross walks Stop increasing property taxes with double digits every year Distributed more funding in expanding tech and science education in public schools Attract more restaurants, family businesses offering kids services Offer more kids play and education programs options
- Mercer Island is a unique community positioned between two major cities. I would love to see a community plan that reflects inclusion, diversity and equitable solutions. We should be caring for all of our neighbors and be an inviting place for all (not just those who can afford to live here), and there are residents like myself who do want change in my own back yard. The housing crisis is real and as a community, we can be part of incremental change. Thank you for taking time to collect input from the residents.
- Priority parking permits should be distributed to mercer island residents so they can use the parking facilities related to mass transit. It is too unpredictable to reliably use for commuting.
- If there is a way to supporting housing for educators particularly those teaching at our schools that would have a strong positive multiplier on many aspects of Mercer island life.
- More sidewalks
- Please gather as much research as possible about which strategies for affordable housing have measurable results. If a strategy hasn't been successful elsewhere we shouldn't try to make it work here.

- A vibrant walkable, bikeable city core, with restaurants, galleries, light retail, is the most important function the comprehensive plan can serve. That means re-striping streets to accommodate angle parking and bike lanes, widening sidewalks to accommodate outdoor seating for restaurants and trees and plantings to make for an attractive pedestrian environment. The current downtown core is decrepit. 1950s-era strip malls surrounded by parking lakes is not a pleasant walking environment. Think about pedestrian-only options and modern, mixed-use urbanism. Provide central public parking in place of every strip mall having its own lot. Create 10-minute loading zones to drop off or pickup small loads, like dry cleaning or quick service restaurants. Rezone retail core as mixed use and delete the at-grade parking lots. Require adequate underground or otherwise integrated parking for residential buildings, not at-grade parking lakes. Limit heights and massing of multistory buildings, and set back upper stories to not intimidate pedestrians or create canyons. Maintain open space in and around buildings. Provide more bike parking.
- Not everyone here has a multi-million dollar home and a Tesla, some of us are just getting by.
- There is very little available land for development of smaller homes. Of there are places that can infill smaller affordable homes that would be great.
- I am unhappy with the quality of this survey, particularly when I am required to choose options to complete questions when I am against all of the options. Particularly the question that required I endorse 5 housing options I opposed. Also question 17 required rankings and the software repeatedly rejected my rankings
- Bike lanes and pedestrian paths are really needed from Lakeridge Elem. all the way to the new light rail station! Currently, Bike lanes are hit and miss and veer off towards the high school- very dangerous for students on e-bikes and scooters. Don't stop the bike lane construction on mid-island like it is currently planned, continue the path all the way from Lakeridge elem to the new light rail station. Bike lane path should start at Lakeridge Elementary, go north past IMS, head east past the south end shopping center, north at Pioneer park on Island crest way, turn west onto 40th, then to north onto 80th Ave SE. We need a north to south bike/pedestrian path to connect all islanders. We desperately need a round-about at the pioneer park 4 way stop. With art in the middle of the round-about to welcome everyone to the south end. Plus, the south end doesn't have much public artwork, compared to the north end. Thank you for making Mercer Island a great community to live - both north, south east and west.
- Implement climate action! Increase density in the town center, accommodate multi-modal transportation options.
- I strongly support improving bicycle infrastructure, including the ICW corridor and through the town center.

- Focus on the basics, the very purpose of a city. Health, safety, & infrastructure. Clean water, clean streets, clean parks.
- Please maintain the single-family zones. This includes trees and house to lot size. Please maintain parking minimums so cars don't park in the streets forcing kids and pedestrians into the street. Please don't rezone or develop our parks. The only place affordable housing makes any sense is in the town center, but even then with the cost of land and construction developers can't go below 80% AMI for affordable housing or they won't build. Increased density does not benefit existing residents. It only benefits builders, and strains our already strained infrastructure from water to sewer to roads to police to fire.
- Yes, the rents are too high - both residential and retail. Older buildings should be grandfathered in, developers should not be allowed extra stories for nothing, and we don't want micro-housing or co-sharing opportunities anywhere on the island.
- Town center development is a big challenge. We would like to have a better selection of retail, especially restaurant options. However, there is also a need for affordable housing and parking is severe problem. Lack of proper repair and maintenance in some existing apartment buildings in the town center is also a problem.
- Yes, with regards to the questions in 17., I am sorry, but they all should get "10" on a scale, not make us have to put in a number in order of how important. What you are missing is the fact that we are losing so much commercial retail and restaurants and bars in the Town Center in exchange for multifamily residential buildings with no on-street parking which no-one wants and which goes against what we want. And the City are not listening to citizens even more, even with our filling out survey after survey. And there is a push for micro-housing and co-sharing housing, just make sure that there is something in The Comprehensive Plan which makes it that there is a limit on density. We want affordable housing, but not at the cost of making people live like sardines all packed into small units to make it look like they are affordable.
- The biking community (including e-bikes and e-scooters) on Mercer Island is quite large. I'd like to see this group better represented when important planning decisions are made.
- Please do not destroy the single family neighborhoods of Mercer Island. That and its parks are what make it unique. Any mandated increase in density or creation of affordable units should be limited to the Town Center and existing multifamily areas and near the Light Rail Station. And for the love of God don't even entertain the idea of putting a parking garage in Mercerdale....that battle was already fought on Kite Hill - seriously!!!!
- I am concerned with the arrival of public transit to Mercer island that our Island will become less safe. Make sure this does not happen.

- This survey's wording leads to a bias toward a particular result. There is ambiguity of meaning in some groups of questions.
- Do not put the City Hall in Town Center. Putting the City Hall simply makes it more difficult for your customers to access City Hall and it displaces tax paying businesses with tax absorbing government there by transferring more tax burden on the SF residences there by making the Island less affordable.
- Yes engage with the community
- Section 17 is terrible. I don't want any time or money spent on ANY of these priorities, but I could not complete the survey without filling in all of the blanks. Finally I had to fill them in arbitrarily to get to through the survey. I think ALL of the results in section 17 are invalid for the reason that the results do not represent the true opinions of residents who do not want time or money spent on any of these options.
- The city should re-establish Citizen use of the Community Center without cost to citizen sponsors and users.
- Completely tear down and rebuild CPD
- Please do nothing to change the character of the residential areas of the island. Don't reduce lot size, don't increase permissible impervious surface area, and do preserve trees and parks.
- Allow homeowners to use more than 40% of their property to do home remodels. Please add sidewalks and please add street lights for safety purposes in neighborhoods

Total Responses: 47, 40 skipped

Comprehensive Plan Multi-family Housing Survey

SURVEY RESPONSE REPORT

03 August 2018 - 20 May 2024

PROJECT NAME:

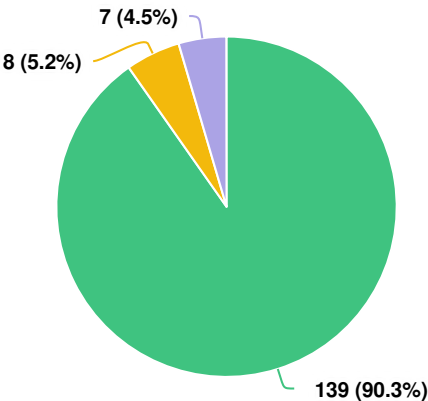
Comprehensive Plan Periodic Review





SURVEY QUESTIONS

Q1 Where do you live in Mercer Island?

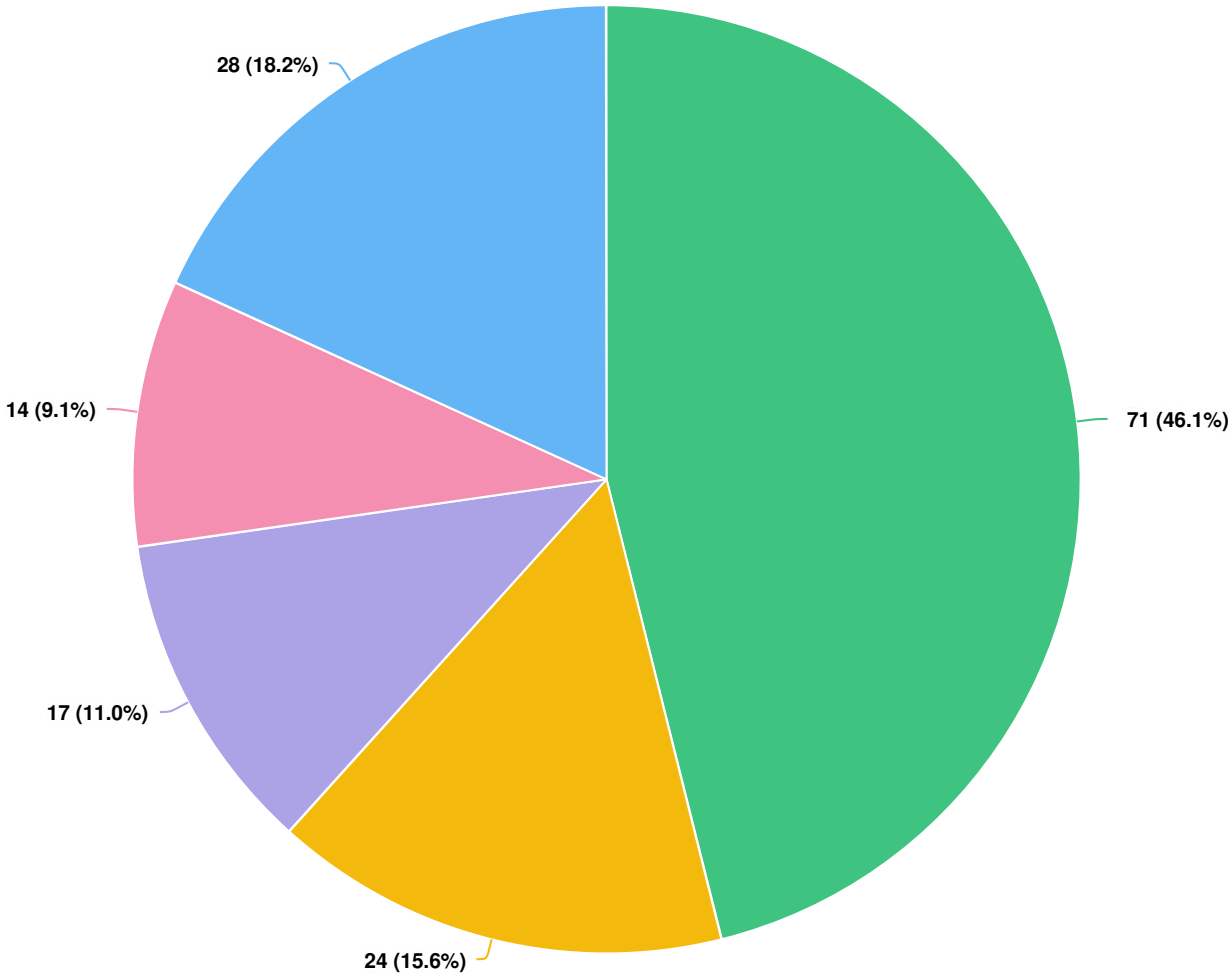


Question options

- North-end: North of SE 40th Street
- Mid-island: Between SE 40th Street and SE 68th Street
- South-end: South of SE 68th Street

Mandatory Question (154 response(s))
Question type: Radio Button Question

Q2 How long have you lived in Mercer Island?

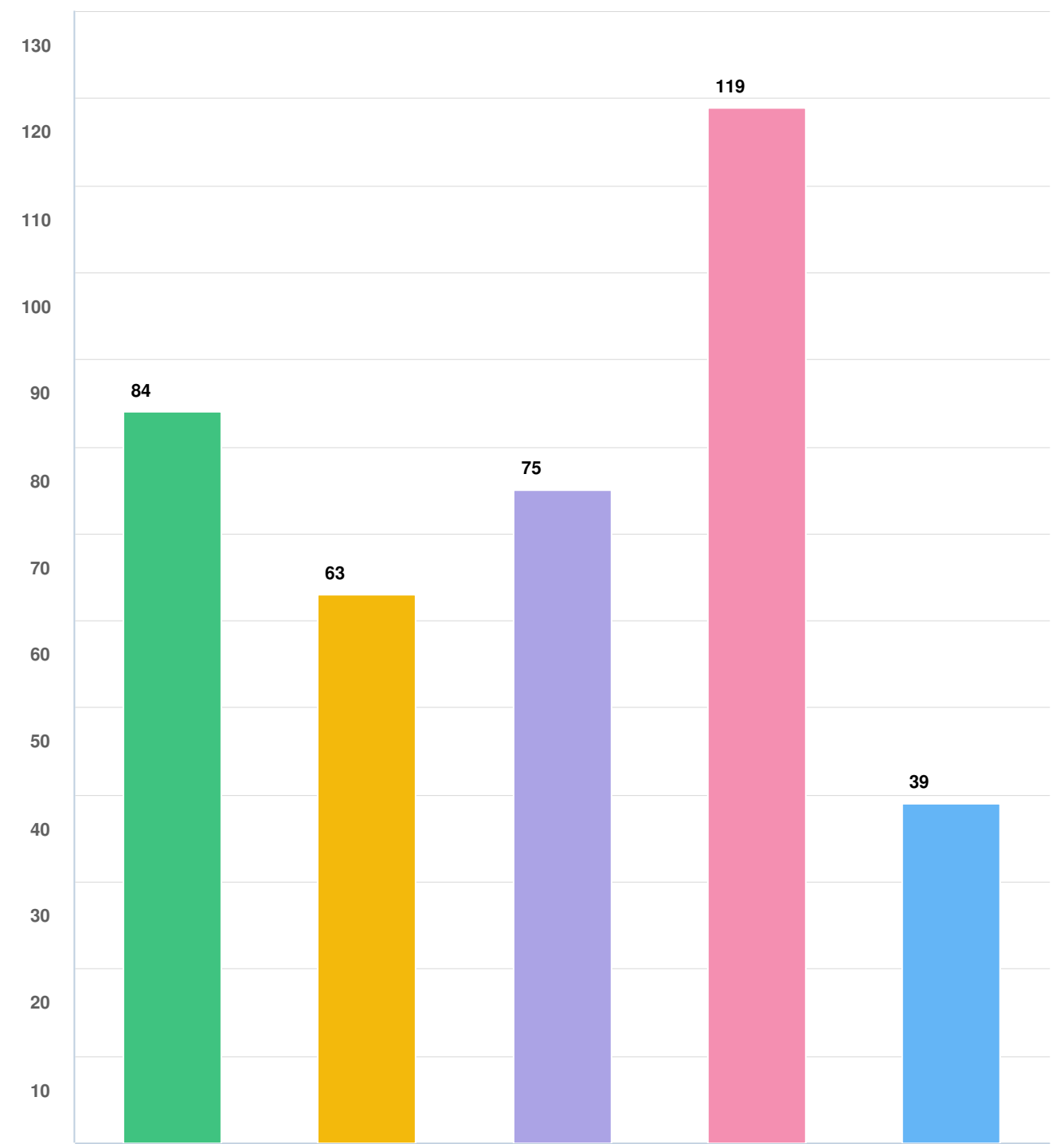


Question options

- Less than 5 years 5-10 years 11-20 years 21-30 years More than 30 years

Mandatory Question (154 response(s))
Question type: Radio Button Question

Q3 What are the main reasons you decided to live in Mercer Island? (select up to 3)

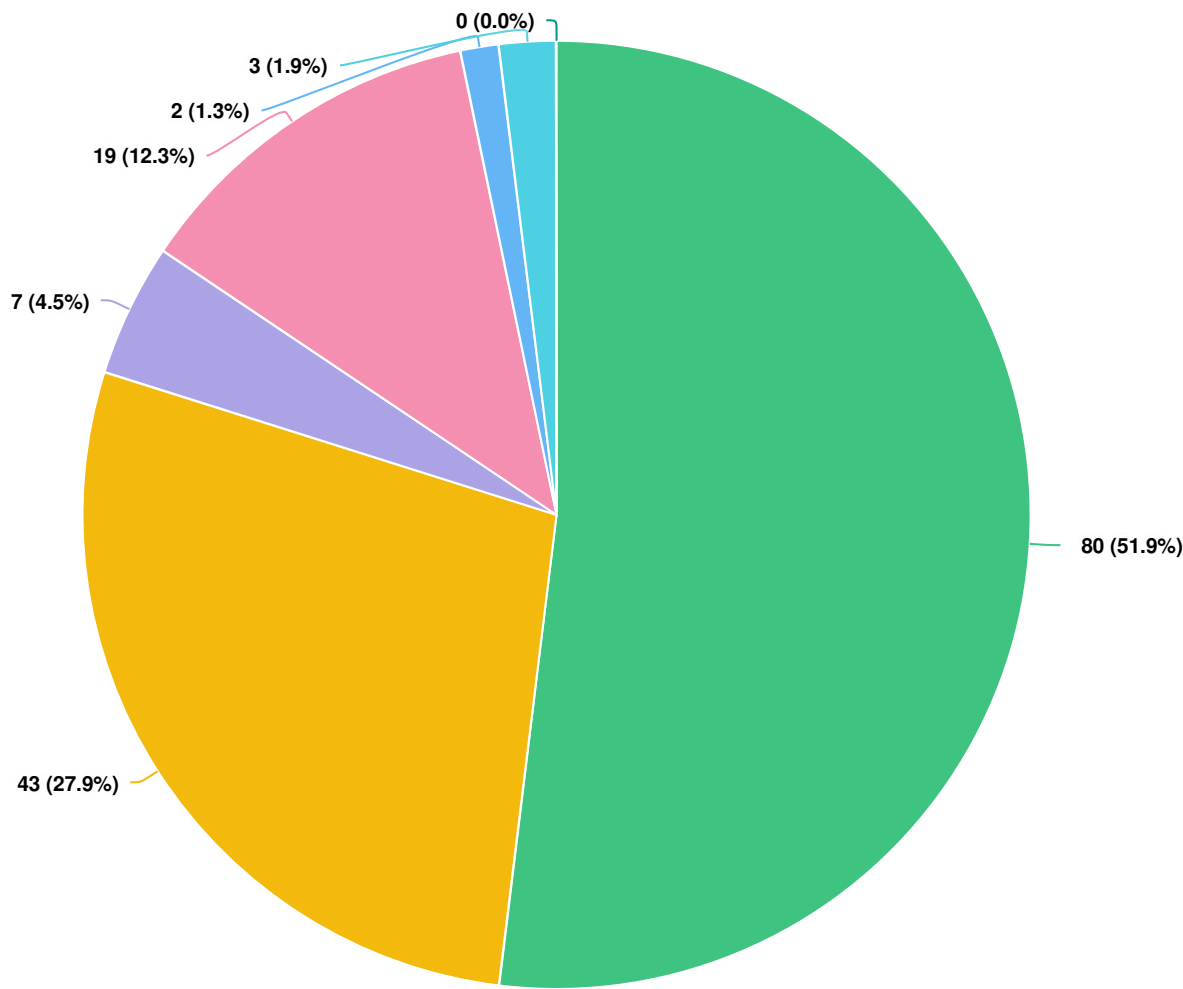


Question options

- Proximity to employment
- Educational opportunities/quality of schools
- Proximity to parks and open space
- Safe neighborhoods
- Availability of services/amenities/local businesses

Mandatory Question (154 response(s))
Question type: Checkbox Question

Q4 What type of housing do you live in?

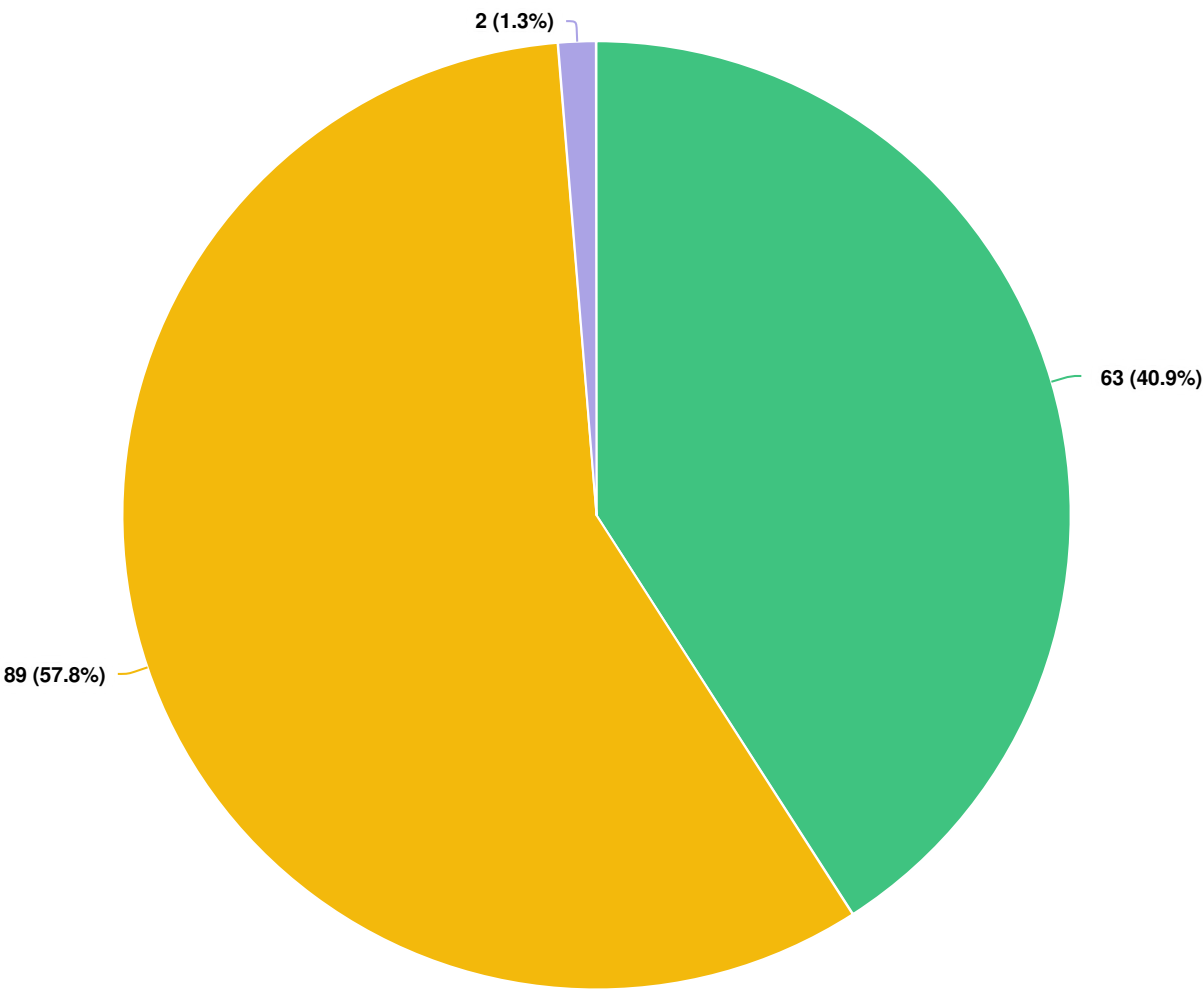


Question options

- Apartment
- Condominium
- Townhouse
- Single family house
- ADU (Accessory Dwelling Unit) / Backyard Cottage
- Other (please specify)
- Duplex

Mandatory Question (154 response(s))
Question type: Radio Button Question

Q5 Do you own or rent your residence?

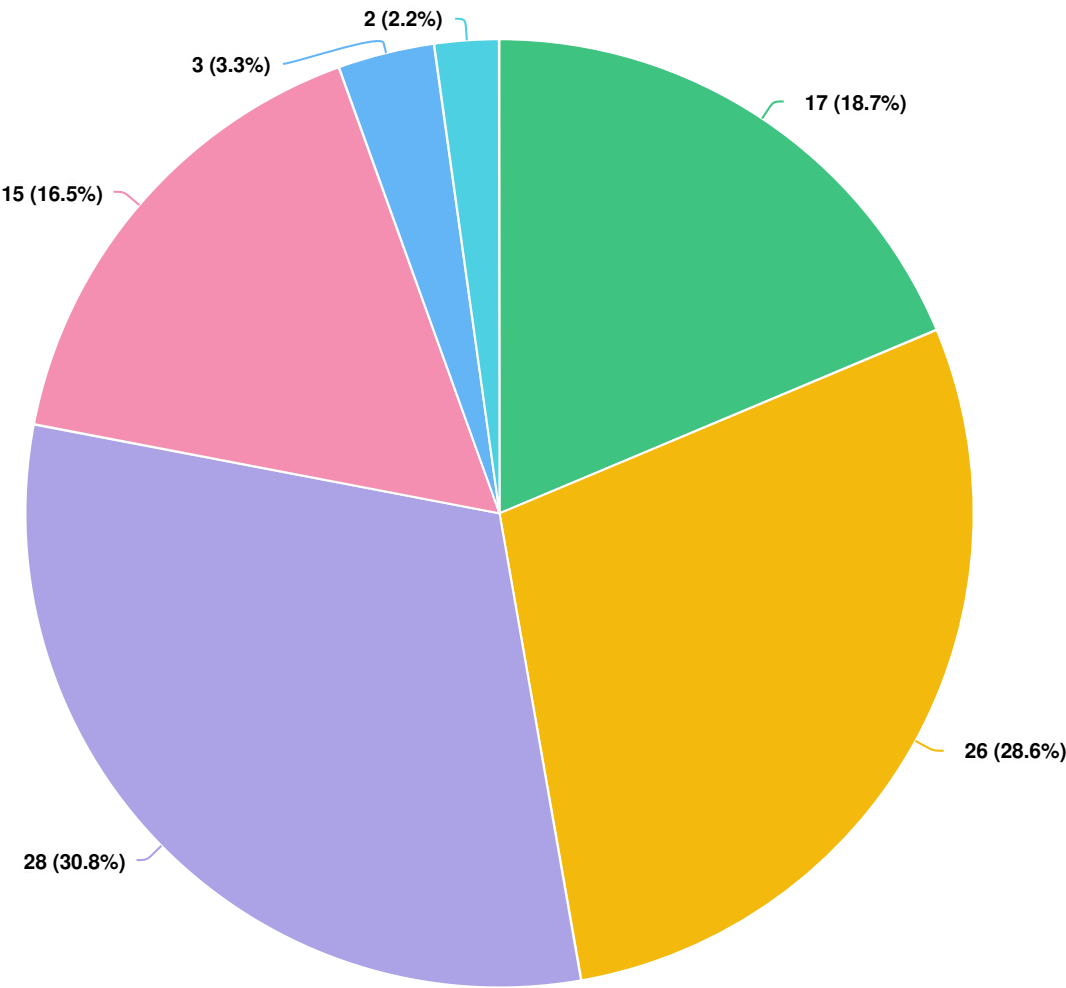


Question options

Own Rent Something else

Mandatory Question (154 response(s))
Question type: Radio Button Question

Q6 How long have you lived at your current residence?

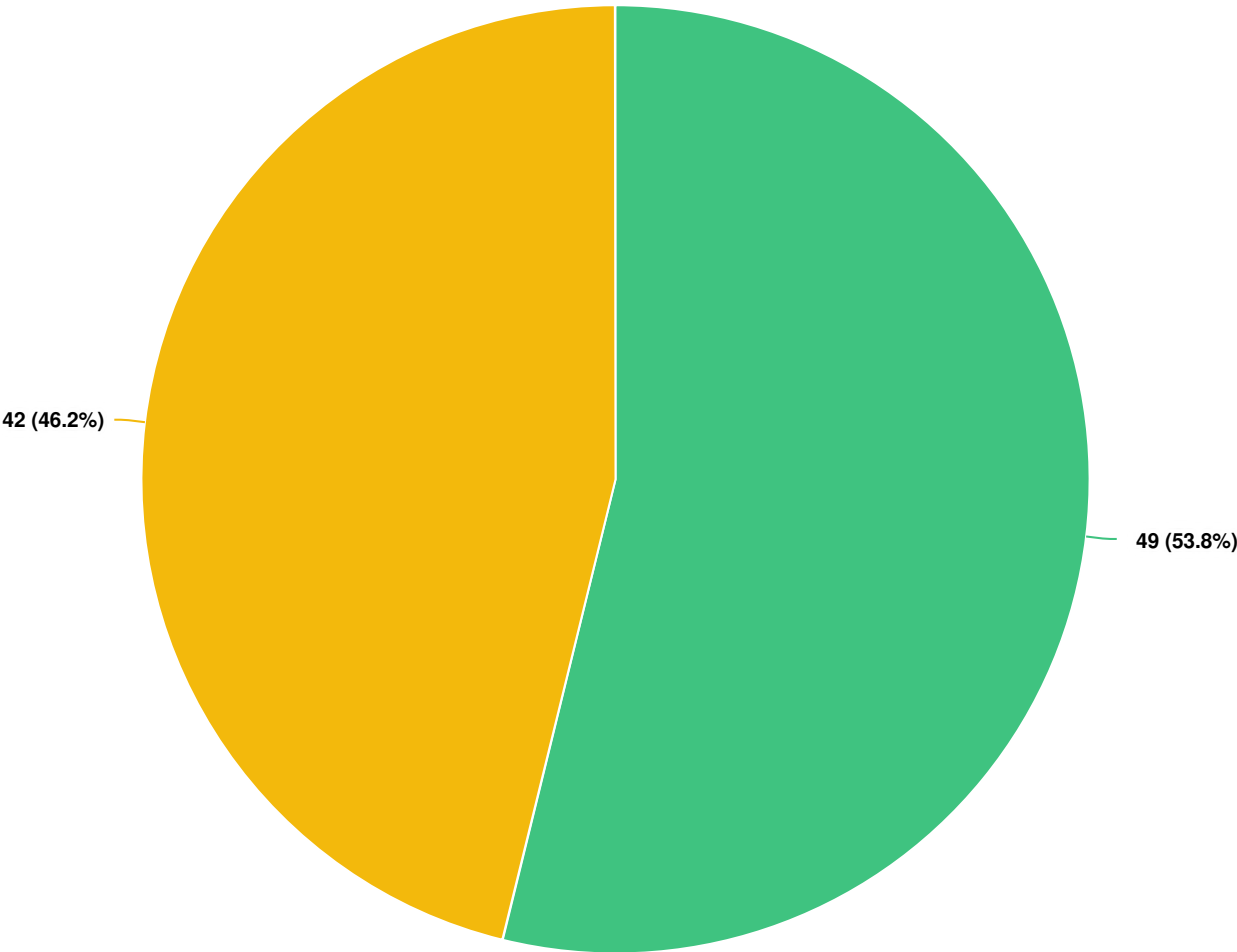


Question options

less than a year 1-3 years 3-5 years 5-10 years 10-20 years More than 20 years

Mandatory Question (91 response(s))
Question type: Radio Button Question

Q7 In the last 12 months, have you thought about moving away from Mercer Island?

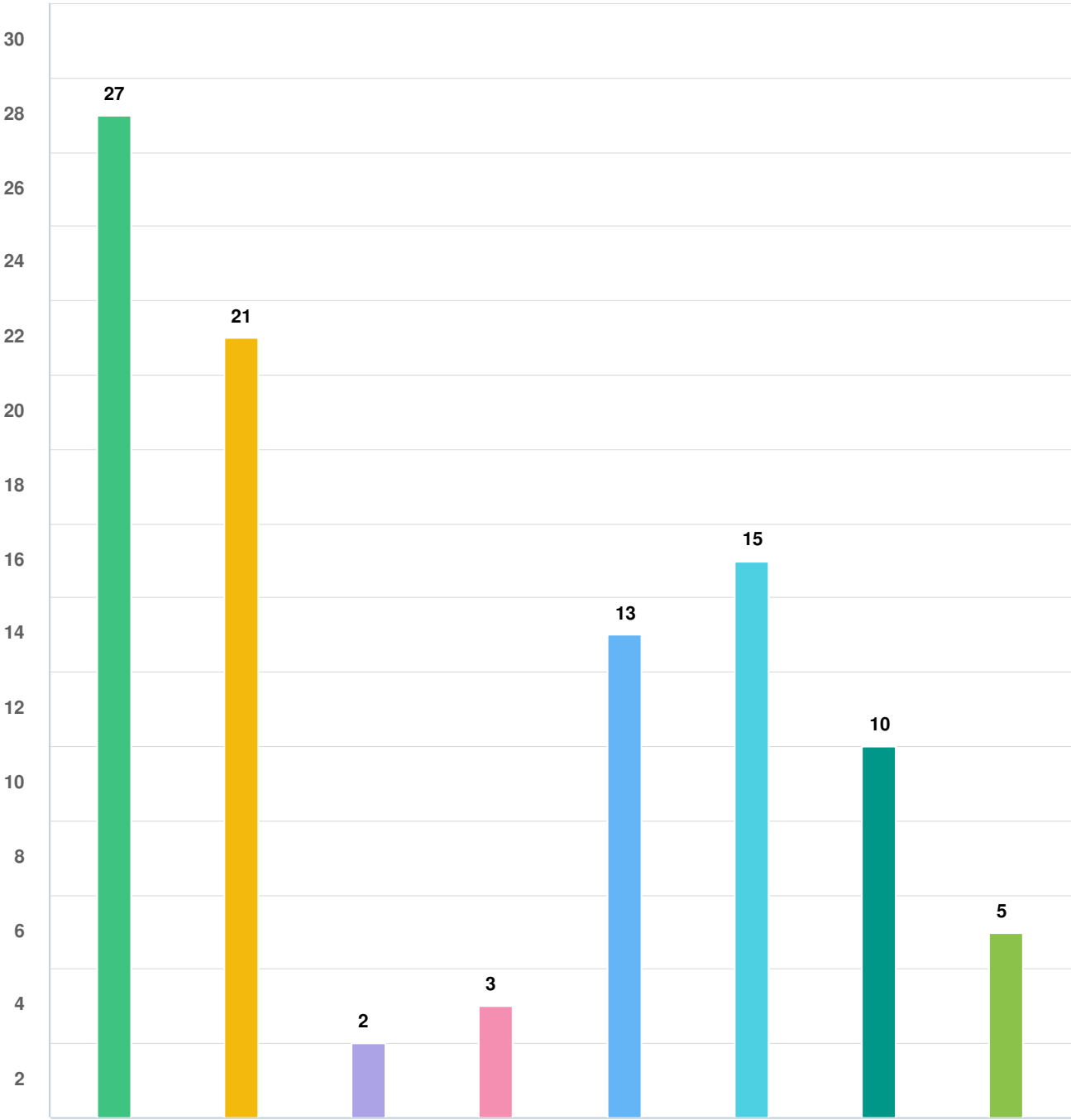


Question options

- Yes
- No

Mandatory Question (91 response(s))
Question type: Radio Button Question

Q8 Please select the reasons you have thought about moving from Mercer Island in the last 12 months (select up to 3 options below).

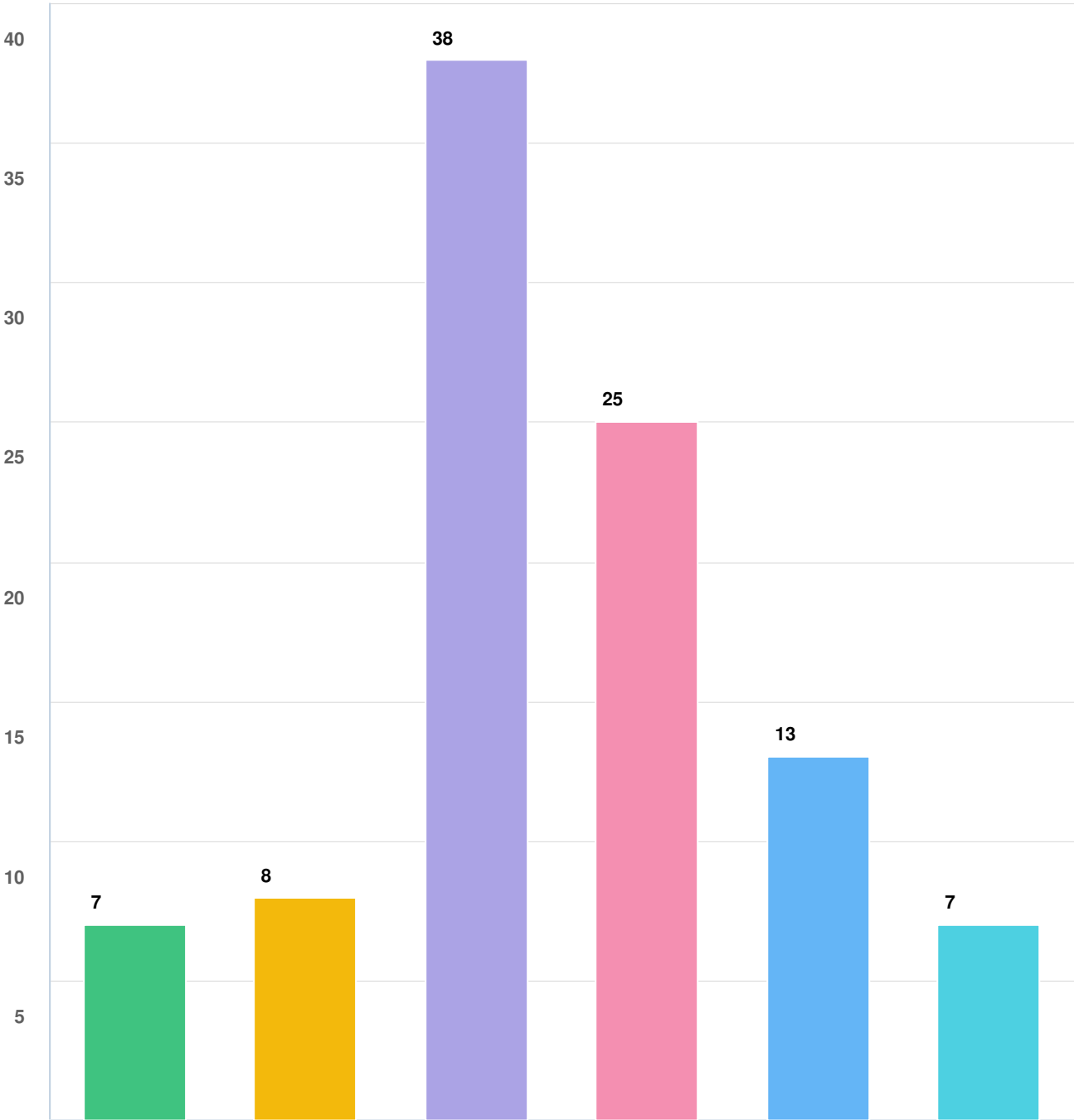


Question options

- Rent increase/can no longer afford rent
- Seeking lower overall cost of living
- Employment opportunity outside the area
- Live closer to work/reduce commute distance
- Home ownership opportunity in another community
- Seeking a housing type/situation not available in Mercer Island
- Move to another location by choice (e.g. desire for warmer weather, proximity to family, etc.)
- Other (please specify)

Optional question (49 response(s), 105 skipped)
Question type: Checkbox Question

Q9 As you consider reasons for possibly moving from Mercer Island, what might make you want to stay? Please select up to 3 options below.

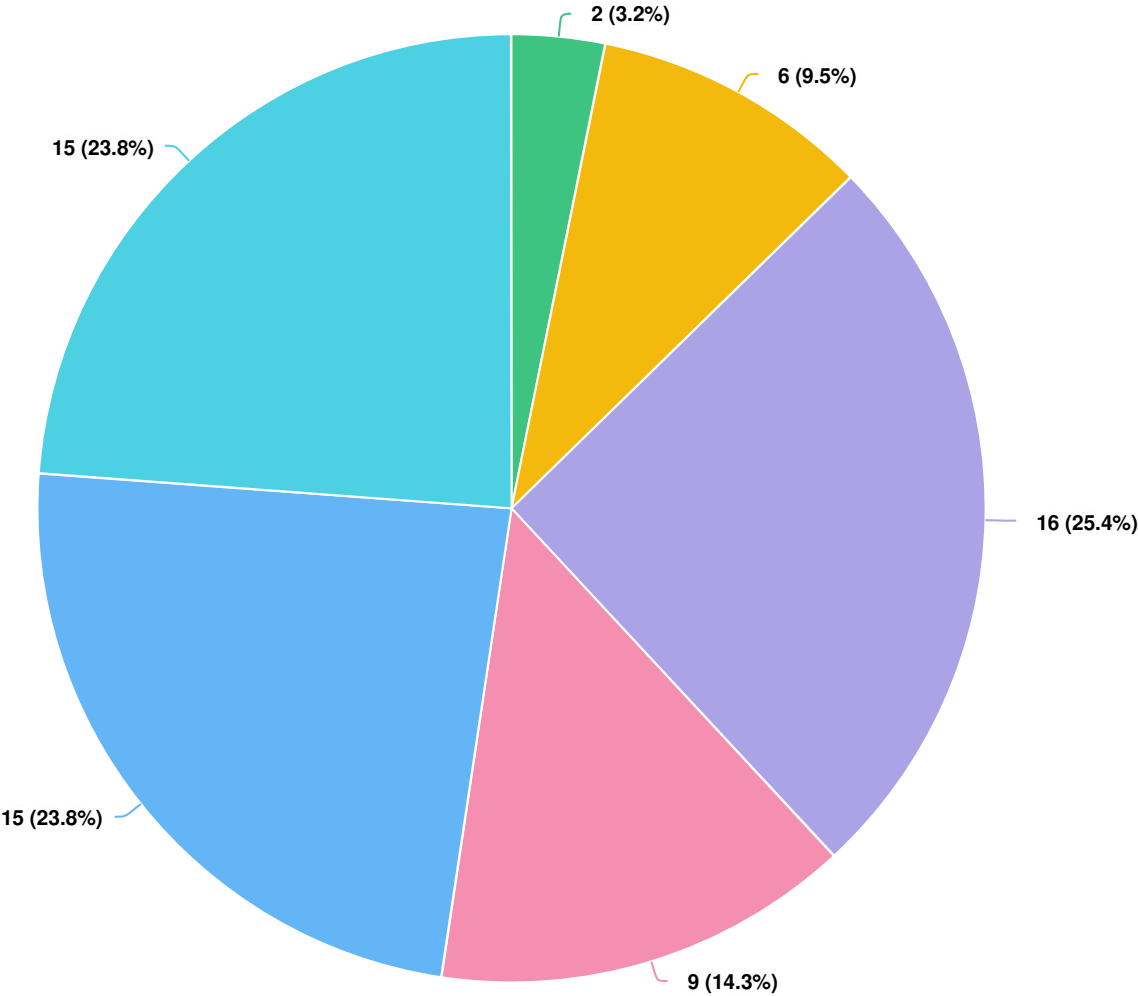


Question options

- Better job opportunity in Mercer Island or nearby
- Educational opportunity in Mercer Island or nearby (for you or a family member)
- Lower cost/more affordable rental opportunity
- Affordable home ownership opportunity
- Availability of a housing type that's not currently available in Mercer Island
- Other (please specify)

Optional question (49 response(s), 105 skipped)
Question type: Checkbox Question

Q10 How long have you owned your home?



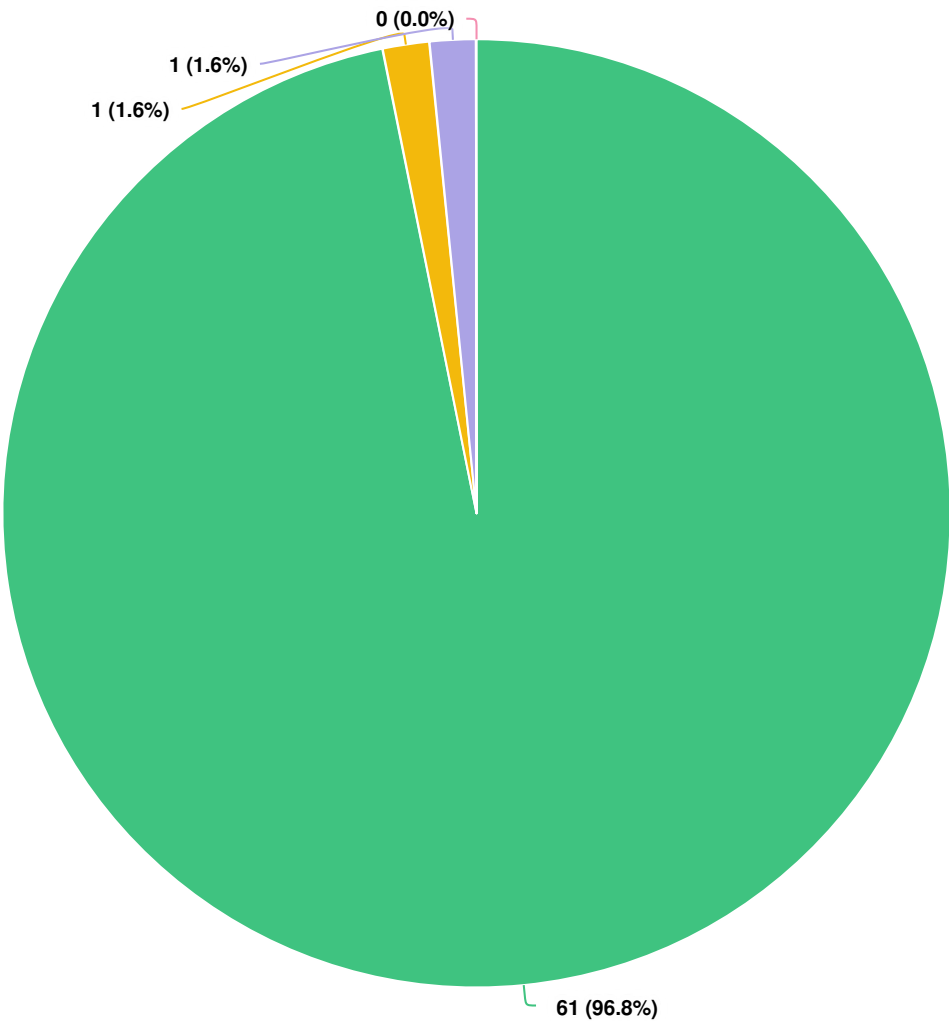
Question options

- Less than a year 1-2 years 3-5 years 5-10 years 10-20 years More than 20 years

Mandatory Question (63 response(s))
Question type: Radio Button Question

Q11

How do you use your home?



Question options

Reside there full time

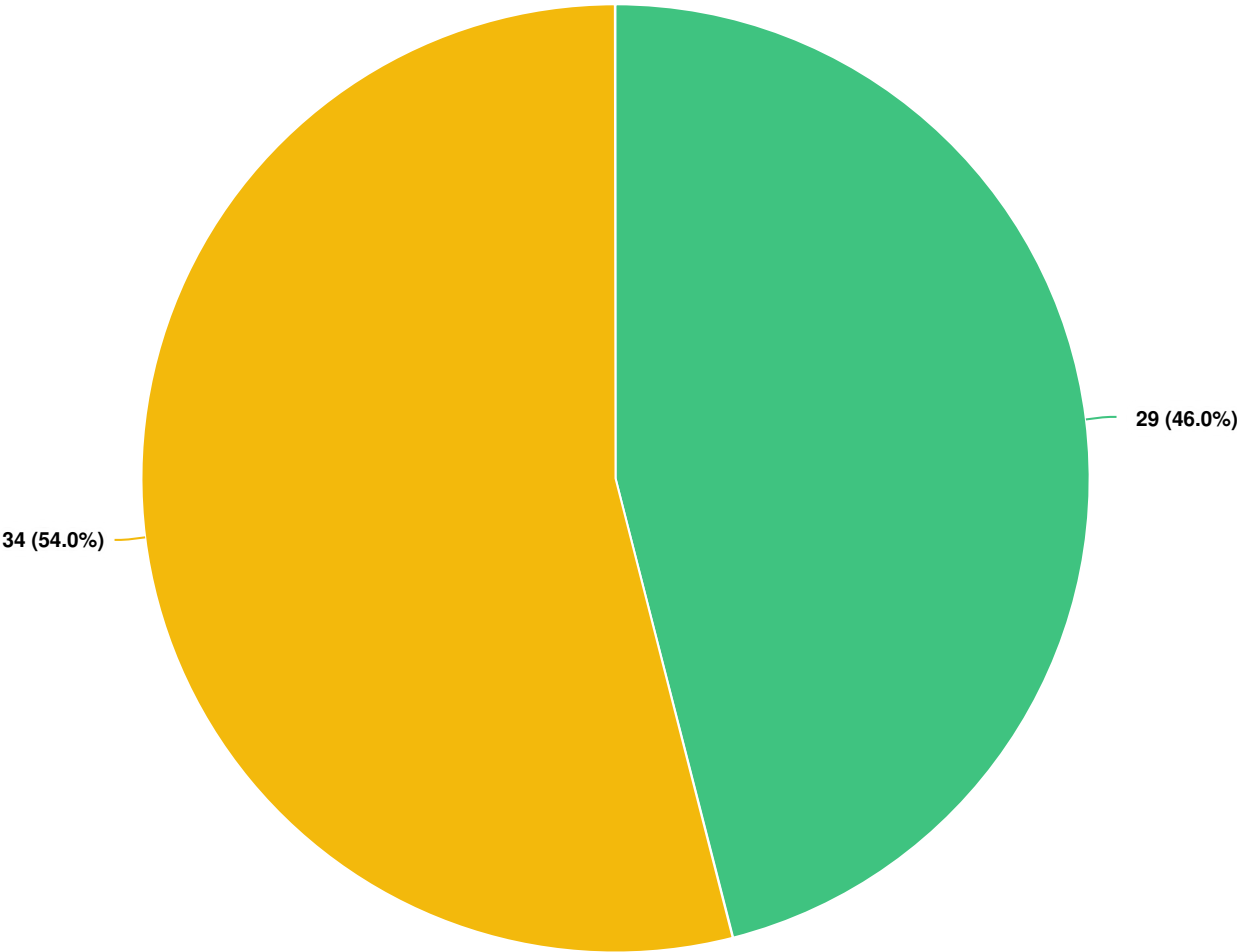
Reside there seasonally/sometimes

Rent it out

Other (please specify)

Mandatory Question (63 response(s))
Question type: Radio Button Question

Q12 | Do you foresee a time when you may need to sell your home and/or move away from Mercer Island?

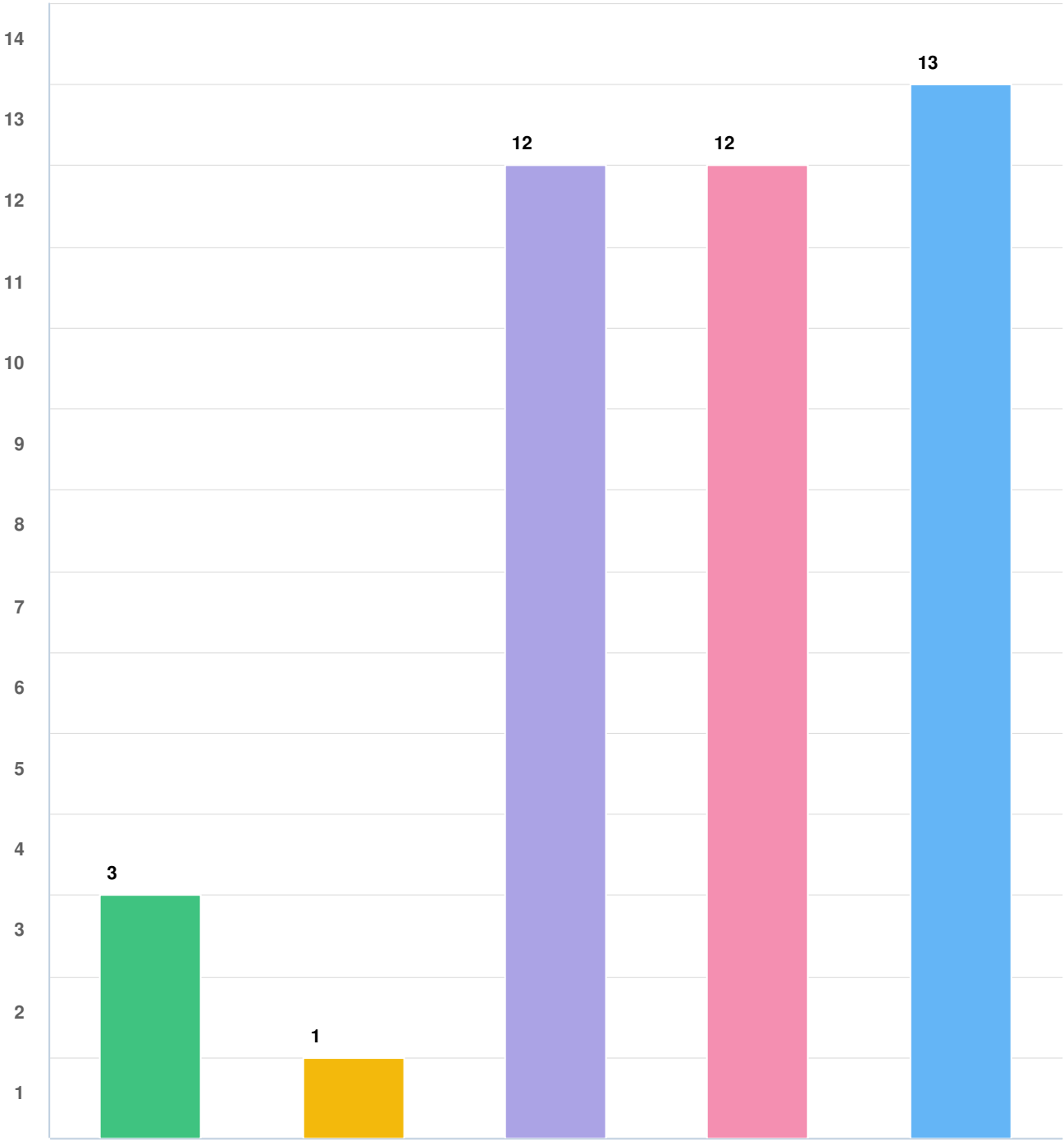


Question options

Yes No

Mandatory Question (63 response(s))
Question type: Radio Button Question

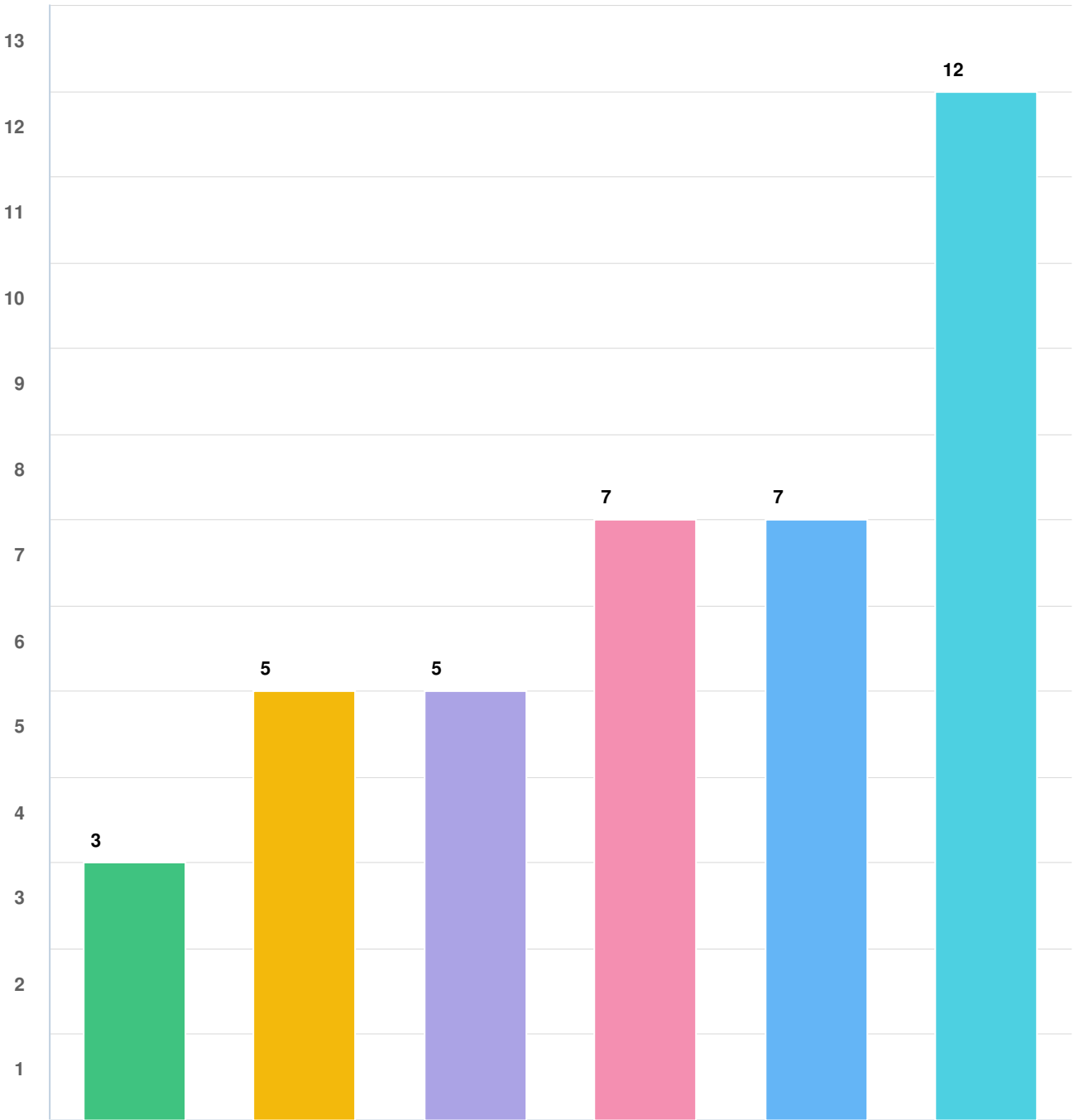
Q13 What would be your potential reasons for moving from Mercer Island in the future?
Please select up to 3 options below.



- Question options**
- Employment opportunity outside the area
 - Moving closer to work/reducing commute distance
 - Seeking lower cost of living
 - Move to another location by choice (e.g. desire for warmer weather, proximity to family, etc.)
 - Other (please specify)

Optional question (28 response(s), 126 skipped)
Question type: Checkbox Question

Q14 As you consider reasons for possibly moving from Mercer Island, what might make you want to stay? Please check up to 3 options below.

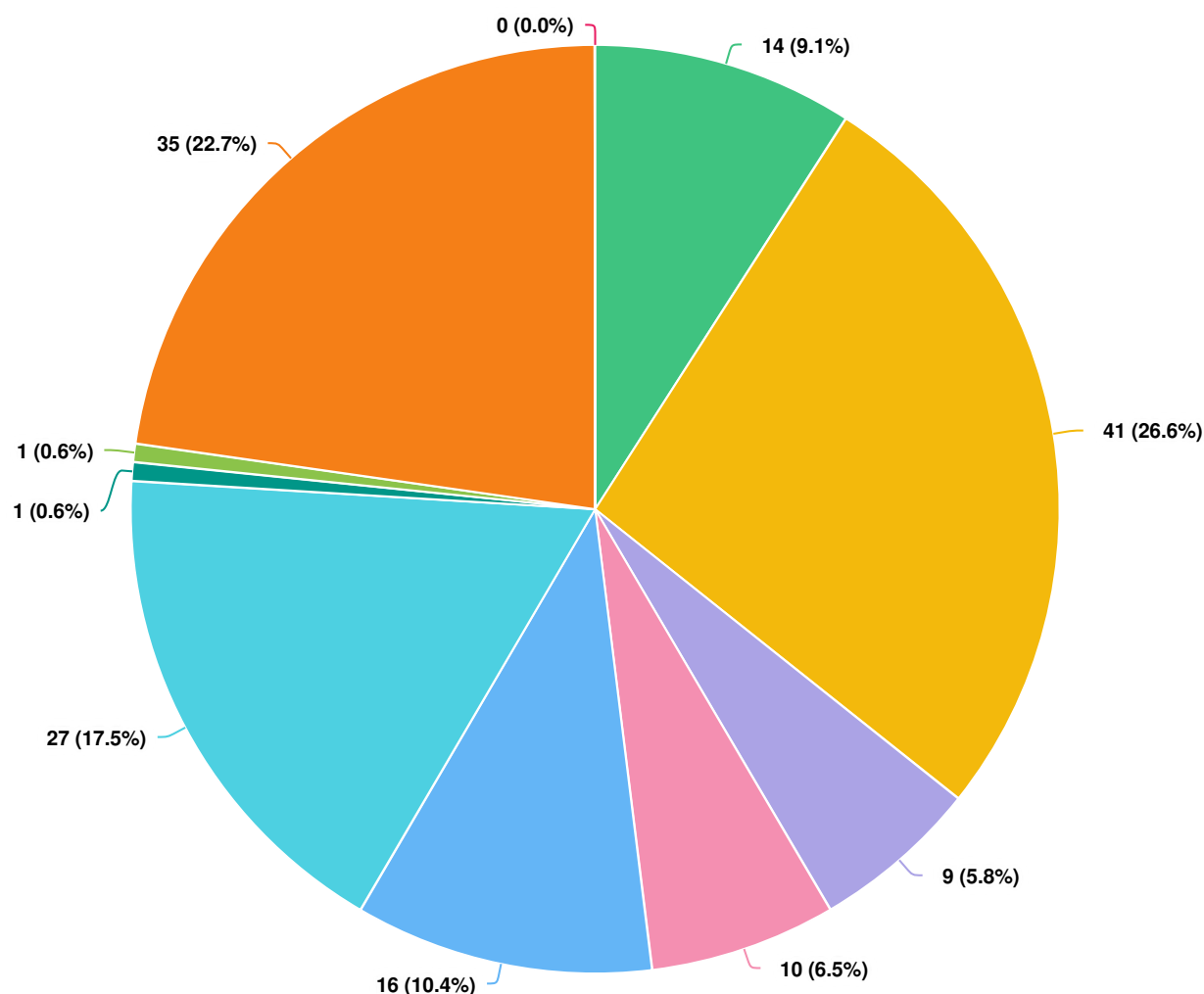


Question options

- Better job opportunity in Mercer Island or nearby
- Educational opportunity in Mercer Island or nearby (for you or a family member)
- Lower cost/more affordable rental opportunity
- Affordable home ownership opportunity
- Availability of a housing type that's not currently available in Mercer Island
- Other (please specify)

Optional question (29 response(s), 125 skipped)
Question type: Checkbox Question

Q15 Where do you work?



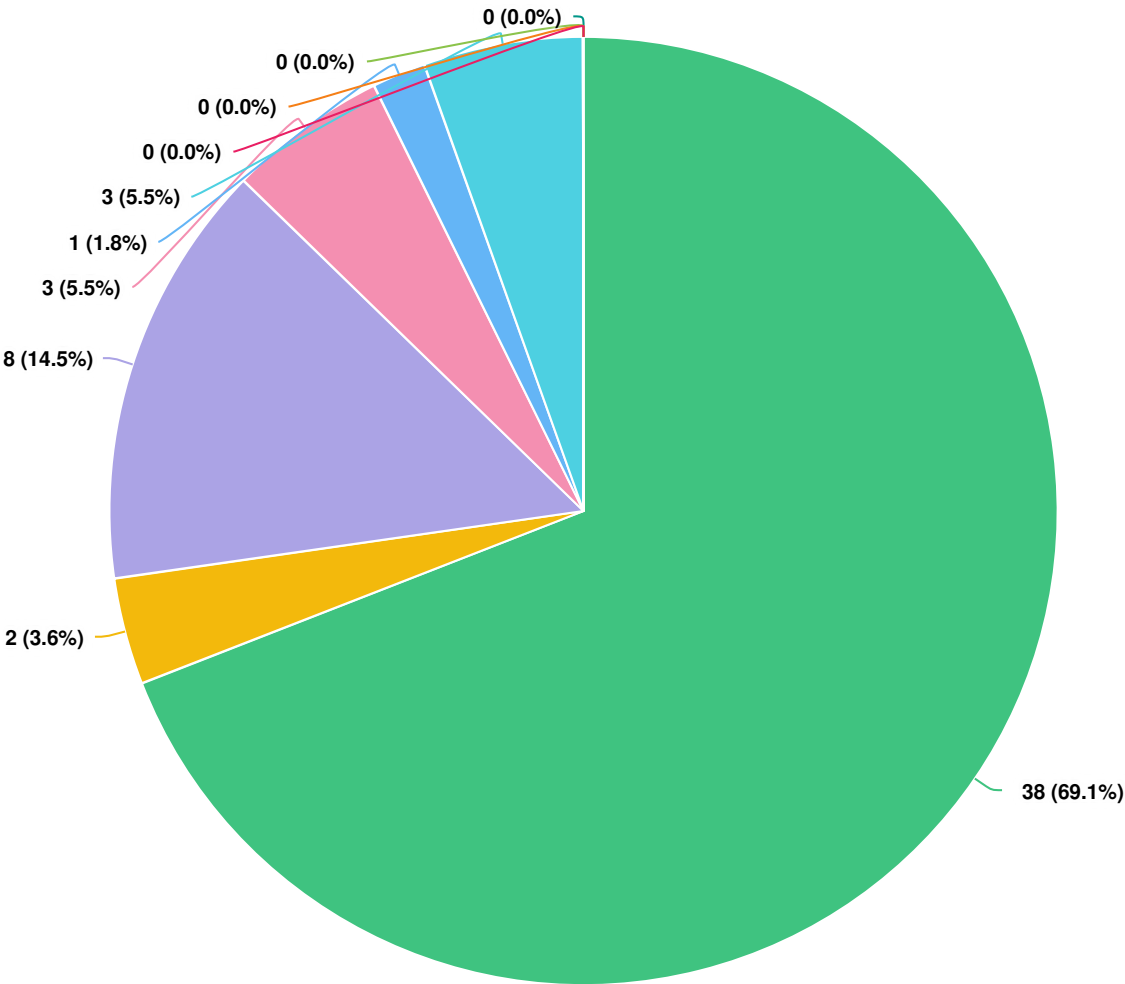
Question options

- At home (telecommute) full time in Mercer Island
 ● At home in Mercer Island and at the office (hybrid schedule)
- Self-employed/own a business in my home in Mercer Island
 ● Mercer Island
- Eastside (Bellevue, Issaquah, Kirkland, Redmond, Renton, Newcastle, Sammamish, etc)
 ● Seattle
 ● Multiple Locations
- Somewhere else
 ● I'm not employed
 ● Self-employed/own a business not located in my home

Mandatory Question (154 response(s))

Question type: Radio Button Question

Q16 How do you commute to work most of the time?



Question options

- Drive alone

Drive with multiple passengers or carpool

Public Bus/Transit (e.g. Metro, Sound Transit, Community Transit, etc.)

Walk

Other

Combination of more than one of the above

Company transit (employer provided bus or shuttle)

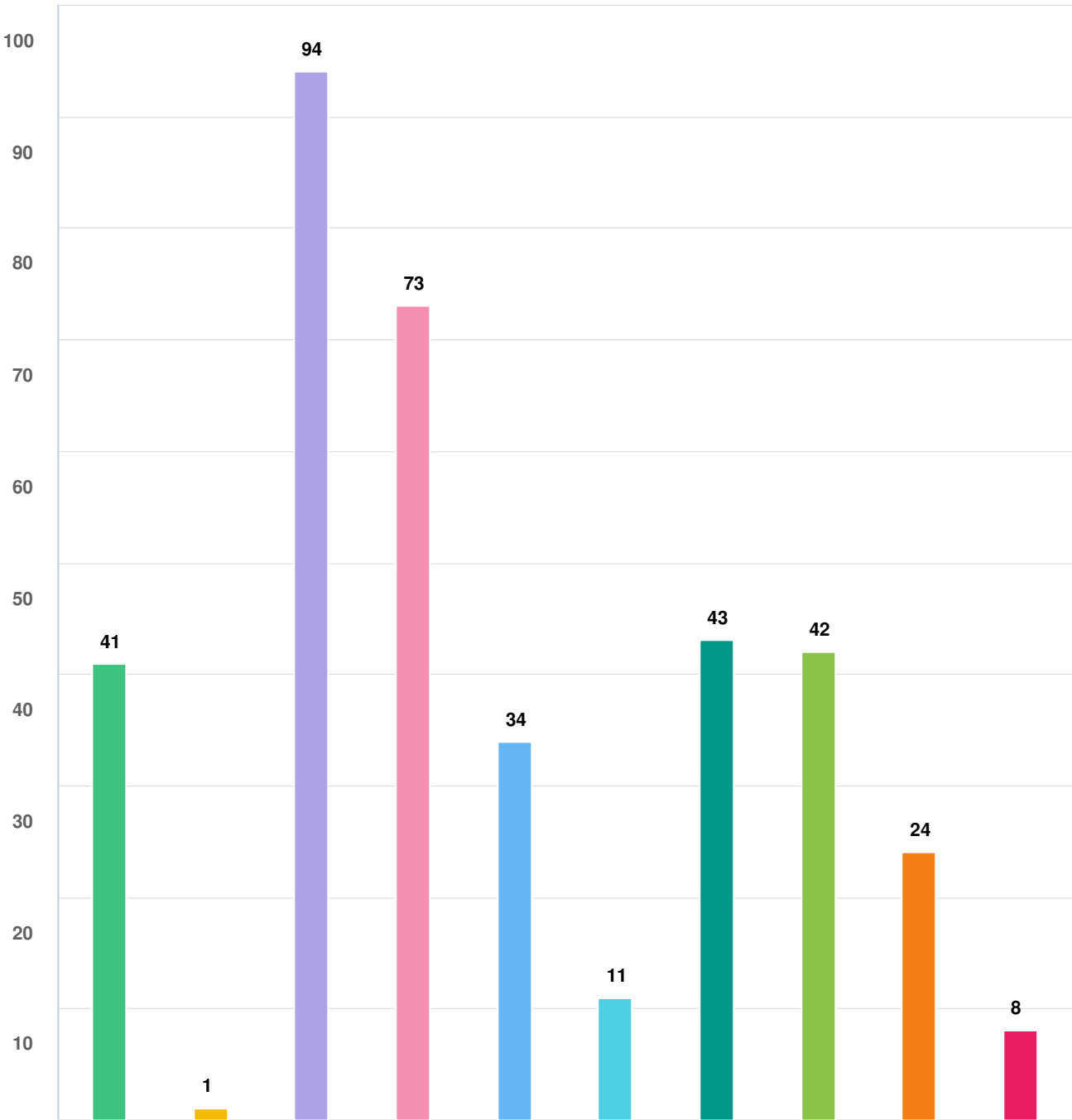
E-bike or E-scooter

Taxi or ride-sharing (e.g. Uber, Lyft)

Bicycle

Mandatory Question (55 response(s))
Question type: Radio Button Question

Q17 When the Mercer Island light rail station opens, how do you expect to use it? Please select up to 3 options below.



Question options

- Commute to and from work
- Commute to and from school
- Go to and from the airport
- Events and entertainment off-island
- Go shopping off-island (e.g. Seattle, Bellevue, Redmond)
- Go to recreational areas/parks off-island
- Go to restaurants, bars, nightclubs in Seattle or Bellevue
- Go to events at sports stadiums
- I don't expect I will use it
- Other (please specify)

Optional question (154 response(s), 0 skipped)
Question type: Checkbox Question

Q18 | What do you like about living in Mercer Island?

ALAND

2/08/2024 12:25 PM

Convenience to Seattle and east side while enjoying the small town feel.

Jblincoc

2/08/2024 01:00 PM

The people are friendly. The neighbors make an effort to get to know you. It's very close to both Seattle and Bellevue. And there are really good amenities and restaurants on island

BRigsB

2/08/2024 01:36 PM

Safe peaceful neighborhoods, easy access to east side and west side locations, great neighborhood schools for our grandkids nearby. Good support for us retired folks !!!

JHG

2/08/2024 01:36 PM

A more suburban feel. Excellent parks and recreation areas. Good restaurants.

JoshR

2/08/2024 02:04 PM

Quiet, safe, community feeling

MStrick

2/08/2024 02:44 PM

Small town feel

Amy Ting

2/08/2024 03:18 PM

The water—it's an island! Lots of parks/walking/hiking trails and pretty, natural areas with lots of trees.. Great central location close to rest of area. Relatively low crime. I'm an empty nester, but when originally moved here good schools. I stopped driving and live on the north end by the park & ride. can walk anywhere I need to do all routine chores (grocery, drug store, USPS, bank, library, etc) and getting off island is easy.

Dale

2/08/2024 03:45 PM

Walkable and safe. Well maintained community and numerous parks. Good grocery stores and pharmacies. Some good restaurants.

Sherin

2/08/2024 04:34 PM

Safety, not crowded neighborhoods, nice closeby parks. High class neighborhoods, good school system.

lindagadola

2/08/2024 05:42 PM

It has been safe up till now and I have family and friends here.

Michelle

2/08/2024 06:00 PM

It's quiet, it's in between Seattle and Bellevue, it's east to get to from I-90, the streets are nice and wide.

Johnstone

2/08/2024 06:12 PM

My wife

Figg

2/08/2024 06:20 PM

The proximity to both downtown and the east side. The feeling of safety and security.

Kth

2/08/2024 06:22 PM

Feels safe. Proximity to Seattle.

Whatscreenname?

2/08/2024 06:37 PM

It's quiet

Alecsiskar

2/08/2024 06:54 PM

Walkability, green space, safety, travel time to amenities

H_heitz

2/08/2024 07:11 PM

Quiet, safe, central location, great local businesses, walkable, friendly

Nathan

2/08/2024 07:31 PM

Parks and public spaces. Art. Proximity to shops.

Malind

2/08/2024 07:58 PM

Proximity to Seattle and Eastside, the community, parks and recreation facilities, safety

yougotralph

2/08/2024 08:42 PM

Quiet and safe, small town feel

Christamlily

2/08/2024 08:44 PM

Originally moved here before my kids were in kindergarten so they could attend the schools here. My kids are now late 20's and early 30's. Stayed here because of the close knit community that Mercer island offers, the proximity to Seattle and Mercer island, and relatively safety as compared to other nearby cities. Also like the small town feel. Would not like a more dense downtown. (More high rise apartments or condos)

Andrew

Easy to walk to stores, restaurants, and parks plus safe

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

2/08/2024 09:05 PM

neighborhoods and comfortable lifestyle.

Baboon

2/08/2024 09:27 PM

Central to everything in the area. Can choose to go out in Seattle or the east side, short distance to sports venue and quick access to airport.

J

2/08/2024 09:28 PM

In the middle of a major metropolitan region but feels like a small town.

BillC

2/09/2024 05:24 AM

Familiar with this area More

Terry Lee

2/09/2024 08:41 AM

Community of likeminded people and easy access and beauty

Raven

2/09/2024 09:28 AM

Community, Mother Nature/parks, dog friendly, progressive/liberal, special events, small town feel, safe to walk at night...

Cynthia

2/09/2024 10:06 AM

Quiet and less crime and dirt

Ran

2/09/2024 11:15 AM

Safe and nice community, neighbors are great and island amenities (eating/shopping/daily needs) are comprehensive.

MiGirl

2/09/2024 11:29 AM

Safe neighborhood, walkable downtown village, high property values, high value housing – homes, condos, apartments.

BuddysMom

2/09/2024 12:46 PM

Proximity to grocery/library/shops, and the varied terrain, and the “greenness” of it all.

Graham S

2/09/2024 12:49 PM

Safe and walkable, but still close to both Seattle and Bellevue.

Anca

2/09/2024 01:56 PM

Safety, MISD, parks

Mr. Anonymity

2/09/2024 04:09 PM

It is safe and mostly quiet. There is a high degree of civic engagement. I can walk to most of what I need.

AnneE

2/09/2024 04:45 PM

Undeveloped parks, safety

BvH

2/09/2024 04:47 PM

It's been my long time home. Community & location.

CharlieTriplett

2/09/2024 05:17 PM

Walking to grocery, haircut, Pilates, post office. Living in a walkable community is really crucial to me.

Amy-Meyer

2/09/2024 05:23 PM

I've lived here for over 16 years. I have friends and family that live on Mercer Island.

Clara Cheung

2/09/2024 05:35 PM

Very much like it ! Safe & convenient

KLiappes

2/09/2024 06:13 PM

The quaintness of the town. It has space for me and my dog to feel free and I can let him have open space even while living in an apartment

Allison

2/09/2024 08:33 PM

The safe and quiet neighborhood and the variety and quality of local businesses.

Art

2/09/2024 08:51 PM

Safety, parking availability

Bunnny

2/09/2024 09:27 PM

Brought up daughter, she is in our original home with children now and I am close by to help and enjoy grandchildren!

Maybe

2/09/2024 11:23 PM

Safe-ish. Convenient to amenities in Bellevue, Issaquah and Seattle.

Milestone

2/09/2024 11:27 PM

Living close to our daughter.

Sarah

2/10/2024 06:49 AM

The parks and people

MC

2/10/2024 07:02 AM

Safety

molemoe

2/10/2024 07:42 AM

the safety and location

Citizen

2/10/2024 08:37 AM

Natural beauty and lack of concentrated multi family units.

SusanB

2/10/2024 09:45 AM

Scenic beauty. Stores/services nearby. Relative safety.

Joan franklin

2/10/2024 09:55 AM

How it used to be safe with a sense of community. Recent crime stats worrisome

sush

2/10/2024 11:53 AM

the safe community

Vargen

2/10/2024 12:43 PM

Location

xxx

2/10/2024 01:33 PM

Location, family live nearby, can walk to the shops and park

fatboydelights

2/10/2024 01:35 PM

Schools close knit community location

Lemondropsmi

2/10/2024 02:23 PM

Proximity to so many places in a safe neighborhood

M

2/10/2024 02:53 PM

My family has lived in the island for 30 years. We enjoy the small town feel, parks, walkability of town center, safeness of neighborhoods, and the school district.

Markus

2/10/2024 03:09 PM

Peaceful, no homeless people, no crime, nice public beaches and parks

Cplatou

2/10/2024 03:25 PM

Living in a community where people care about their neighbors. Access to parks, access to services, good schools, low crime and easy access to Seattle / Bellevue.

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

Jgriffin 2/10/2024 03:44 PM	Small town atmosphere and amenities with big city culture events and sports close by
Trilce 2/10/2024 04:12 PM	Is close to work and feels safe
Wsfm 2/10/2024 05:11 PM	Short, easy commute to work. The view from my apartment.
Jo 2/10/2024 06:22 PM	Recreation. Quiet. Safe. Not in city but close.
Rwj 2/10/2024 07:19 PM	Proximity to public transit, parks, able to walk/bike
jnightlight 2/10/2024 07:58 PM	Walkability and safety are the best parts. Having a community where you can walk to get most of your essentials and also have nearby parks is amazing.
TiffanyR 2/10/2024 11:08 PM	Feel safe, quiet winters, farmers market, close to work, clean.
bc 2/11/2024 03:58 AM	island lifestyle. not overgrown like bellevue and seattle
Vkay 2/11/2024 04:55 AM	The green space, ease of commute.
Mark H 2/11/2024 08:27 AM	Convenient -- close to both Seattle and Bellevue
Ekeller 2/11/2024 09:35 AM	Parks, quiet, clean.
Test 2/11/2024 11:48 AM	Close In to Seattle, but not in
Christina 2/11/2024 02:12 PM	Quiet, safe(relatively), good school district

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

Peter Hou

2/11/2024 03:26 PM

Safe, quiet, beautiful, green

AEG

2/11/2024 03:40 PM

Close to downtown Seattle, close to work, very safe neighborhood, clean, like living in the city I grew up in.

stevesch

2/11/2024 04:28 PM

Small town atmosphere

Sheilawheeler

2/11/2024 04:29 PM

Previously Answered..parks, water, quiet, light traffic, events, sense of neighborhood, library and schools quality. Department staff and Service providers who do a great job.

Spencer

2/11/2024 07:39 PM

Good parks, close proximity to Seattle and Bellevue, safe, and quiet.

Redaloe19

2/11/2024 09:20 PM

Peaceful

Lawrence of Mercer Island

2/11/2024 09:58 PM

Trees, parks, and forest.

Andi

2/12/2024 08:06 AM

It's quiet and beautiful, great walks, parks, plenty of store options and restaurants and it's safer than other areas I've lived.

Buckle

2/12/2024 10:25 AM

Parks, quiet, great police, decent schools.

Mel

2/12/2024 11:57 AM

It's quiet and not overly congested and busy

anonymous

2/12/2024 02:57 PM

That it is not Seattle and thus has walkable SFH neighborhoods, clean and natural parks, and a strong school system (at least for the time being)

SamRu

2/12/2024 03:32 PM

schools

Crystal

2/12/2024 06:33 PM

Decent school system

qc 2/12/2024 08:43 PM	Safe, convenient, accessible, quiet
MooCowsAreAwesome 2/12/2024 09:00 PM	-Schools -Safety -Downtown area -Lack of traffic -Community Events especially those for families -Parks and playgrounds -Walkability and bike friendliness
Jezebeljenkins 2/12/2024 09:06 PM	Seeing familiar faces during community events (farmer's market, tree lighting, etc.). Safety of island's neighborhoods. Lots of family friendly activities, great playgrounds/parks Communication from the city (planned improvements, soliciting input, emergency communications - e.g. water disruption)
ME 2/13/2024 08:05 AM	Close to work , clean and safe , walkability
A resident 2/13/2024 10:20 AM	Proximity to family, central location, relative safety of our town.
77tenent 2/13/2024 12:49 PM	The community is nice and the proximity to two great grocery stores. I also love the people at Corry's Dry Cleaners.
Alcione 2/13/2024 04:15 PM	Walkable town center with easy access to groceries, restaurants, parks, etc Convenient to commute to either Seattle or Bellevue Generally quiet, relaxed atmosphere
C 2/13/2024 04:23 PM	It is clean and safe
Peterk 2/13/2024 04:52 PM	Central location, walkable downtown, parks, safety
CPGoodrich 2/13/2024 07:01 PM	I love how quiet it can be, yet close to Bellevue and Seattle.
rhidalgo 2/13/2024 07:05 PM	Safety
Jdaniels	It's a nice place with great safe neighborhood where I can feel safe

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

2/13/2024 07:30 PM

walking my dog late at night. Reminds me of how I grew up in the 90's.

nothanks

2/13/2024 07:34 PM

Quick access to the city, low crime, very community oriented. Everyone here is very friendly and quick to start conversation. I also saw the mobile food pantry at the community center, which was refreshing to see for those families that may be struggling but we would never know. Everyone is quick to lend a helping hand or offer recommendations.

Bharat Shyam

2/13/2024 10:16 PM

Love it. Keep it that way!

RXRHYC

2/14/2024 07:39 AM

Small safe town with great parks, walking trails and easy access to freeways.

MJ

2/14/2024 01:56 PM

Fairly quiet. Lower crime rate. Lots of trees/greenspace. Community is smaller.

Thomas Reynolds

2/14/2024 06:45 PM

Safe and clean

Pauline98040

2/14/2024 07:11 PM

Proximity to SEATAC, Bellevue, and Seattle. Small community feel. Green and leafy.

Amber

2/14/2024 07:55 PM

Schools, central location

AMK

2/14/2024 08:11 PM

I have family here. I like the community And the island itself.

milife

2/14/2024 09:14 PM

quiet peaceful neighborhoods, safety, knowing my neighbors, inclusive community events and centers

Laob

2/14/2024 09:19 PM

Small town feel close to Seattle, the friends we've made, strong sense of community, parks and beauty of the lake, excellent schools

Jar

2/14/2024 09:24 PM

Quiet life, safety, small town, no big city negatives.

Sherry W.

2/14/2024 10:20 PM

Comfortable suburban atmosphere. Also, a good sense of community, perhaps helped by being an island.

Tyler Barrett

2/14/2024 10:53 PM

The walkability, the community/family-friendly events, and the community feeling

Marci

2/15/2024 08:06 AM

The people are very concerned and active in the community

Geena

2/15/2024 09:58 AM

Love how easy it is to get to both Seattle and Bellevue. Great local businesses. Safe community.

Kathleen P

2/15/2024 10:30 AM

Close proximity to grocery and other stores and services.

MMS

2/15/2024 10:51 AM

Safety and open space- proximity to downtown

ABC

2/15/2024 02:22 PM

Location, it is close to Seattle and close to Bellevue and Issaquah

Mora

2/15/2024 03:16 PM

My children grew up here and now my grandchildren are on the island. It is convenient to get to places

Andrea

2/15/2024 06:06 PM

Small town feel, quiet but with basic amenities, relatively safe, clean, parks and free space, private and public school options, friendly residents, location relative to Bellevue and Seattle (while not being like Bellevue or Seattle)

RyanG

2/15/2024 08:15 PM

Walkability to shops and restaurants, good public services, safe neighborhoods, and prime location.

Susie

2/16/2024 11:38 AM

My friends and I have formed a caring, supportive community within the apartment building we live in. But the building is piling on more costs and huge rent increases that ar breaking it up and making everyone feel distressed and uncertain about our home.

Kelleigh Barrigan

The geography, landscape and peacefulness

2/16/2024 12:07 PM

Nick P

2/16/2024 11:55 PM

Great proximity to Seattle and Bellevue but far enough away. Safe, quiet, and clean. Great Schools. Great investment for property values.

Kirsten

2/17/2024 10:54 AM

Clean, beautiful, safe, walkable village., easy access to seattle and eastside.

Pheobe65

2/17/2024 01:06 PM

Safety Beauty Parks Quiet

Flatbanjo

2/17/2024 02:42 PM

Central to work locations. Safe, quiet.

Taylern

2/17/2024 04:15 PM

Proximity to off-land activities, hiking, parks, my work, the Seattle aquarium, etc.

Olivia

2/18/2024 04:26 PM

I enjoy the access to parks like Luther Burbank and Pioneer Park and the safe, walkable streets for getting from my apartment to amenities like the town center and farmers market.

Terrence Gibson

2/18/2024 07:01 PM

Everything

Lalady

2/18/2024 08:22 PM

Clean, safe, walkable community with access to amenities, parks, the lake.... Also very convenient to both east/west sides.

Meng Gao

2/18/2024 09:21 PM

Walkable streets, good amenities around residential areas

Han

2/18/2024 09:32 PM

Proximity to both Seattle and Bellevue while the rent price is lower than both.

Anthony R.

2/19/2024 12:48 PM

Safe neighborhood, great community, beautiful parks and open spaces.

Anton E.

2/19/2024 08:00 PM

Walkability, parks, quietness

ivp 2/20/2024 02:50 PM	Quiet, lot of trees, easy access to Bellevue and Seattle
Xie 2/20/2024 04:48 PM	Clean, safe, friendly people
kiandbradley 2/20/2024 05:20 PM	Close walking proximity to stores, restaurants, doctor/dentist, etc. Easy to reach Seattle and Bellevue via public transit. Safe and quiet community.
Yana 2/20/2024 05:45 PM	Something I like about living on Mercer Island is the amenities that allow me to stay on the island instead of driving to Seattle or Bellevue. I walk to the grocery store, I walk to the gym, I walk to all my dentists and doctors. I can't imagine living any other way now.
Jwijanto 2/20/2024 08:08 PM	Safety, small town vibe, friendly neighborhood
ASR 2/21/2024 04:18 PM	Parks, quiet
stesch 2/21/2024 06:06 PM	small town atmosphere
Linda S 2/21/2024 08:08 PM	I like the walkability.
L 2/22/2024 09:38 AM	Ambiance. Open spaces of Single family residences and Parks.
Fangio 2/24/2024 10:59 AM	Our location.
Suzanne 2/24/2024 02:38 PM	It feels like a clean, safe community
josborne40 2/28/2024 11:23 AM	Central proximity, services, quality of life
Michele	Safety, community, walk ability

3/02/2024 07:07 PM

Trey

Safe place.

3/04/2024 05:11 PM

Kit

Close to Seattle and the Eastside.

3/06/2024 03:36 PM

Shorewood123

Scenic, parks, close to Seattle and Eastside

3/12/2024 02:32 PM

Darius

It is a quiet, safe community with many parks and a lot of natural spaces and tree canopy. We appreciated the excellent school system when our children were young. The central location allowed me to commute to Seattle, Redmond, and Issaquah easily.

3/14/2024 11:44 AM

Optional question (149 response(s), 5 skipped)

Question type: Essay Question

Q19 | What would you change about living in Mercer Island?

ALAND

Eliminate vacant lots and businesses. Encourage investment in new facilities. Support a new facility for YTNW.

2/08/2024 12:25 PM

Jblincoe

I can't think of anything.

2/08/2024 01:00 PM

BRigsB

Better traffic controls on Island Crest Dr. More support for schools and teachers !!! Top pay for best teachers !!! :-).

2/08/2024 01:36 PM

JHG

More dedicated bike lanes, particularly on Mercer Way – east and west. Both directions.

2/08/2024 01:36 PM

JoshR

More retail

2/08/2024 02:04 PM

MStrick

Nimby-ism

2/08/2024 02:44 PM

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

Amy Ting

2/08/2024 03:18 PM

Get link light rail working faster—keeps getting postponed. Move the library closer to “downtown” MI (for entirely selfish reasons to be closer for me to walk to, but realize for the community makes sense for it to be in current location ;-). More attractive (newer; not built long time ago), AFFORDABLE, condo (not apartment) housing options . Empty nesters on a budget that want to downsize have very limited options if want to stay on the island in their own home. More affordable townhomes.. Or muktifamiky, apartment style condos that are newer construction so sound doesn't transfer from unit to unit.

Dale

2/08/2024 03:45 PM

More good restaurants to include breakfast.

Sherin

2/08/2024 04:34 PM

I hope the city be more fast in giving permits to build or do whatever you want with your land. I heard that adding a gondola permit takes like 5 years here. Come on. Also, i hope they allow ready to install houses on empty lands.

lindagadola

2/08/2024 05:42 PM

Nothing

Michelle

2/08/2024 06:00 PM

To make rent more affordable, have better restaurants, to have more fast casual restaurants, better traffic enforcement

Johnstone

2/08/2024 06:12 PM

Have City leaders with more vision and bust-up the unholy alliance of Realtors/Developers/Builders/Politicians who, together, acting for their own and backers money interests cause too many bad things to happen and prevent too many good things from happening.

Figg

2/08/2024 06:20 PM

A better urban setting in the downtown core with a better mix of unique retail and more attractive TOD housing.

Kth

2/08/2024 06:22 PM

More variety of restaurants and retail downtown. More walkable/less space dedicated to parking downtown.

Whatscreenname?

2/08/2024 06:37 PM

Public transportation to/from Shorewood Apartments

Alecsiskar

2/08/2024 06:54 PM

More diversity and more affordable

H_heitz

2/08/2024 07:11 PM

Lower cost of living

Nathan

2/08/2024 07:31 PM

More nightlife options. Public electric vehicle charging.

Malind

2/08/2024 07:58 PM

More community activities and opportunities to interact, diverse festival celebrations, composting of wet waste generated from apartments.

yougotralph

2/08/2024 08:42 PM

More density in housing options

Christamlily

2/08/2024 08:44 PM

I wish we had more nice restaurants. Sad to see Bennetts Bistro and Carruccio's close. There is a small nice wine bar but it closes at 9pm on Fridays and Saturdays!

Andrew

2/08/2024 09:05 PM

More selection of restaurants, bars, and stores; more affordable housing options.

Baboon

2/08/2024 09:27 PM

A vibrant downtown and a city that support encourage retail and restaurants with more diverse venues

J

2/08/2024 09:28 PM

The cost. Especially taxes.

BillC

2/09/2024 05:24 AM

More housing to accommodate elders!

Terry Lee

2/09/2024 08:41 AM

Fill the vacant buildings Bring in a nursery

Raven

2/09/2024 09:28 AM

Make Town center a destination (like La Connor, or Carmel by the Sea (smaller scale). Off island revenue and help MI economy. Fill the vacant business buildings to bring employment and employees. Otherwise the residents will continue to see increasing taxes to support our infrastructure (which is also fine). But the vacant business buildings are unappealing.

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

Cynthia

2/09/2024 10:06 AM

More parking in commercial core

Ran

2/09/2024 11:15 AM

More house available and newer houses?

MiGirl

2/09/2024 11:29 AM

Increase shopping opportunities and avoid the push go along with trends that seek to expand low income housing. Mercer Island is not the place for this.

BuddysMom

2/09/2024 12:46 PM

Have more areas with sidewalks, a larger variety of community center programs for seniors, a free bus that travels to all the parks and beaches, and more protected street crosswalks.

Graham S

2/09/2024 12:49 PM

More social gathering places downtown.

Anca

2/09/2024 01:56 PM

More multi family housing units, are more affordable and fit for a couple of empty nesters

Mr. Anonymity

2/09/2024 04:09 PM

The library is in a horrible location and difficult to get to via transit. Speaking of transit, the one rinky-dink bus route (Metro 204) that serves MI once an hour six days a week isn't cutting it. We need something better and more dynamic, such as an on-demand service that can pick up and drop off passengers anywhere on MI (including bringing them to the transit center for off-island travel).

AnneE

2/09/2024 04:45 PM

Less development

BvH

2/09/2024 04:47 PM

More affordable housing.

CharlieTriplett

2/09/2024 05:17 PM

More places to live sub \$500k. I make \$200k /yr and a single family home is out of reach for me here.

Amy-Meyer

2/09/2024 05:23 PM

Outrageous rent increases every year.

Clara Cheung

Walking more !

2/09/2024 05:35 PM

KLiappes

2/09/2024 06:13 PM

I would want to see incentive to have more businesses here or things to do. I default to Seattle since there are no small shops or even local bars to go to. Property taxes are too high and I'm also sure there are residents that block permits for certain things to be here. It's the snobbishness that annoys me sometimes

Allison

2/09/2024 08:33 PM

easier access on and off the island

Art

2/09/2024 08:51 PM

Keep the town center the same, very livable

Bunny

2/09/2024 09:27 PM

No more high rise buildings! More planned walkable downtown with restaurants, retail, and parking other than underground garages with tiny spaces.

Maybe

2/09/2024 11:23 PM

It sure how to make it safer. I see police out and about all the time. But today while waiting on the eastbound onramp at island crest, some guys got out of their black pickup behind me and threw glass (bottles?) next to my car. They then ran around their vehicle and jumped back in their truck. I had my passenger window down because my dog had her head out the window and it really scared me because the breaking glass was so close.

Milestone

2/09/2024 11:27 PM

We live close to the freeway so the noise is unpleasant.

Sarah

2/10/2024 06:49 AM

The schools are deteriorating and non-residents (i.e. city staff) send out surveys to plan for the future of Mercer Island and target a survey to a quarter of the population that live in multi-family in the Town Center.

MC

2/10/2024 07:02 AM

Nothing

molemoe

2/10/2024 07:42 AM

better options for shopping & dining. Rents need to be affordable for small businesses

Citizen

Having a city council who respects the desires of the majority of MI

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

2/10/2024 08:37 AM

residents who do not want to see the island turned into a concentrated multi family residence community.

Joan franklin

2/10/2024 09:55 AM

More activities and support for seniors

sush

2/10/2024 11:53 AM

I would like to attract a stronger retail core downtown with public parking (not underneath buildings) with great restaurants and useful retail.

Vargen

2/10/2024 12:43 PM

More small business for services

xxx

2/10/2024 01:33 PM

More shops and restaurants, clean up the downtown area, remove all the overgrown ivy and just make Mercer Island a more finesse neighborhood. There is no finesse. Considering we are supposed to be a rich island, it doesn't look rich, it looks rundown and it looks like the City is bankrupt as they can't afford to repair the sidewalks. All they do is mark them with cheap pink paint.

fatboydelights

2/10/2024 01:35 PM

City government transparency. City utility costs. Focus on core stem in school district

Lemondropsmi

2/10/2024 02:23 PM

Taxes

M

2/10/2024 02:53 PM

More support for the small business on the island and more sidewalks. We are lucky that we were able to get a 3bd multi unit on the island. There are very few condos/apartments that have more than two bedrooms. This limits the number of family's with more than 1 child that can afford to live here and attend our schools.

Markus

2/10/2024 03:09 PM

Wish there were more activities, events, and entertainment on the island (but not too much).

Cplatou

2/10/2024 03:25 PM

I would strongly encourage the city / parks maintenance employees better care for the vegetation along the roadways. For example the area along Island Crest way / 68th in Pioneer Park needs to have leafs raked, trees trimmed and better cared for. Same along East & West Mercer. The center island plantings on Island Crest way just south of I—90 looks like a weed garden. Very poor selection of

plants when it was replanted several years ago. Litter along all the exits off I-90 onto Mercer Island. Over all it appears that the cities Maintenance has declined since 2020.

Jgriffin

2/10/2024 03:44 PM

Rent controll

Trilce

2/10/2024 04:12 PM

There's not enough restaurants or community feeling. Everything is around family, and there's single people, people with no children, elderly people that live alone. Is pretty boring.

Wsfm

2/10/2024 05:11 PM

More housing. The City Council should make a serious commitment to increasing housing availability including rezoning single family properties for additional units and more housing outside the city center. Mercer Island is an extremely boring place to live with very limited entertainment options. New housing that attracts more citizens will result in new private investment and offers for island residents and contribute to addressing the critical housing shortage that affects the PNW. All cities should be obligated to increase housing and affordable housing options in their jurisdictions.

Jo

2/10/2024 06:22 PM

Hope crime does not come with rail. Cost of living increases are concerning.

Rwj

2/10/2024 07:19 PM

I wish renters were considered as well as property owners are on the island. Better bike infrastructure and protection for cyclists.

jnightlight

2/10/2024 07:58 PM

Expense, of course.

TiffanyR

2/10/2024 11:08 PM

Less clicky and the element of keeping outsiders out and fear of change in the community.

bc

2/11/2024 03:58 AM

lower cost of living here

Vkay

2/11/2024 04:55 AM

A more vibrant downtown with restaurants and shopping.

Mark H

.

2/11/2024 08:27 AM

Ekeller

2/11/2024 09:35 AM

An interesting downtown street with a better variety of restaurants. A movie theater. More affordable housing for workers on the island to support local business.

Test

2/11/2024 11:48 AM

Community engagement for the community

Christina

2/11/2024 02:12 PM

Would like to move into bigger apt or town hose which requires min. Maintenance job

Peter Hou

2/11/2024 03:26 PM

More big market: Costco, Trader Joe's, etc. And more options for restaurants.

AEG

2/11/2024 03:40 PM

Remodel and add a second pool to the Mary Wayne pool. More apartment choices with affordable rents. More fine dining options like Mio Posto and Vivienne's Bistro.

stevesch

2/11/2024 04:28 PM

A fully equipped gym would be nice.

Sheilawheeler

2/11/2024 04:29 PM

A little more sun!!

Redaloe19

2/11/2024 09:20 PM

More Independent coffee shops, restaurants, things to do in the evenings. Lighted parks for walking would be lovely, walking around here in the dark days doesn't feel to safe with cars

Lawrence of Mercer Island

2/11/2024 09:58 PM

Stop permitting high rise, cookie cutter apartment buildings in the Town center.

Andi

2/12/2024 08:06 AM

I would not build it up, I think it's "small town" qualities are worth keeping, however, housing is expensive and rents increase every single year. I expect I will have to move because of a rent increase and not because I want to.

Buckle

2/12/2024 10:25 AM

The monolith of one party control. Our City council and School Board are suppose to be non-partisan. Yet the 41st District pays to campaign for them and smear other candidates. They own the media

too. No other opinions or viewpoints are allowed.

Mel

2/12/2024 11:57 AM

A better downtown plan- the current one offers very few amenities and few variety of businesses — it's not diverse

anonymous

2/12/2024 02:57 PM

Increase the pushback against regionalism - we're a suburb, not an urban center. Stop or slow the trend towards becoming more like Seattle. Remind leaders to make decisions based on data, not ideology.

SamRu

2/12/2024 03:32 PM

housing

Crystal

2/12/2024 06:33 PM

Affordable housing for ownership

qc

2/12/2024 08:43 PM

More small unit housing (townhomes, condos, etc.)

MooCowsAreAwesome

2/12/2024 09:00 PM

-Higher density housing to alleviate the housing shortage and reduce cost -Better access to public transportation -More/better restaurants/amenities downtown. -Even more walkability/bike friendliness to reduce reliance on our car.

Jezebeljenkins

2/12/2024 09:06 PM

-Cost of living here is very high -- more non-single-family-home options would help make the area more affordable -Attracting additional community members to increase diversity -Better public transit (access as well as options to get to/from the north and south)

ME

2/13/2024 08:05 AM

Too expensive - too little housing choice

A resident

2/13/2024 10:20 AM

Add multi family housing to the south end.

77tenent

2/13/2024 12:49 PM

Rent prices and the lack of any tenant rights on Mercer Island. I think the City should look at some Tenant Rights legislation to improve living conditions in the complexes on the island.

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

Alcione

2/13/2024 04:15 PM

Nothing realistic comes to mind

C

2/13/2024 04:23 PM

I would like a rental cap / increase limitations. I also wish I could find a job on the island.

Peterk

2/13/2024 04:52 PM

More mixed use downtown would bring more businesses and amenities. I'm also looking forward to the opening of the light rail.

CPGoodrich

2/13/2024 07:01 PM

I would add more homes/businesses in the core downtown area, it's so close to the future light rail station and could develop into a great commercial district in itself. No need to let our Mercer Island dollars go to other cities!

rhidalgo

2/13/2024 07:05 PM

More crosswalks with a button to press for flashing lights

Jdaniels

2/13/2024 07:30 PM

Just the affordability.

nothanks

2/13/2024 07:34 PM

The lack of sidewalks on busy streets gets very scary when on foot, especially along EMW & WMW where there aren't safe alternate routes. Cyclists who come to the island don't follow traffic laws and are constantly cutting off cars and blowing through stop signs without repercussions. My neighbors are seeing significant rent hikes (+30% per year) and the landlords are largely unchecked. Even the more "affordable" housing is pricing out residents who've been here for 10+ years. MI needs better landlord-tenant protections, but they would never pass because it could be seen as detrimental to skyrocketing home values. For being so community oriented, it's sad that it's become more profitable to price people out of high density housing than to reduce turnover and let renters integrate into the community long-term. Every time I want to take up a long term volunteer role or join an advisory board in the community, I'm reminded that we don't know how much rent will jump next year, so it's better not to get involved if we'll end up uprooted anyways.

Bharat Shyam

2/13/2024 10:16 PM

Improve schools

RXRHYC

2/14/2024 07:39 AM

Nothing

MJ

2/14/2024 01:56 PM

I really dislike the large developments and taller buildings in downtown MI, in recent years. — It would be nice if there were more services for seniors offered.

Thomas Reynolds

2/14/2024 06:45 PM

Nothing

Pauline98040

2/14/2024 07:11 PM

The light rail impacts our only access on and off island. I would prefer a ferry service. The town center is losing its soul, and is uninviting.

Amber

2/14/2024 07:55 PM

Small movie theater

AMK

2/14/2024 08:11 PM

Maybe a pharmacy at the South end?

Laob

2/14/2024 09:19 PM

Create more affordable housing options. Why are people allowed to tear down affordable houses and put up massive homes reducing affordable housing stock? Where are the townhomes? Could coops work? It feels like Mercer Island doesn't have a vision for housing except if you can afford it, you can do it.

Jar

2/14/2024 09:24 PM

Nothing.

Sherry W.

2/14/2024 10:20 PM

I would like to see more housing oriented toward families with modest incomes. Especially around the light rail station.

Tyler Barrett

2/14/2024 10:53 PM

It is currently virtually impossible for a family of 4 with a combined household income of ~\$200,000 annually to afford a small house on Mercer Island. The affordable homes that do exist are too often demolished in favor of overpriced single-family homes that only the ultra-wealthy or investors can afford. There are also too many homes in the hands of too few people, which has contributed to a declining school enrollment that has ripple effects on the district.

Marci

2/15/2024 08:06 AM

Rents are too high for seniors

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

Geena

2/15/2024 09:58 AM

More condos and/or multi-family dwellings (townhouses) for affordability.

Kathleen P

2/15/2024 10:30 AM

More restaurants and other shops in town center area.

MMS

2/15/2024 10:51 AM

Too many apartments on the north end making a transient population without skin in the game

ABC

2/15/2024 02:22 PM

The Town Center is drab, not enough affordable places to eat, rents are too high, the ivy is horrible, and the sidewalks are in dire need of repair in the Town Center.

Mora

2/15/2024 03:16 PM

I would love to see more restaurants and a little more parking

Andrea

2/15/2024 06:06 PM

Better/increased options and parking in town center, letting big development have too great an impact on the feel of the town - size of buildings, congestion both visually and logistically, decreased freeway (and eventually light rail) noise pollution in surrounding parks and town center, housing options that work better for teachers and other MI employees that would reduce their commutes.

RyanG

2/15/2024 08:15 PM

Lack of entertainment

Susie

2/16/2024 11:38 AM

We badly need tenants rights--we have almost zero protection !!

Kelleigh Barrigan

2/16/2024 12:07 PM

apartments cost too much

Dee

2/16/2024 06:40 PM

More parking and retail in the town center. If you were apartments..

Nick P

2/16/2024 11:55 PM

Increase business incentives, specifically for Restaurants to open on Mercer Island. Incentives that allow local business to compete for business from families who choose to go off island for entertainment and food.

Comprehensive Plan Multi-family Housing Survey : Survey Report for 03 August 2018 to 20 May 2024

Kirsten

2/17/2024 10:54 AM

More restaurants and indie shopping

Flatbanjo

2/17/2024 02:42 PM

More local businesses and restaurants.

Taylern

2/17/2024 04:15 PM

Improved food options that aren't "island prices". Improved access to healthy green space. Overall less expensive.

Olivia

2/18/2024 04:26 PM

I would make Mercer Island more welcoming to a more diverse range of people including people of middle and lower incomes. City leadership seems very opposed to allowing new opportunities for new apartment buildings or a wider variety of housing types. It is small-minded to think that allowing more opportunities for people of lower incomes (and by lower incomes I mean anyone who can't afford to buy a \$3,000,000 home) to live here in apartments or townhomes or duplexes will somehow ruin the peaceful nature of Mercer Island. The community as a whole would benefit from having more people of different incomes, races, ethnicities, and lived experiences.

Terrence Gibson

2/18/2024 07:01 PM

Nothing

Lalady

2/18/2024 08:22 PM

More restaurants that are open past 9pm!

Meng Gao

2/18/2024 09:21 PM

Please change the all-way stop intersection to signalized intersection at SE 27th St and 80th Ave SE. Drivers are having a hard time spotting the stop signs, especially at night, and it feels unsafe for pedestrians to cross. At busy hours, traffic officers need to be on site. Make it signalized will solve a lot of problems.

Han

2/18/2024 09:32 PM

1) More local shopping and dining options for locals in town center area made possible by more efficient land-use 2) Better pedestrian facility (traffic control device, lighting, and pavement striping) on the major foot traffic pathway(s) within town center and between town center and transit station.

Jj

2/18/2024 10:02 PM

Great to have living options on the water that are not huge single family homes. Also better downtown with access to the water and arts center

Anthony R.

2/19/2024 12:48 PM

Would love a more robust town center with increased number of businesses.

ivp

2/20/2024 02:50 PM

More multi-family housing so more folks can enjoy living here

Xie

2/20/2024 04:48 PM

None

kiandbradley

2/20/2024 05:20 PM

The housing opportunities are limited. You can either rent a modern apartment or live in a 40 year old condo. There are few options for townhomes or owning modern condominiums. I would love to live in a compact townhome by the light rail station, but because of parking minimums, setback requirements, lot coverage requirements, and minimum lot sizes, these cannot legally be built. Additionally, the road I live on (27th Ave SE) is wide and has few places to cross safely. I would love to see this road changed with more traffic calming measures and bicycle infrastructure.

Yana

2/20/2024 05:45 PM

We can afford to buy a house, but we still rent because all the purchasable properties here are either too large for our household of two, or old 60s condos. I wish there was a greater diversity and density of housing offered on Mercer Island. Additionally, it's sad to see so many vacant commercial spaces in downtown. We've been considering moving to Seattle because of the greater housing supply and more varied amenities, although we'd love to stay here if we can find a nice modern condo or townhouse next to the light rail. As someone who walks everywhere, some sidewalks are not mindfully placed, and sometimes I have to cross 4 lanes of traffic, which always makes me uncomfortable.

Jwijanto

2/20/2024 08:08 PM

Better public transportation

ASR

2/21/2024 04:18 PM

More condo options that aren't old and falling apart for those of us who don't want a house to maintain.

stesch

2/21/2024 06:06 PM

Nothing

Linda S

2/21/2024 08:08 PM

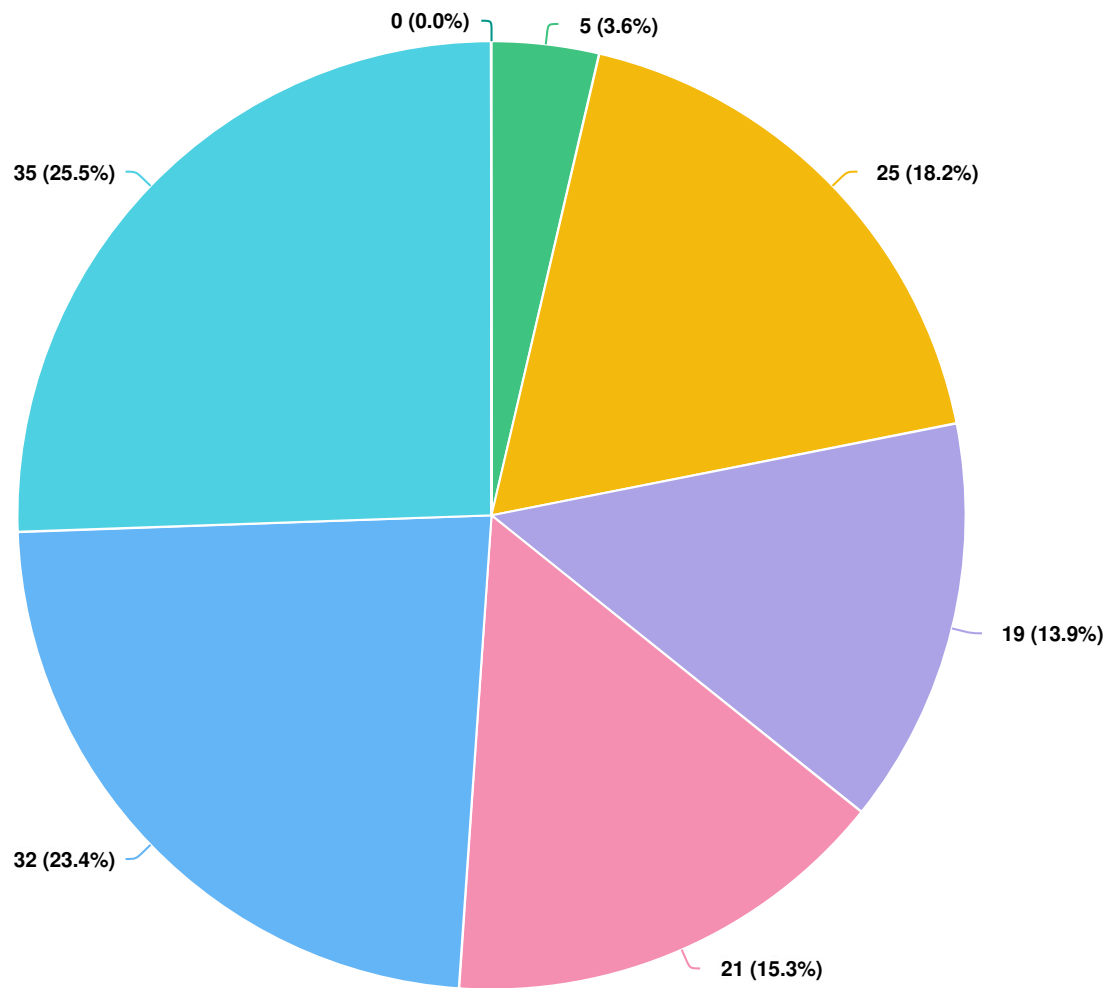
Accessibility. Too much crime visits the island. Cameras at offramps have become an intriguing idea.

L 2/22/2024 09:38 AM	Minimal apartment/condo development. Re-support of city backing social groups (Solemate etc.). An experienced Head of Planning Department, a city resident, having small staff.
Fangio 2/24/2024 10:59 AM	A more interesting town center
Suzanne 2/24/2024 02:38 PM	More shopping options
josborne40 2/28/2024 11:23 AM	Taper the amount of development downtown
Trey 3/04/2024 05:11 PM	Not having the light rail has made commute opportunities longer and not worth it.
Kit 3/06/2024 03:36 PM	More restaurants
Shorewood123 3/12/2024 02:32 PM	Nothing
Darius 3/14/2024 11:44 AM	1. Better public transportation using a microtransit model within Mercer Island - specifically, frequent, ideally electric, small bus or van routes around the city. They could run on a traditional scheduled model, on-demand (like Sound Transit's Via service), or a hybrid model. I wish I could easily get from City Hall to downtown using public transit. An entire bus running mostly empty on a pre-determined schedule is a waste. A small fleet of small buses/vans that come on demand during the day but also shuttle commuters on scheduled routes in the morning and evening would be extremely useful. If they were electric, federal dollars are available. 2. More investment in removing invasive plants in parks, rights-of-way, and other public spaces. Utilizing a tiny group of dedicated volunteers (I am one of them) discourages people from volunteering because of the impossibility of the task. Hiring professionals to remove ivy and blackberry plants would leave the task more manageable and would engage new volunteers.

Optional question (145 response(s), 9 skipped)

Question type: Essay Question

Q20 What is your age?



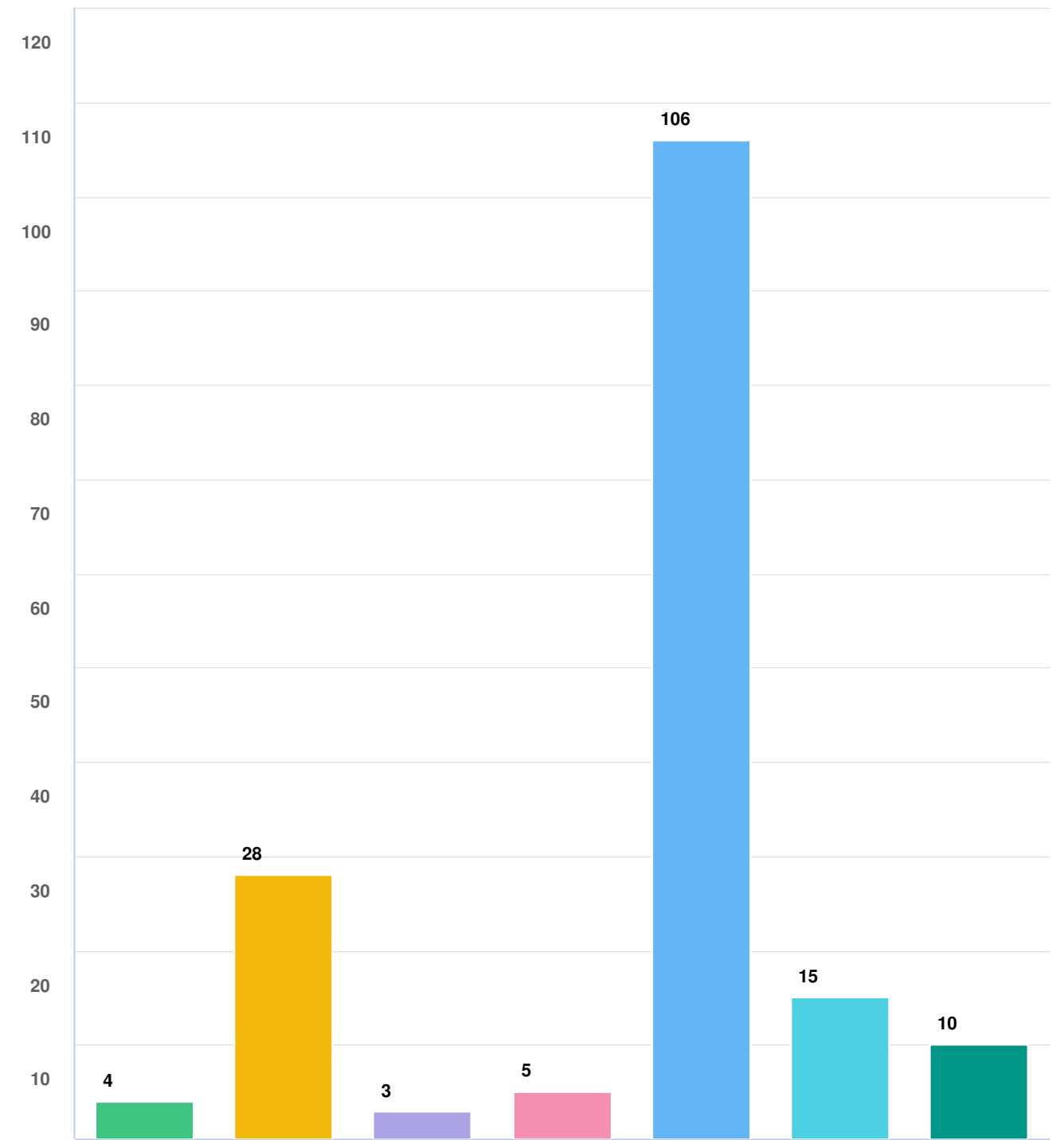
Question options

18-24 25-34 35-44 45-54 55-64 65 or above Under 18

Optional question (137 response(s), 17 skipped)
Question type: Radio Button Question

Q21

What race or ethnicity best describes you (please check all that apply)?



Question options

● American Indian or Native Alaskan ● Asian or Pacific Islander ● Black or African American ● Hispanic or Latino
● White or Caucasian ● Mixed-race or multiple races ● Other (please specify)

Optional question (149 response(s), 5 skipped)
Question type: Checkbox Question

MEMORANDUM

To: Jeff Thomas, Community Planning and Development Director
Allison Van Gorp, Deputy Community Planning and Development Director
Adam Zack, Senior Planner

From: Clay White, Director of Planning

Date: May 16, 2024

Subject: 2024 Comprehensive Plan Periodic Update – Policy consistency review

As part of the Mercer Island Periodic Comprehensive Plan update, the City is required to update comprehensive plan policies to provide consistency with adopted policies in the [VISION 2050 Multi County Planning Policies \(MPPs\)](#) and the [King County Countywide Planning Policies \(CPPs\)](#). Both the MPPs and CPPs have been amended since the City of Mercer Island last completed a Periodic Comprehensive Plan update in 2015. The City of Mercer Island has done a fantastic job of creating draft updated policies which align with and implement both regional and countywide planning policies. However, there are a few areas where the City could consider additional policy language.

Background

The City of Mercer Island contracted Kimley-Horn to perform a review of proposed policies the City of Mercer Island is currently considering vs. recent changes to the VISION 2050 Multi County Planning Policies (MPPs) and the King County Countywide Planning Policies (CPPs). To conduct this review, Kimley-Horn put together a policy gap analysis table. The table lists the MPPs and provides a separate column with the CPPs which implement each of the MPPs. Both sets of policies are provided in track change format to highlight those changes which have been made since the last Periodic Update of the Mercer Island Comprehensive Plan.

Kimley-Horn then compared draft policies being considered as part of the Mercer Island Periodic Comprehensive Plan update with the MPPs and CPPs, to demonstrate consistency with regional and countywide planning policies.

The policies considered in our analysis were:

- [Draft policies](#) currently being considered by the Planning Commission.
 - Policies in the [Climate Action Plan \(CAP\)](#) which are referred to in the Draft Comprehensive Plan.
 - Policies in the [Parks, Recreation, and Open Space \(PROS\) Plan](#) which are referred to in the Draft Comprehensive Plan
-

While our analysis highlights that draft Comprehensive Plan policies provide substantial consistency with the MPPs and CPPs, there are areas where the City could consider amending or creating new policies. A simplified version of our policy review table, which pulls out areas for further policy consideration, is attached to this memo as [Appendix A](#). Our complete analysis has also been provided to the City. This is useful to include in the project record to demonstrate the steps taken to implement regional and countywide planning policies.

Summary of Gaps

The following is provided to summarize possible policy gaps and pull together topics to make the review process easier. Links are provided to the gap table to provide additional context.

Equity (Gap [1](#), [4](#), [8](#))

Three of the identified gaps focus on prioritization of services for underserved communities and reducing health disparities and impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts. Communities include, but are not limited to historically underserved, overburdened, frontline communities, and BIPOC communities.

The City could consider the following to address this policy gap:

- 1) Create a new policy, like Countywide Planning Policy (CPP) PF-2, in the Environmental section of the Land Use Element that could tie in prioritizing investments that address existing and historical disparities into decision making by the City.

CPP PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.

- 2) Create a new policy, like CPP EN-5, in the Environmental section of the Land Use Element that brings forward the consideration of actions which could disproportionately impact certain communities and how to mitigate those impacts as part of projects.

CPP EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.

Tribal Coordination (Gap [2](#))

A renewed focus on including tribal engagement into planning efforts has occurred through the passage [HB 1717](#). MPPs and CPPs have also addressed this topic. However, it is important to note that HB 1717 was passed after the MPPs and CPPs so state laws changes were not considered during those updates.

The City could consider the following to address this policy gap and better connect to HB 1717:

- 1) Consider a policy, like CPP DP-23, in the Land Use Element dedicated to providing proactive collaboration and participation in future planning processes with federally recognized Indian tribes whose reservation or ceded lands lie within the City of Mercer Island.

CPP DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.

Environment, Capital Facilities, and Open Space (Gaps [3](#), [5](#), [6](#), [7](#), [9](#), [10](#), [11](#), [12](#), and [13](#))

The identified gaps encompass a range of MPPs and CPPs. Gaps 9-13 are from MPPs/CPPs that focus on the strategic siting of public services, facilities, and infrastructure, emphasizing equitable access to essential public amenities and conscientious considerations of the impacts of locating capital facilities and infrastructure near critical areas, disproportionately impacted communities, and areas susceptible to displacement of people or businesses. In contrast, Gaps 5-7 come from MPPs/CPPs that center on the siting and preservation of open spaces, parks, and trails, highlighting the importance of investing in these areas near communities historically underserved by such amenities and strategically locating them near naturally occurring open spaces, forest lands, and critical areas. Lastly, Gap 3 originates from MPPs/CPPs which underscore the significance of addressing light pollution, advocating for measures aimed at reducing its adverse effects on the city's environment and residents' well-being. Through targeted policies and strategic planning efforts, the city can effectively address these gaps, fostering more equitable access to essential services and amenities while promoting environmental sustainability, environmentally resilient capital facilities, and a healthy quality of life for all residents.

- 1) Consider a new policy, like CPP EN-25, in the Environmental section of the Land Use Element which focuses on preventing, mitigating, and remediating environmental hazards. A policy, if prepared, could focus on one or more areas more relevant to the City of Mercer Island.

CPP EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.

- 2) Consider a new policy or addend an existing policy with contents from CPP EN-22 in the PROS Plan focusing on prioritizing open space, parks, and trails near communities which have been historically underserved by these amenities.

CPP EN-22 Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments.

- 3) Consider a new policy, like MPP T-32, in the Capital Facilities, Transportation, or Utilities Element addressing the city's effort in reducing pollution and improving fish passages through transportation facility investments and retrofitting of existing infrastructure.

MPP T-32 Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

- 4) Consider a new policy, like CPP PF-25, describing the different impacts that should be considered when siting public services and facilities.

CPP PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.

General Recommendations and Considerations

The revised MPPs/CPPs prioritize supporting and preventing the displacement of businesses, particularly those that are locally owned, small, women-owned, and BIPOC-owned. Existing policies sufficiently protect and help foster new businesses. These policies can be enhanced by incorporating explicit support for small businesses, locally-, women-, and minority-owned businesses against displacement into existing policies. Consider revising some of the following policies with the above specificity: Economic Development Element Policies 1.1, 2.3, 2.4, 3.1, 3.2, 3.6, and 7.1 using the CPPs listed below.

CPP EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.

CPP EC-28 Ensure public investment decisions protect culturally significant economic assets and advance the business interests of Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.

CPP EC-29 Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.

As mentioned above, the City of Mercer Island has done a terrific job preparing draft policies to align with regional and countywide planning policies. We hope the review we provided is helpful as the City moves to complete the 2024 Comprehensive Plan Periodic Update.



APPENDIX A

POLICY COMPARISON TABLE: GAPS ONLY

CITY OF MERCER ISLAND POLICY COMPARISON TABLE: GAPS ONLY

This document identifies potential policy gaps between the draft policies being considered as part of the Mercer Island Periodic Comprehensive Plan update and adopted policies in the VISION 2050 Multi County Planning Policies (MPPs) and the King County Countywide Planning Policies (CPPs). Strikethroughs and underlines in the MPP and CPP columns reflect recent revisions to these documents. They are shown in this format so it is easier to understand what MPP and CPP changes have been made since the last Periodic Update of the Mercer Island Comprehensive Plan in 2015.

Columns three and four are utilized to highlight where existing or draft Mercer Island Comprehensive Plan policies implement revised CPPs and MPPs. The table highlights where draft policies being considered as part of the 2025 comprehensive plan fully implement the MPPs/CPPs or where there are possible, partial, or full gaps in policy language.

- a. Possible gap indicates areas where the City may not need a new or revised policy but where the item is highlighted so it can be further reviewed for consistency.
- b. Partial gap indicates where a policy could be updated with additional text or a new policy developed to better implement MPP/CPP.
- c. Full gap indicates where a new policy may be necessary to provide consistency with MPPs/CPPs.

The PROS Plan is available here: https://www.mercerisland.gov/sites/default/files/fileattachments/parks_and_recreation/page/21894/pros_plan_final_wappendices.pdf

The CAP is available here: https://www.mercerisland.gov/sites/default/files/fileattachments/public_works/page/30278/final_micap_12apr2023_compressed.pdf

Gap Number	VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
1	MPP-RC-2 <u>Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.</u>	PF-17 Plan for the equitable provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas. PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	Transportation Element 4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u> 4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u> 5.4 <u>Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.</u>	Policy Gap – while there are transportation policies focused on equity, the city should consider a land use policy which outlines how the city will consider MPP-RC-2 in its decisions.
2	MPP-RC-4 <u>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</u>	DP-2423 Coordinate the preparation of comprehensive plans among with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities as a means to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No current policies	Policy Gap – consider one or more policies focused on coordination with tribes on planning efforts. This could also assist with new legislation focused on tribal engagement in HB 1717.
3	MPP-En-7 <u>Reduce and Mitigate noise and light pollution caused by traffic transportation, industries, public facilities, and other sources.</u>	EN- 2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u> , soil, and structural hazards, where they have contributed to racially disparate <u>racialized health or environmental disparities</u> , and health impacts, and to increase environmental resiliency in <u>low-income</u> frontline communities. <u>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</u> a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> a) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u>	Utilities Element 8.8 <u>Establish WCF regulations to minimize noise and visual impacts and mitigate aesthetic or off-site impacts.</u> Transportation Element 3.1 <u>Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, and neighborhood impacts pollution for all communities.</u>	Partial Gap – could include light pollution in policy 3.1 or expand other policies to consider impacts from light pollution.

Gap Number	VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		<p>b) Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.</p> <p>e)–</p> <p>c) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p> <p>d) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</p> <p>e) Reducing building energy use through green building methods in the retrofit of existing buildings.</p>		
4	<p>MPP-En-8</p> <p><u>Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.</u></p>	<p>EN-5</p> <p>EN-6Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identifyand, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect people of color and low income populations those frontline communities that are disproportionately impacted due to by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racially disparateracialized health or environmental disparities, and health impacts, and to increase environmental resiliency in low incomefrontline communities.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</p> <p>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p>c) Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.</p> <p>d)–</p> <p>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p>	No current policy	<p>Policy Gap – consider developing a new policy to align with MPP En-8 and CPP EN-5 and EN-28.</p>

Gap Number	VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		<p>e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u></p> <p>f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u></p>		
5	<p>MPP-En-12 Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.</p>	<p>EN-2522 Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. LimitAvoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>H-2224 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by reducingavoiding or mitigating exposure to harmful environments environmental hazards and pollutants.</p>	<p>Land Use Element 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters.</p> <p>Capital Facilities Element 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City’s Parks and Recreation Management<u>Parks, Recreation and Open Space (PROS)</u> Plan, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas</u>, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation, minimized use of chemicals, and reductions in energy and fuel use.</p> <p>Parks, Recreation and Open Space 1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system. 1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.</p>	<p>Partial Policy Gap – consider changing policy 19.10 to read “...prioritize the purchase and preservation of wetlands, and stream headwaters, and areas which will enhance open space networks.”</p> <p>Also, consider how the PROS Plan addresses the significance of open space corridors when that plan is updated.</p>
6	<p>MPP-En-15 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>	<p>EN-2522 Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. LimitAvoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>H-2224 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by reducingavoiding or mitigating exposure to harmful environments environmental hazards and pollutants.</p>	<p>Parks, Recreations, and Open Space 1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system. 1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.</p>	<p>Possible Policy Gap – consider reviewing the PROS Plan regarding policies which consider prioritizing or considering historically underserved communities for open space improvements and investments.</p>
7	<p>En-Action-4 (Local) Local Open Space Planning: In the</p>	<p>EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional</p>	See comments in fourth column.	<p>Partial Policy Gap – while there are many open space policies, consider</p>

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	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.	Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions: <ul style="list-style-type: none"> a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential. 		adding policy language to reflect that the City will consider racial and social inequities when evaluating and planning for parks and open space. The City could also consider a reference to the Regional Open Space Conservation Plan.
8	MPP-DP-18 Address existing health disparities and improve health outcomes in all communities.	EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u> , soil, and structural hazards, where they have contributed to <u>racially disparate racialized health or environmental disparities, and health impacts, and to</u> increase environmental resiliency in <u>low-incomefrontline</u> communities.	Land Use Element 15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect recognize the desire-need and support the ability to retain-viable-maintain, update, and renovate-and healthy social, recreational, educational, and religious organizations facilities as allowed by the land use code. Such facilities are-as community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: <ul style="list-style-type: none"> 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are 	Partial Policy Gap- Consider a new policy to implement CPP-EN-25.

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	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
			<p>minimized to the extent possible.</p> <p>1.5 Take actions to promote healthy and safe homes.</p> <p>1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p> <p>Capital Facilities Element</p> <p>1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management Parks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation, minimized use of chemicals, and reductions in energy and fuel use.</p>	
9	MPP-T-32 Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	T-11 25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated designs design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	No Policies identified	Policy Gap – consider adding a new policy or add to policy 3.1 to address stormwater.
10	MPP-PS-16 Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas, serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.	PF-16 17 Plan for the equitable provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.	No current policy.	Policy Gap – while policies 8.1-8.8 of the Capital Facility Element are focused on Telecommunication Policies, there are no policies focused on provide access to residents and businesses in all communities, especially underserved areas. Consider adding a new policy that encourages working with service providers or supporting infrastructure improvements for areas which may be underserved.
11	MPP-PS-18 Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently. Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.	PF-17 18 Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.	No current policy	Policy Gap – the City could consider a new policy regarding the placement of community facilities and health and human services near transit facilities.
12	MPP-PS-20 Consider climate change, economic, and health impacts when siting and building essential public services and facilities.	PF-X2 25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the following: (a) An inventory of similar existing essential public facilities, including	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example 2.2 (g) can be edited to "An analysis of

Gap Number	VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
			<p>their locations and capacities;</p> <p>(b) A forecast and demonstration of the future need for the essential public facility;</p> <p>(c) An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</p> <p>(d) An analysis of the proposal's consistency with County and City policies;</p> <p>(e) An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>(f) An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>(g) An analysis of environmental impacts and mitigation; and</p> <p>(h) Extensive public involvement consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.</p>	environmental, climate change, and health impacts and mitigation; and”
13	<p>MPP-PS-29</p> <p>Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, <u>especially on historically marginalized communities</u>, (2) equitably balances the location of new facilities <u>away from disproportionately burdened communities</u>, and (3) addresses regional planning objectives.</p>	<p>PF-1819 Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 <u>of the</u> (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211. Locate. If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.</p> <p>PF-2024 Site or expand <u>essential</u> public capital facilities of regional or statewide<u>facilities of regional</u> importance within the county in a way using a process that incorporates broad public involvement and, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits and supports while supporting the Countywide Planning Policies.</p> <p>PF-X225 Consider climate change, economic, <u>equity</u>, and health impacts when siting and building essential public services and facilities.</p>	<p>Capital Facilities Element</p> <p>1.4 <u>The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.</u></p> <p>2.1 Essential public facilities should be sited consistent with the King County Countywide Planning Policies.</p> <p>2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the following:</p> <p>(a) An inventory of similar existing essential public facilities, including their locations and capacities;</p> <p>(b) A forecast and demonstration of the future need for the essential public facility;</p> <p>(c) An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</p> <p>(d) An analysis of the proposal's consistency with County and City policies;</p> <p>(e) An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>(f) An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>(g) An analysis of environmental impacts and mitigation; and</p> <p>(h) Extensive public involvement consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.</p> <p>2.3 Local public facility siting decisions shall be consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.</p> <p>2.4 Local public facility siting decisions shall be based on clear criteria that address (at least) issues of service delivery and neighborhood impacts.</p> <p>2.5 City departments shall describe efforts to comply with the Essential Public Facilities Siting process when outlining future capital needs in the Capital Improvements Program budget.</p>	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example, 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation;

CITY OF MERCER ISLAND POLICY COMPARISON TABLE

This document identifies potential policy gaps between the draft policies being considered as part of the Mercer Island Periodic Comprehensive Plan update and adopted policies in the VISION 2050 Multi County Planning Policies (MPPs) and the King County Countywide Planning Policies (CPPs). Strikethroughs and underlines in the MPP and CPP columns reflect recent revisions to these documents. They are shown in this format so it is easier to understand what MPP and CPP changes have been made since the last Periodic Update of the Mercer Island Comprehensive Plan in 2015.

Columns three and four are utilized to highlight where existing or draft Mercer Island Comprehensive Plan policies implement revised CPPs and MPPs. The table highlights where draft policies being considered as part of the 2025 comprehensive plan fully implement the MPPs/CPPs or where there are possible, partial, or full gaps in policy language.

- a. Possible gap indicates areas where the City may not need a new or revised policy but where the item is highlighted so it can be further reviewed for consistency.
- b. Partial gap indicates where a policy could be updated with additional text or a new policy developed to better implement MPP/CPP.
- c. Full gap indicates where a new policy may be necessary to provide consistency with MPPs/CPPs.

VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
Regional Collaboration Goal The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.			
MPP-RC-1 Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes, <u>ports, and adjacent regions</u> , where there are common borders or related regional issues, to facilitate a common vision.	<p>DP-21<u>23</u> Coordinate the preparation of comprehensive plans among with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities as a means to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p> <p>DP-22<u>24</u> Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Ensure that Affiliate all Potential Annexation Areas with adjacent cities and to ensure they do not overlap or leave urban unincorporated urban islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and low- and high-income residential areas should<u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated urban areas stranded<u>islands</u>. Annexation is preferred over incorporation.</p> <p>DP-23<u>25</u> <u>Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</u></p> <p>DP-26 Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Potential Annexation Area in order to provide increase the provision of urban services to those areas. Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.</p>	<p>Land Use Element</p> <p>22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations.</p> <p>23.5 Coordinate and collaborate with the local school district to broaden accessibility and awareness of local art opportunities and to further art education.</p> <p>23.6 Coordinate and collaborate with local, regional, and national arts organizations, and through public and private partners to integrate art into the community via permanent installations and special events.</p> <p>Capital Facility Element</p> <p>1.15<u>16</u> The City shall c<u>Coordinate</u> with other entities that provide public services within the City to encourage the consistent provision of adequate public services.</p> <p>Transportation Element</p> <p>5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.</p> <p>7.7<u>9</u> Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.</p>	No Policy Gap

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	<p>DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.DP-25</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <p>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their Comprehensive Plancomprehensive plan.</p> <p>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-2730. In order to ensure thatthat any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shouldshall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</p> <p>DP-2730 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <p>a) a) — Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</p> <p>b) b) — The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; and</p> <p>c) c) — Annexation The effect of the annexation or incorporation in a manner that will avoid avoiding or creating unincorporated islands of development;</p> <p>d) d) — The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</p> <p>e) e) — Based upon joint outreachOutreach to community, the ability and interest of a citythe community in moving forward with a</p>	<p>12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.</p> <p>House Element</p> <p>1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –</p> <p>(1)Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and</p> <p>(2)Coordinate efforts among providers, developers, and government agencies; and</p> <p>(3)Organize resources in support of new income restricted development.</p>	

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	timely annexation or incorporation of the area, consistent with these criteria. DP-28 Resolve the issue of unincorporated road islands within or between cities. Roadways Annexation of roadways and shared streets within or between cities, but still under King County jurisdiction, should be annexed by considered by cities that are adjacent cities to them. Cities and the county shall work to establish timeframes for annexation of road islands.		
MPP-RC-2 <u>Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.</u>	PF-17 Plan for the equitable provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas. PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	Transportation Element 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. 4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects. 5.4 Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.	Policy Gap – while there are transportation policies focused on equity, the city should consider a land use policy which outlines how the city will consider MPP-RC-2 in its decisions.
MPP-RC-3 <u>Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.</u>	DP-3 Efficiently develop Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy and, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u> . Promote the efficient use of land within the Urban Growth Area by using methods such as: <div><div>a) •a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the regional growth strategy<u>Regional Growth Strategy</u>;</div><div>b) •b) Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities;</div><div>c) •c) <u>Maximizing-Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</u></div><div>e)d) Optimizing the use of existing capacity for housing and employment;</div><div>d)e) •d) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</div><div>e)f) •e) Coordinating plans for land use, transportation, schools,</div></div>	Land Use Element 19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife. Capital Facilities Element 1.1011 Highest priority for funding capital projects should be for improvements that protect the public health and safety. Utilities Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts: pollution for all communities. Housing Element 1.4 Plan for residential neighborhoods that protect and	Partial Policy Gap – while the current policies provide some consistency, the city could consider one or more policies in the Countywide Planning Policies – see EN-1, EN-5, H-24, T-30, and PF-25 in column two for some policy choices to consider.

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	<p>capital facilities and services.</p> <p>DP-6 Plan for development patterns Adopt land use and community investment strategies that promote public health and address racially and ethnicallyenvironmentally disparate health outcomes and promote access to opportunity. by providing <u>Provide all</u> Focus on residents with <u>the highest needs in providing and enhancing</u> opportunities for employment, safe and convenient daily physical activity, social connectivity, and protection from exposure to harmful substances and environments, and housing in high opportunity areas.</p> <p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are<u>is</u> sustained now and for future generations.</p> <p>EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify and <u>mitigate, and correct for</u> unavoidable negative impacts of public actions that disproportionately affect people of color and low-income populations those frontline communities <u>that are disproportionately impacted due to</u> existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>H-24 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by reducingavoiding or mitigating exposure to harmful environments environmental hazards and pollutants. <u>Measuring</u></p> <p>T-30 Develop a transportation system that minimizes negative health and environmental impacts to human health, including exposure to environmental toxins generated by vehicle emissions all communities, especially Black, indigenous<u>Indigenous</u>, and other <u>People of Color</u> communities of color and low-income communities, that have been disproportionately affected by transportation decisions.</p> <p>PF-25 Consider climate change, economic, <u>equity</u>, and health impacts when siting and building essential public services and facilities.</p>	<p>promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p> <p>1.4.B Recreation opportunities and programs</p> <p>1.4.C Safe pedestrian and bicycle routes;</p> <p>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</p> <p>1.4.E Clean air, soil, and water;</p> <p>1.4.F Shelter from extreme heat events;</p> <p>1.4.G Fresh and healthy foods;</p> <p>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</p> <p>1.4.I Public safety;</p> <p>1.4.J Artistic, musical, and cultural resources</p> <p>1.4.K Affordable and high-quality transit options and living wage jobs;</p> <p>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</p> <p>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</p>	
MPP-RC-4 <u>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</u>	DP-2123 <u>Coordinate the preparation of comprehensive plans</u> among with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities as a means to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No current policies	Policy Gap – consider one or more policies focused on coordination with tribes on planning efforts. This could also assist with new legislation focused on tribal engagement in HB 1717.
MPP-RC-5 <u>Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and</u>	DP-23 <u>Coordinate the preparation of comprehensive plans</u> among with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities as a means to avoid or mitigate the potential cross-border impacts of urban development and	Not applicable to the City of Mercer Island	No Policy Gap

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outside installation boundaries.	encroachment of incompatible uses.		
MPP-RC-6 <u>Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities.</u>	DP-23 Coordinate the preparation of comprehensive plans among with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities as a means to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	Not applicable to the City of Mercer Island	No Policy Gap
MPP-RC-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers <u>and manufacturing/industrial centers</u> , consistent with the regional vision. Regional funds are prioritized to regional centers. County-level and local funding are also appropriate to prioritize to regional growth centers.	T-812 Prioritize state, regional and local funding to transportation investments that support adopted countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.</u> T-X715 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with the Regional Growth Strategy and</u> produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-8 Direct subregional funding, especially county-level and local funds, <u>to countywide centers, high-capacity transit areas with a station area plan, and other local centers.</u> Centers designated through countywide processes, as well as to town centers, and other activity nodes. County-level and local funding are also appropriate to prioritize to regional centers.	T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multi-modal <u>multimodal</u> transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2040 <u>VISION 2050, 2050, including the Regional Transportation 2040 Plan</u> Growth Strategy , and the Regional Growth Strategy <u>Transportation Plan</u> as the policy and funding framework for creating a system of Urban Centers and Manufacturing/ Industrial Centers <u>manufacturing/industrial regional, countywide, local</u> centers linked <u>connected</u> by a multimodal network including high-capacity transit, frequent <u>bus transit service</u> , and an interconnected system of roadways, freeways and high-occupancy vehicle lanes. T-9 Support countywide growth management and climate objectives by prioritizing transit service to <u>and pedestrian safety in</u> areas where existing housing and employment densities support transit ridership and to Urban Centers <u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area. T-7 Ensure11 Advocate for state policies and <u>actions in state</u> , and capital improvement policies and actions programs that promote equity and sustainability, <u>and</u> that are consistent with the Regional Growth Strategy, and support <u>VISION 2040</u> 2050 <u>2050</u> , and the Countywide Planning Policies. T-12 Prioritize state, regional and local funding to transportation investments that support adopted countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal</u>	No policy is necessary – this is a regional policy	No Policy Gap

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	mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.		
MPP-RC-9 Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	T-57 Support countywide growth management and climate objectives by prioritizing transit service to <u>and pedestrian safety in</u> areas where existing housing and employment densities support transit ridership and to Urban Centers <u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area. T-X715 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with the Regional Growth Strategy and</u> produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-10 Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with <u>countywide and</u> local needs when making funding determinations.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-11 Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with <u>countywide and</u> local needs when making funding determinations. T-1727 Promote the use of tolling and other pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source and to improve mobility.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-12 Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.	T-7 Ensure11 Advocate for <u>state policies and</u> actions <u>in state</u> , and capital improvement policies and actions programs that promote equity and sustainability, <u>and</u> that are consistent with the Regional Growth Strategy, and support VISION 2040 <u>2050</u> , and the Countywide Planning Policies.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-13 Update countywide planning policies, where necessary, prior to December 31, 2010 <u>2021</u> , to address the multicounty planning policies in VISION- 2040 <u>2050</u> .	No CPP necessary - CPPs updated	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-14	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
Monitor implementation of VISION 20402050 to evaluate progress in achieving the Regional Growth Strategy, as well as the <u>regional collaboration</u> , environment, <u>climate change</u> , development patterns, housing, economy, transportation, and public services provisions.			
MPP-RC-15 <u>Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.</u>	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches for to environmental assessment and planning, in coordination with local jurisdictions, tribes, and <u>countywide planning groupsother stakeholders</u> . EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. EN-2724 Restore ecological function and value to the region’s freshwater and marine shorelines, watersheds, <u>and estuaries, and other waterbodies</u> to a natural condition for ecological function and value, where appropriate and feasible.	No policy is necessary – this is a regional policy However, it is worthy to note that the city does have many policies focused on environmental protections.	No Policy Gap
RC-Action-1 (Regional) <u>Plan Updates: PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.</u>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-2 (Regional) <u>Monitoring Program: PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.</u>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-3 (Regional) Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop and implement a regional equity strategy intended to make equity central to PSRC’s work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as: <ul style="list-style-type: none">• Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region’s residents, specifically as they relate to people of color and people with low incomes.• Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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displacement of vulnerable communities. <ul style="list-style-type: none">Identifying implementation steps, including how to measure outcomes.Identifying mechanisms to prioritize access to funding to address inequities.Developing a plan and committing resources for an equity advisory group that can help provide feedback on and help implement the Regional Equity Strategy. <ul style="list-style-type: none">Developing and adopting an equity impact tool for evaluating PSRC decisions and community engagement.			
RC-Action 4 (Regional) Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, the business community, and the public. This work program will have the following objectives: <ul style="list-style-type: none">Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans.Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region.<ul style="list-style-type: none">Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-5 (Regional) Project Selection Criteria: Incorporate criteria into regional infrastructure evaluation processes that would allow for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. Funding for such projects will be consistent with the goals and policies of VISION 2050, including support for regional centers and progress toward greenhouse gas emissions reductions targets.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-6 (Regional) Project Support for Puget Sound Recovery: PSRC will develop a methodology within the regional transportation funding process that would support projects that contribute to the recovery of the health of Puget Sound and its watersheds.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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RC-Action-7 (Regional and Local) Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, military-community compatibility, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-8 (Regional and Local) Communicate VISION 2050 to State Agencies and the Legislature: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-9 (Regional and Local) Fiscal Sustainability: PSRC, together with its member jurisdictions, will advocate to the state Legislature about the needs for counties (including unincorporated areas), cities, and other public agencies and service providers to remain fiscally sustainable and the fiscal challenges facing local governments, public agencies and service providers related to accommodating growth, maintaining aging infrastructure, and the annexation of urban areas.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.	No policy is necessary – this is a regional policy	No Policy Gap
Regional Growth Strategies Goal The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.			
MPP-RGS-1 Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, local plans, and development regulations.	RGS implemented through numerous CPPs included the adopted growth targets in Appendix 4 of the CPPs.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RGS-2 Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and	H-25 Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhoods of choice-neighborhood choices . Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting.	No policy is necessary – this is a regional policy	No Policy Gap

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	<div><div><div>i. totalTotal housing units, by affordability to AMI bands;</div><div>ii. totalTotal income-restricted units, by AMI limit;</div><div>iii. Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period;</div><div>iii-iv. Of total housing units, net new housing units created during the reporting period and what type of housing <u>was</u> constructed, <u>broken down by at least single-family, moderate-density housing types, and high-density housing types</u>; and</div><div>iv-v. totalTotal income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021+;</div><div>v-vi. totalTotal net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022;</div><div>vi-vii. shareShare of households by housing tenure by jurisdiction; and</div><div>vii-viii. zonedZoned residential capacity percentages broken down by housing type/number of units allowed per lot+;</div></div><div><div>2) theThe county's new strategies (e.g., dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources;</div><div>3) theThe county's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for BIPOCBlack, Indigenous, and other People of Color households and other population groups identified through policy H-56.</div><div>4) numberNumber of income-restricted units within a 1/2half mile walkshed of a high-capacity or frequent transit stations in the county;</div><div>5) shareShare of households with housing cost burden, by income band, race, and ethnicity;</div><div>6) tenantTenant protection policies adopted by jurisdiction; and</div><div>7) numberNumber of individuals and households experiencing homelessness, by race and ethnicity.</div></div><div>c) Where feasible, jurisdictions will also collaborate to providereport:</div></div>		

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	1) net Net new units accessible to persons with disabilities. H-2426 The county will <u>provide guidance to jurisdictions on goals for housing AMI levels</u> annually provide transparent, ongoing information measuring jurisdictions’ progress toward meeting countywide affordable housing need, according to H- 2325 , using public-facing tools such as the King County’s Affordable Housing Dashboard.		
MPP-RGS-3 Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.	Noted – adopted growth targets are consistent with the RGS.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RGS-4 Accommodate the region’s growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.	DP-2 <u>Accommodate</u> Prioritize housing and employment growth first and foremost in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single-occupancy vehicle travel for most daily activities. DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county. <u>DP-X1 (temporary numbering)</u> 10 No new Fully Contained Communities shall be approved in unincorporated King County. <u>DP-11</u> When large mixed-use developments are proposed adjacent to the Rural Area, <u>permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</u> DP-X2 Adopt 22 <u>Jurisdictions shall adopt</u> any necessary reasonable measures in into <u>their</u> comprehensive plans, and these may include increased land capacity for housing and employment or other measures to promote growth that is consistent with planned urban densities and adopted housing and employment targets. Jurisdictions will <u>Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall</u> report adopted reasonable measures to the GMPC and will <u>shall</u> collaborate to provide data periodically on the effectiveness of those measures. DP-X5 46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u>	No policy is necessary – this is a regional policy. However, the City of Mercer Island is meeting this regional policy by accommodating the assign population and housing targets along with the employment projection assigned to the City.	No Policy Gap

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	<p>DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, reduce and avoid<u>minimize</u> the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p>DP-4648 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none">a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;b) One home per 10 acres where the predominant lot size is less than 20 acres; orc) One home per five acres where the predominant lot size is less than 10 acres. <p>Allow limited clustering within development sites to avoid prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. Transit service may cross non-urban lands to serve cities in the Rural Area.</p> <p>DP-4850 Establish rural development standards to and strategies to ensure all development protect protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural</u> Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, <u>especially cities consistent with the Regional Growth Strategy</u>. Implement transfer of development rights within King County through a partnership between the county<u>County</u> and cities that is designed to:</p> <ul style="list-style-type: none">a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities;		

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	<p>c) e) Identify appropriate transfer of development rights receiving areas within cities;</p> <p>d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</p> <p>e) e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</p> <p>f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</p> <p>g) g) Be compatible with existing within-city transfer of development rights programs.</p> <p>PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2040<u>2050</u>2050. <u>Avoid locating urban serving facilities in the Rural Area.</u></p>		
<p>MPP-RGS-5</p> <p>Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.</p>	<p>DP-2 <u>Accommodate</u> Prioritize housing and employment growth first and foremost in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single-occupancy vehicle travel for most daily activities.</p> <p>DP-3 Efficiently develop Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy and, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u>. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <p>a) •a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit station areas</u>, consistent with the numeric goals in the regional growth strategy<u>Regional Growth Strategy</u>;</p> <p>b) •b) Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities;</p> <p>c) •c) <u>Maximizing Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times</u>;</p> <p>e)d) Optimizing the use of existing capacity for housing and employment;</p> <p>d)e) •d) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</p>	<p>No policy is necessary – this is a regional policy.</p> <p>However, the City of Mercer Island is meeting this regional policy by accommodating the assign population and housing targets along with the employment projection assigned to the City. By doing so, this lends to-ensuring the long-term stability and sustainability of the urban growth area consistent with the regional vision.</p>	<p>No Policy Gap</p>

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	<p>e)f) • e) Coordinating plans for land use, transportation, schools, capital facilities and services.</p> <p>DP-4 Concentrate housing and employment growth within the designated Urban Growth Area. Focus housing growth in the Urban Growth Area within cities, countywide designated Urban Centers designated regional centers, countywide centers, and locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide designated Urban and Manufacturing/Industrial Centers manufacturing/industrial centers and within locally designated local centers.</p> <p>DP-49 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. Transit service may cross non-urban lands to serve cities in the Rural Area.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, especially cities consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the countyCounty and cities that is designed to:</p> <p>a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</p> <p>b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</p> <p>c) c) Identify appropriate transfer of development rights receiving areas within cities;</p> <p>d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</p> <p>e) e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</p> <p>f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</p> <p>g) g) Be compatible with existing within-city transfer of development rights programs.</p>		

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	<p>EC-22 Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for, manufacturing/industrial, commercial, and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.</p> <p>PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 204020502050. Avoid locating urban serving facilities in the Rural Area.</p> <p>DP-15 Review the Urban Growth Area at least every ten years. In this review consider monitoring reports and other available data. As a result of this review, and based on the criteria established in policies DP-16 through DP-19, King County may propose and then the Growth Management Planning Council may recommend amendments to the Countywide Planning Policies and King County Comprehensive Plan that make changes to the Urban Growth Area boundary.</p> <p>DP-16 Allow amendment of the Urban Growth Area only when the following steps have been satisfied:</p> <ul style="list-style-type: none">a) a) The proposed expansion amendment is under review by the County as part of an amendment process of the King County Comprehensive Plan;b) b) King County submits the proposal to the Growth Management Planning Council for the purposes of review and recommendation to the King County Council on the proposed amendment to the Urban Growth Area;c) c) The King County Council approves or denies the proposed amendment; andd) d) If approved by the King County Council, the proposed amendment is ratified by the cities following the procedures set forth in policy GFW-1. <p>DP-17 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none">a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; orb) A proposed expansion of the contiguous Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space:<ul style="list-style-type: none">1) isIs at least a minimum of four times the acreage of the land added to the Urban Growth Area; and		

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	<p>2) is<u>Is</u> contiguous with the original 1994 Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and</p> <p>3) Preserves is onsite and preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</p> <p>c) e.)The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p>DP-18 Add land to the Urban Growth Area only if if expansion of the Urban Growth Area is warranted based on the criteria in DP-1617(a) or DP-1617(b), add land to the Urban Growth Area only if and it meets all of the following criteria:</p> <p>a) a)——Is adjacent to the existing Urban Growth Area;</p> <p>b) b)——For expansions based on DP-1617(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs and is adjacent to the existing Urban Growth Area boundary;</p> <p>b) For expansions based on DP-16(b):</p> <p>i) Is adjacent to the original 1994 contiguous Urban Growth Area boundary;</p> <p>c) c)——ii)Can be efficiently provided with urban services and does not require any supportive facilities, services, roads, or any infrastructure to cross or be located in the Rural Area or new open space area, and does not overly burden King County road networks in the Rural Area;</p> <p>d) d)——iii) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services;</p> <p>e) e)——iv) Is not currently designated as Resource Land;</p> <p>f) f)——v) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and</p> <p>vi) Only residential development is allowed on the new urban land; and</p> <p>g) vii) Is For expansions that are adjacent to a municipal boundary, approval shall be<u>Is</u> subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. No development on the property shall occur until the property is annexed by the city. These Urban Growth Area expansions require an agreement</p>		

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	<p>between the property owner, the annexing city, and the County. Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change.</p> <p>DP-19 Allow redesignation of Urban land currently within the Urban Growth Area to Rural land outside of the Urban Growth Area if the land is not needed to accommodate projected urban growth, is not served by public sewers, is contiguous with the Rural Area, and:</p> <ul style="list-style-type: none">a) Is not characterized by urban development;b) Is currently developed with a low-density lot pattern that cannot be realistically redeveloped at an urban density; orc) Is characterized by environmentally sensitive areas making it inappropriate for higher density development.		
<p>MPP-RGS-6</p> <p>Encourage efficient use of urban land by maximizing optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy such as advancing development that achieves zoned density.</p>	<p>DP-1920 Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <ul style="list-style-type: none">a) a)To collect and analyze data on development activity, <u>including</u> land supply, <u>zoning, development standards, land uses, critical areas,</u> and capacity for residential, commercial, and industrial land uses in urban areas;b)To evaluate the consistency of actual development densities with current comprehensive plans; andc)b)To determine whether jurisdictions are achieving urban densities <u>by comparingand planned growth and development assumptions and targets in theconsistent with comprehensive plans,</u> countywide planning policies and comprehensive plans with actual growth and development that has occurred, and multicounty planning policies; andd)c)e)To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period. <p>DP-X2-Adopt22 <u>Jurisdictions shall adopt</u> any necessary reasonable measures <u>into their</u> comprehensive plans, and these may include increased land capacity for housing and employment or other measures to promote growth that is consistent with planned urban densities and adopted housing and employment targets. <u>Jurisdictions willReasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall</u> report adopted reasonable measures to the GMPC and <u>willshall</u> collaborate to provide data periodically on the effectiveness of those measures.</p> <p>EC-1518 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.</p> <p>EC-2226 Encourage commercial and mixed-use development that provideprovides a range of job opportunities throughout the regioncounty to</p>	<p>Housing Element</p> <p>2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include:</p> <p>2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;</p> <p>2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs;</p> <p>2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p> <p>2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.</p> <p>Land Use Element</p> <p>2.2 Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.</p> <p>3.2 Locate taller buildings on the north end of the Town Center and step down building height through the center to lower heights on the south end, bordering Mercerdale Park.</p> <p>5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.</p> <p>5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.</p>	No Policy Gap

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	create a much -closer balance and match between the location of jobs and housing. PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2040 2050 2050. Avoid locating urban serving facilities in the Rural Area.	5.3 Encourage the development of affordable housing within the Town Center. 5.4 Encourage the development of accessible and visitable housing within the Town Center. 5.5 Encourage options for ownership housing within the Town Center. 15.3 Multi-family areas will continue to be low rise apartments and condos and duplex/triplex designs, and with the addition of the Commercial/Office (CO) zone, will be confined to those areas already designated to allow multi-family. <u>Encourage multifamily and mixed-use housing within the existing boundaries of the Town Center, multifamily, and Commercial Office zones to accommodate moderate- to extremely low-income households.</u>	
MPP-RGS-7 Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.	Adopted targets in Appendix 4 implements the RGS.	No policy is necessary – this is a regional policy focused on Metropolitan Cities. Mercer Island is not a metropolitan city.	No Policy Gap
MPP-RGS-8 Attract 65% of the region’s residential growth and 75% of the region’s employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated urban -area in the county. This allocation is predicated on: a) •a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, <u>informed by the 20-year projection of housing units from the state Department of Commerce;</u> b) •b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with countywide -designated centers and within other larger cities -high-capacity transit communities <u>station areas</u> , limited development in the Rural Area, and protection of designated <u>Natural</u> Resource Lands; c) •c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer and , water, and stormwater systems; d) •d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;	No policy is necessary – this is a regional policy. MPP focused on Regional Centers. There are no regional growth centers located on Mercer Island.	No Policy Gap

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	<p>e) •e) Improving the jobs/housing balance connection consistent with the Regional Growth Strategy, both within between counties in the region and within subareas in the county;</p> <p>f) •f) Promoting sufficient opportunities for housing and employment development that is distributed throughout the Urban Growth Area and within all jurisdictions in a manner that promotes<u>ensures</u> racial and social equity;</p> <p>g) •g) Allocating growth to individual each Potential Annexation Areas within the urban unincorporated area generally proportionate to its<u>their</u> share of unincorporated capacity for housing and employment growth.</p> <p>DP-31 Focus housing and employment growth within into designated Urban Centers regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p> <p>EC-17 <u>Concentrate</u> economic and employment growth in designated Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centers<u>regional, countywide, and local centers</u> through local investments, planning, and financial policies.</p>		
MPP-RGS-9 Focus a significant share of population and employment growth in designated regional growth centers.	<p>DP-13 <u>The Growth Management Planning Council shall:</u></p> <p>a) a) Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be incorporated used as the land use assumption in state-mandated comprehensive plan updates;</p> <p>b) b) Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy GFW-1;</p> <p>c) c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets;</p> <p>d) d) <u>Ensure that each jurisdiction’s growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined;</u></p> <p>e) <u>Ensure that each jurisdiction’s growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and</u></p> <p>f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the 2006-2031 planning period are shown in table<u>Table</u> DP-1.</p>	No policy is necessary – this is a regional policy. MPP focused on Regional Centers. There are no regional growth centers located on Mercer Island.	No Policy Gap
MPP-RGS-10	EC-1518 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment	No policy is necessary – this is focused on designated regional manufacturing/industrial centers. There are no designated	No Policy Gap

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Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	where it encourages growth in designated centers and helps achieve employment targets. T-812 Prioritize state, regional and local funding to transportation investments that support adopted countywide growth targets and are focused on multi-modal centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.	regional manufacturing/industrial centers located on Mercer Island.	
MPP-RGS-11 Encourage growth in designated countywide centers.	DP-X2 Adopt 22 Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans, and these may include increased land capacity for housing and employment or other measures to promote growth that is consistent with planned urban densities and adopted housing and employment targets. Jurisdictions will Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and will shall collaborate to provide data periodically on the effectiveness of those measures. EC-17 <u>Concentrate</u> economic and employment growth in designated Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centers regional, countywide, and local centers through local investments, planning, and financial policies. EC-15 18 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets. T-812 Prioritize state, regional and local funding to transportation investments that support adopted countywide growth targets and are focused on multi-modal centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.	No policy is necessary – this is focused on designated regional manufacturing/industrial centers. There are no designated regional manufacturing/industrial centers located on Mercer Island.	No Policy Gap

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MPP-RGS-12 Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.	<p>DP-1617 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <p>a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or</p> <p>b) A proposed expansion of the <u>contiguous</u> Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space:</p> <p>1) <u>is</u> at least a minimum of four times the acreage of the land added to the Urban Growth Area; <u>and</u></p> <p>2) <u>is</u> contiguous with the original 1994 Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and</p> <p>3) Preserves is onsite and preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</p> <p>c) e.) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p>DP-1920 Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <p>a) a.) To collect and analyze data on development activity, <u>including</u> land supply, <u>zoning, development standards, land uses, critical areas,</u> and capacity for residential, commercial, and industrial land uses in urban areas;</p> <p>b.) To evaluate the consistency of actual development densities with current comprehensive plans; and</p> <p>c.) b.) To determine whether jurisdictions are achieving urban densities <u>by comparing and planned growth and development assumptions and targets in the consistent with comprehensive plans, countywide planning policies and comprehensive plans with actual growth and development that has occurred, and multicounty planning policies;</u> and</p>	No policy is necessary – as part of the Comprehensive Plan update, the city is planning for growth (housing, population, and employment) consistent with the adopted Countywide Planning Policies.	No Policy Gap

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	<p>d)c)e)-To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.</p> <p>DP-20 If necessary based on the findings of a periodic buildable lands evaluation report, adopt reasonable measures, other than expansion of the Urban Growth Area, to increase land capacity for housing and employment growth within the Urban Growth Area by making more efficient use of urban land consistent with current plans and targets. The County and itsDP-21 The County and the cities, through the Growth Management Planning Council, will collaboratively determine whether reasonable measures other than amending the Urban Growth Area are necessary to ensure sufficient additional capacity if a countywide urban growth capacity report, <u>informed by local data and analysis where appropriate,</u> determines that:</p> <p>a) a) the<u>The</u> current Urban Growth Area is insufficient in capacity to accommodate the housing and employment growth targets; or</p> <p>b) b) any<u>Any</u> jurisdiction contains:</p> <p>1) <u>Contains</u> insufficient capacity to accommodate the housing and employment growth targets, has not made sufficient progress toward achieving the;</p> <p>2) <u>Has significant differences between development assumptions and growth targets and actual</u> housing and employment growth targets, or <u>has</u></p> <p>1) Has not achieved urban densities consistent with the adopted comprehensive plan. Reasonable measures should be adopted to help implement local targets in a manner consistent with the Regional Growth Strategy.</p> <p>2)3)</p>		
MPP-RGS-13 Direct Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to prevent avoid the conversion of rural land into commercial uses.	<p>PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211 and locate . Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p> <p><u>Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction's land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of unincorporated King County that are within a school district's service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school</u></p>	No policy is necessary – while they City of Mercer Island has numerous policies throughout the comprehensive plan which support locating commercial, retail, and community services within the City, there are not rural areas immediately adjacent to the City. Therefore, this is not an issue for the City as it may be for other cities.	No Policy Gap

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	<p>district and jurisdiction to cooperatively prepare strategies for resolving the issue.</p> <p>DP-3 Efficiently develop Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy and, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u>. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none">a) • a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit</u> station areas, consistent with the numeric goals in the regional growth strategy <u>Regional Growth Strategy</u>;b) • b) Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities;c) • c) <u>Maximizing Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</u>e)d) Optimizing the use of existing capacity for housing and employment;d)e) • d) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; ande)f) • e) Coordinating plans for land use, transportation, schools, capital facilities and services. <p>DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural Resource</u> lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u></p> <p>DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, reduce and avoid <u>minimize</u> the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p>		
MPP-RGS-14 Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.	<p>DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.</p> <p>DP-X1 (temporary numbering)</p> <p>10 No new Fully Contained Communities shall be approved in unincorporated King County.</p> <p>DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, <u>permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</u></p>	No policy is necessary – this is focused on rural areas.	No Policy Gap

	<p>DP-1617 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none">a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; orb) A proposed expansion of the <u>contiguous</u> Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space:<ul style="list-style-type: none">1) <u>is</u> at least <u>a minimum of</u> four times the acreage of the land added to the Urban Growth Area; <u>and</u>2) <u>is</u> contiguous with the <u>original 1994</u> Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and3) Preserves <u>is onsite and preserves</u> high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; orc) c.) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. <p>DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u></p> <p>DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, <u>reduce and avoid minimize</u> the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p>DP-4648 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none">a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;b) One home per 10 acres where the predominant lot size is less than 20 acres; orc) One home per five acres where the predominant lot size is less than 10 acres.		
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	<p>Allow limited clustering within development sites to avoid prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. Transit service may cross non-urban lands to serve cities in the Rural Area.</p> <p>DP-4850 Establish rural development standards to and strategies to ensure all development protect protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-5557 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p> <p>DP-57 Discourage59 Prevent incompatible land uses adjacent to designated <u>Natural Resource Lands</u> to prevent avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p>DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural Resource Lands</u> and focus urban development within the Urban Growth Area.</p> <p>DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural Resource Lands</u> into the Urban Growth Area, especially cities consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the county<u>County</u> and cities that is designed to:</p> <ul style="list-style-type: none">a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities;c) c) Identify appropriate transfer of development rights receiving areas within cities;d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);e) e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;f) f) Identify and secure opportunities to fund or finance		

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	infrastructure within city transfer of development rights receiving areas; and g) g) Be compatible with existing within-city transfer of development rights programs.		
MPP-RGS-15 Support the establishment of regional funding sources to acquire conservation easements in rural areas.	DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area. DP-6264 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, especially cities consistent with the Regional Growth Strategy . Implement transfer of development rights within King County through a partnership between the county County and cities that is designed to: a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) c) Identify appropriate transfer of development rights receiving areas within cities; d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) g) Be compatible with existing within-city transfer of development rights programs.	No policy is necessary – this is focused on rural areas.	No Policy Gap
MPP-RGS-16 Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.	DP-2224 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Ensure that Affiliate all Potential Annexation Areas with adjacent cities and to ensure they do not overlap or leave urban unincorporated urban islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and low- and high-income residential areas should shall be annexed holistically rather than in a manner that leaves residential urban unincorporated urban areas stranded islands. Annexation is preferred over incorporation. DP-2325 Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction. DP-26 Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Potential Annexation Area in order to provide increase the provision of urban services	This does not apply to the City of Mercer Island as the City does not have an unincorporated Urban Growth Area.	No Policy Gap

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	<p>to those areas. Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.</p> <p>DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <p>d)c) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their Comprehensive Plan.</p> <p>e)d) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-2730. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation should be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</p> <p>DP-26 Within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, striveDP-29 Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city's comprehensive plan after the following steps have been taken:</p> <p>a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a</p>		

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	<p>meeting or formal mediation to discuss boundary alternatives, and;</p> <p>b) The cities with the Potential Annexation Area overlap and the county have either:</p> <p>1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or</p> <p>2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice.</p> <p>DP-2730 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <p>a) a) ———Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</p> <p>b) b) ———The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; and</p> <p>c) c) ———Annexation The effect of the annexation or incorporation in a manner that will avoid avoiding or creating unincorporated islands of development;</p> <p>d) d) ———The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses <u>racial and social equity</u> and promotes access to opportunity; and</p> <p>e) e) ———Based upon joint outreachOutreach to community, the ability and interest of a citythe community in moving forward with a timely annexation or incorporation of the area, consistent with these criteria.</p>		
RGS-Action-1 (Regional) Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-2 (Regional) Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-3 (Regional) Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. This effort will include consideration of the timing of Regional Growth Strategy implementation	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap

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RGS-Action-4 (Regional) Rural Growth: PSRC, together with its members and stakeholders, will explore and implement, as feasible, opportunities for local, regional and state-wide conservation programs to reduce development pressure in rural and resource areas, to facilitate regional Transfer of Development Rights, and to explore additional techniques to conserve valuable open space areas, including Purchase of Development Rights and open space markets.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-5 (Regional) Regional Conservation Fund: PSRC, in collaboration with its members and other partners, will explore and support the establishment of regional funding sources to acquire conservation easements in rural areas.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-6 (Regional) Outreach: PSRC will work with members to address ways the region can help communities understand and support increased growth within the urban growth area. VISION 2050's success is dependent on cities and counties welcoming new growth.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-7 (Local) Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.	DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county. DP-X1 (temporary numbering) 10 No new Fully Contained Communities shall be approved in unincorporated King County. DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands. DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, reduce and avoid minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. DP-4648 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:	No Policies necessary – this is a regional policy It should be noted that while this is a regionally focused policy, the City of Mercer Island supports a full range of strategies, through its policies and zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.	No Policy Gap

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	<p>a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;</p> <p>b) One home per 10 acres where the predominant lot size is less than 20 acres; or</p> <p>c) One home per five acres where the predominant lot size is less than 10 acres.</p> <p>Allow limited clustering within development sites to avoid prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. Transit service may cross non-urban lands to serve cities in the Rural Area.</p> <p>DP-4850 Establish rural development standards to and strategies to ensure all development protect protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural</u> Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, especially cities consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the countyCounty and cities that is designed to:</p> <p>a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</p> <p>b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</p> <p>c) c) Identify appropriate transfer of development rights receiving areas within cities;</p> <p>d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</p> <p>e) e) Develop interlocal agreements that allow rural and resource land</p>		

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	development rights to be used in city receiving areas; f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) g) Be compatible with existing within-city transfer of development rights programs.		
RGS-Action-8 (Local) Plan for Jobs-Housing Balance: Countywide planning organizations will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth targets that substantially improve jobs-housing balance consistent with the Regional Growth Strategy. Metropolitan and Core cities experiencing high job growth will take measures to provide additional housing capacity for a range of housing types and affordability levels to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement.	Reasonable measures should be adopted to help implement local targets in a manner consistent with the Regional Growth Strategy. DP-X334 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, immigrant, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts. N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service. H-15 Increase housing choices for everyone—, particularly those earning lower wages— in locations, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and building policies development regulations in place that allow and encourage housing production at a-levels that improves the improve jobs-housing balance of housing to employment throughout the county across all income levels. H-25 Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhoods of choice. neighborhood choices. Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting. a) —Jurisdictions, including the county for unincorporated areas, will report annually to the county; a) Number and type of new total using guidance developed by the County on housing units;AMI levels: 1) Number number of units lost to demolition, redevelopment, or conversion to non-residential use; 2) Number of new units that are affordable to very low, low , and moderate income households In the first reporting year, total income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, for which the city is a party to affordable housing covenants on the property title ; 3) Number of affordable units newly preserved and units acquired and rehabilitated with a regulatory agreement for long-term affordability for	No Policies necessary – this is a regional policy However, it should be noted that the City of Mercer Island, as part of the 2024 Comprehensive Plan update, is focused on adopting population and housing targets and employment projections consistent with the adopted Countywide Planning Policies.	No Policy Gap

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	<p>very low, low, and moderate income households total housing units, net new housing units created during the reporting period, and what type of housing was constructed, broken down by at least single-family, moderate density housing types, high density housing types;</p> <p>4)1)Housing market trends including affordability of overall housing stock total income restricted units, net new income restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, created during the reporting period;. In future years, report new units created and units with affordability terms that expired during the reporting period.</p> <p>5)2)Changes inDescription and magnitude of land use or regulatory changes to increase zoned residential capacity for housing, including housing densities and types percentage of total zoned residential capacity by type of housing allowed, includingincluding, but not limited to, single-family, moderate density, and high density;.</p> <p>6)3)The number and nature of fair housing complaints and violations newNew strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and</p> <p>b) Housing development and market trends in Urban Centers jurisdiction's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for BIPOC households and other population groups identified through policy H-5.</p> <p>c) The county will report annually:</p> <p>b) countywideThe county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually:</p> <p>1) <u>Countywide</u> housing inventory of:</p> <p>i. total<u>Total</u> housing units, by affordability to AMI bands;</p> <p>ii. total<u>Total</u> income-restricted units, by AMI limit;</p> <p>iii. <u>Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period;</u></p> <p>iii.iv. <u>Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types; and</u></p> <p>iv.v. <u>total</u><u>Total</u> income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021;.</p>		

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	<p>v-vi. totalTotal net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022;</p> <p>vi-vii. shareShare of households by housing tenure by jurisdiction; and</p> <p>vii-viii. zonedZoned residential capacity percentages broken down by housing type/number of units allowed per lot;</p> <p>2) theThe county’s new strategies (e.g., dedicated dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources;</p> <p>3) theThe county’s new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for BIPOCBlack, Indigenous, and other People of Color households and other population groups identified through policy H-56.</p> <p>4) numberNumber of income-restricted units within a 1/2half mile walkshed of a high-capacity or frequent transit stations in the county;</p> <p>5) shareShare of households with housing cost burden, by income band, race, and ethnicity;</p> <p>6) tenantTenant protection policies adopted by jurisdiction; and</p> <p>7) numberNumber of individuals and households experiencing homelessness, by race and ethnicity.</p> <p>d)c)Where feasible, jurisdictions will also collaborate to providereport:</p> <p>1) netNet new units accessible to persons with disabilities.</p> <p>H-2426 The county will provide guidance to jurisdictions on goals for housing AMI levels annually provide transparent, ongoing information measuring jurisdictions’ progress toward meeting countywide affordable housing need, according to H-2325, using public-facing tools such as the King County’s Affordable Housing Dashboard.</p>		
RGS-Action-9 (Local) Growth Targets: Countywide planning organizations will work to develop processes to reconcile any discrepancies between city and county adopted targets contained in local comprehensive plans.	<p>DP-12-GMPC13 The Growth Management Planning Council shall:</p> <p>a) a)Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be incorporated used as the land use assumption in state-mandated comprehensive plan updates;</p> <p>b) b)Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy GFW-1;</p> <p>c) c)Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional</p>	No Policies necessary – this is a regional policy	No Policy Gap

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	growth targets; d) d)–Ensure that each jurisdiction’s growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined; e) Ensure that each jurisdiction’s growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the 2006-2031 -planning period are shown in table Table DP-1.		
Environment Goal The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents and the economy is connected to the health of the environment. Planning at all levels should considers the impacts of land use, development, and transportation on the ecosystem.			
MPP-En-1 Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes , and countywide planning groups.	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches for to environmental assessment and planning, in coordination with local jurisdictions, tribes, and countywide planning groups other stakeholders . EN-3 Encourage Ensure public and private projects to incorporate locally appropriate, low-impact development approaches; developed using a watershed planning framework, for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. EN-11 EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans. EN-15 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other people People of color , Color communities; low-income, populations; and other frontline community members live, work, and play .	No policy is necessary – this is a regional policy	No Policy Gap
MPP-En-2 Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches for to environmental assessment and planning, in coordination with local jurisdictions, tribes, and countywide planning groups other stakeholders .	No policy is necessary – this is a regional policy	No Policy Gap

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<p>MPP-En-3</p> <p>Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.</p>	<p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u></p> <p>EN-5</p> <p>EN-6Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify and, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect people of color and low income populations those frontline communities that are disproportionately impacted due to by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racially disparateracialized health or environmental disparities, and health impacts, and to increase environmental resiliency in low incomefrontline communities.</p> <p>EN-3027 Adopt and implement policies and programs that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</p> <p>EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:</p> <p>Maintaining or exceeding existing standards forcompared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;</p> <p>Directing growth to Urban Centerssequestration and other mixed-use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;</p> <p>Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p>Incorporating energy saving strategies in infrastructure planning and design;</p> <p>Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p> <p>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and</p>	<p>Utilities Element</p> <p>2.5 The City shall eComply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act.</p> <p>4.3 The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.</p> <p>Land Use Element</p> <p>18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.</p> <p>18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.</p> <p>Transportation Element</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, and neighborhood impacts. pollution for all communities.</p> <p>5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.</p>	<p>No Policy Gap</p>

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	<p>Reducing building energy use through green building and retrofit of existing buildings; and.</p> <p>Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.</p> <p>EN-32 Establish a Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none">a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;c) Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.d)–d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; andf) Reducing building energy use through green building methods in the retrofit of existing buildings. <p>EN-3530 Promote energy efficiency, conservation methods, and sustainable energy sources, electrification ofelectrifying the transportation system, reduction of single occupancy trips andand limiting vehicle miles traveled, to reduce air pollution, greenhouse gasesgas emissions, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.</p> <p>T-X1125 Reduce stormwater pollution from transportation facilities and</p>		

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	improve fish passage through retrofits and updated designs <u>design</u> standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.		
MPP-En-4 Ensure that all residents of the region, regardless of race, social, or _____ economic status, have clean air, clean water, and other elements of live in a healthy environment, with minimal exposure to pollution.	EN-5 EN-6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify and, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect people of color and low-income populations those frontline communities that are disproportionately impacted due to by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u> , soil, and structural hazards, where they have contributed to racially disparateracialized health or environmental disparities, and health impacts, and to increase environmental resiliency in low-incomefrontline communities.	Utilities Element 2.5 The City shall eComply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act. 4.3 The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan. Land Use Element 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts. pollution for all communities. 5.4 <u>Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.</u> 5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.	No Policy Gap. Suggestions to update policies to reduce impacts to vulnerable populations are addressed in other areas.
MPP-En-5 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.	EN-6 Locate development <u>and supportive infrastructure</u> in a manner that minimizes impacts to natural features through. Promote the use of <u>traditional and innovative</u> environmentally sensitive development practices <u>that take into account, including</u> design, materials, construction, and ongoing maintenance.	Land Use Element 18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the	No Policy Gap

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		<p>implementation and enforcement of critical areas and shoreline regulations.</p> <p>18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.</p> <p>18.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.</p> <p>18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.</p> <p>18.5 The City shall utilize best available science during the development and implementation of critical areas regulations. Regulations will be updated periodically to incorporate new information and, at a minimum, every eight years as required by the Growth Management Act.</p> <p>18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.</p> <p>18.7 Services and programs provided by the City with regards to land use should encourage residents to minimize their own personal carbon footprint, especially with respect to energy consumption and waste reduction.</p> <p>18.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.</p> <p>18.9 Outreach campaigns and educational initiatives should inform residents of the collective impact of their actions on local, county, and state greenhouse gas emissions reduction goals.</p>	
MPP-En-6 Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.	EN-8 Use the best available science when establishing and implementing environmental standards.	18.5 The City shall utilize best available science during the development and implementation of critical areas regulations. Regulations will be updated periodically to incorporate new information and, at a minimum, every eight years as required by the Growth Management Act.	No Policy Gap

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MPP-En-7 <u>Reduce and Mitigate noise and light pollution caused by traffic/transportation, industries, public facilities, and other sources.</u>	<p>EN-28EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to racially-disparate<u>racialized health</u> or environmental <u>disparities</u>, and <u>health impacts</u>, and to increase environmental resiliency in low-income<u>frontline</u> communities.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none">a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u>b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u>c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.d)–d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u>e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u>f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u>	<p>Utilities Element</p> <p>8.8 <u>Establish WCF regulations to minimize noise and visual impacts and mitigate aesthetic or off-site impacts.</u></p> <p>Transportation Element</p> <p>3.1 <u>Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, and neighborhood impacts. pollution for all communities.</u></p>	Partial Gap – could include light pollution in policy 3.1 or expand other policies to consider impacts from light pollution.
MPP-En-8 <u>Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.</u>	<p>EN-5</p> <p>EN-6Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify and, <u>mitigate, and correct for</u> unavoidable negative impacts of public actions that disproportionately affect people of color and low-income populations those frontline communities that are disproportionately impacted due to by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p>	No current policy	Policy Gap – consider developing a new policy to align with MPP En-8 and CPP EN-5 and EN-25.

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	<p>EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to racially-disparate<u>racialized health</u> or environmental <u>disparities</u>, and <u>health impacts</u>, and to increase environmental resiliency in low-income<u>frontline</u> communities.</p> <p><u>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</u></p> <ul style="list-style-type: none">a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u>b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u>c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u><u>EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.</u>d)–d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u>e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u>f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u>		
<p>MPP-En-9</p> <p><u>Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.</u></p>	<p>EN-11 EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.</p> <p>EN-15Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other people<u>People of color</u>,<u>Color communities</u>; low-income, <u>populations</u>; and <u>other</u> frontline community members live, <u>work, and play</u>.</p> <p><u>EN-2421</u> Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-3832 Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and <u>the</u> urban tree canopy, that<u>which</u> sequester and store carbon.</p>	<p>Land Use Element</p> <p>6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.</p> <p>19.7 View preservation actions should be balanced with the <u>efforts to preserve the community’s natural vegetation and tree cover</u>. [Relocated Policy 20.3]</p> <p>19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.</p>	<p>No Policy Gap</p>

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		Transportation Element 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. <u>Encourage programs that plant trees in unused portions of public rights-of-way.</u>	
MPP-En-10 <u>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.</u>	EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including <u>the</u> protection of watersheds. <u>In particular, protect and</u> wellhead areas that are sources of the region’s drinking water supplies. EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and <u>minimizes impacts on businesses</u> complements economic prosperity.	Land Use Element 19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way. 19.4 Critical areas and associated buffers should consist of mostly native vegetation. 19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values. 19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way. 19.89 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands. 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. 19.1011Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate. 19.1112Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical	No policy gap

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		<p>fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.</p> <p>19.1213 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.</p> <p>19.1314 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures.</p> <p>19.1415 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community.</p> <p>19.1516 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community.</p> <p>19.1617 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors.</p> <p>19.1718 Promote wildlife watering.</p>	

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MPP-En-11 <u>Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.</u>	<p>EN-12 Reduce and mitigate air, noise, and light pollution caused by transportation, industries, public facilities, hazards and other sources. Prioritize reducing these impacts on vulnerable populations and areas that have been disproportionately affected.</p> <p>EN-13</p> <p>10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law, in order to promote. Promote robust, healthy, and sustainable salmon populations, and other ecosystem functions working closely within Water Resource Inventory Areas that encompass King County, and utilizing adopted watershed plans.</p> <p>EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none">a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries;b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;c) Active and passive outdoor recreation opportunities;d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;e) Preservation of ecologically sensitive, scenic, or cultural resources;f) Urban green space, habitats, and ecosystems;g) Forest resources; andh) Food production potential. <p>EN-2522 Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-9 Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the Urban Growth Area. Urban Separators are intended to protect <u>Natural</u> Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. Changes to Urban Separators are made pursuant to the Countywide Planning Policies amendment process described in policy <u>GFW-1</u>. Designated Urban Separators within cities and unincorporated areas are shown in the Urban Separators Map in Appendix 3.</p>	No policy is necessary – this is more of a statement of how to encourage better natural environment policies.	No Policy Gap

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	<p>EN-11 EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.</p> <p>EN-15 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other people</u> People of color, Color communities; low-income, populations; and other <u>frontline community members live, work, and play.</u></p> <p>EN-21 EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including <u>the</u> protection of watersheds. In particular, protect and wellhead areas that are sources of the region's drinking water supplies.</p>		
<p>MPP-En-12</p> <p><u>Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.</u></p>	<p>EN-25 EN-22 Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-53 DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limit <u>Limit</u> the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>H-22 H-24 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by reducing <u>avoiding or mitigating</u> exposure to harmful environments environmental hazards and pollutants.</p>	<p>Land Use Element</p> <p>19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters.</p> <p>Capital Facilities Element</p> <p>1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management <u>Parks, Recreation and Open Space (PROS) Plan</u>, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation</u>, minimized use of chemicals, and reductions in energy and fuel use.</p> <p>Parks, Recreation and Open Space</p> <p>1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system.</p> <p>1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.</p>	<p>Partial Policy Gap – consider changing policy 19.10 to read “...prioritize the purchase and preservation of wetlands, and stream headwaters, and areas which will enhance open space networks.”</p> <p>Also, consider how the PROS Plan addresses the significance of open space corridors when that plan is updated.</p>
<p>MPP-En-13</p> <p><u>Preserve and restore native vegetation and tree canopy</u></p>	<p>EN-11 EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.</p>	<p>Land Use Element</p> <p>18.8 The City's development regulations should encourage</p>	<p>No Policy Gap</p>

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to protect habitat, especially where it protects habitat and contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.	<p>EN-15 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other people <u>People of color, Color communities</u>; low-income, <u>populations</u>; and other frontline community members live, <u>work, and play</u>.</p> <p>EN-10 <u>EN-15</u> Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.</p> <p>EN-24 <u>EN-21</u> Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-38 <u>EN-32</u> Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and <u>the</u> urban tree canopy, that <u>which</u> sequester and store carbon.</p>	<p>long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.</p> <p>19.4 Critical areas and associated buffers should consist of mostly native vegetation.</p> <p>19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values.</p> <p><u>19.7 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover. [Relocated Policy 20.3]</u></p> <p>19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.</p> <p>Capital Facilities Element</p> <p>4.46 The City shall i Incorporate low impact development standards, and any future innovations or technologies that meet or exceed current low impact development standards, into new development and redevelopment. Low impact development standards, such as retaining native vegetation, minimizing stormwater runoff, bioretention, rain gardens, and permeable pavements should be incorporated into new development or redevelopment where feasible and appropriate.</p> <p>Parks Element</p> <p>1.23 <u>24</u> Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management <u>Parks, Recreation and Open Space (PROS) Plan</u>, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation</u>, minimized use of chemicals, and reductions in energy</p>	

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MPP-En-14 <u>Identify and protect wildlife corridors both inside and outside the urban growth area.</u>	<p>EN-87 Coordinate approaches and standards for defining and protecting critical areas, especially where such areas and impacts to them cross jurisdictional boundaries.</p> <p>EN-EN-10 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.9</p> <p>EN-11 Develop <u>and implement</u> an integrated and comprehensive approach to managing fish and wildlife habitat conservation, especially protecting to accelerate <u>ecosystem</u> recovery, focusing on enhancing the habitat of iconic species like salmonids, orca, and other <u>threatened and endangered, threatened, species</u> and <u>sensitive species of local importance</u>.</p> <p>EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none">a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries;b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;c) Active and passive outdoor recreation opportunities;d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;e) Preservation of ecologically sensitive, scenic, or cultural resources;f) Urban green space, habitats, and ecosystems;g) Forest resources; andh) Food production potential. <p>EN-2421 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-2017 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak storm water<u>stormwater</u> runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>DP-1617 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none">a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or	<p>and fuel use.</p> <p>Land Use Element</p> <p>16.6 Explore flexible residential development regulations and entitlement processes that support, and create incentives for, subdivisions that incorporate public amenities through the use of a pilot program. The use of flexible residential development standards should be used to and encourage public amenities such as wildlife habitat, accessible homes, <u>affordable housing</u>, and sustainable development.</p> <p>18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.</p> <p>19.145 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community.</p> <p>19.156 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community.</p> <p>19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way.</p> <p>Utilities Element</p> <p>4.57 The City shall eEncourage and promote development that creates the least disruption of the natural water cycle, returning as much precipitation to groundwater as possible in order to extend the flow of seasonal streams into the dry season and to contribute cooling ground water to surface water features, thereby contributing to healthy fish and wildlife habitat.</p>	No Policy Gap

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	<p>b) A proposed expansion of the contiguous Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space:</p> <p>2) isIs at least a minimum of four times the acreage of the land added to the Urban Growth Area; and</p> <p>3) isIs contiguous with the original 1994 Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and</p> <p>4) Preserves is onsite and preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</p> <p>c) e.)The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p>DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p>		
<p>MPP-En-15</p> <p><u>Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</u></p>	<p>EN-2522 Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>H-2224 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by reducingavoiding or mitigating exposure to harmful environments environmental hazards and pollutants.</p>	<p>Parks, Recreations, and Open Space</p> <p>1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system.</p> <p>1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.</p>	<p>Possible Policy Gap – consider reviewing the PROS Plan regarding policies which consider prioritizing or considering historically underserved communities for open space improvements and investments.</p>
<p>MPP-En-16</p> <p>Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species and species of local important. Prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.</p>	<p>EN-EN-10 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.9</p> <p>EN-11 Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat conservation, especially protecting to accelerate ecosystem recovery, focusing on enhancing the habitat of iconic species like salmonsalmonids, orca, and other threatened and endangered, threatened, species and sensitive species of local importance.</p>	<p>Land Use Element</p> <p>18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.</p> <p>18.2 Land use actions, storm water regulations and basin</p>	<p>No Policy Gap</p>

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	<p>EN-2421 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-2017 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak storm-waterstormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p>	<p>planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.</p> <p>18.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.</p> <p>18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.</p> <p>18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.</p> <p>18.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.</p> <p>19.2 Encourage the inventorying of native plants and animals on Mercer Island and the habitats that support them. As part of this effort, identify pollinators and the native plants they depend upon.</p> <p>19.2 Encourage the inventorying of native plants and animals on Mercer Island and the habitats that support them. As part of this effort, identify pollinators and the native plants they depend upon.</p> <p>19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way.</p> <p>19.4 Critical areas and associated buffers should consist of mostly native vegetation.</p> <p>19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values.</p>	

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		<p>19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way.</p> <p>19.7 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover. [Relocated Policy 20.3]</p> <p>19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.</p> <p>19.89 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands.</p> <p>19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters.</p> <p>19.1011Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.</p> <p>19.1112Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.</p> <p>19.1213Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.</p> <p>19.1314 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures.</p>	

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		<p>19.1415 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community.</p> <p>19.1516 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community.</p> <p>19.1617 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors.</p> <p>19.1718 Promote wildlife watering.</p>	
<p>MPP-En-17</p> <p>Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound and, where feasible, restore them to a more natural state.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches forto environmental assessment and planning, in coordination with local jurisdictions, tribes, and countywide planning groupsother stakeholders.</p> <p>EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>EN-2724 Restore ecological function and value to the region's freshwater and marine shorelines, watersheds, and estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>Land Use Element</p> <p>18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.</p> <p>18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.</p> <p>18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.</p> <p>18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.</p> <p>18.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.</p> <p>19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and</p>	No Policy Gap

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		<p>commercial development and in road rights-of-way.</p> <p>19.4 Critical areas and associated buffers should consist of mostly native vegetation.</p> <p>19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way.</p> <p>19.89 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands.</p> <p>19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters.</p> <p>19.1011Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.</p> <p>19.1112Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.</p> <p>19.1213Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.</p> <p>19.1314 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures.</p> <p>19.1718 Promote wildlife watering.</p>	
MPP-En-18 <u>Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact</u>	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches for <u>to</u> environmental assessment and planning, in coordination with local jurisdictions, tribes, and countywide planning groups <u>other stakeholders</u> .	Land Use Element 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.	No Policy Gap

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development.	<p>EN-3 Encourage Ensure public and private projects to incorporate locally appropriate, low-impact development approaches; developed using a watershed planning framework; for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.</p> <p>EN-12 Reduce and mitigate air, noise, and light pollution caused by transportation, industries, public facilities, hazards and other sources. Prioritize reducing these impacts on vulnerable populations and areas that have been disproportionately affected.</p> <p>EN-13 10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law, in order to promote. Promote robust, healthy, and sustainable salmon populations; and other ecosystem functions working closely within Water Resource Inventory Areas that encompass King County, and utilizing adopted watershed plans;.</p> <p>EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>T-X1125 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated designsdesign standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>19.112 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.</p> <p>Utilities Element</p> <p>4.1 The City shall continue to implement programs and projects designed to meet the goals and requirements of the Action Agenda for Puget Sound.</p> <p>4.2 The City shall aactively promote and support education efforts focusing on all facets of stormwater management.</p> <p>4.3 The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.</p> <p>4.34 The City shall mmaintain and enforce lland uuse plans and ordinances requiring stormwater controls for new development and re-development. The ordinances shall be based on requirements contained in the City’s NPDES permit standards developed by the State Department of Ecology and shall be consistent with the policies in the Land Use Element of this Plan and the goals and policies of the City’s <u>Community Planning & Development Department Services Group</u>.</p> <p>4.5 Consider Implementation of programs and projects to reduce nonpoint source pollution from existing development.</p> <p>4.46 The City shall iincorporate low impact development standards, and any future innovations or technologies that meet or exceed current low impact development standards, into new development and redevelopment. Low impact development standards, such as retaining native vegetation, minimizing stormwater runoff, bioretention, rain gardens, and permeable pavements should be incorporated into new development or redevelopment where feasible and appropriate.</p> <p>4.57 The City shall eencourage and promote development that creates the least disruption of the natural water cycle, returning as much precipitation to groundwater as possible in order to extend the flow of seasonal streams into the dry season and to contribute cooling ground water to surface water features, thereby contributing to healthy fish and wildlife habitat.</p>	
MPP-En-19 Reduce the use of <u>toxic</u> pesticides, and chemical	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches for to environmental assessment and planning,	19.112 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and	No Policy Gap

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fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.	<p>in coordination with local jurisdictions, tribes, and countywide planning groups<u>other stakeholders</u>.</p> <p>EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>EN-2522 Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>EN-2724 Restore ecological function and value to the region’s freshwater and marine shorelines, watersheds, and estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.</p> <p>19.123 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.</p>	
MPP-En-20 Restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches for<u>to</u> environmental assessment and planning, in coordination with local jurisdictions, tribes, and countywide planning groups<u>other stakeholders</u>.</p> <p>EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>EN-2724 Restore ecological function and value to the region’s freshwater and marine shorelines, watersheds, and estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>Land Use Element</p> <p>18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.</p> <p>19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way.</p> <p>19.101 Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.</p>	No Policy Gap
MPP-En-21 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	<p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p>a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u></p> <p>b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u></p> <p>c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040, and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita</p>	<p>Land Use Element</p> <p>19.112 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.</p> <p>Transportation Element</p> <p>5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.</p> <p>10.2 Use the level of service standard to evaluate the</p>	No Policy Gap

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	<p>emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO₂e) by 2020, 5 MTCO₂e, and 1.5 MTCO₂e by 2050.</p> <p>d)–</p> <p>d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u></p> <p>e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u></p> <p>f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u></p> <p>EN-3530 Promote energy efficiency, conservation methods, and sustainable energy sources, <u>electrification of</u>electrifying the transportation system, <u>reduction of single occupancy trips and</u>and limiting vehicle miles traveled, to reduce air pollution, greenhouse gasesgas emissions, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.</p> <p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u></p> <p>T-X1125 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated designsdesign standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>performance of the transportation system and guide future system improvements and funding. Emphasize projects and programs that focus on the movement of people and provide alternatives to driving alone.</p>	
MPP-En-22 <u>Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases. Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.</u>	<p>EN-8 Use the best available science when establishing and implementing environmental standards.</p> <p>EN-27 Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u></p> <p>EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:</p> <ul style="list-style-type: none">• Maintaining or exceeding existing standards forcompared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;• Directing growth to Urban Centerssequestration and other mixed use/ high density locations that support mass transit, encourage	<p>Transportation Element</p> <p>5.1 Comply with the requirements of the federal and state Clean Air Acts, and work with other jurisdictions in the Puget Sound region to achieve conformance with the State Implementation Plan.</p> <p>5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.</p>	No Policy Gap

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	<p>non-motorized modes of travel and reduce trip lengths;</p> <p>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p>Incorporating energy-saving strategies in infrastructure planning and design;</p> <ul style="list-style-type: none">• Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;• Encouraging new development to use low-emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and• Reducing building energy use through green building and retrofit of existing buildings; and.• Increasing the use of low-emission vehicles, such as efficient electric-powered vehicles. <p>EN-32 Establish a <u>Align</u> countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50-percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none">a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u>b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u>c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net-zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.d)–d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u>e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u>		

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	<p>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</p> <p>EN-3530 Promote energy efficiency, conservation methods, and sustainable energy sources, electrification ofelectrifying the transportation system, reduction of single occupancy trips andand limiting vehicle miles traveled, to reduce air pollution, greenhouse gasesgas emissions, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.</p> <p>T-17 Promote coordinationcoordinated planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u></p>		
En-Action-1 (Regional) Open Space Planning: PSRC will work with member jurisdictions, resource agencies, tribes, military installations and service branches, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. PSRC will review and comment on alignment with the Regional Open Space Conservation Plan during the comprehensive plan certification process. On a periodic basis, evaluate and update the plan.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
En-Action-2 (Regional) Watershed Planning Support: PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
En-Action-3 (Countywide/watershed) Watershed Planning: Counties and cities, together with other jurisdictions in the watershed, will continue to participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound. Include planning for culvert removal and work with tribal, federal, state, and local governments in planning, funding, and implementation to ensure the effective and efficient use of funds to restore salmon habitat.	<p>EN-12 Reduce and mitigate air, noise, and light pollution caused by transportation, industries, public facilities, hazards and other sources. Prioritize reducing these impacts on vulnerable populations and areas that have been disproportionately affected.</p> <p>EN-13 10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law, in order to promote. Promote robust, healthy, and sustainable salmon populations, and other ecosystem functions working closely within Water Resource Inventory Areas that encompass King County, and utilizing adopted</p>	No policy needed – this is a regional policy	No Policy Gap

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	watershed plans. EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.		
En-Action-4 (Local) Local Open Space Planning: In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.	EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.	See comments in fourth column.	Partial Policy Gap – while there are many open space policies, consider adding policy language to reflect that the City will consider racial and social inequities when evaluating and planning for parks and open space. The City could also consider a reference to the Regional Open Space Conservation Plan.
Climate Change Goal The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.			
MPP-CC-1 Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.	EN-3027 Adopt and implement policies and programs that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including: Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates; Directing growth to Urban Centers sequestration and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy saving strategies in infrastructure planning and	Housing Element 1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan. Land Use Element 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building. 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques. 21.3 Evaluate requiring the use of Consider expanding requirements for green building techniques for new construction and certification to additional zones and/or development of subdivisions as a component of a green building program. 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green	No Policy Gap – it appears that proposed policies substantially implement the MPP/CPPs. Further, the policies in the section adopt the climate action plan by reference.

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	<p>design;</p> <p>Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p> <p>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and</p> <p>Reducing building energy use through green building and retrofit of existing buildings; and.</p> <p>Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.</p> <p>EN-32 Establish a <u>Align</u> countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p>	<p>building as a component of sustainable development.</p> <p>Reduce community-wide greenhouse gas emissions.</p> <p>276.1 Establish and support annual data gathering, and reporting on, <u>Collect data and report on</u> Mercer Island GHG emissions annually. Document progress toward emission reduction targets and progress consistent with King County-Cities Climate Collaboration (K4C).</p> <p>276.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.</p> <p>276.3 Provide public information and support to individual and community efforts to mitigate climate change.</p> <p>276.4 Evaluate and prioritize actions to reduce GHG emissions.</p> <p>276.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips.</p> <p>276.6 Promote an energy-efficient built environment by:</p> <p>276.6.1 Focusing development where utility and transportation investments have been made;</p> <p>276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;</p> <p>276.6.3 Encouraging the use of carbon-efficient building materials and building design; and</p> <p>276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.</p> <p>276.7 Promote renewable power generation in the community.</p> <p>Goal 287: Develop and implement a Climate Action Plan.</p> <p><u>287.1 The Climate Action Plan is hereby adopted by reference.</u></p> <p>Goal 298: Adapt to and mitigate local climate change impacts.</p> <p>298.1 Prioritize the prevention <u>reduction of greenhouse gas emissions and other contributors to</u> of climate change.</p> <p>298.2 Develop an adaptive response to expected climate</p>	

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		<p>change impacts on the community.</p> <p>298.3 Increase carbon sequestration through expanding tree canopy and vegetation cover.</p> <p>Capital Facilities Element</p> <p>1.2223 Current City facilities are oOperate <u>City facilities</u> in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u></p> <p>Transportation Element</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and <u>neighborhood impacts</u>. <u>pollution for all communities.</u></p>	
<p>MPP-CC-2</p> <p>Reduce the rate of building energy use per capita, both in building use and in transportation activities through green building and retrofit of existing buildings.</p>	<p>DP-45 Adopt flexible design standards, <u>parking requirements</u>, incentives, or guidelines that foster green building, multimodal transportation, and infill development that is compatible with <u>enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.</u></p> <p>EN-27 Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u></p> <p>EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:</p> <p>Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;</p> <p>Directing growth to Urban Centerssequestration and other mixed-use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;</p> <p>Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p>Incorporating energy saving strategies in infrastructure planning and design;</p>	<p>Housing Element</p> <p>1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan.</p> <p>Land Use Element</p> <p>21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building.</p> <p>21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques.</p> <p>21.3 Evaluate requiring the use of <u>Consider expanding requirements for</u> green building techniques for new construction and certification to additional zones and/or development of subdivisions as a component of a green building program.</p> <p>21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development.</p> <p>Capital Facilities Element</p> <p>1.2223 Current City facilities are oOperate <u>City facilities</u> in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u></p>	<p>No Policy Gap</p>

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	<p>Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p> <p>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and</p> <p>Reducing building energy use through green building and retrofit of existing buildings; and.</p> <p>Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.</p> <p>EN-32 Establish a Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50-percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p class="list-item-l1">a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</p> <p class="list-item-l1">b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p class="list-item-l1">c) Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050</p> <p class="list-item-l1">d)–</p> <p class="list-item-l1">e)d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p> <p class="list-item-l1">f)e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</p> <p class="list-item-l1">g)f) Reducing building energy use through green building methods in the retrofit of existing buildings.</p> <p>EN-3429 King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and other local government buildings, on-road</p>	<p>Transportation Element</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and <u>neighborhood impacts</u>. <u>pollution for all communities.</u></p>	

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	<p>vehicles, and solid waste at least every two years. King County shall also update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. Encourage cities in King County toshall also develop city-specific emissions inventories and data, in partnership with King Countycities.</p> <p>EN-35EN-30 Promote energy efficiency, conservation methods, and sustainable energy sources, electrification ofelectrifying the transportation system, reduction of single occupancy trips andand limiting vehicle miles traveled, to reduce air pollution, greenhouse gasesgas emissions, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.</p> <p>T-29 Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclistsencourage physical activity.</p>		
<p>MPP-CC-3</p> <p>Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and by reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p>DP-5 DecreaseReduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote<u>encourage</u> walking, bicycling, transit <u>use</u>, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>EN-4 Encourage the transition to a sustainable energy future by reducing demand through planning for efficiency and conservation, supporting <u>the</u> development of energy management technology such as advanced thermostats or software that optimizes usage, and by meeting reduced needs from sustainable sources.</p> <p>EN-5 Identify and preserve regionally significant open space networks in both Urban and Rural Areas. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <p>Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</p> <p>Active and passive outdoor recreation opportunities;</p> <p>Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</p> <p>Preservation of ecologically sensitive, scenic, or cultural resources;</p> <p>Urban green space, habitats, and ecosystems;</p> <p>Forest resources; and</p> <p>• Food production potentialEN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p>a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u></p>	<p>Land Use Element</p> <p>1.2223 Current City facilities are oOperate <u>City facilities</u> in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u></p> <p>18.7 Services and programs provided by the City with regards to land use should encourage residents to minimize their own personal carbon footprint, especially with respect to energy consumption and waste reduction.</p> <p>276.6 Promote an energy-efficient built environment by:</p> <p>276.6.1 Focusing development where utility and transportation investments have been made;</p> <p>276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;</p> <p>276.6.3 Encouraging the use of carbon-efficient building materials and building design; and</p> <p>27.6.4 <u>Reducing greenhouse gas emissions from the construction, heating, and cooling of residential structures by encouraging smaller single family</u></p>	<p>No Policy Gap</p>

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	<p>b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u></p> <p>c) <u>Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050</u></p> <p>d) —</p> <p>e)d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u></p> <p>f)e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u></p> <p>g)f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u></p> <p>EN-3530 Promote energy efficiency, conservation methods, and sustainable energy sources, <u>electrification ofelectrifying</u> the transportation system, <u>reduction of single occupancy trips andand limiting</u> vehicle miles traveled; to reduce air pollution, greenhouse gasesgas <u>emissions</u>, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.</p> <p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p>T-X25 T-2232 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especiallyparticularly</u> to and within centers and along corridors connecting centers.</p> <p>T-2232 Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease reduce vehicle miles traveled.</p> <p>T-2333 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) <u>where needed to thatto</u> optimize the use of existing infrastructure and support equity in order to; improve mobility; <u>and</u> reduce congestion and vehicle miles traveled, <u>increase energy efficiency, reduce and</u> greenhouse gas <u>emissions,</u> and reduce the need for new infrastructure.</p>	<p><u>residential housing units, moderate density housing (including duplexes and triplexes), and the use of green building materials and techniques; and</u></p> <p>276.6.45 Mitigating urban heat island effects by expanding tree canopy and vegetation cover</p> <p>Capital Facilities Element</p> <p>1.2223 Current City facilities are oOperate <u>City facilities in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, both of which are required by City Code for all multi-family and commercial construction in Town Center.;</u></p> <p>1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's <u>Parks and Recreation ManagementParks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation, minimized use of chemicals, and reductions in energy and fuel use.</u></p> <p>Utilities Element</p> <p>1.3 The City shall eEncourage economically feasible diversity among the energy sources available on Mercer Island, with the goal of to avoiding over-reliance on any single energy source.</p> <p>Transportation Element</p> <p>3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.</p>	

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	T-24 34 Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations throughout the .		
MPP-CC-4 Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy. Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.	EN-4 Encourage the transition to a sustainable energy future by reducing demand through planning for efficiency and conservation, supporting the development of energy management technology such as advanced thermostats or software that optimizes usage , and by meeting reduced needs from sustainable sources. EN-27 Adopt and implement policies and programs that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including: Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates; Directing growth to Urban Centers sequestration and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths; Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and Reducing building energy use through green building and retrofit of existing buildings; and Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.	Land Use Element 19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way. 19.7 View preservation actions should be balanced with the efforts to preserve the community’s natural vegetation and tree cover. [Relocated Policy 20.3] 19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife. 276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.	No Policy Gap

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	<p>EN-32 Establish a <u>Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of</u> the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p>EN-29 King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and other local government buildings, on-road vehicles, and solid waste at least every two years. King County shall also update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. <u>Encourage cities in</u> King County toshall also develop city-specific emissions inventories and data, in partnership with <u>King Countycities</u>.</p> <p>EN-32 Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and <u>the</u> urban tree canopy, thatwhich sequester and store carbon.</p>		
<p>MPP-CC-5</p> <p>Pursue the development of energy management technology as part of meeting the region’s energy needs.</p>	<p>EN-4 Encourage the transition to a sustainable energy future by reducing demand through <u>planning for</u> efficiency and conservation, supporting <u>the</u> development of energy management technology such as advanced thermostats or software that optimizes usage, and by meeting reduced needs from sustainable sources.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none">a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u>b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u>c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050d) —e)d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u>f)e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u>	No policy needed – this is a regional policy	No Policy Gap

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	<p>g)f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u></p> <p>EN-3530 Promote energy efficiency, conservation methods, and sustainable energy sources, electrification of <u>electrifying</u> the transportation system, reduction of single occupancy trips and <u>and limiting</u> vehicle miles traveled, to reduce air pollution, greenhouse gases <u>gas emissions</u>, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.</p>		
MPP-CC-6 <u>Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.</u>	<p>EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to racially disparate <u>racialized health or</u> environmental disparities, and health impacts, and to <u>increase</u> environmental resiliency in low-income <u>frontline</u> communities.</p> <p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are <u>is</u> sustained now and for future generations.</p> <p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches for <u>to</u> environmental assessment and planning, in coordination with local jurisdictions, tribes, and countywide planning groups <u>other stakeholders</u>.</p>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP addresses frontline communities, increasing resilience of communities, and disproportionately impacted communities.
MPP-CC-7 <u>Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.</u>	<p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are <u>is</u> sustained now and for future generations.</p>	No policy needed – this is a regional policy	No Policy Gap. While this is a regional policy, the steps the City of Mercer Island has taken is demonstrating the steps the City has taken to meet this higher-level policy.
MPP-CC-8 <u>Increase resilience by identifying Anticipate and addressing the impacts of climate change and natural hazards on regional water sources, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.</u>	<p>EN-28 EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to racially disparate <u>racialized health or</u> environmental disparities, and health impacts, and to <u>increase</u> environmental resiliency in low-income <u>frontline</u> communities.</p> <p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u></p>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP actions CR1.3, CR2.2, CR2.3, NS1.1 cover this MPP.
MPP-CC-9 <u>Identify and address the impacts of climate change on the region's hydrological systems.</u>	<p>EN-28 EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to racially disparate <u>racialized health or</u> environmental disparities, and health impacts, and to <u>increase</u> environmental resiliency in low-income <u>frontline</u> communities.</p>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP actions CR1.3, CR2.2, CR2.3, NS1.1, NS2.3 cover this MPP.
MPP-CC-10 <u>Address rising sea water by siting and planning for relocation of hazardous industries and essential public</u>	<p>EN-31 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.</p>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP Action CR1.3 covers this: <ul style="list-style-type: none">Mercer Island is not in a designated flood zone, but does see some

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services away from the 500- year floodplain.			localized urban flooding. <ul style="list-style-type: none">• There is less stormwater flooding now than 20 years ago due to better conveyance systems, but rainstorms are expected to intensify.• City already has significant restrictions around wetlands and watercourses, which include large buffers that restrict development.
MPP-CC-11 <u>Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.</u>	<p>DP-5 DecreaseReduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote<u>encourage</u> walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>EN-3027 Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u></p> <p>EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:</p> <p>Maintaining or exceeding existing standards for<u>compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;</u></p> <p>Directing growth to Urban Centers<u>sequestration and other mixed-use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;</u></p> <p>Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p>Incorporating energy-saving strategies in infrastructure planning and design;</p> <p>Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p> <p>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and</p> <p>Reducing building energy use through green building and retrofit of existing buildings; and</p> <p>Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.</p> <p>EN-32 Establish a <u>Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is</u></p>	<p>Land Use Element</p> <p>21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building.</p> <p>21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques.</p> <p>21.3 Evaluate requiring the use of <u>Consider expanding requirements for</u> green building techniques for new construction and certification to additional zones and/or development of subdivisions as a component of a green building program.</p> <p>21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development.</p> <p>Reduce community-wide greenhouse gas emissions.</p> <p>276.1 Establish and support annual data gathering, and reporting on, <u>Collect data and report on</u> Mercer Island GHG emissions <u>annually. Document progress toward emission reduction targets and progress consistent with King County-Cities Climate Collaboration (K4C).</u></p> <p>276.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.</p> <p>276.3 Provide public information and support to individual and community efforts to mitigate climate change.</p> <p>276.4 Evaluate and prioritize actions to reduce GHG emissions.</p> <p>276.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips.</p> <p>276.6 Promote an energy-efficient built environment by:</p>	No Policy Gap

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	<p>stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p>T-32 Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease reduce vehicle miles traveled.</p> <p>T-33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) where needed to that to optimize the use of existing infrastructure and support equity in order to improve mobility, and reduce congestion and vehicle miles traveled, increase energy efficiency, reduce and greenhouse gas emissions, and reduce the need for new infrastructure.</p> <p>T-34 Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public, and private fleets, and applying incentive programs, and providing for electric vehicle charging stations throughout the.</p>	<p>276.6.1 Focusing development where utility and transportation investments have been made;</p> <p>276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;</p> <p>276.6.3 Encouraging the use of carbon-efficient building materials and building design; and</p> <p>276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.</p> <p>276.7 Promote renewable power generation in the community.</p> <p>Goal 287: Develop and implement a Climate Action Plan. 287.1 The Climate Action Plan is hereby adopted by reference.</p> <p>Goal 298: Adapt to and mitigate local climate change impacts.</p> <p>298.1 Prioritize the prevention reduction of greenhouse gas emissions and other contributors to of climate change.</p> <p>298.2 Develop an adaptive response to expected climate change impacts on the community.</p> <p>298.3 Increase carbon sequestration through expanding tree canopy and vegetation cover.</p> <p>Capital Facilities Element</p> <p>1.2223 Current City facilities are oOperate City facilities in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, both of which are required by City Code for all multi-family and commercial construction in Town Center.;</p> <p>Transportation Element</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts. pollution for all communities.</p>	
MPP-CC-12 Prioritize transportation investments that support	DP-5 Decrease Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to	Land Use Element 276.1 Establish and support annual data gathering, and	No Policy Gap

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achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.	<p>promote<u>encourage</u> walking, bicycling, transit <u>use</u>, and other alternatives to auto travel, <u>and by locating housing closer to areas of high employment.</u></p> <p>EN-3 EncourageEnsure public and private projects toincorporate locally appropriate, low-impact development approaches; developed using a watershed planning framework; for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.</p> <p>EN-28 <u>Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</u></p> <p class="list-item-l1">a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u></p> <p class="list-item-l1">b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u></p> <p class="list-item-l1">c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>EN-33 <u>Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050</u></p> <p class="list-item-l1">d) —</p> <p class="list-item-l1">e)d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u></p> <p class="list-item-l1">f)e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u></p> <p class="list-item-l1">g)f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u></p> <p>EN-3530 Promote energy efficiency, conservation methods, and sustainable energy sources, electrification of<u>electrifying</u> the transportation system, reduction of single occupancy trips and<u>and limiting</u> vehicle miles traveled; to reduce air pollution, greenhouse gases<u>gas emissions</u>, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.</p> <p>T-X25 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially<u>particularly</u> to and within centers and along corridors connecting centers.</p> <p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p>	<p>reporting on, <u>Collect data and report on</u> Mercer Island GHG emissions annually. Document progress toward emission reduction targets and progress consistent with King County-Cities Climate Collaboration (K4C).</p> <p>276.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.</p> <p>276.3 Provide public information and support to individual and community efforts to mitigate climate change.</p> <p>276.4 Evaluate and prioritize actions to reduce GHG emissions.</p> <p>276.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips.</p> <p>276.6 Promote an energy-efficient built environment by:</p> <p class="list-item-l1">276.6.1 Focusing development where utility and transportation investments have been made;</p> <p class="list-item-l1">276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;</p> <p class="list-item-l1">276.6.3 Encouraging the use of carbon-efficient building materials and building design; and</p> <p class="list-item-l1">276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.</p> <p>276.7 Promote renewable power generation in the community.</p> <p>298.1 Prioritize the prevention reduction of greenhouse gas emissions and other contributors to <u>of climate change.</u></p> <p>298.1 Prioritize the prevention of climate change.</p> <p>298.2 Develop an adaptive response to expected climate change impacts on the community.</p> <p>298.3 Increase carbon sequestration through expanding tree canopy and vegetation cover.</p> <p>Transportation Element</p> <p>2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal <u>multimodal</u> access to regional transit facilities.</p>	

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	<p>T-32 Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease reduce vehicle miles traveled.</p> <p>T-33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) where needed to that to optimize the use of existing infrastructure and support equity in order to improve mobility, and reduce congestion and vehicle miles traveled, increase energy efficiency, reduce and greenhouse gas emissions, and reduce the need for new infrastructure.</p> <p>T-34 Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public, and private fleets, applying incentive programs, and providing for electric vehicle charging stations throughout the.</p>	<p>2.7 <u>Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u></p>	
<p>CC-Action-1 (Regional)</p> <p>Greenhouse Gas Strategy: PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy, to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals. The strategy will:</p> <ul style="list-style-type: none">o Build on the Four-Part Strategy in the Regional Transportation Plan to Address emissions from transportation, land use and development, and other sources of greenhouse gaseso Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and developmento Explore options for PSRC to further emission reductions in the aviation sector <p>13.1 <u>Be guided by principles of racial equity</u></p> <ul style="list-style-type: none">o Include a measurement framework to inform the evaluation of transportation investments and local comprehensive planso Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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CC-Action-2 (Regional) <u>Resilience and Climate Preparedness:</u> PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
CC-Action-3 (Local) <u>Policies and Actions to Address Climate Change:</u> Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.	<p>DP-5 DecreaseReduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote<u>encourage</u> walking, bicycling, transit <u>use</u>, and other alternatives to auto travel; <u>and by locating housing closer to areas of high employment.</u></p> <p>EN-2017 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak storm water<u>stormwater</u> runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>EN-3027 Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u></p> <p>EN-31 Plan for land use patterns and transportation systems that minimize air pollution and <u>to achieve a target of reducing countywide sources of greenhouse gas emissions, including:</u></p> <p><u>Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;</u></p> <p><u>Directing growth to Urban Centers</u><u>sequestration</u> and other mixed-use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;</p> <p><u>Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;</u></p> <p><u>Incorporating energy saving strategies in infrastructure planning and design;</u></p> <p><u>Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u></p> <p><u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and</u></p>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap – There are numerous policies in the plan which work towards implementing CC-Action-3. CAP also covers this under Strategies and Actions section beginning on Page 26. Specifically the actions under the Buildings and Energy section (page 30) and Transportation (page 33).

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	Reducing building energy use through green building and retrofit of existing buildings; and. Increasing the use of low emission vehicles, such as efficient electric powered vehicles. EN-32 Establish a Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.		
CC-Action-4 (Local) <u>Resilience:</u> Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.	DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u> EC-21 Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience. EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations. EN-11EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans. EN-15 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other people<u>People of color, Color communities; low-income, populations; and other</u> frontline community members live, <u>work, and play.</u>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap – the Draft Land Use Element adopts the Climate Action Plan. CAP Community Resilience section (page 41) covers this using actions CR1.1, CR1.2, CR1.3, CR2.1, CR2.2, CR2.3.
Development Patterns Goal The region will focus growth within already urbanized areas to create healthy, walkable, compact, and equitable transit-oriented communities that maintain unique local character and local culture while conserving rural areas and creating and preserving open space and			

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natural areas. Centers will continue to be a focus of development. Rural and natural resource land will continue to be permanent and vital parts of the region.			
MPP-DP-1 Develop high quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	<p>DP-5Decrease Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promoteencourage walking, bicycling, transit use, and other alternatives to auto travel, <u>and by locating housing closer to areas of high employment.</u></p> <p>DP-7 Plan for development patterns street networks that provide a high degree of connectivity in order to encourage walking, bicycling, <u>and</u> transit use, and that promote safe and healthy routes to and from public schools.</p> <p>DP-community character and mix of uses.40 Plan for neighborhoods or subareas to encourage infill and redevelopment, provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhance<u>and provision of adequate public spaces, in a manner that enhances</u> public health, existing community character, and mix of uses. Neighborhood and subarea planning will<u>should</u> include equitable engagement with low income households, Black, Indigenous, and other People of Color communities of color, and ; immigrants; including and refugees; people facing<u>with low-incomes; people with disabilities; and communities with language barriers</u><u>access needs.</u></p> <p>DP-4041 Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area. Where appropriate, provide<u>Provide</u> for connectivity in the street network to accommodate walking, bicycling, and transit use, in order to promote health and well-being.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p class="list-item-l1">a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u></p> <p class="list-item-l1">b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u></p> <p class="list-item-l1">c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u></p> <p class="list-item-l1">h) EN-33-Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050-50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.</p> <p class="list-item-l1">d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u></p> <p class="list-item-l1">e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building</u></p>	<p>Land Use Element</p> <p>1.1 A walkable mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.</p> <p>2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center.</p> <p>2.2 Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.</p> <p>3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided.</p> <p>3.2 Locate taller buildings on the north end of the Town Center and step down building height through the center to lower heights on the south end, bordering Mercerdale Park.</p> <p>3.3 Calculate building height on sloping sites by measuring height on the lowest side of the building.</p> <p>3.4 Mitigate the "canyon" effect of straight building facades along streets through use of upper floor step-backs, façade articulation, and similar techniques.</p> <p>3.5 Buildings on larger parcels or with longer frontage should provide more variation of the building face, to allow for more light and create the appearance of a smaller scale, more organic, village-like development pattern. Building mass and long frontages resulting from a single user should be broken up by techniques such as creating a series of smaller buildings (like Island Square), providing public pedestrian connections within and through a parcel, and use of different but consistent architectural styles to create smaller building patterns.</p> <p>3.6 Building facades should provide visual interest to pedestrians. Street level windows, minimum building set-backs, on-street entrances, landscaping, and articulated walls should be encouraged.</p> <p>4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.</p> <p>4.2 Retail street frontages (Figure TC-1) should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services</p>	No Policy Gap

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	<p>techniques; and</p> <p>i)f) Reducing building energy use through green building methods in the retrofit of existing buildings.</p>	<p>also encouraged to a more limited extent.</p> <p>7.1 All-Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.</p> <p>7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.</p> <p>7.3 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping and amenities.</p> <p>7.4 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle network along I-90 and the planned light rail station with Mercerdale Park and the rest of the Island south of the Town Center.</p> <p>8.1 Provide convenient opportunities to walk throughout Town Center.</p> <p>8.2 Create safe pedestrian routes that break-up larger City blocks.</p> <p>9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.</p> <p>9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.</p> <p>9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.</p> <p>9.4 On and off-street parking should be well-lit, convenient and well-signed so that drivers can easily find and use parking.</p> <p>9.5 Develop long-range plans for the development of additional commuter parking to serve Mercer Island residents.</p> <p>9.6 Prioritize parking for Mercer Island residents within the Town Center</p> <p>Housing Element</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p>	

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		<div>1.4.B Recreation opportunities and programs</div> <div>1.4.C Safe pedestrian and bicycle routes;</div> <div>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</div> <div>1.4.E Clean air, soil, and water;</div> <div>1.4.F Shelter from extreme heat events;</div> <div>1.4.G Fresh and healthy foods;</div> <div>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</div> <div>1.4.I Public safety;</div> <div>1.4.J Artistic, musical, and cultural resources</div> <div>1.4.K Affordable and high-quality transit options and living wage jobs;</div> <div>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</div> <div>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</div>	
MPP-DP-2 <u>Reduce disparities in access to opportunity for the region’s residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.</u>	<p>DP-community character and mix of uses.40 Plan for neighborhoods or subareas to encourage infill and redevelopment, provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhance and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning willshould include equitable engagement with low-income households, Black, Indigenous, and other People of Color communities of color, and ; immigrants, including and refugees; people facingwith low-incomes; people with disabilities; and communities with language barriersaccess needs.</p> <p>H-45 Evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. Identify gaps in existing partnerships, policies, and dedicated resources for meeting the countywide need and eliminating racial and other disparities in access to housing and neighborhoods of choice.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p>	<p>Utilities Element</p> <p>2.5 The City shall eComply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act.</p> <p>4.3 The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.</p> <p>Land Use Element</p> <p>16.1 Encourage the uUse of the existing housing stock to address changing population needs and aging in place. Accessory housing dwelling units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.</p> <p>16.6 Explore flexible residential development regulations and</p>	No Policy Gap

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	<p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents <u>in jurisdictions throughout the county</u> to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <p>a) providing<u>Providing</u> access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;<u>;</u></p> <p>b) expanding<u>Expanding</u> capacity for moderate-density housing throughout within the jurisdiction, especially in areas currently zoned for lower density single-family detached housing <u>in the Urban Growth Area</u>, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</p> <p>c) evaluating<u>Evaluating</u> the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and;<u>;</u></p> <p>d) providing<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</p> <p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships <u>involvingwith</u> community groups, and ensure. Ensure such partnerships share decision-making power with and spread benefits to community groups. <u>Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.</u></p> <p>EC-13 Address the historic disparity15 Eliminate and correct for historical and ongoing disparities in income, and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure women, Black, Indigenous, and other people<u>People of color. SteerColor; women; and other intersecting marginalized identities.</u></p> <p>EC-16 <u>Direct</u> investments to community and economic development initiatives that elevate <u>equitable</u> economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p>EC-1720 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and minimizes impacts on businesses complements economic prosperity.</p> <p>PF-X12 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments</p>	<p>entitlement processes that support, and create incentives for, subdivisions that incorporate public amenities through the use of a pilot program. The use of flexible residential development standards should be used to and encourage public amenities such as wildlife habitat, accessible homes, affordable housing, and sustainable development.</p> <p>18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.</p> <p>18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.</p> <p>Housing Element</p> <p>1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing;</p> <p>1.7 Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities.</p> <p>2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p> <p>2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following</p> <p>2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases.</p> <p>2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs;</p> <p>2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;</p> <p>2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.</p> <p>2.5.E Reduced design review processes and simplified standards for developments with affordable units.</p> <p>2.5.F Reduced or waived permit fees for developments with affordable units.</p> <p>2.5.G Reduced parking requirements for income-restricted units.</p> <p>2.5.H Relief from other development code provisions that do not affect health or safety requirements.</p>	

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	to address disparities.	<p>3.1 Begin undoing racially disparate impacts by prioritizing actions that:</p> <p>3.1.A Increase the supply of affordable rental housing;</p> <p>3.1.B Expand tenant protections;</p> <p>3.1.C Add incentives for the construction of affordable housing;</p> <p>3.1.D Increase capacity for multifamily and mixed-use housing; and</p> <p>3.1.E Include intentional public outreach during implementation of the Comprehensive Plan.</p> <p>3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color.</p> <p>3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p> <p>3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p> <p>4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).</p> <p>4.2 Evaluate and consider implementing the following tenant protections:</p> <p>4.2.A Required advance notice of rent increases;</p> <p>4.2.B Relocation assistance; and</p> <p>4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.</p> <p>4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should:</p> <p>4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City;</p> <p>4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;</p> <p>4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and</p> <p>4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions.</p>	

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		<p>4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated.</p> <p>Transportation Element</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts. <u>pollution for all communities.</u></p> <p>5.4 <u>Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.</u></p> <p>5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.</p>	
<p>MPP-DP-3</p> <p>Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, at <u>provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.</u></p>	<p>DP-7 Plan for <u>development patterns</u> street networks that provide a high degree of connectivity <u>in order</u> to encourage walking, bicycling, <u>and</u> transit use, and <u>that promote</u> safe and healthy routes to and from public schools.</p> <p>DP-4041 <u>Promote a high quality of design and site planning <u>in publicly-funded and private development</u> throughout the Urban Growth Area. <u>Where appropriate, provide</u></u> <u>Provide</u> for connectivity in the street network to accommodate walking, bicycling, and transit use, <u>in order</u> to promote health and well-being.</p>	<p>Land Use Element</p> <p>1.1 A walkable mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.</p> <p>2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center.</p> <p>2.2 <u>Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.</u></p> <p>3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided.</p> <p>7.1 All Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.</p> <p>7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.</p> <p>7.3 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping and amenities.</p>	<p>No Policy Gap</p>

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		<p>7.4 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle network along I-90 and the planned light rail station with Mercerdale Park and the rest of the Island south of the Town Center.</p> <p>8.1 Provide convenient opportunities to walk throughout Town Center.</p> <p>8.2 Create safe pedestrian routes that break-up larger City blocks.</p> <p>9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.</p> <p>9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.</p> <p>9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.</p> <p>9.4 On and off-street parking should be well-lit, convenient and well-signed so that drivers can easily find and use parking.</p> <p>9.5 Develop long-range plans for the development of additional commuter parking to serve Mercer Island residents.</p> <p>9.6 Prioritize parking for Mercer Island residents within the Town Center</p> <p>Housing Element</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p> <p>1.4.B Recreation opportunities and programs</p> <p>1.4.C Safe pedestrian and bicycle routes;</p> <p>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</p> <p>1.4.E Clean air, soil, and water;</p> <p>1.4.F Shelter from extreme heat events;</p> <p>1.4.G Fresh and healthy foods;</p>	

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		<p>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</p> <p>1.4.I Public safety;</p> <p>1.4.J Artistic, musical, and cultural resources</p> <p>1.4.K Affordable and high-quality transit options and living wage jobs;</p> <p>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</p> <p>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</p> <p>Transportation Element</p> <p>Goal 12 Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks within the City.</p> <p>12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.).</p> <p>12.6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.</p>	
<p>MPP-DP-4</p> <p>Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands as brownfields and greyfields, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.</p>	<p>DP-3 Efficiently developDevelop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy and, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <p>a) • a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the regional growth strategy<u>Regional Growth Strategy</u>;</p> <p>b) • b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</p> <p>c) • c) Maximizing<u>Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times</u>;</p> <p>e)d)Optimizing the use of existing capacity for housing and employment;</p> <p>d)e) • d) Redeveloping underutilized lands, in a manner that considers equity and</p>	<p>Land Use Element</p> <p>2.2 Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.</p> <p>16.5 Infill Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.</p>	<p>No Policy Gap – There are no known underutilized former industrial lands identified as contaminated on Mercer Island.</p>

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	<p>mitigates displacement; and</p> <p>e)f) • e) Coordinating plans for land use, transportation, schools, capital facilities and services.</p> <p>DP-community character and mix of uses.40 Plan for neighborhoods or subareas to encourage infill and redevelopment, provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhance<u>and provision of adequate public spaces, in a manner that enhances</u> public health, existing community character, and mix of uses. Neighborhood and subarea planning will<u>should</u> include equitable engagement with low-income households, Black, Indigenous, and other People of Color communities of color, and; immigrants, including and refugees; people facing<u>with low-incomes; people with disabilities; and communities with</u> language barriers<u>access needs</u>.</p>		
<p>MPP-DP-5</p> <p>Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.</p>	<p>EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none">a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries;b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;c) Active and passive outdoor recreation opportunities;d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;e) Preservation of ecologically sensitive, scenic, or cultural resources;f) Urban green space, habitats, and ecosystems;g) Forest resources; andh) Food production potential. <p>DP-4142 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>CelebrateSupport</u> cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development</u>.</p>	<p>Land Use Element</p> <p>3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided.</p> <p>7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.</p> <p>17.1 The Planned Business Zone uses on the south end of Mercer Island are compatible with the surrounding single family zone needs. All activities in the PBZ are subject to design review. Supplemental design guidelines have been adopted.</p> <p>17.2 Commercial uses and densities near the I-90/East Mercer Way exit and SE 36th Street are appropriate for that area. All activities in the COCommercial Office zone are subject to design review and supplemental design guidelines may be adopted.</p> <p>19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters.</p> <p>19.11 <u>Support the conservation of on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs.</u></p> <p>19.102 Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.</p>	<p>No Policy Gap</p>

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		<p>19.113 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff.</p> <p>19.124 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.</p> <p>19.135 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures.</p> <p>19.146 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community.</p> <p>19.157 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community.</p> <p>19.168 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors.</p> <p>23.4 Promote cooperation and local partnerships between the City of Mercer Island and artists, arts providers, nonprofit organizations, urban designers, architects, developers, and others to help improve the quality of the built environment.</p> <p>24.4 Encourage the incorporation of public art in town center development design and site features.</p> <p>276.6.3 Encouraging the use of carbon-efficient building materials and building design; and</p> <p>27.6.4 <u>Reducing greenhouse gas emissions from the construction, heating, and cooling of residential structures by encouraging smaller single family residential housing units, moderate density housing (including duplexes and triplexes), and the use of green building materials and techniques; and</u></p>	

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MPP-DP-6 Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.	DP-4142 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>CelebrateSupport</u> cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u>	Land Use Element 25.1 Promote awareness and appreciation of Mercer Island's history and historic resources. 25.2 Support efforts to secure space for the preservation of Mercer Island's historical and cultural heritage and related archival materials. 25.3 Promote public engagement with culture and heritage organizations. 25.4 Support the curation of historical exhibits in the community.	No Policy Gap
MPP-DP-7 <u>Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.</u>	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches <u>for to</u> environmental assessment and planning, in coordination with local jurisdictions, tribes, and <u>countywide planning groups</u> <u>other stakeholders.</u> EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak <u>storm water</u> <u>stormwater</u> runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins. EC-15 Address the historic disparity Eliminate and correct for historical and ongoing disparities in income, and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure <u>women, Black, Indigenous, and other people</u> <u>People of color. SteerColor; women; and other intersecting marginalized identities.</u>	No policies located	No Policy Gap – There are no known tribal treaty fishing, hunting, and gathering lands on Mercer Island.
MPP-DP-8 Provide a wide range of building and community types to serve the needs of a diverse population. Conduct inclusive engagement to identify and address the diverse needs of the region's residents.	H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations. DP-39 <u>Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</u> EH-17 <u>Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</u> <u>Extremely low-, very low-, and low-income residents often have limited choices when seeking an affordable home and neighborhood. The King County Consortium's Analysis of Impediments to Fair Housing Choice found that many Black, Indigenous,</u>	Land Use Element 23.7 Assess community art needs through community engagement and public involvement. 25.3 Promote public engagement with culture and heritage organizations. Housing Element 3.2 Acknowledge engagement inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation	No Policy Gap.

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	<u>and other People of Color communities and immigrant groups face disparities in access to opportunity areas with high quality schools, jobs, transit and access to parks, open space, and clean air, water, and soil. Some of the same groups are significantly less likely to own their home as compared to the countywide average, cutting them off from an important tool for housing stability and wealth building. Further, inequities in housing and land use practices as well as cycles of public and private disinvestment and investment have also resulted in communities vulnerable to displacement. Intentional actions to expand housing choices throughout the community will help address these challenges.</u>	Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.	
MPP-DP-9 Support urban design, historic preservation, and arts to enhance quality of life, <u>support local culture</u> , improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.	DP-community character and mix of uses. 40 Plan for neighborhoods or subareas to encourage infill and redevelopment, provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhance and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning will <u>should</u> include equitable engagement with low-income households, Black, Indigenous, and other People of Color communities of color, and; immigrants, including and refugees; people facing with low-incomes; people with disabilities; and communities with language barriers <u>access needs.</u> DP-40 41 Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area. Where appropriate, provide <u>Provide</u> for connectivity in the street network to accommodate walking, bicycling, and transit use, in order to promote health and well-being. DP-41 42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Celebrate <u>Support</u> cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u>	Land Use Element <u>15.4</u> Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect recognize the desire-need and support the ability to retain-viable maintain, update, and renovate <u>and healthy</u> social, recreational, educational, and religious organizations-facilities as allowed by the land use code. Such facilities are as community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> 23.1 Support implementation of and encourage community involvement in accessible, high quality performing, visual and literary arts programs, projects, and events. 23.2 Provide educational art opportunities through Parks & Recreation curriculum. 23.3 Maintain a citizen Arts Council, which is advisory to the City Council and that spearheads arts programming and partnerships. 23.4 Promote cooperation and local partnerships between the City of Mercer Island and artists, arts providers, nonprofit organizations, urban designers, architects, developers, and others to help improve the quality of the built environment. 23.5 Coordinate and collaborate with the local school district to broaden accessibility and awareness of local art opportunities and to further art education. 23.6 Coordinate and collaborate with local, regional, and national arts organizations, and through public and private partners to integrate art into the community via permanent installations and special events. 23.7 Assess community art needs through community	No Policy Gap

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		<p>engagement and public involvement.</p> <p>23.8 Implement a creative district and accountability strategy to complement and enhance overall City economic development strategy and to foster a thriving creative economy.</p> <p>23.9 Support:</p> <p>23.9.1 Efforts to secure space for art and cultural activities;</p> <p>23.9.2 The establishment of a community maker space;</p> <p>23.9.3 Opportunities for housing and/or live/work space for artists; and</p> <p>23.9.4 A multidiscipline-oriented community arts facility.</p> <p>23.10 Maintain a parity of public space for art and cultural activities when existing public art and cultural activity space is modified or eliminated.</p> <p>23.11 <u>The Comprehensive Arts and Culture Plan is hereby adopted by reference.</u></p> <p>25.1 Promote awareness and appreciation of Mercer Island's history and historic resources.</p> <p>25.2 Support efforts to secure space for the preservation of Mercer Island's historical and cultural heritage and related archival materials.</p> <p>25.3 Promote public engagement with culture and heritage organizations.</p> <p>25.4 Support the curation of historical exhibits in the community.</p> <p>Transportation Element</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts. <u>pollution for all communities.</u></p> <p>Housing Element</p> <p>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</p>	
MPP-DP-10 Design public buildings and spaces that contribute to a	It does not appear there is a CPP implementing this MPP	Transportation Element 4.5 Encourage site and building design that promotes	No Policy Gap. Existing city design standards also cover this MPP.

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sense of community and a sense of place.		pedestrian activity, ridesharing opportunities, and the use of transit. 6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects including: <ul style="list-style-type: none">• locating structures on the site in order to facilitate transit and non-motorized travel modes;• placing and managing on-site parking to encourage travel by modes other than single occupant vehicles;• provision of convenient and attractive facilities for pedestrians and bicyclists; and• provision of public easements for access and linkages to pedestrian, bicycle, and transit facilities. 9.3 Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.	
MPP-DP-11 Identify and create opportunities to develop parks, civic places (<u>including schools</u>) and public spaces, especially in or adjacent to centers.	DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u> EN-2522 Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments.	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference. 12.3 Investigate potential locations and funding sources for the development (and acquisition if needed) of one or more significant public open space(s) that can function as an anchor for the Town Center's character and redevelopment. Identified "opportunity sites" are shown in Figure TC-2 and described below. These opportunity sites should not preclude the identification of other sites, should new opportunities or circumstances arise. 19.142 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. 19.11 Support the conservation of on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs. Transportation Element	No Policy Gap

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		<p>5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants, and promote clean transportation technologies.</p> <p>10.2 Use the level of service standard to evaluate the performance of the transportation system and guide future system improvements and funding. Emphasize projects and programs that focus on the movement of people and provide alternatives to driving alone.</p> <p>PROS</p> <p>The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system.</p> <p>1.7 Strive to provide a distributed network of parks, such that all Mercer Island residents live within one-half mile of a developed neighborhood or community park.</p> <p>1.8 Pursue and implement strategies to maximize use of existing park and recreation assets.</p> <p>1.9 Prepare a Land Acquisition Strategy to prioritize property acquisition to meet the future parks, trails, open space, and facility needs of the Mercer Island community.</p> <p>1.11 Partner with public, private, and non-profit organizations and donors to acquire land for park and recreation needs.</p> <p>1.12 When evaluating the vacation of any right-of-way, consider its appropriateness for use as public park or open space.</p> <p>1.13 Plan for a range of play types, universal access, and a phasing plan when replacing or upgrading playground equipment. Identify partnerships, grants, sponsorships, and other funding opportunities for playground replacement projects.</p> <p>1.14 Improve and upgrade developed, and undeveloped street ends where appropriate to enhance public access to waterfront facilities. Identify opportunities where achieving ADA access is feasible and improve parking options.</p>	
<p>MPP-DP-12</p> <p>Design transportation projects and other infrastructure to achieve community development objectives and improve communities.</p>	<p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships involvingwith community groups, and ensure. <u>Ensure</u> such partnerships share decision-making power with and spread benefits to community groups. Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.</p> <p>T-46 Develop station area plans for high-capacity transit stations and transit-</p>	<p>Land Use Element</p> <p>14.9 Proactively and persistently engage residents, community organizations, and businesses in a collaborative effort to establish a strategy for Mercer Island economic development.</p> <p>29.4 Provide resources for actions to implement this element</p>	<p>No Policy Gap. Consider CPP T-6 in the future when planning for any sub-area plans or surrounding infrastructure for the future Link Light Rail expansion.</p>

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	mobility hubs based on community engagement processes . Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multi-modal <u>multimodal</u> linkages, safety improvements, place-making elements and minimize displacement.	and respond to limited resources by using strategies such as: 29.4.A Alternate funding sources; 29.4.B Public-private partnerships; 29.4.C Reducing project or program scope to align with current biennial budget constraints; and 29.4.D Amending the policies of the Land Use Element to reflect the City’s capacity to implement the element. Transportation Element 2.3 Pursue opportunities for <u>Encourage partnerships with nonprofit providers and the private sector participation</u> in the provision, <u>and</u> operation and maintenance of the transportation system. 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. <u>12.5</u> Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). Capital Facilities 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved. 2.6 City departments shall develop a community notification and involvement plan for any proposed capital improvement project that involves new development or major reconstruction of an existing facility and which has been approved and funded in the biennial Capital Improvement Program budget.	
MPP-DP-13 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	No CPP identified	Capital Facilities Element 1.2021 City operations should be optimized to minimize carbon footprint impacts, especially with respect to energy consumption, and waste reduction, <u>and procurement</u> . New Capital Facilities should incorporate and encourage the sustainable stewardship of the natural environment, consider the benefit of creating cutting-edge, demonstration projects, and favor options that have the lowest feasible carbon footprint and greatest carbon sequestration potential. <u>The City’s commitment to adopted adoption of GHG emission reduction targets as part of its</u>	No Policy Gap

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		membership in the K4C recommended by K4C should be considered as part of any CIP project.	
MPP-DP-14 Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.	No policy is necessary – this is more of a statement of how to encourage better natural environment policies.	No Policy Gap
MPP-DP-15 Design communities to provide an improved safe and welcoming environments for walking and bicycling.	DP-7 Plan for development patterns street networks that provide a high degree of connectivity in order to encourage walking, bicycling, and transit use, and that promote safe and healthy routes to and from public schools. DP-4041 Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area. Where appropriate, provide Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, in order to promote health and well-being. EN-2522 Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments. EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040, and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.	Land Use Element 1.1 A walkable mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island. 2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center. 3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided. 7.1 All Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center. 7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely. 7.3 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping and amenities. 7.4 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle network along I-90 and the planned light rail station with Mercerdale Park and the rest of the Island south of the Town Center.	No Policy Gap

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	<p>d)–</p> <p><u>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u></p> <p><u>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u></p> <p><u>e)f) Reducing building energy use through green building methods in the retrofit of existing buildings.</u></p>	<p>8.1 Provide convenient opportunities to walk throughout Town Center.</p> <p>8.2 Create safe pedestrian routes that break-up larger City blocks.</p> <p>9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.</p> <p>9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.</p> <p>Housing Element</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p> <p>1.4.B Recreation opportunities and programs</p> <p>1.4.C Safe pedestrian and bicycle routes;</p> <p>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</p> <p>1.4.E Clean air, soil, and water;</p> <p>1.4.F Shelter from extreme heat events;</p> <p>1.4.G Fresh and healthy foods;</p> <p>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</p> <p>1.4.I Public safety;</p> <p>1.4.J Artistic, musical, and cultural resources</p> <p>1.4.K Affordable and high-quality transit options and living wage jobs;</p> <p>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</p> <p>1.4.M Neighborhoods in which environmental health</p>	

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		<p>hazards are minimized to the extent possible.</p> <p>Transportation Element</p> <p>Goal 12 Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks within the City.</p> <p>12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.).</p> <p>12.6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.</p>	
<p>MPP-DP-16</p> <p>Incorporate provisions addressing Address and integrate health and well-being into appropriate regional, countywide, and local planning <u>practices</u> and decision-making processes.</p>	<p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are<u>is</u> sustained now and for future generations.</p> <p>T-2030 Develop a transportation system that minimizes negative health and environmental impacts to human health, including exposure to environmental toxins generated by vehicle emissions all communities, especially Black, indigenous<u>Indigenous</u>, and other <u>People of Color</u> communities of color and low-income communities, that have been disproportionately affected by transportation decisions.</p>	<p>Land Use Element</p> <p>15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should <u>reflect recognize the desire-need and support the ability to retain viable-maintain, update, and renovate and healthy</u> social, recreational, educational, and religious organizations-facilities as allowed by the land use code. <u>Such facilities are-as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u></p> <p>Housing Element</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p> <p>1.4.B Recreation opportunities and programs</p> <p>1.4.C Safe pedestrian and bicycle routes;</p> <p>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</p> <p>1.4.E Clean air, soil, and water;</p> <p>1.4.F Shelter from extreme heat events;</p> <p>1.4.G Fresh and healthy foods;</p> <p>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</p>	<p>No Policy Gap – the Draft Land Use Element adopts the Climate Action Plan.</p> <p>CAP Community Resilience section (page 41) covers this using actions CR1.1, CR1.2, CR1.3, CR2.1, CR2.2, CR2.3.</p>

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		<div>1.4.I Public safety;</div> <div>1.4.J Artistic, musical, and cultural resources</div> <div>1.4.K Affordable and high-quality transit options and living wage jobs;</div> <div>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</div> <div>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</div>	
MPP-DP-17 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	<div>T-817 Promote coordination<u>coordinated</u> planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u></div> <div>PF-3 Provide reliable and cost-effective services to the public through coordination among jurisdictions and service providers<u>special purpose districts</u>.</div>	<div>Land Use Element</div> <div>15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect <u>recognize the desire-need and support the ability to retain-viable maintain, update, and renovate-and healthy</u> social, recreational, educational, and religious organizations-facilities as allowed by the land use code. <u>Such facilities are-as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u></div> <div>Capital Facilities Element</div> <div>1.1516 The City shall cCoordinate with other entities that provide public services within the City to encourage the consistent provision of adequate public services.</div> <div>Transportation Element</div> <div>5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.</div> <div>7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.</div> <div>8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.</div>	No Policy Gap

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		8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents. 8.4 Maintain an effective role in regional transportation planning, decision-making and implementation of transportation system improvements.	
MPP-DP-18 <u>Address existing health disparities and improve health outcomes in all communities.</u>	EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u> , soil, and structural hazards, where they have contributed to racially-disparate <u>racialized health or</u> environmental <u>disparities</u> , and <u>health impacts</u> , and to increase environmental resiliency in <u>low-income</u> <u>frontline</u> communities.	Land Use Element 15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect <u>recognize the desire-need and support the ability to retain viable</u> maintain, update, and renovate and healthy social, recreational, educational, and religious organizations-facilities as allowed by the land use code. <u>Such facilities are</u> as community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity,	Partial Policy Gap- Consider a new policy to implement CPP-EN-25.

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		<p>ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</p> <p>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</p> <p>1.5 Take actions to promote healthy and safe homes.</p> <p>1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p> <p>Capital Facilities Element</p> <p>1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City’s Parks and Recreation ManagementParks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas</u>, <u>establishment of climate-resilient landscapes</u>, <u>preference for native vegetation and habitat creation</u>, minimized use of chemicals, and reductions in energy and fuel use.</p>	
<p>MPP-DP-19</p> <p>Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.</p>	<p>H-21 Encourage the maintenance of existing housing stock in order to ensure that the condition and quality of the housing is safe and livable. 23 Adopt and implement programs and policies that ensure healthy and safe homes.</p>	<p>Land Use Element</p> <p>15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect <u>recognize the desire-need and support the ability to retain viable-maintain, update, and renovate-and healthy social, recreational, educational, and religious organizations-facilities as allowed by the land use code. Such facilities are-as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u></p> <p>Housing Element</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p>	<p>No Policy Gap</p>

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		<div>1.4.B Recreation opportunities and programs</div> <div>1.4.C Safe pedestrian and bicycle routes;</div> <div>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</div> <div>1.4.E Clean air, soil, and water;</div> <div>1.4.F Shelter from extreme heat events;</div> <div>1.4.G Fresh and healthy foods;</div> <div>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</div> <div>1.4.I Public safety;</div> <div>1.4.J Artistic, musical, and cultural resources</div> <div>1.4.K Affordable and high-quality transit options and living wage jobs;</div> <div>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</div> <div>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</div> <div>1.5 Take actions to promote healthy and safe homes.</div> <div>1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan.</div> <div>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</div> <div>Capital Facilities Element</div> <div>1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management Parks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for</div>	

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		native vegetation and habitat creation , minimized use of chemicals, and reductions in energy and fuel use.	
MPP-DP-20 Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.	DP-5860 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.	No applicable – this is focused on rural areas.	No Policy Gap
MPP-DP-21 Provide a regional framework for designating and evaluating regional growth centers.	DP-31 Focus housing and employment growth within into designated Urban Centers regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. DP-3032 Designate Urban Centers regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center. Urban the King County Centers Designation Framework. Urban Centers, as adopted in Appendix 6. Regional growth centers will <u>should</u> be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers. DP-X334 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, immigrant and other <u>People of Color communities; immigrants and refugees, low-income populations; disabled communities;</u> and other communities at greatest risk <u>of displacement.</u> Use a range of strategies to mitigate identified displacement impacts. N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.	Not applicable, the City of Mercer Island does not have a centers designation.	No Policy Gap
MPP-DP-22 <u>Plan for densities that maximize benefits of transit investments in high- capacity transit station areas that are expected to attract significant new <u>population or employment growth.</u></u>	DP-31 Focus housing and employment growth within into designated Urban Centers regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. DP-32 Designate Urban Centers regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center. Urban the King County Centers Designation Framework. Urban Centers, as adopted in Appendix 6. Regional growth centers will <u>should</u> be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers. <u>DP-37</u> Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap

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	<u>high-capacity transit and be located on existing or planned transit corridors.</u> <u>DP-38</u> Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.		
MPP-DP-23 <u>Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.</u>	DP-33 <u>DP-34</u> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, <u>immigrant and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement.</u> Use a range of strategies to mitigate identified displacement impacts. EC-13 Address the historic disparity <u>EC-15</u> Eliminate and correct for historical and ongoing disparities in income, and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure <u>women, Black, Indigenous, and other peoplePeople of color. SteerColor; women; and other intersecting marginalized identities.</u> <u>EC-16</u> Direct investments to community and economic development initiatives that elevate <u>equitable</u> economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions. EC-25 <u>EC-29</u> Stabilize and prevent <u>the</u> economic displacement of small, culturally relevant businesses and business clusters during periods of growth, <u>contractionscontraction</u> , and redevelopment. <u>Track and respond to key indicators of Mitigate displacement and mitigate risks through data collection, analyses, monitoring and adaptive responses.</u> N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.	Not applicable, Mercer Island does not have a Regional Growth Center.	No Policy Gap
MPP-DP-24 Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.	Centers <u>DP-35</u> Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers in the Countywide Planning Policies pursuant to the procedures described in policy G-1 based on nominations from cities and after determining that: a) the <u>The</u> nominated locations meet the criteria set forth in policy DP-35 the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for Regional Manufacturing/ Industrial Centers regional manufacturing/industrial centers; b) the <u>The</u> proposed center’s location will promote a countywide system of Manufacturing/Industrial Centers manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; and	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap

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	c) the The city's commitments will help ensure the success of the center.		
MPP-DP-25 Support the development of centers within all jurisdictions, including <u>high-capacity transit station areas and countywide and local centers.</u> Town centers and activity nodes.	See the King County Centers Designation Framework DP-31 Focus housing and employment growth within into designated Urban Centers regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. DP-30 32 Designate Urban Centers regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center. <u>the King County Centers Designation Framework.</u> Urban Centers, as adopted in Appendix 6. Regional growth centers will <u>should</u> be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers. <u>DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</u> <u>DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</u>	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap
MPP-DP-26 Establish <u>Implement the adopted a common framework to designate countywide centers among the countywide processes for designating subregional centers to ensure compatibility within the region.</u>	See the King County Centers Designation Framework <u>DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</u>	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap
MPP-DP-27 Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, <u>while promoting economical administration and services,</u> annexation is preferred over incorporation.	DP-22 24 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Ensure that Affiliate all Potential Annexation Areas with adjacent cities and to ensure they do not overlap or leave urban unincorporated urban islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and low and high income residential areas should <u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated urban areas stranded <u>islands</u> . Annexation is preferred over incorporation. DP-26 Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Potential Annexation Area in order to provide increase the provision of urban services to those areas. Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.	Not applicable, Mercer Island is an island without any surrounding unincorporated urban land. No PAA's have been identified adjacent to Mercer Island.	No Policy Gap

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	<p>DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <p>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their Comprehensive Plancomprehensive plan.</p> <p>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-2730. In order to ensure thatthat any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shouldshall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</p> <p>DP-2730 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <p>a) a) —Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</p> <p>b) b) —The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; and</p> <p>c) c) —AnnexationThe effect of the annexation or incorporation in a manner that will avoidavoiding or creating unincorporated islands of development;</p> <p>d) d) —The ability of the annexing or incorporating jurisdiction toserve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</p> <p>e) e) —Based upon joint outreachOutreach to community, the ability andinterest of a citythe community in moving forward with a timely annexation or incorporation of the area, consistent with these criteria.</p>		

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MPP-DP-28 Support joint planning between cities, and counties, and service providers to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.	<p>DP-2224 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Ensure that Affiliate all Potential Annexation Areas with adjacent cities and to ensure they do not overlap or leave urban unincorporated urban islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and low and high income residential areas should<u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated urban areas stranded islands. Annexation is preferred over incorporation.</p> <p>DP-2325 <u>Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</u></p> <p>DP-26 Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Potential Annexation Area in order to provide increase the provision of urban services to those areas. Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.</p> <p>DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.DP-25</p> <p>DP-27 <u>Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u></p>	Not applicable, Mercer Island is an island without any surrounding unincorporated urban land. No PAA's have been identified adjacent to Mercer Island.	No Policy Gap
MPP-DP-29 Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.	<p>DP-27 <u>Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u></p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <p>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their <u>Comprehensive Plan</u>comprehensive plan.</p> <p>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an</p>	Not applicable, Mercer Island is an island without any surrounding unincorporated urban land. No PAA's have been identified adjacent to Mercer Island.	No Policy Gap

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	<p>amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-2730. In order to ensure thatany changes can be included in local comprehensive plans, any proposals resulting from such negotiation shouldshall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</p> <p>DP-2730 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none">a) a)—Conformance with Countywide Planning Policies including the Urban Growth Area boundary;b) b)—The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; andc) c) Annexation—The effect of the annexation or incorporation in a manner that will avoidavoiding or creating unincorporated islands of development;d) d)—The ability of the annexing or incorporating jurisdiction toserve the area in a manner that addresses racial andsocial equity and promotes access to opportunity; ande) e) Based upon joint outreachOutreach to community, the ability and interest of a citythe community in moving forward with a timely annexation or incorporation of the area, consistent with these criteria.		
MPP-DP-30 Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county <u>or an existing utility district</u> as an interim approach.	DP-27 <u>Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u>	Policy noted but not applicable to the City of Mercer Island.	No Policy Gap
MPP-DP-31 Promote transit service to and from existing cities in rural areas.	DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u>	Not applicable as the City of Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
MPP-DP-32 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.	DP-11 <u>When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</u> DP-4850 Establish rural development standards to and strategies to ensure all development protect protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water	Not applicable as the City of Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	<p>quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-6264 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, especially cities consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the countyCounty and cities that is designed to:</p> <ul style="list-style-type: none">a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities;c) c) Identify appropriate transfer of development rights receiving areas within cities;d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);e) e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; andg) Be compatible with existing within-city transfer of development rights programs.		
<p>MPP-DP-33</p> <p>Do not allow urban net densities in rural and resource areas.</p>	<p>DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.</p> <p>DP-X1 (temporary numbering)</p> <p>10 No new Fully Contained Communities shall be approved in unincorporated King County.</p> <p>DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p>DP-4648 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none">a) One home per 20 acres where a pattern of large lots exists and	Not applicable as the City of Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c)One home per five acres where the predominant lot size is less than 10 acres. d) Allow limited clustering within development sites to avoid prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).		
MPP-DP-34 Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county. DP-X1 (temporary numbering) 10 No new Fully Contained Communities shall be approved in unincorporated King County.	Not applicable as Mercer Island is incorporated.	No Policy Gap
MPP-DP-35 In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county. DP-X1 (temporary numbering) 10 No new Fully Contained Communities shall be approved in unincorporated King County.	Not applicable as Mercer Island is incorporated.	No Policy Gap
MPP-DP-36 Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	There does appear to be a CPP that implements this MPP.	While there is not a policy to implement this MPP, it does not appear that one is necessary. Vesting is guided by statute and adopting vesting regulations. Further, this CPP is focused on rural areas.	No Policy Gap
MPP-DP-37 Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, reduce and avoid minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. DP-4648 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	<p>b) One home per 10 acres where the predominant lot size is less than 20 acres; or</p> <p>c) One home per five acres where the predominant lot size is less than 10 acres.</p> <p>Allow limited clustering within development sites to avoid prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-4850 Establish rural development standards to and strategies to ensure all development protect protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p>		
MPP-DP-38 Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.	<p>DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p>DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. Transit service may cross non-urban lands to serve cities in the Rural Area.</p>	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
MPP-DP-39 Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.	<p>DP-5254 Promote and support forestry, agriculture, miningmineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating natural resource landsNatural Resource Lands to ruralRural.</p> <p>DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-5456 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, and habitat, and workers.</p> <p>DP-5557 Prohibit annexation of lands within designated Agricultural</p>	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	<p>Production Districts or within Forest Production Districts by cities.</p> <p>DP-5658 Retain the Lower Green River Agricultural Production District as a regionally designated resource that is to remain in unincorporated King County.</p> <p>DP-57 Discourage59 Prevent incompatible land uses adjacent to designated <u>Natural Resource Lands</u> to prevent avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p>DP-5860 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.</p> <p>DP-5961 Support institutional procurement policies that encourage purchases of locally grown food products.</p> <p>DP-6062 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality and, minimize negative impacts on adjacent lands, <u>and that an appropriate level of reclamation occurs prior to redesignation.</u></p> <p>DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural Resource Lands</u> and focus urban development within the Urban Growth Area.</p> <p>DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural Resource Lands</u> into the Urban Growth Area, <u>especially cities consistent with the Regional Growth Strategy.</u> Implement transfer of development rights within King County through a partnership between the county<u>County</u> and cities that is designed to:</p> <ul style="list-style-type: none">a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities;c) c) Identify appropriate transfer of development rights receiving areas within cities;d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);e) e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and		

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	g) g) Be compatible with existing within-city transfer of development rights programs.		
MPP-DP-40 Protect and enhance significant open spaces, natural resources, and critical areas.	<p>DP-1A All Designate all lands within King County are designated as subject to Growth Management Act planning as as one of the following. In each of these designations, critical areas may exist and these are to be conserved through regulations, incentives, and programs.</p> <p>a) a) Urban land within the Urban Growth Area, where new growth is focused and accommodated;</p> <p>b) b) Rural land, where farming, forestry, and other resource uses are protected, and very low-density residential uses, and small-scale non-residential uses are allowed; or</p> <p>c) c) <u>Natural</u> Resource land, where permanent regionally significant agricultural, forestry, and mining lands are preserved. In each of these lands, environmentally sensitive critical areas may exist and these are to be conserved through regulations, incentives, and programs</p> <p>DP-45 <u>47</u> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, reduce and avoid minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p>EN-11 <u>EN-14</u> Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.</p> <p>EN-15 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other people People of <u>color</u>, <u>Color communities</u>; low-income, <u>populations</u>; and <u>other</u> frontline community members live, <u>work, and play</u>.</p> <p>EN-10 <u>15</u> Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.</p> <p>EN-21 <u>18</u> Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including <u>the</u> protection of watersheds. In particular, protect and wellhead areas that are sources of the region’s drinking water supplies.</p> <p>EN-52 <u>20</u> Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <p>a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries;</p> <p>b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</p> <p>c) Active and passive outdoor recreation opportunities;</p>	<p>Land Use Element</p> <p>18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.</p> <p>18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.</p> <p>18.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.</p> <p>18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.</p> <p>18.5 The City shall utilize best available science during the development and implementation of critical areas regulations. Regulations will be updated periodically to incorporate new information and, at a minimum, every eight years as required by the Growth Management Act.</p> <p>18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.</p> <p>18.8 The City’s development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.</p>	No Policy Gap

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	d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.		
MPP-DP-41 Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long- term productivity of resource lands.	DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limit Limit the subdivision of land so that parcels remain large enough for commercial resource production. DP-5456 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, and habitat, and workers. DP-57 Discourage59 Prevent incompatible land uses adjacent to designated Natural Resource Lands to prevent avoid interference with their continued use for the production of agricultural, mining, or forest products. DP-5860 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products. DP-6062 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality and, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.	Land Use Element 18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations. 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality. 18.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards. 18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development. 18.5 The City shall utilize best available science during the development and implementation of critical areas regulations. Regulations will be updated periodically to incorporate new information and, at a minimum, every eight years as required by the Growth Management Act. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. 18.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.	No Policy Gap
MPP-DP-42 Support the sustainability of designated resource lands. Do not convert these lands to other uses.	DP-54 Promote and support forestry, agriculture, mining mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating natural resource lands Natural Resource Lands to rural Rural.	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	<p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-56 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, and habitat, and workers.</p> <p>DP-57 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p>		
<p>MPP-DP-43</p> <p>Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.</p>	<p>DP-5254 Promote and support forestry, agriculture, miningmineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating natural resource landsNatural Resource Lands to ruralRural.</p> <p>DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limitLimit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-57 Discourage59 Prevent incompatible land uses adjacent to designated Natural Resource Lands to prevent avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p>DP-6062 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality and, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.</p> <p>DP-6264 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, especially cities consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the countyCounty and cities that is designed to:</p> <ul style="list-style-type: none">a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities;c) c) Identify appropriate transfer of development rights receiving areas within cities;d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);e) e) Develop interlocal agreements that allow rural and resource	<p>Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.</p>	<p>No Policy Gap</p>

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	land development rights to be used in city receiving areas; f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) g) Be compatible with existing within-city transfer of development rights programs.		
MPP-DP-44 Work to conserve valuable rural and resource lands through techniques, such as conservation programs. Encourage the use of innovative techniques, including the transfer of development rights, and the purchase of development rights, and conservation incentives. Use these techniques to Focus growth within the urban growth area, (especially cities), to lessen pressures to convert rural and resource areas to residential uses more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.	DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limit Limit the subdivision of land so that parcels remain large enough for commercial resource production. DP-5557 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities. DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, <u>especially cities consistent with the Regional Growth Strategy.</u> Implement transfer of development rights within King County through a partnership between the county County and cities that is designed to: a) a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) c) Identify appropriate transfer of development rights receiving areas within cities; d) d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) g) Be compatible with existing within-city transfer of development rights programs.	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
MPP-DP-45 Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.	DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	rural services, reduce and avoid <u>minimize</u> the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.		
MPP-DP-46 Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.	There does not appear to be a CPP implementing this MPP.	Land Use Element 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building. 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques. 21.3 Evaluate requiring the use of <u>Consider expanding requirements for green building techniques for new construction and certification to additional zones and/or</u> development of subdivisions as a component of a green building program. 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development.	No Policy Gap
MPP-DP-47 Streamline development standards and regulations for residential and commercial development and public projects , especially in centers and high-capacity transit station areas , to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.	H-11 Identify <u>13</u> Implement strategies to overcome cost barriers to housing affordability and implement strategies to overcome them . Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.	Land Use Element 16.6 Explore flexible residential development regulations and entitlement processes that support, and create incentives for, subdivisions that incorporate public amenities through the use of a pilot program. The use of flexible residential development standards should be used to and encourage public amenities such as wildlife habitat, accessible homes, <u>affordable housing</u> , and sustainable development. Housing Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of	No Policy Gap

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		housing to help meet housing needs for moderate to low-income households.	
MPP-DP-48 Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.	DP-21 23 Coordinate the preparation of comprehensive plans among with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities as a means to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No general aviation airport – no policies needed	No Policy Gap
MPP-DP-49 Protect military lands from encroachment by incompatible uses and development on adjacent land.	DP-21 23 Coordinate the preparation of comprehensive plans among with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities as a means to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	The City of Mercer Island is not adjacent to a military base. No policy needed.	No Policy Gap
MPP-DP-50 Protect industrial lands <u>zoning and manufacturing/industrial centers</u> from encroachment by incompatible uses and development on adjacent land.	EC-19 23 Support Manufacturing/Industrial Centers manufacturing/industrial centers by adopting industrial siting with land use policies that limit the loss of protect industrial land, retain and expand industrial lands, maintain the region's economic diversity, and employment, support family wage jobs a diverse regional economy, and provide for the evolution of these Centers to reflect industrial business trends, including in technology and automation. Prohibit or strictly limit non-supporting or incompatible activities that can may interfere with the retention or and operation of industrial businesses, especially in Manufacturing/ Industrial Centers while recognizing that a wider mix of uses, in targeted areas and circumstances, may be appropriate when designed to be supportive of and compatible with industrial employment.	The City of Mercer Island does not currently have industrial/manufacturing zones or centers. No policy needed.	No Policy Gap
MPP-DP-51 <u>Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.</u>	DP-57 Discourage 59 Prevent incompatible land uses adjacent to designated <u>Natural Resource Lands</u> to prevent avoid interference with their continued use for the production of agricultural, mining, or forest products.	The City of Mercer Island is not adjacent to tribal reservation lands and does not have any designated Natural Resource Lands within its boundaries in the immediate vicinity. No policy needed.	No Policy Gap
MPP-DP-52 Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.	T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and <u>Natural Resource Lands</u> . Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area. T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. T-X7 15 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with</u>	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal <u>multimodal</u> access to regional transit facilities. <u>2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u> 4.7 8 Promote the mobility of people and goods through a multi modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements.	No Policy Gap

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	<u>the Regional Growth Strategy and</u> produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	Land Use Element 9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.	
MPP-DP-53 Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	DP-4041 Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area. <u>Where appropriate, provide</u> Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, <u>in order</u> to promote health and well-being. DP-4445 Adopt flexible design standards, <u>parking requirements</u> , incentives, or guidelines that foster green building, multimodal transportation, and infill development that is compatible with enhances the existing or desired urban character of a neighborhood/community . <u>Ensure adequate code enforcement so that flexible regulations are appropriately implemented.</u>	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal <u>multimodal</u> access to regional transit facilities. <u>2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u> 4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements. Land Use Element 9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center.	No Policy Gap
MPP-DP-54 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	DP-4041 Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area. <u>Where appropriate, provide</u> Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, <u>in order</u> to promote health and well-being. T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. T-X25 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially/particularly</u> to and within centers and along corridors connecting centers.	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal <u>multimodal</u> access to regional transit facilities. <u>2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u> 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements. Land Use Element 9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for	No Policy Gap

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		secondary trips once users reach the Town Center	
DP-Action-1 (Regional) Implement the Regional Centers Framework: PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-2 (Regional) Industrial Lands: PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land across all industry sectors, research trends for industrial uses as technology and markets evolve, and identify strategies to preserve, protect, and enhance industrial lands, jobs, and businesses in the region in coordination with jurisdictions’ efforts to support their industrial land base. In 2020, PSRC will convene a working group to review policy related to preserving industrial lands and employment.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-3 (Regional) Transit-Oriented Development: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-4 (Regional) Densities in Transit Station Areas: PSRC will work in collaboration with transit agencies and local government to develop guidance for transit- supportive densities in different types of high-capacity transit station areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-5 (Regional) Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.			
DP-Action-6 (Regional) Coordinated Planning in Unincorporated Urban Areas: PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.	<p>DP-2224 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Ensure that Affiliate all Potential Annexation Areas with adjacent cities and to ensure they do not overlap or leave urban unincorporated urban islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and low and high income residential areas shouldshall be annexed holistically rather than in a manner that leaves residential urban unincorporated urban areas strandedislands. Annexation is preferred over incorporation.</p> <p>DP-2325 Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</p> <p>DP-26 Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Potential Annexation Area in order to provide increase the provision of urban services to those areas. Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.</p> <p>DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.DP-25</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <p>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their Comprehensive Plancomprehensive plan.</p> <p>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation,</p>	No policy is necessary – this is a regional policy	No Policy Gap

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	<p>jurisdictions should consider the criteria in DP-2730. In order to ensure that<u>that</u> any changes can be included in local comprehensive plans, any proposals resulting from such negotiation should<u>shall</u> be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</p> <p>DP-26 Within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, strive<u>DP-29</u> Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city's comprehensive plan after the following steps have been taken:</p> <p>a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and;</p> <p>b) The cities with the Potential Annexation Area overlap and the county have either:</p> <p>1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or</p> <p>2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice.</p> <p><u>DP-2730</u> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <p>a) a) <u>Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</u></p> <p>b) b) <u>The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; and</u></p> <p>c) c) <u>Annexation</u>-The effect of the annexation or incorporation in <u>a manner that will avoid</u> avoiding or creating unincorporated islands of development;</p> <p>d) d) <u>The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</u></p> <p>e) e) <u>Based upon joint outreach</u><u>Outreach</u> to community, the ability and interest of <u>a city</u><u>the community</u> in moving forward with a timely annexation <u>or incorporation</u> of the area, <u>consistent with these criteria.</u> <u>DP-28 Resolve the issue of unincorporated road islands within or between cities. Roadways Annexation of roadways and shared streets within or between cities, but still under King County jurisdiction, should be annexed by considered by cities that are</u></p>		

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	adjacent cities to them. Cities and the county shall work to establish timeframes for annexation of road islands. e)		
DP-Action-7 (Local) Identification and Clean-up of Underused Lands: Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.	EC-2024 Facilitate redevelopment of contaminated sites through local, county, and state financing and other strategies that assist with planning, site design, and funding for environmental remediation.	None identified	No Policy Gap – There are no known underutilized former industrial lands identified as contaminated on Mercer Island.
DP-Action-8 (Local) Center Plans and Station Area Plans: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.	DP-33 The King County Centers Designation Framework, adopted in Appendix 6, establishes designation processes and timelines, minimum existing and planned density thresholds, and subarea planning expectations. King County designated centers are shown on the Urban Growth Area Boundary Map in Appendix 1. Allow designation of new Urban Centers where the proposed Center: a) Encompasses an area up to one and a half square miles; and b) Has adopted zoning regulations and infrastructure plans that are adequate to accommodate — i) A minimum of 15,000 jobs within one half mile of an existing or planned high-capacity transit station; — ii) At a minimum, an average of 50 employees per gross acre within the Urban Center; and — iii) At a minimum, an average of 15 housing units per gross acre within the Urban Center DP-32 Establish subarea plans for designated regional and countywide centers that comport with meet the expectations criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Adopt a map and housing and employment growth targets in city comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through: • A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction; • A range of affordable and healthy housing choices; • Historic preservation and adaptive reuse of historic places; • Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center; • Strategies to increase tree canopy within the Urban Center and incorporate low-impact development measures to minimize stormwater runoff; • Facilities to meet human service needs; • Superior urban design which reflects the local community vision for compact urban development;	Note for Mercer Island team – has this been completed? Just note the requirement if it has not.	No Policy Gap. A subarea plan would be completed separately if necessary.

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	<p>DP-37 Designate additional Manufacturing/ Industrial CentersDP-35 Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers in the Countywide Planning Policies pursuant to the procedures described in policy G-1 based on nominations from cities and after determining that:</p> <ul style="list-style-type: none">a) theThe nominated locations meet the criteria set forth in policy DP-35 the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for Regional Manufacturing/ Industrial Centers regional manufacturing/industrial centers;b) theThe proposed center’s location will promote a countywide system of Manufacturing/Industrial Centers manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; andc) theThe city’s commitments will help ensure the success of the center. Adopt a map and housing and employment growth targets in city comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through:d) • A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction;e) • A range of affordable and healthy housing choices;f) • Historic preservation and adaptive reuse of historic places;g) • Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center;h) • Strategies to increase tree canopy within the Urban Center and incorporate low impact development measures to minimize stormwater runoff;i) • Facilities to meet human service needs;j) • Superior urban design which reflects the local community vision for compact urban development;k) • Pedestrian and bicycle mobility, transit use, and linkages between these modes;l) • Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; andm)c) • Parking management and other strategies that minimize trips made by single-occupant vehicle, especially during peak commute periods.		
Housing Goal The region will preserves, improves, and expands its			

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housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.			
MPP-H-1 <u>Plan for housing supply, forms and densities to meet the region’s current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.</u>	<p>H-1 Address<u>All comprehensive plans in King County combine to address</u> the countywide need for housing affordable to households with moderate, low, and very low, and extremely low incomes, (including those with special needs), at a level that calibrates with the jurisdiction’s identified affordability gap for those households. <u>and results in the combined comprehensive plans in King County meeting countywide need.</u> The countywide need for housing in 2044 by percentage of Area Median Income (AMI) is: 50-80% of AMI (moderate) 16%</p> <ul style="list-style-type: none">- <u>30 percent and below AMI (extremely low) - 15 percent</u> of total housing supply 30- <u>31-50% percent of AMI (very low) 1- 15 percent</u> of total housing supply 30% and below- <u>51-80 percent of AMI (very-low) 12%- 19 percent</u> of total housing supply. 30% and below AMI (extremely low) 15% of total housing supply, 31-50% of AMI (very low) 15% of total housing supply, and 51-80% of AMI (low) 19% of total housing supply. <p>Table H-1 provides additional context on the countywide need for housing.</p> <p>H-15 Increase housing choices for everyone—, particularly those earning lower wages—in locations, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and <u>building policiesdevelopment regulations</u> in place that allow and encourage housing production at a-levels that improves the<u>improve</u> jobs-housing balance-of housing to employment throughout the county across all income levels.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <ul style="list-style-type: none">a) providing<u>Providing</u> access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;b) expanding<u>Expanding</u> capacity for moderate-density housing throughout within the jurisdiction, especially in areas currently zoned for lower density single-family detached housing <u>in the Urban Growth Area</u>, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;c) evaluating<u>Evaluating</u> the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and;d) providing<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes	<p>Land Use Element</p> <p><u>29.2 Establish a Land Use Element implementation strategy and schedule in conjunction with each biennial budget cycle. This implementation strategy can be periodically updated and amended by City Council at any time thereafter and should detail the following:</u></p> <p><u>29.2.A Actions from this element to be added to department work plans for the next biennial budget cycle;</u> <u>29.2.B Any funding including grants allocated to support the completion of these actions;</u> <u>29.2.C Any staff resources allocated to support the completion of these actions;</u> <u>29.2.D A schedule detailing the key actions and/or milestones for the completion of each action; and</u> <u>29.2.E A list of near-term future actions expected to be proposed to be added to department work plans in the next three to five years.</u></p> <p><u>29.3 Prepare a biennial report tracking implementation of the Land Use Element. The report will be provided to the City Council prior to adoption of the budget.</u></p> <p><u>29.4 Provide resources for actions to implement this element and respond to limited resources by using strategies such as:</u></p> <p><u>29.4.A Alternate funding sources;</u> <u>29.4.B Public-private partnerships;</u> <u>29.4.C Reducing project or program scope to align with current biennial budget constraints; and</u> <u>29.4.D Amending the policies of the Land Use Element to reflect the City’s capacity to implement the element.</u></p> <p>Goal 5:</p> <p>Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.</p> <p>5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.</p> <p>5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.</p> <p>5.3 Encourage the development of affordable housing within the Town Center.</p>	No Policy Gap

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	for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.	<p>5.4 Encourage the development of accessible and visitable housing within the Town Center.</p> <p>5.5 Encourage options for ownership housing within the Town Center.</p> <p>15.2 Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative Provide for housing types in residential zones, such as accessory dwelling units and compact courtyard homes <u>additional middle housing types</u> at slightly higher densities as outlined in the Housing Element.</p> <p>17.3 Inclusion of a range of other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations; multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas; especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods. Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations; multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas; especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.</p> <p>Goal 16: Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations.</p> <p>16.1 Use existing housing stock to address changing population needs and aging in place. Accessory housing dwelling units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.</p> <p>16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.</p> <p>16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.</p> <p>16.4 Promote accessory dwelling units in single-family districts zones subject to specific development and owner occupancy standards.</p> <p>16.5 Infill Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, <u>with preference given to areas near high capacity transit.</u></p>	

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		<p>Housing Element</p> <p>Goal 1 – Overall Housing Strategies</p> <p>The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044:</p> <ul style="list-style-type: none">• Accommodate the City’s housing target and projected housing needs;• Make adequate provisions for housing needs for all economic segments of the community;• Provide for and address potential barriers to the preservation, improvement, and development of housing;• Begin undoing racially disparate impacts from past housing policies;• Reduce or mitigate displacement risk as zoning changes and development occur; and• Realize the City’s goals for housing. <p>Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs.</p> <p>Policies</p> <p>1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by:</p> <p>1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County;</p> <p>1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing;</p> <p>1.1.C Addressing racially disparate impacts;</p> <p>1.1.D Reducing or mitigating displacement risk; and</p> <p>1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period.</p> <p>1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.</p> <p>1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households.</p> <p>1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate</p>	

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		<p>displacement of businesses resulting from an increase in residential capacity.</p> <p>1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere.</p> <p>1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches:</p> <p>1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing;</p> <p>1.3.B Moderate, Low-, and Very Low-Income –</p> <p>(1) Implement strategies to preserve existing units;</p> <p>(2) Implement strategies to increase the supply of new income restricted units; and</p> <p>(3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.</p> <p>1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –</p> <p>(1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and</p> <p>(2) Coordinate efforts among providers, developers, and government agencies; and</p> <p>(3) Organize resources in support of new income restricted development.</p> <p>1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need.</p> <p>Goal 2 – Affordable Housing</p> <p>Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing.</p> <p>Policies</p> <p>2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.</p>	

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		<div>2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include:</div> <div>2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;</div> <div>2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs;</div> <div>2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</div> <div>2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households.</div> <div>2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.</div> <div>2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following</div> <div>2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases.</div> <div>2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs;</div> <div>2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;</div> <div>2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.</div> <div>2.5.E Reduced design review processes and simplified standards for developments with affordable units.</div> <div>2.5.F Reduced or waived permit fees for developments with affordable units.</div> <div>2.5.G Reduced parking requirements for income-restricted units.</div>	

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		<p>2.5.H Relief from other development code provisions that do not affect health or safety requirements.</p> <p>2.6 Evaluate potential revenue sources to fund a local affordable housing fund.</p> <p>2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing.</p> <p>2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs.</p> <p>2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.</p> <p>2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households.</p> <p>2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs.</p> <p>2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners.</p> <p>2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing.</p> <p>3.1 Begin undoing racially disparate impacts by prioritizing actions that:</p> <p>3.1.A Increase the supply of affordable rental housing;</p> <p>3.1.B Expand tenant protections;</p> <p>3.1.C Add incentives for the construction of affordable housing;</p>	

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		<p>3.1.D Increase capacity for multifamily and mixed-use housing; and</p> <p>3.1.E Include intentional public outreach during implementation of the Comprehensive Plan.</p> <p>3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color.</p> <p>3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p> <p>3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p> <p>5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones.</p> <p>5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of housing to help meet housing needs for moderate to low-income households.</p> <p>5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.</p>	
<p>MPP-H-2</p> <p>Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.</p>	<p>H-1 AddressAll comprehensive plans in King County combine to address the countywide need for housing affordable to households with moderate, low, and very low, and extremely low incomes, (including those with special needs), at a level that calibrates with the jurisdiction’s identified affordability gap for those households. and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of Area Median Income (AMI) is: 50-80% of AMI (moderate) 16%</p> <ul style="list-style-type: none">30 percent and below AMI (extremely low) - 15 percent of total housing supply 3031-50% percent of AMI (very low) 1- 15 percent of total housing supply 30% and below51-80 percent of AMI (very-low) 12%- 19 percent of total housing supply. 30% and below AMI (extremely low) 15% of total housing supply, 31-50% of AMI (very low) 15% of total housing supply, and 51-80% of AMI (low) 19% of total housing supply.	<p>Land Use Element</p> <p>Goal 5:</p> <p>Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.</p> <p>5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.</p> <p>5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.</p> <p>5.3 Encourage the development of affordable housing within the Town Center.</p> <p>5.4 Encourage the development of accessible and visitable housing within the Town Center.</p> <p>5.5 Encourage options for ownership housing within the</p>	<p>No Policy Gap</p>

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	<p>Table H-1 provides additional context on the countywide need for housing.¹</p> <p>H-2 Address Prioritize the need for housing affordable to households at less than or below 30% percent AMI (very extremely low-income) by implementing tools such as ;, recognizing that this is where the greatest need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively. ;</p> <p>a) <u>Increasing</u> capital, operations, and maintenance funding;</p> <p>b) <u>Adopting</u> complementary land use regulations;</p> <p>c) <u>Fostering</u> welcoming communities, <u>including people with behavioral health needs</u>;</p> <p>d) <u>Adopting</u> supportive policies; and</p> <p>e) <u>Supporting</u> collaborative actions by all jurisdictions.</p> <p>H-3 <u>Update existing and projected countywide and jurisdictional housing needs using data and methodology provided by the Washington State Department of Commerce, in compliance with state law.</u></p> <p>H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all economic and demographic segments of the population in each jurisdiction and summarize the findings in the housing element. The analysis and inventory inventory and analysis shall include:</p> <p>a) Characteristics of the existing housing stock, including supply, affordability and diversity of housing types;</p> <p>a) Characteristics of populations, including projected growth and demographic change;</p> <p>b) The housing needs of very low, low, and moderate income households; and</p> <p>c) The housing needs of special needs populations.</p> <p>d)a) affordability Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from policy Policy H-1 (see table H-23 in Appendix); 4) and needs for housing affordable to moderate income households;</p> <p>e)b) number Number of existing housing units by housing type, age, number of bedrooms, occupants per room, condition, tenure, and AMI limit (for income-restricted units);</p> <p>f)c) percentage Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;</p> <p>g)d) Percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction;</p> <p>h)e) number of units, including number of Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit stations service where applicable and regional and countywide centers;</p>	<p>Town Center.</p> <p>15.2 Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative Provide for housing types in residential zones, such as accessory dwelling units and compact courtyard homes additional middle housing types at slightly higher densities as outlined in the Housing Element.</p> <p>17.3 Inclusion of a range of Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished tThrough rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.</p> <p>Goal 16:</p> <p>Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations.</p> <p>16.1 Encourage the uUse of the existing housing stock to address changing population needs and aging in place. Accessory housing dwelling units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.</p> <p>16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.</p> <p>16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.</p> <p>16.4 Promote accessory dwelling units in single-family districts zones subject to specific development and owner occupancy standards.</p> <p>16.5 Infill Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.</p>	

¹ Table H-1 includes both homeownership and rental units.

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	<p>i)f) householdHousehold characteristics, by race/ethnicity:</p> <p>1) incomeIncome (median and by AMI bracket)</p> <p>2) tenure</p> <p>3) size</p> <p>4)2) housingTenure (renter or homeowner)</p> <p>5)3) Size</p> <p>6)4) Housing cost burden and severe housing cost burden;</p> <p>j)g) currentCurrent population characteristics:</p> <p>1) Age by race/ethnicity;</p> <p>2) age</p> <p>3) disability;</p> <p>4)2) projectedDisability</p> <p>k)h) Projected population growth and demographic change;</p> <p>l)i) housingHousing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable;</p> <p>m)j) ratioRatio of housing to jobs in the jurisdiction;</p> <p>n)k) summarySummary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted;</p> <p>o)l) theThe housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, disabled persons with disabilities, people with medialmedical conditions, and older adults; and</p> <p>p)m) theThe housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and</p> <p>q)n) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.</p> <p>H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p>H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color (BIPOC) households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-56). Promote equitable outcomes in</p>	<p>Housing Element</p> <p>Goal 1 – Overall Housing Strategies</p> <p>The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044:</p> <ul style="list-style-type: none">• Accommodate the City’s housing target and projected housing needs;• Make adequate provisions for housing needs for all economic segments of the community;• Provide for and address potential barriers to the preservation, improvement, and development of housing;• Begin undoing racially disparate impacts from past housing policies;• Reduce or mitigate displacement risk as zoning changes and development occur; and• Realize the City’s goals for housing. <p>Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs.</p> <p>Policies</p> <p>1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by:</p> <p>1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County;</p> <p>1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing;</p> <p>1.1.C Addressing racially disparate impacts;</p> <p>1.1.D Reducing or mitigating displacement risk; and</p> <p>1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period.</p> <p>1.2 Categorize household income level for the purposes of this element as follows:</p> <p>1.2.A High income is a household income that exceeds 120 percent of the AMI;</p> <p>1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI;</p> <p>1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI;</p>	

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	<p>partnership with communities most impacted.</p> <p>H-10H-11 Adopt policies, incentives, strategies, actions, and regulations at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very that increase the supply of long-term income-restricted housing for extremely low-, very low-, and moderate low-income households and households with special needs. These strategies should address the following:a. Overall supply and diversity</p> <p>H-12 Identify sufficient capacity of land for housing, including both rental and ownership;</p> <p>b. Housing suitable for a range of household types and sizes;</p> <p>c. Affordability, but not limited to very-low, low, and income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households;</p> <p>d. Housing suitable and affordable for households with special needs;</p> <p>e. Universal design and sustainable development of housing; and</p> <p>f. Housing supply, including affordable housing and special needs manufactured housing-, multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within Urban Centers and in other areas planned for concentrations of mixed land uses an urban growth area boundary, duplexes, triplexes, and townhomes.</p> <p>H-15 Increase housing choices for everyone—, particularly those earning lower wages—in locations, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and building policiesdevelopment regulations in place that allow and encourage housing production at a-levels that improves theimprove jobs-housing balance-of housing-to-employment throughout the county across all income levels.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <p>a) providingProviding access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity-;</p> <p>b) expandingExpanding capacity for moderate-density housing throughout within the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</p> <p>c) evaluatingEvaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable</p>	<p>1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and</p> <p>1.2.E Extremely low income is household income at or below 30 percent of the AMI.</p> <p>1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches:</p> <p>1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing;</p> <p>1.3.B Moderate, Low-, and Very Low-Income –</p> <p>(1) Implement strategies to preserve existing units;</p> <p>(2) Implement strategies to increase the supply of new income restricted units; and</p> <p>(3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.</p> <p>1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –</p> <p>(1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and</p> <p>(2) Coordinate efforts among providers, developers, and government agencies; and</p> <p>(3) Organize resources in support of new income restricted development.</p> <p>1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need.</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p> <p>1.4.B Recreation opportunities and programs</p> <p>1.4.C Safe pedestrian and bicycle routes;</p> <p>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</p>	

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	<p>housing; and</p> <p>d) providing<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</p> <p>H-14<u>H-16</u> Expand the supply and range of housing types<u>—</u>, including affordable units<u>—</u>, at densities sufficient to maximize the benefits of transit investments throughout the county.</p>	<p>1.4.E Clean air, soil, and water;</p> <p>1.4.F Shelter from extreme heat events;</p> <p>1.4.G Fresh and healthy foods;</p> <p>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</p> <p>1.4.I Public safety;</p> <p>1.4.J Artistic, musical, and cultural resources</p> <p>1.4.K Affordable and high-quality transit options and living wage jobs;</p> <p>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</p> <p>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</p> <p>1.7 Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities.</p> <p>1.8 Discourage neighborhood segregation and the isolation of special needs populations.</p> <p>1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.</p> <p>1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households.</p> <p>1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity.</p> <p>1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere.</p> <p>Goal 2 – Affordable Housing</p>	

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		<p>Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing.</p> <p>Policies</p> <p>2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.</p> <p>2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include:</p> <p>2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;</p> <p>2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs;</p> <p>2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p> <p>2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households.</p> <p>2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.</p> <p>2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following</p> <p>2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases.</p> <p>2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs;</p> <p>2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;</p>	

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		<p>2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.</p> <p>2.5.E Reduced design review processes and simplified standards for developments with affordable units.</p> <p>2.5.F Reduced or waived permit fees for developments with affordable units.</p> <p>2.5.G Reduced parking requirements for income-restricted units.</p> <p>2.5.H Relief from other development code provisions that do not affect health or safety requirements.</p> <p>2.6 Evaluate potential revenue sources to fund a local affordable housing fund.</p> <p>2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing.</p> <p>2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs.</p> <p>2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.</p> <p>2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households.</p> <p>2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs.</p> <p>2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners.</p> <p>2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of</p>	

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		<p>extremely low-income housing units, including PSH and emergency housing.</p> <p>Goal 3 – Racially Disparate Impacts</p> <p>Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race.</p> <p>Policies</p> <p>3.1 Begin undoing racially disparate impacts by prioritizing actions that:</p> <p>3.1.A Increase the supply of affordable rental housing;</p> <p>3.1.B Expand tenant protections;</p> <p>3.1.C Add incentives for the construction of affordable housing;</p> <p>3.1.D Increase capacity for multifamily and mixed-use housing; and</p> <p>3.1.E Include intentional public outreach during implementation of the Comprehensive Plan.</p> <p>3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color.</p> <p>3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p> <p>3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p> <p>Goal 4 – Anti-Displacement</p> <p>Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs.</p> <p>Policies</p> <p>4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of</p>	

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		<p>income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).</p> <p>4.2 Evaluate and consider implementing the following tenant protections:</p> <p>4.2.A Required advance notice of rent increases;</p> <p>4.2.B Relocation assistance; and</p> <p>4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.</p> <p>4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should:</p> <p>4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City;</p> <p>4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;</p> <p>4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and</p> <p>4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions.</p> <p>4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated.</p> <p>5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones.</p> <p>5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of housing to help meet housing needs for moderate to low-income households.</p> <p>5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.</p>	
MPP-H-3 Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient	H-2 Address Prioritize the need for housing affordable to households at less than or below <u>30% percent</u> AMI (very -extremely low-income) by implementing tools such as ; <u>recognizing that this is where the greatest</u>	Goal 5: Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to	No Policy Gap

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supply of housing to meet the needs of low- income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.	<p>need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively.</p> <p>a) <u>Increasing</u> capital, operations, and maintenance funding;</p> <p>b) <u>Adopting</u> complementary land use regulations;</p> <p>c) <u>Fostering</u> welcoming communities, <u>including people with behavioral health needs</u>;</p> <p>d) <u>Adopting</u> supportive policies; and</p> <p>e) <u>Supporting</u> collaborative actions by all jurisdictions.</p> <p>H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all economic and demographic segments of the population in each jurisdiction and summarize the findings in the housing element. The analysis and inventory inventory and analysis shall include:</p> <p>r) Characteristics of the existing housing stock, including supply, affordability and diversity of housing types;</p> <p>Characteristics of populations, including projected growth and demographic change;</p> <p>The housing needs of very low, low, and moderate income households; and</p> <p>The housing needs of special needs populations.</p> <p>affordability<u>Affordability</u> gap of the jurisdiction’s housing supply as compared to countywide need percentages from policy<u>Policy</u> H-1 (see table H-23 in Appendix); 4) <u>and needs for housing affordable to moderate income households;</u></p> <p>a) number<u>Number</u> of existing housing units by housing type, age, number of bedrooms, occupants per room, condition, tenure, and AMI limit (for income-restricted units);</p> <p>b) percentage<u>Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;</u></p> <p>c) <u>Percentage</u> of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction;</p> <p>d) number of units, including number of<u>Number of</u> income-restricted units <u>and, where feasible, total number of units</u>, within a half-mile walkshed of high-capacity or frequent transit stations<u>service where applicable</u> and regional and countywide centers;</p> <p>e) household<u>Household</u> characteristics, by race/ethnicity:</p> <p>1) income<u>Income</u> (median and by AMI bracket)</p> <p>2) tenure</p> <p>3) size</p> <p>4) 2) housing<u>Tenure (renter or homeowner)</u></p>	<p>families, singles, and seniors at a range of price points.</p> <p>5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.</p> <p>5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.</p> <p>5.3 Encourage the development of affordable housing within the Town Center.</p> <p>5.4 Encourage the development of accessible and visitable housing within the Town Center.</p> <p>5.5 Encourage options for ownership housing within the Town Center.</p> <p>15.2 Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative Provide for housing types in residential zones, such as accessory dwelling units and compact courtyard homes <u>additional middle housing types</u> at slightly higher densities as outlined in the Housing Element.</p> <p>17.3 Inclusion of a range of other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.</p> <p>Goal 16:</p> <p>Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations.</p> <p>16.1 Encourage the u<u>Use of the</u> existing housing stock to address changing population needs and aging in place. Accessory housing <u>dwelling</u> units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.</p> <p>16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.</p> <p>16.3 Promote a range of housing opportunities to meet the</p>	

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	<div>5)3) <u>Size</u></div> <div>6)4) <u>Housing</u> cost burden and severe housing cost burden;</div> <div>f) currentCurrent population characteristics:<div>1) <u>Age</u> by race/ethnicity;</div><div>2) age</div><div>3) disability;</div><div>4)2) <u>projected</u>Disability</div></div> <div>g) <u>Projected</u> population growth and demographic change;</div> <div>h) housingHousing development capacity within a half-mile walkshed of high-capacity or frequent transit <u>service, if applicable</u>;</div> <div>i) ratioRatio of housing to jobs in the jurisdiction;</div> <div>j) summarySummary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted;</div> <div>k) theThe housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, <u>disabled</u> persons <u>with disabilities</u>, people with <u>medial</u>medical conditions, and older adults; and</div> <div>l) theThe housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and</div> <div>m) <u>Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.</u></div> <div>H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</div> <div>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</div> <div>H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and <u>other</u> People of Color (BIPOC) households from past and current racially exclusive and discriminatory land use and housing practices</div>	<p>needs of people who work and desire to live in Mercer Island.</p> <p>16.4 Promote accessory dwelling units in single-family districts <u>zones</u> subject to specific development and owner occupancy standards.</p> <p>16.5 Infill <u>Encourage</u> development of middle housing where <u>mandated by state law</u>, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill <u>it</u> is compatible with the surrounding neighborhoods, <u>with preference given to areas near high capacity transit.</u></p> <p>Housing Element</p> <p>Goal 1 – Overall Housing Strategies</p> <p>The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044:</p> <ul style="list-style-type: none">• Accommodate the City’s housing target and projected housing needs;• Make adequate provisions for housing needs for all economic segments of the community;• Provide for and address potential barriers to the preservation, improvement, and development of housing;• Begin undoing racially disparate impacts from past housing policies;• Reduce or mitigate displacement risk as zoning changes and development occur; and• Realize the City’s goals for housing. <p>Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs.</p> <p>Policies</p> <p>1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by:</p> <p>1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County;</p> <p>1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing;</p> <p>1.1.C Addressing racially disparate impacts;</p> <p>1.1.D Reducing or mitigating displacement risk; and</p> <p>1.1.E Taking actions to implement this element throughout</p>	

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	<p>(generally identified through Policy H-56). Promote equitable outcomes in partnership with communities most impacted.</p> <p>H-1011 Adopt policies, incentives, strategies, actions, and regulations at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very- that increase the supply of long-term income-restricted housing for extremely low-, very low-, and moderate low-income households and households with special needs. These strategies should address the following:</p> <p>H-12 Identify sufficient capacity of land for housing, including both rental and ownership;</p> <p>b. Housing suitable for a range of household types and sizes;</p> <p>c. Affordability, but not limited to very-low, low, and income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households;</p> <p>d. Housing suitable and affordable for households with special needs;</p> <p>e. Universal design and sustainable development of housing; and</p> <p>f. Housing supply, including affordable housing and special needs manufactured housing-, multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within Urban Centers and in other areas planned for concentrations of mixed land uses an urban growth area boundary, duplexes, triplexes, and townhomes.</p> <p>H-1214 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs populations, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910.</p> <p>H-1719 Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize:</p> <p>a) supportingSupporting long-term affordable homeownership opportunities for households earningat or below 80% percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</p> <p>b) remedyingRemedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.</p>	<p>the Comprehensive Plan planning period.</p> <p>1.2 Categorize household income level for the purposes of this element as follows:</p> <p>1.2.A High income is a household income that exceeds 120 percent of the AMI;</p> <p>1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI;</p> <p>1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI;</p> <p>1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and</p> <p>1.2.E Extremely low income is household income at or below 30 percent of the AMI.</p> <p>1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches:</p> <p>1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing;</p> <p>1.3.B Moderate, Low-, and Very Low-Income –</p> <p>(1) Implement strategies to preserve existing units;</p> <p>(2) Implement strategies to increase the supply of new income restricted units; and</p> <p>(3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.</p> <p>1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –</p> <p>(1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and</p> <p>(2) Coordinate efforts among providers, developers, and government agencies; and</p> <p>(3) Organize resources in support of new income restricted development.</p> <p>1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need.</p>	

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		<div>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</div> <div>1.4.A Parks and open space;</div> <div>1.4.B Recreation opportunities and programs</div> <div>1.4.C Safe pedestrian and bicycle routes;</div> <div>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</div> <div>1.4.E Clean air, soil, and water;</div> <div>1.4.F Shelter from extreme heat events;</div> <div>1.4.G Fresh and healthy foods;</div> <div>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</div> <div>1.4.I Public safety;</div> <div>1.4.J Artistic, musical, and cultural resources</div> <div>1.4.K Affordable and high-quality transit options and living wage jobs;</div> <div>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</div> <div>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</div> <div>1.7 Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities.</div> <div>1.8 Discourage neighborhood segregation and the isolation of special needs populations.</div> <div>1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.</div> <div>1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households.</div> <div>1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development</div>	

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		<p>capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity.</p> <p>1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere.</p> <p>Goal 2 – Affordable Housing</p> <p>Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing.</p> <p>Policies</p> <p>2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.</p> <p>2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include:</p> <p>2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;</p> <p>2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs;</p> <p>2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p> <p>2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households.</p> <p>2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.</p> <p>2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following</p> <p>2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at</p>	

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		<p>levels to yield more lower-income units as the benefit of the incentive increases.</p> <p>2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs;</p> <p>2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;</p> <p>2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.</p> <p>2.5.E Reduced design review processes and simplified standards for developments with affordable units.</p> <p>2.5.F Reduced or waived permit fees for developments with affordable units.</p> <p>2.5.G Reduced parking requirements for income-restricted units.</p> <p>2.5.H Relief from other development code provisions that do not affect health or safety requirements.</p> <p>2.6 Evaluate potential revenue sources to fund a local affordable housing fund.</p> <p>2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing.</p> <p>2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs.</p> <p>2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.</p> <p>2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households.</p> <p>2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs.</p>	

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		<p>2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners.</p> <p>2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing.</p> <p>Goal 3 – Racially Disparate Impacts</p> <p>Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race.</p> <p>Policies</p> <p>3.1 Begin undoing racially disparate impacts by prioritizing actions that:</p> <p>3.1.A Increase the supply of affordable rental housing;</p> <p>3.1.B Expand tenant protections;</p> <p>3.1.C Add incentives for the construction of affordable housing;</p> <p>3.1.D Increase capacity for multifamily and mixed-use housing; and</p> <p>3.1.E Include intentional public outreach during implementation of the Comprehensive Plan.</p> <p>3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color.</p> <p>3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p> <p>3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p>	

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		<p>Goal 4 – Anti-Displacement</p> <p>Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs.</p> <p>Policies</p> <p>4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).</p> <p>4.2 Evaluate and consider implementing the following tenant protections:</p> <p>4.2.A Required advance notice of rent increases;</p> <p>4.2.B Relocation assistance; and</p> <p>4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.</p> <p>4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should:</p> <p>4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City;</p> <p>4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;</p> <p>4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and</p> <p>4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions.</p> <p>4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated.</p> <p>5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones.</p> <p>5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of</p>	

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		housing to help meet housing needs for moderate to low-income households. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
MPP-H-4 <u>Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration and jurisdictional action.</u>	H-2 Address Prioritize the need for housing affordable to households at less than or below 30% percent AMI (very -extremely low-income) by implementing tools such as ; , recognizing that this is where the greatest need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively. a) <u>Increasing</u> capital, operations, and maintenance funding; b) <u>Adopting</u> complementary land use regulations; c) <u>Fostering</u> welcoming communities, <u>including people with behavioral health needs</u> ; d) <u>Adopting</u> supportive policies; and e) <u>Supporting</u> collaborative actions by all jurisdictions. H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all economic and demographic segments of the population in each jurisdiction and summarize the findings in the housing element. The analysis and inventory inventory and analysis shall include: s) Characteristics of the existing housing stock, including supply, affordability and diversity of housing types; Characteristics of populations, including projected growth and demographic change; The housing needs of very low, low, and moderate income households; and The housing needs of special needs populations. <u>affordability</u> Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from policy Policy H-1 (see table H-23 in Appendix); 4) <u>and needs for housing affordable to moderate income households;</u> a) number Number of existing housing units by housing type, age, number of bedrooms, occupants per room, condition, tenure, and AMI limit (for income-restricted units); b) percentage Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable; c) <u>Percentage</u> of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction; d) number of units, including number of Number of income-restricted units <u>and, where feasible, total number of units,</u> within a half-mile walkshed of high-capacity or frequent transit stations service where	Housing Element Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs. Policies 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. 1.2 Categorize household income level for the purposes of this element as follows: 1.2.A High income is a household income that exceeds 120 percent of the AMI; 1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI; 1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI; 1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and 1.2.E Extremely low income is household income at or below 30 percent of the AMI. 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income –	No policy gap

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	<p>applicable and regional and countywide centers;</p> <p>e) household<u>Household</u> characteristics, by race/ethnicity:</p> <p>1) income<u>Income</u> (median and by AMI bracket)</p> <p>2) tenure</p> <p>3) size</p> <p>4)2) housing<u>Tenure (renter or homeowner)</u></p> <p>5)3) Size</p> <p>6)4) Housing cost burden and severe housing cost burden;</p> <p>f) current<u>Current</u> population characteristics;:</p> <p>1) Age by race/ethnicity;:</p> <p>2) age</p> <p>3) disability;</p> <p>4)2) projected<u>Disability</u></p> <p>g) Projected population growth and demographic change;</p> <p>h) housing<u>Housing</u> development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable;</p> <p>i) ratio<u>Ratio</u> of housing to jobs in the jurisdiction;</p> <p>j) summary<u>Summary</u> of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted;</p> <p>k) the<u>The</u> housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, disabled persons <u>with disabilities</u>, people with medial<u>medical</u> conditions, and older adults; and</p> <p>l) the<u>The</u> housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC);; and</p> <p>m) <u>Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.</u></p> <p>H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in</p>	<p>(1) Implement strategies to preserve existing units;</p> <p>(2) Implement strategies to increase the supply of new income restricted units; and</p> <p>(3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.</p> <p>1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –</p> <p>(1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and</p> <p>(2) Coordinate efforts among providers, developers, and government agencies; and</p> <p>(3) Organize resources in support of new income restricted development.</p> <p>1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need.</p> <p>1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.</p> <p>1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households.</p> <p>Goal 2 – Affordable Housing</p> <p>Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing.</p> <p>Policies</p> <p>2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.</p> <p>2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include:</p> <p>2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;</p>	

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	<p>identifying and compiling resources to support this analysis.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p>H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and <u>other</u> People of Color (BIPOC) households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-56). Promote equitable outcomes in partnership with communities most impacted.</p> <p>H-1011 Adopt policies, incentives, strategies, actions, and regulations at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very that increase the supply of long-term income-restricted housing for extremely low-, very low-, and moderate low-income households and households with special needs. These strategies should address the following: <u>a. Overall supply and diversity</u></p> <p>H-12 <u>Identify sufficient capacity of land for housing; including both rental and ownership;</u> <u>b. Housing suitable for a range of household types and sizes;</u> <u>c. Affordability, but not limited to very low, low, and income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households;</u> <u>d. Housing suitable and affordable for households with special needs;</u> <u>e. Universal design and sustainable development of housing; and</u> <u>f. Housing supply, including affordable housing and special needs manufactured housing-, multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within Urban Centers and in other areas planned for concentrations of mixed land uses an urban growth area boundary, duplexes, triplexes, and townhomes.</u></p> <p>H-1214 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs</u> populations, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910.</p> <p>H-1719 Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low- income, households. Emphasize:</p> <p>a) supporting <u>Supporting</u> long-term affordable homeownership opportunities for households <u>earning</u> at or below 80% <u>percent</u> AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</p>	<p>2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs;</p> <p>2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p> <p>2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households.</p> <p>2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.</p> <p>2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following</p> <p>2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases.</p> <p>2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs;</p> <p>2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;</p> <p>2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.</p> <p>2.5.E Reduced design review processes and simplified standards for developments with affordable units.</p> <p>2.5.F Reduced or waived permit fees for developments with affordable units.</p> <p>2.5.G Reduced parking requirements for income-restricted units.</p> <p>2.5.H Relief from other development code provisions that do not affect health or safety requirements.</p> <p>2.6 Evaluate potential revenue sources to fund a local affordable housing fund.</p>	

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	b) remedying Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.	<p>2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing.</p> <p>2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs.</p> <p>2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.</p> <p>2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households.</p> <p>2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs.</p> <p>2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners.</p> <p>2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing.</p> <p>Goal 4 – Anti-Displacement</p> <p>Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs.</p> <p>Policies</p> <p>4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).</p> <p>4.2 Evaluate and consider implementing the following tenant protections:</p> <p>4.2.A Required advance notice of rent increases;</p>	

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		<p>4.2.B Relocation assistance; and</p> <p>4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.</p> <p>4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should:</p> <p>4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City;</p> <p>4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;</p> <p>4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and</p> <p>4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions.</p> <p>4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated.</p> <p>5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones.</p> <p>5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of housing to help meet housing needs for moderate to low-income households.</p> <p>5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.</p>	
MPP-H-5 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals <u>while recognizing historic inequities in access to homeownership opportunities for communities of color.</u>	H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in	Housing Element 2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.	No Policy Gap. Consider adding additional actions that can be taken to begin to undo long-term effects of racially disparate impacts as described in CPP H-6, H-10, and H-14.

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	<p>identifying and compiling resources to support this analysis.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p>H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and <u>other</u> People of Color (BIPOC) households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-56). Promote equitable outcomes in partnership with communities most impacted.</p> <p>H-1214 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs</u> populations, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910.</p> <p>H-1719 Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income households. Emphasize:</p> <p>a) supporting<u>Supporting</u> long-term affordable homeownership opportunities for households <u>earning</u> at or below 80% <u>percent</u> AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</p> <p>b) remedying<u>Remedying</u> historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.</p>	<p>3.1 Begin undoing racially disparate impacts by prioritizing actions that:</p> <p>3.1.A Increase the supply of affordable rental housing;</p> <p>3.1.B Expand tenant protections;</p> <p>3.1.C Add incentives for the construction of affordable housing;</p> <p>3.1.D Increase capacity for multifamily and mixed-use housing; and</p> <p>3.1.E Include intentional public outreach during implementation of the Comprehensive Plan.</p> <p>3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color.</p> <p>3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p>	
<p>MPP-H-6</p> <p>Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work that is accessible to job centers and attainable to workers at anticipated wages.</p>	<p>H-1 Address<u>All comprehensive plans in King County combine to address</u> the countywide need for housing affordable to households with moderate, low, and very low, and extremely low-incomes, (including those with special needs), at a level that calibrates with the jurisdiction’s identified affordability gap for those households. <u>and results in the combined comprehensive plans in King County meeting countywide need.</u> The countywide need for housing in 2044 by percentage of Area Median Income (AMI) is: 50-80% of AMI (moderate) 16%</p> <p>- <u>30 percent and below AMI (extremely low) - 15 percent</u> of total housing supply 30</p> <p>- <u>31-50% percent</u> of AMI (<u>very low</u>) 1- <u>15 percent</u> of total housing supply 30% and below</p> <p>- <u>51-80 percent of AMI (very-low) 12%- 19 percent</u> of total housing supply. 30% and below AMI (extremely low) 15% of total housing supply, 31-50% of AMI (very low) 15% of total housing supply, and 51-80% of AMI (low) 19% of total housing supply.</p> <p>Table H-1 provides additional context on the countywide need for housing.</p> <p>H-15 Increase housing choices for everyone—, particularly those earning lower wages—in locations, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all</p>	<p>Land Use Element</p> <p>5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.</p> <p>5.3 Encourage the development of affordable housing within the Town Center.</p> <p>5.4 Encourage the development of accessible and visitable housing within the Town Center.</p> <p>5.5 Encourage options for ownership housing within the Town Center.</p> <p>17.3 Inclusion of a range of Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished tThrough rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.</p>	<p>No policy gap</p>

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	<p>income levels. Ensure there are zoning ordinances and building policiesdevelopment regulations in place that allow and encourage housing production at a-levels that improves theimprove jobs-housing balance of housing to employment throughout the county across all income levels.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <p>a) providingProviding access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;.</p> <p>b) expandingExpanding capacity for moderate-density housing throughout within the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</p> <p>c) evaluatingEvaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and;.</p> <p>c) providingProviding access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</p>	<p>16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.</p> <p>16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.</p> <p>Housing Element</p> <p>Goal 1 – Overall Housing Strategies</p> <p>The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044:</p> <ul style="list-style-type: none">• Accommodate the City’s housing target and projected housing needs;• Make adequate provisions for housing needs for all economic segments of the community;• Provide for and address potential barriers to the preservation, improvement, and development of housing;• Begin undoing racially disparate impacts from past housing policies;• Reduce or mitigate displacement risk as zoning changes and development occur; and• Realize the City’s goals for housing. <p>Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs.</p> <p>Policies</p> <p>1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by:</p> <p>1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County;</p> <p>1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing;</p> <p>1.1.C Addressing racially disparate impacts;</p> <p>1.1.D Reducing or mitigating displacement risk; and</p> <p>1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period.</p> <p>1.2 Categorize household income level for the purposes of this element as follows:</p>	

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		<div>1.2.A High income is a household income that exceeds 120 percent of the AMI;</div> <div>1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI;</div> <div>1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI;</div> <div>1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and</div> <div>1.2.E Extremely low income is household income at or below 30 percent of the AMI.</div> <div>1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches:</div> <div>1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing;</div> <div>1.3.B Moderate, Low-, and Very Low-Income –</div> <div>(1) Implement strategies to preserve existing units;</div> <div>(2) Implement strategies to increase the supply of new income restricted units; and</div> <div>(3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.</div> <div>1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –</div> <div>(1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and</div> <div>(2) Coordinate efforts among providers, developers, and government agencies; and</div> <div>(3) Organize resources in support of new income restricted development.</div> <div>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</div> <div>1.4.A Parks and open space;</div> <div>1.4.B Recreation opportunities and programs</div> <div>1.4.C Safe pedestrian and bicycle routes;</div>	

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		<div>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</div> <div>1.4.E Clean air, soil, and water;</div> <div>1.4.F Shelter from extreme heat events;</div> <div>1.4.G Fresh and healthy foods;</div> <div>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</div> <div>1.4.I Public safety;</div> <div>1.4.J Artistic, musical, and cultural resources</div> <div>1.4.K Affordable and high-quality transit options and living wage jobs;</div> <div>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</div> <div>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</div> <div>1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.</div> <div>1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity.</div> <div>1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere.</div>	
MPP-H-7 Expand the supply and range of housing <u>at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas</u> throughout the region.	d) H-14 H-16 Expand the supply and range of housing types <u>—</u> , including affordable units <u>—</u> , at densities sufficient to maximize the benefits of transit investments throughout the county.	Land Use Element <div>1.1 A walkable mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.</div> <div>16.5 Infill <u>Encourage development of middle housing where mandated by state law,</u> on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill <u>it</u> is</div>	No Policy Gap – while there are some policies that encourage different types of housing near transit services, consider adding more specificity to expanding density ranges within those areas.

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		<p>compatible with the surrounding neighborhoods, <u>with preference given to areas near high capacity transit.</u></p> <p>Transportation Element</p> <p>6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects including:</p> <ul style="list-style-type: none">• locating structures on the site in order to facilitate transit and non-motorized travel modes;• placing and managing on-site parking to encourage travel by modes other than single occupant vehicles;• provision of convenient and attractive facilities for pedestrians and bicyclists; and• provision of public easements for access and linkages to pedestrian, bicycle, and transit facilities. <p>Housing Element</p> <p>1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches:</p> <p>1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing;</p> <p>1.3.B Moderate, Low-, and Very Low-Income –</p> <p>(1) Implement strategies to preserve existing units;</p> <p>(2) Implement strategies to increase the supply of new income restricted units; and</p> <p>(3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.</p> <p>1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) –</p> <p>(1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and</p> <p>(2) Coordinate efforts among providers, developers, and government agencies; and</p> <p>(3) Organize resources in support of new income restricted development.</p> <p>1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need.</p>	

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		<div>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</div> <div>1.4.A Parks and open space;</div> <div>1.4.B Recreation opportunities and programs</div> <div>1.4.C Safe pedestrian and bicycle routes;</div> <div>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</div> <div>1.4.E Clean air, soil, and water;</div> <div>1.4.F Shelter from extreme heat events;</div> <div>1.4.G Fresh and healthy foods;</div> <div>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</div> <div>1.4.I Public safety;</div> <div>1.4.J Artistic, musical, and cultural resources</div> <div>1.4.K Affordable and high-quality transit options and living wage jobs;</div> <div>1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and</div> <div>1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.</div> <div>1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.</div> <div>2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.</div>	
MPP-H-8 <u>Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.</u>	H-14 Expand the supply and range of housing types—, including affordable units—, at densities sufficient to maximize the benefits of transit investments throughout the county. H-17 Support the development and preservation of income-restricted affordable housing that is within walking distance to <u>planned or existing</u> high-capacity and frequent transit.	Housing Element 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.	No policy gap
MPP-H-9 <u>Expand housing capacity for moderate density housing to bridge the gap between single-family and more</u>	H-16 Expand the supply and range of housing types—, including affordable units—, at densities sufficient to maximize the benefits of transit investments throughout the county.	Land Use Element Goal 5:	No policy gap

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<u>intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region. Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.</u>	<p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents <u>in jurisdictions throughout the county</u> to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <ul style="list-style-type: none">a) providing<u>Providing</u> access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunityin;b) expanding<u>Expanding</u> capacity for moderate-density housing throughout within the jurisdiction, especially in areas currently zoned for lower density single-family detached housing <u>in the Urban Growth Area</u>, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;c) evaluating<u>Evaluating</u> the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and;d) providing<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. <p>H-15 Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.</p> <p>DP-3 Efficiently develop Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy and, vibrant, <u>and equitable</u> urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u>. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none">a) • a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit</u> station areas, consistent with the numeric goals in the regional growth strategy<u>Regional Growth Strategy</u>;b) • b) Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities;c) • c) <u>Maximizing Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</u>e) d) <u>Optimizing the use of existing capacity for housing and employment;</u>d) e) <u>• d)</u> Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; ande) f) <u>• e)</u> Coordinating plans for land use, transportation, schools, capital facilities and services.	<p>Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.</p> <p>5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.</p> <p>15.2 Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative <u>Provide for housing types in residential zones, such as accessory dwelling units and compact courtyard homes additional middle housing types at slightly higher densities as outlined in the Housing Element.</u></p> <p>Goal 16:</p> <p>Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations.</p> <p>16.5 Infill Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.</p> <p>Housing Element</p> <p>1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches:</p> <p>1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing;</p> <p>1.3.B Moderate, Low-, and Very Low-Income –</p> <p>(1) Implement strategies to preserve existing units;</p> <p>(2) Implement strategies to increase the supply of new income restricted units; and</p> <p>(3) Reduce barriers to new moderate density, multifamily, and mixed-use construction.</p> <p>5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones.</p>	

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	<p>DP-31 Focus housing and employment growth within into designated Urban Centers regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p> <p>DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p>		
<p>MPP-H-10</p> <p>Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.</p>	<p>H-11 Identify 13 Implement strategies to overcome cost barriers to housing affordability and implement strategies to overcome them. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p>	<p>Land Use Element</p> <p>Goal 5:</p> <p>Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.</p> <p>5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.</p> <p>Goal 16:</p> <p>Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations.</p> <p>16.1 Encourage the uUse of the existing housing stock to address changing population needs and aging in place. Accessory housing dwelling units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.</p> <p>16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.</p> <p>16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.</p> <p>16.4 Promote accessory dwelling units in single-family districts zones subject to specific development and owner occupancy standards.</p> <p>16.5 Infill Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.</p> <p>16.6 Explore flexible residential development regulations and entitlement processes that support, and create incentives for, subdivisions that incorporate public amenities through the use of</p>	<p>No policy gap</p>

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		<p>a pilot program. The use of flexible residential development standards should be used to and encourage public amenities such as wildlife habitat, accessible homes, <u>affordable housing</u>, and sustainable development.</p> <p>16.7 Ensure development regulations allow the improvement of existing homes and do not create incentives to remove or replace existing homes.</p> <p>16.8 Evaluate locally adopted building and fire code regulations within existing discretion to encourage the preservation of existing homes.</p> <p>17.3 Inclusion of a range of <u>Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.</u></p> <p>Housing Element</p> <p>2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include:</p> <p>2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;</p> <p>2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs;</p> <p>2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p> <p>2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following</p> <p>2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases.</p> <p>2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs;</p>	

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		<p>2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;</p> <p>2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.</p> <p>2.5.E Reduced design review processes and simplified standards for developments with affordable units.</p> <p>2.5.F Reduced or waived permit fees for developments with affordable units.</p> <p>2.5.G Reduced parking requirements for income-restricted units.</p> <p>2.5.H Relief from other development code provisions that do not affect health or safety requirements.</p> <p>Goal 5 – Residential Regulations</p> <p>Goal: Regulations that affect residential development are balanced so that they safeguard the public health, safety, and welfare.</p> <p>Policies</p> <p>5.1 Consider reviewing the multifamily development standards to identify potential amendments that would:</p> <p>5.1.A Reduce permit review times and costs;</p> <p>5.1.B Simplify requirements,</p> <p>5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable;</p> <p>5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it.</p> <p>5.1.E Increase affordable housing incentives; and</p> <p>5.1.F Address displacement risk from zoning changes.</p> <p>5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones.</p> <p>5.3 Amend residential development standards to allow middle housing types and ADUs in residential zones consistent with the state law.</p> <p>5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of</p>	

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		housing to help meet housing needs for moderate to low-income households. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
MPP-H-11 Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.	H-7 Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need. H-1214 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs populations</u> , and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910.	Housing Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs; 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units.	No Policy Gap

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		<div>2.5.G Reduced parking requirements for income-restricted units.</div> <div>2.5.H Relief from other development code provisions that do not affect health or safety requirements.</div> <div>2.6 Evaluate potential revenue sources to fund a local affordable housing fund.</div> <div>2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing.</div> <div>2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs.</div> <div>2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.</div> <div>2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households.</div> <div>2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs.</div> <div>2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners.</div> <div>2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing.</div> <div>4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).</div> <div>6.4 Provide resources for actions to implement this element and respond to limited resources by using strategies such as:</div> <div>6.4.A Alternate funding sources;</div>	

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		6.4.B Public-private partnerships; 6.4.C Reducing project or program scope to align with current biennial budget constraints; and 6.4.D Amending the policies of the Housing Element to reflect the City’s capacity to implement the element.	
MPP-H-12 <u>Identify potential physical, economic, and cultural displacement of low- income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.</u>	<p>H-14 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs</u>, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910.</p> <p>H-20 Preserve existing affordable housing units, where appropriate, including acquisition. Adopt policies and rehabilitation of housing for long-term affordability. Promote strategies that promote equitable development and adopt anti-displacement strategies, including dedicated funds for land acquisition risk, with consideration given to the preservation of historical and affordable cultural communities as well as investments in low-, very low-, extremely low-, and moderate-income housing production and preservation; dedicated funds for land acquisition; manufactured housing community preservation, inclusionary zoning; community planning requirements; tenant protections; public land disposition policies; and land that may be used for affordable housing. Mitigate displacement that may result from planning, <u>public and efforts, large-scale</u> private investments, and market pressure. Implement anti-displacement measures prior to or concurrent with development capacity increases and <u>public</u> capital investments.</p> <p>DP-42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>Celebrate</u> <u>Support</u> cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u></p> <p>DP-34 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, <u>immigrant, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities;</u> and other communities at greatest risk <u>of displacement.</u> Use a range of strategies to mitigate identified displacement impacts.</p> <p>N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.</p> <p>EC-29 Stabilize and prevent <u>the</u> economic displacement of small, culturally relevant businesses and business clusters during periods of growth, <u>contractions</u> contraction, and redevelopment. <u>Track and respond to key indicators of</u> Mitigate displacement <u>and mitigate</u> risks through <u>data collection, analyses, monitoring</u> and adaptive</p>	Transportation Element 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. Housing Element 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. Goal 3 – Racially Disparate Impacts Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race. Policies 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and	No Policy Gap

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	<p>responses.</p> <p>T-9 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and people<i>other People</i> of color<i>Color</i>, people with low and no- incomes, and people with special transportation needs.</p>	<p>3.1.E Include intentional public outreach during implementation of the Comprehensive Plan.</p> <p>3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color.</p> <p>3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p> <p>3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p> <p>Goal 4 – Anti-Displacement</p> <p>Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs.</p> <p>Policies</p> <p>4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).</p> <p>4.2 Evaluate and consider implementing the following tenant protections:</p> <p>4.2.A Required advance notice of rent increases;</p> <p>4.2.B Relocation assistance; and</p> <p>4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.</p> <p>4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should:</p> <p>4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City;</p> <p>4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;</p>	

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		4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions. 4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated. 5.1 Consider reviewing the multifamily development standards to identify potential amendments that would: 5.1.A Reduce permit review times and costs; 5.1.B Simplify requirements, 5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable; 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it. 5.1.E Increase affordable housing incentives; and 5.1.F Address displacement risk from zoning changes.	
H-Action-1 (Regional) Regional Housing Strategy: PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
H-Action-2 (Regional) Regional Housing Assistance: PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance shall include the following components:	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
H-Action-3 (Regional) State Support and Coordination: PSRC will monitor and support as appropriate members’ efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
H-Action-4 (Local)	No CPP necessary – a local HNA is completed as part of a local comprehensive plan	No policy is necessary – this will be completed as part of the	No Policy Gap

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Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.	update	comprehensive plan update.	
H-Action-5 (Local) Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.	No CPP necessary – this will be evaluated as part of the comprehensive plan update	Land Use Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.” 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 5.1 Consider reviewing the multifamily development standards to identify potential amendments that would: 5.1.A Reduce permit review times and costs;	No Policy Gap

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		5.1.B Simplify requirements, 5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable; 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it. 5.1.E Increase affordable housing incentives; and 5.1.F Address displacement risk from zoning changes. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
H-Action-6 (Local) <u>Displacement:</u> Metropolitan Cities, Core Cities, and High Capacity Transit Communities will develop anti-displacement strategies in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners.	No CPP is provided	Transportation Element 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. Housing Element 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. 1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity. Goal 3 – Racially Disparate Impacts Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race.	No Policy Gap

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		<p>Policies</p> <p>3.1 Begin undoing racially disparate impacts by prioritizing actions that:</p> <p>3.1.A Increase the supply of affordable rental housing;</p> <p>3.1.B Expand tenant protections;</p> <p>3.1.C Add incentives for the construction of affordable housing;</p> <p>3.1.D Increase capacity for multifamily and mixed-use housing; and</p> <p>3.1.E Include intentional public outreach during implementation of the Comprehensive Plan.</p> <p>3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color.</p> <p>3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p> <p>3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities.</p> <p>3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</p> <p>Goal 4 – Anti-Displacement</p> <p>Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs.</p> <p>Policies</p> <p>4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH).</p> <p>4.2 Evaluate and consider implementing the following tenant protections:</p> <p>4.2.A Required advance notice of rent increases;</p> <p>4.2.B Relocation assistance; and</p> <p>4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.</p>	

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		<p>4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should:</p> <p>4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City;</p> <p>4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;</p> <p>4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and</p> <p>4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions.</p> <p>4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated.</p> <p>5.1 Consider reviewing the multifamily development standards to identify potential amendments that would:</p> <p>5.1.A Reduce permit review times and costs;</p> <p>5.1.B Simplify requirements,</p> <p>5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable;</p> <p>5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it.</p> <p>5.1.E Increase affordable housing incentives; and</p> <p>5.1.F Address displacement risk from zoning changes.</p>	
Economy Goal The region will have <u>has</u> a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people <u>and their health</u> , sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.			
MPP-Ec-1 Support economic development activities that help	EC-1 Coordinate local and countywide economic policies and strategies with VISION 2040 -2050 and the Regional Economic Strategy.	Economic Development Element	No Policy Gap

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to <u>recruit</u> , retain, expand, or diversify the region’s businesses, <u>targeted</u> .Target recruitment activities towards businesses that provide family <u>living</u> -wage jobs.	EC-2 Support economic growth that accommodates employment growth targets (see table Table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.	<p>1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs.</p> <p>5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island.</p> <p>5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers.</p> <p>6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.</p> <p>Land Use Element</p> <p>14.4 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of 1,2281,300 new jobs from 200624—203540, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies.</p> <p>14.8 Create a healthy and safe economic environment where Town Center businesses can serve the needs of Mercer Island residents as well as draw upon broader retail and commercial market areas.</p> <p>Housing Element</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <p>1.4.A Parks and open space;</p> <p>1.4.B Recreation opportunities and programs</p> <p>1.4.C Safe pedestrian and bicycle routes;</p> <p>1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;</p> <p>1.4.E Clean air, soil, and water;</p> <p>1.4.F Shelter from extreme heat events;</p> <p>1.4.G Fresh and healthy foods;</p> <p>1.4.H High-quality education from early learning through kindergarten through twelfth grade;</p>	

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		1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-Ec-2 Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, <u>utilities</u> , education, labor, military, workforce development, and other nonprofit organizations.	EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships <u>involving</u> community groups, <u>and ensure. Ensure</u> such partnerships share decision-making power with and spread benefits to community groups. <u>Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.</u> <u>EC-9 Identify, and support the retention of</u> EC-9 <u>Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</u>	Economic Development Element 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 2.1 Partner with nongovernmental organizations and neighboring economic development agencies to market Mercer Island as a prime location for businesses and investment. 2.2 Partner with community organizations to target the following types of businesses and investment when marketing the City as a prime location for business: 2.2.A A complementary and balanced mix of retail businesses and restaurants; 2.2.B High wage employers; and 2.2.C Satellite offices and coworking spaces. 3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community. 3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff. 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation.	No Policy Gap

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		<p>4.1 Encourage programming that enables residents and visitors to safely gather, access spaces, socialize, and celebrate in the City. Encouraging public gatherings throughout the City can improve the quality of life on Mercer Island and make the City a more vibrant place for residents and visitors alike, which can in turn drive increased economic activity.</p> <p>4.2 Build resilience in the local economy by:</p> <p>4.2.A Diversifying the goods and services available in the local economy;</p> <p>4.2.B Being flexible when working with businesses to respond to crises such as allowing temporary use of rights of way for business activity during a state of emergency like a pandemic;</p> <p>4.2.C Coordinating with local businesses to plan for disaster preparedness; and</p> <p>4.2.D Be guided by relevant strategies in the Climate Action Plan to reduce the potential negative effects of climate change on doing business in the City and to attract businesses, workers and customers in a warming climate.</p> <p>5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island.</p> <p>5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers.</p> <p>13.2 Encourage public-private partnerships to achieve the goals of this element.</p>	
MPP-Ec-3 Support established and emerging efforts to retain and expand industry clusters that export manufacture goods and provide services for export, increasing capital in the region, and import capital, and have growth potential.	EC-3 Identify and support Support industry clusters and their related subclusters within King County that are integral components of the Regional Economic Strategy or that may otherwise emerge as having significance to and King County's economy. Emphasize support for clusters that: are vulnerable or threatened by market forces; that provide middle-wage jobs; that play an outsized role in the local economy; or that have significant growth potential.	No specific policies but the MPP is not focused on Mercer Island.	No Policy Gap
MPP-Ec-4 Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.	EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities; and port facilities. T-11-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an	No specific policies but the MPP is not focused on Mercer Island.	No Policy Gap

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	international trade gateway, and a manufacturing area. Minimize while minimizing negative impacts on the community impacts.		
MPP-Ec-5 Recognize the region’s airports as critical economic assets that support <u>the region’s businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.</u>	EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities. and port facilities. T-11 18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. Minimize while minimizing negative impacts on the community impacts.	No specific policies but the MPP is not focused on Mercer Island.	No Policy Gap
MPP-Ec-6 Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.	T-X2 5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially particularly</u> to and within centers and along corridors connecting centers. T-8 12 Prioritize state, regional and local funding to transportation investments that support adopted countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal</u> mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable. T-X7 15 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with the Regional Growth Strategy and</u> produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation. T-23 33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) where needed to that to optimize the use of existing infrastructure and support equity in order to, improve mobility, and reduce congestion and, vehicle miles traveled, increase energy efficiency, reduce and greenhouse gas emissions, and reduce the need for new infrastructure.	Transportation Element 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management strategies such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options. 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies. 1.3 Employ transportation system management (TSM) techniques to improve the efficient operation of the transportation system including, but not limited to: traffic through and turn lanes, management of street parking, signals and other traffic control measures. 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way. 2.2 Continue to prioritize <u>Prioritize</u> expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u> 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature. 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, and neighborhood impacts. pollution for all communities.	No Policy Gap

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		<p>3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities.</p> <p>4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:</p> <ul style="list-style-type: none">maintain existing and encourage new public transit service on the island;maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; andcontinue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services. <p>4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.</p> <p>4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as:</p> <ul style="list-style-type: none">providing small park and ride facilities throughout the Island; andimproving pedestrian access to transit with on and off-road pedestrian improvements. <p>4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.</p> <p>4.6 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u></p> <p>4.78 multi-modal <u>multimodal</u> Promote the mobility of people and goods through a <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan</p>	

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		<p>4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</p> <p>4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</p>	
<p>MPP-Ec-7</p> <p>Foster a supportive environment for business startups, small businesses, and locally owned, and women- and minority-owned businesses to help them continue to prosper.</p>	<p>EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and <u>that</u> emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, immigrant, and other owners of colorand <u>other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses</u>, in creating jobs.</p>	<p>Economic Development Element</p> <p>1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs.</p> <p>2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to help entrepreneurs navigate City processes and find additional resources available to assist in starting a new business.</p> <p>2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer Island business owners, entrepreneurs, and retirees with people interested in starting new businesses.</p>	<p>No Policy Gap - Current policies support small and new businesses in the city, these can be better aligned with MPP-Ec-7 and CPP-EC-7 by adding specific support for small businesses, locally owned, and women- and minority-owned businesses.</p>

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		<p>3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community.</p> <p>3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff.</p> <p>3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop Mercer Island” marketing campaign directed at drawing more residents and visitors to commercial areas on the island. The City should fill a supporting role in this partnership.</p> <p>3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation.</p> <p>3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.</p> <p>7.5 Establish a small-business pre-application process to help guide applicants through the permitting process.</p>	
<p>MPP-Ec-8</p> <p>Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.</p>	<p>DP-community character and mix of uses.40 Plan for neighborhoods or subareas to encourage infill and redevelopment, provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhanceand provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning willshould include equitable engagement with low-income households, Black, Indigenous, and other People of Color communities of color, and; immigrants, including and refugees; people facingwith low-incomes; people with disabilities; and communities with language barriersaccess needs.</p> <p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships involvingwith community groups, and ensure. Ensure such partnerships share decision-making power with and spread benefits to community groups. Use partnerships to foster connections between employers, local vocational and/educational programs and community needs. EC-9 Identify, and support the retention of</p> <p>EC-9 Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</p>	<p>Economic Development Element</p> <p>1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs.</p> <p>2.1 Partner with nongovernmental organizations and neighboring economic development agencies to market Mercer Island as a prime location for businesses and investment.</p> <p>2.2 Partner with community organizations to target the following types of businesses and investment when marketing the City as a prime location for business:</p> <p>2.2.A A complementary and balanced mix of retail businesses and restaurants;</p> <p>2.2.B High wage employers; and</p> <p>2.2.C Satellite offices and coworking spaces.</p> <p>3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials</p>	<p>No Policy Gap</p>

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	<p>EC-16 Direct investments to community and economic development initiatives that elevate <u>equitable</u> economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p>EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and minimizes impacts on businesses complements economic prosperity.</p> <p>PF-X12 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>and staff gather input from business owners. This input should inform City decision making that affects the business community.</p> <p>3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff.</p> <p>3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation.</p> <p>4.1 Encourage programming that enables residents and visitors to safely gather, access spaces, socialize, and celebrate in the City. Encouraging public gatherings throughout the City can improve the quality of life on Mercer Island and make the City a more vibrant place for residents and visitors alike, which can in turn drive increased economic activity.</p> <p>4.2 Build resilience in the local economy by:</p> <p>4.2.A Diversifying the goods and services available in the local economy;</p> <p>4.2.B Being flexible when working with businesses to respond to crises such as allowing temporary use of rights of way for business activity during a state of emergency like a pandemic;</p> <p>4.2.C Coordinating with local businesses to plan for disaster preparedness; and</p> <p>4.2.D Be guided by relevant strategies in the Climate Action Plan to reduce the potential negative effects of climate change on doing business in the City and to attract businesses, workers and customers in a warming climate.</p> <p>5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island.</p> <p>5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers.</p> <p>13.2 Encourage public-private partnerships to achieve the goals of this element.</p>	
MPP-Ec-9 Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity	<p>EC-1 Coordinate local and countywide economic policies and strategies with VISION 2040-2050 and the Regional Economic Strategy.</p> <p>EC-2 Support economic growth that accommodates employment growth targets (see tableTable DP-1) through local land use plans, infrastructure development, and</p>	Economic Development Element	No Policy Gap

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of family living-wage jobs for the region’s residents.	implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.	1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island. 5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers. 6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled. 8.1 Ensure land use regulations in commercial zones allow a diversity of commercial uses. Land Use Element	

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		<p>14.4 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of 1,2281,300 new jobs from 200624—203540, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies.</p> <p>14.8 Create a healthy and safe economic environment where Town Center businesses can serve the needs of Mercer Island residents as well as draw upon broader retail and commercial market areas.</p> <p>Housing Element</p> <p>1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to:</p> <ul style="list-style-type: none">1.4.A Parks and open space;1.4.B Recreation opportunities and programs1.4.C Safe pedestrian and bicycle routes;1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;1.4.E Clean air, soil, and water;1.4.F Shelter from extreme heat events;1.4.G Fresh and healthy foods;1.4.H High-quality education from early learning through kindergarten through twelfth grade;1.4.I Public safety;1.4.J Artistic, musical, and cultural resources1.4.K Affordable and high-quality transit options and living wage jobs;1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-Ec-10 Ensure that the region has a high quality education system that is accessible to all of the region's residents.	EC-11 12 Work with schools and other institutions to increase graduation rates and sustain a highly -educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region's industry clusters. Identify partnership and funding opportunities where appropriate. Align <u>and prioritize</u> workforce development efforts with Black, Indigenous, and other <u>People of Color</u> communities of color and ; immigrant <u>and refugees; and other marginalized</u> communities.	No current policy. However, this is more of a regional policy vs. something that should be addressed in the comprehensive plan (beyond economic development planning).	No Policy Gap

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MPP-Ec-11 Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.	EC-11 EC-12 Work with schools and other institutions to increase graduation rates and sustain a highly –educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region’s industry clusters. Identify partnership and funding opportunities where appropriate. Align <u>and prioritize</u> workforce development efforts with Black, Indigenous, and other <u>People of Color</u> communities of color and ; immigrant <u>and refugees; and other marginalized</u> communities.	No current policy. However, this is more of a regional policy vs. something that should be addressed in the comprehensive plan (beyond economic development planning).	No Policy Gap
MPP-Ec-12 Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	EC-28 Ensure public investment decisions protect culturally significant economic assets and advance the business interests of <u>immigrants, and Black, Indigenous, and other People of Color communities of color;</u> <u>immigrant and refugees; and other marginalized communities.</u> EC-29 Stabilize and prevent <u>the</u> economic displacement of small, culturally relevant businesses and business clusters during periods of growth, <u>contractionscontraction</u> , and redevelopment. <u>Track and respond to key indicators of</u> Mitigate displacement <u>and mitigate</u> risks through <u>data collection, analyses, monitoring</u> and adaptive responses.	Economic Development 3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment. 7.1 Audit the development code and permitting processes to identify code amendments to support businesses, improve effectiveness, and make efficient use of City resources. The following goals should be coequally considered when identifying code amendments: 7.1.A Lowering compliance costs for business owners; 7.1.B Minimizing delay and reduce uncertainty in the entitlement process; 7.1.C Improving conflict resolution in the entitlement process; 7.1.D Reducing the likelihood of business displacement as new development occurs; and 7.1.E Balancing parking requirements between reducing barriers to entry for new businesses and the need for adequate parking supply. 7.1.F Reducing greenhouse gas emissions. 7.2 Evaluate City fees imposed on development to determine their effect on business startup costs and City finances. The impact on business startup costs must be balanced with the financial needs of the City. 7.3 Evaluate additional process or code improvements on an annual basis with input from the economic development staff. This evaluation should inform the development of annual docket recommendations as needed.	No Policy Gap – But consider the below. Current policies already specify protecting businesses from displacement. These policies can be better aligned with MPP-Ec-12 and CPP-Ec-28, 29 by adding priority to the prevention of displacement for long-standing, small, locally owned businesses.
MPP-Ec-13 Address unique obstacles and special needs—as well as recognize the special assets—of disadvantaged populations in improving the region’s shared economic——future. Promote equity and access to opportunity in economic development policies	EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and <u>that</u> emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, <u>immigrant, and other owners of colorand other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses,</u> in creating jobs.	Economic Development Element 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to help entrepreneurs	No Policy Gap

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<u>and programs. Expand employment opportunity to improve the region’s shared economic future.</u>	<p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships involvingwith community groups, and ensure. Ensure such partnerships share decision-making power with and spread benefits to community groups. Use partnerships to foster connections between employers, local vocational and/educational programs and community needs. EC-9 Identify, and support the retention of</p> <p>EC-9 Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</p> <p>EC-13 Address the historic disparity15 Eliminate and correct for historical and ongoing disparities in income, and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure women, Black, Indigenous, and other peoplePeople of color. SteerColor; women; and other intersecting marginalized identities.</p> <p>EC-16 Direct investments to community and economic development initiatives that elevate <u>equitable</u> economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p>EC-1720 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and minimizes impacts on businesses complements economic prosperity.</p>	<p>navigate City processes and find additional resources available to assist in starting a new business.</p> <p>2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer Island business owners, entrepreneurs, and retirees with people interested in starting new businesses.</p> <p>3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community.</p> <p>3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff.</p> <p>3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop Mercer Island” marketing campaign directed at drawing more residents and visitors to commercial areas on the island. The City should fill a supporting role in this partnership.</p> <p>3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation.</p> <p>3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.</p> <p>5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island.</p> <p>5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers.</p> <p>6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.</p>	
MPP-Ec-14 Foster appropriate and targeted economic growth in distressed areas <u>with low and very low access to opportunity to improve access to create economic opportunity for current and future</u> residents of these	<p>EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and <u>that</u> emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, immigrant, and other owners of colorand other People of Color;</p>	<p>Economic Development Element</p> <p>1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs.</p>	No Policy Gap

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areas.	<p>immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.</p> <p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships involvingwith community groups, and ensure. Ensure such partnerships share decision-making power with and spread benefits to community groups. Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.</p>	<p>2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to help entrepreneurs navigate City processes and find additional resources available to assist in starting a new business.</p> <p>2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer Island business owners, entrepreneurs, and retirees with people interested in starting new businesses.</p> <p>3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community.</p> <p>3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff.</p> <p>3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop Mercer Island” marketing campaign directed at drawing more residents and visitors to commercial areas on the island. The City should fill a supporting role in this partnership.</p> <p>3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation.</p> <p>3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.</p>	
<p>MPP-Ec-15</p> <p>Support and recognize the contributions of the region’s culturally and ethnically diverse communities and Native Tribes, including in helping the region continue to expand its international economy.</p>	<p>EC-15 Address the historic disparityEliminate and correct for historical and ongoing disparities in income, and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure women, Black, Indigenous, and other peoplePeople of color. SteerColor; women; and other intersecting marginalized identities.</p>	No policy is necessary – this is a regional policy	No Policy Gap
<p>MPP-Ec-16</p> <p>Ensure that economic development sustains and respects the region’s environmental quality environment and encourages development of established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.</p>	<p>EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and minimizes impacts on businesses complements economic prosperity.</p>	No policy is necessary – this is a regional policy	No Policy Gap

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MPP-Ec-17 Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place. Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.	EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities. -, and port facilities.-	No policy is necessary – this is a regional policy	No Policy Gap
MPP-Ec-18 Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy. Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing.	It does not appear there is a CPP implementing this MPP. There is language in the CPPs jobs/housing balance in Metro and Urban Growth Centers.	Mercer Island will accomplish this goal by creating capacity for established growth targets and projections.	No Policy Gap
MPP-Ec-19 Recognize the need for employment. Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities. And promote compatible occupations (such as, but not limited to, tourism, cottage and home-based businesses, and local services) that do not conflict with rural character and resource-based land uses.	It does not appear there is a CPP implementing this MPP.	Not applicable to Mercer Island.	No Policy Gap
MPP-Ec-20 Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	DP-41 42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Celebrate <u>Support</u> cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u> DP-8 Increase access to healthy <u>and culturally relevant</u> food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, <u>urban agriculture programs,</u> and community food gardens in proximity to residential uses and transit facilities, <u>especially particularly</u> in those areas with limited access to healthy food. EC-14 Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.	Land Use Element 24.1 Encourage diversity in public art. 24.2 Maintain current and encourage new spaces for public art placement. 24.3 Maintain and preserve the current collection and encourage the acquisition of additional public art. 24.4 Encourage the incorporation of public art in town center development design and site features. 24.5 Maintain requirement that at least one percent of qualifying capital improvement projects' costs are set aside for public art acquisition, repair, and maintenance. 24.6 Make an effort to include public art into and surrounding transportation projects. 24.7 Welcome and support community involvement in public art processes. 25.1 Promote awareness and appreciation of Mercer Island's history and historic resources. 25.2 Support efforts to secure space for the preservation of	No Policy Gap

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		<p>Mercer Island's historical and cultural heritage and related archival materials.</p> <p>25.3 Promote public engagement with culture and heritage organizations.</p> <p>25.4 Support the curation of historical exhibits in the community.</p> <p>Economic Development Element</p> <p>9.1 Encourage arts and cultural activities in commercial zones to draw the community to commercial areas.</p> <p>9.2 Partner with community organizations to develop a program to activate Town Center in the evening. The program should include strategies such as:</p> <p>9.2.A Evening events to draw people to Town Center;</p> <p>9.2.B Focusing on arts and cultural experiences;</p> <p>9.2.C Engaging local nonprofits; and</p> <p>9.2.D Incorporating existing community events.</p> <p>11.2 Seek to create more community gathering spaces when considering development standards in Town Center.</p>	
<p>MPP-Ec-21</p> <p>Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.</p>	<p>DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated urban area in the county. This allocation is predicated on:</p> <p>a) a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, <u>informed by the 20-year projection of housing units from the state Department of Commerce</u>;</p> <p>b) b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with countywide designated centers and within other larger cities high-capacity transit communities<u>station areas</u>, limited development in the Rural Area, and protection of designated <u>Natural</u> Resource Lands;</p> <p>c) c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer and, water, and stormwater systems;</p> <p>d) d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;</p> <p>e) e) Improving <u>the</u> jobs/housing balance connection consistent</p>	<p>Not applicable as Mercer Island does not have a centers designation.</p>	<p>No Policy Gap</p>

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	<p>with the Regional Growth Strategy, both within between counties in the region and within subareas in the county;</p> <p>f) •f) Promoting sufficient opportunities for housing and employment development that is distributed throughout the Urban Growth Area and within all jurisdictions in a manner that promotesensures racial and social equity;</p> <p>g) •g) Allocating growth to individual each Potential Annexation Areas within the urban unincorporated area generally proportionate to itstheir share of unincorporated capacity for housing and employment growth.</p> <p>EC-17 Concentrate economic and employment growth in designated Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centersregional, countywide, and local centers through local investments, planning, and financial policies.</p>		
<p>MPP-Ec-22</p> <p>Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.</p>	<p>DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated urban area in the county. This allocation is predicated on:</p> <p>a) •a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce;</p> <p>b) •b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with countywide designated centers and within other larger cities high-capacity transit communitiesstation areas, limited development in the Rural Area, and protection of designated Natural Resource Lands;</p> <p>c) •c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer and, water, and stormwater systems;</p> <p>d) •d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;</p> <p>e) •e) Improving the jobs/housing balance connection consistent with the Regional Growth Strategy, both within between counties in the region and within subareas in the county;</p> <p>f) •f) Promoting sufficient opportunities for housing and employment development that is distributed throughout the Urban Growth Area and within all jurisdictions in a manner that promotesensures racial and social equity;</p> <p>g) •g) Allocating growth to individual each Potential Annexation</p>	<p>Not applicable as Mercer Island does not have a centers designation.</p>	<p>No Policy Gap</p>

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	Areas within the urban unincorporated area generally proportionate to its their share of unincorporated capacity for housing and employment growth. EC-17 Concentrate economic and employment growth in designated Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centers regional, countywide, and local centers through local investments, planning, and financial policies.		
MPP-Ec-23 Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.	DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. DP-5254 Promote and support forestry, agriculture, mining mineral extraction , and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating natural resource lands Natural Resource Lands to rural Rural . DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit Avoid redesignation to non-resource uses and limit Limit the subdivision of land so that parcels remain large enough for commercial resource production. DP-5456 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, and habitat , and workers .	Not applicable as Mercer Island has no rural or resource lands within its boundaries.	No Policy Gap
Ec-Action-1 (Regional) <u>Regional Economic Strategy</u> : PSRC and the Economic Development District will coordinate economic development efforts to strengthen the region’s industries, economic foundations and implement the <u>Regional Economic Strategy</u> . Update the <u>Regional Economic Strategy</u> periodically.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
Ec-Action-2 (Regional) <u>Regional Support for Local Government Economic Development</u> <u>Planning</u> : PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to develop economic development elements as part of their expected 2023/24 comprehensive plan updates to support the Regional Growth Strategy. PSRC will also provide guidance on local planning to address commercial displacement.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
Ec-Action-3 (Regional)	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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Regional Economic Data: PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.			
Ec-Action-4 (Regional) Job Growth Distribution: Identify regional roles in achieving the desired allocation of new jobs as reflected in the Regional Growth Strategy.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
Ec-Action-5 (Local) Economic Development Elements: Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction’s unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.	This will be considered as part of the Comprehensive Plan update. No CPP necessary.	This will be considered as part of the Comprehensive Plan update. No CPP necessary.	No Policy Gap
Transportation Goal The region will have has a safe, cleaner, integrated, sustainable, equitable, affordable, safe and highly efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the regional growth strategy and promotes vitality of the economy, environment and health economic and environmental vitality, and better public health.			
MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	T-10 16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. T-12 19 Address the needs of non-driving populations, people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems. T-13 Site 20 Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and transit mobility hubs, to promote connectivity and access for pedestrian and bicycle patrons especially those that are serviced by high-capacity transit. T-14 23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid more costly replacement projects.	Transportation Element 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management strategies such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options. 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies. 1.3 Employ transportation system management (TSM) techniques to improve the efficient operation of the transportation system including, but not limited to: traffic through and turn lanes, management of street parking, signals and other traffic control measures. 2.1 Place a high priority on maintaining the existing	No Policy Gap

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		<p>transportation facilities and the public rights-of-way.</p> <p>2.2 Continue to prioritize <u>Prioritize</u> expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u></p> <p>2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature.</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and <u>neighborhood impacts</u>. <u>pollution for all communities.</u></p> <p>3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities.</p> <p>4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:</p> <ul style="list-style-type: none">• maintain existing and encourage new public transit service on the island;• maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;• provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; and• continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services. <p>4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.</p> <p>4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as:</p> <ul style="list-style-type: none">• providing small park and ride facilities throughout the Island; and• improving pedestrian access to transit with on and off-	

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		<p>road pedestrian improvements.</p> <p>4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.</p> <p>4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit.</p> <p>4.6 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u></p> <p>4.7 Promote the development of pedestrian-multimodal linkages between public and private development and to transit in the Town Center District.</p> <p>4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.</p> <p>4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u></p> <p>4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u></p> <p>6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects including:</p> <ul style="list-style-type: none">• locating structures on the site in order to facilitate transit and non-motorized travel modes;• placing and managing on-site parking to encourage travel by modes other than single occupant vehicles;• provision of convenient and attractive facilities for pedestrians and bicyclists; and• provision of public easements for access and linkages to pedestrian, bicycle, and transit facilities.	
MPP-T-2 Protect the investment in the existing system and lower	T-X14 Reduce the need for new <u>roadway</u> capacity roadway improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that	Transportation Element 2.1 Place a high priority on maintaining the existing	No Policy Gap

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overall life-cycle costs through effective maintenance and preservation programs.	<p>improve the efficiency of and access to the current system.</p> <p>T-X613 Advocate for and pursue new, innovative, and sustainable, and progressive transportation funding methods including user fees, tolls, and other progressive pricing mechanisms, that reduce the volatility of transit funding and funds fund the maintenance, improvement, preservation, and operation of the transportation system.</p> <p>T-1423 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid more costly replacement projects.</p>	<p>transportation facilities and the public rights-of-way.</p> <p>7.2 Provide a safe transportation system through maintenance and upkeep of transportation.</p> <p>7.5 Monitor the condition and performance of the transportation system to compare growth projections with actual conditions, assess the adequacy of transportation facilities and services, and to identify locations where improvements may become necessary.</p> <p>7.46 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.</p> <p>10.3 Implement the following strategy when vehicle capacity or funding is insufficient to maintain the LOS standard: (1) seek additional funding for capacity improvements, (2) explore alternative, lower-cost methods to meet level-of-service standards (e.g., transportation demand management program, bicycle corridor development or other strategies), (3) reduce the types or size of development, (4) restrict development approval, and (5) reevaluate the level of service standard to determine how it might be adjusted to meet land use objectives.</p>	
MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.	<p>T-X14 Reduce the need for new roadway capacity roadway improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current system.</p> <p>T-1423 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid more costly replacement projects.</p>	<p>Transportation Element</p> <p>2.3 Pursue opportunities for Encourage partnerships with nonprofit providers and the private sector participation in the provision, and operation and maintenance of the transportation system.</p> <p>2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity.</p> <p>2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</p> <p>3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees in unused portions of public rights-of-way.</p> <p>4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit.</p> <p>6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.</p>	No Policy Gap

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<p>MPP-T-4</p> <p>Improve <u>the</u> safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and <u>serious</u> disabling injuries.</p>	<p>T-14<u>23</u> Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid more-costly replacement projects.</p> <p>T-19<u>29</u> Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists<u>encourage physical activity.</u></p>	<p>Transportation Element</p> <p>7.1 Include <u>requirements</u> in the City's roadway design standards, requirements for facilities to safely accommodate travel by all travel modes.</p> <p>7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities.</p> <p>7.3 Reduce the number of deaths and serious injuries caused by vehicle collisions on Mercer Island to zero by 2030.</p> <p>7.4 Emphasize transportation network connectivity to <u>minimize travel distances and emergency response times by avoiding permanent closure of streets to through traffic.</u></p> <p>7.5 Monitor the condition and performance of the transportation system to compare growth projections with actual conditions, assess the adequacy of transportation facilities and services, and to identify locations where improvements may become necessary.</p> <p>7.46 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.</p> <p>7.57 Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings.</p> <p>7.68 Verify the policies, criteria, and a process to determine when, and under what conditions, private roads and privately maintained roads in the public right-of-way should be accepted for public maintenance and improvement.</p> <p>7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.</p> <p>7.8<u>10</u> Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes.</p> <p>7.9<u>11</u> New or remodeled public institutions, commercial mixed use, and multifamily facilities should have sufficient storage for bicycles and other active transportation modes.</p>	<p>No Policy Gap</p>
<p>MPP-T-5</p> <p>Develop a transportation system that minimizes negative impacts to, <u>and promotes,</u> human health.</p>	<p>T-X8<u>17</u> Promote coordination<u>coordinated</u> planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are</p>	<p>Transportation Element</p> <p>3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and</p>	<p>No Policy Gap</p>

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	<p>analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u></p> <p>T-1118 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community impacts.</u></p> <p>T-2030 Develop a transportation system that minimizes negative health and environmental impacts to human health, including exposure to environmental toxins generated by vehicle emissions all communities, especially Black, indigenousIndigenous, and other People of Color communities of color and low-income communities, that have been disproportionately affected by transportation decisions.</p> <p>T-2131 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local transit, countywide, and regional transportation plans and systems.</p>	<p>neighborhood impacts: pollution for all communities.</p> <p>3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities.</p> <p>3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. <u>Encourage programs that plant trees in unused portions of public rights-of-way.</u></p> <p>3.4 <u>Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.</u></p> <p>5.2 Meet the requirements of the Americans with Disabilities Act (ADA) and apply these standards to development of the transportation system.</p> <p>7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities.</p> <p>9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment.</p> <p>9.3 Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.</p> <p>10.6 Levels of service for pedestrian, bicycle, and transit transportation modes should be established.</p> <p>12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be distinguished from designated bicycle lanes.</p> <p>12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.</p> <p>12.3 Study opportunities for use of innovative methods <u>treatments</u> for pedestrians crossing streets, including use of colored and textured pavements within the City.</p> <p>12.4 <u>Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.</u></p> <p>12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.).</p>	

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		12.56 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	
MPP-T-6 Promote Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the, that sustain maintenance, improvement, preservation, and operation of the transportation system facilities and reflect the costs imposed by users.	T-X25 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially particularly to and within centers and along corridors connecting centers. T-13 Advocate for and pursue new, innovative, and sustainable, and progressive transportation funding methods including user fees, tolls, and other progressive pricing mechanisms, that reduce the volatility of transit funding and fundsfund the maintenance, improvement, preservation, and operation of the transportation system. T-22 Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable. T-1727 Promote the use of telling and other pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source and to improve mobility.	Transportation Element 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature. 6.4 Ensure that transportation improvements, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years. 6.5 As part of a project's SEPA review, review the project's impact on transportation and require mitigation of on-site and off-site transportation impacts. The City shall mitigate cumulative impacts of SEPA-exempt projects through implementation of the Transportation Improvement Program. 6.6 DevelopMaintain standards and procedures for measuring the transportation impact of a proposed development and for mitigating impacts. 6.7 Participate in the review of development and transportation plans outside the City boundaries that may have an impact on the Island and its transportation system, and consider the effect of the City's transportation plans on other jurisdictions.	No Policy Gap
MPP-T-7 Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system. Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.	T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multi-modalmultimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 20402050,2050, including the Regional Transportation 2040 PlanGrowth Strategy, and the Regional Growth StrategyTransportation Plan as the policy and funding framework for creating a system of Urban Centers and Manufacturing/ Industrial Centers manufacturing/industrialregional, countywide, local centers linkedconnected by a multimodal network including high-capacity transit, frequent bus transitsservice, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.	Transportation Element 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management strategies such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options. 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies. 7.1 All-Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center. Land Use Element 3029.2 To create opportunities for housing, multi-modal transportation, and development consistent with the City's share of regional needs.	No Policy Gap
MPP-T-8	T-5Z Support countywide growth management and climate objectives by	Transportation Element	No Policy Gap - Consider adding "consistent

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Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	<p>prioritizing transit service to and pedestrian safety in areas where existing housing and employment densities support transit ridership and to Urban Centersdesignated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.</p> <p>T-6 Encourage transit ridership by i10 Integrate designing transit facilities and, services as well as non-motorized, and active transportation infrastructure so that they are integrated with public spaces and private developments to create an safe and inviting waiting and transfer environments and to encourage transit ridership countywide public realm.</p> <p>T-812 Prioritize state, regional and local funding to transportation investments that support adopted countywide growth targets and are focused on multi-modal centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.</p> <p>T-X715 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p>	<p>2.2 Continue to prioritize <u>Prioritize</u> expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u></p> <p>4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.</p> <p>8.1 Continue to recognize I-90 as a highway of statewide significance.</p> <p>8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.</p> <p>8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents.</p> <p>8.4 Maintain an effective role in regional transportation planning, decision-making and implementation of transportation system improvements.</p>	with the Regional Growth Strategy” to Transportation policy 8.4 to better align with MPP-T-8 and CPP-T-15.
MPP-T-9 Implement transportation programs and projects that provide access to opportunities while preventing or mitigating in ways that prevent or minimize negative impacts to <u>people of color, people with low- income, minority, and people with special transportation needs</u> populations.	<p>T-8 X3 Provide transit and mobility services where they are needed most and address the needs of black, indigenous, and people of color, people with low and no income, and people with special transportation needs. Provide the appropriate service level to support the land uses in Urban Growth Areas.</p> <p>T-X4 Implement transportation programs and projects that <u>address the needs of and promote access to opportunity for Black, Indigenous, and people</u>other People of colorColor, people with low and no- incomes, and people with special transportation needs.</p> <p>T-9 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and peopleother People of colorColor, people with low and no- incomes, and people with special transportation needs.</p>	<p>Transportation Element</p> <p>4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u></p> <p>4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</p>	No Policy Gap
MPP-T-10 Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors the elderly, youth the young, and people with low-incomes populations.	<p>T-8 X3 Provide transit and mobility services where they are needed most and address the needs of black, indigenous, and people of color, people with low and no income, and people with special transportation needs. Provide the appropriate service level to support the land uses in Urban Growth Areas.</p> <p>T-X4 Implement transportation programs and projects that <u>address the needs of and promote access to opportunity for Black, Indigenous, and people</u>other People of colorColor, people with low and no- incomes, and</p>	<p>Transportation Element</p> <p>4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u></p>	No Policy Gap

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	people with special transportation needs.	4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u>	
MPP-T-11 Design, construct, and operate a <u>safe and convenient transportation system for all users</u> transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, <u>using best practices and context sensitive design strategies as suitable to each facility's function and context as determined by the appropriate jurisdictions.</u>	T-<u>1228</u> Promote roads <u>road</u> and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists whenever feasible and cost effective. T- <u>1929</u> Design roads and streets , including retrofit projects, to accommodate a range of motorized and non-motorized travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists <u>encourage physical activity.</u>	Transportation Element 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including: <ul style="list-style-type: none">maintain existing and encourage new public transit service on the island;maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; andcontinue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services. 4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan. 4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as: <ul style="list-style-type: none">providing small park and ride facilities throughout the Island; andimproving pedestrian access to transit with on and off-road pedestrian improvements. 4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only. 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit. 4.6 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u> 4.7 Promote the development of pedestrian-multimodal linkages between public and private development and to transit in the Town Center District.	No Policy Gap

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		<p>4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.</p> <p>4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u></p> <p>4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u></p> <p>7.810 <u>Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes.</u></p> <p>9.5 <u>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.</u></p> <p>12.1 <u>Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be distinguished from designated bicycle lanes.</u></p> <p>12.2 <u>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.</u></p> <p>12.3 <u>Study opportunities for use of innovative methods treatments for pedestrians crossing streets, including use of colored and textured pavements within the City.</u></p> <p>12.4 <u>Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.</u></p>	
MPP-T-12 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.	T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. T-X25 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially particularly to and within centers and along corridors connecting	Transportation Element 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including: • maintain existing and encourage new public transit service on the island;	No Policy Gap

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	<p>centers.</p> <p>DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated urban area in the county. This allocation is predicated on:</p> <p>a) • a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, <u>informed by the 20-year projection of housing units from the state Department of Commerce</u>;</p> <p>b) • b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with countywide designated centers and within other larger cities high-capacity transit communities <u>station areas</u>, limited development in the Rural Area, and protection of designated <u>Natural</u> Resource Lands;</p> <p>c) • c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer and, water, and stormwater systems;</p> <p>d) • d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;</p> <p>e) • e) Improving the jobs/housing balance <u>connection</u> consistent with the Regional Growth Strategy, both within between counties in the region and within subareas in the county;</p> <p>f) • f) Promoting <u>sufficient</u> opportunities for housing and employment development that is distributed throughout the Urban Growth Area and within all jurisdictions in a manner that promotes <u>ensures</u> racial and social equity;</p> <p>g) • g) Allocating growth to individual each Potential Annexation Areas within the urban unincorporated area generally proportionate to its <u>their</u> share of unincorporated capacity for housing and employment growth.</p> <p>DP-41 Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area. Where appropriate, provide <u>Provide</u> for connectivity in the street network to accommodate walking, bicycling, and transit use, in order to promote health and well-being.</p>	<ul style="list-style-type: none">maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; andcontinue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services. <p>4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.</p> <p>4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as:</p> <ul style="list-style-type: none">providing small park and ride facilities throughout the Island; andimproving pedestrian access to transit with on and off-road pedestrian improvements. <p>4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.</p> <p>4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit.</p> <p>4.6 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u></p> <p>4.7 Promote the development of pedestrian multimodal linkages between public and private development and to transit in the Town Center District.</p> <p>4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.</p> <p>4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u></p> <p>4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and</u></p>	

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		<u>persons with disabilities), in the development of transportation programs and projects.</u>	
MPP-T-13 Increase the proportion of trips made by transportation modes that are alternatives to driving alone, <u>especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.</u>	T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. T-6 Encourage transit ridership by i 10 Integrate designing transit facilities and, services as well as non-motorized, and active transportation infrastructure so that they are integrated with public spaces and private developments to create an safe and inviting waiting and transfer environments and to encourage transit ridership countywide public realm . T-X25 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially particularly</u> to and within centers and along corridors connecting centers.	Transportation Element 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including: <ul style="list-style-type: none">maintain existing and encourage new public transit service on the island;maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; andcontinue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	No Policy Gap
MPP-T-14 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.	T-6 Encourage transit ridership by i 10 Integrate designing transit facilities and, services as well as non-motorized, and active transportation infrastructure so that they are integrated with public spaces and private developments to create an safe and inviting waiting and transfer environments and to encourage transit ridership countywide public realm . T-914 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system based on regional priorities consistent with VISION 2040-2050 and local comprehensive plans. T-1118 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community impacts.</u> T-13 Site 20 Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and transit mobility hubs, to promote connectivity and access for pedestrian and bicycle patrons especially those that are serviced by high-capacity transit. T-1929 Design roads and streets , including retrofit projects, to accommodate a range of motorized and non-motorized travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists <u>encourage physical activity.</u>	4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.	No Policy Gap
MPP-T-15 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	T-X25 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially particularly</u> to and within centers and along corridors connecting centers. T-57 Support countywide growth management and climate objectives by prioritizing transit service to and pedestrian safety in areas where existing housing and	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal <u>multimodal</u> access to regional transit facilities.	No Policy Gap. As one of the only mid density, mixed-use cores of the city, the Town Center policies are in alignment with MPP-T-15 and associated CPPs.

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	<p>employment densities support transit ridership and to Urban Centers<u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.</p> <p>T-6 Encourage transit ridership by 10 Integrate designing transit facilities and, services as well as non-motorized, and active transportation infrastructure so that they are integrated with public spaces and private developments to create an safe and inviting waiting and transfer environments <u>and to encourage transit ridership countywide public realm.</u></p> <p>T-812 Prioritize state, regional and local funding to transportation investments that support adopted countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal</u> mobility and safety, equity, and climate change goals, <u>as well as centers (local, countywide and regional) where applicable.</u></p>	<p>Land Use Element</p> <p><u>Town Center</u></p> <p>1.1 A walkable mixed-use core should be located adjacent to a regional transit facility and be of sufficient size and intensity to create a focus for Mercer Island.</p> <p>4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.</p> <p>Goal 5: Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.</p> <p>5.1 Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.</p> <p>5.2 Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.</p> <p>5.3 Encourage the development of affordable housing within the Town Center.</p> <p>5.4 Encourage the development of accessible and visitable housing within the Town Center.</p> <p>5.5 Encourage options for ownership housing within the Town Center.</p> <p>Goal 6: Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.</p> <p>Town Center streets should be viewed as multiple-use facilities, providing for the following needs:</p> <ul style="list-style-type: none">• Access to local businesses and residences.• Access for emergency vehicles.• Routes for through traffic.• Transit routes and stops.• On-street parking.• Pedestrian and bicycle travel.• Sidewalk activities, including limited advertising and merchandising and restaurant seating.• Occasional special events and outdoor entertainment. <p>7.1 All Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.</p>	

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MPP-T-16 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	<p>T-1228 Promote roadsroad and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists whenever feasible and cost effective.</p> <p>T-2131 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local transit, countywide, and regional transportation plans and systems.</p>	<p>Transportation Element</p> <p>7.1 Include <u>requirements</u> in the City's roadway design standards, requirements for facilities to safely accommodate travel by all travel modes.</p> <p>7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities.</p> <p>7.3 <u>Reduce the number of deaths and serious injuries caused by vehicle collisions on Mercer Island to zero by 2030.</u></p> <p>7.4 <u>Emphasize transportation network connectivity to minimize travel distances and emergency response times by avoiding permanent closure of streets to through traffic.</u></p> <p>7.5 Monitor the condition and performance of the transportation system to compare growth projections with actual conditions, assess the adequacy of transportation facilities and services, and to identify locations where improvements may become necessary.</p> <p>7.46 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.</p> <p>7.57 Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings.</p> <p>7.68 Verify the policies, criteria, and a process to determine when, and under what conditions, private roads and privately maintained roads in the public right-of-way should be accepted for public maintenance and improvement.</p> <p>7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.</p> <p>7.810 Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes.</p> <p>7.911 New or remodeled public institutions, commercial mixed use, and multifamily facilities should have sufficient storage for bicycles and other active transportation modes.</p> <p>9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment.</p> <p>12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be</p>	No Policy Gap

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		distinguished from designated bicycle lanes. 12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated. 12.3 Study opportunities for use of innovative methods treatments for pedestrians crossing streets, including use of colored and textured pavements within the City. 12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride. 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). 12.56 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	
MPP-T-17 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and <u>navigable</u> reliable connections.	T-12 28 Promote roads road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists whenever feasible and cost effective . T-21 31 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local transit, countywide, and regional transportation plans and systems.	Transportation Element 12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be distinguished from designated bicycle lanes. 12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated. 12.3 Study opportunities for use of innovative methods treatments for pedestrians crossing streets, including use of colored and textured pavements within the City. 12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride. 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). 12.56 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	No Policy Gap
MPP-T-18 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-	It does not appear there is a CPP implementing this MPP.	Transportation Element 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic	No Policy Gap

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use developments are designed in a way that improves overall mobility and accessibility to and within such development.		congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities. 5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea. 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents. 9.4 Work with King County Metro to provide public transit vehicles and services that are more in scale with the City's neighborhoods and its local road network.	
MPP-T-19 Apply urban design principles <u>Design</u> in transportation programs and projects for to support local and regional growth centers and high- capacity transit station areas.	T-46 Develop station area plans for high-capacity transit stations and transit-mobility hubs based on community engagement processes . Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multi-modal <u>multimodal</u> linkages, safety improvements, place-making elements and minimize displacement. T-57 Support countywide growth management and climate objectives by prioritizing transit service to and pedestrian safety in areas where existing housing and employment densities support transit ridership and to Urban Centers <u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.	Transportation Element 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including: <ul style="list-style-type: none">maintain existing and encourage new public transit service on the island;maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; andcontinue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	No Policy Gap
MPP-T-20 Promote the preservation of existing rights-of-way for future high-capacity transit.	T-46 Develop station area plans for high-capacity transit stations and transit-mobility hubs based on community engagement processes . Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multi-modal <u>multimodal</u> linkages, safety improvements, place-making elements and minimize displacement.	Transportation Element 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way.	No Policy Gap
MPP-T-21 Design transportation facilities to fit within the context of the built or natural environments in which they are located.	T-1524 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.	Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts. pollution for all communities. 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities. 3.3 Construct transportation improvements with sensitivity	No Policy Gap

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		to existing trees and vegetation. <u>Encourage programs that plant trees in unused portions of public rights-of-way.</u> 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.	
MPP-T-22 Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.	T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and <u>Natural</u> Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.	No policy needed – this is a rural policy	No Policy Gap
MPP-T-23 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	T-X9 Invest in 21 Make transportation to investments that improve economic and living conditions so that industries and workers are retained and attracted to the region, <u>and to improve quality of life for all workers and the county.</u>	Land Use Element 14.7 Support public and private investment in existing properties, infrastructure, and marketing to help maintain longstanding businesses and attract new ones. Transportation Element 2.2 Continue to prioritize Prioritize expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u> 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal <u>multimodal</u> access to regional transit facilities. 6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects including: <ul style="list-style-type: none">• locating structures on the site in order to facilitate transit and non-motorized travel modes;• placing and managing on-site parking to encourage travel by modes other than single occupant vehicles;• provision of convenient and attractive facilities for pedestrians and bicyclists; and• provision of public easements for access and linkages to pedestrian, bicycle, and transit facilities.	No Policy Gap

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		<p>4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:</p> <ul style="list-style-type: none">• maintain existing and encourage new public transit service on the island;• maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;• provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; and• continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	
<p>MPP-T-24</p> <p>Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.</p>	<p>EC-10 <u>Identify</u>, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities, and port facilities.</p> <p>T-1016 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p>T-X817 Promote coordination<u>coordinated</u> planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u></p> <p>T-1118 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community</u> impacts.</p>	<p>Transportation Element</p> <p>4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:</p> <ul style="list-style-type: none">• maintain existing and encourage new public transit service on the island;• maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;• provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; and• continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	<p>No Policy Gap</p>
<p>MPP-T-25</p> <p>Ensure the freight system <u>supports the growing needs of global trade and state, regional and local distribution of goods and services.</u> Meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.</p>	<p>T-1016 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p>T-1118 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community</u> impacts.</p>	<p>Transportation Element</p> <p>4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.</p>	<p>No Policy Gap</p>

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MPP-T-26 Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, and efficiency, and mobility, and prepare for continuing growth in freight and goods movement. And to prevent degradation of freight mobility.	T-10 16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. T-14 23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid more -costly replacement projects.	Transportation Element 4.78 Promote the mobility of people and goods through a multi-modal <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.	No Policy Gap
MPP-T-27 Coordinate regional planning with rail road line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.	T-11 18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community</u> impacts .	Transportation Element 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including: <ul style="list-style-type: none">maintain existing and encourage new public transit service on the island;maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; andcontinue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	No Policy Gap
MPP-T-28 <u>Promote coordinated planning and effective management to optimize the region’s aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State. Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.</u>	EC-10 <u>Identify</u> , support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities. , and port facilities. T-X8 17 Promote coordination <u>coordinated</u> planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation.</u> T-11 18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community</u> impacts .	Not applicable to the City of Mercer Island	No Policy Gap
MPP-T-29 <u>Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options. Foster a less polluting system that reduces the negative effects</u>	EN-35 30 Promote energy efficiency, conservation methods, and sustainable energy sources, <u>electrification of</u> electrifying the transportation system, <u>reduction of single occupancy trips and</u> and limiting vehicle miles traveled, to reduce air pollution, greenhouse gases <u>gas emissions</u> , and consumption of fossil fuels to support state, regional, and local climate change reduction	Transportation Element 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.	No Policy Gap

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of transportation infrastructure and operation on the climate and natural environment.	goals. T-24 34 Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public and private fleets; applying incentive programs; and providing for electric vehicle charging stations throughout the.		
MPP-T-30 Provide infrastructure sufficient to support widespread electrification of the transportation system.	T-23 33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) where needed to that to optimize the use of existing infrastructure and support equity in order to improve mobility; and reduce congestion and vehicle miles traveled, increase energy efficiency, reduce and greenhouse gas emissions, and reduce the need for new infrastructure. T-24 34 Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public and private fleets; applying incentive programs; and providing for electric vehicle charging stations throughout the.	Transportation Element 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.	No Policy Gap
MPP-T-31 Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery. Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.	PF-26 Support coordinated planning for public safety services and programs, including emergency management, and support interjurisdictional coordination in partnership with frontline communities. T-16 Protect the 26 Develop a resilient transportation system (e.g., roadway, rail, transit, nonmotorized sidewalks, trails, air, and marine) and protect against major disruptions by developing and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and by coordinating coordinate disaster response plans.	Transportation Element 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster. Land Use Element 22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations. 22.4 Maintain current local community emergency preparedness programs, including volunteer coordination, City staff drills, and community outreach and education programs, with attention to impacts on vulnerable populations. 22.5 Adopt regulations and programs to mitigate and control hazards that are created by a natural event. For example, the creation of a new landslide hazard area resulting from a naturally occurring slope failure.	No Policy Gap
MPP-T-32 Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	T-X11 25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated designs design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	No Policies identified	Policy Gap – consider adding a new policy or add to policy 3.1 to address stormwater.
MPP-T-33	T-23 33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) where needed	Transportation Element	No Policy Gap

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Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system. Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.	to that to optimize the use of existing infrastructure and support equity in order to; improve mobility; and reduce congestion and vehicle miles traveled, increase energy efficiency, reduce and greenhouse gas emissions, and reduce the need for new infrastructure.	2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.	
MPP-T-34 Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable. Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.	T-1022 Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.	Transportation Element 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities. 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including: <ul style="list-style-type: none">maintain existing and encourage new public transit service on the island;maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, University of Washington and other centers;provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the future Link light rail station; andcontinue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services. 4.78 Promote the mobility of people and goods through a multi-modal multimodal transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.	No Policy Gap
T-Action-1 (Regional) <u>Regional Transportation Plan: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility</u>	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap

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for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries) , the active transportation plan , regional freight network , aviation planning and other important system components.			
T-Action-2 (Regional) Funding: PSRC, together with its member jurisdictions, will advocate for new funding tools to address the gap in local funding identified in the Regional Transportation Plan .	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-3 (Regional) Transportation Technology and Changing Mobility: PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools . PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local decision making . Outcomes could include guidance, best practices and future policies .	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-4 (Regional) Electric Vehicles: PSRC will work with partner agencies on regional collaboration to support electric vehicles and associated infrastructure issues . PSRC will engage with partners on distribution of best practices for local governments .	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-5 (Regional) Changing Technology: PSRC will conduct research and analysis on the potential impacts from emerging technologies which impact housing, land use, job distribution, or other applicable topics . PSRC will serve as a resource to assist local jurisdictions in preparing for these changes .	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-6 (Regional) Freight Mobility: PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap

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identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.			
T-Action-7 (Regional) Climate: PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy – or future versions thereof – to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-8 (Regional) Aviation Capacity: PSRC will continue to conduct research and analysis of the region’s aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, including historically marginalized communities, and set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing future aviation capacity needs.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-9 (Local) VISION 2050 Implementation: Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to technology, freight and delivery, and the needs of all users.	This action will be considered as part of the comprehensive plan update.	This action will be considered as part of the comprehensive plan update.	No Policy Gap
Public Services Goal The region will supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.			
MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities. PF-2 Coordinate among jurisdictions and service providers to	PF-3 Provide reliable and cost-effective services to the public through coordination among jurisdictions and service providers special purpose districts . PF-X225 Consider climate change, economic, equity , and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.	No Policy Gap

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pro		<p>1.1516 The City shall eCoordinate with other entities that provide public services within the City to encourage the consistent provision of adequate public services.</p> <p>1.2223 Current City facilities are eOperate City facilities in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u></p> <p>1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management<u>Parks, Recreation and Open Space (PROS) Plan</u>, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation, minimized use of chemicals, and reductions in energy and fuel use.</p> <p>Utilities Element</p> <p>1.2 The City shall eEncourage, where feasible, the co-location of public and private utility distribution facilities in shared trenches and assist with the coordination of construction to minimize construction-related disruptions and reduce the cost of utility delivery.</p>	
MPP-PS-2 <u>Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</u>	PF-X12 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	Capital Facilities Element 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.	No Policy Gap
MPP-PS-3 Time and phase services and facilities to guide growth and development in a manner that supports the <u>Regional Growth Strategy vision.</u>	PF-3 Cities are <u>4</u> Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.	Capital Facilities Element 1.1 The Capital Improvement Plan <u>Program</u> (CIP) shall identify and plan for projects needed to maintain adopted levels of service for services provided by the City. 1.2 The City shall schedule capital improvements in accordance with the adopted six-year Capital Improvement	No Policy Gap

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		<p>Program <u>CIP</u>. From time to time, emergencies or special opportunities may be considered that may require a re-scheduling of projects in the CIP.</p> <p>1.3 The CIP shall be developed in accordance with requirements of the Growth Management Act and consistent with the Capital Facilities Element of the City's Comprehensive Plan.</p> <p>1.45 If projected expenditures for needed capital facilities exceed projected revenues, the City shall re-evaluate the established service level standards and the Land Use Element of the Comprehensive Plan, seeking to identify adjustments in future growth patterns and/or capital investment requirements.</p> <p>1.56 Within the context of a biennial budget, the City shall update the six-year Capital Improvement Plan (CIP) every two years. The CIP, as amended biennially, is adopted by reference as Appendix B of this Comprehensive Plan.</p> <p>1.67 The City's two-year capital budget shall be based on the six-year CIP.</p>	
MPP-PS-4 Promote demand management and the conservation of services and facilities prior to developing new facilities.	<p>PF-9<u>10</u> Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</p> <p>PF-10Encourage<u>11</u> Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.</p> <p>PF-13<u>14</u> Reduce the solid waste stream and encourage reuse and recycling.</p> <p>PF-14<u>15</u> Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.</p> <p>PF-15<u>16</u> Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.</p>	<p>Capital Facilities Element</p> <p>1.2223 Current City facilities are toOperate <u>City facilities</u> in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u></p> <p>2.7 The City shallAggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.</p> <p>6.7 The City shallsSupport conservation programs undertaken by the electricity provider, and shallencourage the provider to inform residents about these programs.</p> <p>7.1 The City shallpPromote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.</p> <p>5.1 Require Aall new construction, with the exception of single-family homes, shall be required to provide adequate space for on-site storage and collection of recyclables pursuant to <u>City regulationsOrdinance A 99</u>.</p>	No Policy Gap

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		<p>5.2 The City shall aActively promote and support recycling, composting and waste reduction techniques among the single-family, multifamily and commercial sectors with the aim of meeting or exceeding King County diversion goals.</p> <p>5.3 The City shall, whenever practical pProvide convenient opportunities for residents to recycle appliances, tires, bulky yard debris and other hard-to-recycle materials <u>whenever practical</u>.</p> <p>5.4 The City shall aActively promote and support the proper handling and disposal of hazardous waste produced by households and businesses. The use of alternate products that are less hazardous or produce less waste shall be encouraged.</p> <p>5.5 City departments and facilities shall actively participate in waste reduction and recycling programs.</p> <p>5.6 <u>Handle and dispose of A</u>all hazardous waste generated by City departments and facilities shall be handled and disposed of in accordance with applicable county, state, regional and federal regulations.</p> <p>5.7 The City shall aActively enforce the Solid Waste Code and other ordinances and regulations that prohibit the illegal dumping of yard debris and other types of waste.</p> <p>5.8 The City shall play an active role in regional solid waste planning, with the goal of promoting uniform regional approaches to solid waste management.</p> <p>5.9 The City shall aActively promote and support the recycling, re-use or composting of construction, demolition and land-clearing debris wherever feasible.</p> <p>5.10 <u>Ensure that providers of solid waste, recycling, and compost collection services comply with City regulations. Assist residents with concerns about these services, when possible. [PC Comment 17]</u></p>	
MPP-PS-5 Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.	T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area. PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of	Policy noted – the City of Mercer Island does not provide any urban services to rural areas.	No Policy Gap

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	<p>urban services in the Rural Area consistent with VISION 2040<u>2050</u>2050. <u>Avoid locating urban serving facilities in the Rural Area.</u></p> <p>PF-7<u>8</u> Plan and locate water systems in the Rural Area that are <u>appropriate</u> appropriately sized for rural uses and densities and that do not increase the development potential of in the Rural Area.</p> <p>PF-12<u>13</u> Prohibit sewer service in the Rural Area and on <u>Natural</u> Resource Lands except:</p> <ul style="list-style-type: none">a) where<u>Where</u> needed to address specific health and safety problems threatening existing structures; orb) <u>as</u>As allowed by Countywide Planning Policy DP-47<u>49</u>; orc) e-<u>as</u>As provided in Appendix 5 <u>of the</u> (March 31, 2012 School Siting Task Force Report). <p>Sewer service authorized consistent with the<u>this</u> policy shall be provided in a manner that does not increase development potential in the Rural Area.</p> <p>PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 <u>of the</u> (March 31, 2012 School Siting Task Force Report) <u>and as provided specifically for in Pierce County by RCW 36.70A.211 and locate .</u> Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p> <p><u>Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction’s land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of unincorporated King County that are within a school district’s service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school district and jurisdiction to cooperatively prepare strategies for resolving the issue.</u></p> <p>DP-50<u>52</u> Except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report), limit new nonresidential uses located in the Rural Area to those that are demonstrated to serve the Rural Area, unless the use is dependent upon a rural location. Such uses shall be of a size, scale, and nature that is consistent with rural character.</p>		

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MPP-PS-6 Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.	PF-78 Plan and locate water systems in the Rural Area that are <u>appropriate</u> appropriately sized for rural uses and densities and that do not increase the development potential of in the Rural Area. PF-2024 Site or expand <u>essential</u> public capital facilities of regional or statewide <u>facilities of regional</u> importance within the county in a way using a process that incorporates broad public involvement and, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits and supports while supporting the Countywide Planning Policies.	This policy is focused on rural lands therefore this is not applicable to Mercer Island.	No Policy Gap
MPP-PS-7 Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result. Encourage cities, counties, and special service districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.	PF-3 Cities are 4 Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts. PF-67 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to provide <u>ensure</u> reliable, <u>sustainable</u> , and cost-effective sources of water for all users and needs, including for residents, businesses, fire districts, and aquatic species. PF-89 Recognize and support agreements with water purveyors in adjacent cities and counties to promote effective conveyance of water supplies and to secure adequate supplies for emergencies.	Capital Facilities Element 2.7 The City shall a Aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. 6.7 The City shall s Support conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs. 7.1 The City shall p Promote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.	No Policy Gap

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MPP-PS-8 Develop conservation measures to reduce solid waste and increase recycling.	PF-13 14 Reduce the solid waste stream and encourage reuse and recycling.	<p>5.1 Require Aall new construction, with the exception of single-family homes, shall be required to provide adequate space for on-site storage and collection of recyclables pursuant to <u>City regulations</u>Ordinance A-99.</p> <p>5.2 The City shall aActively promote and support recycling, composting and waste reduction techniques among the single-family, multifamily and commercial sectors with the aim of meeting or exceeding King County diversion goals.</p> <p>5.3 The City shall, whenever practical pProvide convenient opportunities for residents to recycle appliances, tires, bulky yard debris and other hard-to-recycle materials <u>whenever practical</u>.</p> <p>5.4 The City shall aActively promote and support the proper handling and disposal of hazardous waste produced by households and businesses. The use of alternate products that are less hazardous or produce less waste shall be encouraged.</p> <p>5.5 City departments and facilities shall actively participate in waste reduction and recycling programs.</p> <p>5.6 Handle and dispose of Aall hazardous waste generated by City departments and facilities shall be handled and disposed of in accordance with applicable county, state, regional and federal regulations.</p> <p>5.7 The City shall aActively enforce the Solid Waste Code and other ordinances and regulations that prohibit the illegal dumping of yard debris and other types of waste.</p> <p>5.8 The City shall play an active role in regional solid waste planning, with the goal of promoting uniform regional approaches to solid waste management.</p> <p>5.9 The City shall aActively promote and support the recycling, re-use or composting of construction, demolition and land-clearing debris wherever feasible.</p> <p>5.10 <u>Ensure that providers of solid waste, recycling, and compost collection services comply with City regulations. Assist residents with concerns about these services, when possible. [PC Comment 17]</u></p>	No Policy Gap
MPP-PS-9 Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.	<p>PF-67 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to provide<u>ensure</u> reliable, <u>sustainable</u>, and cost-effective sources of water for all users and needs, including for residents, businesses, fire districts, and aquatic species.</p> <p>PF-910 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water</p>	<p>Capital Facilities Element</p> <p>2.7 The City shall aAggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.</p>	No Policy Gap

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	supply to serve the growing population. PF-10 Encourage <u>11</u> Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.		
MPP-PS-10 Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.	PF-12 Require all development in the Urban Growth Area to be served by a public sewer system except: <div><div>a) single<u>Single</u>-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or</div><div>b) development<u>Development</u> served by alternative technology other than septic systems that: <div><div>provide<u>1) Provide</u> equivalent performance to sewers;</div><div>provide<u>2) Provide</u> the capacity to achieve planned densities; and</div><div>will<u>3) Will</u> not create a barrier to the extension of sewer service within the Urban Growth Area.</div></div></div></div>	Capital Facilities Element <div><div>3.1 The City shall <u>Require</u> that all new development be connected to the sewer system.</div><div>3.2 Existing single family homes with septic systems shall be a<u>Allowed existing single-family homes with septic systems</u> to continue using these systems so long as there are no health or environmental problems. If health or environmental problems occur with these systems, the homeowners shall be required to connect to the sewer system.</div><div>3.3 Require A<u>any</u> septic system serving a site being re-developed must be decommissioned according to county and state regulations; and that the site must be connected to the sewer system.</div></div>	No Policy Gap
MPP-PS-11 Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better	It does not appear there is a CPP implementing this MPP.	Capital Facilities Element <div><div>3.1 The City shall <u>Require</u> that all new development be connected to the sewer system.</div><div>3.2 Existing single family homes with septic systems shall be a<u>Allowed existing single-family homes with septic systems</u> to continue using these systems so long as there are no health or environmental problems. If health or environmental problems occur with these systems, the homeowners shall be required to connect to the sewer system.</div><div>3.3 Require A<u>any</u> septic system serving a site being re-developed must be decommissioned according to county and state regulations; and that the site must be connected to the sewer system.</div></div>	No Policy Gap
MPP-PS-12 Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.	PF-12 Require all development in the Urban Growth Area to be served by a public sewer system except: <div><div>a) single<u>Single</u>-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or</div><div>b) development<u>Development</u> served by alternative technology other than septic systems that: <div><div>provide<u>1) Provide</u> equivalent performance to sewers;</div><div>provide<u>2) Provide</u> the capacity to achieve planned densities; and</div><div>will<u>3) Will</u> not create a barrier to the extension of sewer service within the Urban Growth Area.</div></div></div></div>	Capital Facilities Element <div><div>3.2 Existing single family homes with septic systems shall be a<u>Allowed existing single-family homes with septic systems</u> to continue using these systems so long as there are no health or environmental problems. If health or environmental problems occur with these systems, the homeowners shall be required to connect to the sewer system.</div></div>	No Policy Gap

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MPP-PS-13 Promote the use of renewable energy resources to meet the region’s energy needs.	PF-14 15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies. PF-15 16 Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Land Use Element 276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;	No Policy Gap
MPP-PS-14 Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	PF-14 15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies. PF-15 16 Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Capital Facilities Element 2.7 The City shall aAggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. 6.7 The City shall sSupport conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs. 7.1 The City shall pPromote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.	No Policy Gap
MPP-PS-15 <u>Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.</u>	PF-15 16 Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Capital Facilities Element 2.7 The City shall aAggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. 6.7 The City shall sSupport conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs. 7.1 The City shall pPromote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.	No Policy Gap
MPP-PS-16 <u>Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas, serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.</u>	PF-16 17 Plan for the equitable provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.	No current policy.	Policy Gap – while policies 8.1-8.8 of the Capital Facility Element are focused on Telecommunication Policies, there are no policies focused on provide access to residents and businesses in all communities, especially underserved areas. Consider adding a new policy that encourages working with service providers or supporting infrastructure improvements for areas which may be underserved.

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MPP-PS-17 Coordinate, design, and plan for public safety services and programs, <u>including emergency management. These efforts may be interjurisdictional.</u>	PF-26 <u>Support coordinated planning</u> for public safety services and programs, including emergency management, <u>and support interjurisdictional coordination in partnership with frontline communities.</u>	Capital Facilities Element 22.1 Periodically review and update the City's emergency management plans. 22.2 Identify, and implement, necessary enhancements to the City's emergency planning and preparedness program. 22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations. 22.4 Maintain current local community emergency preparedness programs, including volunteer coordination, City staff drills, and community outreach and education programs, with attention to impacts on vulnerable populations. 22.5 Adopt regulations and programs to mitigate and control hazards that are created by a natural event. For example, the creation of a new landslide hazard area resulting from a naturally occurring slope failure. 22.6 Continue to develop an action plan to expedite development review following an emergency event.	No Policy Gap
MPP-PS-18 <u>Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently.</u> Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.	PF-17 18 Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, <u>equitable</u> planning, funding, and delivery of services by the county, cities, and other agencies.	No current policy	Policy Gap – the City could consider a new policy regarding the placement of community facilities and health and human services near transit facilities.
MPP-PS-19 <u>Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.</u>	PF-26 <u>Support coordinated planning</u> for public safety services and programs, including emergency management, <u>and support interjurisdictional coordination in partnership with frontline communities.</u> PF-42 27 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.	Capital Facilities Element 22.1 Periodically review and update the City's emergency management plans. 22.2 Identify, and implement, necessary enhancements to the City's emergency planning and preparedness program. 22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations. 22.4 Maintain current local community emergency preparedness programs, including volunteer coordination, City staff drills, and community outreach and education programs, with attention to impacts on vulnerable populations.	No Policy Gap

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		22.5 Adopt regulations and programs to mitigate and control hazards that are created by a natural event. For example, the creation of a new landslide hazard area resulting from a naturally occurring slope failure. 22.6 Continue to develop an action plan to expedite development review following an emergency event.	
MPP-PS-20 <u>Consider climate change, economic, and health impacts when siting and building essential public services and facilities.</u>	PF-X225 Consider climate change, economic, <u>equity</u> , and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the following: (a) An inventory of similar existing essential public facilities, including their locations and capacities; (b) A forecast and demonstration of the future need for the essential public facility; (c) An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; (d) An analysis of the proposal's consistency with County and City policies; (e) An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; (f) An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; (g) An analysis of environmental impacts and mitigation; and (h) Extensive public involvement consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation; and”
MPP-PS-21 Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing <u>Consider the potential impacts on water supply from of climate change and fisheries protection on the region's water supply.</u>	PF-45 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference. Utilities Element The City shall a Adopt an action plan to ensure Mercer Island's full participation in regional efforts to recover and restore Puget Sound Chinook salmon.	No Policy Gap. CAP addresses these policies under actions NS2.1-2.4.
MPP-PS-22 <u>Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.</u>	PF-5 Support efforts to ensure <u>6</u> Ensure that all consumers residents have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.	Utilities Element 2.4 The City shall continue to o Obtain Mercer Island's water supply from a supply source that fully complies with the Safe Drinking Water Act. For this reason, future development on Mercer Island will not affect the quality of the Island's potable	No Policy Gap

VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		water.	
MPP-PS-23 Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.	PF-67 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to provide <u>ensure</u> reliable, <u>sustainable</u> , and cost-effective sources of water for all users and needs, including for residents, businesses, fire districts, and aquatic species.	Utilities Element The City shall continue to w Work cooperatively with the Seattle Public Utilities and its other purveyors on all issues of mutual concern.	No Policy Gap
MPP-PS-24 Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	PF-910 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. PF-10 Encourage 11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.	Utilities Element 2.7 The City shall a Aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.	No Policy Gap
MPP-PS-25 Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	PF-45 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources. PF-910 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.	Utilities Element 2.4 The City shall continue to o Obtain Mercer Island's water supply from a supply source that fully complies with the Safe Drinking Water Act. For this reason, future development on Mercer Island will not affect the quality of the Island's potable water. 2.5 The City shall c Comply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act.	No Policy Gap
MPP-PS-26 <u>Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.</u>	PF-1920 <u>Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.</u> PF-19A 22 Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available, to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts. Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries. Commencing in January 2016 and continuing every two years thereafter, each jurisdiction and the school district(s) serving the jurisdiction shall confer to share information and determine if there is development capacity and the supporting infrastructure to site the needed school facilities.	Capital Facilities Element 1.1819 The City adopts by reference the "standard of service" for primary and secondary education levels of service set forth in the Mercer Island School District's capital facilities plan, as adopted and periodically amended by the Mercer Island School District Board of Directors. 1.1920 The School District's capital facilities plan, as amended yearly, is adopted by reference as Appendix C of this Comprehensive Plan for the purpose of providing a policy basis for collection of school impact fees. 1.2425 Implement proposed projects in the City's Pedestrian and Bicycle Facilities Plan (PBF), with emphasis placed on quick and affordable early fixes that demonstrate the City's progress in providing safe alternative transportation modes to the public.	No Policy Gap

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	<p>If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:</p> <ul style="list-style-type: none">a) Shared public facilities such as play fields, parking areas and access drives;b) School acquisition or lease of appropriate public lands;c) Regulatory changes such as allowing schools to locate in additional zones or revised development standards; andd) School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs. <p>In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.</p>		
<p>MPP-PS-27</p> <p>Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, <u>except as provided for by RCW 36.70A.211.</u></p>	<p>PF-1819 Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211. Locate. If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.</p> <p>PF-1920 Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.</p> <p>PF-23 Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as:</p> <ul style="list-style-type: none">a) Identifying surplus properties and private properties that could be available for new school sites;b) Creating opportunities for shared use of buildings, fields, and other facilities;c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools;d) Prioritizing and simplifying permitting of schools;e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area;	<p>Given the City of Mercer Island is surrounded by other cities, a policy is not necessary for this issue.</p>	<p>No Policy Gap</p>

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	<p>f) <u>Partnering with school districts in planning and financing walking and biking routes for schools; and</u></p> <p>g) <u>Encouraging more walking, biking, and transit ridership for students, teachers, and staff.</u></p> <p><u>Strategies should recognize the school district’s adopted educational program requirements, established and planned school service areas, limited availability of developable sites, and established and planned growth patterns and enrollment projections.</u></p>		
MPP-PS-28 Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, <u>except as provided for by RCW 36.70A.211.</u>	<p>PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 <u>of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211 and locate -).</u> Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p>	Given the City of Mercer Island is surrounded by other cities, a policy is not necessary for this issue.	No Policy Gap
MPP-PS-29 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, <u>especially on historically marginalized communities</u> , (2) equitably balances the location of new facilities <u>away from disproportionately burdened communities</u> , and (3) addresses regional planning objectives.	<p>PF-1819 Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 <u>of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211. Locate).</u> If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.</p> <p>PF-2024 Site or expand <u>essential</u> public capital facilities of regional or statewide<u>facilities of regional</u> importance within the county in a way using a process that incorporates broad public involvement and, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits and supports while supporting the Countywide Planning Policies.</p> <p>PF-X225 Consider climate change, economic, <u>equity</u>, and health impacts when siting and building essential public services and facilities.</p>	<p>Capital Facilities Element</p> <p>1.4 <u>The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.</u></p> <p>2.1 Essential public facilities should be sited consistent with the King County Countywide Planning Policies.</p> <p>2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the following:</p> <p>(a) An inventory of similar existing essential public facilities, including their locations and capacities;</p> <p>(b) A forecast and demonstration of the future need for the essential public facility;</p> <p>(c) An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</p> <p>(d) An analysis of the proposal's consistency with County and City policies;</p> <p>(e) An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>(f) An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>(g) An analysis of environmental impacts and mitigation; and</p>	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example, 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation;

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		(h) Extensive public involvement consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan. 2.3 Local public facility siting decisions shall be consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan. 2.4 Local public facility siting decisions shall be based on clear criteria that address (at least) issues of service delivery and neighborhood impacts. 2.5 City departments shall describe efforts to comply with the Essential Public Facilities Siting process when outlining future capital needs in the Capital Improvements Program budget.	
MPP-PS-30 Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.	PF-2024 Site or expand <u>essential</u> public capital facilities of regional or statewide <u>facilities of regional</u> importance within the county in a way using a process that incorporates broad public involvement and, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits and supports while supporting the Countywide Planning Policies.	No policy is necessary – this is focused on counties	No Policy Gap
PS-Action-1 (Regional) Utility and Service District Planning: PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
PS-Action-2 (Regional) Facilities Siting and Design: PSRC will facilitate cooperative efforts with <u>special service districts and local jurisdictions to site and design facilities that enhance local communities in accordance with growth management goals and VISION 2050.</u>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
PS-Action-3 (Regional) School Siting: PSRC will initiate and support discussions with the Office of the Superintendent of Public Instruction to facilitate updates that <u>modernize school siting standards, especially those related to site area requirements. Updates should work to align school siting standards with the goals of the Growth Management Act and facilitate school districts’ ability to better meet urban capacity needs.</u>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
PS-Action-4 (Regional) Regional Support for School Siting Best Practices: PSRC will research and develop guidance on innovative methods to update regulations and local plans to develop a regional approach to school siting and to assist local jurisdictions and school districts in siting new schools in urbanized areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

DRAFT

MEMORANDUM

To: Jeff Thomas, Community Planning and Development Director
Allison Van Gorp, Deputy Community Planning and Development Director
Adam Zack, Senior Planner

From: Clay White, Director of Planning

Date: May 18, 2024

Subject: 2024 Comprehensive Plan Periodic Update – Internal policy consistency review

As part of the Mercer Island Periodic Comprehensive Plan update, the City is conducting an internal policy consistency review. The purpose is to identify potential conflicts between draft policies in different Comprehensive Plan Element which as being considered as part of the City of Mercer Island 2024 Comprehensive Plan update. While a review of all policies has been conducted, the focus areas include:

- Housing Element/Land Use Element and Transportation Element
- Housing Element and Economic Development Element/Economic Development Policies in the Land Use Element
- Housing Element and Climate Action Plan (CAP)
- Transportation Element and Climate Action Plan (CAP)
- Utilities Element and Climate Action Plan (CAP)
- Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS)
- Economic Development Element and Economic Development Policies in the Land Use Element

Conflicts would include competing policies, which when implemented together, may impede actual implementation of a policy. Where identified, the City is not required to modify policies. However, it is important to recognize where sets of valid policies may work against each other. Based on our review, there are limited issue to consider.

While addressed in a couple of sections, one items to think about is how the Climate Action Plan (CAP) Actions will get implemented. Many of the identified actions could impact transportation, housing, and new programs the city may take on. Linking these actions to the Comprehensive Plan Element could be helpful. The CAP breaks recommendations down but there is not a link in the other elements back to the CAP. Consider if creating this link will lead to better implementation of CAP actions over time.

The City of Mercer Island has done a great job of creating draft updated policies which work well together. However, there are a few areas identified for your consideration.

Comprehensive Plan Elements	Comments
Housing Element/Land Use Element and Transportation Element	<p><u>Housing Element Policies discussed below</u></p> <p>1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit.</p> <p>2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.</p>

	<p><u>Analysis</u></p> <p>No internal policy conflicts identified when comparing the Housing and Land Use Elements with the Transportation Element. However, Housing Element policy 1.9 and 2.2 utilize the term “high-capacity transit”. This term is not utilized in the Transportation Element policies but is mentioned in the Transportation Element text.</p> <p>Consider if any policies are needed in the Transportation Element regarding support for high-capacity transit even if those projects are not led by the City of Mercer Island.</p>
<p>Housing Element and Economic Development Element/Economic Development Policies in Land Use Element</p>	<p><u>New Economic Development Policies discussed below</u></p> <p>6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.</p> <p>6.2 Coordinate with the Housing Element to increase housing opportunities for employees to live and work in the community.</p> <hr/> <p><u>Analysis</u></p> <p>No internal policy conflicts identified when comparing Housing Element and Economic Development Element/Economic Development Policies in Land Use Element.</p> <p>However, consider how proposed Economic Development Policy 6.1 aligns with many of the Housing Element Strategies, Goals, and Policies. As an example, one of the City of Mercer Islands stated Housing strategies is to “Make adequate provisions for housing needs for all economic segments of the community” and Housing Element Goal 1 says will “Mercer Island provides housing affordable for all income levels meeting its current and future needs.”</p> <p>While increasing high wage jobs is important, could this policy be amended to focus on increasing jobs that algin with the housing Strategies, Goals , and Policies? As an example, new tech jobs will require a variety of services, which will employ people making less income. They will also need housing. Consider:</p> <p>6.1 Plan to increase high-wage on-island job opportunities for <u>all</u> residents, <u>including high-wage jobs</u>, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.</p> <p>Policy 6.2 focuses on coordinating Housing Element policies with Economic Development policies. However, the policy is vague and does not indicate how this coordination will take place. Consider amending the policy to identify how these outcomes will be achieved.</p>

Transportation Element and Climate Action Plan (CAP) – Transportation Section Actions	<p><u>Transportation Element policies discussed below</u></p> <p>3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.</p> <p><u>Climate Action Plan (CAP)– Transportation Actions</u></p> <p>TR1.1 - Develop and implement an EV Charging Infrastructure Plan, in collaboration with PSE, that guides expansion of EV charging capacity throughout the city. The plan will include analysis and recommendations on the facilities and infrastructure required for the City and the Mercer Island School District to meet 2030 and 2050 fleet electrification goals. The plan will also include a readiness and capacity study to evaluate increasing EV charging at commercial and residential properties citywide. The Plan will identify an implementation strategy including partnerships, funding, and future policy recommendations.</p> <hr/> <p><u>Analysis</u></p> <p>No internal policy conflicts identified when comparing Transportation Element and Climate Action Plan (CAP) – Transportation Actions.</p> <p>New CAP Transportation Action TR1.1 proposes developing an EV Charging Infrastructure Plan. This could include requirements for new development and a plan of how to retrofit existing developments.</p> <p>Transportation Element Policy 3.4 discusses measures providing electric vehicle infrastructure but to implement TR1.1, the City could consider a new policy or amending 3.4 to include the development of an EV Charging Infrastructure Plan. Development of the Plan could then require some additional policies in the Land Use, Housing, and Economic Development, and Transportation Elements.</p> <p>If a new or modified policy in the Transportation Element is considered, also review CAP Transportation Actions TR1.3 – TR1.5 for addition language to consider.</p>
Housing Element and Climate Action Plan (CAP) – Buildings and Energy Section Actions	<p><u>Analysis</u></p> <p>No internal policy conflicts identified when comparing Housing Element and Climate Action Plan (CAP) – Buildings and Energy Section Actions.</p> <p>Given Climate Action Plan (CAP) Actions BE1.1 – BE2.4 focus on, building incentives, programs, and implementation of state law requirements for building, there does not appear to be any conflicts with proposed Housing Element policies. However, consider how proposed actions taken in the future could add costs to developing new housing. As an example, requiring LEED certification for buildings beyond state requirements may be a positive thing for the City of Mercer Island to do but it will also increase construction costs. This may be at odds with Housing Element Goal 1 which says,</p>

	<p>“Mercer Island provides housing affordable for all income levels meeting its current and future needs.”</p> <p>It is also unclear if any of the proposed actions will require new permits or permit reviews when new housing is being proposed. If so, this could add new permit fees or add time to permit processes.</p>
Utilities Element and Climate Action Plan (CAP)	No internal policy conflicts identified when comparing Utilities Element in Land Use Element.
Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS)	<p>No internal policy conflicts identified when comparing Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS).</p> <p>However, given that Capital Facilities for Parks, Recreation, and Open Space are addressed in the PROS Plan rather than the Capital Facility Element, consider language in the Capital Facility Element pointing to where parks information may be found. This could increase navigability of the Plan.</p> <p>The Growth Management Act and implementing rules allow for these to be separated. WAC 365-196-415(2)(iii) says “Capital facilities that are needed to support other comprehensive plan elements, such as transportation, the parks and recreation or the utilities elements, may be addressed in the capital facility element or in the specific element.”</p>
Economic Development Element and Economic Development Policies in the Land Use Element	<p><u>Analysis</u></p> <p>With the development of a new Economic Development Element, consider how the existing economic development policies in the Land Use Element fit within the Comprehensive Plan framework. Consider the following:</p> <ol style="list-style-type: none"> 1) Move Goal 14 policies in the Land Use Element, where not duplicative of new Economic Development policies into the Economic Development Element. There are several policies that may be able to be removed given new policies but a review should take place.

From: [McConachie, Justin](#)
To: [Jeff Thomas](#)
Cc: [Adam Zack](#); [Alison Van Gorp](#); [Larson, Matt](#); [Tousley, Amy](#)
Subject: Mercer Island Comprehensive Plan Update -- PSE Comments -- April 2024
Date: Friday, April 12, 2024 12:34:44 PM
Attachments: [image001.jpg](#)
[PSE Comp Plan Language Comments April 2024.xlsx](#)

Dear Jeff Thomas,

On behalf of Puget Sound Energy (PSE), I am reaching out to convey our thoughts for your consideration as part of the periodic update to the comprehensive plan and development regulations under the Revised Code of Washington (RCW), specifically Chapters 36.70A and 43.21C.

The attached spreadsheet contains suggested language as it relates to customer programs and our shared climate goals. In the attached, you will find seven tabs grouped by category.

At PSE, we recognize that climate change is one of the biggest existential threats facing our planet today. As one of the largest producers of renewable energy in the Pacific Northwest, PSE has been an early leader in addressing climate change and investing billions in renewable resources and energy efficiency for homes and businesses. Now, PSE is on the path to meet the current and future needs of its customers and to deliver on the requirements to decarbonize operations and serve its customers and communities equitably. This transition is unprecedented in terms of the magnitude of the change and the accelerated time frame in which it must be achieved. By working together, we can successfully drive towards our shared clean energy goals.

PSE looks forward to providing input as the comprehensive plan items are discussed in more detail. Together, we can reduce emissions and keep energy safe, reliable, and affordable.

Thank you,

Justin McConachie

Municipal Liaison Manager | Municipal Relations
1140 N 94th St, Seattle, WA 98103 | Mailstop: NSO-01
Cell: **206.518.1452** | Office: **206.517.3432**



Puget Sound Energy Proposed Policies

On April 11, 2024, Puget Sound Energy (PSE) submitted a comment on the Comprehensive Plan suggesting the following policies.

Policy 1 – Energy Equity

Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition. [Utilities Element]

PSE Programs

PSE's Bill Discount Rate (BDR): Our BDR program provides income qualified customers with ongoing help on their monthly energy bill. Depending on household income and size, customers can save 5% to 45% a month on your bill.

PSE Home Energy Lifeline Program (HELP): PSE provides qualified customers with bill-payment assistance beyond the Washington state LIHEAP program. Customers do not need to owe a balance on their PSE bill to apply.

LIHEAP Program: This government program provides financial assistance so eligible households can maintain affordable, dependable utility services and avoid disconnection. PSE can assist with eligibility requirements and applications.

The Salvation Army Warm Home Fund: Administered by the SA and funded by voluntary contributions from PSE customers, employees, and investors. The Warm Home Fund provides short-term, emergency bill payment assistance to PSE customers facing financial difficulties.

Payment Arrangements: PSE will work with customers to produce a manageable payment schedule with a realistic timeline for up to 18 months.

Budget Payment Plan: PSE provides customers with a predictable average monthly payment to reduce bill fluctuation and avoid unplanned high bills during winter heating months.

Home Weatherization Assistance: This program provides free upgrades for single-family homes, manufactured homes or eligible apartment buildings. Upgrades can include insulation, duct sealing and much more.

Energy Efficiency Boost Rebates: PSE offers higher rebates on energy-efficient upgrades to income-qualified customers.

Low-Income Eligible Community Solar: This no cost program enables bill savings of up to \$40 per month for income eligible customers.

Policy 2 – Electric Vehicles

Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector. [Utilities Element]

PSE Programs

PSE Up & Go Electric for Public: PSE helps organizations easily and affordably install public charging for all EV drivers.

PSE Up & Go Electric for Fleet: PSE empowers businesses, municipalities and more with electrifying their fleets.

PSE Up & Go Electric for Multifamily: PSE brings pole charging to multifamily properties to attract new residents and keep existing ones.

PSE Up & Go Electric for Workplace: PSE brings charging to workplaces so employees can electrify their commutes.

PSE Home Charging: PSE provides rebates and incentives for the installation of home EV charging stations.

Policy 3 – Energy Efficiency

Partner with PSE to promote energy efficiency programs and initiatives. [Utilities Element]

Policy 4 – Energy Efficiency

Expedite permitting processes related to energy efficiency upgrades. [Land Use Element]

PSE Programs

Home Energy Assessment: PSE offers a quick and convenient 3-step process to help customers understand and control their home's energy usage.

Energy Efficiency Rebates:

- Appliance program
- Electric hybrid heat pump water heaters
- Smart thermostats program
- Weatherization program
- Windows, water heat and space heat programs
- Home weatherization assistance
- Insulation

Other PSE Energy Rebates:

- EV chargers
- New construction

Clean Buildings Accelerator: PSE assists customers with complying with Washington's Clean Buildings Law (HB 1257, 2019).

Policy 5 – Green Options

Partner with PSE to promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals. [Utilities Element]

PSE Programs

Green Power: PSE customers can voluntarily contribute to PSE investments in renewable energy projects in the Pacific Northwest.

Solar Choice: PSE customers can voluntarily purchase solar energy from independent sources through PSE.

Carbon Balance: PSE customers can voluntarily purchase carbon offsets from local forestry projects through PSE.

Community Solar: PSE customers can voluntarily contribute to solar projects of their choice installed on such facilities as local school and community centers.

Renewable Natural Gas: PSE customers can voluntarily purchase blocks of RNG to lower than carbon usage and support the development of locally produced RNG.

Green Direct: This program is offered to local municipalities and corporations seeking to reduce their carbon footprint by investing in large scale renewable energy projects. This program is currently full.

Policy 6 – Demand Response

Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use. [Utilities Element]

PSE Programs

Time of Use (TOU) Program: PSE's current pilot program uses variable 24 hour pricing to incentivize customers to use less power during times of peak demand.

Flex Rewards: This program encourages and financially incentivizes voluntary reduction in energy use during peak demand.

Flex Smart: This program financially rewards customers for allowing PSE to make remote minor adjustments to thermostats during periods of high peak load and demand.

Flex EV: This program incentivizes EV charging during off-peak hours.

Policy 7 – Grid Infrastructure

Partner with PSE to effectively meet rapidly increasing electrical demand as the City and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies. [Utilities Element]

PSE Programs

Wind and Hybrid Wind (co-located wind and battery): A variable source of power representing approximately 30% of PSE's future electric resource need by 2030.

Solar and Hybrid Solar (co-located solar and battery): A variable source of power representing approximately 16% of PSE's future electric resource need by 2030.

Utility-Scale Battery Energy Storage Systems (BESS): A technology that will allow energy to be stored for future use representing about 22% of PSE's future electric resource need by 2030. Types of energy storage technology include:

- Chemical (e.g., Lithium-Ion Iron-Air)
- Thermal (e.g., carbon, molten salt)
- Gravity (e.g., water pumping, mechanical)

Variable generation sources (wind & solar) require large scale Battery Energy Storage Systems (BESS) to be fully utilized since the sun goes down when demand increases and wind often fades when most needed; such as during extremely cold weather. Batteries maximize electrical production from variable generation sources, help meet periods of peak demand, and provide greater reliability for the grid.

Policy 8 – Grid Infrastructure

Expedite the local permitting and approval process in order to maintain grid capacity and reliability. [Land Use Element]

PSE Programs

New regional transmission lines are needed to serve new utility scale clean energy resources, such as wind and solar.

New local transmission lines are needed to meet increasing local demand due to growth, EV's, and electrification of the heating sector (e.g., Sammamish to Juanita line in Kirkland).

Transmission upgrades are needed to meet increasing local demand (e.g., Energize Eastside line in Redmond, Bellevue, Newcastle, and Renton upgraded from 115kv to 230kv) due to growth, EVs, and electrification of the heating sector.

In order to assure continued capacity and reliability, new and larger substations will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.

Additional 12.5kv distribution lines will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.

Policy 9 – Grid Infrastructure

Promote and support the growth of customer owned distributed energy resources.
[Utilities Element]

PSE Programs

Customer Connected Solar: PSE assists customers with information and resources for installing residential solar projects and how to apply for interconnection and net metering with PSE.

Battery Walls: PSE offers installation guidelines and a process whereby customers can report battery installations.

Host An Energy Project: Community partners can get paid to lease space to PSE to develop distributed solar and/or battery storage projects.

Distributed Renewables: PSE supports the development of commercial customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid.

Policy 10 – Grid Infrastructure

Support ongoing vegetation management in order to maintain system reliability.
[Utilities Element]

PSE Programs

Many cities are pursuing aggressive urban forestry programs in order to beautify their community, reduce heat islands, and to provide carbon offsets. Such policies should be balanced with the need to protect electrical system reliability around overhead lines.

Policy 11 – Grid Infrastructure

Pursue public-private partnership to seek funding sources to accelerate clean energy projects. [Utilities Element]

PSE Programs

Recent state and federal legislation, including the IIJA and IRA, have unlocked public funding for climate and environmental benefit. PSE is aggressively pursuing all applicable funding opportunities to support lower customer bills, reduced power costs, and investments in the grid and clean energy. PSE is also supporting municipalities, tribes, and non-profits in their applications for public funding.

Policy 12 – Wildfire Management

Support PSE’s wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires. [Utilities Element]

PSE Programs

Situational Awareness: PSE evaluates the condition of the electric system, as well as the environment around it, using real-time weather data, wildfire risk modeling and pre-wildfire season inspections.

Strengthening the electric system: PSE regularly maintains and updates the electric system to provide safe and reliable power to our customers. In areas of high wildfire risk, we identify maintenance and improvement activities that will further reduce the risk of wildfire, including vegetation management, equipment upgrades, and in some cases, moving power lines underground.

Operational Procedures: During wildfire season, PSE may change some device settings or implement operational procedures to reduce the risk of wildfire. In the future, PSE may proactively turn off power during high wildfire risk conditions to help prevent wildfires. This is called a Public Safety Power Shutoff (PSPS).

Emergency Response: During an emergency, including an active wildfire, PSE will coordinate with local emergency officials and may implement emergency response procedures. This may include turning off power at the request of emergency officials for public and first responder safety.

Policy 13 – Gas Conservation and Decarbonization

Evaluate the potential for renewable, recoverable natural gas in existing systems. [Utilities Element]

PSE Programs

Renewable Natural Gas Production: Utilizing wastewater facility, landfill, or similar system.



State of Washington

Department of Fish and Wildlife, Region 4

Region 4 information: 16018 Mill Creek Blvd, Mill Creek, WA 98012 | phone: (425)-775-1311

May 20, 2024

Ryan Harriman, Planning Manager
City Hall 9611 SE 36th St
Mercer Island, WA 98040
ryan.harriman@mercerisland.gov

RE: WDFW comments regarding Mercer Island's Comprehensive Plan draft language

Dear Mr. Harriman,

On behalf of the Washington Department of Fish and Wildlife (WDFW), thank you for the opportunity to formally comment on Mercer Island's draft Comprehensive Plan language as part of the current periodic update. Within the State of Washington's land use decision-making framework, WDFW's role is that of technical advisor with respect to the habitat needs of fish and wildlife and the likely implications of various land use decisions on those resources over time. We provide these comments and recommendations in keeping with our legislative mandate to preserve, protect, and perpetuate fish and wildlife and their habitats for the benefit of future generations – a mission we can only accomplish in partnership with local jurisdictions. We may decide to submit additional comments to you in the future.

Table 1. Recommended changes to proposed Comprehensive Plan language.

Policy Number	Policy Language (with WDFW suggestions in red)	WDFW Comment
Land Use		
GOAL 2 Suggested Policy Page 15	For all new development, require parks and open space retention or creation to promote connected, healthy, and climate-resilient communities locally and regionally.	Open spaces can act as climate-resilient assets that can serve as community spaces. All development within dense or populated areas should strive for open space retention and creation for the benefit of people and the environment. Additionally, parks and open spaces are often some of the only areas within highly built environments for wildlife habitat to persist. It is important to not only plan for these spaces, but plan for the connection and linkage of these spaces to provide multi-benefit options, such as recreational trail opportunities as well as habitat corridor linkages. For

		<p>information on implementing wildlife habitat attributes in all public spaces, see WDFW's Habitat at Home resource as well as WDFW's Landscape Planning for Washington's Wildlife for further resources, especially "Chapter 6: Implementation through Comprehensive Plans, Development Regulations, and Incentive Programs," page 6-1.</p> <p>Some additional resources include the Trust for Public Lands, the NRPA Safe Routes to Parks Action Framework (which provides professionals with a "how-to" guide to implement Safe Routes to Parks strategies), and the Sustainable Development Code website.</p>
GOAL 3 Page 15	Have a mixture of building types, styles and ages that reflects the evolution of the Town Center over time, with human-scaled buildings, varied height, 'green' buildings, setbacks and step-backs and attractive facades.	<p>We suggest this goal also include the intent for climate resiliency in building design. We suggest working towards sustainable development code that decreases building utility use and cost while simultaneously increasing the capacity for climate resiliency. For resources, see how the city of Boston is identifying priority blocks that could yield the greatest benefits to residents in pursuit of a "cool" roof goal. Similarly, "green" roofs covered with sedum, native flowers, and other low-maintenance vegetation help insulate buildings from solar heat and provide pollinator habitat. Such rooftops help reduce building cooling costs and heat-related illnesses and deaths. See also the Sustainable Development Code website for specific resources on removing code barriers, creating incentives, and filling regulatory gaps in pursuit of green building goals. The Georgetown Climate Center's Green Infrastructure Toolkit provides funding models and approaches from U.S. municipalities, including Los Angeles County's Safe Clean Water Program and Boulder, Colorado's Greenways Program. Additionally, it is mandatory that schools are built to meet green building standards, and with the help of Washington Sustainable Schools Protocol: Criteria for High-Performance Schools, additional public or private infrastructure can be modeled after this example. See the LEED rating system for further resources aimed at all building types.</p>
Goal 8 Suggested Policy Page 18	Town Center streets should provide for safe and convenient pedestrian access and movement, with consideration for future climate-related heat	<p>It is important to frame pedestrian access in a climate-related hazard context, especially in denser city center areas where exacerbated heat island effect may be present.</p>

	conditions, planning for ample street trees for cooling purposes.	
12.2 Page 19	Encourage the provision of on-site public open space in private developments. This can include incentives, allowing development agreements, and payment of a calculated amount of money as an alternative to dedication of land. In addition, encourage aggregation of smaller open spaces between parcels to create a more substantial open space.	See resources related to comments for Goal 2 page 15 above.
GOAL 13 Page 21	Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices as well as exhibiting other innovative green features, above and beyond what is required by the existing Construction Code.	See resources related to comments for GOAL 3 Page 15 above for policy ideas, as this goal currently has no policies.
15.6. B Page 23	<p>Encourage the retention of landscaped areas and the retention and planting of trees</p> <p>Require protection of significant trees and avoid unnecessary disturbance of vegetation during all phases of development and require mitigation as needed, including replacement for trees removed during development. Measure progress towards City tree canopy goals by implementing a formal tree canopy plan.</p>	<p>We suggest changing the language of this policy to better reflect the importance of tree and vegetation retention. Additionally, we suggest Mercer Island develop a formal tree canopy management plan, informed by your Urban Tree Canopy Assessment 2018, in order to track current conditions and benchmark progress towards tree canopy goals. This plan should also measure how well the City's tree-related ordinances are functioning in retaining trees on the landscape. It may not be enough to rely on ordinances if there is not a system in place to track cumulative impacts over time.</p> <p>Some examples of tree management plans include the City of Tacoma, the City of Snoqualmie, the City of Redmond, and the City of Renton. The Puget Sound Urban Tree Canopy and Stormwater Management Handbook provides additional guidance.</p>

18.6 Page 25	Encourage, and require in some circumstances, low impact development approaches for managing stormwater and protecting water quality and habitat.	<p>We recommend requiring LID standards within municipal code for all developments, especially near waterways. As noted in the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan 10-year Update, Mercer Island's shorelines are labeled as 'Tier 1' areas. This report states, "Tier 1 areas are the highest priority habitats for protection/restoration, and include primary spawning areas, as well as migratory and rearing corridors."</p> <p>This underscores Mercer Island's unique geographic location and distinctive obligation to preserve, rehabilitate, and re-establish salmon habitat. Additionally, utilizing LID techniques can help Mercer Island address Federal Policy Priorities, such as, "Chemicals from decaying tires, specifically 6PPD-quinone affect coho, Chinook, sockeye and steelhead. In particular, coho have been shown to be most sensitive and succumb to "urban runoff mortality syndrome" within hours of exposure. Federal funding is needed to support local governments in implementing critical stormwater retrofit projects to capture and treat toxic runoff."</p> <p>Resources for LID include King County's Regional Stormwater Action Goals (which includes Planning Stormwater Parks), the Sustainable Development Code website and the VISION 2050 Planning Resources Guidance on Integrating Stormwater Solutions into Comprehensive Plans.</p>
18.7 Page 25	Services and programs provided by the City with regards to land use should encourage residents to minimize their own personal carbon footprint, especially with respect to energy consumption and waste reduction. The City shall also develop and maintain a fund to build green infrastructure projects.	See resources for this in comments to GOAL 3 Page 15 above.
GOAL 19	Protect and enhance habitat for native plants and animals	The importance of ecosystem monetary value cannot be overstated. Protecting and restoring natural assets and

Page 26	for their intrinsic value and for the benefit of human health, the ecosystem services they provide , and aesthetics. Regulatory, educational, incentive-based, programmatic, and other methods should be used to achieve this goal, as appropriate.	the services they provide is often more cost-effective than engineered solutions. For example, restored wetlands and floodplains can prevent flooding and reduce the need for other types of flood-control infrastructure. Implementation of this policy could include comparing lifetime cost-effectiveness of nature-based versus engineered options for climate response to help identify cost-effective adaptation options. This can help build capacity and support for the adoption of response strategies that help protect and restore ecosystem function and services at risk from climate change. For resources, see FEMA's guide Building Community Resilience with Nature-based Solutions , as well as software to track these resources from Natural Capital Project . Additionally, see Kitsap County's approach to this through their Kitsap Natural Resource Asset Management Project .
19.3 Page 26	Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way, prioritizing connection between these spaces for habitat corridor linkages and recreational trail linkages .	Outlined in Mercer Island's PROS Plan 2022 is the need for trail connections. This plan's community survey #2 asked, "What do you think are the most needed improvements to the current City of Mercer Island parks system?" 44.2% of respondents chose "Connect gaps in the trail system to create a complete trail network," which was the highest selected response. 30.8% of respondents chose, "Expand maintenance and restoration of open space and natural areas." Further in this survey, the second highest item selected as "very important" to residents was "Open space and natural areas," second to "Walking / jogging trails." Ranked highest priority for use of acquired land was, "Acquire land to preserve habitat and open space areas that can include walking / jogging trails." Connecting open spaces, parks, and trails provides a unique, multi-benefit path towards addressing habitat connectivity and recreational needs specific to Mercer Island.
19.6 Page 26	Important wildlife habitats including forest, watercourses, wetlands, riparian areas , and shorelines should be connected via intentional infrastructure planning and natural area linkages , including walking	Riparian areas "are disproportionately important, relative to area, for aquatic species (e.g., salmon) and terrestrial wildlife," as stated in WDFW's Riparian Ecosystems, Volume 2: Management Recommendations and supported by WDFW's BAS . As highlighted within these documents is the need for large tree retention along riparian and shoreline areas. In the context of

	paths along forested road rights-of-way.	<p>Mercer Island, emphasis should be placed on retaining large trees along the shoreline of Lake Washington.</p> <p>For planning infrastructure with connectivity in mind, please see The Washington Wildlife Habitat Connectivity Working Group, WSDOT's Reducing the risk of wildlife collisions website as well as Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects, Montana Fish, Wildlife, and Parks' How to Build Fence with Wildlife in Mind, and WDFW's website.</p>
19.7 Page 26	View preservation actions should be balanced with the efforts requirement to preserve the community's natural vegetation and tree cover along shorelines . [Relocated Policy 20.3]	We suggest strictly defining view preservation actions. As noted in the comment above, large trees are a crucial component of healthy shorelines. No net loss of habitat function can occur. Please review municipal code to ensure cumulative impacts are not resulting in a net loss.
19.8 Page 26	Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.	We recommend Mercer Island create a formal tree canopy management plan. See comments in response to 15.6. B Page 23 above.
19.10 Page 27	Support conservation on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs.	We suggest the encouragement of homeowner and landlord involvement in WDFW's Habitat at Home program , with the intent to incentivize community involvement and recognition of wildlife habitat creation in small (and large) spaces. Neighbors may recognize an adjacent property with a Habitat at Home sign and be compelled to participate.
GOAL 28 Adapt to and mitigate local climate change impacts	Identify and implement strategies to increase the resilience of the shoreline environment climate-related hazards, while also protecting shoreline ecological	We recommend consideration for climate-related hazards when planning for shoreline access into the future. For assessing future conditions, see Climate Mapping for a Resilient Washington , as well as FEMA's Resilience Analysis and Planning Tool (RAPT) for resources in visualizing these hazard areas. For further

Page 31	Suggested Policy functions, allowing water dependent uses, and providing public access. Establish regulations that require the location of new lots and structure outside of hazards areas. Address appropriate efforts to protect ecological values and functions, accommodate recreational opportunities, and retreat or redevelop flood-prone structures in floodplain and shoreline areas.	context, FEMA's Flood Insurance Rate Map (FIRM) modeling does not take climate change projections into consideration. We suggest Mercer Island supplement FIRM maps with best available science that incorporates climate change. For example, King County regulations place ' Flood Protection Elevations ' three feet above base flood elevation for development within flood-prone areas.
Housing		
Goal 1 – Overall Housing Strategies Page 8	Organize and site housing and multi-family residential buildings to create usable and connected open spaces.	Outlined in Mercer Island's PROS Plan 2022 is the need for trail connections. This plan's community survey #2 asked, "What do you think are the most needed improvements to the current City of Mercer Island parks system?" 44.2% of respondents chose "Connect gaps in the trail system to create a complete trail network," which was the highest selected response. With this in mind, we suggest incorporating the adjacent policy, emphasizing the necessity to not only preserve and safeguard these open spaces but also ensure their connectivity. We propose that, along with designating open space percentages based on development type, site plans should demonstrate active efforts to connect these open spaces with others in the surrounding area.
Goal 1 – Overall Housing Strategies Page 8	Adopt sustainable and climate-informed design guidelines for new development.	See comments and resources in relation to GOAL 28 page 31 above.
Goal 1 – Overall Housing Strategies Page 8	Encourage the development of a variety of housing typologies to suit the needs of various potential residents while also encouraging, and in some cases requiring, techniques such as Low Impact Design (LID) standards.	As discussed previously, LID is exceedingly important for development to consider, as all boundaries within Mercer Island lead directly into Tier 1 priority habitat areas for chinook salmon recovery.

Capital Facilities		
1.12 Page 31	The City will adopt a Hazard Mitigation Plan. This Plan will be updated periodically and shall guide City efforts to maintain reliability of key infrastructure and address vulnerabilities and potential impacts associated with natural hazards and projected climate-related conditions.	Protecting essential public facilities and the services they provide from climate impacts helps ensure community resilience. It is vital to site these facilities outside of areas that will be impacted by climate-related stressors for the entire operational lifespan of the facility. We suggest updating zoning to allow essential or hazardous uses only in low-risk areas and assess risk when new facilities are proposed.
GOAL 1 Suggested Policy Page 32	Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future.	<p>It is important to plan and prioritize culvert upgrades to ensure not only fish passage benefits, but adequate projected stormwater passage. We suggest this element (and future amendments to the City of Mercer Island's Capital Improvement Plan) include this goal and incorporate a prioritization list, especially in areas where terrestrial species connectivity can be restored simultaneously (i.e., replacing culverts with wider bridges). Current fish passage barrier locations can be found on WDFW's website.</p> <p>Further resources include WDFW's "Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report," as well as WSDOT's "Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects."</p> <p>Combining stormwater maintenance (or any maintenance) with multi-benefit goals (such as climate change resiliency or salmon recovery) opens up these projects for diverse funding opportunities (such as the Department of Commerce Salmon Recovery through Local Planning Grant, due June 3rd).</p>
GOAL 1 Suggested Policy Page 32	Ensure that any future maintenance and repairs to conveyances of mixed stormwater/natural waters will not negatively impact fish life, fish passage, or aquatic habitat. Additionally, the City shall consult with WDFW as needed to correctly identify specific areas and needs for the protection and	We suggest the addition of the adjacent policy in order to track progress towards goals relating to water quality, especially as it related to aquatic habitats and species. This would also help Mercer Island address GMA requirements such as, "cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries," outlined in RCW 36.70A.172 .

	preservation of aquatic habitats. The correct best management practices will also be employed.	
POLICIES FOR SITING PUBLIC FACILITIES AND ESSENTIAL PUBLIC FACILITIES Page 35	Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle.	See comments above in relation to 1.12 page 31.
Shoreline Master Program element		
Goal (unspecified in document) Page 5	Increase and enhance public access to and along the Mercer Island Shoreline where appropriate and consistent with public interest, provided public safety, private property rights, and in alignment with no net loss principles unique or fragile areas are not adversely affected.	We recommend specifying no net loss principles, as outlined in WAC 365-196-830 .
(4) Page 5	In new developments on the shoreline, the water's edge should be kept free of buildings. Additionally, new development shall be prohibited from constructing shoreline stabilization that employs hard armoring techniques.	WAC 173-26-231 states, "(A) New development should be located and designed to avoid the need for future shoreline stabilization to the extent feasible. Subdivision of land must be regulated to assure that the lots created will not require shoreline stabilization in order for reasonable development to occur using geotechnical analysis of the site and shoreline characteristics..." This sentiment is exceedingly important for Mercer Island, as your unique geographic location places shorelines on all sides. Increased hard armoring is detrimental to salmonid recovery. We suggest Mercer Island establish a database that tracks hard armoring along your shorelines in order to monitor cumulative impacts and assess no net loss goals overtime.
1. (a) Page 6	Aquatic habitats, particularly spawning grounds, should be protected, improved and, if feasible, increased.	All aquatic habitats within the vicinity of Mercer Island are important in providing support for salmonid success. The importance of Mercer Island's role in salmon recovery cannot be overstated. Included in the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan (2005) are

		<p>recommendations for specific restoration areas within Mercer Island, which includes, “Restoration efforts should begin with lake segments at the southern end of the lake...along the southern shore of Mercer Island and in Union Bay at the entrance to the Ship Canal.”</p> <p>In Chapter 10 page 4-6 of this report, a comprehensive list of policies and action items is given, specifically for South Lake Washington, including the recommendation, “Use WRIA 8 science foundation and Conservation Strategy as one of many “best available science” resources during CAO and SMP revisions. Increase riparian/shoreline buffers to extent practicable.”</p> <p>This chapter also outlines priority actions along the shoreline of Mercer Island, such as, “Explore daylighting and restoration of creek mouth in Clarke Beach Park,” “Explore options to restore small creek mouths on west and east side of Mercer Island,” and, “Explore shoreline restoration at Groveland Park.”</p> <p>This underscores Mercer Island’s unique geographic location and distinctive obligation to preserve, rehabilitate, and re-establish salmon habitat.</p>
1. (c) Page 6	<p>Critical area maps shall be routinely updated to reflect the most up-to-date information s have been mapped. Access and use should be restricted if necessary for the conservation of these areas. The type and degree of development to be allowed should be based upon such factors as: slope, soils, vegetation, geology and hydrology.</p>	<p>Best available science should be used when creating and updating critical area documents, as per Chapter 365-195 WAC.</p>
2. Page 6	<p>Existing and future activities on Lake Washington and its shoreline should be designed to minimize avoid adverse effects on the natural systems.</p>	<p>We suggest the use of mitigation sequencing (WAC 197-11-768) in this policy, which first states to “avoid.” Avoidance is key, as mitigation for impacts can be costly, hard to maintain, and often do not meet no net loss standards (WAC 365-196-830).</p>
3. (d) Page 6	<p>The destruction of natural watercourses feeding into</p>	<p>All natural waterways support aquatic habitats and species and provide vital ecosystem services. It is imperative to protect these critical areas.</p>

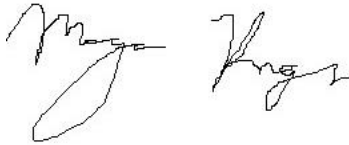
	Lake Washington should be discouraged-prohibited .	
Policy (not specified in document) Page 8	Foster habitat and natural system enhancement projects that are consistent with the City's Shoreline Restoration Plan and whose primary purpose is restoration of the natural character and ecological functions of the shoreline.	See our recommendation in response to 1. (a) Page 6 above in specifying the need to consult WRIA specific salmon recovery plans, which outline specific sites for restoration consideration.
(2) Page 10	In single-family developments within the shoreline, the water's edge should be kept free of buildings and hard armoring .	See comments in relation to (4) Page 5 above.
Transportation		
7.9 Page 8	Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster and plan for future climate-related conditions .	We suggest highlighting the importance of taking future conditions into consideration as it relates to the development of transportation corridors.
11.2 Page 9	Maintain the current minimum parking requirements of three off-street spaces for single family residences, but may consider future code amendments that allow for the reduction of one of the spaces provided that the quality of the environment and the single family neighborhood is maintained.	<p>We suggest instating parking 'maximums' instead of minimums. For example, we recommend the policy:</p> <p>"Eliminate parking minimum requirements and establish parking maximums."</p> <p>This policy, which could be implemented in a development code, could help reduce impervious surfaces that exacerbate stormwater runoff and the urban heat island effect. This policy also could encourage active-transportation (walking, biking, riding transit) alternatives to driving automobiles; this reduces emissions, improves community health, and supports other co-benefits.</p> <p>Does the city currently have a way to track total impervious surface area and cumulative impacts?</p>

12.2 Page 10	Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with habitat connectivity and other transportation planning efforts and periodically updated.	See resources in comments related to 19.3 Page 26 and GOAL 2 Suggested Policy Page 15.
Utilities		
2.7 Page 4	Aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.	Refer to resources in relation to our response to GOAL 3 Page 15 above.
3.4 Page 6	Actively work with regional and adjoining local jurisdictions to manage, regulate and maintain the regional sewer system, keeping future climate-related hazards in mind.	It is important to plan for sewer infrastructure that will be resistant to future flooding and climate-related conditions.
4.7 Page 9	Encourage and promote development that creates the least disruption of the natural water cycle, returning as much precipitation to groundwater as possible in order to extend the flow of seasonal streams into the dry season and to contribute cooling ground water to surface water features, thereby contributing to healthy fish and wildlife habitat.	We greatly appreciate the inclusion of this policy.

Thank you for taking time to consider our recommendations to better reflect the best available science for fish and wildlife habitat and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions or need our technical assistance or resources at any

time during this process, please don't hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Morgan Krueger', with a stylized, cursive script.

Morgan Krueger
Regional Land Use Planner, WDFW Region 4
425-537-1354
Morgan.krueger@dfw.wa.gov

CC:

Kara Whittaker, Land Use Conservation and Policy Section Manager (Kara.Whittaker@dfw.wa.gov)
Marian Berejikian, Environmental Planner (Marian.Berejikian@dfw.wa.gov)
Timothy Stapleton, Regional Habitat Program Manager (Timothy.Stapleton@dfw.wa.gov)
Stewart Reinbold, Assistant Regional Habitat Program Manager (stewart.reinbold@dfw.wa.gov)
Julian Douglas, Habitat Biologist (Julian.douglas@dfw.wa.gov)
Region 4 Southern District Planning Inbox (R4SPlanning@dfw.wa.gov)
Catherine McCoy, WA Dept. of Commerce (catherine.mccoy@commerce.wa.gov)