



PLANNING COMMISSION REGULAR HYBRID MEETING AGENDA

Wednesday, May 27, 2026

Mercer Island Community & Event Center, 8236 SE 24th Street, and via Zoom
9611 SE 36th Street | Mercer Island, WA 98040
Phone: 206.275.7706 | www.mercerisland.gov

PLANNING COMMISSIONERS:

Chair: Dan Thompson

Vice Chair: JB Gibson

Commissioners: Kate Akyuz, Nazim Nice, and Anthony Perez

We strive to create an inclusive and accessible experience. Those requiring accommodation for Planning Commission meetings should notify the Deputy City Clerk's Office three (3) days prior to the meeting at 206.275.7791 or by emailing cityclerk@mercerisland.gov.

CALL TO ORDER & ROLL CALL, 6 PM

PUBLIC APPEARANCES

This is the time set aside for members of the public to speak to the Commission about issues of concern. Please limit your comments to three minutes.

REGULAR BUSINESS

1. Planning Commission Meeting Minutes

Recommended Action: Approve the May 13, 2026 Special Meeting minutes.

2. PCB 26-06: Briefing on Comprehensive Plan Consistency Amendments – Transportation, Utilities, Capital Facilities Elements.

Recommended Action: Receive Report. No action necessary.

OTHER BUSINESS

3. Staff Report

ADJOURNMENT



PLANNING COMMISSION SPECIAL MEETING MINUTES

Wednesday, May 13, 2026

Item 1.

CALL TO ORDER

The Planning Commission was called to order by Chair Thompson at 6:01 PM.

Chair Dan Thompson, Vice Chair JB Gibson, and Planning Commissioners Kate Akyuz, Nazim Nice and Anthony Perez were present.

Staff Participation:

Jeff Thomas, CPD Director (Remote)
Alison Van Gorp, Deputy CPD Director
Raven Gillis, Recreation Specialist

Adam Zack, Principal Planner
Kim Adams-Pratt, Contract Legal Counsel (Remote)
Deborah Estrada, Deputy City Clerk

EXECUTIVE SESSION

Discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i).

Chair Thompson recessed the Special Meeting at 6:02 PM and opened the Executive Session at 6:05 PM via Microsoft Teams.

Chair Thompson closed the Executive Session at 6:29 PM and the Commission went back into open session at 6:30 PM

PUBLIC APPEARANCES

There were no public comments.

SPECIAL BUSINESS

1. Planning Commission Meeting Minutes of May 6, 2026, Special Meeting:

A motion was made by Gibson; seconded by Perez to:

Approve the minutes.

Motion Passed 5-0

2. PCB26-05: Briefing on Development Code Amendments: land capacity: zoning map, Town Center boundary and subareas, height increases, permitted uses, design standards, and consistency.

Adam Zack, Principal Planner, provided an update on the proposed Development Code Amendments and responded to the Commission's questions. The presentation addressed the following:

- Phase 1 Rezone
- Design Standards and Land Uses
- Inclusionary Zoning
- Fee in Lieu
- STEP Housing

OTHER BUSINESS

3. Staff Report

Deputy Director, Alison Van Gorp, reported that the Mercer Island Weekly and Let's Talk page included information on the June 3 Public Hearing. She noted that the technical reports, including the land capacity analysis, barriers analysis, displacement risk evaluation, and all of the draft Comprehensive Plan code amendments.

Planning Commission comments on the information provided May 13 are due by May 26.

Given the amount of information that the Commission has covered to date, staff recommended that the May 20 Special Meeting be canceled, to which the Commission agreed.

ADJOURNED - The meeting adjourned at 7:07 pm

Deborah Estrada, Deputy City Clerk



PLANNING COMMISSION CITY OF MERCER ISLAND

PCB 26-06
May 27, 2026
Special Business

AGENDA BILL INFORMATION

TITLE:	PCB 26-06: Briefing on Comprehensive Plan Consistency Amendments – Transportation, Utilities, Capital Facilities Elements.	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Recommendation
RECOMMENDED ACTION:	Receive Report – No Action Necessary	

STAFF:	Alison Van Gorp, CPD Deputy Director Adam Zack, Principal Planner
EXHIBITS:	<ol style="list-style-type: none"> 1. Initial Draft Transportation Element 2. Initial Draft Utilities Element 3. Initial Draft Capital Facilities Element

EXECUTIVE SUMMARY

The purpose of this agenda item is to brief the Planning Commission on the proposed amendments to the Transportation, Utilities and Capital Facilities Elements of the Comprehensive Plan.

- The City completed a periodic review and update of the Mercer Island Comprehensive Plan, which was adopted by the City Council on November 19, 2024 ([AB 6573](#)).
- The 2024 Comprehensive Plan was appealed to the GMHB on the grounds that the Comprehensive Plan did not adequately plan for and accommodate future affordable housing needs (GMHB case number 25-3-0003). On August 1, 2025, the GMHB issued a final decision and order (GMHB Order).
- The GMHB Order found that the City must make changes to its Comprehensive Plan to comply with the Washington State Growth Management Act (GMA).
- The City Council has provided directions for addressing compliance with the four issues in the GMHB Order at the following meetings:
 - [January 16, 2026](#) – [AB 6838](#)
 - [February 17, 2026](#) – [AB 6865](#), [AB 6866](#), and [AB 6871](#)
 - [March 17, 2026](#) – [AB 6888](#) and [AB 6894](#)
 - [April 21, 2026](#) – [AB 6909](#) and [AB 6911](#)
- The City is required to update its Comprehensive Plan and adopt a Station Subarea Plan in order to comply with the GMHB Order.
- Development regulation amendments to implement the Comprehensive Plan and Station Subarea Plan need to be made concurrently with the Comprehensive Plan update.
- Amendments to the Transportation, Utilities and Capital Facilities Elements have been prepared to maintain internal consistency with changes adopted elsewhere in the Comprehensive Plan, including the Station Subarea Plan Phase 1.
- Planning Commission comments on the drafts of the Transportation, Utilities, and Capital Facilities elements are due by 4:00 PM on June 1.

BACKGROUND

Background materials are provided on the [City's Let's Talk page](#). A summary of previous agenda materials is outlined below:

January 16, 2026

- [AB 6838](#): Compliance with [Growth Management Hearings Board Final Decision and Order](#) related to the City of Mercer Island Periodic Update to the Comprehensive Plan Overview of City Council Planning Session.

February 17, 2026

- [AB 6865](#): Compliance with Growth Management Hearings Board Final Decision and Order Related to the City of Mercer Island Periodic Update to the Comprehensive Plan
- [AB 6866](#): GMA Compliance Public Engagement Plan
- [AB 6871](#): Legislative Review Alternatives to Help City Meet GMHB Order Compliance Deadline (Ordinance No. 26C-03 First Reading)

March 3, 2026

- [AB 6893](#): Compliance with Growth Management Hearings Board Order – Follow-Up Discussion on Financing Affordable Housing
- [AB 6890](#): Legislative Review Alternatives to Help City Meet GMHB Order Compliance Deadline (Ordinance No. 26C-03 Second Reading)

March 17, 2026

- [AB 6888](#): Final Approval of the Modified Station Subarea Boundary
- [AB 6894](#): Update on the Growth Management Hearings Board Order – GMA Compliance Work Plan

March 25, 2026

- [PCB26-01](#): Briefing on the Growth Management Hearings Board Order and steps to achieve Growth Management Act compliance

April 21, 2026

- [AB 6909](#): GMA Compliance – Policy Direction on Development Code Amendments
- [AB 6911](#): GMA Compliance – Legislative Review Process

April 28, 2026

- [PCB26-02](#): Planning Commission Legislative Review Process
- [PCB26-03](#): Briefing on Station Subarea Plan Goals and Policies

May 6, 2026

- [PCB 26-04](#): Briefing on Comprehensive Plan Elements and Station Subarea Plan

May 13, 2026

- [PCB 26-05](#): Briefing on Development Code Amendments: land capacity: zoning map, Town Center boundary and subareas, height increases, permitted uses, design standards, and consistency

ISSUE/DISCUSSION

City staff will brief the Planning Commission on the draft Transportation Element (Exhibit 1), Utilities Element (Exhibit 2), and Capital Facilities Element (Exhibit 3). Specifically, the briefing will focus on the amendments to

those elements necessary to maintain internal consistency with changes adopted elsewhere in the Comprehensive Plan, including the Station Subarea Plan Phase 1. The Planning Commission will have the opportunity to ask questions about the drafts. The purpose of the briefing is to prepare the commissioners to provide comments on the drafts in advance of the public hearing on June 3, 2026.

The Planning Commission comments on the draft Transportation, Utilities, and Capital Facilities Elements are due June 1. Please send your comments to Adam Zack, Principal Planner by 4:00 PM on Monday, June 1 (Adam.Zack@MercerIsland.gov). Comments received by the deadline will be entered into a comment matrix and provided to the Planning Commission in advance of the public hearing. During the public hearing, the Planning Commission will review the comment matrix and decide which amendments to recommend to the City Council.

NEXT STEPS

Comments on the draft development code amendments are due the end of the day on May 25, 2026.

May 26 – Planning Commission comments on draft development code amendments are due.

May 27 – Planning Commission briefing on Comprehensive Plan Elements: Transportation, Capital Facilities, and Utilities.

June 1 – Planning Commission comments on the Transportation, Capital Facilities, and Utilities elements are due.

June 3 – Planning Commission public hearing – to be continued to June 10

June 10 – Planning Commission public hearing and recommendation

June 16 – Planning Commission recommendation is delivered to the City Council.

RECOMMENDED ACTION

Receive Report. No action necessary.

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Element 4 - Transportation

I. INTRODUCTION

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

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

OBJECTIVES OF THE TRANSPORTATION ELEMENT

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

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

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

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

Other legislative requirements addressed by the Transportation Element include the King County 2023 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 traffic volumes. Island Crest Way, a north-south arterial that 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.

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

4 The March 2026 opening of the Sound Transit East Link light rail line will has begun to change how
5 Mercer Island residents travel and live. ~~A~~The new light rail station located north of the Town Center, on
6 the I-90 corridor between 77th Avenue SE and 80th Avenue SE, ~~is scheduled to provides~~ access to
7 destinations in Seattle, Bellevue, and other cities that are part of the Sound Transit system. As part of
8 this change, many of the buses from the east side of Lake Washington will terminate at Mercer Island,
9 and bus riders will transfer to light rail. ~~The existing park-and-ride at North Mercer Way was frequently~~
10 ~~at or near capacity prior to the pandemic, and parking demand will likely increase when the new light~~
11 ~~rail station opens. As part of the mitigation agreement with Sound Transit, additional parking for the~~
12 ~~light rail station will be added in the Town Center. In sum, these~~These regional changes are expected to
13 ~~will likely~~ affect travel and land use development patterns, particularly for the north end of the Island.
14 The changes will also provide new opportunities for the Island and will support the vision and
15 development of the Town Center.

As per GMHB Order 25-3-0003, Issue #1, the City of Mercer Island must analyze residential land capacity at each housing affordability level and close any identified gaps. The updated Land Capacity Analysis, overviewed in the Land Use Element, represents Phase 1 of a two-phase compliance strategy whereby upzones and resulting development capacity increases is limited to the existing Town Center and adjacent multifamily zones. The land use assumptions used in the transportation analysis below have been updated for alignment with Phase 1. Implementation of the TOD bill (HB 1491) will be pursued as a second phase of work.

23 **LAND USE ASSUMPTIONS — THE COMPREHENSIVE PLAN**

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

28 The transportation forecasts used in this element are based on Mercer Island's growth ~~targets~~
29 forecasts for housing and employment, regional traffic forecasts by the Puget Sound Regional Council,
30 and local traffic counts. Within the 20-year planning period, the transportation analysis evaluated City's
31 growth target of 1,239 new housing units and 1,300 new jobs and 3,165 new housing units in the City.
32 to be generated on the Island by 2044. The majority of the employment and housing growth is forecast
33 to occur within the Town Center and adjacent multifamily zones. This 2026-2044 Comprehensive Plan
34 reflects the adoption of the Station Subarea Plan and implementation of Phase 1 of the plan, including
35 rezoning of the Town Center Area and multifamily zones and changes amending the development
36 regulations to provide adequate affordable housing at each affordability level throughout the City.

37 The Land Use Element defines Mercer Island's strategy for managing future growth and physical
38 land development over the 20-year planning period. The Transportation Element identifies
39 transportation and multimodal goals and policies consistent with the vision of the Land Use Element.

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~~TOWN CENTER PLAN~~

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

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

1 **II. TRANSPORTATION GOALS AND POLICIES**

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

6 **GOAL 1:**

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

9 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management
10 strategies, such as preferential parking for carpools/vanpools, alternative work hours,
11 bicycle parking, and distribution of information and promotion of non-motorized travel,
12 transit and ridesharing options.

13 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and
14 other parking management strategies.

15 1.3 Employ transportation system management (TSM) techniques to improve the efficient
16 operation of the transportation system, including, but not limited to: through traffic and
17 turn lanes, management of street parking, signals, and other traffic control measures.

18 **GOAL 2:**

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

20 2.1 Place a high priority on maintaining the existing transportation facilities and the public
21 rights-of-way.

22 2.2 Prioritize expenditures in the transportation system, recognizing the need to maintain
23 existing transportation assets, meet adopted service level goals, and emphasize continued
24 investments in non-motorized transportation facilities. Make transportation investments
25 that improve economic and living conditions to retain and attract businesses and workers to
26 Mercer Island.

27 2.3 Encourage partnerships with nonprofit providers and the private sector in the provision and
28 operation of the transportation system.

29 2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and
30 other parties in order to minimize roadway disruptions and maintain pavement integrity.

31 2.5 Explore all available sources for transportation funding, including grants, impact fees, and
32 other local options as authorized by the state legislature.

33 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and
34 compact development and provide multimodal access to regional transit facilities.

35 2.7 Apply technologies, programs, and other strategies to optimize the use of existing
36 infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

37 **GOAL 3:**

38 Minimize negative transportation impacts on the environment.

- 1 3.1 Use design, construction and maintenance methods, and low- impact development
2 strategies to minimize adverse health and environmental impacts related to water quality,
3 noise, light, stormwater, and pollution for all communities.
- 4 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and
5 neighborhoods from traffic congestion on regional facilities, implement ramp metering, and
6 provide transit services and facilities.
- 7 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation.
8 Encourage programs that plant and retain trees in unused portions of public rights-of-way.

9 **GOAL 4:**

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

- 12 4.1 Work with King County Metro, Sound Transit, and other providers to ensure adequate
13 transit services to meet the needs of the Island, including:
 - 14 4.1.1 Maintain convenient transit connections to regional activity centers, including the
15 Seattle CBD, Bellevue, University of Washington, and other centers;
 - 16 4.1.2 Provide convenient transit service for travel on Mercer Island and enhance
17 connections to regional transit ~~stations~~, including the ~~future~~ Link light rail station; ~~;~~
18 ~~and~~
 - 19 4.1.3 Continue to expand innovative transit services, including demand- responsive transit
20 for the general public, subscription bus, or custom bus services; ~~;~~ ~~and~~
 - 21 4.1.4 Explore the possibility of on-demand intra-Island shared EV shuttle services to
22 connect neighborhoods to Town Center and Link ~~Light~~ light rail.
- 23 4.2 Provide for and encourage non-motorized travel modes consistent with the Parks,
24 Recreation and Open Space Plan and Pedestrian and Bicycle Facilities Plan.
- 25 4.3 Support opportunities to facilitate transfers between different travel modes through
26 strategies such as:
 - 27 4.3.1 Providing small park and ride facilities throughout the Island; and
 - 28 4.3.2 Improving pedestrian access to transit with on and off-road pedestrian
29 improvements.
- 30 4.4 Investigate opportunities for operating, constructing and financing park-and-ride lots for
31 Mercer Island residents only.
- 32 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing
33 opportunities, and the use of transit.
- 34 4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light
35 rail station, and park-and-ride.
- 36 4.7 Promote the development of multimodal linkages to transit in the Town Center District.
- 37 4.8 Promote the mobility of people and goods through a multimodal transportation system
38 consistent with the Pedestrian and Bicycle Facilities Plan.

- 1 4.9 Development of programs to address the needs of people who do not drive (e.g., elderly,
- 2 minors, low-income, and persons with disabilities).
- 3 4.10 Provide adequate facilities for secure bicycle storage in City parks and at customer-facing City
- 4 buildings.
- 5 4.11 Prioritize “complete street” concepts in all material roadway construction or expansion.

6 **GOAL 5:**

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

- 8 5.1 Comply with the requirements of the federal and state Clean Air Acts and work with other
- 9 jurisdictions in the Puget Sound region to achieve conformance with the State
- 10 Implementation Plan.
- 11 5.2 Ensure that all transportation improvements are consistent with the adopted Americans
- 12 with Disabilities Act (ADA) Transition Plan. The 2022 Americans with Disabilities Act (ADA)
- 13 Transition Plan and its successors is adopted by reference.
- 14 5.3 Comply with the Commute Trip Reduction requirements through the continued
- 15 implementation of a CTR plan.
- 16 5.4 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate
- 17 transportation planning for the Eastside subarea.

18 **GOAL 6:**

19 Ensure coordination between transportation and land use decisions and development.

- 20 6.1 Ensure compatibility between transportation facilities and services and adjacent land uses,
- 21 evaluating aspects such as:
 - 22 6.1.1 potential impacts of transportation on adjacent land use;
 - 23 6.1.2 potential impacts of land development and activities on transportation facilities and
 - 24 services; and
 - 25 6.1.3 need for buffering and/or landscaping alongside transportation facilities.
- 26 6.2 Develop strategies to manage property access along arterial streets in order to preserve
- 27 their function.
- 28 6.3 In the project development review process, evaluate transportation implications including,
 - 29 6.3.1 congestion and level of service;
 - 30 6.3.2 connectivity of transportation facilities and services from a system perspective;
 - 31 6.3.3 transit needs for travelers and transit operators; and
 - 32 6.3.4 non-motorized facilities and needs.
- 33 6.4 Ensure that transportation improvements, strategies, and actions needed to serve new
- 34 developments are in place at the time new development occurs or are financially committed
- 35 and scheduled for completion within six years.
- 36 6.5 As part of a project's SEPA review, review the project's impact on transportation and require
- 37 mitigation of on-site and off-site transportation impacts. The City shall mitigate the

- 1 cumulative impacts of SEPA-exempt projects through the implementation of the
- 2 Transportation Improvement Program.
- 3 6.6 Maintain standards and procedures for measuring the transportation impact of a proposed
- 4 development and for mitigating impacts.
- 5 6.7 Participate in the review of development and transportation plans outside the City
- 6 boundaries that may have an impact on the Island and its transportation system and
- 7 consider the effect of the City's transportation plans on other jurisdictions.
- 8 6.8 Encourage transit, bicycle, and pedestrian principles in the design of projects, including:
- 9 6.8.1 locating structures on the site in order to facilitate transit and non-motorized travel
- 10 modes;
- 11 6.8.2 placing and managing on-site parking to encourage travel by modes other than
- 12 single- occupant vehicles;
- 13 6.8.3 provision of convenient and attractive facilities for pedestrians and bicyclists; and
- 14 6.8.4 provision of public easements for access and linkages to pedestrian, bicycle, and
- 15 transit facilities.
- 16 6.9 Require adequate parking and other automobile and bicycle facilities to meet the
- 17 anticipated demand generated by new development.

18 **GOAL 7:**

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

- 20 7.1 Include safety accommodations for all travelers in the City's roadway design standards.
- 21 7.2 Provide a safe transportation system through maintenance and upkeep of transportation
- 22 facilities.
- 23 7.3 Seek to reduce the number of deaths and serious injuries caused by vehicle collisions on
- 24 Mercer Island.
- 25 7.4 Emphasize transportation network connectivity to minimize travel distances and emergency
- 26 response times by avoiding permanent street closures for through traffic.
- 27 7.5 Monitor the condition and performance of the transportation system to compare growth
- 28 projections with actual conditions, assess the adequacy of transportation facilities and
- 29 services, and identify locations where improvements may become necessary.
- 30 7.6 Monitor traffic collisions, community input/complaints, traffic violations, and traffic volumes
- 31 to identify and prioritize locations for safety improvements.
- 32 7.7 Where a need is demonstrated, consider signage, traffic controls, or other strategies to
- 33 improve the safety of pedestrian crossings.
- 34 7.8 Verify the policies, criteria, and process to determine when and under what conditions
- 35 private roads and privately maintained roads in the public right-of-way should be accepted
- 36 for public maintenance and improvement.
- 37 7.9 Coordinate with local and regional emergency services to develop priority transportation
- 38 corridors and coordinated strategies to protect and recover from disaster.

1 7.10 Strive to create a complete, connected, active transportation system allowing direct and
2 safe access for active transportation modes.

3 7.11 Consider requiring that new or materially remodeled public institutions, commercial mixed-
4 use, and multifamily facilities should have sufficient storage for bicycles and other active
5 transportation modes.

6 **GOAL 8:**

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

8 8.1 Continue to recognize I-90 as a highway of statewide significance.

9 8.2 Work with King County Metro and Sound Transit to ensure mobility and adequate transit
10 service levels linking Mercer Island to the rest of the region.

11 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of
12 adequate Park and Ride capacity for Island residents.

13 8.4 Maintain an effective role in regional transportation planning, decision-making, and
14 implementation of transportation system improvements.

15 **GOAL 9:**

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

18 9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly"
19 environment.

20 9.2 Address parking overflow impacts on neighborhoods caused by major traffic generators
21 such as schools, businesses, parks, and multifamily developments.

22 9.3 Provide facilities for pedestrians and bicyclists designed to keep individual neighborhood
23 characteristics.

24 9.4 Work with King County Metro to provide public transit vehicles and services that are more in
25 scale with the transportation needs of the City's neighborhoods and the capacity of its local
26 road network.

27 9.5 Maintain comprehensive street design guidelines and standards that determine the
28 appropriate function, capacity, and improvement needs for each street/roadway, while
29 minimizing construction and neighborhood impacts.

30 **GOAL 10:**

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

32 10.1 The City of Mercer Island Level of Service (LOS) at arterial street intersections shall be a
33 minimum of "C" within and adjacent to the Town Center and "D" for all other intersections.

34 10.2 Use the level of service standard to evaluate the performance of the transportation system
35 and guide future system improvements and funding. Emphasize projects and programs that
36 focus on the movement of people and provide alternatives to driving alone.

37 10.3 Implement the following strategy when vehicle capacity or funding is insufficient to
38 maintain the LOS standard: (1) seek additional funding for capacity improvements, (2)
39 explore alternative, lower-cost methods to meet level-of-service standards (e.g.,

- 1 transportation demand management program, bicycle corridor development or other
- 2 strategies), (3) reduce the types or size of development, (4) restrict development approval,
- 3 and (5) reevaluate the level of service standard to determine how it might be adjusted to
- 4 meet land use objectives.
- 5 10.4 Ensure that the City's level of service policies is linked to the land use vision and comply with
- 6 concurrency requirements.
- 7 10.5 Revise the Transportation Element if the Land Use and/or Capital Facilities Element of the
- 8 Comprehensive Plan are changed to maintain a balanced and consistent plan.
- 9 10.6 Levels of service for pedestrian, bicycle, and transit transportation modes should be
- 10 established.
- 11 10.7 Work with partners to establish multimodal level of service (MMLOS) standards. MMLOS
- 12 policies should detail the City's actions to ensure transportation facilities and services meet
- 13 those standards.

Most of Goal 11, and all of Goal 13 have been moved to station area plan: As per GMHB Order 25-3-0003, Issue #3, the City of Mercer Island must adopt a subarea plan for the area around the Link light rail transit station. As part of this effort, existing Transportation Element goals and policies regarding Town Center and transit-oriented development have been relocated to the draft Station Subarea Plan. (Multicounty Planning Policy DP-22 and RCW 36.70A.840)

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20 **GOAL 11:**

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

22 ~~11.1 Continue implementing flexible parking requirements for Town Center development based~~
23 ~~on the type and intensity of the proposed development; site characteristics; likelihood for~~
24 ~~parking impacts to adjacent uses; opportunities for transit, carpooling, and shared parking;~~
25 ~~and potential for enhancements to the pedestrian environment.~~

26 ~~11.1~~ 11.2 Maintain the current minimum parking requirements as adopted in City code or as
27 required by GMA.

28 ~~11.3 Support business development in the downtown area by prioritizing on-street parking~~
29 ~~spaces in the Town Center for short-term parking and encourage the development of off-~~
30 ~~street shared parking facilities for long-term parking in the Town Center.~~

31 ~~11.4 Have ample Town Center parking, both on-street and off, and the ability to park once and~~
32 ~~walk to a variety of retail shops.~~

33 ~~11.5 Reduce the Town Center land area devoted to parking by encouraging structured and~~
34 ~~underground parking. Parking should be convenient and safe.~~

35 ~~11.6 Encourage improved access to transit, bicycle, pedestrian, and shared parking facilities to~~
36 ~~reduce trip generation and provide transportation alternatives, particularly for secondary~~
37 ~~trips once users reach the Town Center.~~

38 ~~11.7 Consider a range of regulatory and incentive approaches that can increase the supply of~~
39 ~~public parking in the Town Center in conjunction with development proposals.~~

~~11.8 On and off street parking in Town Center should be well lit, convenient, and well signed so that drivers can easily find and use it.~~

~~11.2~~ 11.9 Develop long-range plans to meet the commuter parking needs of Mercer Island residents.

~~11.10 Prioritize parking for Mercer Island residents within the Town Center.~~

~~11.3~~ 11.11 Adopt the 2023 Town Center Parking Plan and its successors by reference.

GOAL 12:

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

12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are distinguished from designated bicycle lanes.

12.2 Adopt the Pedestrian and Bicycle Facilities Plan and its successors by reference. Implement the 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 Standardize treatments for pedestrian crossings within the City.

12.4 Study opportunities for 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, bike-share hubs, etc.).

12.6 Prioritize areas near schools and commercial areas to provide higher level of service for pedestrians, bicycles, and transit.

12.7 Coordinate with Mercer Island School District to plan for safe routes to schools.

~~**GOAL 13:**~~

~~13.1 Town Center streets should be viewed as multiple-use facilities, providing for the following needs:~~

~~13.1.1 Access to local businesses and residences.~~

~~13.1.2 Access for emergency vehicles.~~

~~13.1.3 Routes for through traffic.~~

~~13.1.4 Transit routes and stops.~~

~~13.1.5 On-street parking.~~

~~13.1.6 Pedestrian and bicycle travel~~

~~13.1.7 Sidewalk activities, including limited advertising and merchandising and restaurant seating.~~

~~13.1.8 Occasional special events and outdoor entertainment.~~

~~13.2 Town Center streets should be pedestrian friendly and provide for safe and convenient multi-modal access to existing and future development in the Town Center.~~

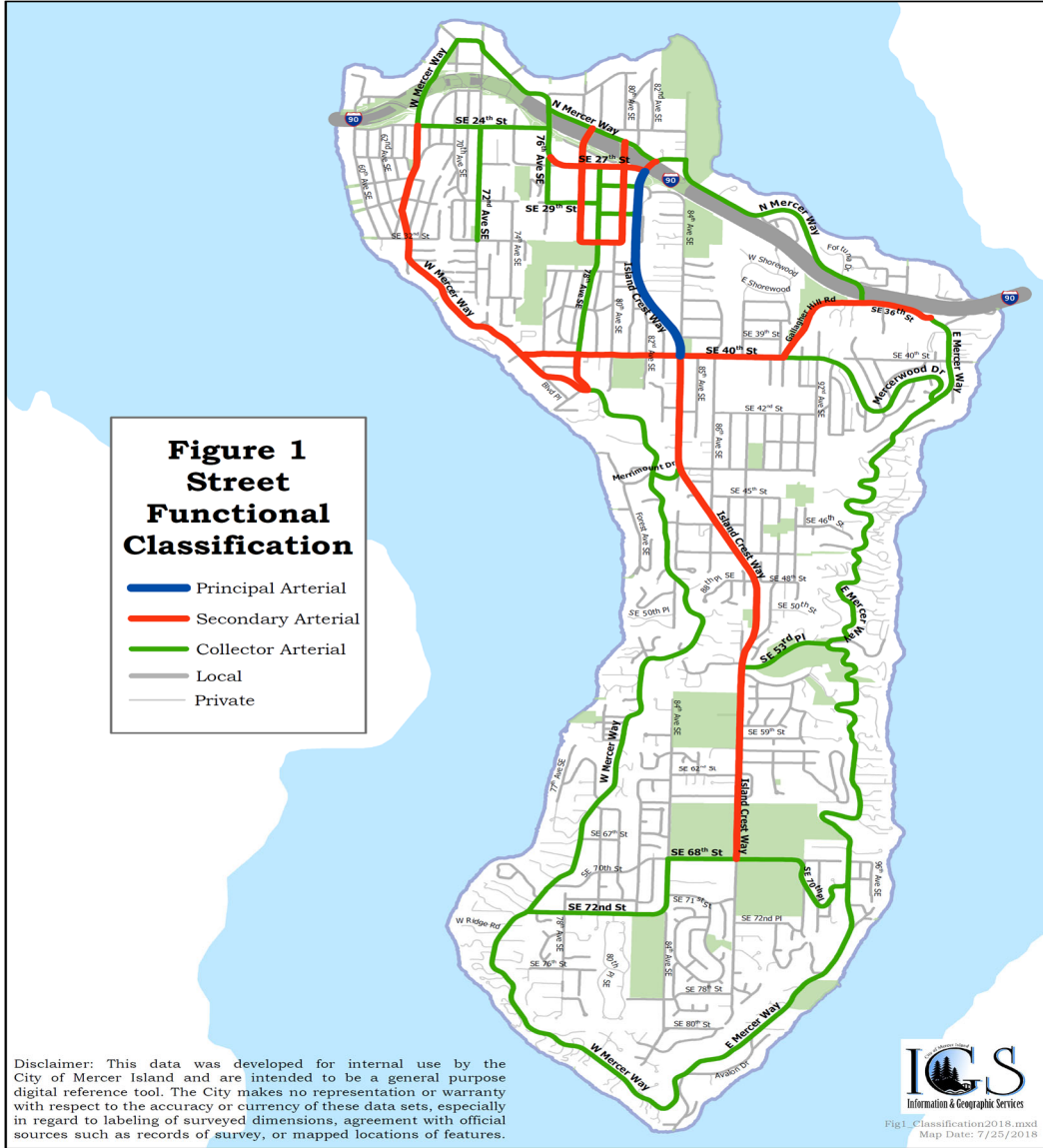
1 ~~13.3 Design streets using universal design principles to allow older adults and individuals with~~
2 ~~disabilities to "stroll or roll," and cross streets safely. Pedestrian routes should be designed~~
3 ~~to break up larger City blocks.~~

4 ~~13.4 78th Avenue SE and SE 27th Street should be the primary pedestrian corridors in the Town~~
5 ~~Center, with ample sidewalks, landscaping, and amenities.~~

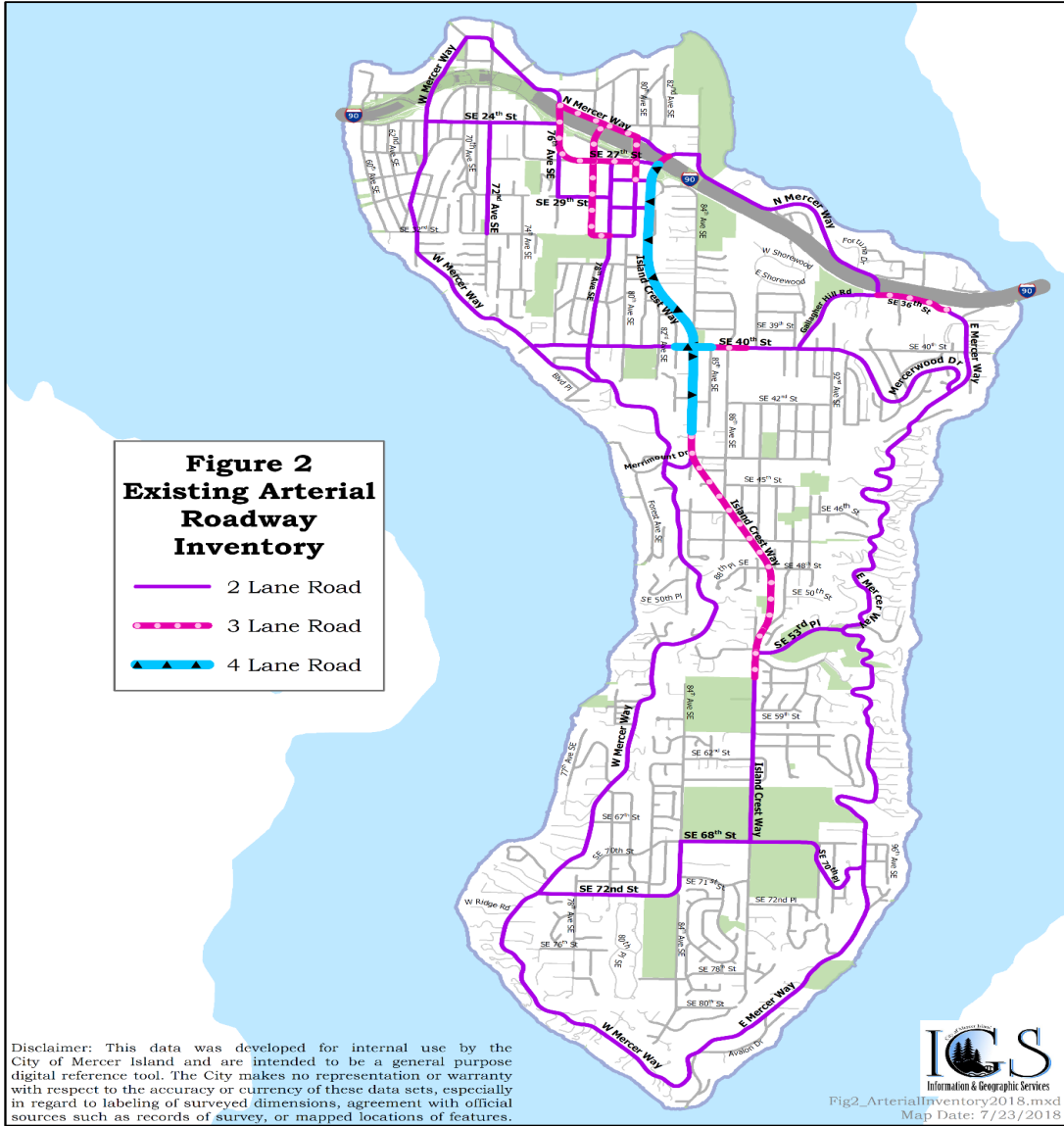
6 ~~13.5 77th Avenue SE should serve as the primary bicycle corridor connecting the regional bicycle~~
7 ~~network along I 90 and the planned light rail station with Mercerdale Park and the rest of the~~
8 ~~Island south of the Town Center.~~

9

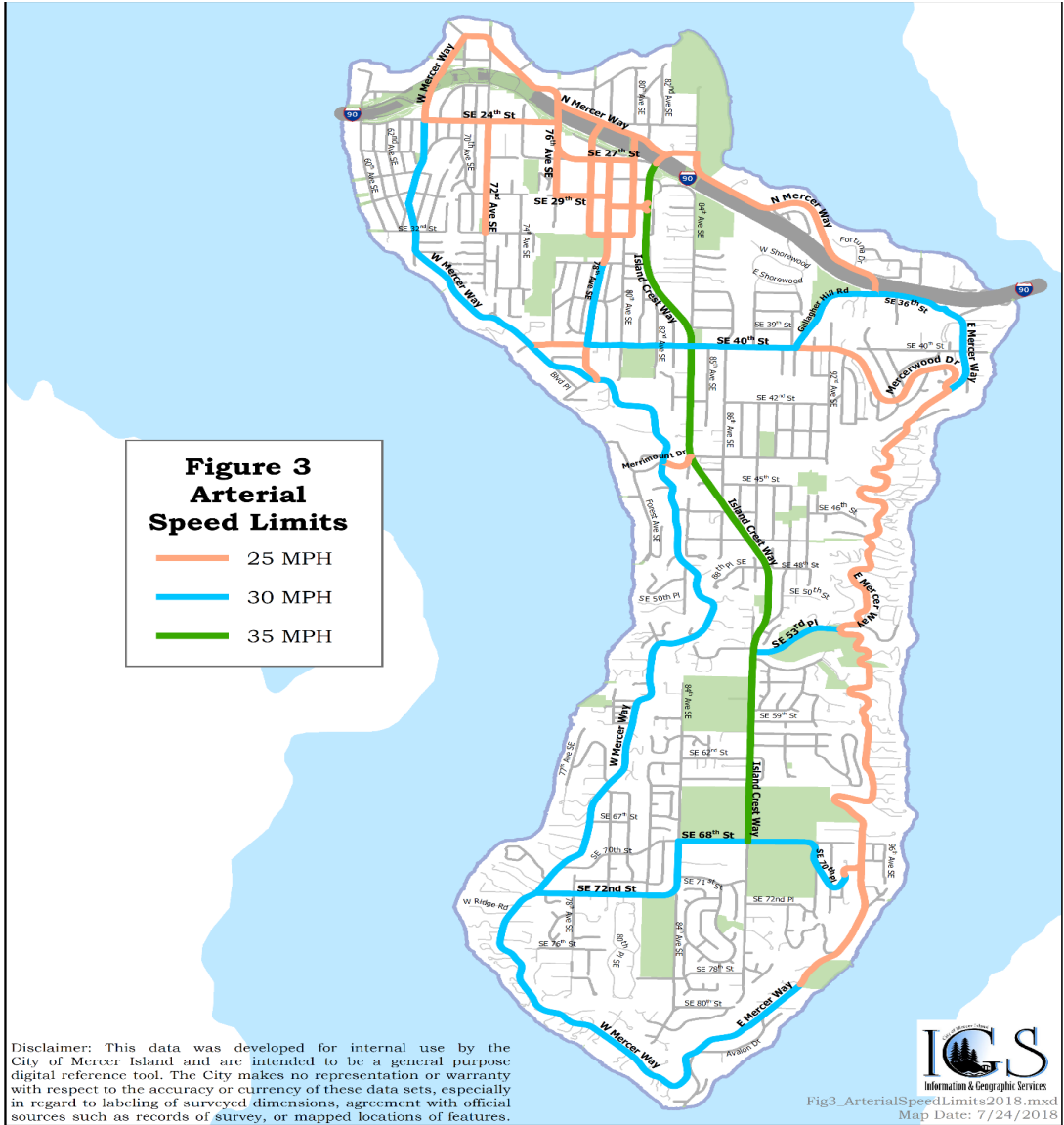
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LEVEL OF SERVICE STANDARDS

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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.

7

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.

14

1 To be consistent with the WSDOT standard for I-90 and its ramp intersections, the City will accept
2 LOS D at those intersections. I-90 is designated as a Highway of Statewide Significance under RCW
3 47.06.140.

4 **TRAFFIC OPERATIONS**

5 For transportation planning purposes, traffic operations are typically analyzed during the busiest
6 hour of the street system, when traffic volumes are at peak levels. On Mercer Island, the peak hour of
7 traffic operations typically corresponds with the afternoon commute, which falls between 4:00 PM and
8 6:00 PM (PM peak hour). In April 2026, updated traffic Traffic counts were collected and analyzed at 39
9 intersections throughout the Island. These new counts reflect the March 2026 opening of the Link light
10 rail service.

11 Select intersections for the AM peak hour were counted and analyzed to understand
12 transportation system during the morning commute, which typically peaks between 7:30 AM and 8:30
13 AM.

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

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

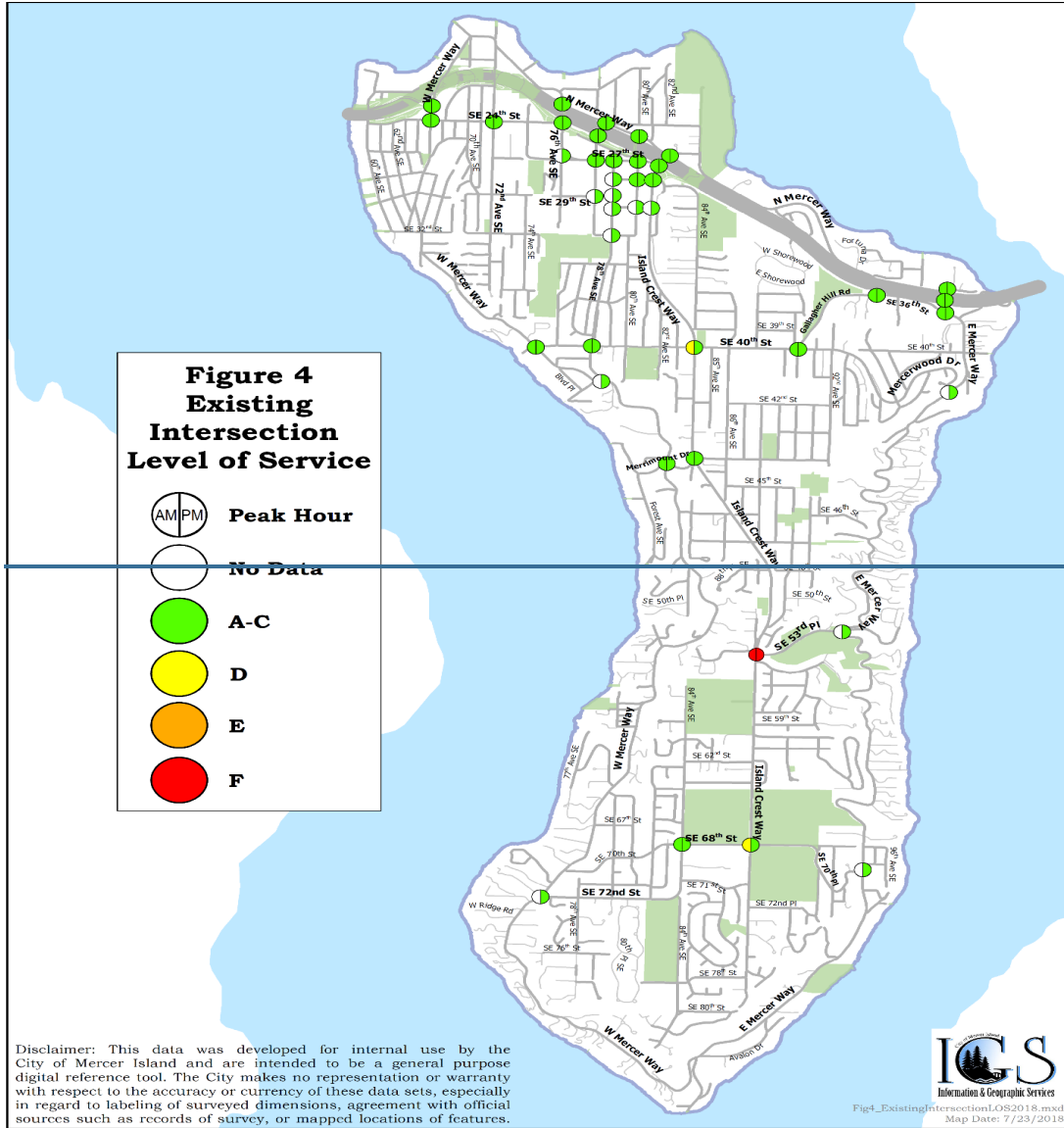
20 Compared with traffic counts conducted in 2018 and 2021, traffic volumes have generally
21 remained consistent or decreased slightly. This is likely related to increases in telecommuting since the
22 Covid-19 Pandemic.

23 **Table 1. Existing Intersection Operations**

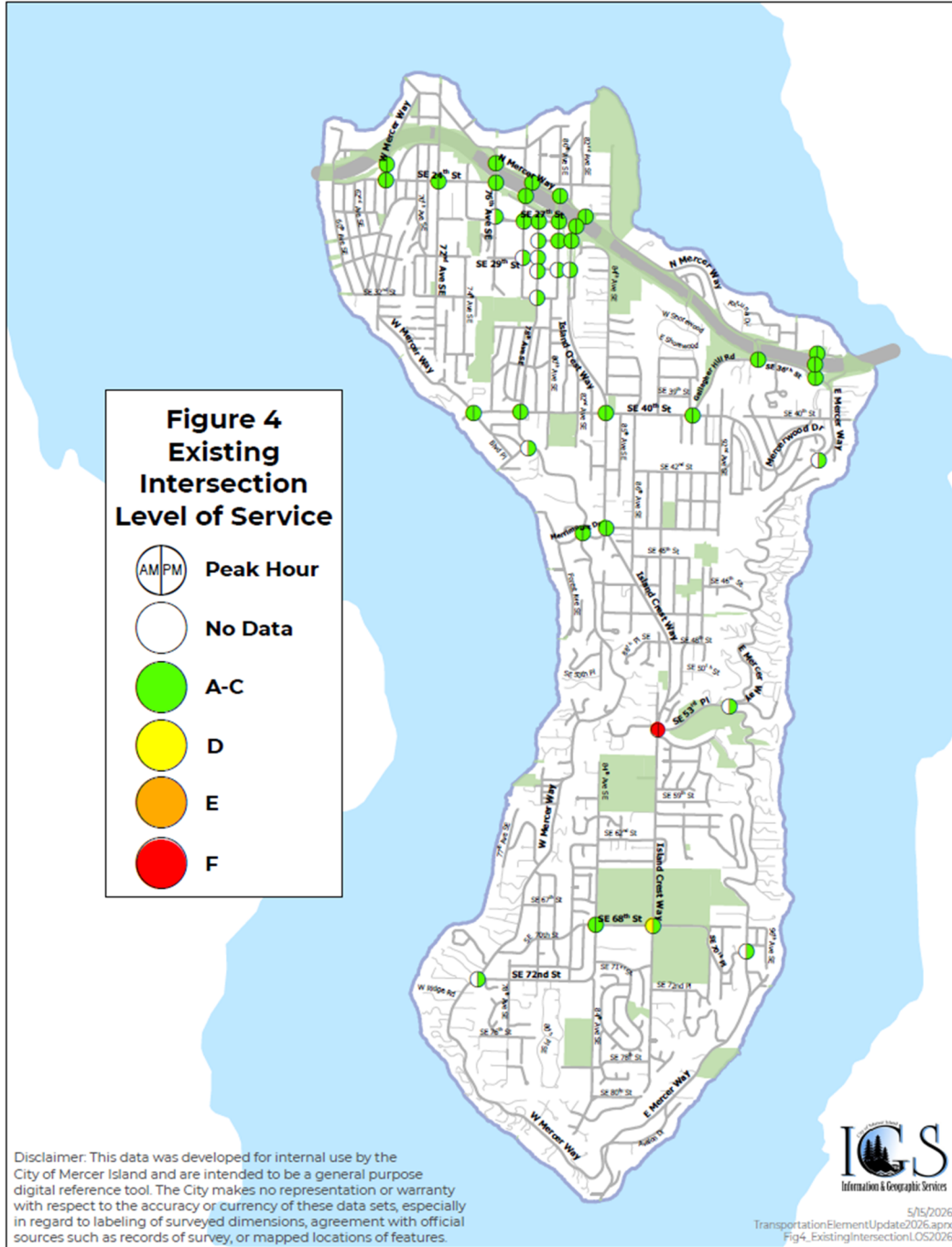
Intersection	AM Peak Hour	PM Peak Hour
Intersections Within and Adjacent to the Town Center (LOS C Standard)		
SE 24th St/76th Ave SE	B A	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	B	C
SE 27th St/76th Ave SE	—	A B
SE 27th St/77th Ave SE	B	B
SE 27th St/78th Ave SE	A	B
SE 27th St/80th Ave SE	B	C B
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 A
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 A	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	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 C
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	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	E B	B
SE 68th St/Island Crest Way	D	E B
SE 70th Place/E Mercer Way	—	A
SE 72nd St/W Mercer Way	—	A

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PARKING

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

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BICYCLE AND PEDESTRIAN FACILITIES

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Bicycle and pedestrian facilities are a valuable asset for the residents of Mercer Island. These facilities are used for basic transportation, recreation, and going to and from schools, and contribute to

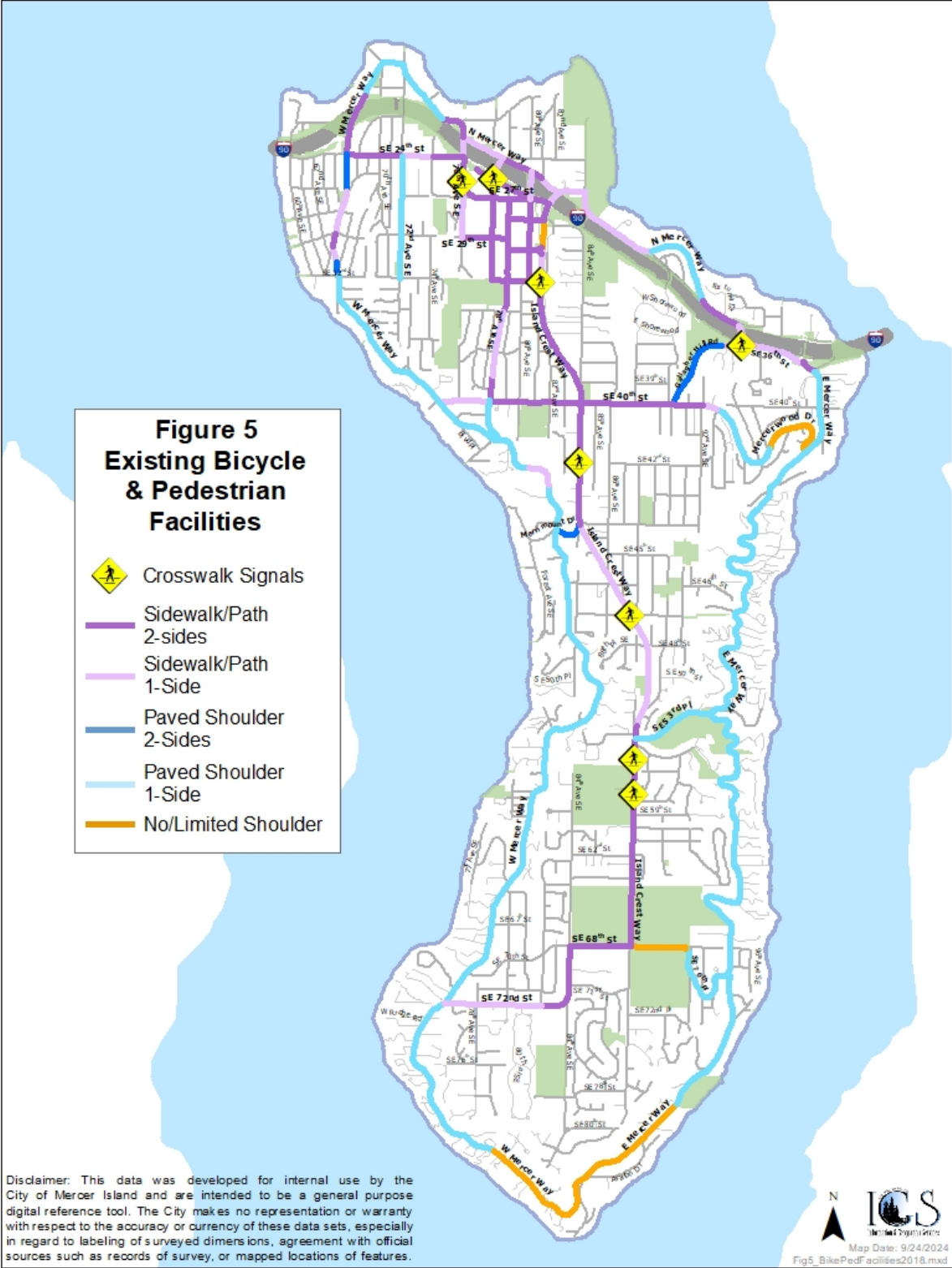
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1 our community's quality of life. In 1996, the City developed a Pedestrian and Bicycle Facilities Plan to
2 provide a network of bicycle and pedestrian facilities. The plan focused on encouraging non-motorized
3 travel and improving the safety of routes near the Island's elementary schools. Of the 47 projects
4 identified in the plan, 38 were either fully or partially completed during the first 12 years of the plan.

5 A 2010 update to the plan included vision and guiding principles, goals and policies, an existing and
6 future network, a list of completed projects, revised facility design standards, and a prioritized list of
7 projects. The plan emphasizes further development of safe routes to schools, completion of missing
8 connections, and application of design guidelines. The City's next update of the Pedestrian and Bicycle
9 Facilities Plan is expected to be completed in 2027.

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

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



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PUBLIC TRANSPORTATION

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

~~When it opens, link~~Link light rail ~~will run~~s 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 ~~will provide~~s frequent connections to Seattle, Bellevue, and other regional destinations.

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

Regional express transit 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 transit service west and east along I-90 into Seattle and Bellevue.~~

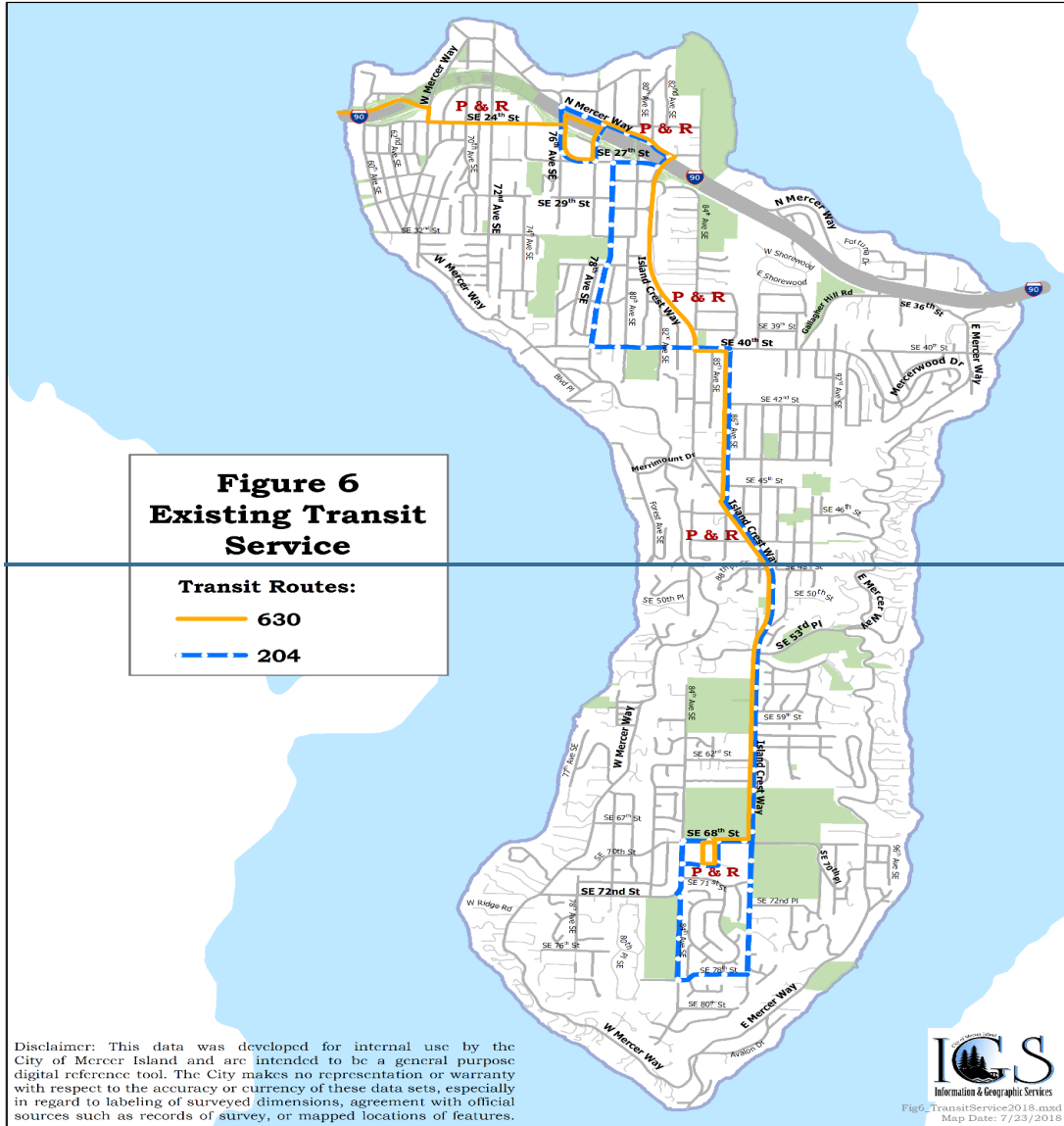
Custom bus service includes specially designed routes to serve specific travel markets, such as major employers, private schools, or other special destinations. These services are typically provided during peak commute hours and operate on fixed routes with limited stops. Custom bus service (Route 981) is provided between the Mercer Island Park-and-Ride, 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. It covers trips within the King County Metro transit service area.

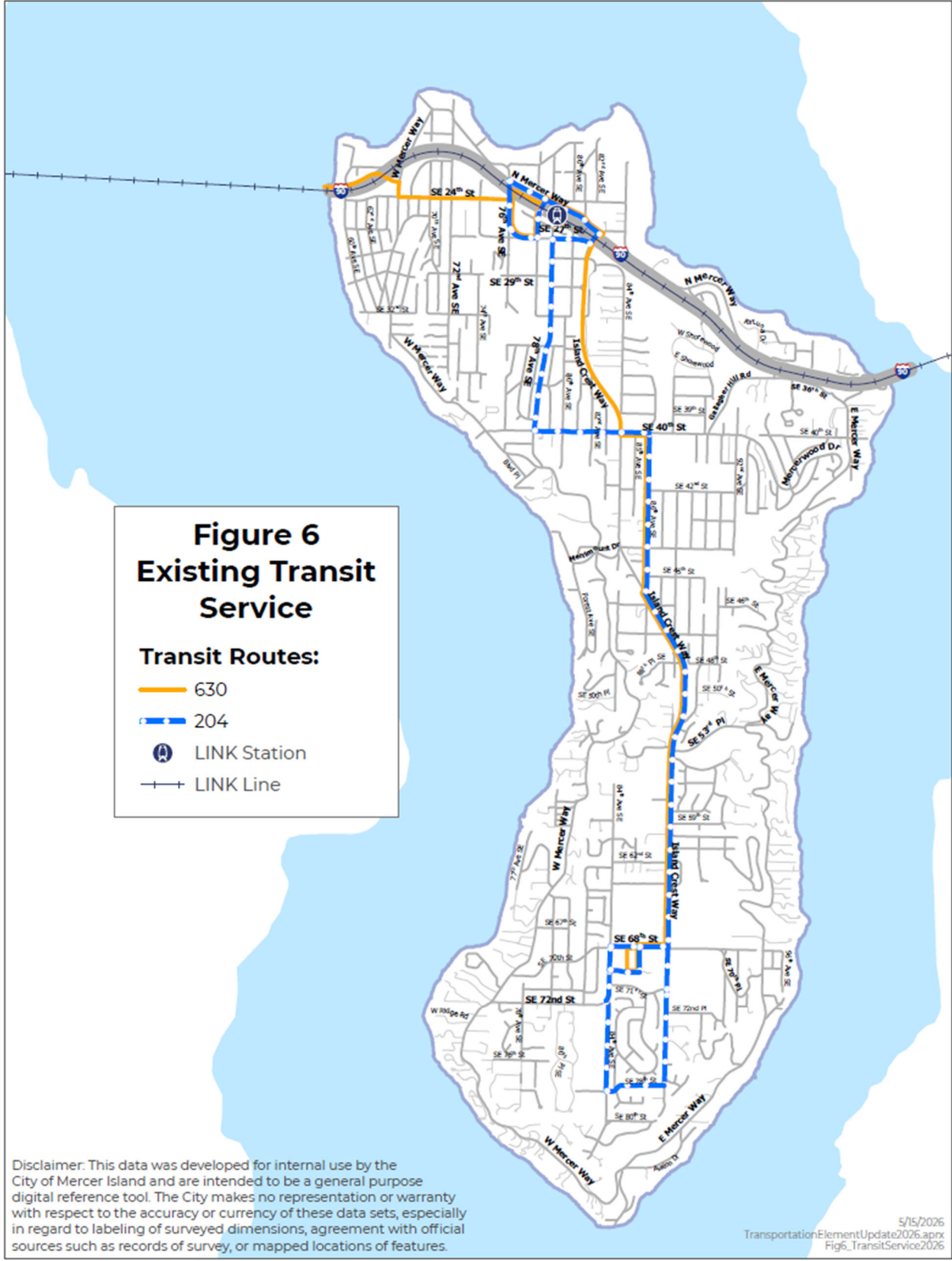
Figure 6 shows the current transit routes serving the Island. On Mercer Island, there are two routes that circulate throughout the City (Metro routes 204 and 630). ~~At the Mercer Island Park and Ride, Sound Transit routes 550 and 554 connect Mercer Island to Seattle, Bellevue, and Issaquah.~~

Route 204 provides service between the Mercer Island Park- and -Ride lot and the Mercer Village Center. It travels on 78th Avenue SE, SE 40th Street, 86th Avenue SE, Island Crest Way, and SE 68th Street to the Mercer Village Center.

Route 630 is a community shuttle that provides service between downtown Seattle and the Mercer Village Center.



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PARK - AND - RIDE

2 The Mercer Island Park-and-Ride is located north of I-90 on N Mercer Way near Mercer Island's
3 Town Center. It has 447 spaces and is served by Metro and Sound Transit buses. In 2025, the City
4 opened 34-space pay parking lot located just south of the light rail station.

5 ~~According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County,~~
6 ~~the Mercer Island lot was typically fully occupied during weekdays. Full occupancy of the Park and Ride~~
7 ~~was consistently observed prior to the pandemic. The 2023 Town Center Parking plan reports a single~~
8 ~~point in time weekday utilization at 67%, a consistent pattern post-pandemic. The City is continuing to~~
9 ~~take quarterly counts at the Park and Ride to measure use ahead of the opening of the new light rail~~
10 ~~station.~~

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

16

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Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity
Mercer Island Park and Ride	8000 N Mercer Way	447
Mercer Island Presbyterian Church	3605 84th Ave SE	14
United Methodist Church	70th Ave SE & SE 24th St	18
Mercer Village Center	84th Ave SE & SE 68th St	21
Congregational Church of Mercer Island	4545 Island Crest Way	28

2

SCHOOL TRANSPORTATION

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The Mercer Island School District (MISD) provides bus transportation for public early education (starting at age 3) through adult transition students (up to age 21) on Mercer Island; this includes primary education from kindergarten through 12th grade. The MISD operates approximately 40 scheduled bus routes during the morning and afternoon.

6

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RAIL SERVICES & FACILITIES

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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, Spokane, and Vancouver B.C.

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AIR TRANSPORTATION

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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, Payne Field in Everett, King County International Airport in south Seattle, and via float plane from Lake Union.

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WATER TRANSPORTATION

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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 East Mercer Way, under the East Channel Bridge.

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IV. TRANSPORTATION SYSTEM—FUTURE NEEDS

As per GMHB Order 25-3-0003, Issue #1, the City of Mercer Island must analyze residential land capacity at each housing affordability level and close any identified gaps. The updated Land Capacity Analysis, overviewed in the Land Use Element, represents Phase 1 of a two-phase compliance strategy whereby upzones and resulting development capacity increases is limited to the existing Town Center and adjacent multifamily zones. The analysis of future travel demand below has been updated for alignment with Phase 1. Further analysis and recommended transportation infrastructure improvements will be made during Phase 2 when the City pursues full implementation of the TOD bill (HB 1491).

2

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

5

FUTURE TRAVEL DEMAND

6 Future traffic volumes were forecast for 2044 based on the City's land use and zoning, including
7 implementation of the Station Subarea Plan Phase 1 zoning changes, as well as the housing and
8 employment growth targets identified in the 2021 King County Urban Growth Capacity report. More
9 than 70 percent The majority of new households housing and employment growth and 76 percent of
10 new jobs are forecasted to occur within or adjacent to the Town Center. The forecast shows an increase
11 in traffic growth related to the additional housing growth expected as part of the Phase 1 Station
12 Subarea Plan implementation. That said, traffic growth is attenuated by the decrease in existing traffic
13 identified in traffic counts between 2018 and 2026, as well as the potential for more transit trips with
14 the opening of East Link light rail in March 2026.

15 ~~The analysis assumes that opening the East Link light rail line in 2025 will provide an additional~~
16 ~~travel option between the Town Center and regional destinations.~~

17 Town Center traffic growth reflects the higher potential for pedestrian and transit trips due to the
18 land uses and proximity to transit of this neighborhood. Overall During the PM peak hour, the traffic
19 growth in the Town Center is forecasted to increase by approximately 28-35 percent between 2024-2026
20 and 2044, an annual growth rate of 1.4 percent. For areas outside the Town Center, traffic growth is
21 expected to be lower, with approximately ten 15 percent growth between 2024-2026 and 2044, with an
22 annual growth rate of 0.5 percent. The resulting forecasted traffic volumes directly reflect the
23 anticipated land use, housing, and employment growth assumptions for the Island.

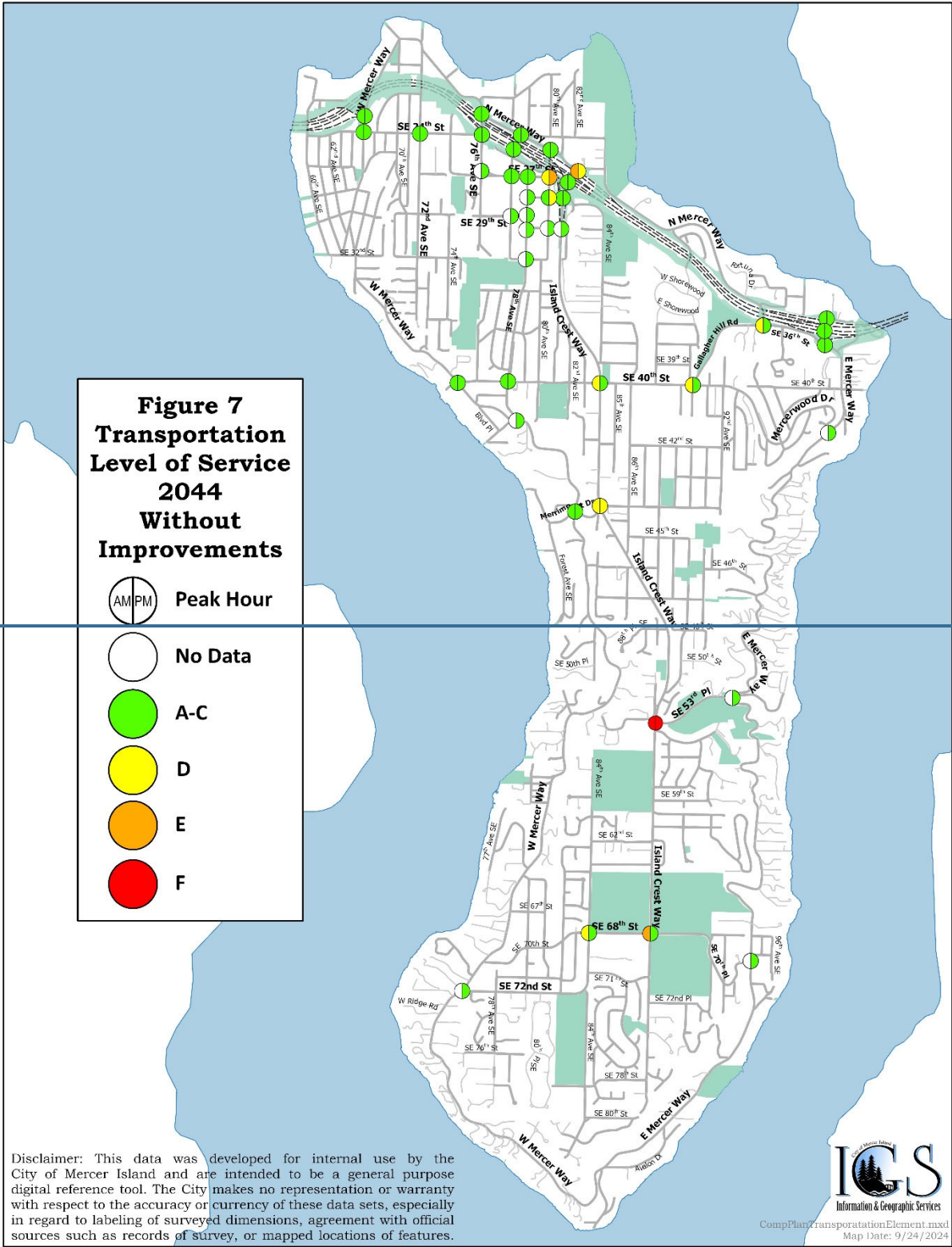
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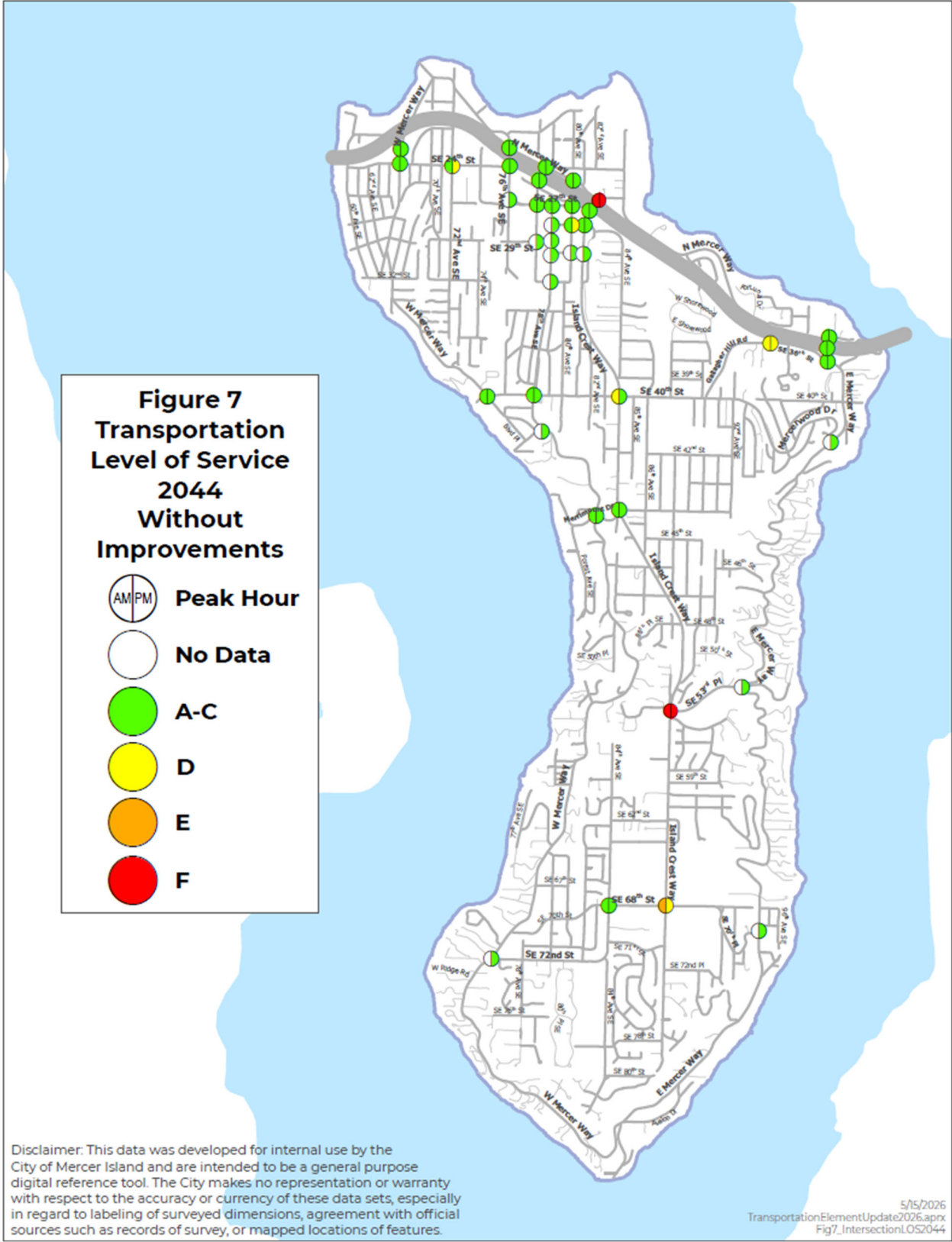
TRAFFIC OPERATIONS WITHOUT IMPROVEMENTS

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

28 Results of the 2044 traffic operations analysis show that five-four intersections would operate
29 below the LOS standards by 2044 if improvements are not made to the intersections. ~~In~~ Within the
30 Town Center, the two intersections of SE 27th Street/80th Avenue SE and SE 28th Street/80th Avenue
31 SE intersection would operate at LOS D during the ~~AM or~~ PM peak hours, without improvements.

- 1 Outside the Town Center, the intersections of SE 53rd Place/Island Crest Way and SE 68th Street/Island
- 2 Crest Way would operate below the LOS D standard during the AM or PM peak hours. The WSDOT-
- 3 controlled intersection at the I-90 westbound off-ramp/N Mercer Way/Island Crest Way intersection
- 4 would operate at LOS ~~E-F~~ during the 2044 AM and PM peak hours. The City will work with the WSDOT to
- 5 ~~explore~~ implement improvements at this intersection when needed.





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RECOMMENDED IMPROVEMENTS

In addition to the projects identified in the City's Six-Year ~~2023—2028~~2027 - 2032 Transportation Improvement Program (~~TIP~~), a future transportation needs analysis recommended additional projects based on the long-range mobility and safety needs through 2044. These include projects from the City's Transportation Impact Fee program and select projects from the City's Pedestrian and Bicycle Facilities Plan. Figure 8 shows the locations of the recommended improvement projects. Table 3 provides map identification, describes the location and details of each of the projects, and estimates project costs. The table is divided into two main categories of project types:

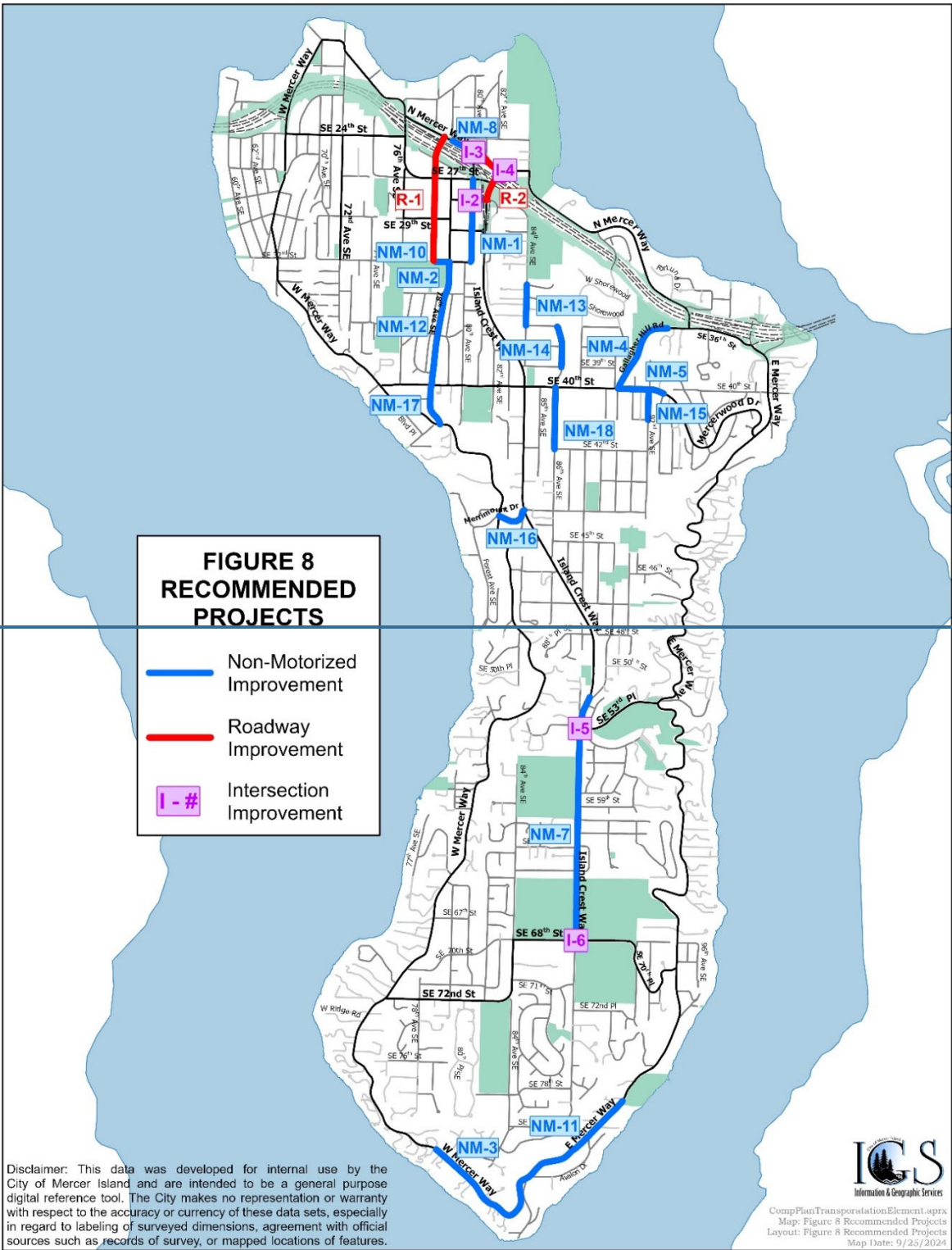
Non-Motorized Projects — The listed projects include new crosswalk improvements and pedestrian and bicycle facilities. They include projects from the City's Pedestrian and Bicycle Facilities Plan that connect residential areas to schools, parks, regional transit, and other destinations.

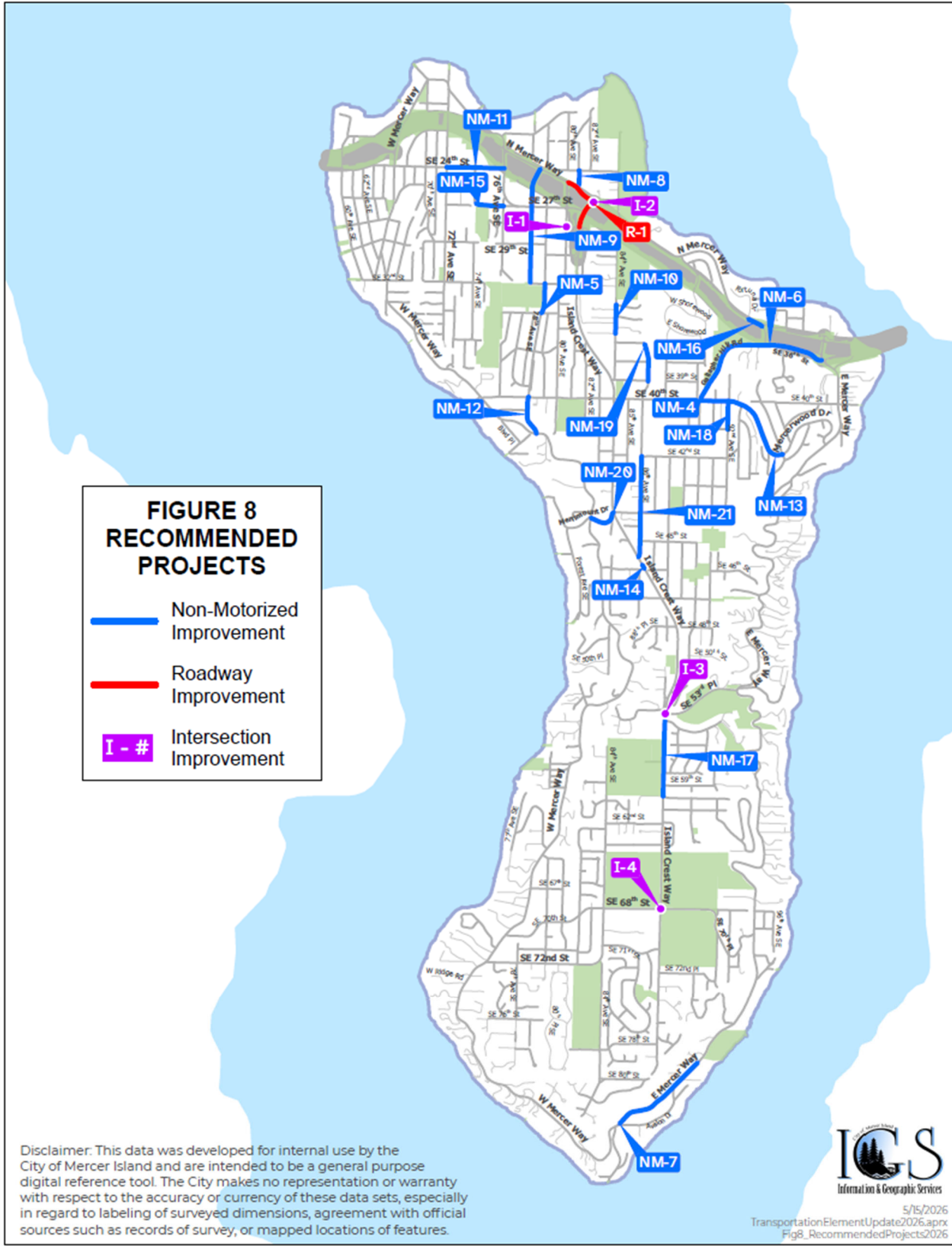
Intersection/Road Projects — These projects increase the capacity and safety of an intersection or roadway segment. They include the maintenance of existing roadway segments to ensure that the City's current street system is maintained.

The recommended improvements identify approximately \$~~60-65~~ million in transportation improvements over the next ~~20-18~~ years. About ~~50-44~~ percent (\$~~28.630~~ million) of the total is for street preservation and resurfacing projects to maintain the existing street system. Another ~~37-44~~ percent (\$~~22.8.4~~ million) is for non-motorized system improvements. About ~~13-12~~ percent (\$8 million) is for intersection and roadway improvements.

TRAFFIC OPERATIONS WITH RECOMMENDED IMPROVEMENTS

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





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Table 3. Recommended Project List 2026 – 2044

<u>ID</u>	<u>Location</u>	<u>Description</u>	<u>Justification</u>	<u>Cost (\$)</u>
Non-Motorized Projects (NM)				
<u>NM-1</u>	<u>ADA Transition Plan Implementation</u>	<u>Construct pedestrian facility improvements to comply with the ADA Transition Plan.</u>	<u>2027-2032 TIP</u>	<u>4,542,900</u>
<u>NM-2</u>	<u>Traffic Safety and Operations Improvements</u>	<u>Minor transportation improvements to address transportation operation and safety issues.</u>	<u>2027-2032 TIP</u>	<u>2,271,300</u>
<u>NM-3</u>	<u>Pedestrian and Bicycle Facilities (PBF) Plan Implementation</u>	<u>Annual program to construct small spot improvements and gap completion projects to pedestrian and bicycle facilities citywide, as identified in the PBF Plan.</u>	<u>2027-2032 TIP</u>	<u>1,135,100</u>
<u>NM-4</u>	<u>SE 40th St Sidewalk Improvements (Gallagher Hill Rd to 93rd Ave SE)</u>	<u>Replace/improve existing sidewalk and construct bike lanes.</u>	<u>2027-2032 TIP</u>	<u>893,000</u>
<u>NM-5</u>	<u>78th Ave SE Sidewalk Improvements (SE 32nd St to SE 34th St)</u>	<u>Replace existing curb, sidewalk, ADA ramps, street trees, and lighting.</u>	<u>2027-2032 TIP</u>	<u>860,300</u>
<u>NM-6</u>	<u>Gallagher Hill Road Sidewalk Improvements (SE 36th St to SE 40th St)</u>	<u>Construct sidewalk along one side and add bike lane in the uphill direction.</u>	<u>2027-2032 TIP</u>	<u>869,000</u>
<u>NM-7</u>	<u>East Mercer Way Roadside Shoulders - Ph 11 (SE 79th St to 8400 block)</u>	<u>Construct a new paved shoulder. Final phase of Mercer Ways Roadside Shoulders project.</u>	<u>2027-2032 TIP</u>	<u>470,600</u>
<u>NM-8</u>	<u>81st Ave SE Sidewalk Improvement (NMW to SE 24th St)</u>	<u>Replace/improve existing sidewalk along the east side.</u>	<u>2027-2032 TIP</u>	<u>286,600</u>
<u>NM-9</u>	<u>77th Ave SE Channelization Upgrades (SE 32nd St to North Mercer Way)</u>	<u>Implement street standards required by MICC 19.11.120. Specific scope to be determined.</u>	<u>2027-2032 TIP</u>	<u>84,200</u>
<u>NM-10</u>	<u>84th Ave SE Pedestrian Improvements (SE 33rd Place to SE 36th St)</u>	<u>Construct a new sidewalk or path along the east side of street to provide a continuous pedestrian facility.</u>	<u>2027-2032 TIP</u>	<u>310,400</u>
<u>NM-11</u>	<u>SE 24th St Sidewalk Improvements (72nd Ave SE to 76th Ave SE)</u>	<u>Replace/improve existing sidewalk, ADA ramps, and crosswalks.</u>	<u>2027-2032 TIP</u>	<u>783,900</u>
<u>NM-12</u>	<u>78th Ave SE Sidewalk (SE 40th St to West Mercer Way)</u>	<u>Add new sidewalk along the west side of street.</u>	<u>2027-2032 TIP</u>	<u>423,400</u>
<u>NM-13</u>	<u>Mercerwood Dr Pedestrian Improvements (93rd Ave SE to 96th Ave SE)</u>	<u>Construct new sidewalk along the south side, ADA ramps, and crosswalk.</u>	<u>2027-2032 TIP</u>	<u>1,555,400</u>

NM-14	<u>Island Crest Way Crosswalk Enhancement (SE 46th St)</u>	<u>Enhance existing crosswalk with pedestrian signal and ADA ramps.</u>	<u>2027-2032 TIP</u>	<u>662,500</u>
NM-15	<u>SE 27th St Sidewalk Improvements (74th Ave SE to 76th Ave SE)</u>	<u>Replace/improve existing curb, sidewalk, ADA ramps, street trees, and lighting.</u>	<u>2027-2032 TIP</u>	<u>923,700</u>
NM-16	<u>North Mercer Way Sidewalk Improvements (Fortuna Dr to SE 35th St)</u>	<u>Construct new sidewalk along north side of street.</u>	<u>2027-2032 TIP</u>	<u>175,100</u>
NM-17	<u>Island Crest Way Shared Use Path Phase 1 (SE 60th St to Island Park Elementary)</u>	<u>Construct Phase 1 of shared use path along ICW.</u>	<u>2027-2032 TIP</u>	<u>1,909,000</u>
NM-18	<u>92nd Ave SE Sidewalk Improvements (SE 40th to SE 41st St)</u>	<u>Construct new sidewalk along west side of street to provide walk route for nearby schools.</u>	<u>2027-2032 TIP</u>	<u>725,500</u>
NM-19	<u>86th Ave SE Sidewalk Phase 2 (SE 36th St to SE 39th St)</u>	<u>Construct sidewalk along east side of street.</u>	<u>Transportation Impact Fee Program</u>	<u>5,452,000</u>
NM-20	<u>Merrimount Dr Sidewalk (ICW to West Mercer Way)</u>	<u>Construct sidewalks along both sides of street.</u>	<u>Transportation Impact Fee Program</u>	<u>2,726,000</u>
NM-21	<u>86th Ave SE Nonmotorized Improvements (SE 42nd St to ICW)</u>	<u>Construct bike facilities and sidewalk along the west side of street.</u>	<u>Transportation Impact Fee Program</u>	<u>1,363,000</u>
Intersection Projects (I)/Road Projects (R)				
I-1	<u>SE 28th St/80th Ave SE Intersection</u>	<u>Install traffic signal.</u>	<u>Fails to meet LOS standard in the future</u>	<u>1,757,000</u>
I-2	<u>North Mercer Way/I-90 Westbound Off-Ramp/ Island Crest Way Intersection</u>	<u>Add exclusive westbound left turn lane at I-90 off-ramp.</u>	<u>Fails to meet LOS standard in the future</u>	<u>780,000</u>
I-3	<u>SE 53rd Pl/Island Crest Way Intersection</u>	<u>Install traffic signal.</u>	<u>Fails to meet LOS standard</u>	<u>2,289,000</u>
I-4	<u>SE 68th St/Island Crest Way Intersection</u>	<u>Install traffic signal or roundabout.</u>	<u>Fails to meet LOS standard in the future</u>	<u>2,582,000</u>
R-1	<u>Signal Coordination along Island Crest Way and along North Mercer Way (between SE 28th St and 80th Ave SE)</u>	<u>Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.</u>	<u>Transportation Impact Fee Program</u>	<u>828,000</u>
R-2	<u>Street Preservation/ Maintenance</u>	<u>Resurfacing arterial and residential streets based on pavement conditions.</u>	<u>2027-2032 TIP</u>	<u>28,646,900</u>
Total 2026 — 2044 Projects				<u>65,305,800</u>

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Table 3. Recommended Project List 2022 — 2044

ID	Location	Description	Justification	Cost(\$)
Non-Motorized Projects (NM)				
NM-1	80th Ave SE Sidewalk (SE 27th St – SE 32nd St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP136)	1,376,000
NM-2	78th Ave SE Sidewalk (SE 32nd St – SE 34th St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP137)	779,488
NM-3	West Mercer Way Roadside Shoulders (8100 WMW – 8400 EMW)	Add shoulder along the east side of West Mercer Way for nonmotorized users.	2023-2028 TIP (SP138)	690,979
NM-4	Gallagher Hill Road Sidewalk Improvement	Construct sidewalk.	2023-2028 TIP (SP139)	508,455
NM-5	SE 40th St Sidewalk Improvement (Gallagher Hill Road – Mercer Way)	Replace/improve existing sidewalks and construct bike lanes.	2023-2028 TIP (SP140)	997,639
NM-6	ADA Transition Plan Implementation	Construct pedestrian facility improvements to comply with the City’s ADA Transition Plan.	2023-2028 TIP (SP141)	5,000,000
NM-7	Island Crest Way Corridor Improvements (90th Ave SE – SE 68th St)	Implementation of recommendations from Island Crest Way Corridor Safety Analysis.	2023-2028 TIP (SP142)	1,526,375
NM-8	North Mercer Way – MI Park and Ride Frontage Improvements	Remove bus bay on the north side of NMW, widen trail, and construct safety improvements.	2023-2028 TIP (SP144)	1,203,081
NM-9	Pedestrian and Bicycle Facilities Plan Implementation	Annual program to identify, prioritize, design, and construct spot improvements and gap completion projects.	2023-2028 TIP (SP145)	1,340,000
NM-10	SE 32nd St Sidewalk Replacement (77th Ave SE – 78th Ave SE)	Replace the sidewalk and trees adjacent to Mercerdale Park due to tree damage.	2023-2028 TIP (SP147)	324,719
NM-11	East Mercer Way Roadside Shoulders (SE 79th St – 8400 block)	Add shoulder along the west side of East Mercer Way for nonmotorized users.	2023-2028 TIP (SP148)	531,105
NM-12	78th Ave SE Nonmotorized Improvements (SE 34th St – SE 40th St)	Improve pedestrian and bicycle facilities to connect with Town Center.	2022 Transportation Impact Fee (#3)	1,697,000
NM-13	84th Ave SE Sidewalk (SE 33rd St – SE 36th St)	Construct sidewalk.	2022 Transportation Impact Fee (#4)	597,000

NM-14	86th Ave SE Sidewalk Phase 2 (SE 36th St – SE 39th St)	Construct sidewalk along east side of street.	2022 Transportation Impact Fee (#5)	1,141,000
NM-15	92nd Ave SE Sidewalk (SE 40th St – SE 41st St)	Construct sidewalk along the west side of street.	2022 Transportation Impact Fee (#6)	803,000
NM-16	Merrimount Dr Sidewalk (ICW – Mercer Way)	Construct sidewalk along both sides of street.	2022 Transportation Impact Fee (#8)	632,000
NM-17	78th Ave SE Sidewalk (SE 40th St – SE 41st St)	Construct sidewalk along the west side of street.	2022 Transportation Impact Fee (#9)	250,000
NM-18	86th Ave SE Nonmotorized Improvements (SE 42nd St – ICW)	Construct bike facilities and sidewalk along the west side of street.	2022 Transportation Impact Fee (#10)	2,666,000
Intersection Projects (I)/Road Projects (R)				
I-1	Minor Capital Traffic Operations Improvements	Minor improvements to address traffic operation and safety issues.	2023-2028 TIP (SP143)	313,295
I-2	SE 28th St/80th Ave SE	Install traffic signal.	2022 Transportation Impact Fee (#1)	1,464,000
I-3	80th Ave SE/North Mercer Way	Add turn lane to improve traffic operations at the intersection.	2022 Transportation Impact Fee (#14)	754,000
I-4	North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	2022 Transportation Impact Fee (#15)	650,000
I-5	SE 53rd Pl/Island Crest Way	Install traffic signal.	Fails to meet LOS standard	1,907,130
I-6	SE 68th St/Island Crest Way	Install traffic signal or roundabout.	Fails to meet LOS standard in the future	2,151,590
R-1	77th Ave SE Channelization (SE 32nd – North Mercer Way)	Rechannelization of the roadway to comply with street design standards.	2023-2028 TIP (SP146)	53,324
R-2	Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.	Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.	2022 Transportation Impact Fee (#11)	690,000
R-3	Street Preservation/Maintenance	Resurfacing arterial and residential streets based on pavement conditions.	2023-2028 TIP	30,000,000
Total 2022 – 2044 Projects				60,047,180

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

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

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Intersection	2044 AM Peak Hour		2044 PM Peak Hour	
	Without Improvements	With Recommended Improvements	Without Improvements	With Recommended Improvements
WSDOT Intersections (LOS D Standard) Cont.				
I-90 WB ramps/100th Ave SE	<u>EB</u>	<u>EB</u>	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	<u>EB</u>	<u>EB</u>
SE 24th St/72nd Ave SE	B	B	<u>BD</u>	<u>BD</u>
SE 36th St/N Mercer Way	D	D	<u>ED</u>	<u>ED</u>
SE 40th St/W Mercer Way	B	B	B	B
SE 40th St/78th Ave SE	B	B	<u>BC</u>	<u>BC</u>
SE 40th St/Island Crest Way	D	D	C	C
SE 40th St/SE Gallagher Hill Rd	D	D	<u>ED</u>	<u>ED</u>
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	<u>DC</u>	<u>DC</u>	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	<u>DC</u>	<u>DC</u>	B	B
SE 68th St/Island Crest Way	E	A	<u>ED</u>	A
SE 70th Place/E Mercer Way	—	—	B	B
SE 72nd St/W Mercer Way	—	—	B	B

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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, street signs, and pedestrian and bicycle facilities.

The City's 2025-2026 Biennial Budget identifies revenues for the Street Fund. ~~It~~ Based on ~~2022~~2023 data, the City's primary funding sources for local transportation projects included gas tax revenues (\$~~509,000~~429,000), real estate excise tax (\$~~1,543,000~~2,253,000), Transportation Benefit District vehicle fees (\$~~367,000~~375,000), and transportation impact fees (\$~~233,000~~75,000). In total, the City received approximately \$~~2.65~~ 3.1 million in annual transportation revenues.

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

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

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

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VI. IMPLEMENTATION STRATEGIES

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

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 update to the Pedestrian and Bicycle Facilities Plan and incorporate into the next update of the Comprehensive Plan.
- Address parking impacts in the public right-of-way from schools, businesses, parks, and multi-family housing.
- Ensure transportation projects comply with the Americans with Disabilities Act (ADA) and the adopted ADA Transition Plan.
- Continue to involve the public in transportation planning and decisions.
- Develop policies, criteria, and a process to determine when and under what conditions private roads and privately maintained roads in public rights-of-way should be accepted for public maintenance and improvement.
- Implement the City's adopted Commute Trip Reduction program.

FINANCIAL STRATEGIES

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

TRANSIT PLANNING

- Work with Metro to improve transit services ~~and explore alternative service methods, such as developing a demand responsive service.~~
- Work with Sound Transit on the operation of 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.

1 **VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS**

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

6 **OTHER PLANS**

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

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

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

13 **Vision 2050** — Vision 2050 is the region's Metropolitan Transportation Plan. It builds upon Vision
14 2020, Destination 2030, and Vision 2040 to articulate a coordinated long-range land use and
15 transportation growth strategy for the Puget Sound region. Mercer Island Comprehensive Plan's
16 Land Use and Transportation Elements support this strategy by accommodating new growth in the
17 Town Center, which is near existing and proposed future transportation improvements along the I-
18 90 corridor. The Transportation Element is consistent with these plans.

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

23 **PLAN REQUIREMENTS**

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

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

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

35 **Air Quality Conformity** — Amendments to the federal Clean Air Act made in 1990 require
36 Washington and other states to develop a State Implementation Plan (SIP), which will reduce
37 ozone and carbon monoxide air pollutants so that national standards may be attained. The Central
38 Puget Sound area, including King County and Mercer Island, currently meets the federal standards
39 for ozone and carbon monoxide. The area is designated as a carbon monoxide maintenance area,

- 1 meaning the area has met federal standards but is required to develop a maintenance plan to
- 2 reduce mobile sources of pollution.

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Element 5 – Utilities

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 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 anticipates additional residential and employment growth over the planning period, including increased development capacity in and around the Town Center and Transit Center. Utility planning must account for this growth and ensure that water, sewer, stormwater, and other utility systems are monitored, maintained, and improved as needed to support adopted land use assumptions and maintain adopted levels of service. ~~of this Plan allows limited development that will not significantly impact utilities over the next 20 years. For that reason, many of the policies in this element go beyond the basic GMA requirements and focus on issues related to reliability rather than capacity.~~

POLICIES — ALL UTILITIES

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

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II. WATER UTILITY

Mercer Island obtains its water from Seattle Public Utilities (SPU). The City of Mercer Island purchases and distributes most of the water consumed on the Island under a long-term contract with SPU that guarantees an adequate supply through 2062. In 1997, the City assumed the Mercer Crest Water Association, which 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 in 1998 and 1999. One small independent water association, Shorewood, remains a direct service customer of SPU. The City is one of 19 wholesale customers (Cascade Water Alliance and 18 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 24-inch supply line. Mercer Island is also periodically served through the South Fork of the Tolt River supply system.

The City distributes water through 113 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 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 planning efforts and the City's capital improvement program. The City completed an Emergency Supply Line project in 1999. 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 Federal Emergency Management Agency hazard mitigation grant.

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 by 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 the spring of 2010. The well 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, the City's total number of water customers was 7,537.

In 2021, the City met the requirements of the 2018 America's Water Infrastructure Act by completing a Risk and Resilience Assessment (RRA) and updating 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.

1 Together, they strengthened the water supply system and improved system operations for water quality
2 control.

3 In 2024, the City responded to a significant failure of the 24-inch water supply pipeline serving
4 Mercer Island after Seattle Public Utilities identified a leak in the pipeline near SE 40th Street. During the
5 outage, the City relied on a smaller backup supply pipeline and implemented emergency water
6 conservation measures while repairs were completed. In response to the pipeline failure and aging
7 infrastructure concerns, the City Council authorized design and construction of a new water supply
8 pipeline as part of the 2025–2030 Capital Improvement Plan to improve long-term system reliability and
9 resiliency. The project also includes new water service connections for Shorewood Apartments, which
10 will transition from a direct SPU customer to a wholesale customer of the City.

11
12 In 2025, the City upgraded the Reservoir Booster Pump Station by replacing the five existing
13 100-hp pumps with high-efficiency split-case pumps and adding two smaller jockey pumps to serve
14 low-flow conditions. The pump capacities were selected based on 2042 demand projections for the 492
15 Zone and 492 Sub-Zones. Key project results include greater system capacity and operational reliability,
16 removal of mercury-containing equipment, improved hydraulic efficiency, and reduced long-term
17 energy use.

18 Also in 2025, the City replaced Reservoir site’s original 1975-era 235-kilowatt standby generator,
19 which had exceeded its useful life, with a new 500-kilowatt generator installed outside the building. The
20 project added a new automatic transfer switch, manual transfer switch, portable generator connection
21 port, and a replacement diesel fuel tank to ensure dependable full facility emergency operation.

22 From 2025 to 2026 the Reservoir Improvement Project replaced the aged interior and exterior
23 protective coatings on both 4-million-gallon reservoir tanks, which were installed in 1962 and 1975 and
24 last recoated in 2001. Structural tank repairs and safety upgrades including new exterior stair access and
25 roof guardrails were also completed.

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29 **FUTURE NEEDS**

30 Both the water supply available to the City and the City's distribution system are adequate
31 generally adequate to serve the growth projected for Mercer Island; however, ongoing analyses
32 associated with the 2026 Water System Plan (WSP) update indicate that additional infrastructure
33 improvements and continued coordination with Seattle Public Utilities may will be necessary to maintain
34 long-term system reliability, emergency preparedness, fire flow capacity, and adopted levels of service.
35 As anticipated by outlined in the Land Use Element of this Plan, new growth will increase the City's total
36 number 2044 growth targets, as established in the King County Countywide Planning Policies, include a
37 housing growth target of 1,239 dwelling units by 1,239 and an employment growth target of will
38 increase by 1,300 new jobs by 2044. Based on the 2026 Land Capacity Analysis (Appendix XX), Mercer
39 Island has an estimated residential capacity of 3,164 units, with most of this potential located within the
40 Town Center.

1 Water system capacity and future service demand are calculated in the City of Mercer Island ~~Water~~
2 ~~System Plan (WSP)~~. The most recent update of the WSP was adopted in 2022 and another update is
3 underway and anticipated to be adopted by the end of 2026. The 2022 WSP establishes that there is a
4 system capacity for 14,234 equivalent residential units (ERUs). The 2022 WSP projects that there will be
5 demand for 11,596 ERUs by 2036. The ongoing 2026 WSP update is evaluating future water demand,
6 supply reliability, pump stations, storage, fire flow requirements, and hydraulic capacity associated with
7 updated growth assumptions and changing development patterns.

8 Some maintenance and capacity ~~improvements~~ to the water system are planned during the
9 planning period (2024-2044). Those projects are detailed in the 2022 WSP and have been ~~added~~
10 incorporated into the Capital Facilities Element Capital Facilities Plan (CFP) and Capital Reinvestment
11 Plan (CRP). Projects that will be identified through during the ongoing 2026 WSP update have not yet
12 been incorporated into the CFP or CRP, as the update remains in progress and additional infrastructure
13 needs and recommendations are still being evaluated.

14 The capacity maintained and added through CFP and CRP projects is expected to ~~provide support~~
15 the growth planned sufficient water supply to accommodate the growth planned in this Comprehensive
16 Plan. Planned projects include improvements to transmission facilities, the supply pipeline, reservoirs,
17 pump stations, and distribution system components intended to maintain reliable water service,
18 improve resiliency, and support future growth. Existing reservoirs are also approaching the end of their
19 useful life, with the North Reservoir anticipated to require replacement near the end of the planning
20 horizon.

21 The Station Subarea Plan includes planning and policies related to increasing development capacity
22 in the Station Area in two phases. The first phase is accounted for in this Comprehensive Plan and
23 includes increases to development capacity in and around the Town Center as a part of the adoption of
24 the Station Subarea Plan. Water system capacity associated with Phase 1 development has been
25 evaluated as part of the ongoing 2026 WSP update has been analyzed as a part of the development of
26 the 2026 WSP. The Station Subarea Plan anticipates that in Phase 2 additional changes to the land
27 capacity and future infrastructure needs will be required as part of the Phase 2 planning process, and
28 additional system improvements may need to be considered to support implementation of Phase 2 will
29 be implemented to maintain compliance with the Growth Management Act. Further analysis of water
30 system capacity will be required as a part of the Phase 2 planning process and additional capacity
31 improvements will likely need to be considered to support the implementation of Phase 2.

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

41 WATER UTILITY POLICIES

42 2.1 Obtain a cost-effective and reliable water supply that meets Mercer Island's needs,
43 including domestic and commercial use, fire-flow protection, emergencies, and all future
44 development consistent with the Land Use Element of this Plan.

- 1 2.2 ~~Upgrade and, maintain, and replace the water system infrastructure, including transmission~~
2 ~~supply pipeline infrastructure, reservoirs, pump stations, pressure zones, and distribution~~
3 ~~system components, water distribution and storage system~~ as necessary to maximize its
4 useful life and maintainability. All system improvements shall be carried out in accordance
5 with the City's Comprehensive Water System Plan and Capital Improvement Program.

- 6 2.3 Work cooperatively with ~~the~~ Seattle Public Utilities and its other purveyors on all issues
7 ~~related to water supply reliability, contractual capacity, hydraulic capacity, emergency~~
8 ~~preparedness, conservation, and long-term infrastructure planning of mutual concern.~~

- 9 2.4 Obtain Mercer Island's water supply from a supply source that fully complies with the Safe
10 Drinking Water Act. ~~For this reason, future development on Mercer Island will not affect the~~
11 ~~Island's potable water quality.~~

- 12 2.5 ~~Comply with all water quality testing required of the operators of water distribution systems~~
13 ~~under the Safe Drinking Water Act. Ensure compliance with regulatory requirements under~~
14 ~~the Safe Drinking Water Act for water quality testing of the distribution system by~~
15 ~~certified/licensed operators.~~

- 16 2.6 ~~Adopt an action plan to ensure Mercer Island's full participation in regional efforts to~~
17 ~~recover and restore Puget Sound Chinook salmon~~ Support Puget Sound salmon recovery and
18 watershed-based habitat recovery efforts through participation in WRIA 8.

- 19 2.7 Aggressively promote and support water conservation on Mercer Island and ~~shall~~ participate
20 in regional water conservation activities to improve long-term water supply reliability and
21 reduce stress on the water system during high-demand periods.

- 22 2.8 Continue evaluating and implementing water system supply redundancy, emergency
23 preparedness, and resiliency improvements, including backup supply infrastructure,
24 emergency well improvements, transmission system supply pipeline upgrades, seismic
25 improvements, and operational strategies intended to improve system reliability during
26 disasters or supply disruptions ~~Explore options for water system supply redundancy, such as~~
27 ~~(a) creating a backup supply line or (b) installing necessary systems to make the emergency~~
28 ~~well water potable.~~

- 29 2.9 Adopt the Water System Plan and its successors by reference.

- 30 2.10 Monitor water system capacity and coordinate water system planning and capital
31 improvements with projected land use, housing, employment growth, and future Phase 2
32 growth planning efforts identified in the Comprehensive Plan to maintain adopted levels of
33 service and support planned growth consistent with the Growth Management Act.

- 34 2.12 Plan and operate the water system to maintain adequate hydraulic capacity, pressure,
35 storage, and fire flow protection under normal, peak demand, and emergency conditions.

- 36 2.13 Prioritize reinvestment in aging, deficient, or capacity-constrained water system
37 infrastructure to maintain long-term reliability, resiliency, and operational efficiency.

III. SEWER UTILITY

39 ~~The City owns, operates, and maintains the sewage collection system that serves all of Mercer Island.~~
40 ~~The Island's sewage is delivered to a treatment plant at Renton operated by the Metropolitan King County~~
41 ~~Government. At the Renton plant, the sewage receives primary and secondary treatment. The majority of~~

1 the system was originally constructed by the Mercer Island Sewer District through three Utility Local
2 Improvement Districts (ULIDs) in the late 1950s and early 1960s. The City has operated its sewer system
3 since 1975, when the Mercer Island Sewer District was dissolved. The City’s system does not include a
4 small privately owned sewer system serving the Shorewood Apartment Complex and Covenant Shores
5 Development. The City owns, operates, and maintains the remainder of the Island’s sewage collection
6 system, which conveys wastewater to the Metropolitan King County treatment plant in Renton for
7 primary and secondary treatment.

8 ~~The City's system includes 17 pump stations, two flushing pump stations, and more than 113 miles~~
9 ~~of gravity and pressure pipelines, ranging in diameter from three to 24 inches, which~~ ~~These ultimately~~
10 ~~flow into King County Department of Natural Resources & Parks (KCDNR) facilities for treatment and~~
11 ~~disposal at the South Treatment Plant in Renton. See Figure 1 — Major Sewer Facilities Service Mercer~~
12 ~~Island.~~ The City’s sewer system includes 17 pump stations, one flushing pump station, and more than
13 113 miles of gravity and pressure pipelines ranging from 3 to 24 inches in diameter. Included in the
14 pipeline total is 12.9 miles of sewer lakeline, which is divided into five hydraulically distinct segments, or
15 reaches, consisting of low-pressure sewer mains located 5 to 100 feet from shore that convey
16 wastewater around the perimeter of the Island before connecting to regional conveyance facilities.

17 Beginning in 1988, each pump station was equipped with its own diesel generator to provide
18 emergency power during outages, as required by Ecology.

19 Between 1990 and 1993, the City upgraded pumps across its sewer pump stations to Cornell
20 pumps and completed minor electrical, mechanical, and telemetry improvements. Aside from these
21 limited upgrades, the stations have not received any other major improvements since their original
22 construction.

23 In 2002, the City completed a Sewer Lakeline Replacement feasibility study of portions of Reaches
24 3 and 4 of the City’s mid-1950s sewer lakeline along the northwest shoreline of the Island. The study
25 found deteriorated asbestos cement pipe, undersized 10-inch and 12-inch segments, and pump stations
26 that no longer met capacity needs.

27 In 2002, Mercer Island successfully competed with other local cities for a share of \$9 million
28 allocated by King County to investigate and remove groundwater and stormwater, commonly known as
29 inflow/infiltration (I/I) from local sewers. The \$900,000 pilot project on Mercer Island lined 16,000 feet
30 of sewer in the East Seattle neighborhood (Basin 54) in 2003. Post- construction flow monitoring and
31 computer modeling showed a 37 percent decrease in peak I/I flows.

32 In September of 2002, the City adopted a fat waste, oil and grease (FOG) ordinance.

33 In 2003, the City adopted the 2003 General Sewer Plan, the third sewer plan following the 1987
34 Sewer System Comprehensive Plan and the 1995 Comprehensive Sewer Plan Update. The plan’s goals
35 were to present the results of the updated Town Center hydraulic model, evaluate pump station odor
36 control, assess three to four lakeline pump stations, and outline a capital improvement program
37 implementation strategy.

38 In 2010, the City completed replacement of the Reach 3 sewer lakeline. The project constructed
39 7,000 feet of new lakeline alongside the existing alignment and reconfigured thirty-seven private
40 lakefront side sewer connections between SE 32nd Street and Roanoke Landing. It also decommissioned
41 Sewer Pump Stations 4 and 5 and constructed a new Sewer Pump Station 4 beneath I-90 westbound
42 on-ramp. Completion of the project significantly reduced the risk of sanitary sewer overflows into Lake
43 Washington.

1 In 2014, the City completed replacement of sewer pump station 14 which had obsolete and
2 unreliable pumps and controls. The station was modernized, similar to pump station 4, to include
3 submersible pumps, variable frequency drives, and above grade control panels.

4 In 2015, City staff completed a pump station condition assessment which identified the five
5 stations most in need of rehabilitation.

6 In 2018, the City adopted its fourth General Sewer Plan. The plan highlighted several key efforts,
7 including a lakeline access evaluation, pump station access evaluation, updated Town Center hydraulic
8 modeling, a system capacity evaluation, a pipeline repair and replacement program, and guidelines for
9 planning and budgeting a 20-year capital improvement program.

10 Between 2019 and 2026, the City completed a comprehensive upgrade of its sewer SCADA system
11 as part of a broader effort to modernize aging automation and telemetry infrastructure. The project
12 replaced obsolete equipment and unified the previously separate water and sewer SCADA systems into
13 a single, secure, standards-based platform that improves reliability, operational efficiency, and system
14 monitoring.

15 As of 2021, a total of 7,403 residential and commercial customers were connected to the City
16 sewer system.

17 Between 2023 and 2024, the City rehabilitated approximately 1,600 feet of sewer main in Basin 40
18 using cured-in-place pipe (CIPP) lining, a trenchless and cost-effective method that reduces inflow and
19 infiltration (I/I) while restoring structural integrity. These mains were targeted due to their age, and
20 the widespread cracks, active infiltration, staining, and joint defects identified throughout the basin.
21 Reducing I/I increases system capacity and lowers wastewater treatment costs. The effectiveness of the
22 lining will be confirmed through the 2028 hydraulic modeling effort.

23 In 2024, a sewer pump station condition assessment ranked, prioritized improvements, and
24 developed cost estimates for the five stations identified as needing rehabilitation in the 2015
25 assessment.

26 In 2026, King County completed its North Mercer Island/Enatai Sewer Upgrade Project, which
27 included upgrading the North Mercer regional pump station, upgrading the City's Pump Station 11, and
28 constructing a new regional sewer interceptor to convey wastewater off-Island. Completion of the
29 project provides long-term capacity for the regional conveyance system.

30
31 ~~As of 2021, a total of 7,403 residential and commercial customers were connected to the City~~
32 ~~sewer system.~~

33 **FUTURE NEEDS**

34 New development on Mercer Island, as anticipated in the Land Use Element of this Plan, is not
35 expected to add significantly to the wastewater generated daily on Mercer Island. The number of
36 customers-connected to the sewer system has increased slowly and is expected to continue according to
37 housing unit projections outlined in the 2021 King County Urban Growth Capacity Report 2026 Land
38 Capacity Report (Appendix XX).

39 Future sewer system needs are determined in the City of Mercer Island General Sewer Plan (2018
40 General Sewer Plan).

1 ~~The General Sewer Plan was developed in February 2003, and updated in 2018, and will be updated~~
2 ~~again in 2028. The 2018 General Sewer Plan identified a 20-year Capital Improvement Plan (CIP) that~~
3 ~~details the capacity improvements necessary for the system to accommodate planned future growth.~~
4 ~~These include projects in four categories – general, pipeline, pump stations, and lake line.~~

5 ~~A Sewer Lakeline Replacement feasibility study was completed in September 2002 and~~
6 ~~recommended the replacement of a 9,000-foot segment of sewer lake line bordering the northwest~~
7 ~~shoreline of the Island to replace the rapidly deteriorating sewer and increase pipeline capacity to~~
8 ~~eliminate impacts to Lake Washington from periodic sewage overflows caused by inadequate capacity~~
9 ~~and poor system function. The replacement of the 9,000-foot segment was completed in 2010. The 2002~~
10 ~~feasibility study also reported that the 9,000-foot segment was more critical than other sections, which~~
11 ~~were in acceptable condition. The City is scheduled for a project in 2028 to perform a high-level~~
12 ~~evaluation of the condition of the entire sewer lake line and identify segments for further assessment to~~
13 ~~guide future lake line rehabilitation and replacement projects. After the condition is assessed, a~~
14 ~~determination will be made on the schedule for replacement projects.~~

15 ~~In 2002, Mercer Island successfully competed with other local cities for a share of \$9 million~~
16 ~~allocated by King County to investigate and remove groundwater and stormwater, commonly known as~~
17 ~~inflow/infiltration (I/I) from local sewers. The \$900,000 pilot project on Mercer Island lined 16,000 feet~~
18 ~~of sewer in the East Seattle neighborhood (Basin 54) in 2003. Post construction flow monitoring and~~
19 ~~computer modeling showed a 37 percent decrease in peak I/I flows.~~

20 ~~King County is upgrading three miles of its sewer pipeline across North Mercer Island and North~~
21 ~~Mercer Pump Station due to age and long-term capacity needs. This three-year project will be~~
22 ~~completed in 2025.~~

23 ~~The City must serve the sewer needs of its planned growth, much of which will be focused on the~~
24 ~~Town Center. While most of the Town Center’s sewer system is adequate to meet future demand,~~
25 ~~several pipeline segments require upsizing to prevent surcharging caused by increasing population~~
26 ~~density and stormwater inflow and infiltration. While most of the Town Center's sewer system is~~
27 ~~adequate to meet future demand, some pipelines may exceed their capacity during extreme storms due~~
28 ~~to stormwater inflow/infiltration and will require monitoring to determine if larger diameter pipelines~~
29 ~~are warranted.~~ The City will use substantive authority under the State Environmental Policy Act (SEPA)
30 to require mitigation for proposed projects that generate flows that exceed sewer system capacity. The
31 CIP includes projects that will increase system capacity.

32 ~~The Station Subarea Plan includes planning and polices related to increasing development capacity~~
33 ~~in the Station Area in two phases. The first phase is accounted for in this Comprehensive Plan and~~
34 ~~includes increases to development capacity in and around the Town Center as a part of the adoption of~~
35 ~~the Station Subarea Plan. Sewer system capacity has been analyzed as a part of the development of the~~
36 ~~2028 General Sewer Plan. The Station Subarea Plan anticipates that in Phase 2 additional changes to the~~
37 ~~land capacity will be implemented to maintain compliance with the Growth Management Act. Further~~
38 ~~analysis of sewer system capacity will be required as a part of the Phase 2 planning process and~~
39 ~~additional capacity improvements will likely need to be considered to support the implementation of~~
40 ~~Phase 2.~~

41 ~~While Sewer Pump Stations 4, 11, and 14 have received major upgrades within the last two~~
42 ~~decades, the remaining fourteen stations are largely original. These stations have degraded structures~~
43 ~~and obsolete mechanical and electrical equipment that increase the risk for failure and sanitary sewer~~

1 overflow into Lake Washington. The City has prioritized replacing one station in each upcoming biennial
2 budget cycle, beginning with the five stations identified in the 2015 and 2024 condition assessments.

3 Recent sanitary sewer overflows due to capacity deficiencies in Lakeline Reach 1 and a blockage in
4 Reach 5 highlight highlights the need for capital improvements to the lakeline system. Although past
5 General Sewer Plans identified the need for assessment and rehabilitation, no formal evaluations are
6 known to have occurred, and occurred and only Reach 3 has been improved since the lakeline was
7 installed in 1966. Limited access points have prevented routine inspection, maintenance, and upgrades.
8 As of March 2026, a comprehensive survey of the 2.5-mile Reach 1 is underway. Standard access-point
9 designs, hydraulic analysis, and a full condition assessment are planned through 2027, with targeted
10 capacity improvement projects planned for 2028. The methods and access-point standards developed
11 during the Reach 1 effort will be applied to the remaining reaches.

12 The City is currently expanding its localized Town Center hydraulic model into a comprehensive
13 Island-wide model. This upgraded model, expected to be completed by mid-2026, will provide a much
14 clearer understanding of systemwide capacity constraints, inflow and infiltration (I/I) impacts, and
15 future demand needs. The enhanced modeling will directly inform upcoming pipeline replacement and
16 rehabilitation projects and will serve as a key tool in prioritizing and shaping the City's Capital
17 Improvements Plan.

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21 ~~King County is upgrading three miles of its sewer pipeline across North Mercer Island and North~~
22 ~~Mercer Pump Station due to age and long-term capacity needs. This three-year project will be~~
23 ~~completed in 2025.~~

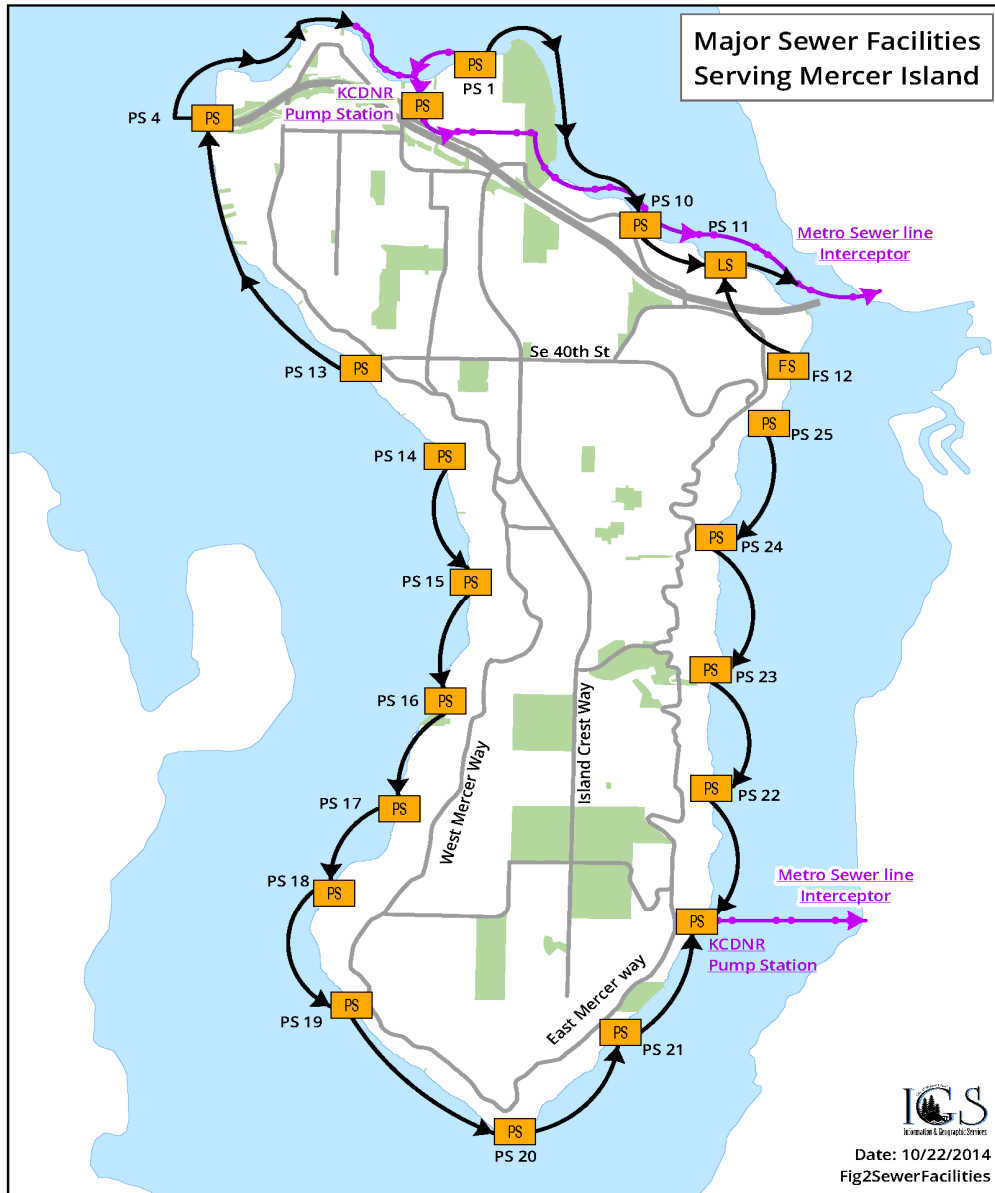
24 A Capital Improvements Plan, developed in conjunction with the updated General Sewer Plan
25 and/or CIP budget, will address all future improvements to the sewer system.

26 **SEWER UTILITY POLICIES**

- 27 3.1 Require that all new developments be connected to the sewer system.
- 28 3.2 Allow existing single-family homes with septic systems to continue using these systems so
29 long as there are no health or environmental problems. If health or environmental problems
30 occur with these systems, the homeowners shall be required to connect to the sewer system.
- 31 3.3 Any septic system serving a site being re-developed must be decommissioned according to
32 county and state regulations, and the site must be connected to the sewer system.
- 33 3.4 Actively work with regional and adjoining local jurisdictions to manage, regulate, and maintain
34 the regional sewer system.
- 35 3.5 Prevent overflows by taking whatever steps are economically feasible.
- 36 3.6 Design and implement programs to reduce infiltration/inflow wherever these programs can
37 be shown to significantly increase the capacity of the sewer system at a lower cost than other
38 types of capacity improvements.
- 39 3.7 Adopt the General Sewer Plan and its successors by reference.

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Figure 1. Major Sewer Facilities Service Mercer Island



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IV. STORMWATER

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Mercer Island's stormwater system serves a complex network of 88 drainage basins. The system relies heavily on "natural" conveyances. Over 15 miles of ravine watercourses carry stormwater, and 26 miles of open drainage ditches. 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.

10

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

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

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

6 In May 1993, the City began preparing to make significant changes in managing stormwater on
7 Mercer Island. New regional, state, and federal requirements triggered this effort.

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

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

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

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

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

30 Subsequent Basin Reviews were completed in 2006, 2008, 2010, 2012, 2014, 2018, and 2020 each
31 adding new investigation sites and identifying targeted improvements with associated cost estimates. In
32 total, 115 sites have been assessed, and 71 improvement projects have been identified. To
33 date, 35 of these problem sites have been constructed to address erosion-related issues.

34 In 2020, the City completed mapping of approximately 40 miles of open and piped watercourses as
35 part of the Watercourse Inventory and Typing and GIS Wetland Modeling project. This effort
36 produced a single GIS watercourse dataset and GIS-based wetland prediction model both of which both
37 support planning and operations across multiple City departments.

38 In 2022, with most major ravine-related erosion issues from the Basin Reviews corrected, the City
39 shifted its focus from basin-level assessments to analysis and modeling of the piped stormwater system.
40 The City also began concentrating on smaller project areas (typically 100 to 350 feet) and combining
41 multiple watercourse improvements to achieve better economy of scale.

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FUTURE NEEDS

~~In May 1993, the City began preparing to make significant changes in managing stormwater on Mercer Island. New regional, state, and federal requirements triggered this effort.~~

~~During the second half of 1993, two of Mercer Island's drainage basins were studied in detail, and interested basin residents were actively involved in the process. The studies were designed to gauge public perception of drainage and related water quality problems, and 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.~~

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~~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.~~

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~~Increased redevelopment and additional development capacity within the Town Center and future Phase 2 planning areas may require additional stormwater system analysis and infrastructure improvements to address drainage constraints, downstream capacity limitations, onsite detention requirements, and regulatory compliance. In some drainage basins, onsite stormwater management may be necessary where regional stormwater facilities or fee-in-lieu alternatives are not feasible or appropriate.~~

~~Our capital program will continue to develop strategies for inspecting and maintaining the existing storm drain network. Future projects may include but are not limited to, erosion mitigation in open channels, repairs of culverts and sections of damaged pipe, and monitoring of existing flows to inform future development.~~

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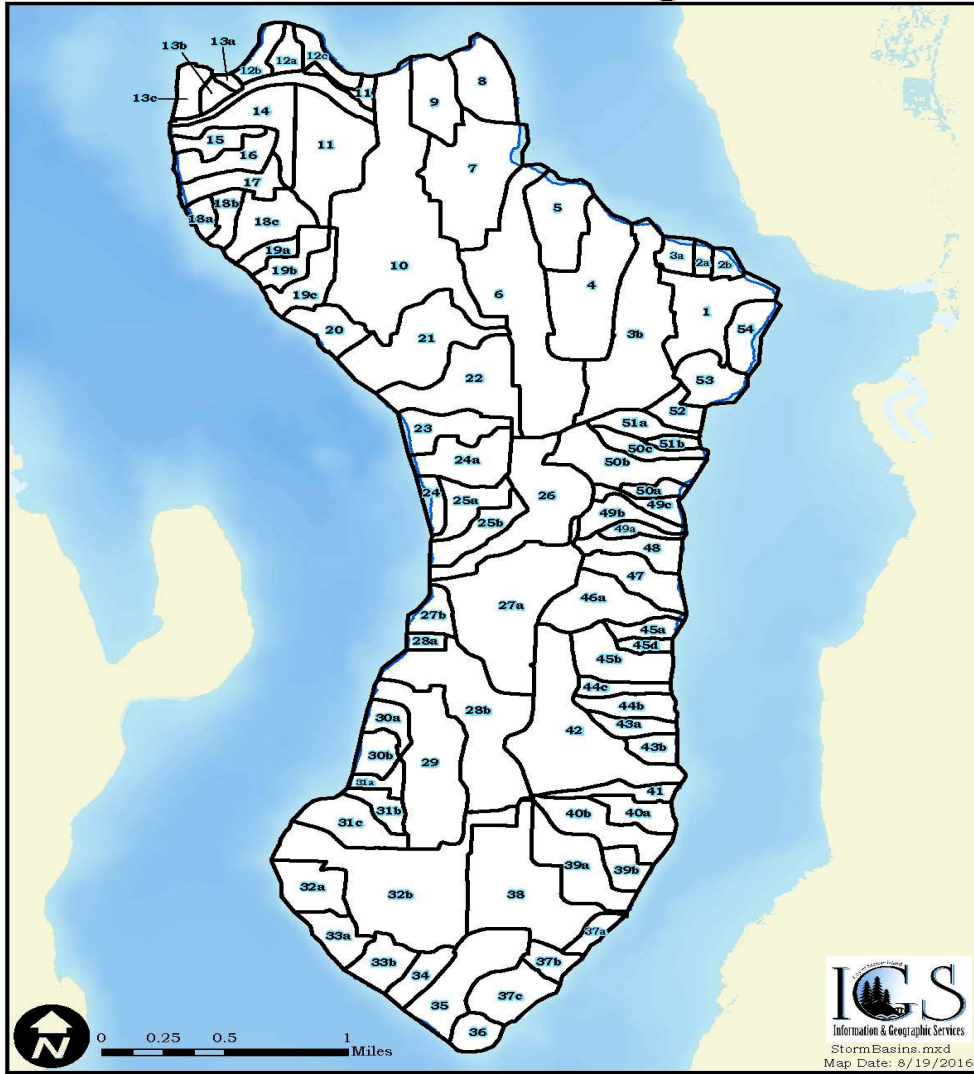
STORMWATER POLICIES

- 4.1 Implement programs and projects designed to meet the goals and requirements of the Action Agenda for Puget Sound.
- 4.2 Actively promote and support education efforts focusing on all facets of stormwater management.
- 4.3 The City should collaborate with King County to support the implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.
- 4.4 Maintain and enforce land use 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. They shall be consistent with the policies in the Land Use Element of this Plan and the goals and policies of the City’s Community Planning and Development Department.
- 4.5 Consider incorporating low- impact development standards, and any future innovations or technologies that meet or exceed current low- impact development standards, into new development and re-development where feasible. Examples may include native vegetation, minimizing stormwater runoff, bioretention, rain gardens, and permeable pavements.
- 4.6 Encourage and promote development that creates the least disruption of the natural water cycle. Return 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.
- 4.7 The City shall require redevelopment within the Town Center and other identified constrained drainage basins to provide onsite stormwater management, detention, and water quality treatment where necessary to prevent downstream drainage, flooding, erosion, and water quality impacts
- 4.8 Perform conveyance analysis associated with future Phase 2 growth planning and identify additional stormwater infrastructure improvements that may be necessary to support planned redevelopment and maintain compliance with stormwater regulations.

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Figure 2. Stormwater Drainage Basins

Mercer Island Storm Drainage Basins



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V. SOLID WASTE

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

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

Recology 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 processing facility in Seattle, and yard/food waste is transported to Cedar Grove Composting or Lenz Composting.

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.

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 the Comprehensive Solid Waste Management Plan update. 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 by 50 percent in 1995 and 65 percent by 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 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. The City's existing solid waste program, which offers 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.

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SOLID WASTE POLICIES

- 5.1 Require all new construction, with the exception of single-family homes, to provide adequate space for on-site storage and collection of recyclables pursuant to City regulations.
- 5.2 Actively promote and support recycling, composting, and waste reduction techniques among the single-family, multi-family, and commercial sectors to meet or exceed King County diversion goals.
- 5.3 Provide convenient opportunities for residents to recycle appliances, tires, bulky yard debris, and other hard-to-recycle materials whenever practical.
- 5.4 Actively 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.
- 5.5 City departments and facilities shall actively participate in waste reduction and recycling programs.
- 5.6 Handle and dispose of all hazardous waste generated by City departments and facilities in accordance with applicable county, state, regional, and federal regulations.
- 5.7 Actively enforce regulations that prohibit the illegal dumping of yard debris and other types of waste.
- 5.8 The City shall play an active role in regional solid waste planning, to promote uniform regional approaches to solid waste management.
- 5.9 Actively promote and support the recycling, re-use, or composting of construction, demolition, and land-clearing debris wherever feasible.
- 5.10 Ensure that providers of solid waste, recycling, and compost collection services comply with City regulations and assist residents with concerns about these services when possible.

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VI. ELECTRICITY

2 All of the electricity consumed on Mercer Island is provided by Puget Sound Energy (PSE) under a
3 franchise agreement with the City of Mercer Island. The agreement was approved in early 1994 and
4 remains valid until a new agreement is reached. PSE's rates are set by the Washington Utilities and
5 Transportation Commission (WUTC).

6 In 2021 PSE served 9,995 residential and 703 commercial electric customers.

7 PSE builds, operates, and maintains the electrical system that serves Mercer Island. The system
8 includes 6.2 miles of transmission lines (115 kV), three substations, and two submarine cable
9 termination stations.

10 As of 2024, approximately 274 known solar installations on homes Mercer Island, generating
11 around 2,643 kilowatts of electricity.

12 FUTURE NEEDS

13 The demand for electricity on Mercer Island has not grown significantly during the past 20 years,
14 despite 17% population growth (2000-2020), due to a range of new energy efficiency measures. While
15 the Island's total electricity consumption was 164,713,778 KWH in 1998 and 174,352,420 KWH was
16 consumed in 2013, it was only slightly more in 2021 (174,920,031 KWH). However, as more households
17 transition to electric vehicles, maintain remote or hybrid work environments, and new development
18 moves away from natural gas to electric space heating and cooling, in an effort to reduce personal GHG
19 emissions, total electricity consumption may increase.

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

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

28 The issue of system reliability, which is the subject of a Memorandum of Agreement (MOA)
29 between the City of Mercer Island and PSE, will require considerable attention over the next several
30 years. The MOA sets policies for identifying locations where power lines should be relocated
31 underground and describes strategies for funding underground projects. The unresolved recurring issue
32 of system unreliability-needs to be addressed.

33 ELECTRICITY POLICIES

34 6.1 Encourage PSE or the current provider to upgrade its facilities on Mercer Island where
35 appropriate and incorporate technological changes when they are cost-effective and
36 otherwise consistent with the provider's public service obligations. Mercer Island will serve
37 as a test area for projects involving new technologies when appropriate.

38 6.2 Annually evaluate the reliability of electric service provided to Mercer Island. Reliability
39 measures shall include the total number of outages experienced, the duration of each
40 outage, and the number of customers affected.

- 1 6.3 Install all new electric transmission and distribution facilities in accordance with this Plan,
2 the City's zoning code, the Washington State Department of Labor and Industries electrical
3 code,-other applicable laws, and tariffs on file with the WUTC. The electricity provider will
4 obtain the necessary permits for work in the public right-of-way, except in emergencies.

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

- 10 6.5 Encourage undergrounding electrical transmission lines where feasible, if and when such
11 action is allowed by, and consistent with rates, regulations, and tariffs on file with the
12 WUTC. Along with PSE, work cooperatively with the WUTC to establish rate schedules that
13 equitably allocate the cost of undergrounding transmission lines among PSE customers.

- 14 6.6 clearing vegetation from power lines in rights-of-way shall balance the aesthetic standards
15 of the community while enhancing improved system reliability.

- 16 6.7 Support conservation programs undertaken by the electricity provider and encourage the
17 provider to inform residents about these programs.

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VII. NATURAL GAS

Puget Sound Energy (PSE) provides natural gas to Mercer Island under a franchise agreement with the City. The current 15-year agreement expires in 2028, with the City having the right to grant a five-year extension. The Federal Energy Regulation Commission, the National Office of Pipeline Safety, and the Washington Utilities and Transportation Commission (WUTC) regulates the delivery of natural gas. 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 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 essential to urban development, it is an alternative energy source 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, to reduce GHG emissions, the State's Building Code Council 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 Promote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and 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.

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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 become a key component of a high quality of life by facilitating the exchange of information, remote work, and community involvement. More people work from home and an increasing share of commerce takes place online in the wake of the 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.

Wireless service on Mercer Island is an important utility, allowing residents and visitors to remain connected throughout Mercer 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."

FUTURE NEEDS

Demand for reliable high-speed telecommunications serving new development is expected to be high throughout the planning period as communications technology is increasingly woven into daily life. As a telecommunications utility, Lumen Technologies is required to provide services on demand where facilities exist and to those applicants reasonably entitled thereto. Comcast has sufficient capacity to provide cable communications services to any new development on Mercer Island. Where possible, the City will plan to support stronger, faster, and more reliable telecommunications connections throughout the Island.

TELECOMMUNICATIONS POLICIES

- 8.1 Encourage the consolidation and shared use of utility and communication facilities where feasible. Examples of shared facilities include towers, poles, antennas, substation sites, cables, trenches, and easements.
- 8.2 Encourage undergrounding all existing and new communication lines where feasible and not a health or safety threat.
- 8.3 Periodically review and revise development regulations for telecom facilities to ensure a balance exists between the public benefit derived from the facilities and their compatibility with the surrounding environment.

- 1 8.4 Work with the cable communications provider to select and implement pilot projects
- 2 appropriate for Mercer Island that explore the newest advances in cable technology,
- 3 including interactive cable and public access.

- 4 8.5 Continues to participate in a consortium of Eastside jurisdictions to collectively analyze rate
- 5 adjustments proposed by the cable communications provider.

- 6 8.6 Encourage wireless communications facilities providers to optimize cell sites to maintain
- 7 service during inclement weather and natural disasters.

- 8 8.7 Consider updating and maintaining wireless communications facilities consistent with FCC
- 9 regulations to minimize noise and visual impacts.

- 10 8.8 Work with service providers to plan for the provisions of telecommunication infrastructure
- 11 to provide access to residents and businesses in all communities, especially underserved
- 12 areas.

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Element 6 – Capital Facilities

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 60 years. ~~However, many of the City's public facilities and utility systems were originally designed to serve a smaller and less dense community and will require significant reinvestment, upgrades, and modernization to accommodate projected growth and maintain adopted levels of service. Planned growth, changing development patterns, aging infrastructure, and increased operational demands are expected to place additional pressure on the City's water, sewer, transportation, parks, and public facility systems over the planning period. As a result, the community largely has sufficient capacity in water and sewer systems, parks, schools, local streets and arterials, and public buildings (library, fire stations, public safety buildings, public works building, and community center) to handle projected growth. However, additional investments will be needed to replace City Hall and the Public Works Building, as well as upgrade and maintain utility infrastructure, improve transportation facilities, and support park improvements, open space acquisition, and trail development for water, sewer, and park improvements in addition to open space acquisition and trail development.~~ Improvements will also be needed to maintain adopted transportation Level of Service (LOS) standards and ~~preserve the reliability and resiliency of existing infrastructure~~ existing infrastructure. The City will face significant challenges in the next few years as it searches for options to replace the asbestos-contaminated City Hall and deteriorating and overcrowded Public Works Building.

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~~2044. The Element continues with a discussion of existing "level 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 the 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 defined as the process of ensuring the wise use and stewardship of all resources within a framework in which environmental, social, cultural, and economic well-being are integrated and balanced. It means meeting today's needs without adversely impacting the ability 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 Comprehensive Plan to include language embracing general sustainability. In May 2007, the Council committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas

Mercer Island Comprehensive Plan
Element 6 – Capital Facilities

1 (GHG) emissions by 80 percent from 2007 levels by 2050, which was consistent with King County and
2 Washington State targets (the 2050 target was later tightened to 95%).

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

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

14 In 2011, Mercer Island joined King County and other local cities as a founding member of a
15 nationally recognized, coordinated effort to jointly tackle climate issues and enhance the reach of each
16 City’s sustainability initiatives: the King County-Cities Climate Collaboration (K4C). Both City staff and
17 Council Members have consistently participated in a wide range of K4C initiatives.

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

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

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

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1 **II. CAPITAL FACILITIES INVENTORY**

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

5 **PUBLIC STREETS & ROADS**

6 Mercer Island has over 75 miles of public roads. Interstate 90 and East Link light rail run east-west
7 across the northern end of Mercer Island, providing the only road and transit connections to the rest of
8 the Puget Sound region. Most of the road network on the Island is comprised of local streets serving the
9 Island's residential areas; arterials comprise approximately 25 miles, or one-third, of the system.

10 **PEDESTRIAN AND BICYCLE FACILITIES**

11 Mercer Island has approximately 56.5 miles of facilities for non-motorized travel. In general, non-
12 motorized facilities serve multiple purposes, including recreational travel for bicycles and pedestrians as
13 well as trips for work and other purposes. On-road facilities for non-motorized travel include sidewalks
14 and paths for pedestrians and bicycle lanes for cyclists. Regional access for non-motorized travel is
15 provided by special bicycle/pedestrian facilities along I-90. Additional details are provided in the 2010
16 Pedestrian and Bicycle Facilities Plan.

17 **PARKS & OPEN SPACE**

18 Mercer Island has 481 acres of City parks and open space lands. This acreage comprises about 12
19 percent of the Island. Eleven City parks, open spaces, and playfields are over ten acres in size. Three
20 parks exceed 70 acres (Luther Burbank, Pioneer Park, and Aubrey Davis Park). Island residents enjoy
21 18.5 acres of publicly-owned park and open space lands per 1,000 population. In addition to City park
22 lands, approximately two-thirds of the Mercer Island School District grounds are available to Island
23 residents. An additional 40 acres of private open space tracts are available for residents of many
24 subdivisions on the Island. See Figure 1 for the locations and geographical distributions of the
25 community's parks, open space lands, street- end parks, school district lands, I-90 facilities, and
26 private/semi-public facilities.

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

32 **PUBLIC BUILDINGS**

33 Seven City-owned public buildings serve Mercer Island, the Mary Wayte Pool owned by the Mercer
34 Island School District and operated by Olympic Cascade Aquatics, one Post Office and one King County
35 Library System (KCLS) Branch Library. Facility uses, locations, and sizes are listed in Table 1.

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

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

Facility	Use	Location	Approx. Size
City Hall ¹	Police, Dispatch, General Administration, Municipal Court, Facility Maintenance & Permitting Services	North MI 9611 SE 36th St. ¹	32,000 sq ft
Public Works Shop	Parks, Water, Sewer, Right-of-Way, Stormwater, Fleet, & Engineering	North MI 9601 SE 36th St.	15,000 sq ft
Community and Events Center	Community meeting space, Recreation programs, Gymnasium, and Fitness	North MI 8236 SE 24th St.	42,500 sq ft
Luther Burbank Administration Building	Parks and Recreation and Youth and Family Services Depts.	North MI Luther Burbank Park 2040 84th Ave. SE	5,000 sq ft
Mercer Island Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 sq ft
Fire Station 91	Fire & Emergency Response, Administration	Central Business District 3030 78th Ave. SE	16,600 sq ft
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 sq ft
Mary Wayte Pool	Indoor Swimming Facility	Mid-Island 8815 SE 40th St.	7,500 sq ft
KCLS Branch Library	Public Library	Mid-Island 4400 88th Ave SE	14,600 sq ft
Fire Station 92	Fire & Emergency Response	South End Shopping Center 8473 SE 68th St.	7,940 sq ft

2 Notes:

- 3 1. City Hall was permanently closed on October 3, 2023, when the City Council approved [Resolution No. 1650](#).

4 **City Hall – Permanently Closed October 2023**

5 In April 2023, City Hall was temporarily closed after asbestos was detected in several locations in
6 the building, including in the ventilation system, with the highest concentration numbering over thirteen
7 million asbestos structures per square centimeter (13,000,000 s/cm²), found inside the Air Handling Unit
8 located in the attic. Asbestos was also detected in 11 settled dust samples from 10 locations inside the
9 ducts, and in two HVAC system filters. The source of the asbestos in the ventilation system is unknown.

10 During the evaluation of the HVAC system, environmental consultants also tested the rest of City
11 Hall for asbestos. Additional asbestos-containing materials were identified in 13 samples, including three
12 types of flooring (covering an additional 20,000 sq ft), flooring adhesive, window putty, and 31 interior
13 fire doors.

14 City staff and outside experts worked extensively to identify solutions to address the asbestos
15 contamination in the ventilation system and evaluate the best path forward for City Hall. Two scenarios
16 for re-occupying the City Hall building, either fully or partially, were evaluated for timeline, preliminary
17 costs, and impact on City operations. Unfortunately, due to the age and condition of the building, the
18 cost of both scenarios exceeded the benefits.

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1 City Hall was built in 1957 and has been repaired and renovated over the years, with the last major
2 renovation occurring in the late 1980s. Prior to the asbestos situation, the City Council recognized the
3 need for a replacement strategy for aging city facilities. In early 2023, the City began working on a
4 Facilities Conditions Assessment to guide long-term decisions. The initial assessment work highlighted
5 the many other matters of concern related to the long-term use of City Hall. The building suffers from
6 structural and seismic deficiencies. Almost all of the interior walls have been identified as lacking lateral
7 bracing and, unless reinforced, are at risk of failure in the event of seismic activity, potentially rendering
8 the building inoperable. Additionally, the building does not conform with current energy or building
9 code requirements, and multiple building systems are failing or need to be substantially replaced.

10 Given this additional information and the anticipated investment needed to re-occupy City Hall and
11 bring it up to current standards, the City Council approved [Resolution No. 1650](#) on October 2, 2023,
12 ceasing City operations at City Hall and permanently closed the building.

13 Following the initial closure of City Hall in April 2023, the services provided at City Hall were
14 relocated to other City facilities. Utility billing moved into the Public Works Building. Information and
15 Geographic Services (IGS) staff and Police Department staff moved first to the Mercer Island Community
16 and Event Center (MICEC) and then to the Luther Burbank Administration Building located in Luther
17 Burbank Park. The City Council transitioned public meetings to the Zoom platform while staff worked to
18 identify an alternative location for in-person meetings. Municipal Court proceedings were suspended
19 while staff worked to identify a location for court services. Meanwhile, court staff worked from the
20 Conference Room at Fire Station 91. The remainder of City employees transitioned to remote work.

21 Following the initial closure, temporary arrangements have been made to house City services at
22 existing facilities while a permanent solution to replace City Hall is identified. Current facilities and the
23 City services they house are further described below.

24 **Public Works Building**

25 The Public Works Building is 15,350 square feet. Located south of the now-closed City Hall, this
26 building was constructed primarily as a workshop and mechanic facility in 1981. Since then, it's been
27 repurposed several times to meet the changing needs of City operations. There are 64 permanent
28 employees and 15 to 20 seasonal employees operating out of this facility. Those employees make up the
29 following operational and administrative teams:

- 30 • Right-of-Way;
- 31 • Stormwater;
- 32 • Water Utility;
- 33 • Sewer Utility;
- 34 • Utility Billing (temporary);
- 35 • Parks Maintenance;
- 36 • Support Services;
- 37 • Public Works Engineering; and
- 38 • Public Works Administration.

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1 Given the age and condition of the Public Works Building, the City prepared a Facilities Conditions
2 Assessment (FCA) for this building in 2024. The FCA identified the following preliminary findings about
3 the building's condition:

- 4 • Roofing is at the end of its projected useful life, and leaks are prevalent throughout the building.
- 5 • The current 150kVA electrical service is insufficient to support the current needs of the facility.
- 6 • The electrical distribution system is aged, with some critical components at the end of life.
- 7 • The original HVAC system is mostly obsolete throughout the building, delivering poor
8 performance, high energy consumption, and marginal air quality.
- 9 • Plumbing is inadequate to meet the staffing levels for the building, requiring the use of portable
10 toilets to meet sanitation requirements.

11 Based on the findings from the FCA and known operational deficiencies of the Public Works
12 Building, the City Council directed the City Manager to commence the design of a new Public Safety and
13 Maintenance Building in March 2024.

14 **Luther Burbank Administration Building**

15 The Luther Burbank Administration Building is a 5,000-square-foot building constructed in 1928
16 and located at 2040 84th Ave SE inside Luther Burbank Park. This building traditionally houses Youth and
17 Family Services staff and Recreation, Capital Project, and Natural Resources team members. Due to the
18 closure of City Hall in 2023, the Luther Burbank Building also now hosts IT and GIS staff and the Police
19 Department.

20 A Facilities Conditions Assessment is currently underway for the Luther Burbank Building, and early
21 findings indicate that renovations will be needed in the coming years to support its ongoing operation.
22 Improvements related to HVAC and electrical upgrades, energy efficiency, seismic retrofits, and safety
23 and ADA improvements will be needed. The building at Luther Burbank will continue to serve as an
24 essential facility for the delivery of city services.

25 **Temporary City Council Chambers**

26 After the City Hall closure in 2023, City Council Chambers were moved to the Slater Room at the
27 Mercer Island Community and Event Center (MICEC). This large classroom was repurposed for City
28 Council meetings and now includes audio/visual technology capabilities for hybrid in-person/online
29 public meetings. The conversion of this room at the MICEC eliminated a large recreation programming
30 space previously used for programs, classes, and community meetings. Additionally, the City upgraded
31 the audio/visual technology capabilities of Room 104 in MICEC to support City Council Executive
32 Sessions, partially removing this room from public availability.

33 **Temporary Municipal Court**

34 The Mercer Island City Hall housed the City's Municipal Court. After the building was permanently
35 closed, the Municipal Court was moved temporarily to the City of Kirkland Justice Center while other
36 accommodations could be made. Beginning in 2024, the City leased space in the Newcastle Professional
37 Center, which houses the Newcastle City Hall. The interlocal agreement between Mercer Island and
38 Newcastle includes the use of Newcastle City Council chambers for court proceedings and the use of
39 office space for court administration. The interlocal agreement will expire in 2026 unless the cities
40 renew it.

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1 **Temporary Police Department**

2 The Mercer Island City Hall included headquarters and support facilities for Police Department
3 operations. When City Hall was permanently closed, the Police Department moved to MICEC and then
4 the Luther Burbank Building, while alternatives were evaluated.

5 At the end of 2024, the Police Department is housed in three separate modular buildings on the
6 City Hall campus. The modular buildings provide office space, locker rooms and showers, and processing
7 facilities.

8 **Remote Work**

9 In 2024, approximately sixty employees are without a dedicated workspace. These employees are
10 working from home and using available “touch down” spaces at the City’s various buildings for meetings
11 and in-person office needs. Most affected employees are from Administrative Services, Community
12 Planning and Development, Finance, the City Attorney’s Office, and the City Manager’s Office.

13 **Public Safety and Maintenance Building**

14 During the March 1, 2024, City Council meeting, the Council directed the City Manager to
15 commence planning for a new Public Safety and Maintenance Building (PSM) on the current City Hall
16 campus. This new facility will replace the existing Public Works Building and provide a new combined
17 home for the City’s Public Works teams, the Police Department, the Emergency Operations Center, and
18 the IT & GIS team.

19 The PSM building focuses on replacing critical City operational and emergency response facilities
20 displaced by the closure of City Hall and the functional obsolescence of the Public Works Building. The
21 facility will also include new covered vehicle and equipment storage and re-design and optimization of
22 the public works yard. In addition to providing secured parking for police vehicles, the PSM building
23 must store and maintain over 100 pieces of equipment and City vehicles, many of which are the largest
24 and most expensive vehicles owned and operated by the City.

25 As a centralized emergency response and management facility, the PSM building should be
26 constructed to risk category IV “essential public facility” building standards, the highest risk category
27 designation possible. Risk Category IV includes buildings that are essential in that their continuous use is
28 needed, particularly in response to disasters. Police stations and emergency vehicle garages, Emergency
29 Operations Centers, public works staff areas, and equipment necessary for emergency response must
30 remain operational during and after major disaster- type events. The new building is a lifeline to the
31 community in the most extreme circumstances, and continuity of operations for the work groups
32 housed at this facility is essential during critical events.

33 **PUBLIC SCHOOLS**

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

39 In 1994, the voters approved a \$16.4 million bond issue to modernize the three elementary
40 schools. All these schools underwent \$6 million remodels that were completed in September 1995. In
41 1996, voters approved a bond issue to modernize the high school. The total renovation cost, including
42 some new construction, was \$37.2 million. In February 2010, the community approved a six-year capital

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1 levy for nearly \$4.9 million per year, targeting minor capital replacement costs and improvements at
2 each school site. Included in the levy were funds for the addition of music and orchestra rooms at
3 Mercer Island High School, portable classrooms for elementary and middle schools, hard play area
4 resurfacing at the elementary schools, replacement of the turf field, and repair of the track at Mercer
5 Island High School, painting, re-roofing, pavement overlays, security improvements, and other
6 improvements.

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

- 9 • Building Northwood, a fourth elementary school;
- 10 • Expanding Islander Middle School, including 14 new classrooms and lab spaces, commons and
11 cafeteria, gymnasiums, music rooms and administrative space, and a 100kw rooftop solar
12 array; and
- 13 • Building ten additional classrooms at Mercer Island High School, including four lab spaces and
14 six general education classrooms.

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

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

27 **WATER SYSTEM**

28 The City's Water Utility consists of 113 miles of water mains and transmission lines that serve over
29 7,530 water meters. In addition, the system includes two four-million-gallon storage reservoirs, two
30 pump stations, 86 pressure-reducing valve stations, and an emergency well completed in 2010. The City
31 purchases water from Seattle Public Utilities, served by the Cedar and Tolt River watersheds.

32 Updated water system planning and assessments have identified deficiencies in
33 future water supply, hydraulic requirements, and infrastructure capacity constraints associated with
34 projected growth, seasonal peak demand conditions, and fire flow requirements. The City's ability to
35 meet future water demands is dependent upon adequate flow rates and hydraulic grade line (HGL)
36 elevations provided by Seattle Public Utilities. Continued investment in water system infrastructure,
37 including transmission facilities, the supply pipeline, pressure zone improvements, pump stations,
38 pressure reducing valve stations, and distribution system upgrades, will be needed to maintain
39 adequate levels of service and long-term system reliability.

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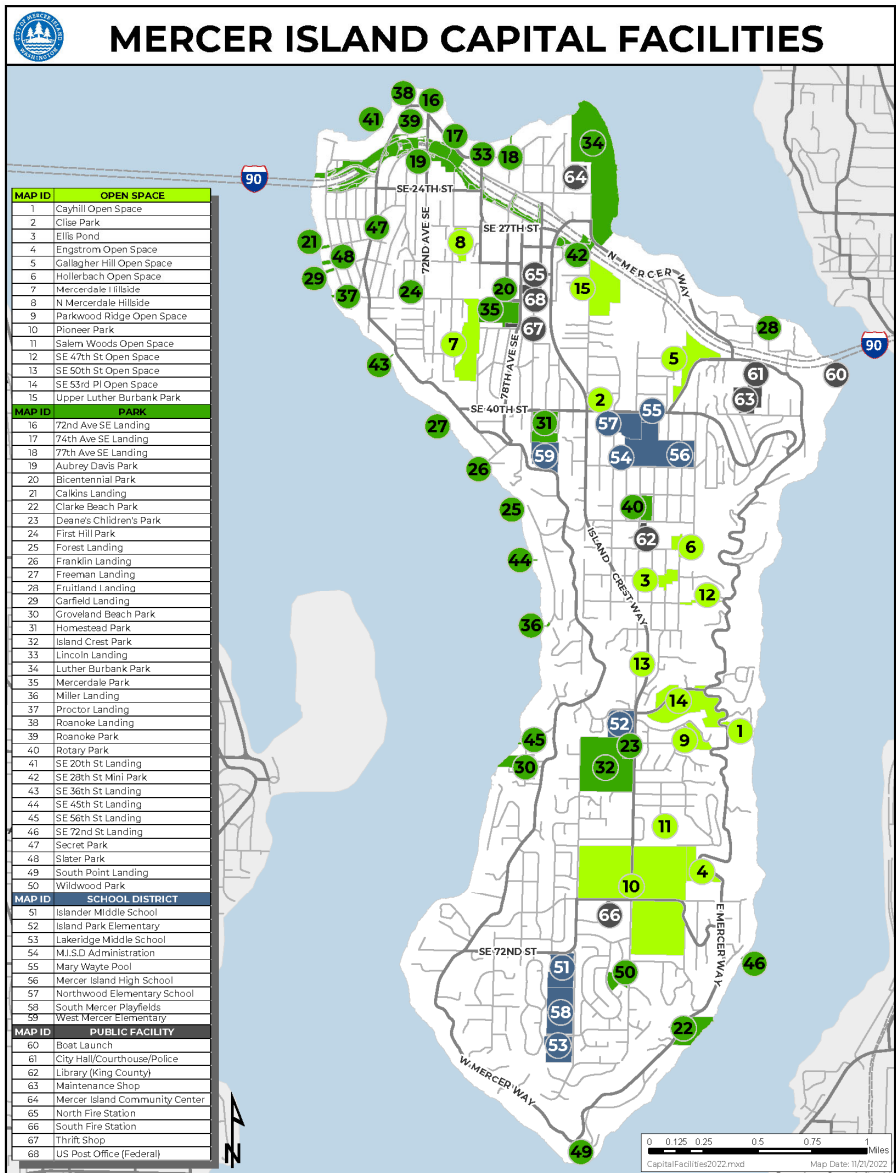
1 **SEWER SYSTEM**

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

6 **STORMWATER SYSTEM**

7 The Island's stormwater system comprises a complex network of interconnected public and private
8 conveyances for surface water. The system serves 88 separate drainage basins. The major components
9 of the system include more than 15 miles of natural watercourses, 60 percent of these are located on
10 private property; 26 miles of open drainage ditches, 70 percent of which are on public property; 58
11 miles of public storm drains; 59 miles of private storm drains; more than 5,502 City- owned catch basins;
12 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: The Cost of New Facilities and the Cost of Maintaining Existing Facilities. To estimate the former, the City must evaluate its established levels of service (LOS) for the various types of facilities — streets, parks, recreational facilities, open space, trails, and public buildings — and project future needed investments to reach those service targets. In this case, "Level of Service" refers to the quantitative measure for a given capital facility. See Table 2. In establishing a LOS standard, the community can make reasonable financial choices among the various "infrastructure" facilities that serve the local population.

Listed in Table 2 below is a summary of the 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 consider 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 ³
Streets				
Arterials	LOS "D"	2 locations identified	\$4,058,871.7 2000	\$1,126,000 243,550
Residential	None	None	\$0	\$920,000
Town Center	LOS "C"	2 locations identified	\$2,928,537.0 00	\$166,000 126,850
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	\$19,620.5 million	\$327,500 1,023,680
Parking Facilities ⁴	To be assessed	To be assessed	To be assessed	To be assessed
Parks & Open Space	See Parks, Recreation & Open Space (PROS) Plan	Dock infrastructure, restrooms, playgrounds, open space, trails, and athletic fields	\$4.3 million	\$1.3 million Parks & Open Space CIP
Recreational Facilities	See PROS Plan	None	None	None
Schools	Established in the Mercer Island School District No. 400 Six-Year Capital Facilities	Maintenance of existing buildings, new elementary school, middle school and high school expansions	\$98.8 million bond	\$7.5 million levy passed February 2022

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Plan as may be amended				
General Government: City Facilities	To be assessed ⁵	New public safety and maintenance building, rehouse other services displaced by the City Hall closure, and maintenance of existing facilities	To be assessed ⁶	To be assessed
<u>No, the 6.5 M is the 20-year CIP Total shown in Table 3 (121,593,481) divided by 20.</u>				
Water System				
SPU Supply	6.7 M gal/day	<u>Coordination with Seattle Public Utilities regarding future hydraulic needs associated with projected demand increases.</u> None	None	
Storage	8.0 M gal	<u>Existing storage capacity is anticipated to remain adequate, assuming future flow rates and HGL elevations identified in the Water System Plan can continue to be provided by Seattle Public Utilities.</u> None <u>Recent improvements to the existing reservoirs are anticipated to extend their useful life; however, the tanks will continue to be evaluated during the planning period to determine long-term replacement needs. Current tanks are reaching their end of life and at least one will need to be replaced.</u>	\$2,750,000	\$6.5 million
Distribution	> 30 psi	<u>Transmission system upgrades, distribution main replacements, PRV and Pump station upgrades, pressure zone improvements, and localized hydraulic improvements.</u> None	\$55,675,000	
Fire Flow	Multiple	<u>Maintain required fire flow during peak hour demand</u>	None	

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<u>conditions, particularly within closed pressure zones</u> None				
<u>Emergency Well</u>	<u>See Water System Plan</u>		<u>None</u>	
<u>Sanitary Sewer System</u>				
<u>Collection System</u>	0 - Sewer Overflows/d/D<1	Inflow & Infiltration Sewer Lakeline- portion of reaches Pipeline <u>Rehabilitation/Replacement</u>	\$26 million	\$1.68 million
<u>Pump Station</u>	<u>0 - Sewer Overflows</u>	<u>Rehabilitation/Replacement</u>		
<u>Lakeline</u>	<u>0 - Sewer Overflows</u>	<u>Access Improvements Rehabilitation/Replacement</u>		
<u>Storm & Surface Water System</u>				
Piped System	WA DOE Stormwater Manual	Multiple	\$850,000	\$1.2 million
Ravine Basins	WA DOE Stormwater Manual	Multiple	\$365,000	

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

2 Notes:

- 3 1. More detailed LOS standards for capacity, operational reliability, and capital facilities needs can be found in the following
- 4 documents: Transportation Improvement Plan, Water System Plan, General Sewer Plan, Comprehensive Storm Basin
- 5 Review, Parks, Recreation and Open Space (PROS) Plan, Pedestrian and Bicycle Facilities Plan, Open Space Vegetation Plan,
- 6 Luther Burbank Master Plan, Ballfield Use Analysis, and the Transportation Element of this Comprehensive Plan.
- 7 2. Costs are estimated for the twenty-year planning period from 2024-2044. Actual costs are determined at the time
- 8 improvements are added to the CIP.
- 9 3. Annual reinvestment cost is estimated ~~by dividing the based on the~~ total estimated twenty-year ~~CIP cost by cost divided~~
- 10 ~~by~~ twenty years. Actual ~~costs-project expenditures~~ are not expected to occur evenly or annually.
- 11 4. An analysis is in progress, capital needs and costs to be evaluated pending completion of studies, after completion of light
- 12 rail.
- 13 5. Improvement, maintenance, and replacement of City operational and administrative facilities are assessed per facility with
- 14 the completion of a facility condition assessment.
- 15 6. The City is in the process of evaluating the cost to address facility needs in light of the unexpected closure of City Hall in
- 16 October 2023.
- 17

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, stormwater facilities, and City facilities (to address the 2023 City Hall closure and failing Public Works Building) will be needed over the 20-year planning period. Funding for open space acquisition and park 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 the 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. Below is a description of the major capital funding sources used by the City.

General Fund Revenues — Revenues from property, sales and utility taxes, 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 the 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 — Utility fee for the purchase of a City-provided service or commodity (e.g., water, storm, and sanitary sewage collection/treatment). Fees are usually based on the 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 it. Impact fees can be collected for schools, streets, parks and open space, and fire protection.

1 **THE CAPITAL IMPROVEMENT PROGRAM**

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

5 **Capital Reinvestment Plan (CRP)**

6 The CRP's purpose is to organize and schedule repair, replacement, and refurbishment of public
7 improvements for the City of Mercer Island. It is a six-year program that sets forth each of the proposed
8 maintenance projects, their cost, and funding source within the Capital Improvement Program (CIP)
9 element of each biennial budget. These capital projects are generally paid for from existing City
10 resources.

11 The program's emphasis in a reinvestment plan is the timely repair and maintenance of existing
12 facilities. To this effect, while new equipment and improvements are made to some older fixed assets,
13 the intent is to design a program that will preserve and maintain the City's existing infrastructure.
14 Maintaining and enhancing taxpayer's investment in fixed assets remains the City's best defense against
15 the enormous cost of replacing older but still very valuable public improvements.

16 The CRP is intended to be a public document. For this purpose, it is organized by functional area.
17 Hence, any individual who wishes to gain knowledge about a project need not know the funding source
18 or any other technical information but only the general type of improvement to find the relevant
19 information. The Capital Reinvestment Program is divided into four functional programmatic areas:
20 streets and pedestrian and bicycle facilities, park and recreational facilities, general government
21 (buildings, equipment, and technology), and utilities — water, sewer, and stormwater systems.

22 CRP projects are typically "pay as you go," which means they are funded from the current
23 operations of the City Street Fund, CIP Funds, and the utility funds.

24 **Capital Facilities Plan (CFP)**

25 The CFP is a six-year plan to outline proposed new capital projects. It is also divided into four
26 component parts: streets and pedestrian and bicycle facilities, parks and recreation facilities, general
27 government (buildings, equipment, and technology), and utilities — water, sewer, and stormwater
28 systems. Like the CRP, the plan for new facilities provides easy access for the public. Each project in the
29 plan is described briefly and the total cost and appropriation for the next six years is stated.

30 Funding for CFP projects will be identified in the Capital Improvement Program (CIP) element of
31 each biennial budget. However, final funding strategies will be decided simultaneously with the approval
32 of the projects. This may involve a bond issue, special grant or a source of revenue outside the City's
33 available cash resources.

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CIP Project Summary
Capital Facilities Plan (CFP) and Capital Reinvestment Plan (CRP)

Commented [KH1]: Note to City Council: The draft update to the 6-year Capital Improvement Program (CIP) is currently being developed and is not yet ready for inclusion in this draft document.

ID	Description	Plan	Target Completion Date	Year					TOTAL	General Fund	Street Fund	Capital Imp Fund	Tech & Equip Fund	Water Fund	Sewer Fund	Storm Water Fund	ST Mitigation	Park Impact Fees	% for the Arts	Grant	Parks Levy	ARPA	King County Levy	Dept Rates
				2023	2024	2025	2026	2027																
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														
GB0102	MICEC Building Repairs	CRP	ONGOING	357,960	430,350	182,400	202,578	190,380	235,980	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														
GB0104	Luther Burbank Administration Repairs	CRP	ONGOING	324,900	286,140	188,100	139,080	91,200	74,100	1,103,520														
GB0105	Thrift Shop Building Repairs	CRP	ONGOING	254,220	342,000	111,720	116,280	128,820	104,880	1,057,920														
GB0107	Honeywell Site Remediation	CRP	Q4 2022	207,500	207,500					415,000	134,356													207,500
GB0109	Minor Building Repairs	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000	300,000		150,000		22,306	21,788	29,050								
GB0110	City Hall Renovation - Paint, Carpet, and Furniture	CRP	Q4 2023	660,000						660,000														
GB0111	Public Works Building Renovation - Paint, Flooring, and Furniture	CRP	Q4 2023	236,500						236,500				70,950	70,950	35,475								
GB0112	Municipal Court Renovations	CRP	2026	34,200	119,700	285,000	330,600			769,500														
GB0113	Police Department Renovation	CRP	2028					256,500	1,824,000	2,080,500														
GB0114	Luther Burbank Administration Building Renovation	CRP	2027			57,000		2,232,865		2,289,865														
GB0115	Facilities Plan	CRP	2025	200,000						200,000														
GB0116	Facility Access Control and Security	CRP	ONGOING	520,980	262,720	47,880	34,200	28,500	28,500	942,780														
GB0117	Facility Parking Lot Repairs	CRP	2025	375,000	30,000	132,000	190,000		28,000	755,000						113,250								
GB0119	FS91 Fuel Tank Removal	CRP	Q4 2024	75,000	175,000					250,000														
GB0120	Public Works Building Roof Replacement	CRP	Q2 2023	330,000						330,000				99,000	99,000	49,500								
18	GENERAL GOVERNMENT PUBLIC BUILDINGS TOTAL			4,695,520	2,665,208	1,481,258	1,865,526	3,459,345	2,745,828	16,822,685	134,356	-	15,719,560	-	342,296	191,738	227,275	-	-	-	-	-	-	207,500
GE0101	Minor Fire Tools and Equipment	CRP	Q4 2024	45,500	42,500					88,000			88,000											
GE0107	Fleet Replacements	CRP	ONGOING	676,729	430,211	911,511	1,305,238	1,474,095	1,152,484	5,950,267													5,950,267	
GE0108	Automated External Defibrillator Replacements	CRP	Q4 2023	94,686						94,686														
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														
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														
GT0115	Modernize Municipal Court Services	CRP	Q1 2023	96,000	10,000					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														
GT0117	Cybersecurity Software Update	CRP	Q4 2023	52,500	10,750					63,250	10,750													
8	GENERAL GOVT TECHNOLOGY TOTAL			438,950	298,950	271,280	204,266	194,071	360,584	1,768,101	10,750	183,000	-	508,500	-	-	-	-	-	-	-	-	-	1,032,851

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ID	Description	Plan	Target Completion Date	2023-2028					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
				2023	2024	2025	2026	2027																	
SP0100	Residential Street Resurfacing	CRP	ONGOING	900,000	920,000	940,000	960,000	980,000	1,000,000	5,700,000				630,000	90,000	660,000									
SP0101	Arsenal Preservation Program	CRP	ONGOING	75,000	77,000	78,000	80,000	82,000	83,000	475,000	415,000			12,000	30,000	18,000									
SP0104	North Mercer Way (7500 to Roanoke)	CRP	Q4 2023	616,000						616,000	428,000		105,000	8,000	75,000										
SP0106	Gallagher Hill Road Overlay (SE 36th to SE 40th Streets)	CRP	2025		77,000	510,000				587,000	484,000		35,000	8,000	60,000										
SP0107	SE 40th Street Overlay (88th Ave SE to Gallagher Hill Rd)	CRP	2025		51,000	365,000				416,000	402,000		10,000	2,000	2,000										
SP0110	SE 27th Street Overlay (9th Ave SE to 80th Ave SE)	CRP	Q4 2024		668,000					668,000	580,000		25,000	13,000	50,000										
SP0111	80th Ave SE Sidewalk Improvements (SE 27th to SE 32nd Street)	CRP	Q3 2023	1,376,000						1,376,000						1,376,000									
SP0112	78th Ave SE Sidewalk Improvements (SE 32nd to SE 34th Street)	CRP	2025		77,000	702,000				779,000						779,000									
SP0114	West Mercer Way Roadside Shoulders - Ph 4 (8100 WMMW - 8400 EMW)	CFP	Q3 2024		683,820					683,820	438,820		85,000	5,000	165,000										
SP0115	Gallagher Hill Road Sidewalk Improvements (SE 36th to SE 40th Streets)	CFP	2025		102,000	409,330				511,330	511,330														
SP0116	SE 40th Street Sidewalk Improvements (Gallagher Hill to 53rd Ave)	CRP	2025		82,000	916,000				998,000	913,000		33,000	6,000	46,000										
SP0118	ADA Transition Plan Implementation	CRP	ONGOING	200,000	204,000		213,000		444,000	1,061,000	667,000					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	2025		1,203,000					1,203,000						1,203,000									
SP0125	P&R Plan Implementation	CFP	ONGOING	100,000		104,000		108,000		312,000	312,000														
SP0126	West Mercer Way Resurfacing (SE 56th to EMW)	CRP	2025					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	598,000			45,000	8,000	50,000										
SP0128	North Mercer Way Overlay (8400 Block to SE 36th Street)	CRP	2026				800,000		800,000	622,000			95,000	8,000	75,000										
SP0131	SE 32nd Street Sidewalk Improvements (7th to 78th Ave. SE)	CRP	2025		51,000	274,000			325,000	325,000						325,000									
SP0132	East Mercer Way Roadside Shoulders - Ph 11 (SE 79th St. to 8400 block)	CFP	2026				531,000		531,000	383,000			62,000		86,000										
SP0133	Pedestrian & Bicycle Facilities Plan Update	CFP	2025			186,000	190,000		376,000	376,000															
SP0134	East Mercer Way Overlay (SE 36th Street to SE 40th Street)	CRP	2027					425,000	425,000	365,000			30,000		30,000										
SP0135	Island Crest Way Corridor Improvements	CFP	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	185,000	3,000										182,000				
25	STREETS, PEDESTRIANS, & BICYCLE FACILITIES TOTAL			3,779,000	5,590,835	5,013,330	2,823,000	1,893,000	3,677,000	22,686,185	-	-	-	1,217,000	303,000	1,442,000	5,609,035	-	-	-	-	-	-		

ID	Description	Plan	Target Completion Date	2023-2028					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
				2023	2024	2025	2026	2027																	
SU0100	Emergency Sewer System Repairs	CRP	ONGOING	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	3,300,000					3,300,000											
SU0109	Sewer System Generator Replacement	CRP	ONGOING	200,000	200,000				400,000					400,000											
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	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 & HG/MH 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				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	Shoreline Ln & SE 24th Pipe Upsize	CRP	2026			60,000	360,000		420,000	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	4,880,000	4,825,000	23,690,000	-	-	-	-	23,690,000	-	-	-	-	-	-	-	-		

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ID	Description	Plan	Target Completion Date	2023-2028					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	
				2023	2024	2025	2026	2027																		2028
SW0107	Sub basin 47.4 and Sub basin 10.4 Watercourse Stabilization	CRP	2026			58,289	307,150																		365,439	
SW0109	Sub basin 24a.1 Watercourse Stabilization	CRP	Q4 2024	18,341	61,642																					79,983
SW0110	Sub basin 39a.2 Watercourse Stabilization	CRP	Q4 2024	17,272	43,640																					60,912
SW0111	Sub basin 46a.3 Watercourse Stabilization	CRP	Q4 2024	52,100	405,500																					457,600
SW0112	Sub basin 34.1 Watercourse Stabilization	CRP	2025		26,500		103,000																			129,500
SW0113	Sub basin 45a.4 Watercourse Stabilization	CRP	2025		30,719		93,047																			123,766
SW0114	Sub basin 29.3 Watercourse Stabilization	CRP	2025		49,266		129,655																			178,921
SW0115	Watercourse Stabilization - Sub-Basin 42.2, 42.3, 42.8, 42.8a	CRP	2026				97,006	378,523																		475,529
SW0116	Watercourse Stabilization - Sub-Basin 44b.3	CRP	2026				32,452	76,840																		109,292
SW0117	Watercourse Stabilization - Sub-Basin 32b.1 and 32.2	CRP	2026				53,600	170,250																		223,850
SW0118	Watercourse Minor Repairs and Maintenance	CRP	2025				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
SW0128	Basin 18C Drainage Improvement	CRP	Q4 2023	185,000																						185,000
SW0129	Basin 25B Neighborhood Drainage Improvements	CRP	Q4 2023	173,000																						173,000
SW0130	Basin 32B - SE 72nd St Drainage Capacity Improvement	CRP	Q4 2024		189,330																					189,330
SW0131	Basin 42- SE 58th St Drainage Improvement at cul-de-sac	CRP	2025			77,000																				77,000
SW0132	Sub-Basin 22.1 Watercourse Stabilization - Final Design and Construction	CRP	Q4 2023	148,698																						148,698
SW0133	Sub-Basin 25b.2 Watercourse Stabilization - Final Design and Construction	CRP	Q4 2023	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
SW0135	Conveyance System Assessments (Basin Specific)	CRP	ONGOING	50,000	50,000	50,000	50,000	50,000	50,000																	300,000
SW0136	Conveyance System Improvements (2027-2028)	CRP	2028					1,000,000	1,000,000																	2,000,000
SW0137	Street Related Storm Drainage Improvements	CRP	Q4 2024	100,000	100,000	100,000																				600,000
22	STORM WATER UTILITY TOTAL			1,199,511	1,236,597	1,295,359	1,362,763	1,450,000	1,450,000	7,944,230																7,944,230

ID	Description	Plan	Target Completion Date	2023-2028					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	
				2023	2024	2025	2026	2027																		2028
WU0100	Emergency Water System Repairs	CRP	ONGOING	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	300,000					300,000												
WU0115	Water Modeling and Fire Flow Analysis	CRP	ONGOING	15,000	50,000	15,000			195,000					195,000												
WU0117	Meter Replacement Implementation	CRP	Q4 2024	3,850,000	3,005,000				6,855,000					6,855,000												
WU0120	First Hill Generator Replacement	CRP	Q4 2024	400,000	400,000				800,000					800,000												
WU0128	Reservoir Pump Replacement	CRP	Q4 2024	540,000	540,000				1,080,000					1,080,000												
WU0130	2023 Water System Improvements (First Hill, NMW, SE 37th Pl, SE 41st, & SE 42)	CRP	Q4 2023	4,684,000					4,684,000					4,684,000												
WU0131	2024 Water System Improvements (8900 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 Mercanwood)	CRP	2025		1,040,000		5,822,000		6,862,000					6,862,000												
WU0137	2026 AC Main Replacement (3600 Block East Mercer Way)	CRP	2026			451,000	2,529,000		2,980,000					2,980,000												
WU0138	2027 AC Main Replacement (Lower Mercanwood)	CRP	2027				576,000	3,227,000	3,803,000					3,803,000												
WU0139	2028 AC Main Replacement (SE 40th to SE 39th and 97th Ave to EMW)	CRP	2028				289,000	1,616,000	1,905,000					1,905,000												
WU0140	Pressure Reducing Valve Station Replacements	CRP	ONGOING	395,000	2,025,000	2,025,000	395,000		6,865,000					2,420,000												4,445,000
WU0141	Street Related Water System Improvements	CRP	ONGOING	150,000	150,000	150,000	150,000	150,000	900,000					900,000												
WU0142	Emergency Well #2 Site Evaluation	CRP	Q4 2024		45,000				45,000					45,000												
21	WATER UTILITY TOTAL			13,968,000	14,967,000	6,752,000	4,750,000	6,319,000	4,491,000	55,245,000				50,800,000												4,445,000
166	TOTAL			\$ 36,467,996	\$ 38,022,036	\$ 30,572,898	\$ 20,948,361	\$ 31,147,194	\$ 22,499,007	\$ 179,677,490	\$ 253,108	\$ 14,203,150	\$ 50,597,147	\$ 691,186	\$ 52,339,256	\$ 24,184,738	\$ 9,633,505	\$ 5,609,035	\$ 666,750	\$ 85,000	\$ 7,571,000	\$ 252,000	\$ 4,445,000	\$ 933,000	\$ 6,983,117	\$ 1,220,500

1 **V. CAPITAL FACILITIES GOALS AND POLICIES**

2 Together with the City's Management and Budget Policies contained in the City's budget (and Capital
3 Improvement Program), the following goals and policies guide the acquisition, maintenance, and
4 investment in the City's capital assets.

5 **GOAL 1:**

6 Ensure that capital facilities and public services necessary to support existing and new development are
7 available at locally adopted levels of service.

- 8 1.1 The Capital Improvement Program (CIP) shall identify and plan for projects needed to
9 maintain adopted levels of service for services- address existing and projected
10 infrastructure deficiencies, and support planned growth consistent with the Comprehensive
11 Plan, provided by the City-
- 12 1.2 The City shall schedule capital improvements in accordance with the adopted six-year CIP.
13 From time to time, emergencies or special opportunities may be considered that may
14 require rescheduling projects in the CIP.
- 15 1.3 The CIP shall be developed in accordance with the requirements of the Growth
16 Management Act and consistent with the Capital Facilities Element of the City's
17 Comprehensive Plan.
- 18 1.4 If projected expenditures for needed capital facilities exceed projected revenues, the City
19 shall re-evaluate the established service level standards and the Land Use Element of the
20 Comprehensive Plan, seeking to identify adjustments in future growth patterns and/or
21 capital investment requirements.
- 22 1.5 Within the context of a biennial budget, the City shall update the six-year CIP every two
23 years. The CIP, as amended biennially, is adopted by reference as Appendix B of this
24 Comprehensive Plan.
- 25 1.6 The City's two-year capital budget shall be based on the six-year CIP.
- 26 1.7 The Capital Facilities Element shall be periodically updated to identify existing and projected
27 level of service deficiencies and their public financing requirements based on projected
28 population growth. Capital expenditures for maintenance, upgrades, and replacement of
29 existing facilities should be identified in the biennial budget and six-year CIP.
- 30 1.8 The City shall coordinate the development of the capital improvement budget with the
31 general fund budget. Future operation costs associated with new capital improvements
32 should be included in operating budget forecasts.
- 33 1.9 The City shall seek to maintain its assets at a level adequate to protect capital investment
34 and minimize future maintenance and replacement costs.
- 35 1.10 The highest priority for funding capital projects should be improvements that protect public
36 health and safety.
- 37 1.11 The City will adopt a Hazard Mitigation Plan. This Plan will be updated periodically and shall
38 guide City efforts to maintain the reliability of key infrastructure and address vulnerabilities
39 and potential impacts associated with natural hazards.

Mercer Island Comprehensive Plan
Element 6 – Capital Facilities

- 1 1.12 Maintenance of and reinvestment in existing facilities should be financed on a "pay as you
- 2 go" basis using ongoing revenues.
- 3 1.13 Acquisition or construction of new capital assets should be financed with new revenues
- 4 (such as voter- approved taxes or external grants).
- 5 1.14 Water, sanitary sewer, and stormwater capital investments of less than \$2,000,000 in value
- 6 should be financed through utility user fees.
- 7 1.15 Coordinate with other entities that provide public services within the City to encourage the
- 8 consistent provision of adequate public services.
- 9 1.16 The City shall monitor utility system capacity and coordinate capital investments as
- 10 necessary to maintain reliable water, sewer, and stormwater service levels concurrent with
- 11 planned growth and changing development patterns.
- 12 ~~1.1617~~ Develop and adopt new impact fees, or refine existing impact fees, in accordance with
- 13 the Growth Management Act as part of the financing for public facilities. Public facilities for
- 14 which impact fees may be collected shall include public streets and roads; publicly owned
- 15 parks, open space, and recreation facilities; school facilities; and City fire protection
- 16 facilities.
- 17 ~~1.1718~~ In accordance with the Growth Management Act, impact fees shall only be imposed for
- 18 system improvements that are reasonably related to the new development; shall not exceed
- 19 a proportionate share of the costs of system improvements reasonably related to the new
- 20 development; and shall be used for system improvements that will reasonably benefit the
- 21 new development.
- 22 ~~1.1819~~ The City adopts by reference the "standard of service" for primary and secondary
- 23 education levels of service set forth in the Mercer Island School District's capital facilities
- 24 plan, as adopted and periodically amended by the Mercer Island School District Board of
- 25 Directors.
- 26 ~~1.1920~~ Adopt the Mercer Island School District's capital facilities plan and its successors by
- 27 reference for the purpose of providing a policy basis for the collection of school impact fees.
- 28 ~~1.2021~~ To the extent possible, where reasonable and consistent with fiscal sustainability, City
- 29 operations should be optimized to minimize carbon footprint impacts, especially with
- 30 respect to energy consumption, onsite generation, waste reduction, and procurement. New
- 31 Capital Facilities should incorporate and encourage the sustainable stewardship of the
- 32 natural environment, consider the benefit of creating cutting-edge demonstration projects,
- 33 and favor options with the lowest feasible carbon footprint and greatest carbon
- 34 sequestration potential. The City's commitment to adopting GHG emission reduction targets
- 35 as part of its membership in the K4C should be considered.
- 36 ~~1.2122~~ City procurement should include consideration of total lifecycle costs, recycled content,
- 37 and other common measures of product sustainability.
- 38 ~~1.2223~~ Operate City facilities in an energy-efficient manner, and opportunities for improvement
- 39 are implemented when feasible. New City facilities should explore meeting public and
- 40 private-sector sustainable building certification standards, such as the 'BuiltGreen' system
- 41 and the Leadership in Energy and Environmental Design (LEED) system, both required by
- 42 City Code for all multi-family and commercial construction in Town Center.

Mercer Island Comprehensive Plan
Element 6 – Capital Facilities

- 1 **1.2324** Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint
- 2 and GHG emissions when planning projects, favoring options with the lowest feasible
- 3 carbon footprint and greatest carbon sequestration potential. Implement sustainability
- 4 measures identified within the Parks, Recreation and Open Space (PROS) Plan, including
- 5 special attention to direct sustainability measures, such as tree retention, preservation and
- 6 restoration of habitat areas, establishment of climate-resilient landscapes, minimized use of
- 7 chemicals, and reductions in energy and fuel use.
- 8 **1.2425** Implement proposed projects in the City's Pedestrian and Bicycle Facilities Plan (PBF),
- 9 emphasizing quick and affordable early fixes that demonstrate the City's progress in
- 10 providing safe alternative transportation modes to the public.
- 11 **1.2526** Establish goals, policies, and strategies for parks and open space facilities in the Parks,
- 12 Recreation, and Open Space (PROS) Plan.
- 13 **1.2627** Coordinate with the Mercer Island School District to the extent it is practical to seek
- 14 economies of scale available through shared facilities.
- 15 **1.2728** Adopt the Americans with Disabilities Act (ADA) Transition Plan and its successors by
- 16 reference.
- 17 **1.2829** Adopt the Comprehensive Basin Review and its successors by reference.

GOAL 2:

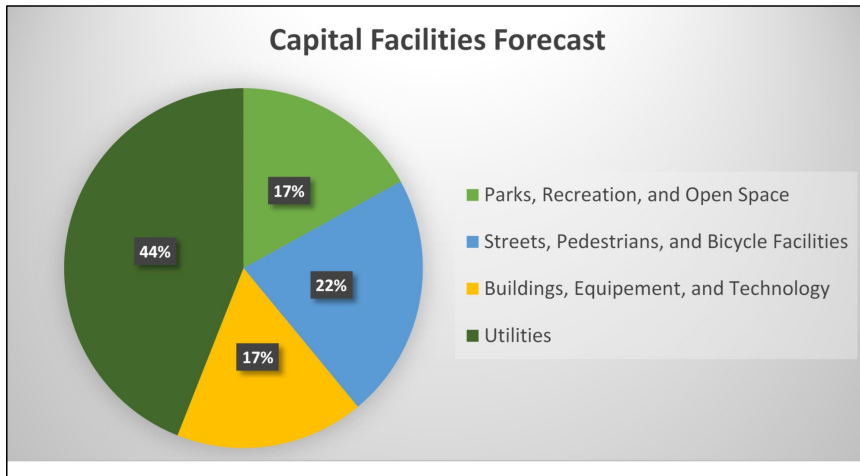
- 19 Aging or obsolete public buildings are renovated, retrofitted, and replaced on Mercer Island, ensuring
- 20 continuity of essential City Services.
- 21 2.1 Complete the design and secure funding for developing the new Public Safety and
- 22 Maintenance building.
- 23 2.2 Provide modern, safe, energy- efficient, and high-quality facilities for the delivery of city
- 24 services.
- 25 2.3 Centralize customer service functions to ensure easy and convenient community access to
- 26 all City services.
- 27 2.4 Provide Level IV facilities for public safety and maintenance teams that ensure continuity of
- 28 services during an emergency response. Co-locate work groups who often respond and
- 29 operate together during an emergency.
- 30 2.5 Protect the City's fleet by providing covered and secure parking. Provide on-site mechanical
- 31 facilities to maintain 24/7 response.
- 32 2.6 Design new facilities so common spaces can be shared, avoiding the costly duplication of
- 33 identical spaces at other locations on the Island.
- 34 2.7 Incorporate sustainable practices in designing, renovating, repairing, and replacing City
- 35 facilities. Plan for the electrification of the City's fleet.
- 36 2.8 Complete facility conditions assessments for all City facilities, establishing long-term asset
- 37 repair and replacement schedules. Facility conditions assessments should be reviewed and
- 38 updated every 7 to 10 years.

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VI. CAPITAL FACILITIES FINANCIAL FORECAST

In analyzing the City's existing and projected expenditure and revenues for its capital facilities, in light of the City's established levels of service standards (LOS) and capital financing policies (city budget), a sustainable 20-year forecast emerges. Figure 2 and Table 3 below shows the 20-year impacts of capital investments for the City's infrastructure.

Figure 2 Capital Facilities Forecast



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8

Mercer Island Comprehensive Plan
Element 6 – Capital Facilities

1

Table 3 Capital Facilities Forecast*

Commented [KH2]: Note to City Council: Table 3 is under development and is not yet ready for inclusion in this draft document.

		Streets and Trails (PBF)	Parks & Open Space	Public Buildings	Water	Sewer	Storm Drainage	Total
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	298,900,402
REVENUE SOURCES	REET 1		28,564,570	14,644,728				43,209,298
	REET 2	43,209,298						43,209,298
	Grants	1,000,000	3,292,500	3,292,500			150,000	7,735,000
	Fuel Taxes	7,081,833						7,081,833
	Water Rates				247,137,290			247,137,290
	Sewer Rates					216,381,050		216,381,050
	Storm Rates						50,135,809	50,135,809
	Levy		458,000					458,000
	Debt			1,560,000				1,560,000
	TBD	7,000,000						7,000,000
	Other	2,009,469	14,410,753	2,835,015				19,255,237
Estimated Total Revenue		60,300,600	46,725,823	22,332,243	247,137,290	216,381,050	50,285,809	643,162,815
Difference (Revenue minus estimated expenditures)		-	3,112,352	3,292,500	125,543,809	190,100,415	22,213,337	344,262,413

2 *Note: the City is currently evaluating the estimated cost and projected revenue source(s) to replace the City Hall and Public
3 Works buildings.
4

VII. PROCESS FOR SITING PUBLIC FACILITIES

BACKGROUND STATE & COUNTY

The Growth Management Act requires jurisdictions planning under its authority to develop and adopt a process for identifying and siting essential public facilities, including those 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; wastewater 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 statewide nature. The facilities shall be sited to support countywide land use patterns, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Public facilities development projects must also 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 Building), 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 or 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 planning and siting public facilities, including 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 (over 95 percent) has been developed for residential uses, it becomes problematic to site most public facilities that are generally regarded as not compatible with residential land uses.

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 facility 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.

Mercer Island Comprehensive Plan
Element 6 – Capital Facilities

1 The most effective facilities siting approaches, in large part, include early community notification
2 and ongoing community involvement concerning both the facilities and the services provided at the site.
3 These strategies create opportunities to build cooperative relationships between the City, the adjacent
4 neighbors, and the broader community who use the services. They also help to clearly define the rights
5 and responsibilities of all concerned.

6 **POLICIES FOR SITING PUBLIC FACILITIES AND ESSENTIAL PUBLIC FACILITIES**

7 The purpose of the Essential Public Facilities Siting Process is to ensure that public services are
8 available and accessible to Mercer Island and that the facilities are sited and constructed to provide
9 those services in a timely manner. Site selection is an important component in facilities development
10 and should occur within a process that includes adequate public review and comment and promotes
11 trust between City and the community.

- 12 3.1 Essential public facilities should be sited consistent with the King County Countywide
13 Planning Policies.
- 14 3.2 Siting proposed new or expansions to existing essential public facilities shall consist of the
15 following:
 - 16 3.2.1 An inventory of similar existing essential public facilities, including their locations and
17 capacities;
 - 18 3.2.2 A forecast and demonstration of the future need for the essential public facility;
 - 19 3.2.3 An analysis of the potential social and economic impacts and benefits to jurisdictions
20 receiving or surrounding the facilities;
 - 21 3.2.4 An analysis of the proposal's consistency with County and City policies;
 - 22 3.2.5 An analysis of alternatives to the facility, including decentralization, conservation,
23 demand management, and other strategies;
 - 24 3.2.6 An analysis of alternative sites based on siting criteria developed through an inter-
25 jurisdictional process;
 - 26 3.2.7 An analysis of environmental, climate change, and health impacts and mitigation; and
 - 27 3.2.8 Extensive public involvement consistent with the Public Participation Principles
28 outlined in the Introductory section of the Comprehensive Plan.
- 29 3.3 Local public facility siting decisions shall be consistent with the Public Participation Principles
30 outlined in the Introductory section of the Comprehensive Plan.
- 31 3.4 Local public facility siting decisions shall be based on clear criteria that address (at least)
32 issues of service delivery and neighborhood impacts.
- 33 3.5 City departments shall describe efforts to comply with the Essential Public Facilities Siting
34 process when outlining future capital needs in the Capital Improvements Program budget.
- 35 3.6 City departments shall develop a community notification and involvement plan for any
36 proposed capital improvement project involving new development or major reconstruction
37 of an existing facility, which has been approved and funded in the biennial Capital
38 Improvement Program budget.