



CITY OF MERCER ISLAND

CITY COUNCIL REGULAR HYBRID MEETING

Tuesday, June 17, 2025 at 5:00 PM

MERCER ISLAND CITY COUNCIL:

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

LOCATION & CONTACT:

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

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

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

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

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

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

- **Telephone:** Call 253.215.8782 and enter Webinar ID 890 1410 8428 and Password 730224
 - **Zoom:** Click this [link](#) (Webinar ID 890 1410 8428; Password 730224)
 - **In Person:** Mercer Island Community & Event Center – Slater Room Council Chambers (8236 SE 24th Street, Mercer Island, WA 98040)
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MEETING AGENDA

CALL TO ORDER & ROLL CALL, 5:00 PM

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL

CITY MANAGER REPORT

APPEARANCES

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

CONSENT AGENDA

1. AB 6705: June 10, 2025 Payroll Certification

Recommended Action: Approve the June 10, 2025 Payroll Certification in the amount of \$977,273.03 and authorize the Mayor to sign the certification on behalf of the entire City Council.

2. AB 6706: Certification for Claims paid May 1, 2025 through May 15, 2025

Recommended Action: Approve the May 1, 2025 through May 15, 2025 Accounts Payable Certification of Claims in the amount of \$3,051,972.06 and authorize the Mayor to sign the certification on behalf of the entire City Council.

3. City Council Regular Hybrid Meeting Minutes of June 3, 2025

Recommended Action: Approve the City Council Regular Hybrid Meeting Minutes of June 3, 2025.

4. AB 6707: Juneteenth, Proclamation No. 362

Recommended Action: Approve Proclamation No. 362 proclaiming June 19, 2025 as Juneteenth on Mercer Island.

5. AB 6709: New Dwellings in Existing Buildings (HB 1042) in Title 19 MICC (Second Reading Ordinance No. 25C-12)

Recommended Action: Adopt Ordinance No. 25C-12 amending Title 19 MICC to adopt regulations related to new dwelling units in existing buildings.

6. AB 6710: 2025 Residential Street Overlays Bid Award

Recommended Action: Award Schedules A, B, and C of the 2025 Residential Street Overlays project to Lakeridge Paving Company, LLC, a Washington-based company, and authorize the City Manager to execute a contract with Lakeridge Paving Company, LLC in an amount not to exceed \$894,517 and set the total project budget at \$1,152,386.

REGULAR BUSINESS

7. AB 6711: Continuance of the April 15 Public Hearing on the 2026-2031 Transportation Improvement Program

Recommended Action: Conduct the Public Hearing on the 2026-2031 Transportation Improvement Program.

8. AB 6712: Approval of Public Safety and Maintenance Facility Schematic Design and Integration of 9655 Building

Recommended Actions:

1. Approve the Public Safety and Maintenance Facility Schematic Design, set the project budget at \$103,900,000 and direct the City Manager to prepare a bond ordinance for first reading at the City Council meeting on July 1, 2025.
2. Direct the City Manager to commence recruitment for a Pro and Con Committee to prepare the election materials for the Voters Pamphlet.

9. AB 6708: Interim Regulations Related to Objective Design Review Standards (HB 1293) in Title 19 MICC (Second Reading Ordinance No. 25C-11)

Recommended Action: Adopt Ordinance No. 25C-11 amending Title 19 MICC to comply with HB 1293 and RCW 3.6.70A.630 on an interim basis and adopting a work plan for related studies and community engagement.

10. AB 6713: Transferring Design Review Decision Authority to the Hearing Examiner and Dissolving the Design Commission (Ordinance No. 25C-14 First Reading and Adoption)

Recommended Action: Adopt Ordinance No. 25C-14 at first reading pursuant to City Council Rules of Procedure 6.3(C)(3) to delegate design review authority to the Hearing Examiner.

11. AB 6699: Briefing on the Evaluation of a Fee-In-Lieu Program related to Town Center Development

Recommended Action: Approve the scope of work for the evaluation of a fee-in-lieu of affordable housing program and direct the City Manager to commence work.

12. AB 6711: Adoption of 2026-2031 Transportation Improvement Program

Recommended Action: Adopt the 2026-2031 Transportation Improvement Program as shown in Exhibit 3 and authorize the resulting increase of \$2,904,231 in the Street Fund expenditure budget in 2026.

OTHER BUSINESS

13. Planning Schedule

14. Councilmember Absences & Reports

ADJOURNMENT



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6705
June 17, 2025
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6705: June 10, 2025 Payroll Certification	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve the June 10, 2025 Payroll Certification in the amount of \$977,273.03	

DEPARTMENT:	Administrative Services
STAFF:	Ali Spietz, Chief of Administration Nicole Vannatter, Human Resources Manager
COUNCIL LIAISON:	n/a
EXHIBITS:	1. June 10, 2025 Payroll Certification 2. FTE/LTE Counts
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

This agenda bill is to approve the payroll certification for the City of Mercer Island for the period from May 16, 2025 through May 31, 2025 in the amount of \$977,273.03 (see Exhibit 1).

BACKGROUND

[RCW 42.24.080](#) requires that all claims presented against the City by performing labor must be certified by the appropriate official to ensure that the labor was performed as described, and that the claims are just, due, and unpaid obligations against the City, before payment can be made. [RCW 42.24.180](#) allows the payment of claims to occur prior to City Council approval to expedite processing of the payment of claims, provided, however, that review and approval of the claims' documentation occurs at the next regularly scheduled public meeting. The Payroll Certification details the total payment to employees for labor performed and benefits payments made for each payroll. The City is on a semi-monthly payroll schedule with payments on the 10th and 25th of each month.

ISSUE/DISCUSSION

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

Additional payments:

Description	Amount
Leave cash outs for current employees	\$5,132.00
Leave cash outs for terminated employees	\$0.00
Service and recognition awards	\$1,100.00
Overtime earnings (see chart for overtime hours by department).	\$38,123.64
Total	\$44,355.64

Overtime hours by department:

Department	Hours
Administrative Services	
City Attorney's Office	
City Manager's Office	
Community Planning & Development	
Finance	
Municipal Court	
Police	225.25
Public Works	195.50
Thrift Shop	
Youth & Family Services	
Total Overtime Hours	420.75

NEXT STEPS

FTE/LTE COUNTS

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

Casual Labor

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

RECOMMENDED ACTION

Approve the June 10, 2025 Payroll Certification in the amount of \$977,273.03 and authorize the Mayor to sign the certification on behalf of the entire City Council.

CITY OF MERCER ISLAND PAYROLL CERTIFICATION


Item 1.

PAYROLL PERIOD ENDING **5.31.2025**
PAYROLL DATED **6.10.2025**

Net Cash	\$	659,647.21
Net Voids/Manuals		
Net Total	\$	659,647.21
Federal Tax Deposit	\$	110,039.20
Social Security and Medicare Taxes	\$	73,409.09
State Tax (California & Oregon)	\$	693.40
State Tax (California)	\$	17.18
Family/Medical Leave Tax (California & Oregon)	\$	55.11
Public Employees Retirement System 1 (PERS 1)	\$	-
Public Employees' Retirement System (PERS Plan 2)	\$	35,895.38
Public Employees' Retirement System (PERS Plan 3)	\$	10,405.90
Public Employees' Retirement System (PERSJM)	\$	705.37
Law Enforcement Officers' & Fire Fighters' Retirement System (LEOFF Plan2)	\$	19,795.78
Regence & LEOFF Trust Medical Insurance Deductions	\$	13,246.07
Domestic Partner Medical Insurance Deductions	\$	1,739.51
Kaiser Medical Insurance Deductions	\$	1,187.11
Health Care - Flexible Spending Account Contributions	\$	1,777.82
Dependent Care - Flexible Spending Account Contributions	\$	208.33
ICMA Roth IRA Contributions	\$	568.77
ICMA 457 Deferred Compensation Contributions	\$	43,152.05
Garnishments (Chapter 13)	\$	620.50
Tax Wage Garnishment	\$	-
Child Support Wage Garnishment	\$	611.50
Mercer Island Employee Association Dues	\$	262.50
AFSCME Union Dues		
Police Union Dues		
Standard - Supplemental Life Insurance		
Unum - Long Term Care Insurance	\$	(19.90)
AFLAC - Supplemental Insurance Plans	\$	238.52
Transportation - Flexible Spending Account Contributions	\$	115.00
Miscellaneous		
Oregon Transit Tax and Oregon Benefit Tax	\$	8.63
Washington Long Term Care	\$	2,893.00
Tax & Benefit Obligations Total	\$	317,625.82

TOTAL GROSS PAYROLL	\$	977,273.03
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I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Mercer Island, and that I am authorized to authenticate and certify to said claim.



 Finance Director

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

FTE AND LTE COUNTS AS OF 5/31/2025

Full Time Equivalents (FTEs)	2025 Budgeted	2025 Actual
Administrative Services	14.50	13.50
City Attorney's Office	2.00	2.00
City Manager's Office	3.00	3.00
Community Planning & Development	17.00	17.00
Finance	9.00	9.00
Municipal Court	3.10	3.10
Police	37.50	36.50
Public Works	64.00	61.00
Recreation	10.25	9.25
Youth & Family Services	11.93	11.10
Thrift Shop	3.00	3.00
Total FTEs	175.28	168.45
Limited Term Equivalents (LTEs)	2025 Budgeted	2025 Actual
Administrative Services	1.00	1.00
City Manager's Office	1.00	2.00
Community Planning & Development	2.00	2.00
Public Works	4.75	1.75
Youth & Family Services	2.83	1.83
Thrift Shop	6.50	5.90
Total LTEs	18.08	14.48
Total FTEs & LTEs	193.36	182.93

FTE Vacancies:

- 1.0 CIP Project Manager
- 1.0 Communications Manager
- 1.0 Custodian
- 1.0 Police Officer
- 1.0 Public Works Admin Assistant
- 1.0 Recreation Facility Supervisor
- 0.83 School-Based Counselor



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6706
June 17, 2025
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6706: Certification for Claims Paid May 1, 2025 through May 15, 2025	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve the Accounts Payable Certification for Claims Paid May 1, 2025 through May 15, 2025 in the Amount of \$3,051,972.06.	

DEPARTMENT:	Finance
STAFF:	Matt Mornick, Finance Director LaJuan Tuttle, Deputy Finance Director
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Certification for Claims Paid May 1 - 15, 2025
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to approve the May 1, 2025 through May 15, 2025 Accounts Payable Certification of Claims in the amount of \$3,051,972.06. (see Exhibit 1)

BACKGROUND

Claims refer to all external payments that are made to satisfy the obligations of the City, regardless of how payments are processed (e.g., through warrants, checks, EFTs, etc.). [RCW 42.24.080](#) requires that all claims presented against the City must be certified by the appropriate official to ensure that the claims are just, true, and unpaid obligations against the City, before payment can be made.

[RCW 42.24.180](#) allows the payment of claims to occur prior to City Council approval to expedite processing of the payment of claims, provided, however, that review and approval of the claims' documentation occurs at the next regularly scheduled public meeting.

To fulfill the obligation of RCW 42.24.080 for accounts payable claims, the City has historically presented separate reports for Accounts Payable Checks and Accounts Payable EFT payments.

ISSUE/DISCUSSION

The Enterprise ERP claims reports (see Exhibit 1) include:

- The **Accounts Payable Report by Check Number** report that presents a simple check register listing of payments by type and check number.
- The **Accounts Payable Report by Organization** report that presents accounts payable claims by department as represented by the “ORG” code.

These reports combine printed checks and electronic payments. The disbursement method is identified by the Type code on the claim reports:

- Type **M** are direct disbursements or wire transfers. Note that “check” numbers are single digits to easily identify them as distinct from printed checks.
- Type **P** are printed accounts payable checks.
- Type **V** are voided accounts payable checks. The report will show the original check amount in the corresponding detail, but the check total is listed as \$0.00.

RECOMMENDED ACTION

Approve the May 1, 2025 through May 15, 2025 Accounts Payable Certification of Claims in the amount of \$3,051,972.06 and authorize the Mayor to sign the certification on behalf of the entire City Council.



CITY OF MERCER ISLAND CERTIFICATION OF CLAIMS

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

Finance Director

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

Mayor

Date

Report	Checks	Date	Amount
Check Register	00223250 - 00223308	05/01 – 05/15/2025	\$3,029,884.06
Direct Disbursements		05/01 – 05/15/2025	\$22,088.00

Accounts Payable Report by Organization

Org	PO#	Invoice#	TP	Check #	Vendor	Description	Amount
0010000 : General Fund-Admin		1637b	P	223251	ALWAYS ACTIVE SERVICES LLC	Contract Withholding: 1073	\$2,600.00
		01 R	P	223413	US BANK	Contract Withholding: 1148	\$153.16
	Org Expense						\$2,753.16
01100151: Administrative Services	2026037	6111731607	P	223317	VERIZON WIRELESS	Verizon Cell Service	\$229.17
	Org Expense						\$229.17
01101051: Communications	2026025	n/a	P	223309	SPIETZ, ALLISON	Reimbursement for lunch during interviews	\$49.13
	Org Expense						\$49.13
01102051: Human Resources & Payroll	2025910	SI-4404	P	223279	INTERVIEWSTREAM, INC.	Enterprise Bundle 06/30/2025 - 06/29/2026	\$9,000.00
	2026037	6111731607	P	223317	VERIZON WIRELESS	Verizon Cell Service	\$84.58
	Org Expense						\$9,084.58
01150151: City Attorney	2026195	13075	M	74	MADRONA LAW GROUP, PPLC	Contract Payment	\$160.00
	2026195	13073	M	75	MADRONA LAW GROUP, PPLC	Contract Payment	\$352.00
	2026195	13072	M	76	MADRONA LAW GROUP, PPLC	Contract Payment	\$448.00
	2026195	13071	M	77	MADRONA LAW GROUP, PPLC	Contract Payment	\$5,230.00
	2026195	13068	M	78	MADRONA LAW GROUP, PPLC	Contract Payment	\$64.00
	2026195	13067	M	79	MADRONA LAW GROUP, PPLC	Contract Payment	\$14,585.00
	2026195	13066	M	80	MADRONA LAW GROUP, PPLC	Contract Payment	\$64.00
	2026195	13065	M	81	MADRONA LAW GROUP, PPLC	Contract Payment	\$385.00
	2026195	13080	M	82	MADRONA LAW GROUP, PPLC	Contract Payment	\$160.00
	2026195	13079	M	83	MADRONA LAW GROUP, PPLC	Contract Payment	\$256.00
	2026195	13064	M	84	MADRONA LAW GROUP, PPLC	Contract Payment	\$384.00

							Org Expense	\$22,088.00
01250151: City Manager	2026046	Feb 2025	P	223269	ESSER, LUKE	Legislative Services	\$2,500.00	
	2026046	Jan 2025	P	223269	ESSER, LUKE	Legislative Services	\$2,500.00	
							Org Expense	\$5,000.00
01350151: Finance Admin	2026034	6111731606	P	223318	VERIZON WIRELESS	Verizon Cell Service	\$269.65	
							Org Expense	\$269.65
01350551: Finance Technology	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS	\$157.44	
	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS	\$296.87	
							Org Expense	\$454.31
01400152: Fire Admin		6848 Credit	P	223268	EASTSIDE FIRE & RESCUE	CREDIT 2025 ANNUAL PERSONNEL RECONCILE	(\$215,105.69)	
	2026058	6848	P	223268	EASTSIDE FIRE & RESCUE	May 2025 Contract Fee	\$701,434.83	
							Org Expense	\$486,329.14
01450151: General Government	2025925	1234	P	223295	OVERSON, KARI A.	Investigation Professional Services INV 1234	\$15,000.00	
	2026019	IN1946589	P	223284	KELLEY CREATE	Copier Supplies IN1946589	\$706.39	
	2026020	99078550	P	223344	CLARK NUBER PS	Accounts Payable Assessment INV 99078550	\$11,419.80	
	2026053	17419	P	223289	MERCER ISLAND GUILD OF	2025 Seattle Children's Phone Book order	\$250.00	
	2026107	2344794-0	P	223345	COMPLETE OFFICE	Office Supplies April 2025	\$42.82	
	2026107	2344794-1	P	223345	COMPLETE OFFICE	Office Supplies April 2025	\$64.45	
	2026107	2348133-0	P	223345	COMPLETE OFFICE	Office Supplies April 2025	\$99.14	
	2026107	2348422-0	P	223345	COMPLETE OFFICE	Office Supplies April 2025	\$228.50	
	2026107	2348715-0	P	223345	COMPLETE OFFICE	Office Supplies April 2025	\$54.70	
	2026107	2348906-0	P	223345	COMPLETE OFFICE	Office Supplies April 2025	\$33.81	
	2026119	40467141	P	223372	MARLIN LEASING CORPORATION	Copier Lease Fees INV 40471155	\$858.43	

2026119	40471155	P	223372	MARLIN LEASING CORPORATION	Copier Lease Fees INV 40471155	\$284.32
2026120	IN1955672	P	223364	KELLEY CREATE	Copier Supplies IN1958292	\$1,110.60
2026120	IN1958292	P	223364	KELLEY CREATE	Copier Supplies IN1958292	\$1,325.59
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$34.74
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$17.63
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$219.03
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$248.61
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$72.72

Org Expense \$32,071.28

01450251: LEOFF 1
Retiree OPEB

2025	P	223330	LEOFF1 Ret. Medicare Reimb.	\$170.10
MEDICARE5				
2025	P	223331	LEOFF1 Ret. Medicare Reimb.	\$185.00
MEDICARE5				
2025	P	223335	LEOFF1 Ret. Medicare Reimb.	\$185.00
MEDICARE5				
2025	P	223337	LEOFF1 Ret. Medicare Reimb.	\$170.10
MEDICARE5				
2025	P	223339	LEOFF1 Ret. Medicare Reimb.	\$259.00
MEDICARE5				
2025	P	223347	LEOFF1 Ret. Medicare Reimb.	\$185.00
MEDICARE5				
2025	P	223348	LEOFF1 Ret. Medicare Reimb.	\$185.00
MEDICARE5				
2025	P	223350	LEOFF1 Ret. Medicare Reimb.	\$174.70
MEDICARE5				
2025	P	223351	LEOFF1 Ret. Medicare Reimb.	\$185.00
MEDICARE5				
2025	P	223353	LEOFF1 Ret. Medicare Reimb.	\$185.00
MEDICARE5				
2025	P	223355	LEOFF1 Ret. Medicare Reimb.	\$185.00
MEDICARE5				
2025	P	223357	LEOFF1 Ret. Medicare Reimb.	\$619.50
MEDICARE5				

	2025	P	223362	LEOFF1 Ret. Medicare	\$172.70
	MEDICARE5			Reimb.	
	2025	P	223369	LEOFF1 Ret. Medicare	\$185.00
	MEDICARE5			Reimb.	
	2025	P	223370	LEOFF1 Ret. Medicare	\$149.00
	MEDICARE5			Reimb.	
	2025	P	223379	LEOFF1 Ret. Medicare	\$148.50
	MEDICARE5			Reimb.	
	2025	P	223385	LEOFF1 Ret. Medicare	\$136.20
	MEDICARE5			Reimb.	
	2025	P	223390	LEOFF1 Ret. Medicare	\$185.00
	MEDICARE5			Reimb.	
	2025	P	223392	LEOFF1 Ret. Medicare	\$148.50
	MEDICARE5			Reimb.	
	2025	P	223398	LEOFF1 Ret. Medicare	\$259.00
	MEDICARE5			Reimb.	
	2025	P	223400	LEOFF1 Ret. Medicare	\$170.10
	MEDICARE5			Reimb.	
	2025	P	223408	LEOFF1 Ret. Medicare	\$185.00
	MEDICARE5			Reimb.	
	2025	P	223409	LEOFF1 Ret. Medicare	\$259.00
	MEDICARE5			Reimb.	
2026032	LEOFF I	P	223304	LEOFF I Retiree	\$605.92
	Expenses			Expenses	
2026033	LEOFF 1	P	223266	LEOFF I Retiree	\$105.90
	Expenses			Expenses	
2026035	LEOFF I	P	223287	LEOFF I Retiree	\$133.46
	Expenses			Expenses	
2026036	LEOFF I	P	223280	LEOFF I Retiree	\$27.65
	Expenses			Expenses	
2026038	LEOFF I	P	223254	LEOFF 1 Retiree	\$166.13
	Expenses			Expenses	
2026068	LEOFF I	P	223350	LEOFF I Retiree	\$75.27
	Expenses			Expenses	
2026069	LEOFF I	P	223408	LEOFF I Retiree	\$180.20
	Expenses			Expenses	
	2025	P	223330	LEOFF1 Ret. Medicare	\$69.00
	MEDICARE5			Reimb.	
	2025	P	223331	LEOFF1 Ret. Medicare	\$37.40
	MEDICARE5			Reimb.	
	2025	P	223335	LEOFF1 Ret. Medicare	\$7.90
	MEDICARE5			Reimb.	

	2025	P	223337		LEOFF1 Ret. Medicare	\$101.00
	MEDICARE5				Reimb.	
	2025	P	223339		LEOFF1 Ret. Medicare	\$49.60
	MEDICARE5				Reimb.	
	2025	P	223347		LEOFF1 Ret. Medicare	\$83.80
	MEDICARE5				Reimb.	
	2025	P	223350		LEOFF1 Ret. Medicare	\$45.40
	MEDICARE5				Reimb.	
	2025	P	223351		LEOFF1 Ret. Medicare	\$83.80
	MEDICARE5				Reimb.	
	2025	P	223353		LEOFF1 Ret. Medicare	\$102.40
	MEDICARE5				Reimb.	
	2025	P	223362		LEOFF1 Ret. Medicare	\$39.90
	MEDICARE5				Reimb.	
	2025	P	223369		LEOFF1 Ret. Medicare	\$22.40
	MEDICARE5				Reimb.	
	2025	P	223370		LEOFF1 Ret. Medicare	\$133.00
	MEDICARE5				Reimb.	
	2025	P	223379		LEOFF1 Ret. Medicare	\$31.30
	MEDICARE5				Reimb.	
	2025	P	223392		LEOFF1 Ret. Medicare	\$92.10
	MEDICARE5				Reimb.	
	2025	P	223398		LEOFF1 Ret. Medicare	\$80.90
	MEDICARE5				Reimb.	
	2025	P	223400		LEOFF1 Ret. Medicare	\$75.80
	MEDICARE5				Reimb.	
	2025	P	223409		LEOFF1 Ret. Medicare	\$13.70
	MEDICARE5				Reimb.	
	Org Expense					\$7,050.33
01457051: MW Pool Operation Subsidy	2025052	APRIL 2025	P	223292	MI SCHOOL DISTRICT #400	2025 MARY WAYTE POOL SUBSIDY \$15,141.52
	2025052	FEBRUARY 2025	P	223292	MI SCHOOL DISTRICT #400	2025 MARY WAYTE POOL SUBSIDY \$15,141.52
	2025052	MARCH 2025	P	223292	MI SCHOOL DISTRICT #400	2025 MARY WAYTE POOL SUBSIDY \$15,141.52
	2025052	MAY 2025	P	223292	MI SCHOOL DISTRICT #400	2025 MARY WAYTE POOL SUBSIDY \$15,141.52
	Org Expense					\$60,566.08
01500151: Municipal Court	2025712	6109237580	P	223316	VERIZON WIRELESS	Verizon Cell Service \$42.29
	2026039	16-3550-222	P	223288	MALAGON, IXTLACCIHUATL	Spanish interpreter 4.22.25 \$241.08
	2026048	16-3982-36	P	223296	PLITMAN, VLADISLAV	Russian interp 4.29.25 \$164.74

	2026049	6111731608	P	223319	VERIZON WIRELESS	Verizon Cell Service	\$42.29
	2026063	16-3984-126	P	223265	DOAN, MYCHI	Vietnamese Interpreter	\$187.50
	2026091	042569319	P	223303	PURIFIED WATER TO GO	Purified Water To Go 042569319	\$8.82
	2026117	11587603	P	223368	LANGUAGE LINE SERVICES	Language Line 11587603	\$45.19
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$17.62
Org Expense							\$749.53
01600152: Administration (PO)	2026014	100	P	223264	DIANA NEFF INVESTIGATIONS LLC	Background Investigation INV 100	\$1,000.00
	2026040	6111731600	P	223323	VERIZON WIRELESS	Verizon Cell Service	\$220.00
	2026127	3013	P	223394	REIGN CENTER FOR PSYCHOLOGICAL WELLNESS	Pre-Employment Psychological Eval (Bennett) INV 30	\$465.00
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$161.97
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$29.74
Org Expense							\$1,876.71
01600552: Patrol Division	2026062	2-18289	P	223310	BIONA US LLC	Impounds	\$327.29
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$523.40
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$63.85
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$63.85
Org Expense							\$978.39
01601052: Marine Patrol	2026050	192220721	P	223313	ULINE	Buoy Supplies - Marine Patrol	\$2,195.18
	2026059	1-T115213	P	223306	SECURITY SAFE & LOCK	Marine Patrol Supplies	\$192.32
	2026060	6608	P	223328	MARINE ONE HOLDCO, LLC	Marine Patrol Supplies	\$692.45
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$26.22
		1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$26.22

						Org Expense	\$3,132.39
01601552: Police SPecial Ops	2026017	8/2024 - 4/2025	P	223314	UNDERWATER SPORTS INC.	PD Dive Team equipment/supplies	\$8,837.43
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$42.73	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$179.14	
						Org Expense	\$9,059.30
01602052: Investigation Division	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$617.08	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$13.20	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$15.42	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$5.50	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$11.01	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$14.60	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$8.69	
						Org Expense	\$685.50
01603552: Police Emergency Management	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$163.52	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$71.35	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$163.52	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$26.26	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$26.26	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$26.26	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$26.26	
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$36.35	
						Org Expense	\$539.78
01604552: Jail Services	2025968	3.4.2025 stmt	P	223361	ISSAQUAH, CITY OF	Jail Housing - Issaquah	\$25,080.47
						Org Expense	\$25,080.47

01700251: Support Svcs General	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$39.44
Org Expense						\$39.44
01701051: Facility Services	2026061 4/13/25 Statement	P	223278	HOME DEPOT	Statement of 04.13.25 Inv 8517830	\$647.82
	2026065 Sept 2024 STMT - BLD	P	223291	MI HARDWARE TRUE VALUE	Sept 2024 Statement Inv 147195	\$17.63
	2026106 5267580103	P	223342	CINTAS CORPORATION	Update First Aid Cabinets - PW Building	\$199.50
	2026115 379088	P	223393	SECURITY SOLUTIONS NORTHWEST LLC	Intrusion Alarm Monitoring -PD Modular Complex	\$47.99
	2026129 Building Serv APR25	P	223377	MI HARDWARE TRUE VALUE	05.02.25 Statement - Bldg Serv. inv 147747	\$52.52
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$39.40
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$88.14
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$171.10
Org Expense						\$1,264.10
01701455: Sustainability	2026130 52602	P	223338	BELLEVUE, CITY OF	2024 GHG Reporting Invoice 1	\$2,427.96
Org Expense						\$2,427.96
01702054: Roadway Maintenance	2025887 3M547514	P	223358	HORIZON DISTRIBUTORS INC	Horizon irrigation parts town center	\$119.97
	2025887 3M547515	P	223358	HORIZON DISTRIBUTORS INC	Horizon irrigation parts town center	\$167.94
	2025887 3M547585	P	223358	HORIZON DISTRIBUTORS INC	Horizon irrigation parts town center	\$48.28
	2025887 3M547910	P	223358	HORIZON DISTRIBUTORS INC	Horizon irrigation parts town center	\$37.16
	2026081 2453MAY20 25	P	223300	PUGET SOUND ENERGY	Lighting for CIP 7714 N MERCER WAY	\$72.98
	2026082 9958MAY20 25	P	223301	PUGET SOUND ENERGY	Pedestrian Signal 3200 81ST PL SE	\$50.90

	2026083	1139MAY20 25	P	223299	PUGET SOUND ENERGY	Electric Svc for Radar Signs- SE 78TH & 84TH AVE S	\$11.96
	2026123	1689MAY20 25	P	223384	PUGET SOUND ENERGY	Street Lights 6300 Island Crest Way	\$17.40
	2026132	ROW Statement	P	223378	MI HARDWARE TRUE VALUE	05.02.25 Statement - Right of Way Inv 147751	\$42.36
	2026061	4/13/25 Statement	P	223278	HOME DEPOT	Statement of 04.13.25 Inv 8517830	\$76.47
	1NHX-1PGV- JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$61.99
	1NHX-1PGV- JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$39.66
	1NHX-1PGV- JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$61.21
Org Expense							\$808.28
01707057: Forest Mangement-Parks	2026108	01	P	223352	GLOFI GENERAL CONTRACTORS LLC	GLOFI first invoice	\$3,222.45
	2026110	2024 retainage	P	223371	MACKAY SPOSITO CONSTRUCTRS LLC	Retainage Release - 2024 Ivy Removal Project	\$340.20
Org Expense							\$3,562.65
01707157: Park Operations	2025737	3M547603	P	223358	HORIZON DISTRIBUTORS INC	Open PO Irrigation Parts	\$851.63
	2026015	4227276781	P	223262	CINTAS CORPORATION	Laundry & Cleaning Service	\$109.15
	2026043	6111731599	P	223320	VERIZON WIRELESS	Verizon Cell Service	\$780.27
	2026072	4227938629	P	223262	CINTAS CORPORATION	Laundry & Cleaning Services W/E 04/21/25	\$109.15
	2026074	4228657455	P	223262	CINTAS CORPORATION	Statement for W/E 4/28/25 Laundry & Cleaning Serv	\$109.15
	2026135	4229394291	P	223343	CINTAS CORPORATION	Laundry & Cleaning Services W/E 05.05.25	\$107.30
	2026065	Sept 2024 STMT - BLD	P	223291	MI HARDWARE TRUE VALUE	Sept 2024 Statement Inv 147195	\$84.19

	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$15.58
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$17.62
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$71.50
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$6.59
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$74.34
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$115.62
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$99.10
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$64.44
Org Expense						\$2,615.63
01707257: Athletic Fields	2025505 64700	P	223311	T&L NURSERY INC	Hanging baskets for Luther and SMP,ICP bathrooms	\$1,700.93
	2025814 0610961-IN	P	223256	OD SPORTS ACQUISITION, INC.	Ballfield markers	\$120.12
	2026061 4/13/25 Statement	P	223278	HOME DEPOT	Statement of 04.13.25 Inv 8517830	\$478.07
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$259.95
Org Expense						\$2,559.07
01707557: Luther Burbank Park	2025779 10571788	P	223267	DUNN LUMBER COMPANY	Eagle Scout Project	\$786.59
	2026111 5267580104	P	223342	CINTAS CORPORATION	Medicine Cabinet Update	\$223.93
	2025505 64700	P	223311	T&L NURSERY INC	Hanging baskets for Luther and SMP,ICP bathrooms	\$1,700.94
	2026129 Building Serv APR25	P	223377	MI HARDWARE TRUE VALUE	05.02.25 Statement - Bldg Serv. inv 147747	\$84.82
	2026061 4/13/25 Statement	P	223278	HOME DEPOT	Statement of 04.13.25 Inv 8517830	\$695.41

Org Expense							\$3,491.69
01707957: Aubrey Davis Park	2025977	INV2050005 717	P	223410	GCP WW HOLDCO LLC	Zach Dority Clothing allowance	\$436.84
Org Expense							\$436.84
01750157: Recreation Admin	2026057	6111731603	P	223324	VERIZON WIRELESS	Verizon Cell Service	\$311.03
	2026136	25262	P	223346	DATAQUEST LLC	Background Checks INV 25262	\$74.00
	2026129	Building Serv APR25	P	223377	MI HARDWARE TRUE VALUE	05.02.25 Statement - Bldg Serv. inv 147747	\$88.88
	2026061	4/13/25 Statement	P	223278	HOME DEPOT	Statement of 04.13.25 Inv 8517830	\$89.64
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$12.95
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$176.26
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$16.74
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
Org Expense							\$1,038.00
01750557: Recreation Programs	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$72.69
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$98.05
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$54.97
	1NHX-1PGV-JCJD.1		P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$266.53

1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$198.27
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$214.71
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$214.71
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$110.19

Org Expense \$1,781.07

01751057: MICEC Operations

2026102	191722366	P	223403	ULINE	60" round table for Mercer Room	\$314.97
2026103	50262	P	223334	AUBURN MECHANICAL	FC-08 Supply Fan VFD Replacement	\$3,201.86
2026104	i13430	P	223356	HELLO REFRIGERATION LLC	Deep clean catering kitchen ice machine.	\$743.85
2026124	147725	P	223376	MI HARDWARE TRUE VALUE	05.02.25 Statement - Parks & Rec Inv 147725	\$29.73
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$9.41
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$35.24
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$322.84
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$54.30
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$148.20
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$28.80
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$394.65

	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$131.55
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$55.22
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$53.70
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$25.72
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$61.20
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$51.83
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$36.70
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$22.03
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$14.16
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$22.27
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$22.57
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$110.19
	Org Expense					\$5,944.69
01751557: Community Events	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$34.15
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$44.00
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$89.18
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$23.39
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$48.06
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$211.13
	Org Expense					\$449.91
01752057: Arts & Culture	2026101	4302025	P	223411	WIBLE, CONNIE M. April MIVAL artis reception performance	\$200.00

						Org Expense	\$200.00
0900974 : Garnishments	PR 5.9.2025	P	223341	CHAPTER 13 TRUSTEE	PR 5.9.2025	\$620.50	
						Org Expense	\$620.50
0900975 : Mercer Island Emp Association	PR 5.9.2025	P	223374	MI EMPLOYEES ASSOC	PR 5.9.2025	\$250.00	
						Org Expense	\$250.00
1100000 : Street Fund-Admin Key	1b	P	223329	OMA CONSTRUCTION INC	Contract Withholding: 1124	\$38,691.34	
	01 R	P	223413	US BANK	Contract Withholding: 1148	\$226.86	
						Org Expense	\$38,918.20
11702154: Pavement Marking	2026132	ROW Statement	P	223378	MI HARDWARE TRUE VALUE	05.02.25 Statement - Right of Way Inv 147751	\$14.16
						Org Expense	\$14.16
11702254: Urban Forest Management (ROW)	2025984	25-093	P	223406	WACD PLANT MATERIAL CENTER	WACD Plant materials center plants	\$707.82
	2026006	072841	P	223405	WA ST NURSERY & LANDSCAPE ASSOCIATION INC.	WSNLA voucher invoice	\$1,075.63
	2026108	01	P	223352	GLOFI GENERAL CONTRACTORS LLC	GLOFI first invoice	\$4,773.14
	2026110	2024 retainage	P	223371	MACKAY SPOSITO CONSTRUCTRS LLC	Retainage Release - 2024 Ivy Removal Project	\$1,508.49
						Org Expense	\$8,065.08
11702554: Transportation Planner Eng	2025998	INV080265	P	223401	TRAFFIC SAFETY SUPPLY	Neighborhood Traffic signs (school bus stop ahead)	\$334.94
	2026138	0220923	P	223366	PSOMAS	Psomas engineering on-call March 2025 invoice	\$7,348.00
						Org Expense	\$7,682.94
11902059: CIP Street Expenditures	2026027	90855974	P	223297	PUGET SOUND ENERGY	PSE invoice for 63rd RRFB power (ICW Crosswalks)	\$912.07
	2026076	220297	P	223286	PSOMAS	Psomas construction support March 2025 Invoice	\$3,719.61

2026077	219472R	P	223286	PSOMAS	Psomas construction support Feb 2025 invoice	\$528.00
2026079	377750	P	223307	SECURITY SOLUTIONS NORTHWEST LLC	CAMERA LICENSE - CAMERA SYSTEM PROGRESS INVOICE	\$8,033.58
2026076	220297	P	223286	PSOMAS	Psomas construction support March 2025 Invoice	\$1,410.00
2026077	219472R	P	223286	PSOMAS	Psomas construction support Feb 2025 invoice	\$5,741.00

Org Expense \$20,344.26

16800156: Youth & Family Services

2026041	6111731605	P	223322	VERIZON WIRELESS	Verizon Cell Service	\$905.81
2026136	25262	P	223346	DATAQUEST LLC	Background Checks INV 25262	\$166.50
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$22.86
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$73.43
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$8.79
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$15.71
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$15.71
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$17.51
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$15.71
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$17.42
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$11.01
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$50.57
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$77.13
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$23.13

	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$114.70
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$30.84
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$56.80
Org Expense						\$1,623.63
16800556: Thrift Shop Operations	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$30.84
	2025163 16985	P	223387	RETAIL POINT OF SALE INC	Printer labels and tags	\$1,979.85
	2026067 6111731609	P	223326	VERIZON WIRELESS	Verizon Cell Service	\$185.07
	2026111 5267580107	P	223342	CINTAS CORPORATION	Medicine Cabinet Update	\$66.18
	2026128 86660117	P	223382	OCCUPATIONAL HEALTH CTRS OF WA	Medical Services (Hep B) INV 86660117	\$153.00
	2026141 10284710	P	223399	STERLING VOLUNTEERS	Background Checks INV 10284710	\$108.00
	2025163 16985	P	223387	RETAIL POINT OF SALE INC	Printer labels and tags	\$284.00
	2025163 16985	P	223387	RETAIL POINT OF SALE INC	Printer labels and tags	\$399.80
	2026136 25262	P	223346	DATAQUEST LLC	Background Checks INV 25262	\$34.65
	2025163 16985	P	223387	RETAIL POINT OF SALE INC	Printer labels and tags	\$399.80
	2025163 16985	P	223387	RETAIL POINT OF SALE INC	Printer labels and tags	\$199.90
	2025163 16985	P	223387	RETAIL POINT OF SALE INC	Printer labels and tags	\$299.85
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$10.35
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$6.50
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$42.52
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$21.29
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$10.54
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$18.54

	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$28.44
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$39.59
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$140.30
	Org Expense					\$4,459.01
16801056: School & Family Counseling	REIM 4.25.2025	P	223250	ALEF, CORINNE	Reimburse C.Alef for AAT Therapy Training Course	\$432.02
	Org Expense					\$432.02
16802056: Emergency Assistance	2026092	204959	P	223276	HADLEY APARTMENTS	Rent assistance for EA client \$1,664.28
	2026093	204958	P	223277	HADLEY APARTMENTS	Rent assistance for EA client \$307.93
	2026095	205089	P	223412	ESSEX PORTFOLIO LP	Rent and utility assistance for EA client \$139.24
	2026143	205085	P	223396	SHOREWOOD HEIGHTS	Rent assistance for EA client \$272.19
	2026144	205084	P	223363	KC HOUSING AUTHORITY	Rent assistance for EA client \$223.00
	2026145	205083	P	223395	SHOREWOOD HEIGHTS	Rent assistance for EA client \$990.50
	2026095	205089	P	223412	ESSEX PORTFOLIO LP	Rent and utility assistance for EA client \$2,473.00
	2026143	205085	P	223396	SHOREWOOD HEIGHTS	Rent assistance for EA client \$1,323.00
	Org Expense					\$7,393.14
16802556: BSK Grant Program	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$97.56
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$5.83
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$79.48
	Org Expense					\$182.87
18300155: CPD Administration	2026042	6111731602	P	223321	VERIZON WIRELESS	Verizon Cell Service \$577.51
	2026138	0220923	P	223366	PSOMAS	Psomas engineering on-call March 2025 invoice \$1,498.00
	Org Expense					\$2,075.51

3200000 : Capital Improvement-Admin Key	01 R	P	223413	US BANK	Contract Withholding: 1148	\$372.73
					Org Expense	\$372.73
32900559: CIP Government Buildings	151008	P	223294	OAC SERVICES INC	Alternative Public Works Contr	\$1,169.70
	INV I625279-5832	P	223367	KRAZAN & ASSOCIATES INC	I625279-5832	\$487.00
	INV I625374-5832	P	223367	KRAZAN & ASSOCIATES INC	March Invoice	\$677.40
2025406	204818	P	223258	CASA BELLA LLC	Pay Application 2	\$180,732.50
2025693	30609	P	223391	SAYBR CONTRACTORS INC.	Community Center Card Reader Installation	\$51,591.14
2025693	30693	P	223391	SAYBR CONTRACTORS INC.	Community Center Card Reader Installation	\$189,167.56
2026137	2407-07	P	223381	NORTHWEST STUDIO	PUBLIC WORKS FACILITY SEISMIC RETROFIT	\$9,840.79
2026065	Sept 2024 STMT - BLD	P	223291	MI HARDWARE TRUE VALUE	Sept 2024 Statement Inv 147195	\$113.06
					Org Expense	\$433,779.15
32902559: CIP Open Space and Natural Res	2025304	P	223285	KPFF CONSULTING ENGINEERS	March 2025 design costs for LBWI	\$36,527.72
	2025805	P	223252	ALWAYS ACTIVE SERVICES LLC	Construction contract for Aubrey Davis Trail Impro	\$57,458.28
	2025902	P	223402	TWO RAVENS STUDIO	Molds and 50% casting costs for LBB1 plaques	\$3,606.81
	2025978	P	223275	H D FOWLER	Storm pipe fittings	\$273.98
	2026029	P	223274	GRAINGER CARIBE INC	Past Due Grainger Invoices	\$1,140.15
	2026076	P	223286	PSOMAS	Psomas construction support March 2025 Invoice	\$462.00
	2026077	P	223286	PSOMAS	Psomas construction support Feb 2025 invoice	\$616.00

	2026108	01	P	223352	GLOFI GENERAL CONTRACTORS LLC	GLOFI first invoice	\$7,842.27
	Org Expense						\$107,927.21
33901059: CIP Small Tech/Equipment	2026086	045-513912	P	223312	TYLER TECHNOLOGIES INC	ERP Remote Implementation w/Michael Black	\$800.00
	Org Expense						\$800.00
33901559: CIP Fire Tools & Equipment	2026056	151935	P	223271	EXP U.S. SERVICES	Deliverable 2: 80% Completion	\$25,600.00
	Org Expense						\$25,600.00
4100000 : Water Fund-Admin Key	2025926	191765285	P	223313	ULINE	Pallet jack for warehouse	\$777.81
	2025954	151273	P	223270	EXCEL GLOVES & SAFETY SUPPLIES, INC.	Atlas Work Gloves	\$800.05
	2026010	9485734744	P	223274	GRAINGER CARIBE INC	Re-Stock Warehouse Supply Safety Glasses & Earplug	\$468.84
	2026021	149561	P	223270	EXCEL GLOVES & SAFETY SUPPLIES, INC.	Atlas Gloves - Past Due Invoice	\$194.39
	2026026	9336862991	P	223273	GRAINGER CARIBE INC	Past Due Grainger Invoices	\$278.76
	2026026	9353605158	P	223274	GRAINGER CARIBE INC	Past Due Grainger Invoices	\$236.87
	2026026	9367224491	P	223274	GRAINGER CARIBE INC	Past Due Grainger Invoices	\$44.59
	2026026	9368278751	P	223274	GRAINGER CARIBE INC	Past Due Grainger Invoices	\$82.72
	2026100	874902-1	P	223359	INDUSTRIAL BOLT & SUPPLY INCORPORATED	Misc Hardware (Washers, Hose Clamps, Hex Nuts)	\$308.89
	2026118	1056340	P	223407	WALTER E NELSON CO	Bag Liners and produce bags	\$2,896.50
	Org Expense						\$6,089.42
41351051: Utility Billing (Water)		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$167.43
	2026022	IN677386	P	223290	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$93.86

	2026024	IN677165	P	223290	METROPRESORT	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$220.28
	2026098	IN677633	P	223373	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$83.40
	2026022	IN677386	P	223290	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$65.30
	2026024	IN677165	P	223290	METROPRESORT	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$153.27
	2026034	6111731606	P	223318	VERIZON WIRELESS	Verizon Cell Service	\$96.19
	2026098	IN677633	P	223373	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$58.06
	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS	\$93.27
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$116.33
	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS	\$65.41
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$87.74
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$60.99
	Org Expense						\$1,361.53
41700153: Water Administration	2026080	MARCH3/31 /25	P	223305	SEATTLE PUBLIC UTILITIES	MARCH 2025 WATER PURCHASE	\$79,808.40
	2026105	RE 41 JZ2443 L005	P	223404	WA ST DOT	WSDOT Review for Water Franchise Agreement	\$71.13
	Org Expense						\$79,879.53
41703053: Water Service Upsizes	2026012	WP069216	P	223272	FERGUSON US HOLDINGS	Water valve tools	\$248.25

and New						Org Expense	\$248.25
41703253: Water Distribution & Pumps		REIM 05.02.2025	P	223365	KELLEY, CHRIS M	Reimburse C.Kelley - mileage for callout	\$23.38
	2026012	WP069216	P	223272	FERGUSON US HOLDINGS	Water valve tools	\$439.59
						Org Expense	\$462.97
41703453: Water Quality	2025927	I6985990	P	223275	H D FOWLER	Hydrant Cart Parts - Raymond Borovina	\$1,136.62
	2026030	A25D0523	P	223253	AM TEST INC	HETEROTROPHIC PLATE COUNT	\$360.00
	2026114	Utility Dept APR 25	P	223375	MI HARDWARE TRUE VALUE	05.02.25 Statement - Utility Dept Inv 147728	\$2.75
						Org Expense	\$1,499.37
41709953: Support Services - Clearing	2026047	14555831 041225	P	223263	CRYSTAL SPRINGS	Bottled Water Service	\$645.33
	2026073	64880003	P	223389	ROBERT HALF	Temp Staff - R. Seal, week ending 4/18/25	\$2,100.00
	2026078	6111731601	P	223325	VERIZON WIRELESS	Verizon Cell Service	\$4,162.13
	2026015	4227276781	P	223262	CINTAS CORPORATION	Laundry & Cleaning Service	\$730.45
	2026072	4227938629	P	223262	CINTAS CORPORATION	Laundry & Cleaning Services W/E 04/21/25	\$730.45
	2026074	4228657455	P	223262	CINTAS CORPORATION	Statement for W/E 4/28/25 Laundry & Cleaning Serv	\$730.45
	2026135	4229394291	P	223343	CINTAS CORPORATION	Laundry & Cleaning Services W/E 05.05.25	\$718.06
	2026136	25262	P	223346	DATAQUEST LLC	Background Checks INV 25262	\$669.35
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$21.36
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$7.63
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$27.90
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$8.80

	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$40.76
	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$120.18
	Org Expense					\$10,712.85
41900159: CIP Water Salaries	1NHX-1PGV- JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$24.23
	Org Expense					\$24.23
41904059: CIP Water Utility	1	P	223281	KAR-VEL CONSTRUCTION INC	2024 WSI Construction	\$619,051.93
	PP#5	P	223282	KAR-VEL CONSTRUCTION INC	2024 AC Main construction	\$369,737.39
	WMW&32nd SLA Rent1	P	223302	PUGET SOUND ENERGY POLE SERVICES	Site: WMW&32nd 3/25 - 3/26	\$529.00
	2025638 25-3465.1	P	223349	DUANE HARTMAN & ASSOCIATES, INC.	Legal Description for Easement	\$2,279.90
	2025944 A25D0072	P	223332	AM TEST INC	water bacteriological testing	\$100.00
	2026028 2200379605 76 05/2025	P	223298	PUGET SOUND ENERGY	Electric Svc for Water Cabinet	\$24.02
	2025392 14550475	P	223257	BROWN AND CALDWELL CONSULTANTS	On-call SCADA work for various projects	\$604.13
	2025392 14550475	P	223257	BROWN AND CALDWELL CONSULTANTS	On-call SCADA work for various projects	\$15,917.29
	2025392 14550475	P	223257	BROWN AND CALDWELL CONSULTANTS	On-call SCADA work for various projects	\$873.40
	Org Expense					\$1,009,117.06
4200000 : Sewer Fund-Admin Key	REFUND P#2412-030 b	P	223386	REFUNDS OneTime	Remaining refund of permit #2412-030	\$64.20
	Org Expense					\$64.20
42351051: Utility Billing (Sewer)	IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$167.43

	2026022	IN677386	P	223290	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$93.86
	2026024	IN677165	P	223290	METROPRESORT	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$220.29
	2026098	IN677633	P	223373	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$83.40
	2026022	IN677386	P	223290	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$65.31
	2026024	IN677165	P	223290	METROPRESORT	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$153.27
	2026098	IN677633	P	223373	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$58.06
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$116.32
	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS	\$93.27
	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS	\$65.41
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$87.74
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$61.00
	Org Expense						\$1,265.36
42700153: Sewer Administration	2025061	30042427	P	223283	KC FINANCE	2025 MONTHLY SEWER CHARGES - 12 MONTHS	\$503,072.96
Org Expense						\$503,072.96	

42704053: Sewer Collection	2025785	I6992937	P	223354	H D FOWLER	WRENCH Y-HANDLE 13/16" AND 1" PENTA BOLT	\$303.27
Org Expense							\$303.27
42704253: Sewer Pumps	2026114	Utility Dept APR 25	P	223375	MI HARDWARE TRUE VALUE	05.02.25 Statement - Utility Dept Inv 147728	\$186.97
Org Expense							\$186.97
42704453: Sewer Associated Costs		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$255.60
Org Expense							\$255.60
42903059: CIP Sewer Utility		14561223	P	223257	BROWN AND CALDWELL CONSULTANTS	SCADA Systems Replacement Desi	\$41,184.53
	2025392	14550475	P	223257	BROWN AND CALDWELL CONSULTANTS	On-call SCADA work for various projects	\$873.40
Org Expense							\$42,057.93
43351051: Utility Billing (Storm)		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$167.43
	2026022	IN677386	P	223290	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$93.86
	2026024	IN677165	P	223290	METROPRESORT	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$220.29
	2026098	IN677633	P	223373	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$83.41
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$116.32
	2026022	IN677386	P	223290	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$65.31

	2026024	IN677165	P	223290	METROPRESORT	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS		\$153.28
	2026098	IN677633	P	223373	METROPRESORT	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS		\$58.06
	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS		\$93.28
	2026023	IN677278	P	223290	METROPRESORT	1ST QTR B&O STATEMENTS		\$65.41
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS		\$87.75
		IN674527	P	223290	METROPRESORT	PRINT & MAILING OF DEC & JAN UTILITY STMTS		\$61.00
	Org Expense							\$1,265.40
43705053: Storm Drainage	2025191	18-T1361765	P	223383	PACIFIC TOPSOIL INC.	Haul Out Debris	\$90.80	
	2025191	22-T1425031	P	223383	PACIFIC TOPSOIL INC.	Haul Out Debris	\$90.80	
	2025191	22-T1425055	P	223383	PACIFIC TOPSOIL INC.	Haul Out Debris	\$90.80	
	2025191	22-T1426443	P	223383	PACIFIC TOPSOIL INC.	Haul Out Debris	\$113.50	
	2025191	22-T1426485	P	223383	PACIFIC TOPSOIL INC.	Haul Out Debris	\$113.50	
	2025235	245580445-002	P	223315	UNITED RENTALS	Excavator rental	\$2,919.20	
	2026064	96979P	P	223360	ISSAQUAH HONDA KUBOTA	Sthil Plunge saw concrete chain	\$454.56	
	2026132	ROW Statement	P	223378	MI HARDWARE TRUE VALUE	05.02.25 Statement - Right of Way Inv 147751	\$37.52	
Org Expense							\$3,910.68	
43903559: CIP Storm Water Utility		2025-160	P	223380	NATURAL SYSTEMS DESIGN	Carryover SW0114 - WC 29.3 Des	\$6,922.15	
		2025-260	P	223380	NATURAL SYSTEMS DESIGN	Carryover SW0114 - WC 29.3 Des	\$15,492.85	
Org Expense							\$22,415.00	

51701254: Fleet Services	953870	P	223293	NAPA AUTO PARTS	Core Deposit for Inv 953970	(\$9.93)
	954399	P	223293	NAPA AUTO PARTS	Credit for Core Deposit on Inv 954366	(\$9.93)
2026044	953860	P	223293	NAPA AUTO PARTS	3 Mo Wty battery w/ Core Charge	\$58.71
2026045	228176	P	223255	AUTO NATION	Brake Rotor, Brake Pads & Coolant	\$382.78
2026066	954366	P	223293	NAPA AUTO PARTS	Battery w/ Core charge.	\$68.33
2026066	954779	P	223293	NAPA AUTO PARTS	Battery w/ Core charge.	\$88.88
2026066	954835	P	223293	NAPA AUTO PARTS	Battery w/ Core charge.	\$33.08
2026066	954901	P	223293	NAPA AUTO PARTS	Battery w/ Core charge.	\$24.19
2026099	228177	P	223336	AUTO NATION	Wheel	\$341.42
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$37.39
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$103.17
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$249.05
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$63.61
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$34.15
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$406.64
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$17.08
	1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$44.69
Org Expense						\$1,933.31
52101553: IGS Network Admin	IN294821	P	223388	RINGSQUARED TELECOM LLC	Long Distance Charges	\$83.67
	2026087 6111731604	P	223327	VERIZON WIRELESS	Verizon Cell Service	\$276.47
	2026088 334045294 4.21.2025	P	223259	CENTURYLINK	CenturyLink Phone Service	\$73.70

	2026089	333790219	P	223260	CENTURYLINK	CenturyLink Phone Service	\$73.70
		4.21.2025					
	2026090	333540238	P	223261	CENTURYLINK	CenturyLink Phone Service	\$70.19
		4.21.2025					
	2026112	8597x05012	P	223340	CENTURYLINK	CenturyLink Phone Service	\$207.93
		5					
	2026131	INV-266201	P	223397	SMARSH INC	Smarsh April Additional	\$91.53
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$47.75
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$28.19
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$7.92
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$7.91
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$25.21
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$19.23
		1NHX-1PGV-JCJD.1	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON	\$16.50
Org Expense							\$1,029.90
52901059: CIP Computer Replacement	1NHX-1PGV-JCJD.2	P	223333	AMAZON CAPITAL SERVICES INC	APR2025 AMAZON		\$1,845.90
Org Expense							\$1,845.90
61450251: FF Pension Disbursement	LEOFF1 EXCESS5	P	223337		LEOFF1 Excess Ret. Benefit		\$3,133.75
	LEOFF1 EXCESS5	P	223362		LEOFF1 Excess Ret. Benefit		\$1,978.49
	LEOFF1 EXCESS5	P	223385		LEOFF1 Excess Ret. Benefit		\$1,074.17
	LEOFF1 EXCESS5	P	223392		LEOFF1 Excess Ret. Benefit		\$1,577.32
Org Expense							\$7,763.73
Total							\$3,051,972.06

Accounts Payable Report by Check Number

Type	Check #	Vendor	Invoice #	Description	Invoice Amount
M	74	MADRONA LAW GROUP, PLLC	13075	Contract Payment	\$160.00
				Check Amount:	\$160.00
	75	MADRONA LAW GROUP, PLLC	13073	Contract Payment	\$352.00
				Check Amount:	\$352.00
	76	MADRONA LAW GROUP, PLLC	13072	Contract Payment	\$448.00
				Check Amount:	\$448.00
	77	MADRONA LAW GROUP, PLLC	13071	Contract Payment	\$5,230.00
				Check Amount:	\$5,230.00
	78	MADRONA LAW GROUP, PLLC	13068	Contract Payment	\$64.00
				Check Amount:	\$64.00
	79	MADRONA LAW GROUP, PLLC	13067	Contract Payment	\$14,585.00
				Check Amount:	\$14,585.00
	80	MADRONA LAW GROUP, PLLC	13066	Contract Payment	\$64.00
				Check Amount:	\$64.00
	81	MADRONA LAW GROUP, PLLC	13065	Contract Payment	\$385.00
				Check Amount:	\$385.00
P	82	MADRONA LAW GROUP, PLLC	13080	Contract Payment	\$160.00
				Check Amount:	\$160.00
	83	MADRONA LAW GROUP, PLLC	13079	Contract Payment	\$256.00
				Check Amount:	\$256.00
	84	MADRONA LAW GROUP, PLLC	13064	Contract Payment	\$384.00
				Check Amount:	\$384.00
	223250	ALEF, CORINNE	REIM 4.25.2025	Reimburse C.Alef for AAT Therapy Training Course	\$432.02
				Check Amount:	\$432.02
	223251	ALWAYS ACTIVE SERVICES LLC	1637b	Contract Withholding: 1073	\$2,600.00
				Check Amount:	\$2,600.00
	223252	ALWAYS ACTIVE SERVICES LLC	PP #5	Construction contract for Aubrey Davis Trail Impro	\$57,458.28
				Check Amount:	\$57,458.28
	223253	AM TEST INC	A25D0523	HETEROTROPHIC PLATE COUNT	\$360.00
				Check Amount:	\$360.00
	223254		LEOFF I Expenses	LEOFF 1 Retiree Expenses	\$166.13
				Check Amount:	\$166.13
	223255	AUTO NATION	228176	Brake Rotor, Brake Pads & Coolant	\$382.78
				Check Amount:	\$382.78

223256	OD SPORTS ACQUISITION, INC.	0610961-IN	Ballfield markers	\$120.12
Check Amount:				\$120.12
223257	BROWN AND CALDWELL CONSULTANTS	14550475	On-call SCADA work for \$873.40 various projects	
		14561223	SCADA Systems Replacement Desi	\$41,184.53
		14550475	On-call SCADA work for \$604.13 various projects	
		14550475	On-call SCADA work for \$15,917.29 various projects	
		14550475	On-call SCADA work for \$873.40 various projects	
Check Amount:				\$59,452.75
223258	CASA BELLA LLC	204818	Pay Application 2	\$190,244.74
Check Amount:				\$180,732.50
223259	CENTURYLINK	334045294 4.21.2025	CenturyLink Phone Service	\$73.70
Check Amount:				\$73.70
223260	CENTURYLINK	333790219 4.21.2025	CenturyLink Phone Service	\$73.70
Check Amount:				\$73.70
223261	CENTURYLINK	333540238 4.21.2025	CenturyLink Phone Service	\$70.19
Check Amount:				\$70.19
223262	CINTAS CORPORATION	4227276781	Laundry & Cleaning Service	\$109.15
		4227938629	Laundry & Cleaning Services W/E 04/21/25	\$109.15
		4228657455	Statement for W/E 4/28/25 Laundry & Cleaning Serv	\$109.15
		4227276781	Laundry & Cleaning Service	\$730.45
		4227938629	Laundry & Cleaning Services W/E 04/21/25	\$730.45
		4228657455	Statement for W/E 4/28/25 Laundry & Cleaning Serv	\$730.45
Check Amount:				\$2,518.80
223263	CRYSTAL SPRINGS	14555831 041225	Bottled Water Service	\$645.33
Check Amount:				\$645.33

223264	DIANA NEFF INVESTIGATIONS LLC	100	Background Investigation INV 100	\$1,000.00
Check Amount:				\$1,000.00
223265	DOAN, MYCHI	16-3984-126	Vietnamese Interpreter	\$187.50
Check Amount:				\$187.50
223266		LEOFF 1 Expenses	LEOFF I Retire Expenses	\$105.90
Check Amount:				\$105.90
223267	DUNN LUMBER COMPANY	10571788	Eagle Scout Project	\$786.59
Check Amount:				\$786.59
223268	EASTSIDE FIRE & RESCUE	6848	May 2025 Contract Fee	\$701,434.83
		6848 Credit	CREDIT 2025 ANNUAL PERSONNEL RECONCILE	(\$215,105.69)
Check Amount:				\$486,329.14
223269	ESSER, LUKE	Jan 2025	Legislative Services	\$2,500.00
		Feb 2025	Legislative Services	\$2,500.00
Check Amount:				\$5,000.00
223270	EXCEL GLOVES & SAFETY SUPPLIES, INC.	149561	Atlas Gloves - Past Due Invoice	\$194.39
		151273	Atlas Work Gloves	\$800.05
Check Amount:				\$994.44
223271	EXP U.S. SERVICES	151935	Deliverable 2: 80% Completion	\$25,600.00
Check Amount:				\$25,600.00
223272	FERGUSON US HOLDINGS	WP069216	Water valve tools	\$248.25
		WP069216	Water valve tools	\$439.59
Check Amount:				\$687.84
223273	GRAINGER CARIBE INC	9336862991	Past Due Grainger Invoices	\$278.76
Check Amount:				\$278.76
223274	GRAINGER CARIBE INC	9355158263	Past Due Grainger Invoices	\$1,140.15
		9353605158	Past Due Grainger Invoices	\$236.87
		9368278751	Past Due Grainger Invoices	\$82.72
		9367224491	Past Due Grainger Invoices	\$44.59

9485734744 Re-Stock Warehouse \$468.84
Supply Safety Glasses &
Earplug

Check Amount: \$1,973.17

223275 H D FOWLER I6981966 Storm pipe fittings \$273.98
I6985990 Hydrant Cart Parts - \$1,136.62
Raymond Borovina

Check Amount: \$1,410.60

223276 HADLEY APARTMENTS 204959 Rent assistance for EA \$1,664.28
client

Check Amount: \$1,664.28

223277 HADLEY APARTMENTS 204958 Rent assistance for EA \$307.93
client

Check Amount: \$307.93

223278 HOME DEPOT 4/13/25 Statement of 04.13.25 \$647.82
Statement Inv 8517830
4/13/25 Statement of 04.13.25 \$76.47
Statement Inv 8517830
4/13/25 Statement of 04.13.25 \$478.07
Statement Inv 8517830
4/13/25 Statement of 04.13.25 \$695.41
Statement Inv 8517830
4/13/25 Statement of 04.13.25 \$89.64
Statement Inv 8517830

Check Amount: \$1,987.41

223279 INTERVIEWSTREAM, INC. SI-4404 Enterprise Bundle \$9,000.00
06/30/2025 -
06/29/2026

Check Amount: \$9,000.00

223280 LEOFF I LEOFF I Retiree \$27.65
Expenses Expenses

Check Amount: \$27.65

223281 KAR-VEL CONSTRUCTION INC 1 2024 WSI Construction \$619,051.93

Check Amount: \$619,051.93

223282 KAR-VEL CONSTRUCTION INC PP#5 2024 AC Main \$369,737.39
construction

Check Amount: \$369,737.39

223283 KC FINANCE 30042427 2025 MONTHLY SEWER \$503,072.96
CHARGES - 12
MONTHS

Check Amount: \$503,072.96

223284	KELLEY CREATE	IN1946589	Copier Supplies IN1946589	\$706.39
Check Amount:				\$706.39
223285	KPFF CONSULTING ENGINEERS	560597	March 2025 design costs for LBWI	\$36,527.72
Check Amount:				\$36,527.72
223286	PSOMAS	219472R	Psomas construction support Feb 2025 invoice	\$528.00
		220297	Psomas construction support March 2025 Invoice	\$3,719.61
		219472R	Psomas construction support Feb 2025 invoice	\$5,741.00
		220297	Psomas construction support March 2025 Invoice	\$1,410.00
		219472R	Psomas construction support Feb 2025 invoice	\$616.00
		220297	Psomas construction support March 2025 Invoice	\$462.00
Check Amount:				\$12,476.61
223287		LEOFF I Expenses	LEOFF I Retiree Expenses	\$133.46
Check Amount:				\$133.46
223288	MALAGON, IXTLACCIHUATL	16-3550-222	Spanish interpreter 4.22.25	\$241.08
Check Amount:				\$241.08
223289	MERCER ISLAND GUILD OF	17419	2025 Seattle Children's Phone Book order	\$250.00
Check Amount:				\$250.00
223290	METROPRESORT	IN677278	1ST QTR B&O STATEMENTS	\$157.44
		IN677165	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$220.28
		IN677386	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$93.86

IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$167.43
IN677278	1ST QTR B&O STATEMENTS	\$296.87
IN677165	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$153.27
IN677386	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$65.30
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$167.43
IN677278	1ST QTR B&O STATEMENTS	\$93.27
IN677165	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$220.29
IN677386	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$93.86
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$167.43
IN677278	1ST QTR B&O STATEMENTS	\$65.41
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$116.33
IN677165	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$153.27
IN677386	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$65.31
IN677278	1ST QTR B&O STATEMENTS	\$93.27
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$116.32
IN677165	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$220.29

IN677386	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$93.86
IN677278	1ST QTR B&O STATEMENTS	\$65.41
IN677165	MARCH 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$153.28
IN677386	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$65.31
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$116.32
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$87.74
IN677278	1ST QTR B&O STATEMENTS	\$93.28
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$87.74
IN677278	1ST QTR B&O STATEMENTS	\$65.41
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$87.75
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$60.99
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$61.00
IN674527	PRINT & MAILING OF DEC & JAN UTILITY STMTS	\$61.00

Check Amount:	\$3,826.02
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223291	MI HARDWARE TRUE VALUE	Sept 2024 STMT - BLD	Sept 2024 Statement Inv 147195	\$17.63
		Sept 2024 STMT - BLD	Sept 2024 Statement Inv 147195	\$84.19
		Sept 2024 STMT - BLD	Sept 2024 Statement Inv 147195	\$113.06

Check Amount:					\$214.88
223292	MI SCHOOL DISTRICT #400	FEBRUARY 2025	2025 MARY WAYTE POOL SUBSIDY	\$15,141.52	
		MARCH 2025	2025 MARY WAYTE POOL SUBSIDY	\$15,141.52	
		APRIL 2025	2025 MARY WAYTE POOL SUBSIDY	\$15,141.52	
		MAY 2025	2025 MARY WAYTE POOL SUBSIDY	\$15,141.52	
Check Amount:					\$60,566.08
223293	NAPA AUTO PARTS	953870	Core Deposit for Inv 953970	(\$9.93)	
		953860	3 Mo Wty battery w/ Core Charge	\$58.71	
		954399	Credit for Core Deposit on Inv 954366	(\$9.93)	
		954366	Battery w/ Core charge.	\$68.33	
		954779	Battery w/ Core charge.	\$88.88	
		954835	Battery w/ Core charge.	\$33.08	
		954901	Battery w/ Core charge.	\$24.19	
Check Amount:					\$253.33
223294	OAC SERVICES INC	151008	Alternative Public Works Contr	\$1,169.70	
Check Amount:					\$1,169.70
223295	OVERSON, KARI A.	1234	Investigation Professional Services INV 1234	\$15,000.00	
Check Amount:					\$15,000.00
223296	PLITMAN, VLADISLAV	16-3982-36	Russian interp 4.29.25	\$164.74	
Check Amount:					\$164.74
223297	PUGET SOUND ENERGY	90855974	PSE invoice for 63rd RRFB power (ICW Crosswalks)	\$912.07	
Check Amount:					\$912.07
223298	PUGET SOUND ENERGY	22003796057 6 05/2025	Electric Svc for Water Cabinet	\$24.02	
Check Amount:					\$24.02

223299	PUGET SOUND ENERGY	1139MAY2025	Electric Svc for Radar Signs- SE 78TH & 84TH AVE S	\$11.96
Check Amount:				\$11.96
223300	PUGET SOUND ENERGY	2453MAY2025	Lighting for CIP 7714 N MERCER WAY	\$72.98
Check Amount:				\$72.98
223301	PUGET SOUND ENERGY	9958MAY2025	Pedestrian Signal 3200 81ST PL SE	\$50.90
Check Amount:				\$50.90
223302	PUGET SOUND ENERGY POLE SERVICES	WMW&32nd SLA Rent1	Site: WMW&32nd 3/25 - 3/26	\$529.00
Check Amount:				\$529.00
223303	PURIFIED WATER TO GO	042569319	Purified Water To Go 042569319	\$8.82
Check Amount:				\$8.82
223304		LEOFF I Expenses	LEOFF I Retiree Expenses	\$605.92
Check Amount:				\$605.92
223305	SEATTLE PUBLIC UTILITIES	MARCH3/31/25	MARCH 2025 WATER PURCHASE	\$79,808.40
Check Amount:				\$79,808.40
223306	SECURITY SAFE & LOCK	1-T115213	Marine Patrol Supplies	\$192.32
Check Amount:				\$192.32
223307	SECURITY SOLUTIONS NORTHWEST LLC	377750	CAMERA LICENSE - CAMERA SYSTEM PROGRESS INVOICE	\$8,033.58
Check Amount:				\$8,033.58
223309	SPIETZ, ALLISON	n/a	Reimbursement for lunch during interviews	\$49.13
Check Amount:				\$49.13
223310	BIONA US LLC	2-18289	Impounds	\$327.29
Check Amount:				\$327.29
223311	T&L NURSERY INC	64700	Hanging baskets for Luther and SMP,ICP bathrooms	\$1,700.93
		64700	Hanging baskets for Luther and SMP,ICP bathrooms	\$1,700.94
Check Amount:				\$3,401.87
223312	TYLER TECHNOLOGIES INC	045-513912	ERP Remote Implementation w/Michael Black	\$800.00

			Check Amount:	\$800.00
223313	ULINE	192220721	Buoy Supplies - Marine Patrol	\$2,195.18
		191765285	Pallet jack for warehouse	\$777.81
			Check Amount:	\$2,972.99
223314	UNDERWATER SPORTS INC.	8/2024 - 4/2025	PD Dive Team equipment/supplies	\$8,837.43
			Check Amount:	\$8,837.43
223315	UNITED RENTALS	245580445-002	Excavator rental	\$2,919.20
			Check Amount:	\$2,919.20
223316	VERIZON WIRELESS	6109237580	Verizon Cell Service	\$42.29
			Check Amount:	\$42.29
223317	VERIZON WIRELESS	6111731607	Verizon Cell Service	\$229.17
		6111731607	Verizon Cell Service	\$84.58
			Check Amount:	\$313.75
223318	VERIZON WIRELESS	6111731606	Verizon Cell Service	\$269.65
		6111731606	Verizon Cell Service	\$96.19
			Check Amount:	\$365.84
223319	VERIZON WIRELESS	6111731608	Verizon Cell Service	\$42.29
			Check Amount:	\$42.29
223320	VERIZON WIRELESS	6111731599	Verizon Cell Service	\$780.27
			Check Amount:	\$780.27
223321	VERIZON WIRELESS	6111731602	Verizon Cell Service	\$577.51
			Check Amount:	\$577.51
223322	VERIZON WIRELESS	6111731605	Verizon Cell Service	\$905.81
			Check Amount:	\$905.81
223323	VERIZON WIRELESS	6111731600	Verizon Cell Service	\$220.00
			Check Amount:	\$220.00
223324	VERIZON WIRELESS	6111731603	Verizon Cell Service	\$311.03
			Check Amount:	\$311.03
223325	VERIZON WIRELESS	6111731601	Verizon Cell Service	\$4,162.13
			Check Amount:	\$4,162.13
223326	VERIZON WIRELESS	6111731609	Verizon Cell Service	\$185.07
			Check Amount:	\$185.07
223327	VERIZON WIRELESS	6111731604	Verizon Cell Service	\$276.47
			Check Amount:	\$276.47
223328	MARINE ONE HOLDCO, LLC	6608	Marine Patrol Supplies	\$692.45
			Check Amount:	\$692.45
223329	OMA CONSTRUCTION INC	1b	Contract Withholding:	\$38,691.34
			1124	
			Check Amount:	\$38,691.34

223330		2025	LEOFF1 Ret. Medicare	\$170.10
		MEDICARE5	Reimb.	
		2025	LEOFF1 Ret. Medicare	\$69.00
		MEDICARE5	Reimb.	
Check Amount:				\$239.10
223331		2025	LEOFF1 Ret. Medicare	\$185.00
		MEDICARE5	Reimb.	
		2025	LEOFF1 Ret. Medicare	\$37.40
		MEDICARE5	Reimb.	
Check Amount:				\$222.40
223332	AM TEST INC	A25D0072	water bacteriological testing	\$100.00
Check Amount:				\$100.00
223333	AMAZON CAPITAL SERVICES INC	1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$30.84
		1NHX-1PGV-JCJD.2	APR2025 AMAZON	\$1,845.90
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$34.74
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$9.41
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$17.63
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$97.56
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$5.83
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$10.35
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$24.23
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$6.50
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$21.36
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$37.39
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$35.24
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$7.63
		1NHX-1PGV-JCJD.1	APR2025 AMAZON	\$22.86

1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$79.48
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$27.90
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$47.75
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$617.08
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$72.69
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$34.15
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$103.17
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$44.00
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$89.18
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$23.39
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$48.06
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$219.03
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$161.97
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$523.40
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$28.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$248.61
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$249.05
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$72.72
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$42.73
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$8.80
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$40.76
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$322.84

1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$54.30
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$148.20
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$39.44
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$98.05
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$120.18
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$12.95
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$73.43
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$176.26
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$42.52
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$28.80
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$17.62
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$259.95
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$21.29
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$63.61
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$394.65
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$131.55
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$55.22
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$34.15
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$63.85
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$63.85
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$53.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$53.70

1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$25.72
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$61.20
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$13.20
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$15.42
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$5.50
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$11.01
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$51.83
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$7.92
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$7.91
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$179.14
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$14.60
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$36.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$16.74
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$406.64
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$22.03
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$10.54
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$18.54
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$15.58
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$28.44
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$39.40
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$14.16
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$8.79

1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$15.71
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$15.71
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$17.51
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$22.27
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$15.71
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$17.62
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$26.22
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$17.42
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$11.01
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$50.57
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$77.13
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$22.57
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$26.22
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$23.13
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$71.50
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$53.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$54.97
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$53.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$6.59
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$53.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$163.52
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$25.21

1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$71.35
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$74.34
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$19.23
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$8.69
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$16.50
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$115.62
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$163.52
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$88.14
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$99.10
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$26.26
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$26.26
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$26.26
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$26.26
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$266.53
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$17.08
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$53.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$64.44
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$171.10
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$198.27
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$214.71
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$214.71

1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$36.35
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$53.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$114.70
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$255.60
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$110.19
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$44.69
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$39.59
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$30.84
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$56.80
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$61.99
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$211.13
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$140.30
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$39.66
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$61.21
1NHX-1PGV- JCJD.1	APR2025 AMAZON	\$29.74

Check Amount: \$13,082.09

223334	AUBURN MECHANICAL	50262	FC-08 Supply Fan VFD Replacement	\$3,201.86
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Check Amount: \$3,201.86

223335		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$185.00
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$7.90
Check Amount:				\$192.90
223336	AUTO NATION	228177	Wheel	\$341.42
Check Amount:				\$341.42
223337		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$170.10
		LEOFF1 EXCESS5	LEOFF1 Excess Ret. Benefit	\$3,133.75
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$101.00
Check Amount:				\$3,404.85
223338	BELLEVUE, CITY OF	52602	2024 GHG Reporting Invoice 1	\$2,427.96
Check Amount:				\$2,427.96
223339		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$259.00
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$49.60
Check Amount:				\$308.60
223340	CENTURYLINK	8597x050125	CenturyLink Phone Service	\$207.93
Check Amount:				\$207.93
223341	CHAPTER 13 TRUSTEE	PR 5.9.2025	PR 5.9.2025	\$620.50
Check Amount:				\$620.50
223342	CINTAS CORPORATION	5267580103	Update First Aid Cabinets - PW Building	\$199.50
		5267580104	Medicine Cabinet Update	\$223.93
		5267580107	Medicine Cabinet Update	\$66.18
Check Amount:				\$489.61
223343	CINTAS CORPORATION	4229394291	Laundry & Cleaning Services W/E 05.05.25	\$107.30
		4229394291	Laundry & Cleaning Services W/E 05.05.25	\$718.06
Check Amount:				\$825.36
223344	CLARK NUBER PS	99078550	Accounts Payable Assessment INV 99078550	\$11,419.80
Check Amount:				\$11,419.80

223345	COMPLETE OFFICE	2348422-0	Office Supplies April 2025	\$228.50
		2344794-0	Office Supplies April 2025	\$42.82
		2344794-1	Office Supplies April 2025	\$64.45
		2348133-0	Office Supplies April 2025	\$99.14
		2348715-0	Office Supplies April 2025	\$54.70
		2348906-0	Office Supplies April 2025	\$33.81
Check Amount:				\$523.42
223346	DATAQUEST LLC	25262	Background Checks INV 25262	\$74.00
		25262	Background Checks INV 25262	\$166.50
		25262	Background Checks INV 25262	\$34.65
		25262	Background Checks INV 25262	\$669.35
Check Amount:				\$944.50
223347		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$185.00
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$83.80
Check Amount:				\$268.80
223348		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$185.00
Check Amount:				\$185.00
223349	DUANE HARTMAN & ASSOCIATES, INC.	25-3465.1	Legal Description for Easement	\$2,279.90
Check Amount:				\$2,279.90
223350		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$174.70
		LEOFF I Expenses	LEOFF I Retiree Expenses	\$75.27
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$45.40
Check Amount:				\$295.37
223351		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$185.00
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$83.80

			Check Amount:	\$268.80
223352	GLOFI GENERAL CONTRACTORS LLC	01	GLOFI first invoice	\$3,375.61
		01	GLOFI first invoice	\$5,000.00
		01	GLOFI first invoice	\$8,215.00
			Check Amount:	\$15,837.86
223353		2025	LEOFF1 Ret. Medicare	\$185.00
		MEDICARE5	Reimb.	
		2025	LEOFF1 Ret. Medicare	\$102.40
		MEDICARE5	Reimb.	
			Check Amount:	\$287.40
223354	H D FOWLER	I6992937	WRENCH Y-HANDLE 13/16" AND 1" PENTA BOLT	\$303.27
			Check Amount:	\$303.27
223355		2025	LEOFF1 Ret. Medicare	\$185.00
		MEDICARE5	Reimb.	
			Check Amount:	\$185.00
223356	HELLO REFRIGERATION LLC	i13430	Deep clean catering kitchen ice machine.	\$743.85
			Check Amount:	\$743.85
223357		2025	LEOFF1 Ret. Medicare	\$619.50
		MEDICARE5	Reimb.	
			Check Amount:	\$619.50
223358	HORIZON DISTRIBUTORS INC	3M547514	Horizon irrigation parts town center	\$119.97
		3M547515	Horizon irrigation parts town center	\$167.94
		3M547585	Horizon irrigation parts town center	\$48.28
		3M547910	Horizon irrigation parts town center	\$37.16
		3M547603	Open PO Irrigation Parts	\$851.63
			Check Amount:	\$1,224.98
223359	INDUSTRIAL BOLT & SUPPLY INCORPORATED	874902-1	Misc Hardware (Washers, Hose Clamps, Hex Nuts)	\$308.89
			Check Amount:	\$308.89
223360	ISSAQUAH HONDA KUBOTA	96979P	Sthil Plunge saw concrete chain	\$454.56
			Check Amount:	\$454.56
223361	ISSAQUAH, CITY OF	3.4.2025 stmt	Jail Housing - Issaquah	\$25,080.47
			Check Amount:	\$25,080.47

223362		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$172.70
		LEOFF1 EXCESS5	LEOFF1 Excess Ret. Benefit	\$1,978.49
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$39.90
Check Amount:				\$2,191.09
223363	KC HOUSING AUTHORITY	205084	Rent assistance for EA client	\$223.00
Check Amount:				\$223.00
223364	KELLEY CREATE	IN1958292	Copier Supplies IN1958292	\$1,325.59
		IN1955672	Copier Supplies IN1958292	\$1,110.60
Check Amount:				\$2,436.19
223365	KELLEY, CHRIS M	REIM 05.02.2025	Reimburse C.Kelley - mileage for callout	\$23.38
Check Amount:				\$23.38
223366	PSOMAS	0220923	Psomas engineering on-call March 2025 invoice	\$7,348.00
		0220923	Psomas engineering on-call March 2025 invoice	\$1,498.00
Check Amount:				\$8,846.00
223367	KRAZAN & ASSOCIATES INC	INV I625279-5832	I625279-5832	\$487.00
		INV I625374-5832	March Invoice	\$677.40
Check Amount:				\$1,164.40
223368	LANGUAGE LINE SERVICES	11587603	Language Line 11587603	\$45.19
Check Amount:				\$45.19
223369		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$185.00
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$22.40
Check Amount:				\$207.40
223370		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$149.00
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$133.00
Check Amount:				\$282.00

223371	MACKAY SPOSITO CONSTRUCTRS LLC	2024 retainage	Retainage Release - 2024 Ivy Removal Project	\$340.20
		2024 retainage	Retainage Release - 2024 Ivy Removal Project	\$1,508.49
		Check Amount:		
223372	MARLIN LEASING CORPORATION	40471155	Copier Lease Fees INV 40471155	\$284.32
		40467141	Copier Lease Fees INV 40471155	\$858.43
		Check Amount:		
223373	METROPRESORT	IN677633	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$83.40
		IN677633	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$58.06
		IN677633	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$83.40
		IN677633	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$58.06
		IN677633	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$83.41
		IN677633	APRIL 2025 PRNT & MAILING OF UTILITY STATEMENTS	\$58.06
		Check Amount:		
223374	MI EMPLOYEES ASSOC	PR 5.9.2025	PR 5.9.2025	\$250.00
Check Amount:				\$250.00
223375	MI HARDWARE TRUE VALUE	Utility Dept APR 25	05.02.25 Statement - Utility Dept Inv 147728	\$2.75
		Utility Dept APR 25	05.02.25 Statement - Utility Dept Inv 147728	\$186.97
		Check Amount:		
223376	MI HARDWARE TRUE VALUE	147725	05.02.25 Statement - Parks & Rec Inv 147725	\$29.73
Check Amount:				\$29.73

223377	MI HARDWARE TRUE VALUE	Building Serv APR25	05.02.25 Statement - Bldg Serv. inv 147747	\$52.52
		Building Serv APR25	05.02.25 Statement - Bldg Serv. inv 147747	\$84.82
		Building Serv APR25	05.02.25 Statement - Bldg Serv. inv 147747	\$88.88
Check Amount:				\$226.22
223378	MI HARDWARE TRUE VALUE	ROW Statement	05.02.25 Statement - Right of Way Inv 147751	\$42.36
		ROW Statement	05.02.25 Statement - Right of Way Inv 147751	\$14.16
		ROW Statement	05.02.25 Statement - Right of Way Inv 147751	\$37.52
Check Amount:				\$94.04
223379		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$148.50
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$31.30
Check Amount:				\$179.80
223380	NATURAL SYSTEMS DESIGN	2025-260	Carryover SW0114 - WC 29.3 Des	\$15,492.85
		2025-160	Carryover SW0114 - WC 29.3 Des	\$6,922.15
Check Amount:				\$22,415.00
223381	NORTHWEST STUDIO	2407-07	PUBLIC WORKS FACILITY SEISMIC RETROFIT	\$9,840.79
Check Amount:				\$9,840.79
223382	OCCUPATIONAL HEALTH CTRS OF WA	86660117	Medical Services (Hep B) INV 86660117	\$153.00
Check Amount:				\$153.00
223383	PACIFIC TOPSOIL INC.	22-T1425031	Haul Out Debris	\$90.80
		22-T1425055	Haul Out Debris	\$90.80
		18-T1361765	Haul Out Debris	\$90.80
		22-T1426443	Haul Out Debris	\$113.50
		22-T1426485	Haul Out Debris	\$113.50
Check Amount:				\$499.40
223384	PUGET SOUND ENERGY	1689MAY2025	Street Lights 6300 Island Crest Way	\$17.40
Check Amount:				\$17.40

223385		2025 MEDICARE5 LEOFF1 EXCESS5	LEOFF1 Ret. Medicare Reimb. LEOFF1 Excess Ret. Benefit	\$136.20 \$1,074.17
Check Amount:				\$1,210.37
223386	REFUNDS OneTime	REFUND P#2412-030 b	Remaining refund of permit #2412-030	\$64.20
Check Amount:				\$64.20
223387	RETAIL POINT OF SALE INC	16985	Printer labels and tags	\$1,979.85
		16985	Printer labels and tags	\$284.00
		16985	Printer labels and tags	\$399.80
		16985	Printer labels and tags	\$399.80
		16985	Printer labels and tags	\$199.90
		16985	Printer labels and tags	\$299.85
Check Amount:				\$3,563.20
223388	RINGSQUARED TELECOM LLC	IN294821	Long Distance Charges	\$83.67
Check Amount:				\$83.67
223389	ROBERT HALF	64880003	Temp Staff - R. Seal, week ending 4/18/25	\$2,100.00
Check Amount:				\$2,100.00
223390		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$185.00
Check Amount:				\$185.00
223391	SAYBR CONTRACTORS INC.	30609	Community Center Card Reader Installation	\$51,591.14
		30693	Community Center Card Reader Installation	\$189,167.56
Check Amount:				\$240,758.70
223392		2025 MEDICARE5 LEOFF1 EXCESS5	LEOFF1 Ret. Medicare Reimb. LEOFF1 Excess Ret. Benefit	\$148.50 \$1,577.32
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$92.10
Check Amount:				\$1,817.92
223393	SECURITY SOLUTIONS NORTHWEST LLC	379088	Intrusion Alarm Monitoring -PD Modular Complex	\$47.99
Check Amount:				\$47.99

223394	REIGN CENTER FOR PSYCHOLOGICAL WELLNESS	3013	Pre-Employment Psychological Eval (Bennett) INV 30	\$465.00
Check Amount:				\$465.00
223395	SHOREWOOD HEIGHTS	205083	Rent assistance for EA client	\$990.50
Check Amount:				\$990.50
223396	SHOREWOOD HEIGHTS	205085	Rent assistance for EA client	\$272.19
		205085	Rent assistance for EA client	\$1,323.00
		Check Amount:		\$1,595.19
223397	SMARSH INC	INV-266201	Smarsh April Additional	\$91.53
Check Amount:				\$91.53
223398		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$259.00
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$80.90
		Check Amount:		\$339.90
223399	STERLING VOLUNTEERS	10284710	Background Checks INV 10284710	\$108.00
Check Amount:				\$108.00
223400		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$170.10
		2025 MEDICARE5	LEOFF1 Ret. Medicare Reimb.	\$75.80
		Check Amount:		\$245.90
223401	TRAFFIC SAFETY SUPPLY	INV080265	Neighborhood Traffic signs (school bus stop ahead)	\$334.94
Check Amount:				\$334.94
223402	TWO RAVENS STUDIO	2023-760	Molds and 50% casting costs for LBB1 plaques	\$3,606.81
Check Amount:				\$3,606.81
223403	ULINE	191722366	60" round table for Mercer Room	\$314.97
Check Amount:				\$314.97
223404	WA ST DOT	RE 41 JZ2443 L005	WSDOT Review for Water Franchise Agreement	\$71.13
Check Amount:				\$71.13
223405	WA ST NURSERY & LANDSCAPE ASSOCIATION INC.	072841	WSNLA voucher invoice	\$1,075.63

			Check Amount:	\$1,075.63
223406	WACD PLANT MATERIAL CENTER	25-093	WACD Plant materials center plants	\$707.82
			Check Amount:	\$707.82
223407	WALTER E NELSON CO	1056340	Bag Liners and produce bags	\$2,896.50
			Check Amount:	\$2,896.50
223408		2025	LEOFF1 Ret. Medicare	\$185.00
		MEDICARE5	Reimb.	
		LEOFF I	LEOFF I Retiree	\$180.20
		Expenses	Expenses	
			Check Amount:	\$365.20
223409		2025	LEOFF1 Ret. Medicare	\$259.00
		MEDICARE5	Reimb.	
		2025	LEOFF1 Ret. Medicare	\$13.70
		MEDICARE5	Reimb.	
			Check Amount:	\$272.70
223410	GCP WW HOLDCO LLC	INV20500057 17	Zach Dority Clothing allowance	\$436.84
			Check Amount:	\$436.84
223411	WIBLE, CONNIE M.	4302025	April MIVAL artis reception performance	\$200.00
			Check Amount:	\$200.00
223412	ESSEX PORTFOLIO LP	205089	Rent and utility assistance for EA client	\$139.24
		205089	Rent and utility assistance for EA client	\$2,473.00
			Check Amount:	\$2,612.24
223413	US BANK	01 R	Contract Withholding: 1148	\$153.16
		01 R	Contract Withholding: 1148	\$226.86
		01 R	Contract Withholding: 1148	\$372.73
			Check Amount:	\$752.75
V	223308	SHOREWOOD HEIGHTS		\$3,000.00
			Check Amount:	\$0.00
Total				\$3,051,972.06



CITY COUNCIL MINUTES REGULAR HYBRID MEETING MAY 20, 2025

Item 3.

CALL TO ORDER & ROLL CALL

Mayor Salim Nice called the Regular Hybrid Meeting to order at 5:00 pm in the Slater Room Council Chambers at the Mercer Island Community & Event Center, 8236 SE 24th Street, Mercer Island, Washington.

Mayor Salim Nice, Deputy Mayor Dave Rosenbaum, and Councilmembers Lisa Anderl, Craig Reynolds, Wendy Weiker, and Ted Weinberg attended in person.

PLEDGE OF ALLEGIANCE

The City Council delivered the Pledge of Allegiance.

AGENDA APPROVAL

It was moved by Rosenbaum; seconded by Weinberg to:

Approve the agenda as presented.

PASSED: 6-0

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

SPECIAL BUSINESS

Mayor Nice read Proclamation No. 361 and presented Jennifer Goodrich with the 2024 Community Member of the Year award. Jennifer has served on the Board of Directors of the Mercer Island Farmers Market (Board) since 2018. Through her service and leadership on the Board she has continually shown her dedication to the Mercer Island Community. During her tenure as President, she guided the Market through the challenging post-COVID period, demonstrating remarkable commitment and resilience. She has spent countless volunteer hours strategic problem-solving and has a deep passion for creating a vibrant community gathering space.

City Council thanked Jennifer for her service to the community.

It was moved by Anderl; seconded by Weinberg to:

Approve Proclamation No. 361 proclaiming Jennifer Goodrich as the 2024 Community Member of the Year.

PASSED: 6-0

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

City Council was in recess from 5:08-5:17 pm.

CITY MANAGER REPORT

City Manager Jessi Bon reported on the following items:

- **Council, Boards & Commission Meetings:** City Council Meeting on June 17 at 5:00 pm, Design Commission on June 4 at 6:00 pm, Parks & Recreation Commission on June 5 at 5:00 pm, Utility Board on June 10 at 5:00 pm, and Planning Commission Special Meeting on June 10 at 6:00 pm.
- **City Services Updates:**

- Advanced Metering Infrastructure – Staff can now track water usage in real time instead of relying on bimonthly water readings. Recently staff have used the system to be able to identify spikes in water usage for 17 separate utility customers, where each spike is likely tied to an unknown water leak.
- PW Building Seismic Retrofit – The Public Works building seismic retrofits are nearing completion. New roofing membrane has been installed, and the contractor has begun drywall repairs to the ceilings. Drywalling, sanding, and painting will continue over the next two weeks.
- Water System Improvements – Design work is underway on three large water system projects that should be under construction in early 2026 including the 2025 AC Main Replacements in the Mercerwood neighborhood, the second phase of Pressure Reducing Valve Replacements primarily along West Mercer Way, and the Water Supply line Project.
- Deane's Children's Park Site Plan – Last month the Parks Capital Team visited 54 classes across four elementary schools. More than 1,200 students from kindergarten through fifth grade shared their ideas for the new Deane's Children's Park playground.
- Upcoming Pickleball Court Closures – The pickleball courts at Luther Burbank Park will be closed June 2-15 to install acrylic surfacing. The two westernmost courts will also be closed June 30-July 3 to restore the Summer in the Wetlands mural.
- Town Center Parking Facility – Construction at the Town Center Parking Facility is progressing well. Contractors formed and poured all new concrete sidewalks within the parking facility and along SE 27th Street. The project will be substantially completed by the end of June. Landscaping will occur in the fall.
- Reservoir Improvements – Reinvestment work on the City's two 4-million-gallon water reservoirs continues. The south reservoir has undergone final cleaning and disinfection and is being refilled. The south reservoir will be placed back in service later this month after regulatory water testing protocols are met.
- **Upcoming Events:**
 - First Thursdays in the Nursery – Join Natural Resource staff on the first Thursday of each month from 12-2pm at the Luther Burbank Caretakers Building to help care for the plants in our native plant nursery.
 - Mostly Music in the Park – The 2025 Mostly Music in the Park outdoor concert series schedule has been posted. Stop by Mercerdale Park in July and August for our outdoor concert series.
- **News:**
 - Congrats to Eastside Fire & Rescue Deputy Fire Chief Doug McDonald on his retirement after 34 years of service.

APPEARANCES

Laura Crawford (Mercer Island) spoke about the Open Space Conservancy Trust appointments.

Daniel Thompson (Mercer Island) spoke about the need for a comprehensive work plan or group to study the three systemic intersections on the Island: (1) the big left on Island Crest Way between 80th Ave NE and North Mercer Way, (2) East Mercer Way and SE 36th Street, and (3) SE 27th Street through Town Center.

Addie Smith spoke about being a hate crime survivor.

Matt Goldbach (Mercer Island) thanked the City Council for their part in the celebration of life for Jake Jacobson.

CONSENT AGENDA

AB 6693: May 23, 2025 Payroll Certification

Recommended Action: Approve the May 23, 2025 Payroll Certification in the amount of \$981,640.66 and authorize the Mayor to sign the certification on behalf of the entire City Council.

AB 6694: Certification for Claims Paid April 16, 2025 through April 30, 2025

Recommended Action: Approve the April 16, 2025 through April 30, 2025 Accounts Payable Certification

of Claims in the amount of \$2,952,282.94 and authorize the Mayor to sign the certification on behalf of the entire City Council.

City Council Regular Hybrid Meeting Minutes of May 20, 2025

Recommended Action: Approve the City Council Regular Hybrid Meeting Minutes of May 20, 2025.

AB 6695: Pride Month Proclamation No. 360

Recommended Actions: Approve Proclamation No. 360 proclaiming June 2025 as Pride Month on Mercer Island.

AB 6684: Second Reading and Adoption of Ordinance No. 25C-08 to renew Interim Residential Parking Regulations Responsive to SB 6015

Recommended Action: Adopt Ordinance No. 25C-08 renewing interim regulations for residential parking regulations in response to SB 6015 with an effective date of June 3, 2025.

AB 6702: 2025 Open Space Conservancy Trust Appointments (Resolution No. 1678)

Recommended Action: Approve Resolution No. 1678, appointing members to the Open Space Conservancy Trust.

It was moved by Weinberg; seconded by Anderl to:

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

PASSED: 6-0

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

REGULAR BUSINESS

AB 6704: City Council Position No. 7 Candidate Interviews and Appointment

Mayor Nice reviewed the process for filling a vacancy on the City Council. He noted that since the May 28 application deadline Adam Ragheb withdrew his application, leaving two applicants, Daniel Becker and Zachary MacLean.

Pursuant to the City Council Rules of Procedure Appendix C Mayor Nice drew names randomly to determine the order the applicants would speak. Each applicant was given five minutes to speak to the City Council on the four areas outlined in the application materials.

Zachary MacLean spoke first and Daniel Becker spoke second. The City Council asked questions of the candidates.

Councilmember Reynolds nominated Daniel Becker for appointment to Position No. 7.

Councilmember Anderl nominated Zachary MacLean for appointment to Position No. 7.

Mayor Nice asked for a motion to close nominations.

It was moved by Anderl; seconded by Reynolds to:

Close nominations for position No. 7.

PASSED: 6-0

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

Pursuant to the City Council Rules of Procedure Appendix C, the City Clerk conducted a roll call vote in the order the nominations were received.

Position No. 7 - Round 1 Votes Called for Daniel Becker Results:

Anderl – Becker

Nice – Becker
 Reynolds – Becker
 Rosenbaum – Becker
 Weiker – Becker
 Weinberg – Becker

Receiving six votes Daniel Becker was appointed to Position No. 7 on the Mercer Island City Council.

AB 6696: AWC Annual Meeting Voting Delegate

Mayor Nice noted that Councilmember Weinberg had volunteered to be the voting delegate at the AWC Annual Meeting on June 26, 2025 and asked if any other Councilmembers were interested in attending.

Councilmember Weiker also volunteered to be a voting delegate.

It was moved by Anderl; seconded by Reynolds to:

Appoint Councilmember Weinberg and Weiker as the voting delegate(s) at the AWC 2025 Business Meeting on June 26, 2025.

PASSED: 6-0

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

AB 6703: Councilmember Appointment to ARCH Focus Group

Mayor Nice noted that Councilmember Reynolds had volunteered to attend the ARCH Focus Group Meeting on June 11, 2025 and asked if anyone else wished to attend the focus group.

It was moved by Rosenbaum; seconded by Anderl to:

Appoint Councilmember Reynolds to attend the ARCH Focus Group on June 11, 2025.

PASSED: 6-0

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

AB 6697: Public Hearing on Interim Regulations related to Objective Design Review Standards (HB 1293) in Title 19 MICC (Ordinance No. 25C-11 First Reading)

Mayor Nice opened the Public Hearing at 6:06 pm. There were no public comments, and Mayor Nice closed the Public Hearing at 6:06 pm.

CPD Director Jeff Thomas spoke about the background of the interim design review regulations.

Principal Planner Adam Zack presented the legislative background related to HB 1293 including that design standards must be clear and objective and provided an overview of the amendments in Ordinance No. 25C-11.

City Council discussed the proposal and asked questions of staff.

It was moved by Weinberg; seconded by Reynolds to:

Schedule Ordinance No. 25C-11 for second reading on June 17, 2025 as amended.

PASSED: 6-0

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

It was moved by Nice; seconded by Weiker to:

Amend MICC 19.11.040(D)(4) as follows:

4. Affordable units may not be smaller than other units with the same number of bedrooms in the development, unless the code official determines that rooms within the affordable units provide adequate space for their intended use. In no case shall the affordable units be more than ten percent smaller than the market rate units having the same number of bedrooms in the development, or less than 500 square feet if a studio unit, 600 square feet if a one-bedroom unit, 800 square feet if a two-bedroom unit, 1,000 square feet if a three-bedroom unit, or 1,200 square feet if a four-bedroom unit; whichever is less shall be of a minimum size equal to the average size of market rate units for the same bedroom count. For example, if the average size

of market rate one-bedroom units in a development is 650 square feet, each affordable one-bedroom unit in the development shall be a minimum of 650 square feet.

PASSED: 6-0

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

AB 6698: Briefing on Design Review Alternatives

CPD Director Jeff Thomas spoke about the purpose of design review alternatives being presented.

Principal Planner Adam Zack presented the legislative background on this item related to HB 1293 related to clear and objective design standards and discussed that MICC establishes three decision makers that can be assigned design review authority including the Design Commission, Hearing Examiner, or Code Official. He spoke about the current process for design review with the Design Commission and the alternatives that are available.

City Council discussed the proposal and asked questions of staff.

It was moved by Rosenbaum; seconded by Anderl to:

Direct the City Manager to prepare an ordinance to sunset the Design Commission and reassign design review decisions to the Hearing Examiner for City Council review on June 17, 2025.

PASSED: 6-0

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

AB 6700: New Dwellings in Existing Buildings (HB 1042) in Title 19 MICC (First Reading Ordinance No. 25C-12)

CPD Director Jeff Thomas spoke about the background of the proposed amendment to MICC Title 19.

Principal Planner Adam Zack presented an overview of HB1042, the Planning Commission's recommendation, and next steps.

Planning Commission Chair Daniel Thompson presented the Planning Commission's recommendation.

City Council discussed the proposal and asked questions of staff.

It was moved by Anderl; seconded by Rosenbaum to:

Schedule a second reading of Ordinance No. 25C-12 for June 17, 2025

PASSED: 6-0

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

AB 6701: Review and Discussion of Schematic Design for Public Safety and Maintenance Facility

City Manager Jessi Bon spoke about the schematic design for the Public Safety and Maintenance (PSM) facility.

Aaron Young, from Northwest Studio, presented the background of the schematic design, the facility tours that the Design Team conducted, and an overview of what is included in the PSM facility. He presented the PSM facility site plan and the five design strategies that were applied including protecting equipment, vehicles, and staff, and promoting efficient operations. He discussed how the design strategies were implemented in the schematic design, the parking circulation on the site, and MIPD and Public Works parking and vehicle storage. Mr. Young spoke about the site organization to promote efficient operations, discussed how each department that will be housed in the PSM will utilize the facility, and how and what workspaces will be shared between workgroups or departments. He spoke about equipment and vehicle storage in the PSM Facility.

Mr. Young spoke about the revised cost estimates to construct the PSM Facility, the third-party value engineering peer review, the recommendations that were received, and the cost savings recommendations that were implemented in the schematic design. He presented the revised cost estimate.

City Council asked questions and discussed the proposal.

OTHER BUSINESS

Councilmember Absences and Reports

Deputy Mayor Rosenbaum noted that he and Chief of Operations Kintner will present the PSM Facility presentation to the PTA Council tomorrow, that there is a Sound Cities Association PIC Meeting next week, and that the opening day of the Farmers Market went well.

Councilmember Weiker and Anderl congratulated Daniel Becker on his appointment to Position No. 7 on the City Council.

Councilmember Weinberg noted his next monthly open lunch is on June 21 at Mioposto.

Councilmember Reynolds noted there is a Parks & Recreation Commission meeting on Thursday.

City Council was in recess from 9:10 pm – 9:14 pm.

EXECUTIVE SESSION

At 9:14 pm, Mayor Nice convened an Executive Session in Room 104 at the Mercer Island Community & Event Center, 8236 SE 24th Street, Mercer Island, WA and via Microsoft Teams.

Executive Session to consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price pursuant to RCW 42.30.110(1)(b), and to discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i).

Mayor Salim Nice, Deputy Mayor Dave Rosenbaum, and Councilmember Lisa Anderl, Craig Reynolds, Wendy Weiker, and Ted Weinberg participated in person.

Mayor Nice adjourned the Executive Session at 10:17 pm.

ADJOURNMENT

The Regular Hybrid Council Meeting adjourned at 10:17 pm.

Attest:

Salim Nice, Mayor

Andrea Larson, City Clerk



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6707
June 17, 2025
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6707: Juneteenth, Proclamation No. 362	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve Proclamation No. 362 proclaiming June 19, 2025 as Juneteenth on Mercer Island.	

DEPARTMENT:	City Council
STAFF:	Salim Nice, Mayor Andrea Larson, City Clerk
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Proclamation No. 362
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to proclaim June 19 as Juneteenth on Mercer Island.

- Juneteenth is a holiday celebrated on June 19 to commemorate the emancipation of enslaved people in the United States.
- Congress passed The Juneteenth National Independence Day Act in June 2021, and President Biden made Juneteenth a National Holiday on June 17, 2021.
- The City of Mercer Island is partnering with the Mercer Island High School Black Student Union to hold a Juneteenth Celebration at Mercerdale Park from 12:00-3:00 PM on June 19.

BACKGROUND

The Mercer Island City Council joins communities around the nation in commemorating June 19, 2025 as Juneteenth on Mercer Island. Juneteenth, also known as Emancipation Day, Freedom Day, Jubilee Day, and Liberation Day, commemorates when the last enslaved African Americans learned they were free in 1865 in Galveston, Texas, when Union soldiers brought them the news over two years after the Emancipation Proclamation.

President Abraham Lincoln signed the Emancipation Proclamation on January 1, 1863, but Texas continued to allow enslavement until General Gordon Granger came to Galveston, Texas and issued General Order #3. On

June 19, 1865, Union soldiers enforced the Emancipation Proclamation granting freedom to an approximately 250,000 remaining enslaved people.

ISSUE/DISCUSSION

Juneteenth is a day to recognize the contributions that African Americans have made to our state, country, and community, a chance to reflect on the complex and painful history of our nation, and a reminder that we each hold a role in creating a more equitable and just society.

Black Americans have celebrated Juneteenth in a variety of ways. Early on, celebrations often involved helping newly freed African Americans learn about their voting rights and due privileges at citizens of the United States. Now, Juneteenth celebrations include parades, picnics, musical performances, and church services.

Mercer Island will hold a Juneteenth celebration on June 19, 2025 from 12:00-3:00 PM at Mercerdale Park. Presented by the Mercer Island High School Black Student Union and sponsored by the City of Mercer Island, all are welcome to enjoy food trucks, live music, family activities, and fun in honor of this important national holiday.

RECOMMENDED ACTION

Approve Proclamation No. 362 proclaiming June 19, 2025 as Juneteenth on Mercer Island.



City of Mercer Island, Washington ***Proclamation***

WHEREAS, each year, June 19 commemorates the traditional observance of the end of slavery in the United States and is called "JUNETEENTH" combining the words June and Nineteenth.

President Abraham Lincoln signed the Emancipation Proclamation on January 1, 1863, declaring the slaves in the Confederate territory free, paving the way for the passing of the 13th Amendment which formally abolished slavery in the United States of America. Word about the signing of the Emancipation Proclamation was delayed some two- and one-half years, until June 19, 1865, when Major General Gordon Granger arrived in Galveston, Texas, and announced the end of both the Civil Wars and slavery, by stating: "The people of Texas are informed that, in accordance with a proclamation from the Executive of the United States, all slaves are free."

The following year, the first official Juneteenth celebrations took place in Texas and have continued across the United States for over 150 years.

On this day, people in communities across the country come together to acknowledge the painful history and lasting, systemic impact of slavery and racial injustice in the United States.

Governor Jay Inslee signed House Bill 1016 on May 13, 2021 declaring Juneteenth a new legal State Holiday, effective in 2022. President Joe Biden signed legislation that made Juneteenth a federal holiday in June 2021.

Juneteenth is a day to recognize the contributions that African Americans have made to our state, country, and community, a chance to reflect on the complex and painful history of our nation, and an opportunity to recommit ourselves to the work of creating a more equitable and just society.

NOW, THEREFORE, I, Salim Nice, Mayor of the City of Mercer Island, do hereby proclaim June 19, 2025 as

JUNETEENTH

APPROVED, this 17th day of June 2025.

Mayor Salim Nice

Proclamation No. 362





BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6709
June 17, 2025
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6709: New Dwellings in Existing Buildings (HB 1042) in Title 19 MICC (Ordinance No. 25C-12 Second Reading)	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Adopt Ordinance No. 25C-12.	

DEPARTMENT:	Community Planning and Development
STAFF:	Jeff Thomas, Community Planning and Development Director Adam Zack, Principal Planner
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Ordinance No. 25C-12
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda item is for the City Council to conduct a second reading of and adopt Ordinance No. 25C-12 (Exhibit 1) regarding proposed development code amendments to comply with recent changes in the state law pertaining to allowing new dwelling units to be constructed in existing buildings ([RCW 35A.21.440](#)).

- In 2023, the Washington State Legislature enacted Engrossed Substitute House Bill (HB) 1042;
- HB 1042 established [RCW 35A.21.440](#), which sets requirements for how code cities can regulate the development of new housing in existing buildings;
- [RCW 35A.21.440](#) requires that all code cities, including Mercer Island, allow subject to conditions the development of new housing in existing buildings in all zones where commercial and mixed uses are allowed;
- The development regulations in Title 19 of the Mercer Island City Code (MICC) must be amended to comply with [RCW 35A.21.440](#);
- The City Council included a project to comply with recent statewide legislation, including HB 1042, on the 2024 Annual Docket;
- The Planning Commission held a public hearing and made a recommendation for the proposed amendments on April 23, 2025;

- Ordinance No. 25C-12 would amend the MICC by adding a new section to Chapter 19.06 MICC as recommended by the Planning Commission (Exhibit 1). This new section would comply with RCW 35A.21.440; and
- The City Council completed a first reading of Ordinance No. 25C-12 on June 3 (see [AB 6700](#)).

BACKGROUND

In 2023, the WA State Legislature enacted House Bill 1042 (HB 1042). This bill enacted [RCW 35A.21.440 – New housing in existing buildings—Prohibitions on local regulation](#). This state law requires code cities in Washington to allow new dwelling units to be added to existing buildings subject to specific conditions. Mercer Island must update its development code to comply with these changes by June 30, 2025 (RCW 35A.21.440(1)(a)). If the City does not comply with HB 1042, the state law supersedes local regulations (RCW 35A.21.440(1)(b)).

RCW 35A.21.440 – NEW HOUSING IN EXISTING BUILDINGS – PROHIBITIONS ON LOCAL REGULATION

The requirements for regulation of new housing in existing buildings in code cities established by HB 1042 are codified in [RCW 35A.21.440 – New housing in existing buildings – Prohibitions on local regulation](#). Ordinance 25C-12 would amend the Mercer Island City Code (MICC) to comply with RCW 35A.21.440.

ISSUE/DISCUSSION

Ordinance No. 25C-12 would adopt a new section of Chapter 19.06 MICC to comply with RCW 35A.21.440 (Exhibit 1). The proposed new code section would allow the development of new dwelling units in buildings that received a certificate of occupancy at least three years prior to application. The new code section would ensure that the development standards that apply to developing new dwelling units in existing buildings are consistent with state law, including:

- Allowing this use in all commercial and mixed-use zones;
- Allowing an increased maximum density for projects with conditions on how the exterior of the building may be modified;
- Requiring the retention of existing parking spaces;
- Ensuring that the use is subject to the same permitting requirements as any other residential use in the subject zone;
- Exempting the addition of new dwelling units in existing buildings from design standards; and
- Exempting the addition of new dwelling units in existing buildings from transportation concurrency and environmental review.

For more information about how the proposed development code connects with the state law, please see [AB 6700](#).

RECOMMENDED ACTION

Adopt Ordinance No. 25C-12 amending Title 19 MICC to adopt regulations related to new dwelling units in existing buildings.

**CITY OF MERCER ISLAND
ORDINANCE NO. 25C-12**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON,
AMENDING TITLE 19 OF THE MERCER ISLAND CITY CODE TO ADOPT
REGULATIONS RELATED TO NEW DWELLING UNITS IN EXISTING
BUILDINGS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN
EFFECTIVE DATE.**

WHEREAS, on April 14, 2023, the Washing State Legislature enacted Engrossed Substitute House Bill (HB) 1042 an act relating to the creation of additional housing units in existing buildings, amending RCW 43.21C.450; adding a new section to Chapter 35A.21 RCW; adding a new section to Chapter 35.21 RCW; and adding a new section to Chapter 19.27A RCW; and

WHEREAS, HB 1042 established RCW 35A.21.440, which sets requirements for how code cities can regulate the development of new housing in existing buildings; and

WHEREAS, the City of Mercer Island is a code city and must comply with the new requirements of RCW 35A.21.440 by June 30, 2025; and

WHEREAS, the City has established development standards in Title 19 Mercer Island City Code (MICC), the Unified Land Development Code; and

WHEREAS, the Title 19 MICC establishes development regulations for new housing in existing buildings, but does not include use-specific provisions; and

WHEREAS, adopting a new subsection of use-specific development regulations in Chapter 19.06 MICC would ensure that the development code is consistent with RCW 35A.21.440; and

WHEREAS, on April 7, 2025, the City issued a State Environmental Policy Act (SEPA) determination of nonsignificance (DNS). The SEPA determination was posted in the Community Planning and Development Bulletin and posted to the statewide SEPA register under file number 202501361. The SEPA determination was issued consistent with the procedures established in Chapter 19.21 MICC; and

WHEREAS, On April 7, 2025, the City notified the WA Department of Commerce (Commerce) of the intent to adopt development code amendments. The notice was assigned submittal ID 2025-S-8254. The Commerce 60-day review period concluded on Juen 6, 2025; and

WHEREAS, on April 21, 2025, the comment period on the SEPA determination closed and no comments on the DNS were received; and

WHEREAS, on April 23, 2025, the Planning Commission held a public hearing on new regulations to comply with RCW 35A.21.440 and made a recommendation to the City Council.

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

Section 1. Whereas Clauses Adopted. The “Whereas Clauses” set forth in the recital of this Ordinance are hereby adopted as the preliminary findings and conclusions of the City Council for passing this ordinance.

Section 2. Amendment of MICC and Establishment of New Code Section 19.06.140. A new section of Chapter 19.06 MICC is adopted as follows:

19.06.140 – New Dwelling Units in Existing Buildings

- A. *Applicability.* This section applies to any development of new dwelling units in an existing building in a zone where commercial and mixed land uses are allowed. For the purposes of this section, “existing building” means a building that received a certificate of occupancy at least three (3) years prior to the submittal of a permit application to add housing units.
- B. *Permitted Use.* Development of new dwelling units in an existing building is a residential land use permitted in the TC, PBZ, C-O, B, and MF-2 zones.
- C. *Maximum density.* A maximum residential density established for the underlying zone may be exceeded by up to fifty (50) percent than what is permitted within the underlying zone provided that the development is constructed entirely within the existing building envelope in a building within a zone which permits multifamily housing, provided that generally applicable health and safety standards, including but not limited to building code standards, and fire and life safety standards, can be met within the building. The building envelope and site may be modified as follows not to exceed the requirements of the underlying zone:
 - 1. Exterior features may be added to comply with ADA or required fire and life safety;
 - 2. Landscape and hardscape alterations to accommodate features for residences such as patios;
 - 3. Alterations in exterior fenestration to accommodate access and ventilation;
 - 4. Awnings at fenestration to provide weather protection and/or solar shading;
 - 5. Exterior features to accommodate necessary mechanical and utilities may be added provided the gross floor area of the building would not be increased by more than five percent; and
 - 6. Unenclosed roof top features such as decks and railings may be added provided that they do not increase the existing height by the lesser of the maximum allowed in the subject zone or by six feet and elevator or stair access may be added provided they do not increase the existing building height by the lesser of the maximum allowed in the subject zone or 20 feet.
- D. *Parking.* New parking spaces are not required for dwelling units added to an existing building. Existing quantity of parking spaces must be retained provided the total number of spaces to be retained is less than or equal to the number of spaces that would be required for multifamily uses in the subject zone.

- E. *Permit Required.* Development of new dwelling units in an existing building is permitted outright in any zone allowing commercial or mixed land uses unless the subject zone requires a land use permit for residential uses, in which case the permit requirement in the subject zone controls.
- F. *Development Standards.* Development of new dwelling units in an existing building is subject to the development standards, including building height, setbacks, lot coverage, and floor area ratio requirements, applicable to residential development within the subject zone.
- G. *Design Standards.* New dwelling units in existing buildings are exempt from the design standards in Chapters 19.11 and 19.12 MICC, with the following exceptions:
 - 1. The street standards established in MICC 19.11.120.
 - 2. Required ground floor street frontage uses established in MICC 19.11.020.
- H. *Transportation Concurrency and Environmental Review.* Development of new residential units in existing buildings is not subject to the transportation concurrency requirements in Chapter 19.20 MICC and environmental review required in Chapter 19.21 MICC.

Section 5. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, or its application held inapplicable to any person, property, or circumstance, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance or its application to any other person, property, or circumstance.

Section 6. Publication and Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five days after the date of publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, AT ITS MEETING ON JUNE 17, 2025.

CITY OF MERCER ISLAND

Salim Nice, Mayor

Approved as to Form:

ATTEST:

Bio Park, City Attorney

Andrea Larson, City Clerk

Date of Publication:



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6710
June 17, 2025
Consent Agenda

AGENDA BILL INFORMATION

TITLE:	AB 6710: 2025 Residential Street Overlays Bid Award	<input type="checkbox"/> Discussion Only
RECOMMENDED ACTION:	Award the 2025 Residential Street Overlays construction contract to Lakeridge Paving Company, LLC.	<input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations Patrick Yamashita, City Engineer Clint Morris, Capital Division Manager Ian Powell, Street Engineer
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Project Locations Map
CITY COUNCIL PRIORITY:	n/a

AMOUNT OF EXPENDITURE	\$ 1,152,386
AMOUNT BUDGETED	\$ 2,078,554
APPROPRIATION REQUIRED	\$ 0

EXECUTIVE SUMMARY

The purpose of this agenda bill is to award a public works construction contract to repave aging residential streets.

- This hot mix asphalt (HMA) paving contract combines the Residential Street Resurfacing (90.20.0001) and Arterial Street Preservation (90.20.0002) capital projects.
- Five contractor bids were received. The lowest responsive and responsible bid was Lakeridge Paving Company, a Washington-based limited liability company for a total amount of \$894,517.
- Funds for this construction contract are included in the 2025-2026 Biennial Budget and Capital Improvement Program (CIP) via the Street Fund.
- Construction is scheduled to occur this summer with completion by October 2025.

BACKGROUND

The 2025 Residential Street Overlays project combines two separate Transportation Improvement Program (TIP) projects into one asphalt-related public works contract for construction this summer. The separate projects are Residential Street Resurfacing (90.20.0001) and Arterial Street Preservation (90.20.0002).

The City plans arterial street resurfacing on a 25-to-30-year cycle, and residential streets on a 35-to 40-year cycle. Every three years the City collects pavement condition data to create a Pavement Condition Index (PCI) score for each of the over 700 segments of pavement within the City's 83.5-mile public road network. This rating process results in a numerical score between 100 and 0, bracketed into six condition ranges: Good (PCI 100-86), Satisfactory (85-71), Fair (70-56), Poor (55-41), Very Poor (40-26), and Failed (25-0).

Along with PCI data, staff schedules resurfacing work to follow underground utility work. Completing any underground utility work ahead of the resurfacing prevents future disturbances to new paving, helping increase the useful life of the new street.

The Arterial Street Preservation Program extends the life of arterial streets proactively, by repairing isolated pavement failure areas through crack sealing, square cut patching, and grinding and repaving of full-lane width segments. Work also includes replacing failing patches around utility castings. Roadways are selected for resurfacing based primarily upon pavement condition.

Design on this project began in January of 2025. Final plans, specifications, and cost estimates were completed in early May 2025, and the project was then advertised for bids. Five contractor bids were received, and the construction contract is ready to be awarded.

ISSUE/DISCUSSION

PROJECT DESCRIPTION

This project has been divided into three schedules of work, as described below. Refer to Exhibit 1 for locations.

Schedule A resurfaces 0.4 miles of residential streets with an HMA overlay on 66th Avenue SE (from SE 24th Street to SE 25th Street) and 71st Avenue SE (from SE 24th Street to 70th Avenue SE). 66th Avenue SE received a chip seal in 1986 and 71st Avenue SE was last overlayed in 1994, and their 2022 PCI ratings are in the Fair to Poor ranges.

The scope of work includes pavement repairs, grinding the existing asphalt, repaving the roadway and installing crushed rock and topsoil along the shoulders. After repaving, new pavement markings will be applied, and utility castings will be adjusted to the grade of the new pavement. The engineer's estimated construction cost for Schedule A was \$305,726.

Schedule B repairs and resurfaces approximately 0.9 miles of residential streets in a central Island neighborhood consisting of SE 46th Street, SE 47th Street, SE 47th Place, 84th Avenue SE, and 86th Avenue SE. This work is planned to occur following the completion of the 2024 Water System Improvements Project, currently under construction on the same streets. These roadways were originally built in the 1960s and the 2022 PCI ratings for these streets are in the Fair to Very Poor range.

The scope of work includes pavement repairs, removing full sections of the existing pavement, regrading gravel base, and repaving with HMA. After repaving, new pavement markings will be applied, utility castings will be adjusted to the grade of the new pavement, and disturbed shoulder and landscaped areas will be restored. The engineer's estimated construction cost for Schedule B was \$641,562.

Schedule C includes arterial preservation work within the Town Center, on SE 24th Street and along North Mercer Way. This work involves “grind and overlay” pavement repair areas and adjustment and patching of existing utilities. The engineer’s estimated construction cost for this work was \$42,595.

At the completion of design, the engineer’s estimate for construction of the three schedules of work was estimated to be \$989,883.

BID RESULTS

Five construction bids were received on May 29, 2025. The lowest bid was from Lakeridge Paving Company, LLC, for \$894,517, which is approximately 10% below the engineer’s estimate. The following table shows the bid results.

2025 RESIDENTIAL STREET OVERLAYS CONSTRUCTION BID RESULTS				
COMPANY NAME	SCHEDULE A NORTH RESIDENTIAL STREET OVERLAY	SCHEDULE B SOUTH RESIDENTIAL STREET OVERLAY	SCHEDULE C ARTERIAL PRESERVATION	TOTAL BID AMOUNT
Lakeridge Paving	\$283,198	\$550,501	\$60,818	\$894,517
Becker Blacktop	\$298,365	\$561,660	\$42,620	\$902,645
Icon Materials	\$293,564	\$622,252	\$47,273	\$963,089
Puget Paving & Const.	\$351,804	\$626,124	\$61,777	\$1,039,705
Lakeside Industries	\$343,985	\$719,540	\$85,210	\$1,148,735
Engineer's Estimate:	\$305,726	\$641,562	\$42,595	\$989,883

The apparent low bidder, Lakeridge Paving Company, LLC from Covington, has successfully completed numerous paving projects for the nearby cities of Bellevue, Redmond, and Issaquah in recent years. Lakeridge Paving also successfully completed arterial and residential street paving projects for the City of Mercer Island in 2016, 2017, and 2024.

A review of the Labor and Industries (L&I) website confirms Lakeridge Paving Company is a contractor in good standing with no license violations, outstanding lawsuits, or L&I tax debt. Based on review of Lakeridge Paving Company’s bid submittal and reference checks, staff has determined that Lakeridge Paving Company is the lowest responsive bidder for this project and staff recommends awarding the 2025 Residential Street Overlays project to Lakeridge Paving Company, LLC.

PROJECT BUDGET

Adding amounts for construction contingency, design, construction inspection, and project management brings the total estimated project cost to \$1,152,386. The available 2025-2026 budget for this project totals \$2,078,554, and it is the combination of the Residential Street Resurfacing (90.20.0001) and Arterial Preservation Program (90.20.0002) budgets. Project costs and budget are summarized in the table on the following page. At the completion of the project, any remaining budget will remain in the Street Fund and will be used for similar work in 2026.

2025 ARTERIAL AND RESIDENTIAL STREET OVERLAYS PROJECT BUDGET			
Description	Schedule A & B North & South Residential Street Overlay (90.20.0001)	Schedule C Arterial Preservation (90.20.0002)	TOTAL
Construction Contract			
Schedule A – North Residential Street Overlay	\$283,198	-	\$283,198
Schedule B – South Residential Street Overlay	\$550,501	-	\$550,501
Schedule C – Arterial Preservation		\$60,818	\$60,818
Construction Contract Subtotal	\$833,699	\$60,818	\$894,517
Construction Contingency @ 10%	\$83,370	\$6,082	\$89,452
Project Design - Consultant	\$64,322	\$7,150	\$71,472
Construction Inspection	\$35,000	\$4,000	\$39,000
Contract Admin/Project Management	\$45,000	\$4,000	\$49,000
1% for the Arts	\$8,337	\$608	\$8,945
Total Project Cost	\$1,069,728	\$82,658	\$1,152,386
2025 – 2026 Budget Resources			
Residential Street Resurfacing (90.20.0001)	\$1,914,677	-	\$1,914,677
Arterial Preservation (90.20.0002)	-	\$158,877	\$158,877
Total Budget Available for Project	\$1,914,677	\$158,877	\$2,073,554
Budget Remaining	\$844,949	\$76,219	\$921,168

NEXT STEPS

Minor water and storm drainage repairs and improvements within Schedules A are being performed under a separate small public works contract and funded through the Water and Storm Water Utilities. That work is scheduled to occur in June and July, prior to the street paving work.

Construction activities on the 2025 Residential Street Overlays contract are tentatively scheduled to begin in mid-July. The entire construction contract is required to be complete by the end of October.

RECOMMENDED ACTION

Award Schedules A, B, and C of the 2025 Residential Street Overlays project to Lakeridge Paving Company, LLC, a Washington-based company, and authorize the City Manager to execute a contract with Lakeridge Paving Company, LLC in an amount not to exceed \$894,517 and set the total project budget at \$1,152,386.

Item 6.



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6711
June 17, 2025
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6711: Continuance of the April 15 Public Hearing and Adoption of 2026-2031 Transportation Improvement Program	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Continue public hearing and adopt the 2026-2031 Transportation Improvement Program as shown in Exhibit 3 and authorize an increase of \$2,904,231 in Street Fund expenditures in 2026.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations/Public Works Director Matt Mornick, Finance Director Patrick Yamashita, City Engineer Clint Morris, Capital Division Manager Rebecca Corigliano, Transportation Engineer Ian Powell, Street Engineer
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Summary of Public Comments Received by June 4, 2025 2. Street Fund Forecast, as of May 2025 3. Detail of Proposed Expenditures 2026-2031 4. Project Descriptions 5. Map of Proposed Roadway and Pedestrian/Bicycle Facilities Improvements 6. Map of Mercer Way Shoulder Improvements
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to continue the public hearing opened on April 15, 2025 regarding the 2026-2031 Transportation Improvement Program (TIP) and for the City Council to adopt the TIP.

- The public comment period for the 2026-2031 TIP is March 11 to June 17, 2025. A public hearing was opened during the April 15, 2025 City Council meeting ([AB 6665](#)) and continued to the June 17, 2025 City Council meeting.
- A total of 65 comments were received during the public comment period (see Exhibit 1).

- At the April 15, 2025 meeting, the City Council asked questions about traffic signal timings. Responses to these questions are outlined in this agenda bill.
- Exhibit 2 includes financial projections for the Street Fund from 2026 through 2031. The Fund remains balanced through early 2030. It is not until mid-2030 that the Street Fund balance is projected to go negative.
- The City's Water Supply Pipeline project (90.40.0032) is planned for construction in 2026. Staff updated related project budgets and timelines to align with the 2026 timing and to keep the Street Fund balance positive through 2029, as outlined in Exhibit 3.
- Exhibits 4, 5, and 6 provide additional project information and maps of proposed improvements.
- By moving scheduled projects up from 2027 into 2026 to coincide with the City's Water Supply Pipeline project, an increase of \$2.9 million in Street Fund expenditures is required in the 2025-2026 biennium to complete the accelerated project work outlined in the 2026-2031 TIP.

BACKGROUND

The six-year TIP is a planning tool used to identify specific projects that serve to maintain, preserve, and maximize use of the existing roadway and pedestrian/bicycle facilities. It forecasts revenues and expenditures within the Street Fund over the six-year period.

RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1, 2025. Once the TIP is adopted, projects are budgeted and funded through the City's Capital Improvement Program (CIP) during the biennial budget process.

ISSUE/DISCUSSION

Public feedback was solicited through the City's outreach platforms, including *Let's Talk* from March 11 to June 17, 2025 and was incorporated in the final development of the 2026-2031 TIP. All 65 public comments received by June 4, 2025 are included in Exhibit 1. Nine of the comments will be addressed by City staff through the Neighborhood Traffic Program and 14 of the comments will be addressed following the update to the Pedestrian and Bicycle Facilities (PBF) Plan scheduled for 2026-2027.

QUESTIONS FROM THE TIP PREVIEW

At the April 15, 2025 meeting, the City Council asked questions about signal timings, specifically if automatic pedestrian recall and leading pedestrian intervals have been considered for Mercer Island signals. Responses to these questions are outlined below.

Automatic Pedestrian Recall

Staff considered automatic pedestrian recall for Mercer Island signals. Implementation of this type of pedestrian phasing is not recommended. Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection.

Leading Pedestrian Intervals

Leading pedestrian intervals (LPIs) are a traffic signal timing strategy that give pedestrians a head start at crosswalks so drivers have improved visibility of pedestrians in a crosswalk before turning. LPIs typically range

between three and seven seconds, depending on the number of right turn lanes at an intersection. Since February 2023, Mercer Island signal timings include three seconds of LPIs on all pedestrian phases because the intersections have a single right turn lane.

CHANGES TO CONSIDER FROM THE TIP PREVIEW

Since the TIP preview on April 15, 2025, staff updated several transportation project budgets and timelines to align with the City's Water Supply Pipeline (90.40.0032) project timeline and to keep the Street Fund balance positive through 2029. Updates are summarized below and shown in blue text in Exhibit 3.

Construction of the City's Water Supply Pipeline project is anticipated to be completed in 2026. Staff updated the timing and budget of the Gallagher Hill Road Overlay and Sidewalk Improvements (90.20.0008 and 90.20.0009), SE 40th Street Overlay and Sidewalk Improvements (90.20.0010 and 90.20.0006), and SE 36th Street Overlay (90.20.0023) to complete the remainder of the design and all construction in 2026. This allows for surface improvements to directly follow all underground work. Much of this construction was previously planned for 2027 when the schedule for the Water Supply Pipeline was less refined.

These changes will require a revision to the 2025-2026 Capital Improvement Program (CIP) budget in the amount of \$2,904,231. See table 1 below for details.

Table 1

Projects funded by the Street Fund		Adopted Budget 2026	Proposed TIP Updates 2026	Additional Budget Authority
90.20.0006	SE 40th Street Sidewalk Improvements	\$ 85,025	\$ 1,114,146	\$ 1,029,121
90.20.0008	Gallagher Hill Rd Overlay	79,841	587,549	507,708
90.20.0009	SE 40th Street Sidewalk Improvements	105,763	601,938	496,175
90.20.0010	SE 40th Street Overlay (88th to 93rd)	52,881	418,370	365,489
90.20.0023	SE 36th Street Overlay	-	678,620	678,620
90.20.0034	NMW Sidewalk Imp	172,883	-	(172,883)
Proposed 2026 Budget Adjustments				\$ 2,904,231

Table 1 also includes budget revisions for the North Mercer Way Sidewalk Improvements (90.20.0034) project. Staff shifted this project from 2026 to 2027 to align with the North Mercer Way Overlay (90.20.0015), decreasing the proposed 2026 budget adjustments by \$172,883.

To help maintain a positive Street Fund balance through 2029, West Mercer Way Resurfacing (90.20.0021), 78th Avenue SE Overlay and Sidewalk Improvements (90.20.0026 and 90.20.0029), SE 24th Street Overlay and Sidewalk Improvements (90.20.0027 and 90.20.0028), and West Mercer Way Overlay (90.20.0033) were all shifted out one year. These arterial streets currently have a Pavement Condition Index (PCI) value in the Fair to Satisfactory range and will remain sufficient for another year. PCIs are anticipated to decline in the years leading up to the overlay projects. New PCI data will be collected in the Fall of 2025. This new data will help staff prioritize the paving of these arterial streets.

NEXT STEPS

With the adoption of the 2026-2031 Transportation Improvement Program (TIP) on June 17, staff will:

- Submit the TIP to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1, 2025.

- Proceed with the project work accelerated to coincide with the City's Water Supply Pipeline (90.40.0032) as outlined in this agenda bill.

RECOMMENDED ACTION

Continue public hearing and adopt the 2026-2031 Transportation Improvement Program as shown in Exhibit 3 and authorize an increase of \$2,904,231 in Street Fund expenditures in 2026.

Log #	Category	Location	Comment/Question	Staff Response
1	Other Transportation Project	North Mercer Way and 84 th Avenue SE	<p>There is a tree leaning over the sidewalk and the roadway near the corner of North Mercer Way and 84th Avenue SE.</p> <p>I have mentioned this last year to the city. They referred me to the arborist. He replied that he has examined the tree and is satisfied with the strong root system. Any tree leaning that much over a sidewalk and roadway will eventually come crashing down and can hit people or cars.</p> <p>Thank you for keeping our roads safe. We had 2 trees coming down along North Mercer Way during the wind storms a few months ago.</p> <p>Please remove that tree and plant 1 or 2 new trees like they did when they replaced the sewer system along North Mercer Way.</p>	Not related to TIP annual update. Please submit service requests through the City's online tool: https://www.mercerisland.gov/publicworks/page/submit-service-request
2	Pedestrian and Bicycle Project	72 nd Avenue SE north of SE 24 th Street	72 nd Ave SE needs proper pedestrian footpaths. The current path is not separated from the roadway and frequently blocked by vehicles, trash collection etc forcing people to walk in the street. The road is also not striped and not a consistent width, causing drivers, cyclists and pedestrians to interact unsafely. This road has become extremely busy in the years I've lived here.	City staff to evaluate through Neighborhood Traffic Program.
3	Pedestrian and Bicycle Project	East Mercer Way and I-90	I'm wondering how much longer the North Mercer bike path by the East Mercer Way exit (westbound off I-90) is going to be closed. It's dangerous having to turn south and merge with heavy traffic onto East Mercer Way rather than continuing west/straight on the bike path when coming from Bellevue.	Updates regarding the North Mercer Island/Enatai Sewer Upgrade project can be found on King County's website: https://kingcounty.gov/en/dept/dnrrp/waste-services/wastewater-treatment/capital-projects/north-merc-island-enatai-sewer-upgrade
4	Pedestrian and Bicycle Related Project	86 th Avenue SE and Island Crest Way	Feedback from meeting with MISD: consider adding 86 th Avenue SE Sidewalk Improvements (SE 42 nd Street to Island Crest Way) to the project list.	Staff to move the project to funding in 2032 during next year's update of the TIP.
5	Pedestrian and Bicycle Related Project	SE 27 th Street and 76 th Avenue SE	This is a common place for people to cross the street, even though there is no crosswalk. Please add a safe crossing here.	This location does not meet the City's crosswalk installation criteria due to nearby crossings to the east and west. The mid-block crossing to the west will be enhanced with a rectangular

Log #	Category	Location	Comment/Question	Staff Response
				rapid-flashing beacon (RRFB) in 2026.
6	Pedestrian and Bicycle Related Project	SE 27 th Street and 77 th Avenue SE	The intersection at 27th St and 77th Ave should have automatic walk signals. This would encourage walking in the Town Center and discourage jaywalking, which is very common here.	In fall 2024, new pedestrian pushbuttons were installed in the Town Center, which activate pedestrian cycles once pressed. City staff plan to monitor usage of the new pedestrian pushbuttons as the light rail station opens and may consider changes to signal timings.
7	Pedestrian and Bicycle Related Project	SE 27 th Street and 80 th Avenue SE	As I understand a new traffic light is being added at 27th St and 80th Ave- please configure it with automatic pedestrian walk signals. This is right next to the light rail station and will have very high pedestrian throughput. Automatic walk signals would improve safety and encourage use of the transit station.	Signal timings to be evaluated upon completion of the signal project.
8	Pedestrian and Bicycle Related Project	Island Crest Way and SE 40 th Street	Crossing this intersection as a pedestrian or cyclist is unnecessarily dangerous and time consuming. This make getting to school for a large portion of the island that lives west of island crest.	City staff to review signal timings with King County Signal Technicians (maintain and operate City-owned signals).
9	Pedestrian and Bicycle Related Project	77 th Avenue SE south of SE 27 th Street	Please configure 77th Ave similarly to 78th Ave. 78th is excellent- the medians discourage speeding and allow for safe pedestrian crossing, while also providing shade.	Feedback may be considered when 77 th is scheduled for resurfacing.
10	Pedestrian and Bicycle Related Project	77 th Avenue SE south of SE 27 th Street	Please improve the bike lane here. It would be great to see the bike lane at the same level as the sidewalk, similar the bike lane at 7th and Blanchard in Seattle. At the very least, greater protection, such as a buffer, is needed.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
11	Other Transportation Project	SE 27 th Street and 76 th Avenue SE	Please rethink the 27th St bend. This street is set up like an arterial even though it has high pedestrian and bike activity. It would be safer to make cars take a turn at the 27th St and 76th Ave intersection.	27 th realignment studied by City staff in the 2023-2024 biennium.
12	Pedestrian and Bicycle Related Project	SE 27 th Street and 76 th Avenue SE	Please narrow the length of the existing crosswalk at this intersection. It's quite wide for a minor neighborhood street, which encourages cars to drive quickly through this residential area.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.

Log #	Category	Location	Comment/Question	Staff Response
13	Pedestrian and Bicycle Related Project	SE 26 th Street and I-90	The offramp to SE 26 th St should be controlled by a signal. Currently, cars are exiting the freeway at 40+ mph, right into the path of pedestrians and cyclists using the I-90 trail. The slip lane should probably be closed.	City staff to share comment with WSDOT.
14	Pedestrian and Bicycle Related Project	Island Crest Way and I-90	Could you elevate the crosswalk here? This would encourage drivers to slow down at the slip lane, which also is a frequent pedestrian crossing point. Alternatively, close the slip lane or control it via a signal.	City staff to share comment with WSDOT.
15	Other Transportation Project	78 th Avenue SE and SE 29 th Street	Could you make this an all-way stop? This would improve safety while having minimal impact on throughput in this area where speed is already restricted.	City staff to evaluate through Neighborhood Traffic Program.
16	Pedestrian and Bicycle Related Project	SE 68 th Street east of 84 th Avenue SE	An additional crosswalk needs to be added on 68 th between Island Crest and 84 th . Because of crosswalks only existing at these aforementioned intersections, people tend to jaywalk either here, where this pin is, or at the next intersection.	City staff to evaluate through Neighborhood Traffic Program.
17	Pedestrian and Bicycle Related Project	76 th Avenue SE and SE 24 th Street	Could you narrow the pedestrian crossing at this intersection? The corners have a very large radius, which encourages cars to drive very quickly. It would be nice to see the corners squared off and have both 24 th St and 76 th Ave reduced from 3 lanes to 2.	City staff to consider when ramps are upgraded through ADA Transition Plan Implementation.
18	Pedestrian and Bicycle Related Project	Island Crest Way south of SE 62 nd Street	There needs to be improvements to the sidewalk/trail on the west side of Island Crest Way between Island Park and Pioneer Park. At the very least, make those bus stops ADA accessible.	Phase 1 of the Shared Use Path is planned for construction in 2027, spanning from Island Park Elementary to SE 60 th Street.
19	Other Transportation Project	SE 68 th Street and 84 th Avenue SE	The intersection here should be raised to sidewalk level. This would force drivers to pay more attention to pedestrians, animals, and cyclists. Furthermore, the slip lane here should be removed and trucks should be rerouted to exit via the same way Metro buses exit.	Reflectorized post-sleeves and diagonal down arrows have been installed within the last year to increase visibility of stop-control at the intersection. Additional safety improvements to be considered at this intersection when the ramps are scheduled for ADA upgrades as part of ADA Transition Plan Implementation.
20	Other Transportation Project	Sound Transit Park and Ride	Allow for collaboration with King County Metro to improve intra-island transit service. Ideally, service should be restored to somewhere similar to pre-2014 levels.	City staff to continue coordination with KC Metro.

Log #	Category	Location	Comment/Question	Staff Response
			However, Mercer Island presents an opportunity where Metro Flex may work better than in other zones.	
21	Pedestrian and Bicycle Related Project	West Mercer Way west of 81 st Avenue SE	Outside of a small stretch of sidewalk on school district property, there is no separated sidewalk on West Mercer Way close to its eponymous school. I don't think kids being turned into mulch due to a lack of a sidewalk is a good idea, so maybe it's due time for a repave.	Pavement marking and signage improvements to be installed through Neighborhood Traffic Program. Also to be evaluated following the PBF Plan update.
22	Pedestrian and Bicycle Related Project	East Mercer Way north of SE 39 th Street	Mercer Way is very well-known in the area for being a beautiful cycle route. However, the best this road has to offer in cycle amenities is a sharrow. This, plus the width of the road, causes traffic congestion, puts stress on bikers, and can cause serious injury or even death in the most severe cases. There should be dedicated bike lanes that aren't just sharrows so people cycling can do so more safely.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
23	Other Transportation Project	SE 68 th Street and 82 nd Avenue SE	Stop signs should be added to this intersection.	City staff to evaluate through Neighborhood Traffic Program.
24	Pedestrian and Bicycle Related Project	84 th Avenue SE south of SE 78 th Street	The sidewalk here should be paved. The sidewalk on the rest of the road is paved and separated, but this sidewalk here is only grade separated.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
25	Other Transportation Project	86 th Avenue SE south of SE 73 rd Street	The off-leash area leads directly into the road with no barriers to stop an errant dog from getting obliterated by a passing car. There should at least be a barrier between the off-leash area and the road, or traffic needs to be restricted to this road.	Comment to be shared with Mercer Island Parks Department.
26	Pedestrian and Bicycle Related Project	84 th Avenue SE and SE 24 th Street	Redesign this intersection to make it safer for bikers. If there is a sign under the stop sign that tells drivers to "please respect" bikers and stop for the blind corner, then chances are that intersection needs to be redone.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
27	Pedestrian and Bicycle Related Project	SE 24 th Street west of 84 th Avenue SE	This segment is a common bike detour. Bicycle protection or separation from traffic in this location would make mercer safer	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
28	Other Transportation Project	SE 24 th Street and 81 st Avenue SE	A four way stop is necessary here as sight lines and safety at this intersection have been consistently far worse than nearly any other part of the island. I have personally seen several accidents at this intersection in the past year and change is necessary to avoid any more harm.	City staff to evaluate through Neighborhood Traffic Program.

Log #	Category	Location	Comment/Question	Staff Response
29	Pedestrian and Bicycle Related Project	80 th Avenue SE south of SE 37 th Street	Bike lane should be added to this road as opposed to a simple shoulder	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
30	Pedestrian and Bicycle Related Project	80 th Avenue SE south of SE 37 th Street	Paved sidewalk should be added as opposed to a road shoulder.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
31	Pedestrian and Bicycle Related Project	Island Crest Way north of SE 68 th Street	Please create/improve the bike path on Island Crest Way between 53rd and 68th St. This project has been planned for decades yet not implemented. It's currently very unsafe to ride a bike north-south in this area, despite being right next to the school, parks and new bike skills area.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.
32	Other Transportation Project	78 th Avenue SE and SE 24 th Street	Mirror for approaching traffic on 78th Ave SE	City staff do not install mirrors within right-of-way due to the distorted image it creates. Residents may install mirrors on private property if desired.
33	Other Transportation Project	East Mercer Way and I-90	<p>I think this TIP is the right time to begin thinking about a master plan under the TIP and TCO for systemically important intersections that looks at truthful current traffic levels of service, likely future development, and likely future levels of service/traffic at these intersections so all the stakeholders can come together to determine how to allocate a limited amount of traffic capacity.</p> <p>The whole point of a TCO is that a city does not end up with a situation like at I-90 and E. Mercer Way pre-pandemic in which a lack of future planning results in a dysfunctional intersection that then causes dysfunction to other intersections downstream. It is just that the first come/first served approach to a TCO does not work well for systemically important intersections that will have a lot of future development.</p>	Traffic impact analyses are performed as part of development projects.
34	Pedestrian and Bicycle	Varies	Please pass along the following comments to the MI City Council, City Manager, and any other relevant staff.	Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use

Log #	Category	Location	Comment/Question	Staff Response
	Related Project		<p>On behalf of NIM (Neighbors in Motion) and myself, I offer the following comments on the proposed TIP for 2025-2030.</p> <p>Qualified support for project 90.25.0013. This project would fund an engineering study for a safe pedestrian/bicycle route along ICW from 53rd SE to SE 68th. But the study would not be funded until 2030. This missing link of the north-south ped/bike route has been in the City's PBF plans since at least 1996—almost 30 years ago. The City did a study on the corridor in 2023. NIM has ideas on how to improve that study's recommendations, which would reduce the cost of completing the gap and dramatically reduce the number of affected trees. We are anxious to share those ideas with City staff.</p> <p>Several factors will contribute to the increased use of the ICW missing link: increased use of e-bikes and scooters, the opening of the light rail station, the bike safety area, etc. Delaying the study for another 5 years only serves to increase the risk of injury along the corridor.</p> <p>Qualified support project 90.25.0018. A revised PBF plan may be overdue, but it is not nearly as overdue as completing the ICW missing link. Funding another PBF study now is wasteful. The funds are better spent on long-overdue projects. It makes more sense to revise the PBF plan after the light rail station is opened and the ICW missing link is completed.</p> <p>Support for project 90.25.0016, which would complete paving the shoulders along the Mercers, on EMW at the south end of the island. Although some may consider this a bicycle safety improvement, it is not a dedicated bicycle lane. It also benefits walkers and drivers, as well as residents who use the shoulder to park cars, place garbage bins, etc.</p> <p>Numerous projects would improve pedestrian safety, add or enhance crosswalks for the disabled, etc. NIM supports those.</p> <p>Thank you for considering my comments, and for your service to the island. Kirk Griffin 7845 SE 73rd Place MI, WA 98040</p>	<p>path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p>

Log #	Category	Location	Comment/Question	Staff Response
35	Pedestrian and Bicycle Related Project	Various	Please advance funding for the ICW missing link study (Project #90.25.0013) to improve safety sooner. I urge the council to prioritize overdue projects like the ICW missing link over additional planning studies. The Mercers shoulder paving project is vital for safety and benefits all residents—please ensure it moves forward. Respectfully, Jose Oncina	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs. Thank you for informing the City of support for these projects.
36	Pedestrian and Bicycle Related Project	Island Crest Way near SE 61 st St	Please add dedicated bicycle lanes separated from traffic in this corridor!	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
37	Pedestrian and Bicycle Related Project	Various	<p>Suggestions for improving the TIP</p> <p>**1. Island Crest Way (ICW) Missing Link (Project #90.25.0013)** - Begin construction for a safe pedestrian/bicycle route from 53rd SE to SE 68th much sooner than 2030. The need for this route has been identified since 1996, and delays increase the risk of injuries along this corridor as usage grows with e-bikes, e-scooters, and the light rail station.</p> <p>**2. PBF Plan Update (Project #90.25.0018)** - Reschedule the PBF plan after the light rail station opens and critical projects are completed. Use funds from this study to build long-overdue projects like the ICW missing link.</p> <p>**3. Shoulder Paving on the Mercers (Project #90.25.0016)** - Complete the shoulders on EMW at the south end of the island. The shoulders benefit a wide range of users—cyclists, pedestrians, motorists, and adjacent residents.</p> <p>**4. City Center Pedestrian Safety Projects** - Move ahead with the proposed crosswalks, improved accessibility, and pedestrian safety projects. Keep the only bicycle lanes in the town center along 77th Ave SE which are the main connectors to the light rail station and it's covered bicycle parking.</p>	<p>Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p>

Log #	Category	Location	Comment/Question	Staff Response
				Thank you for informing the City of support for these projects.
38	Pedestrian and Bicycle Related Project	Island Crest Way	<p>Dear Cycling Neighbors,</p> <p>The City Council is reviewing the TIP (Transportation Improvement Program) for 2025-2030, and now is the time to advocate for projects that can make a real difference in our community. We fully support Jim Stanton's "Let's Talk" mail on this, but our punctuation is the following:</p> <p>-We request that the City advance funding for the ICW missing link Study (Project #90.25.0013) to improve safety sooner. We urge the City Council to prioritize overdue projects like the ICW missing link over additional planning studies. A Bike/pedestrian path on Island Crest is long overdue and would provide facilities for the benefit of cyclists, pedestrians, e-bike commuters and the growing number of e-scooter riders on the Island.</p> <p>-The Mercers shoulder paving project is vital for safety and benefits all residents—please ensure it moves forward.</p> <p>Thank You, Jeff & Suzanne Koontz</p>	<p>Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p> <p>Thank you for informing the City of support for these projects.</p>
39	Pedestrian and Bicycle Related Project	Various	<p>Dear Council Members,</p> <p>I lived on Mercer Island for years and have ridden my bike for many many more years on the island-buying lunch, groceries, coffee and fish n chips everytime after my rides. Biking brings your businesses money, and now I ask that you get with it and enhance safety for all of us.</p> <p>**1. Island Crest Way (ICW) Missing Link (Project #90.25.0013)**</p> <p>- Request the construction for a safe pedestrian/bicycle route from 53rd SE to SE 68th to be funded *sooner than 2030*.</p> <p>- This route has been planned since 1996, and delays increase the risk of injuries along this corridor as usage grows with e-bikes, scooters, and the light rail station.</p>	<p>Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last</p>

Log #	Category	Location	Comment/Question	Staff Response
			<p>**2. PBF Plan Update (Project #90.25.0018)**</p> <ul style="list-style-type: none"> - Use funds from this study to build long-overdue projects like the ICW missing link. - Reschedule the PBF plan after the light rail station opens and critical projects are completed. <p>**3. Shoulder Paving on the Mercers (Project #90.25.0016)**</p> <ul style="list-style-type: none"> - Support completing this project on EMW at the south end of the island. It benefits a wide range of users—cyclists, pedestrians, drivers, and residents. <p>**4. City Center Pedestrian Safety Projects**</p> <ul style="list-style-type: none"> - Back efforts to enhance crosswalks, improve accessibility, and prioritize pedestrian safety. <p>Enjoyment of our island via biking and walking is here to stay. It is time for Council to ensure everyone can be safe while getting exercise and socializing in the beautiful outdoors.</p> <p>Don't you want to have your family be safe while they ride their bike or go for a walk? No brainer, right.</p> <p>Thank you for supporting safer roads.</p>	<p>year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p> <p>Thank you for informing the City of support for these projects.</p>
40	Pedestrian and Bicycle Related Project	Island Crest Way	please prioritize the completion of project #90.25.0016, the Island Crest "missing link"	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.
41	Other Transportation Project	Various	The most frequent reason for roads to be unusable is power-lines and trees. They money should be spent putting power lines underground.	Thank you for your feedback.

Log #	Category	Location	Comment/Question	Staff Response
42	Pedestrian and Bicycle Related Project	SE 40 th Street and East Mercer Way	improve visibility and/or provide clear protected sidewalk for pedestrians. Cars coming from 40th looking to make a right-hand turn onto EMW often overshoot the white line while looking to their left (for cars) instead of right (for pedestrians). with the absence of sidewalk or any shoulder on the east side of EMW, pedestrians are forced to walk northbound on the west side of WMW, where drivers do not expect them.	City staff to evaluate through Neighborhood Traffic Program.
43	Pedestrian and Bicycle Related Project	East Mercer Way	reduce (and enforce) speed limit on mercer ways to 20 or 25 mph. It's a big problem once EMW straightens out; drivers who have been trailing cyclists for miles suddenly see their opportunity to pass and gun it - often making dangerous passes with slim margins of error between both them and the cyclists and oncoming traffic.	To be evaluated as part of the Transportation Action Plan.
44	Pedestrian and Bicycle Related Project	North Mercer Way	grade-separate the I-90 trail where it crosses in front of the P&R, and create a clear "bus island" for boarding, with clear crossing points for peds to/from the buses. The current situation is quite dangerous, with many blind spots where peds may step out into the bicycle path, obvious to the traffic coming through at 15 mph, sometimes faster. Proper infrastructure will both maintain speed for cyclists as well as keeping people safe.	The Park and Ride frontage is undergoing new pavement markings to help delineate pedestrian and bicycle paths, and increase visibility.
45	Pedestrian and Bicycle Related Project	SE 24 th Street and 78 th Avenue SE	Fence here obscures view of WB cyclists coming from 24th st to merge onto I-90 trail. Would also benefit from an explicit yield sign, reminding cyclists from 24th that they should yield to those already on the i-90 trail	City staff to evaluate through Neighborhood Traffic Program.
46	Pedestrian and Bicycle Related Project	North Mercer Way and SE 26 th Street	re-locate and/or automate the crosswalk button for cyclists. EB cyclists should keep right on the path, but then the button is located on a pole on the left and actually a bit to the east of the crosswalk. So it's not convenient as you have to actually back up your bike after pressing the button, to then wait and cross. As a result, many cyclists just run the light.	WSDOT owned and operated traffic signal.
47	Pedestrian and Bicycle Related Project	I-90 trail near Shorewood Dr	eliminate the confusing stop sign on the trail. out of date photo, but some variant of this still exists. If anyone should be stopping, it's the cars - not cyclists/pedestrians who have just struggled up an enormous hill. Cyclists/pedestrians have right of way over cars; this stop sign suggests they do not. If anything, put the stop sign on Shorewood Dr and require the users of the local road to stop - instead of stopping people on the major east-west commuter route. I-90 trail is the ONLY way for bikers and peds to cross the lake; it should be prioritized over local traffic. Prioritizing this would also keep cyclists on the I-90 trail more instead of deviating onto NMW. Alternatively, a protected path along NMW would be less elevation gain for cyclists - so if we built that out properly, then this cross could probably be left as a regular ped crossing without the added sign.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.

Log #	Category	Location	Comment/Question	Staff Response
48	Pedestrian and Bicycle Related Project	I-90 trail near N Mercer Way	better protect this crossing to make clear to cars that that should yield and allow cyclists to cross at prevailing speed (15 mph), rather than making a stop. Current intersection design requires cyclists to stop or bunny-hop the curve - former of which is inconvenient, latter of which is unsafe for everyone. Provide a protected way for cyclists to proceed East-West at speed.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
49	Other Transportation Project	E Mercer Way and Jewish Communicat or Access Rd	EMW has very prominent crosswalks with stripes and signage, but the JCC/FASPS driveway does not. This creates a lot of confusion in both directions. Some drivers on EMW slowing, thinking they're supposed to yield to traffic coming out of JCC/FASPS - which is probably fine. Except that then some drivers coming out of JCC/FASPS pull out even though it's not clear, assuming EMW will yield to them (or they just get sick of waiting). 5-10 times a year I have to slam my brakes for such a driver. 1) strip the north-south crosswalk in front of FASPS/JCC drive 2) add the fluorescent yellow signage for that crosswalk 3) add a proper STOP sign coming out of FASPS/JCC driveway, to remind them that they must STOP and YIELD to EVERYONE on EMW - peds, bikes, cars. All of those users have right-of-way over someone pulling out from a private driveway under WA law.	City staff to evaluate through Neighborhood Traffic Program.
50	Pedestrian and Bicycle Related Project	SE 28 th Street and Island Crest Way	am I crazy person, or does this signal have a detector that does NOT recognize bikes waiting on 28th street? If I'm alone here on a bike, i wait forever and have to go hit the ped button. If I'm in a car or car pulls up behind me, it seems like the cycle goes pretty quick.	City staff to share comment with WSDOT.
51	Other Transportation Project	80 th Avenue SE and SE 27 th Street	make this a roundabout? not a traffic engineer, but 4-way stop with addition of turn lanes - so like 7 other cars to be watching, as well as bikes + peds, doesn't seem optimally efficient or safe.	Sound Transit is currently constructing a traffic signal at this intersection.
52	Pedestrian and Bicycle Related Project	Various	Please prioritize the ICW bicycle/pedestrian "missing link" project that has been under discussion for literally decades. Similarly, please complete the shoulder widening project on East Mercer Way as soon as possible, and continue to expand safe bike lines in and around our Town Center. Mercer Island is far behind neighboring communities in making bicycle lanes a priority. The huge growth in e-bikes and e-scooters has only increased the need for well-designed bike lanes that allow children and adults to safely navigate our Island.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. The shoulder widening project is also scheduled for completion in 2027.
53	Pedestrian and Bicycle Related Project	Mercerwood Drive	I wish to express my support for 90.25.0030 Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE) as it adds sidewalk on one side of Mercerwood Drive. Our family walks along the shoulder of Mercerwood's north side and adding a sidewalk to that section of road makes sense. I would oppose the	Thank you for your feedback. In future years if the Mercerwood Drive Ped Improvements (96th Avenue SE to East Mercer Way)

Log #	Category	Location	Comment/Question	Staff Response
			unfunded "Mercerwood Drive Ped Improvements (96th Avenue SE to East Mercer Way)" as written because it adds a "pedestrian facility" to both sides of the road. For a little part east of 96th, there is a wide shoulder available, but once a little bit past 97th until the street makes its 180 degree turn, there is minimal currently existing shoulder area. Going from 0 to 2 in my opinion would have an outsized impact on residents here. I would suggest the City looks into having a pedestrian facility on the (generally) north side of Mercerwood Drive for a minimal change to the identified project. For a larger change to the proposed project, based on the stated intent to connect 40th and EMW, perhaps the trail and stairs bridging the gap on 40th could be updated and that section of 40th, which is less-winding and has more space for less cars, could be considered for pedestrian facilities. It also benefits from creating a more-direct path from the schools to the SJCC and the shoulder along EMW would still provide a path to the Shoreclub.	project is added to the six-year project list, scope changes will be considered.
54	Pedestrian and Bicycle Related Project	Varies	I write in support of the proposed/draft TIP. In particular, I support accelerating work on the north-south bike/ped trail, which is literally decades overdue. Other positive areas are continuing to pave the shoulders on the Mercers; replacing many road sections with HMA; and the proposed pedestrian/sidewalk improvements. Thanks again for your service.	Thank you for your feedback.
55	Other Transportation Project	Island Crest Way north of SE 58 th St	Please complete the missing link. However, the 12.5' lane widths that appear in current designs reflect dated standards that increase risk and will require the removal of land scaping. Based on AASHTO (American Association of State Highway and Transportation Officials), NACTO (National Association of City Transportation Officials), and Transportation Research Board - the lane widths should be 11' in width to accommodate bus operations. AASHTO (cited in John Hopkins - Narrow Lanes Save Lives: https://narrowlanes.americanhealth.jhu.edu/ NACTO: https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/#:~:text=1Lane%20width%20should%20be,urban%20settings%20while%20discouraging%20speeding . TRB: https://nap.nationalacademies.org/catalog/26788/roadway-cross-section-reallocation-a-guide Please follow best practices - it will increase green space, safety, and decrease costs.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Travel lanes will not be impacted by the shared use path.
56	Other Transportation Project	Island Crest Way and SE 68 th Street	Please install the roundabout as identified in ICW study - quick build options are readily available and cheap to implement compared to permanent construction.	Staff are progressing with the all-way stop pedestrian improvements. The roundabout option would extend roadway pavement into Pioneer Park,

Log #	Category	Location	Comment/Question	Staff Response
				which does not comply with the new Open Space Zone code.
57	Pedestrian and Bicycle Related Project	East Mercer Way	As a 30 year resident of MI, I am writing to nudge city council to prioritize the completion of the bike lane on East Mercer way south of Clark Beach. This is an area utilized extensively by walkers and bikers. Many pedestrians are walking to Clark Beach as well as the Beach Club. It is my hope that this work can be completed this year.	Completion of the Mercer Way shoulders project is scheduled for 2027.
58	Pedestrian and Bicycle Related Project	Mercer Ways	I would like to suggest one small improvement to increase safety for both cars and cyclists. It is much safer to cycle/ride clockwise around the island than the opposite direction (counter clockwise) because of the increased shoulder width on the inside of West Mercer, North Mercer, East Mercer and South Mercer Way. I believe it would be very beneficial for the City to post signage at the entrances to the island (coming westbound from the East Channel Bridge and from the I-90 Eastbound bike lane) indicating or strongly suggesting that it is safer to ride in a clockwise direction. It's not as scenic, but it is a lot safer and would help traffic flow as well!	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
59	Pedestrian and Bicycle Related Project	Island Crest Way	Island Crest Way is such a disappointment! This is the main north-south connection and in places it barely has sidewalks, and those are often poorly maintained.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.
60	Pedestrian and Bicycle Related Project	Island Crest Way	land Crest Way is a disappointment for cyclists too! It should have modern bike lanes because as of now it looks like Mercer Island is supposed to be only for cyclists doing The Loop which is absolutely useless if you are a commuter visiting friends or businesses.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.

Log #	Category	Location	Comment/Question	Staff Response
61	Pedestrian and Bicycle Related Project	SE 27 th Street west of 80 th Avenue SE	Upgrade a widen sidewalk.	Sidewalk upgrades are currently underway through Sound Transit's signal project at the SE 27 th Street & 80 th Avenue SE intersection and the City's Town Center Parking Facility project on SE 27 th Street.
62	Pedestrian and Bicycle Related Project	Mercerdale Park	upgrade sidewalk, as there are cracks and uneven parts throughout the path.	Path maintained through the Parks department.
63	Pedestrian and Bicycle Related Project	76 th Avenue SE and North Mercer Way	finish upgrading sidewalk and corner.	The corner will be upgraded through Sound Transit's signal project construction.
64	Pedestrian and Bicycle Related Project	North Mercer Way west of 76 th Avenue SE	Add sidewalk.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
65	Pedestrian and Bicycle Related Project	SE 27 th Street and 80 th Avenue SE	Would be easier to have a walkway bridge here, especially in light of the light rail coming.	Sidewalk upgrades are currently underway through Sound Transit's signal project at the SE 27 th Street & 80 th Avenue SE intersection and the City's Town Center Parking Facility project on SE 27 th Street.

Street Fund Financial Forecast

2026-2031

Item 7.

RESOURCES	2025B	2026F	2027F	2028F	2029F	2030F	2031F
Beginning Fund Balance	\$ 2,825,066	\$ 6,191,900	\$ 4,173,430	\$ 2,086,308	\$ 2,313,481	\$ 280,901	\$ (4,743,197)

REVENUES							
Appropriated Fund Balance	80,397	1,592,397	-	-	-	-	-
Real Estate Excise Tax	1,677,633	1,821,094	1,875,727	1,931,999	1,989,959	2,049,657	2,111,147
Fuel Tax	475,000	475,000	470,250	465,548	460,892	456,283	451,720
Transportation Benefit District (TBD)	367,866	367,866	367,866	367,866	367,866	367,866	367,866
State Grants	118,000	-	743,007	-	-	-	-
Federal Grants	53,497	213,497	240,000	80,000	-	-	-
Transportation Impact Fees	66,000	66,000	66,000	66,000	66,000	66,000	66,000
Tree Replacement Fee	22,530	-	-	-	-	-	-
Miscellaneous Revenues	34,000	34,000	34,000	34,000	34,000	34,000	34,000
Mitigation - Sound Transit	2,419,544	-	-	-	-	-	-
Interfund Transfers	240,000	527,692	663,292	533,249	482,348	744,914	429,000
Total Revenues	5,554,467	5,097,546	4,460,142	3,478,662	3,401,065	3,718,720	3,459,733
Total Street Fund Resources	8,379,533	11,289,446	8,633,572	5,564,969	5,714,545	3,999,621	(1,283,464)

EXPENDITURES							
A. Residential Streets Preservation Program	940,000	974,677	1,008,120	1,040,415	1,071,635	1,101,853	1,132,071
B. Arterial Street Improvements	78,000	2,618,777	950,849	519,794	2,554,105	1,455,037	877,739
C. Pedestrian & Bicycle Facilities - New	456,000	2,567,986	2,197,291	444,268	1,234,774	4,873,454	489,011
D. TIP Other	225,000	433,300	1,851,843	690,579	-	723,184	-
E. Operations Other	488,633	521,275	539,161	556,433	573,130	589,291	605,452
Total Expenditures	2,187,633	7,116,015	6,547,264	3,251,488	5,433,645	8,742,818	3,104,273
Ending Fund Balance (including reserves)	\$ 6,191,900	\$ 4,173,430	\$ 2,086,308	\$ 2,313,481	\$ 280,901	\$ (4,743,197)	\$ (4,387,737)

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Six-Year Transportation Improvement Program

Detail of Proposed Expenditures

2026-2031

Item 7.

Projects	Project ID	Lead	2026F	2027F	2028F	2029F	2030F	2031F	Total
Preservation and Maintenance Projects									
A. Residential Streets Preservation Program									
Residential Street Resurfacing	90.20.0001	Street Engineer	974,677	1,008,120	1,040,415	1,071,635	1,101,853	1,132,071	6,328,772
A. Subtotal Residential Streets Preservation Program			974,677	1,008,120	1,040,415	1,071,635	1,101,853	1,132,071	6,328,772
B. Arterial Street Improvements									
Arterial Preservation Program	90.20.0002	Street Engineer	80,877	83,755	86,632	89,510	92,387	95,356	528,518
Gallagher Hill Road Overlay (SE 36th to SE 40th Street)	90.20.0008	Street Engineer	587,549	-	-	-	-	-	587,549
SE 40th Street Overlay (88th to 93rd Avenue SE)	90.20.0010	Street Engineer	418,370	-	-	-	-	-	418,370
SE 27th Street Overlay (76th Avenue SE to 80th Avenue SE)	90.20.0014	Street Engineer	692,643	-	-	-	-	-	692,643
North Mercer Way Overlay (8400 Block to SE 35th Street)	90.20.0015	Street Engineer	-	829,512	-	-	-	-	829,512
76th Avenue SE & NMW Overlay	90.20.0017	Street Engineer	160,718	-	-	-	-	-	160,718
East Mercer Way Overlay (SE 36th to SE 40th Street)	90.20.0019	Street Engineer	-	37,582	433,162	-	-	-	470,744
West Mercer Way Resurfacing (SE 56th to EMW)	90.20.0021	Street Engineer	-	-	-	2,464,595	-	-	2,464,595
SE 36th Street Overlay (Gallagher Hill Rd to EMW)	90.20.0023	Street Engineer	678,620	-	-	-	-	-	678,620
78th Ave SE Overlay (SE 40th Street to WMW)	90.20.0026	Street Engineer	-	-	-	-	559,036	-	559,036
SE 24th Street Overlay (72nd Avenue SE to 76th Avenue SE)	90.20.0027	Street Engineer	-	-	-	-	698,795	-	698,795
West Mercer Way Overlay (I-90 to SE 24th Street and 32nd to 28th)	90.20.0033	Street Engineer	-	-	-	-	104,819	782,382	887,201
B. Subtotal Arterial Street Improvements			2,618,777	950,849	519,794	2,554,105	1,455,037	877,739	8,976,301
New Construction Projects									
C. Pedestrian & Bicycle Facilities - New									
ADA Transition Plan Implementation	90.20.0003	Transp. Engineer	259,223	268,445	277,668	286,890	296,113	305,632	1,693,970
Traffic Safety and Operations Improvements	90.20.0004	Transp. Engineer	103,689	107,378	111,067	114,756	118,445	122,253	677,588
PBF Plan Implementation	90.20.0005	Transp. Engineer	51,845	53,689	55,534	57,378	59,223	61,126	338,795
SE 40th Street Sidewalk Improvements (Gallagher Hill to 93rd Avenue SE)	90.20.0006	Street Engineer	1,114,146	-	-	-	-	-	1,114,146
78th Avenue SE Sidewalk Improvements (SE 32nd to SE 34th Street)	90.20.0007	Transp. Engineer	77,000	881,357	-	-	-	-	958,357
Gallagher Hill Road Sidewalk Improvements (SE 36th to SE 40th Streets)	90.20.0009	Street Engineer	601,938	-	-	-	-	-	601,938
76th Avenue SE Mid-Block Crossing (SE 27th Street)	90.20.0012	Transp. Engineer	285,145	-	-	-	-	-	285,145
East Mercer Way Roadside Shoulders - Ph 11 (SE 79th Street to 8400 block)	90.20.0016	Street Engineer	75,000	475,589	-	-	-	-	550,589
81st Ave SE Sidewalk Improvement (NMW to SE 24th Street)	90.20.0020	Transp. Engineer	-	237,950	-	-	-	-	237,950
77th Ave SE Channelization Upgrades (SE 32nd Street to North Mercer Way)	90.20.0022	Transp. Engineer	-	-	-	-	63,487	-	63,487
84th Ave SE Pedestrian Improvements (SE 33rd Place to SE 36th Street)	90.20.0025	Transp. Engineer	-	-	-	328,202	-	-	328,202
SE 24th Street Sidewalk Improvements (72nd to 76th Avenue SE)	90.20.0028	Street Engineer	-	-	-	-	812,473	-	812,473
78th Avenue SE Sidewalk (SE 40th Street to WMW)	90.20.0029	Street Engineer	-	-	-	-	406,237	-	406,237
Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE)	90.20.0030	Transp. Engineer	-	-	-	229,512	1,593,087	-	1,822,599

The projects in blue text were adjusted to align with the City's Water Supply Pipeline project timeline and to keep the Street Fund balance positive through 2029.

Six-Year Transportation Improvement Program

Detail of Proposed Expenditures

Item 7.

2026-2031

Projects	Project ID	Lead	2026F	2027F	2028F	2029F	2030F	2031F	Total
Island Crest Way Crosswalk Enhancement (SE 46th Street)	90.20.0031	Transp. Engineer	-	-	-	80,329	592,226	-	672,555
SE 27th Street Sidewalk Improvements (74th to 76th Avenue SE)	90.20.0032	Transp. Engineer	-	-	-	137,707	932,163	-	1,069,870
NMW Sidewalk (Fortuna to SE 35th Street)	90.20.0034	Street Engineer	-	172,883	-	-	-	-	172,883
C. Subtotal Pedestrian & Bicycle Facilities - New			2,567,986	2,197,291	444,268	1,234,774	4,873,454	489,011	11,806,785

D. TIP Other									
ICW Corridor Improvements (SE 68th Street to SE 53rd Place)	90.20.0013	Transp. Engineer	233,300	-	-	-	723,184	-	956,484
Pedestrian & Bicycle Facilities Plan Update	90.20.0018	Transp. Engineer	200,000	200,000	-	-	-	-	400,000
ICW Shared Use Path Phase 1	90.20.00XX	Transp. Engineer	-	1,476,843	-	-	-	-	1,476,843
Transportation Action Plan	90.20.00XX	Transp. Engineer	-	100,000	100,000	-	-	-	200,000
Aubrey Davis Park Mountains to Sound Trail Lighting (Island Crest Way to Shorewood Dr)	90.25.0008	Transp. Engineer	-	75,000	590,579	-	-	-	665,579
D. Subtotal TIP Other			433,300	1,851,843	690,579	-	723,184	-	3,698,906

E. Non-TIP Operations									
Non-TIP Operations			521,275	539,161	556,433	573,130	589,291	605,452	3,384,742
E. Subtotal Non-TIP Operations			521,275	539,161	556,433	573,130	589,291	605,452	3,384,742

Total Project Costs			\$ 7,116,015	\$ 6,547,264	\$ 3,251,488	\$ 5,433,645	\$ 8,742,818	\$ 3,104,273	\$ 34,195,505
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The projects in blue text were adjusted to align with the City's Water Supply Pipeline project timeline and to keep the Street Fund balance positive through 2029.

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM Project Descriptions (2026-2031)

[90.20.001] - Residential Street Resurfacing

Historically, this program consists of hot mix asphalt (HMA) overlays on an average of 1.0 mile of residential streets annually. The HMA overlay program began in 1989. Prior to that, the City's primary pavement resurfacing program was chip sealing and slurry sealing. In 2011, the City returned to using chip sealing (on a limited basis) as another tool for street pavement preservation. To date, chip seal projects have been performed in 2011, 2013, and 2018. The Residential Street Preservation Program also performs large size roadway patching, occasional crack sealing projects, and improves about one substandard street per biennium, all as the needs arise.

The City's pavement condition data is an integral part of determining the locations and schedule of future residential street asphalt overlays and chip seal work. Pavement Condition Index (PCI) data was collected in 2013, 2016, 2019 and 2022 and is planned again for collection in 2025. When PCI falls below a score of 70, staff considers a roadway for resurfacing. For roadways with resurfacing needs that also have pending utility work (storm drainage, new watermain, etc.), these roadways are typically scheduled for paving in the years following completion of that major utility work. The timing and limits of residential street resurfacing work in future TIPs may change, as determined by updated pavement condition information.

Some of the residential roadways planned for future HMA repaving are listed below. Other roadways may be added or the timing of these streets below may change based on when and where watermain construction, storm drainage construction, franchise utility work, and major housing projects occur.

- In 2026 the residential streets of SE 78th, SE 80th, and SE 82nd Streets in the neighborhood of Island Point and several streets in the First Hill neighborhood, including portions of 70th and 74th Avenues are planned for repaving. These roadway PCI ratings are in the Fair to Very Poor range. Additionally, residential paving will occur in the Mercerwood neighborhood on 93rd and 94th Avenues, following watermain improvements constructed in 2025.
- In 2027, likely residential paving work will occur in the Mercerwood neighborhood on portions of 95th, 96th, and 97th Avenues, following watermain replacement work.
- In 2028, the neighborhood streets of SE 60th and SE 61st Streets and 90th, 92nd, 93rd, and 94th Avenues (east of Island Crest Way) are planned for repaving. PCI's of these roads are in the Fair to Very Poor range.
- In 2029, potential residential streets include SE 72nd Place, 91st Ave SE, 91st Place SE and 92nd Place SE. These roadways have current PCI ratings in the Fair to Very Poor ranges.

- In 2030 the residential streets of SE 58th and SE 59th Streets and 91st Avenue (lying east of Island Crest Way) are planned for paving. These roadways have current PCI ratings in the Fair range.
- Street resurfacing to occur in 2031 will be determined during the development of the TIP in 2026, following PCI data collection in summer 2025.

Arterial Street Improvements

- **[90.20.0002] Arterial Preservation Program** work continues annually. The purpose of this program is to extend the life of arterial streets proactively, by repairing isolated pavement failure areas through crack sealing, square cut patching, and grinding and repaving of full-lane-width segments. Crack sealing extends the life of existing pavements by sealing out water intrusion.
- **[90.20.0008] Gallagher Hill Road (SE 36th Street to SE 40th Street)** is proposed for resurfacing with an HMA overlay in 2026 after water pipeline replacements. Last repaved in 1988, Gallagher Hill Road's current PCI rating is in the Fair range, but after water pipeline construction staff believes its rating will decline to Poor. Paving will be coupled with the Gallagher Hill Road sidewalk improvements [90.20.0009].
- **[90.20.0010] SE 40th Street (88th Avenue SE to 93rd Avenue SE).** This project will resurface SE 40th Street with a grind and HMA overlay process. It is planned for 2026, after completion of nearby water pipeline replacement projects. Paving will be coupled with the SE 40th Street sidewalk improvements from Gallagher Hill Road to 93rd Avenue SE [90.20.0006]. Sidewalks and bike lanes between 88th Avenue SE and Gallagher Hill Road were constructed in 2018.
- **[90.20.0014] SE 27th Street (76th Avenue SE to 80th Avenue SE)** will resurface SE 27th Street from 76th Avenue to 80th Avenue in the Town Center with a grind and HMA overlay of the existing roadway in 2026. This roadway was last resurfaced in 1994, and its current PCI is in the Fair range.
- **[90.20.0015] North Mercer Way (8400 Block to SE 35th Street).** This project will resurface North Mercer Way with an HMA overlay in 2027. Work will also include sidewalk repairs for ADA compliance and resurfacing of nearby SE 26th Street (Island Crest Way to 84th Avenue). This portion of North Mercer was last repaved in 1994 by WSDOT at the end of the I-90 freeway construction. While its PCI ratings are in the Satisfactory and Fair ranges, staff believes PCI's will drop into the Poor range by 2027, after completion of the King County North Mercer Interceptor Sewer pipeline project.
- **[90.20.0017] 76th Avenue SE and North Mercer Way.** This new project will resurface the intersection of North Mercer Way and 76th Avenue SE at the westbound I-90 freeway on-ramp as well as North Mercer Way up to SE 22nd Street with a grind and hot mix asphalt overlay. The intersection is nearing the end of its pavement life and the Sound Transit traffic signal project currently under construction has impacted the area with utility cuts. It will need resurfacing after completion of the signal project and is therefore planned for 2026. Current PCI ratings are in the Poor range.

- **[90.20.0019] East Mercer Way (SE 36th Street to SE 40th Street).** This project will resurface this portion of East Mercer Way with a HMA overlay in 2028, with design planned in 2027. Last repaved in the mid-1980's by WSDOT, this roadway's current PCI is in the low Satisfactory range and staff believes it will drop to Fair or Poor by 2027.
- **[90.20.0021] West Mercer Way (SE 56th Street to East Mercer Way)** is planned for resurfacing in 2029 with an HMA overlay. This roadway was last repaved in 1995 with an HMA overlay. Its current PCI's are in the Fair to Satisfactory range and its condition will continue to slowly decline. Patching and crack sealing have both been performed in recent years. The actual timeframe for repaving could be later, based on future PCI data.
- **[90.20.0023] SE 36th Street (Gallagher Hill Road to East Mercer Way).** This project will resurface SE 36th Street with an HMA overlay in 2026 after completion of nearby water pipeline replacement projects. This roadway was rebuilt in the mid 1980's by WSDOT as part of the I-90 freeway improvements. Its current PCI rating is Fair; but is expected to decline during water pipeline construction. This pavement has performed well, but will be over 40 years old in 2026, and will need resurfacing. Project elements will also include sidewalk repairs for ADA compliance.
- **[90.20.0026] 78th Avenue SE (SE 40th Street to West Mercer Way)** will resurface this portion of 78th Ave SE with a HMA overlay in 2030. Last repaved in 2001, this roadway's current PCI is in the Fair range. The overlay project will be tied to the 78th Ave SE sidewalk improvements project [90.25.0029], also proposed for 2030.
- **[90.20.0027] SE 24th Street (72nd Avenue SE to 76th Avenue SE)** will resurface this portion of SE 24th Street with a HMA overlay in 2030. Last repaved in 1993, this roadway's current PCI is in the Fair range but is expected to decline further in the coming years. Project limits could increase based on future pavement conditions. This project will be tied to the SE 24th sidewalk improvements project [90.25.0028] also proposed for 2030.
- **[90.20.0033] West Mercer Way (I-90 to SE 24th Street and SE 28th to SE 32nd Streets)** will resurface portions of West Mercer Way with a HMA overlay in 2031, with design planned in 2030. These sections of roadway were last resurfaced in 1994, 2003, and 2013. While current PCI's are in the Satisfactory and Fair ranges, staff believe this area of West Mercer Way will be in need of resurfacing by 2031. Future PCI data in 2025 may revise this future project's limits.

Pedestrian and Bicycle Facilities – New

- **[90.20.0003] ADA Transition Plan Implementation** is an annual program to design and construct spot improvements to pedestrian facilities citywide to meet compliance standards established by the Americans with Disabilities Act (ADA) and documented in the City's ADA Transition Plan. ADA upgrades will be focused in Town Center, then expand throughout the City.
- **[90.20.0004] Minor Capital – Traffic Operations Improvements** is an annual program to provide minor capital transportation improvements City-wide to address traffic operations issues and concerns. Typical projects include upgrading signs to new mandated standards, channelization modifications or improvements, roadway safety improvements, upgrading traffic signals for increased efficiency and safety, and new or revised street lighting. It may also fund traffic data collection or City contributions to grants.

- **[90.20.0005] PBF Plan Implementation** is an annual program to identify, prioritize, design and construct small spot improvements and gap completion projects to pedestrian and bicycle facilities citywide as identified in the PBF Plan. Specific projects for this program have not yet been identified or prioritized for construction. Additional pedestrian and bicycle facility projects, besides those listed in the PBF Plan, may be considered if the goals of the PBF Plan are met.
- **[90.20.0006] SE 40th Street Sidewalk Improvements (Gallagher Hill Road to 93rd Avenue SE).** This project will replace sidewalks and create bike lanes on SE 40th Street from Gallagher Hill Road to 93rd Avenue SE in conjunction with repaving of the roadway [90.20.0010] following water pipeline installation. Work will include constructing new curbs, gutters, and sidewalks along both sides of the roadway; minor drainage improvements; landscaping; and new pavement markings. Construction is planned for 2026.
- **[90.20.0007] 78th Avenue SE Sidewalk Improvements (SE 32nd Street to SE 34th Street).** This project will reconstruct curbs, sidewalks, and ADA ramps, and replace street trees along the east side of 78th Avenue SE from SE 32nd to SE 34th Streets. It will also replace street lighting on both sides of the street and address tree root damage along the west side of the street (minor storm and water system repairs may be needed). Construction is planned for 2027 following Mercedale Sewer Upsizing.
- **[90.20.0009] Gallagher Hill Road Sidewalk Improvements (SE 36th Street to SE 40th Street).** This project will construct a new sidewalk along the downhill lane of Gallagher Hill Road between SE 36th and SE 40th Streets following water pipeline installation. Work will include installing new curbs, gutters, sidewalks, and storm drainage. Construction is planned for 2026 and coupled with repaving of the roadway [90.20.0008].
- **[90.20.0012] 76th Avenue SE Mid-Block Crossing (SE 27th Street).** The project location is on the curve between 76th Avenue SE and SE 27th Street in Town Center at the existing mid-block crosswalk. Enhancements to the existing facility include a new center median, rectangular rapid-flashing beacon (RRFB), and ADA curb ramps. Construction is planned for 2026.
- **[90.20.0016] East Mercer Way Roadside Shoulders - Phase 11 (SE 79th Street to 8400 block).** This project will create a new paved shoulder from SE 79th Street to the 8400 block. This is the final phase of the Mercer Way Roadside Shoulder Improvement projects and will remove the last gap in pedestrian and bicycle facilities along East Mercer Way's entire 4.8-mile length. Construction is planned for 2027.
- **[90.20.0020] 81st Avenue SE Sidewalk Improvements (North Mercer Way to SE 24th Street).** This project proposes to reconstruct concrete curb, gutter, sidewalk and ADA ramps along the east side of 81st Avenue SE to provide a safe walk route to the park and ride as well as to the new Sound Transit station and is planned for 2027.
- **[90.20.0022] 77th Avenue SE Channelization (SE 32nd Street to North Mercer Way).** The scope is consistent with the current Town Center street standards described in MICC 19.11.120. The 2022 Town Center Parking Study adopted by [AB 6369](#) recommends studying options for street reconfiguration on 77th Avenue SE as a good candidate but no specific design or timeframe was recommended. The City Council directed staff in Exhibit 2,

log #2 of [AB 6369](#) (Summary of Discussion Items + Follow Up Actions) to adjust the scope of this project if the Council ultimately decides to pursue an alternative design option in the future. This project will remain in the “out-years” as a placeholder until such a decision is made. Alternatively, the Council could choose to remove the project from the TIP, however, it would result in private development projects such as Xing Hua on 77th Avenue SE, north of SE 29th Street to build the code required street improvements along their property frontage – replace the bike lanes and center turn lane with on-street parking and sharrows. If the project remains in the TIP, developers could pay the City their fair share of the improvement in lieu of building them.

- **[90.20.0025] 84th Avenue SE Pedestrian Improvements (SE 33rd Place to SE 36th Street).** This project will construct a new sidewalk or path along the east side of 84th Avenue SE from SE 33rd Place to SE 36th Street. This section of 84th Avenue SE has a 20 ft-wide paved roadway and is signed as a bike route. There are intermittent sections of shoulder with gravel and grass, but there is not a consistent pedestrian facility on the east side of 84th Avenue SE. Construction is planned for 2029.
- **[90.20.0028] SE 24th Street Sidewalk Improvements (72nd Avenue SE to 76th Avenue SE).** This project will reconstruct concrete curb, gutter and sidewalk along SE 24th Street to upgrade the current walking facility. This project is tied to the SE 24th Street overlay project (90.25.0027). Construction is planned for 2030.
- **[90.20.0029] 78th Avenue SE Sidewalk Improvements (SE 40th Street to West Mercer Way).** This project proposes to install concrete curb, gutter and sidewalk along the west side of 78th Ave SE from SE 40th to SE 41st Streets to provide a walking facility where none currently exists. The project will also upgrade an existing walkway on the east side of the roadway with concrete curbs and sidewalks to improve the connection from the adjacent neighborhood to SE 40th Street, providing access to the Town Center and West Mercer Elementary School. This project is tied to the 78th Ave SE overlay project [90.25.0026]. Construction is planned for 2030.
- **[90.20.0030] Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE).** In 2027, sidewalk will be installed on the south side of SE 40th Street from its existing terminus near Gallagher Hill Road to 93rd Avenue SE, the start of Mercerwood Drive. This project will continue new sidewalk from 93rd Avenue SE to 96th Avenue SE on the south side of Mercerwood Drive, with ADA ramps and a new pedestrian crossing at 96th Avenue SE. Bike lane installation may also be considered. Construction is planned for 2030.
- **[90.20.0031] Island Crest Way Crosswalk Enhancement (SE 46th Street).** This project will enhance the existing crosswalk on Island Crest Way just north of SE 46th Street. Improvements to the existing facility include a pedestrian signal and ADA enhancements to the two curb ramps on each side of Island Crest Way and the center median. Construction is planned for 2030.
- **[90.20.0032] SE 27th Street Sidewalk Improvements (74th Avenue SE to 76th Avenue SE).** This sidewalk improvement project is located at the western edge of Town Center, along the south side of SE 27th Street, from 76th Avenue SE to the west approximately 325 feet. New curb and gutter, sidewalk, driveways, and ADA curb ramps will be constructed. Street trees will be replaced to allow space for new street trees to mature without sidewalk damage. This project will also replace street lighting and storm drainage systems where

needed upon replacement of the sidewalk. Construction is planned for 2030 in an “out-year” in case the frontage is re-constructed during property improvements.

- **[90.20.0034] North Mercer Way Sidewalk Improvements (Fortuna Drive to SE 35th Street).** This project proposes to remove the existing guardrail behind the existing curb and gutter and construct a new concrete sidewalk and ADA ramps along the north side of North Mercer Way to provide a walking facility where none currently exists. This project will close a gap in the City’s existing sidewalk infrastructure and is planned for 2027, in conjunction with the North Mercer Way overlay [90.25.0015].

Other

- **[90.20.0013] ICW Corridor Improvements (SE 68th Street to SE 53rd Place).** This project will continue the planning and design of traffic safety and operation improvements identified as part of the Island Crest Way Corridor Safety Analysis in 2022 and Island Crest Way Corridor Improvements (90th Avenue SE to SE 63rd Street) in the 2023-2024 biennium. The planning and design elements proposed for 2025-2026 include:
 - SE 53rd Place Safety Improvements – Design a right turn lane to the westbound approach of SE 53rd Place and Island Crest Way, install ADA-compliant ramps, and improve crosswalks.
 - Shared Use Path Phase 1 – Building off the Shared Use Path Analysis completed in 2024, design a shared use path that extends from Island Park Elementary to SE 60th Street. Design of the path from SE 60th Street to SE 68th Street and from Island Park Elementary to 90th Avenue SE will be proposed in a subsequent TIP. Up to \$106,993 of the design is funded through a Washington State Transportation Improvement Board grant.
 - SE 68th Street Intersection Safety Improvements – Design mountable apron curb returns and ADA-compliant ramps to shorten pedestrian crossing distances and improve safety.

Project construction will be costly and require significant grant funding to complete the work. A construction placeholder is shown in 2030 for the SE 53rd Place intersection safety improvements until funding is secured. The City was awarded a \$850k Washington State Transportation Improvement Board grant to fund the design and construction of the Shared Use Path Phase 1 project.

- **[90.20.0018] Pedestrian and Bicycle Facilities Plan (PBF Plan) Update** is proposed for the 2026-2027 biennium to provide a comprehensive update to the current PBF Plan, last updated in 2010 from the original 1996 plan. Over time, construction standards have changed and new facilities have been built. Updates to the Plan will incorporate the results of the ADA Transition Plan, evaluate the use of urban street design guidelines such as the National Association of City Transportation Officials (NACTO), and identify/evaluate projects, provide a preliminary scope of work, and establish priorities of work with the intention of providing a roadmap, foundation, and timeline for future improvements. Mercer Island has been awarded \$320,000 through the Safe Streets and Roads for All (SS4A) FY24 grant program to support this project.
- **[90.20.00XX] ICW Shared Use Path Phase 1** will construct the Shared Use Path from Island Park Elementary to SE 60th Street in 2027, which will have design completed in 2026

through 90.20.0013. Construction is being accelerated from 2030 to 2027 due to \$743,007 of construction funding secured through a Washington State Transportation Improvement Board grant.

- **[90.20.00XX] Transportation Action Plan** is proposed for 2027-2028 to recommend projects and strategies to improve roadway safety on Mercer Island. Findings from 90.20.0018 will inform development of the Transportation Action Plan. Mercer Island has been awarded \$160,000 through the Safe Streets and Roads for All (SS4A) FY23 grant program to support this project. Supplemental grant funds for 90.20.0018 are tied to the Transportation Action Plan grant funds.
- **[90.25.0008] Aubrey Davis Park Mountains to Sound Trail Lighting (Island Crest Way to Shorewood Dr)**. This project will illuminate the Mountains to Sound Greenway (I-90) Trail along the north side of the tall retaining wall from Shorewood to Town Center, a distance of approximately half a mile, as part of Mercer Island's Parks, Recreation, and Open Space (PROS) Plan. This project may be eligible for grant funding via WSDOT's Pedestrian & Bicycle program, and the City's application will be strengthened by completing design early. Construction is planned for 2028.

Unfunded PBF Projects – Beyond 2031

- **Merrimount Drive Sidewalk Improvements (Island Crest Way to West Mercer Way).** The project proposes to install concrete curb, gutter, and sidewalk along both sides of Merrimount Drive. The project improves walkability by providing a defined route and place for school kids to walk and wait for the school bus or walk to West Mercer Elementary.
- **92nd Avenue SE Sidewalk Improvements (SE 40th Street to SE 41st Street).** This project will build concrete curb, gutter, and sidewalk along the west side of 92nd Avenue to provide a "safe walk route" for Northwood Elementary and the High School, as well as a bus stop location for Islander Middle School. It will also complete a missing link on 92nd Avenue by connecting with sidewalks the School District constructed in 2015 along the High School frontage, creating a continuous sidewalk from SE 40th to SE 42nd Streets. This project may be eligible for Transportation Improvement Board or Safe Routes to School grant funding. City and District staff will monitor the need and propose this work in a future TIP if warranted.
- **86th Avenue SE Sidewalk Improvements (SE 42nd Street to Island Crest Way).** This project proposes to install concrete curb, gutter, and sidewalk along the east side of 86th Avenue SE to provide a walking facility where none currently exists. The project will complete a missing link in the sidewalk network and connect Island Crest Way and adjacent neighborhoods to the High School, Northwood Elementary School, the Mary Wayte Pool, and PEAK.
- **SE 34th Street Sidewalk Improvement (78th Avenue SE to 80th Avenue SE) –** This project will reconstruct curbs, sidewalk, ADA-compliant ramps, and street trees with silva cells along the north side of SE 34th Street where the existing sidewalk currently has significant root damage and heaving due to nearby street trees. This project will improve pedestrian mobility in Town Center.

- **Mercerwood Drive Pedestrian Improvements (96th Avenue SE to East Mercer Way) –**
This project will install a pedestrian facility on both sides of Mercerwood Drive, to connect to the 90.25.0030 new sidewalk and East Mercer Way. This project will improve pedestrian safety, especially for students and families accessing schools and other gathering places on SE 40th Street and East Mercer Way. This pedestrian improvement is included in the 2010 PBF Plan.

2026-2031 Six - Year TIP Roadway & PBF Improvements

- Roadway Project
- PBF Project
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031

112

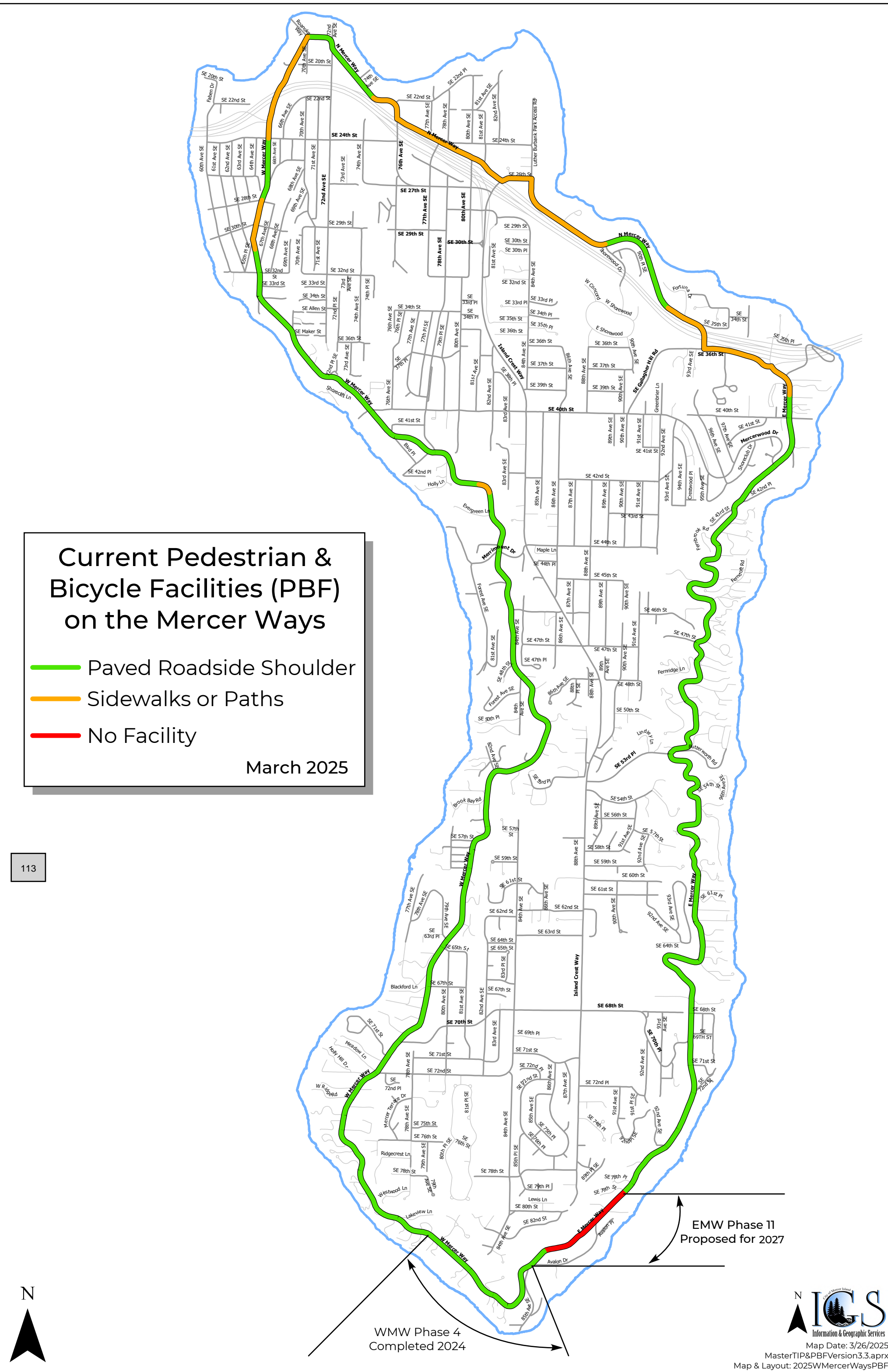
Current Pedestrian & Bicycle Facilities (PBF) on the Mercer Ways

Paved Roadside Shoulder

Sidewalks or Paths

No Facility

March 2025



WMW Phase 4 Completed 2024

EMW Phase 11 Proposed for 2027



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6712
June 17, 2025
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6712: Approval of Public Safety and Maintenance Facility Schematic Design and Integration of 9655 Building	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve the Public Safety and Maintenance Facility Schematic Design and set the project budget at \$103,900,000 and direct the City Manager to prepare a bond ordinance for first reading at the July 1, 2025, City Council meeting.	

DEPARTMENT:	City Manager
STAFF:	Jessi Bon, City Manager Robbie Cunningham Adams, Senior Management Analyst
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Diagram of 9655 Building Integration into PSM Facility 2. Sample Pro and Con Committees Recruitment Language
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to seek City Council approval of the PSM Facility schematic design, establish the project budget, and direct the preparation of a bond measure ordinance.

- At the March 1, 2024 Planning Session, the City Council directed the City Manager to commence planning for a new Public Safety and Maintenance Facility (PSM Facility) on the current City Hall Campus ([AB 6420](#)).
- Design work for the PSM Facility shifted to the schematic design phase in the fall of 2024. Schematic design is the first step in taking a concept and turning it into a specific design plan, including architectural drawings and a site plan. The design work is nearing the conclusion of this stage.
- This agenda item is a follow-up to the material presented to the City Council on June 3, 2025 (see [AB 6701](#)) and addresses questions related to the Operations Building, 1% for the Arts, and Sales Tax.
- Staff are seeking City Council approval of the PSM Facility Schematic Design, approval of a project budget of \$103,900,000 for the PSM Facility, and direction to prepare a bond ordinance for first reading at the July 1, 2025, City Council meeting.

- In anticipation of the upcoming bond measure, staff are also requesting City Council direction to proceed with recruitment for the Pro and Con Committees. The City Council will make appointments to the respective committee at the July 15, 2025 meeting.
- The presentation will also include a discussion of the proposed acquisition and integration of the building located at 9655 SE 36th Street, which is covered in detail in AB 6714 (see also Exhibit 1).

BACKGROUND

Long-Range Facility Planning Begins in 2023

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

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

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

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

City Hall Permanently Closed in 2023

In April 2023, City Hall was temporarily closed after asbestos was detected in several locations in the building, including in the HVAC system. Although airborne asbestos was not detected during air quality tests, abatement at City Hall would be required to re-open the facility. City staff and outside experts worked extensively to identify solutions to address the asbestos contamination and evaluate the best path forward for City Hall. Two scenarios for re-occupying the City Hall building, either fully or partially, were evaluated for timeline, preliminary costs, and impact to City operations. Unfortunately, the cost of both scenarios to re-occupy City Hall exceeded the benefits due to the age and condition of the building. On October 2, 2023, [Resolution No. 1650](#) was approved to cease City operations at City Hall and permanently close the building.

Facility Conditions Assessment Completed on Public Works Building in 2024

Given the age and condition of the Public Works building, the City Manager directed the staff and consulting teams to proceed with the facilities conditions assessment (FCA) for this building. The Preliminary Facility Conditions Assessment for the Public Works building was presented to the City Council on February 6, 2024 ([AB 6402](#)). The FCA identified multiple systems that are failing or in need of significant repair or investment. Based on these findings, the City Manager recommended the City Council prioritize the Public Works building for replacement. The Public Works building houses many essential services and some short-term

reinvestment is needed to extend the life of the building until a replacement strategy is identified as discussed in [AB 6477](#) at the May 21, 2024 City Council meeting.

At the July 16, 2024 City Council meeting, the City Council appropriated funds and authorized staff to proceed with seismic repairs to the Public Works building that are necessary to keep the Public Works building safely operating in the short-term ([AB 6517](#)).

Public Safety and Maintenance Building Pre-Design Phase Completed in 2024

During the March 1, 2024 Planning Session, the City Council contemplated the replacement strategy for City Hall and the Public Works building. The City Council directed the City Manager to commence planning for a new Public Safety and Maintenance Facility (PSM) on the current City Hall Campus ([AB 6420](#)). This new facility will replace the existing Public Works building and provide a new combined home for the City's Public Works teams, Police Department, Emergency Operations Center, and the IT and GIS team.

City staff provided a design progress update on the PSM Facility during the May 21, 2024 City Council meeting ([AB 6476](#)). This presentation outlined how staff and the City's architectural consultant team, Northwest Studio, conducted workshops with the staff teams expected to be housed in the future PSM Facility to inform the ongoing design work, needs for each staff in a new facility, how a combined facility for these teams would provide operational efficiencies, and why the new building is intended to be a Level IV Risk Category Building.

Pre-design work was completed during the summer of 2024, confirming the programming and conceptual framework for the PSM Facility. During this initial planning phase, the City Manager also directed the Design Team to include an expanded customer service area at the main PSM building to house the City's Customer Service team. This is to ensure that the City has a "store front" given that no other City facilities are suited for this type of function. The customer service area addition will be discussed further during the presentation.

Public Safety and Maintenance Facility Schematic Design Phase Begins in 2024

Design work of the PSM Facility shifted to the schematic design phase in fall of 2024. Schematic design is the first step in developing a concept into a specific design plan, including architectural drawings and a site plan. The design work remains in this stage. Recent Design Team actions include tours of other public safety and maintenance buildings in the region, site visits to City facilities, and ongoing design meetings with staff.

The Design Team and select Councilmembers conducted tours of the Shoreline, University of Washington, and Kirkland police departments in October 2024. The team heard about both successes and "lessons learned" from the construction or renovation of these police facilities to help inform the design work on the PSM Facility. The Design Team and select Councilmembers also conducted a tour of the Kitsap County Public Works facility in December of 2024. This tour featured included the workspace and training space layout, ingress/egress for large vehicles and equipment, covered storage, lighting, security, and staff amenity spaces.

PSM Schematic Design Updates at City Council Meetings

During the February 4, 2025 City Council Planning Session, the PSM Design Team presented the initial design concept and preliminary cost estimate for the PSM Facility ([AB 6604](#)). The Design Team received City Council feedback on design strategies and questions. The Design Team also previewed the likely need for a rezone of the property.

During the March 4, 2025 City Council meeting, the PSM Design Team presented a progress update on the Public Safety and Maintenance Facility (PSM Facility) design in addition to addressing questions from the prior City Council meeting ([AB 6634](#)). The Design Team presented information on the following thematic areas:

- Planning for Potential Future Operational Capacity needs at the PSM Facility
- Functions and Uses of the Operations Building and Yard
- Alternative Construction Delivery Methods.

City staff and City Council discussed moving the siting of the main PSM Building forward (north) on the property to expand the capacity of the secure areas (parking and maintenance yard) behind the main PSM Building. Staff said this was an idea worth investigating further and committed to coming back with additional information at a future Council meeting.

Updated Public Safety and Maintenance Facility Sizing, Placement, and Zoning

Following feedback from the City Council and Police, Public Works, Emergency Operations, and IT/GIS staff, during the April 15, 2025 City Council meeting, the PSM Design Team presented a recommended change to the site layout that would move the PSM Building (main administrative building) and the Operations Building north on the site ([AB 6656](#)). This proposed revision to the site layout would reduce construction costs, increase operational effectiveness, and leave room for potential future operational capacity to ensure that this facility is positioned to serve the city over the next 50-plus years.

The proposed PSM Facility layout includes the placement of the Operations Building on top of the property line between the existing City Hall and Public Works parcels. The Design Team recommended a boundary line adjustment to move the parcel line north - closer to SE 36th St.

Additionally, both parcels comprising the current City Hall Campus have the correct comprehensive plan land use designation, which is "Public Facility." The zoning, however, is different and this was identified for resolution as part of the PSM Facility development process. The City Manager recommended the new south parcel created by the boundary line adjustment be re-zoned to "Public Institution" (PI), consistent with other public facilities on Mercer Island. The north parcel is recommended to remain as CO to preserve flexibility for its future use. The proposed rezone is site-specific and requires approval through a quasi-judicial process.

The City Council approved the revised PSM Facility site layout and directed the City Manager to pursue a boundary line adjustment between the City Hall and Public Works parcels based on the final site layout and directed the City Manager to prepare and submit an application for a re-zone of the south City Hall parcel to Public Institution (PI).

Council Direction on PSM Design Choices

During the May 6, 2025 City Council meeting the Design Team provided follow-up analysis on roof-mounted solar panels for on-site energy generation, rainwater harvesting for on-site use, potable water storage for emergency operations, and facility structural systems initially presented during the February 4, 2025 City Council meeting. The City Council directed to staff to include a rainwater harvesting system and potable water storage in the schematic design ([AB 6677](#)).

Council Review of PSM Schematic Design

During the June 3, 2025 City Council meeting, the Design Team presented the schematic design and updated cost estimate for the PSM Facility, highlighting how the proposed design aligns with core objectives and

supports public safety and maintenance operations ([AB 6701](#)). See the presentation deck [linked here](#) for additional information. The Design Team also reported on the outcomes of the retention of an independent peer-review group to conduct a value methodology-based review (aka value engineering) aimed at optimizing the PSM Facility design. Many of the value engineering team's recommendations were incorporated into the schematic design, resulting in reduced project costs and an improved design.

The estimated cost of the PSM Facility project is \$103,900,000. This estimate will be used as the basis for a potential bond measure that may go before Mercer Island voters in the November 2025 election to fund the project.

ISSUE/DISCUSSION

At the June 3, 2025 City Council meeting, the Design Team presented the PSM Facility schematic design and cost estimate to the City Council. The following information is provided to address questions posed by the City Council at that meeting.

Follow-up Questions on PSM Schematic Design and Cost Estimate from the June 3, 2025, City Council Meeting

- 1. The City Council expressed an interest in better understanding how the proposed Operations Building and Yard at the new PSM Facility will be used to deliver maintenance services to the community. The following narrative summarizes the maintenance functions and staff are preparing an accompanying slide deck with images and graphics to better illustrate the operations.**

The proposed Operations Building, located behind the main PSM Building, serves as the central hub for all Public Works field operations including water, sewer, stormwater, streets, parks, open space, facilities, custodial services, fleet and warehouse functions. This facility supports over 50 staff who provide essential services and operations 24 hours a day, 7 days a week, 365 days a year. Equipment and materials are stored on-site to respond to emergencies, which frequently occur outside of standard work hours and demand quick and efficient action.

City of Mercer Island maintenance field operations rely on large, specialized equipment such as snowplows, street sweepers, hydro-excavators, brush mowers, and ballfield rakes as well as bulk materials like gravel, sand, salt, soils, compost, catch basins, water meters, pipes, park furniture, and other operational supplies. Daily operations also involve the use of smaller, specialized equipment that requires dedicated storage and workspace, including small park mowers, weed eaters, generators, hand tools, blowers, and more. While much of the equipment and materials are shared across multiple disciplines and work groups, the nature of the work requires access to a wide variety of assets. Centralizing storage and access to these items in the PSM Facility Operations Building enhances efficiency, improves emergency response times, reduces unnecessary weather degradation, and extends the expected useful life of this equipment.

While the Operations Building and Yard will be primarily used by City staff, outside vendors and deliveries present potential conflicts among users, requiring a design that supports a large volume of activity and vehicle movement. The yard is designed to accommodate vehicle staging, fueling, rinsing, and appropriate loading zones to reduce these conflicts and maintain safe and efficient operations.

Operations within the Stormwater and Sewer Utilities also requires a specialized waste-handling area, known as a decant facility, which separates and disposes of waste materials properly. The decant facility

requires dedicated space in the PSM Facility Yard as it is a required design element supporting stormwater, sewer, and parks maintenance operations.

The warehouse function of the PSM Facility is essential to ensure an adequate supply of materials to support a variety of daily functions, including custodial products for park restrooms and City facilities, repair parts for utilities, street signs and pavement markings as well other specialized products. This availability of a warehouse function reduces crew travel times, allows for bulk purchasing of products, and ensures the necessary materials are available to support emergency operations.

2. What amount of Sales Tax from the PSM Facility will be returned to Mercer Island?

Of the 10.20% sales tax rate on Mercer Island, 0.85% is remitted to the City, with the remainder distributed to the State (6.5%), King County (1.35%), and other public agencies (1.5%). The City also receives a portion the criminal justice sales tax (0.1%) – a King County voter approved optional sales tax limited to funding criminal justice initiatives. The State collects this optional tax and retains a 1.5% administration fee. Of the amount remaining, 10% is distributed to the county and 90% is distributed to cities based on population.

Of the \$7,544,644 sales tax estimated to result from the PSM facility project, 0.85% or \$641,295, is estimated to be remitted to the City of Mercer Island over the life of the project.

3. Can the City Council exempt this project from the 1% for the Arts requirement?

Background on City 1% for the Arts Program

In 1993, the Mercer Island City Council adopted [Ord. No. A-108](#), establishing the 1% for Art in Public Places Fund (1% Fund) to support the acquisition and maintenance of visual artworks for the public realm ([AB 2578](#)). Today, the City's public art collection includes more than 60 works of art installed in public facilities and parks around Mercer Island.

The 1% Fund is established by [MICC 4.40.200](#), which requires all qualifying capital improvement projects to set aside 1% of the total project cost to support permanent public art installations. Qualifying capital improvement projects are defined as:

Projects funded wholly or in part by the City to construct or remodel any public project, including buildings, decorative or commemorative structures, parks or any portion thereof; and projects involving the construction, renovation or repair of public streets, sidewalks, and parking facilities.

A capital improvement project's 1% Fund contribution may be used to integrate a public art project into the capital project or transferred to the 1% Fund for future use. The PSM Facility would qualify under this definition, and staff have included an estimated \$739,633 contribution to the 1% Fund in the project cost estimate presented at the June 3, 2025 City Council meeting. It is important to note that any City-funded amount for the acquisition of real property or equipment or for demolition shall be excluded from the 1% for Art in Public Places contribution calculation.

[MICC 3.55.050](#) states that the Mercer Island Arts Council (MIAC) shall recommend projects to the City Council, using appropriations from the 1% Fund. [MICC 4.40.200\(F\)](#) notes that the 1% Fund shall be used for:

- Selection, acquisition and installation or display of original works of visual art which may be an integral part of the project, or be placed in, on or about the project or in another public facility; and
- Repairs and maintenance of public art acquired with 1% for the Art in Public Places Fund; and
- Other project-specific expenses of selection and acquisition, provided that no part of the funds shall be used to pay administrative staffing expenses of the program.

Potential Exemption of PSM Facility from 1% for Art in Public Places Contribution

City Council asked staff during the discussion at the June 3, 2025 City Council meeting if it was possible for the PSM Facility project to be exempted from the 1% for Arts Fund contribution requirements. Under the current City code, there is not an option for an exemption for this project or other projects. Consequently, an exemption for this project would require a change to the city code.

Should the City Council wish to pursue an exemption from the 1% for the Arts Fund for the PSM Facility project, staff have included an optional motion below.

The motion would direct staff to prepare an ordinance allowing the City Council by motion to fully exempt or cap a project's contribution to the 1% for the Arts Fund. For example, a code change could allow the City Council to exempt the PSM Facility project from contributing to the 1% for the Arts entirely or limit the contribution to \$50,000.

Re-location of Existing City Hall Art to the PSM Facility

It is the intent of City staff and the Design Team to relocate the existing art pieces from the old City Hall building and integrate them into the PSM Facility. Final details and placement of the art pieces will be determined during subsequent phases of design.

Integration of the 9655 Building with the Proposed PSM Facility

The City of Mercer Island is planning to acquire a 22,000 square foot commercial office building to address critical facility and operational needs. Located at 9655 SE 36th Street, the building was constructed in 1998 and shares a parcel with the building occupied by Mercer Island Pediatrics (see Exhibit 1). The City has proposed acquiring the building for \$9.06 million through eminent domain, a legal process necessary to facilitate the creation of two distinct parcels.

The purchase will be funded primarily through existing City reserves, supplemented by limited external financing. These resources reflect years of responsible budgeting, careful revenue forecasting, and prudent spending, meaning no additional taxes or revenue increases are required.

Combined with the new Public Safety & Maintenance Facility, currently under design, these buildings will serve as the new home for the departments currently housed in the aging Public Works Building and other departments displaced due to the permanent closure of City Hall.

Pending approval of the acquisition, the City expects to take ownership of the property by Fall 2025. Before opening the building for City use, a number of improvements are needed to ensure the space is ready to

support the staff and the community. The commercial building will eventually serve as the permanent location for the Community Planning and Development Department, the Public Works Capital Projects and Engineering teams, and the Youth and Family Services Department.

Pro and Con Committee Recruitment

In anticipation of the upcoming bond measure, staff are also requesting City Council direction to proceed with recruitment for the Pro and Con Committees.

Although it is not a legal requirement, the entity placing a bond measure on the ballot typically facilitates the formation of a Pro and Con committee to prepare respective statements (and rebuttals) for inclusion in the voters' pamphlet.

Upon receiving direction from the City Council to prepare a bond measure, the City Manager will solicit applicants from the community to serve on the Pro and Con committees. The solicitation will be similar to what is typically done for board and commission recruitments, with recruitment announcements provided across multiple communication channels. The applications received from the community will be presented to the City Council at the July 15, 2025 City Council meeting and the City Council will make appointments to each of the committees. The committees will be comprised of a maximum of three individuals.

For the November 4, 2025 General Election, Pro and Con Statements are due to King County Elections by August 12, 2025 and Rebuttals are due by August 14, 2025. Sample recruitment language to serve on the Pro or Con committee is attached as Exhibit 2.

NEXT STEPS

PSM Facility Bond Measure Timeline

Should the City Council approve a motion for staff to return to Council with a bond ordinance for City Council consideration, the first reading of that bond ordinance will be scheduled for the July 1, 2025 City Council meeting, with a second reading and adoption scheduled on July 15, 2025. Adoption of this ordinance would initiate the process necessary to hold an election for consideration of the PSM Facility Bond during the November 4, 2025 General Election.

In addition to the bond ordinance, there are several other items related to administering the election that will require City Council action in July - the appointment of pro and con committees and the approval of an explanatory statement for the voter guide.

The ordinance and other election related materials are due to King County Elections by 4:30 p.m. on August 5, 2025. See the [King County Elections 2025 Jurisdiction Manual](#) for additional information.

Explanatory Statement

City staff, with support from legal counsel, will prepare an Explanatory Statement for inclusion in the agenda bill for the first reading of the bond ordinance for the July 1, 2025 City Council meeting. Staff will seek City Council review and feedback on the wording of the Explanatory Statement before returning for final approval of the Explanatory Statement from Council during the July 15, 2025, City Council meeting.

The Explanatory Statement states the effect of a ballot measure if passed into law and only covers the anticipated effect of the measure should it be passed into law. The statement must not be an argument in favor of or in opposition to the measure. An explanatory statement is limited to 250 words and no more than five paragraphs. The explanatory statement must be submitted by 4:30 p.m. on August 8, 2025 to King County Elections.

PSM Facility Project Timeline After Schematic Design

From July to November, the Design Team will pause design of the PSM Facility, pending the outcome of the bond measure. During this time the staff will complete the evaluation of the alternative construction delivery method (GC/CM) and submit an application to the State. The staff will also begin work on the property re-zone.

If the bond measure passes in November of 2025, the Design Team will proceed to the next phase of design on the PSM Facility, which is expected to continue through 2026. Other expected items in 2026 include the potential selection of a GC/CM contractor, the demolition and abatement of the old City Hall building and site, and the start of the permitting process.

In 2027, the Design Team anticipates receiving final permitting approval for a groundbreaking that would occur in Q2 2027, with project construction anticipated to be 18 to 24 months following groundbreaking. Depending on the construction phasing plan, the PSM Building would potentially open first in late 2028 with the Operations Building being completed in early 2029.

RECOMMENDED ACTIONS

1. Approve the Public Safety and Maintenance Facility Schematic Design, set the project budget at \$103,900,000 and direct the City Manager to prepare a bond ordinance for first reading at the City Council meeting on July 1, 2025.
2. Direct the City Manager to commence recruitment for a Pro and Con Committee to prepare the election materials for the Voters Pamphlet.

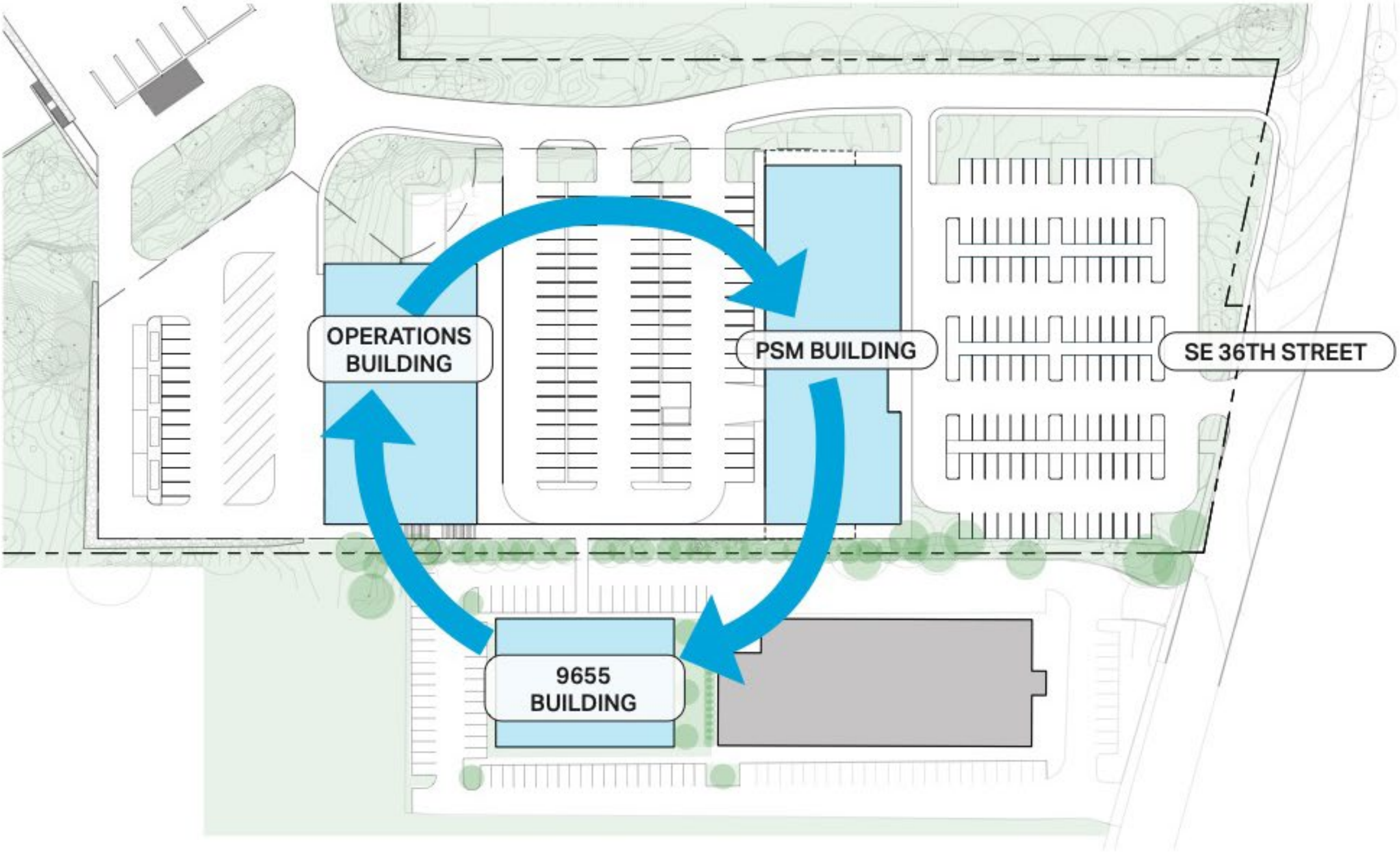
Optional Motion:

3. Direct the City Manager to prepare an ordinance modifying the 1% for the Arts code to allow the City Council to fully or partially exempt projects from the 1% for the Arts requirements.

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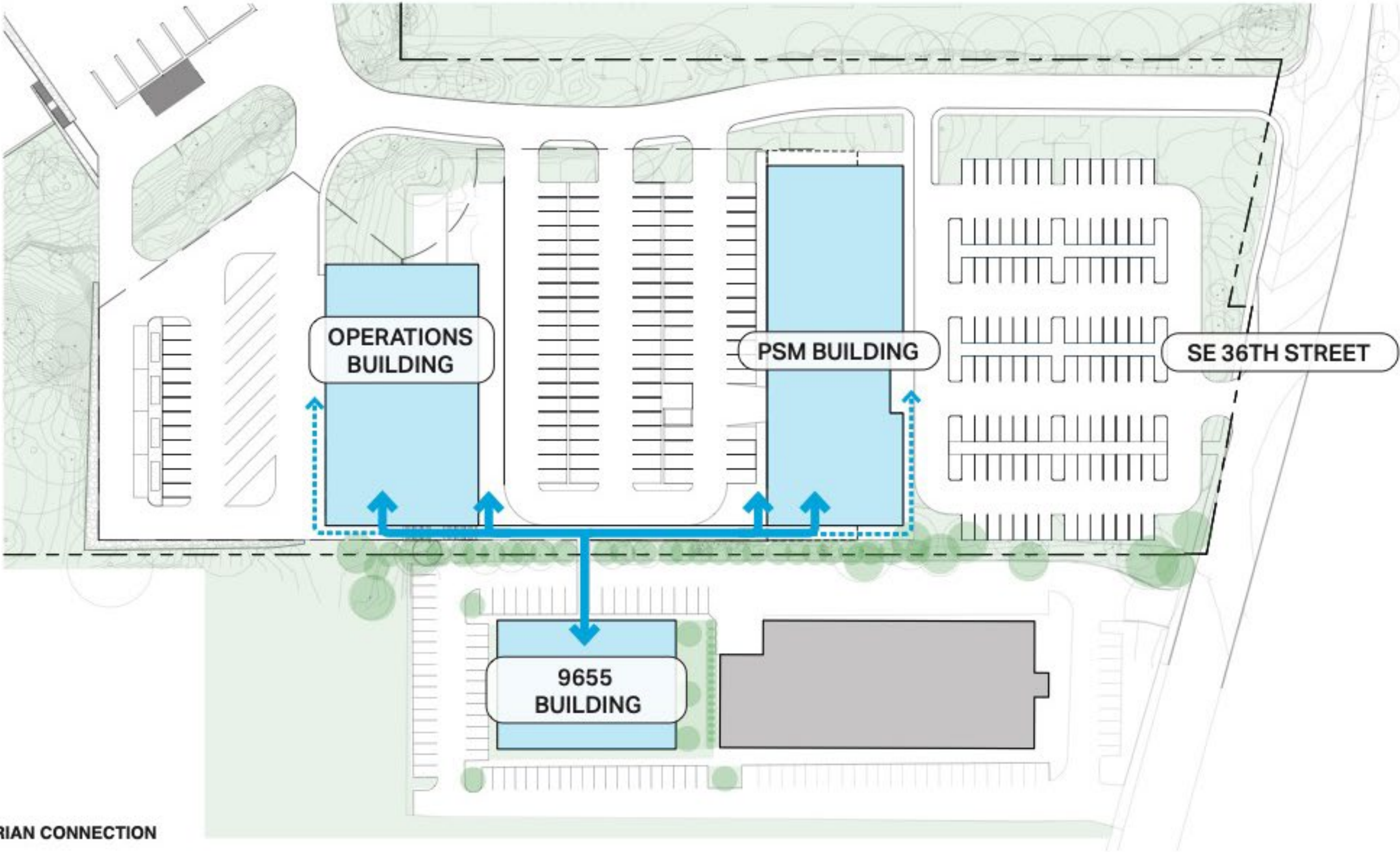
9655 BUILDING RELATIONSHIP TO PSM FACILITY PLANNING

This site plan diagram illustrates the synergy between the proposed PSM Facility and the 9655 Building.



9655 BUILDING CONNECTIONS TO PSM FACILITY SITE PLAN

This site plan illustrates the potential for a direct pedestrian connection between the 9655 Building and the PSM Facility.



City of Mercer Island is Seeking Community Members to Serve on Pro and Con Committees for Upcoming Public Safety and Maintenance Facility Ballot Measure

On June 17, 2025, the City Council directed the City Manager to prepare a Public Safety and Maintenance Facility bond ordinance for placement on the November 4, 2025 General Election ballot. The City Council is anticipated to approve the bond ordinance on July 15, 2025.

[Insert details about the proposed bond ordinance here.]

According to King County Elections and Washington State Law, the City of Mercer Island may organize the appointment of committees to prepare statements in favor of and in opposition to ballot measures. The City is seeking applications from interested community members to serve in these roles.

Each committee will be limited to three members. The primary role of the committee is to prepare a statement in favor of or in opposition to the ballot measure.

Each committee is required to submit their respective statements (200-word limit and no more than four paragraphs) to King County Elections by August 12, 2025. Rebuttal statements (75-word limit and no more than two paragraphs) are due by August 14, 2025.

If you are interested in serving on one of these committees, please submit a one-page letter of interest to City Clerk Andrea Larson at cityclerk@mercerisland.gov by 5pm on Friday, July 11, 2025.

The City Council will review the applications and make appointments to the Pro and Con committees at the City Council meeting on July 15, 2025.



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6708
June 17, 2025
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6708: Interim Regulations Related to Objective Design Review Standards (HB 1293) in Title 19 MICC (Second Reading Ordinance No. 25C-11)	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Adopt Ordinance No. 25C-11 amending Title 19 MICC to comply with HB 1293 and RCW 3.6.70A.630 on an interim basis and adopting a work plan for related studies and community engagement.	

DEPARTMENT:	Community Planning and Development
STAFF:	Jeff Thomas, CPD Director Adam Zack, Principal Planner
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Ordinance No. 25C-11
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to complete a second reading of Ordinance No. 25C-11 (Exhibit 1). This ordinance would establish interim regulations and a work plan to prepare permanent development code amendments needed to comply with changes to state law enacted by House Bill 1293.

- In 2023, the WA State Legislature enacted House Bill 1293 which limits how cities and counties planning under the WA Growth Management Act (GMA) can regulate building design.
- HB 1293 established [RCW 36.70A.630 – Local design review—Requirements and restrictions](#), which requires:
 - Local design standards must be clear and objective (RCW 36.70A.630(2)), and
 - No design review process can require more than one public meeting (RCW 36.70A.630(4)).
- Mercer Island will need to amend multiple sections in Chapters 19.11, 19.12, and 19.15 of the Mercer Island City Code (MICC) to comply with these requirements.
- Cities and counties must comply with RCW 36.70A.630 within six months of the completion of the comprehensive plan periodic review. For Mercer Island, this compliance deadline is June 30, 2025.
- Staff identified the amendments necessary for compliance by the June 30 deadline and prepared the draft of Ordinance No. 25C-11 (Exhibit 1);

- Ordinance No. 25C-11 would adopt temporary regulations to comply with HB 1293, amending sections in Chapter 19.06, 19.11, 19.12, and 19.15 of the MICC to comply with HB 1293;
- At the June 3 meeting, (see [AB 6697](#)) City Council held a public hearing and scheduled a second reading and adoption on June 17, 2025; and
- Two changes to Ordinance No. 25C-11 have been made following the first reading on June 3:
 - Change 1 – MICC 19.11.040(D)(4) Clarification: the City Council passed a motion to amend MICC 19.11.040(D)(4) to clarify the requirement for affordable housing unit size.
 - Change 2 – MICC 19.12.070(B)(6) Correction: During additional review of Ordinance No. 25C-11, staff identified a necessary correction for MICC 19.12.070(B)(6). This provision is an existing requirement that lighting be provided by sodium light sources that are no longer on the market. The staff recommended amendment would remove this requirement.
- Once the interim ordinance is adopted, the City will begin preparing permanent amendments to comply with HB 1293 based on the work plan in Ordinance No. 25C-11 Exhibit A.

BACKGROUND

In 2023, the WA Legislature enacted House Bill 1293. This bill added a new section to the Growth Management Act (GMA) that establishes new requirements and restrictions governing how cities and counties planning under the GMA can regulate building design. The City has established design standards and review procedures in Chapters 19.11, 19.12, and 19.15 Mercer Island City Code (MICC). The main requirement from HB 1293 is that (1) local design review standards must be clear and objective and (2) the standards may not reduce development intensity below the level generally allowed by the zoning designation (RCW 36.70A.630(2)). The City must update its design standards to comply with HB 1293 by June 30, 2025.

Nearly all the design standards in Chapters 19.11 and 19.12 MICC are expected to need some amendment to comply because many provisions are flexible without setting at least one measurable criterion. Most of these flexible standards allow the Design Commission to determine design requirements on a case-by-case basis.

House Bill 1293 and RCW 36.70A.630

In 2023, the WA Legislature enacted House Bill (HB) 1293. This bill added a new section to the Growth Management Act (GMA) that establishes new requirements and restrictions governing how cities and counties planning under the GMA can regulate building design. The new GMA section was codified as [RCW 36.70A.630 – Local Design Review – Requirements and Restrictions](#). The Mercer Island City Code (MICC) must be consistent with RCW 36.70A.630 by June 30, 2025 (RCW 36.70A.630(5)).

Mercer Island Design Standards

In 1972, the City of Mercer Island adopted its first design standards, established a process for design review, and created the Design Commission (DC) to conduct some of the design review. That system of design standards and design review has been amended several times in the years since it was adopted but remains in effect. Much of the new development that occurs throughout the City, in both Town Center and other zones, is subject to some level of design review, excluding single-family dwellings and their accessory buildings, property owned by the City, and wireless communication facilities. The DC conducts design review for more complex proposals, including new buildings, additions, or exterior alterations to a building or site beyond a certain threshold. All other proposals, including all single-family homes, are subject to administrative design review conducted by the code official or designee. The City's design standards and review procedures are codified in Chapters [19.11](#), [19.12](#), and [19.15](#) MICC.

Identified Compliance Issues

On April 15, staff briefed the City Council on the expected scope of changes to comply with HB 1293 and RCW 36.70A.630 ([AB 6664](#)). Staff identified the following categories of issues that need to be resolved to comply with the state law:

Issue 1 – Compliance by June 30, 2025, Deadline

Issue 2 – Clear and Objective Standards

Issue 2.A – “Should” Standards

Issue 2.B – Flexible Standards

Issue 2.C – Combination of “Should” and Flexible Standards

Issue 3 – Changes to Design Review Process

The amendments proposed in Ordinance No. 25C-11 in Exhibit 1 are staff proposed amendments to address the compliance issues identified by staff. A full explanation of the compliance issues and examples of each was provided with [AB 6664](#).

Two Phased Approach

The City will comply with RCW 36.70A.630 in two phases. Phase one is the adoption of interim regulations to make temporary amendments to comply with the bill in advance of the June 30, 2025 deadline. Staff have drafted this interim ordinance and will incorporate the Council’s feedback prior to adoption. Phase two will be the adoption of permanent code amendments to comply with the requirements. Phase two is expected to begin in early 2026. The scope of work will include public outreach to gather input on the proposed amendments.

Public Comment on Draft Code Amendments

The draft code amendments to comply with HB 1293 were made available for public review on May 2, 2025 via the project [Let’s Talk page](#). As of May 22, no comments were received.

ISSUE/DISCUSSION

Ordinance No. 25C-11 would establish interim development regulations to comply with RCW 36.70A.630 by making the design standards clear and objective while also ensuring all design review processes only require a single public meeting.

Two changes to Ordinance No. 25C-11 have been made following the first reading. Both changes listed below have already been incorporated into the second reading draft of Ordinance No. 25C-11.

Change 1 – MICC 19.11.040(D)(4) Clarification

During the first reading, the City Council passed a motion to amend MICC 19.11.040(D)(4) to clarify the requirement for affordable housing unit size. The Council amendment to that subsection is:

~~Affordable units may not be smaller than other units with the same number of bedrooms in the development, unless the code official determines that rooms within the affordable units provide adequate space for their intended use. In no case shall the affordable units be more than ten percent smaller than the market rate units having the same number of bedrooms in the development, or less than 500 square feet if a studio unit, 600 square feet if a one bedroom unit, 800 square feet if a two bedroom unit, 1,000 square feet if a three-~~

bedroom unit, or 1,200 square feet if a four-bedroom unit; whichever is less shall be of a minimum size equal to the average size of market rate units for the same bedroom count. For example, if the average size of market rate one-bedroom units in a development is 650 square feet, each affordable one-bedroom unit in the development shall be a minimum of 650 square feet.

This amendment simplifies the requirement so that affordable units provided to qualify for the building height bonus in the Town Center must be at least equal to the average size of a market-rate unit with the same number of bedrooms.

Change 2 – MICC 19.12.070(B)(6) Correction

During additional review of Ordinance No. 25C-11, staff identified a necessary correction for MICC 19.12.070(B)(6). This subsection requires light sources to be “low wattage color-corrected sodium light sources.” Some types of sodium light bulbs have been discontinued and are unavailable. The most important requirement in this section is that light sources be low wattage and color-corrected, so staff propose striking the word “sodium” from MICC 19.12.070(B)(6) to allow applicants to determine what type of low wattage color-corrected light sources will fit their project. The amended MICC 19.12.070(B)(6) would state:

Light type. Lighting ~~should~~ must use low wattage color-corrected ~~sodium~~ light sources, which give more "natural" light. Metal halide, quartz, neon and mercury vapor lighting are prohibited in residential zones. High pressure sodium lights may only be used as street lights and must be fully shielded.

NEXT STEPS

Following City Council adoption, Ordinance No. 25C-11 will become effective on June 30, 2025. The City will then begin the process of adopting permanent regulations based on the work plan in Ordinance No. 25C-11 Exhibit A.

RECOMMENDED ACTION

Adopt Ordinance No. 25C-11 amending Title 19 MICC to comply with HB 1293 and RCW 3.6.70A.630 on an interim basis and adopting a work plan for related studies and community engagement.

**CITY OF MERCER ISLAND
ORDINANCE NO. 25C-11**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON,
AMENDING TITLE 19 MICC TO COMPLY WITH HB 1293 AND RCW 36.70A.630
ON AN INTERIM BASIS; ADOPTING A WORK PLAN; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the adoption of land use and zoning regulations is a valid exercise of the City's police power and is specifically authorized by RCW 35A.63.100; and

WHEREAS, within the express terms of the Growth Management Act, the Washington State Legislature has specifically conferred upon the governing bodies of Washington cities the right to establish and adopt interim development regulations; and

WHEREAS, in 2023 the Washington State legislature passed Engrossed Substitute House Bill (HB) 1293 (chapter 333, Laws of 2023) related to local design review, codified in the Revised Code of Washington (RCW) as section 36.70A.630; and

WHEREAS, RCW 36.70A.630(2) requires that locally adopted design standards must be clear and objective; and

WHEREAS, RCW 36.70A.630(2)(a) requires that clear and objective design standards must include one or more ascertainable guideline, standard, or criterion by which an applicant can determine whether a given building design is permissible under that development regulation; and

WHEREAS, RCW 36.70A.630(2)(b) requires clear and objective design standards may not result in a reduction in density, height, bulk, or scale below the generally applicable development regulations for a development proposal in the applicable zone; and

WHEREAS, RCW 36.70A.630(4) requires that any design review process must be conducted concurrently, or otherwise logically integrated, with the consolidated review and decision process for project permits set forth in RCW 36.70B.120(3), and no design review process may include more than one public meeting; and

WHEREAS, the City has established design standards in Chapters 19.11 and 19.12 of the Mercer Island City Code (MICC); and

WHEREAS, the City has established a design review process in Chapter 19.15 MICC; and

WHEREAS, the criteria for design review approval is established in MICC 19.06.120; and

WHEREAS, certain design standards, design review requirements, and definitions must be amended to comply with RCW 36.70A.630; and

WHEREAS, the City is authorized under RCW 35A.63.220 and RCW 36.70A.390 to pass an interim zoning and official control ordinance, provided it holds a public hearing on the same within sixty days after passage if it has not previously held a public hearing on the proposed ordinance; and

WHEREAS, On June 3, 2025, the City Council held a public hearing regarding this interim zoning and official control ordinance; and

WHEREAS, the City is authorized under RCW 35A.63.220 and RCW 36.70A.390 to pass an interim zoning and official control ordinance for up to one year if a work plan is developed for related studies providing for such a longer period; and

WHEREAS, City Staff have developed a work plan for related studies and community engagement on design standards and review process and such work plan is attached to this Ordinance as Exhibit A;

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

- Section 1: Whereas Clauses Adopted.** The “Whereas Clauses” set forth in the recitals of this ordinance are adopted as the findings and conclusions of the City Council for passing this ordinance.
- Section 2: Section 19.06.120 MICC, Criteria for Approval – Design Review, Amended.** MICC Section 19.06.120, Criteria for Approval – Design Review, is amended as shown in Exhibit B.
- Section 3: Chapter 19.11 MICC, Town Center Development and Design Standards Amended.** Chapter 19.11 MICC Town Center Development and Design Standards, is amended as shown in Exhibit C.
- Section 4: Chapter 19.12 MICC, Design Standards for Zones Outside Town Center, Amended.** Chapter 19.12 MICC, Design Standards for Zones Outside Town Center, is amended as shown in Exhibit D.
- Section 5: Chapter 19.15 MICC, Administration, Amended.** Chapter 19.15 MICC, Administration, is amended as shown in Exhibit E.
- Section 6: Section 19.16.010 MICC, Definitions, Amended.** MICC Section 19.16.010, Definitions, is amended as shown in Exhibit F.
- Section 7: Duration of Interim Zoning and Official Controls.** The interim zoning and official controls adopted in sections 2, 3, 4, 5, and 6 of this ordinance shall be effective for a period of one year, unless repealed, extended, or modified by the City Council.
- Section 8: Adoption of Work Plan.** The work plan attached to this ordinance as Exhibit A is adopted.
- Section 9: Severability.** If any section, sentence, clause or phrase of this ordinance or any municipal code section amended hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause or phrase of this ordinance or the amended code section.
- Section 10: Publication and Effective Date.** A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take

effect and be in force on June 30, 2025, provided five days have passed since the date of publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON AT ITS MEETING ON JUNE 17, 2025.

CITY OF MERCER ISLAND

Salim Nice, Mayor

Approved as to Form:

ATTEST:

Bio Park, City Attorney

Andrea Larson, City Clerk

Date of Publication:

Exhibit A

Design Standards Code Amendments Work Plan

<p>A. Community engagement</p> <ul style="list-style-type: none"> a. Prepare a public participation plan b. Inform and educate the public on the design standard requirements and options for tailoring regulations to Mercer Island's needs while complying with statewide legislation c. Gather input on preferred options for design standards <p>B. Technical analysis and staff recommendation</p> <ul style="list-style-type: none"> a. Review peer city approaches b. Develop options for tailoring clear and objective design standards c. Prepare a staff recommendation and begin drafting a permanent code amendment based on the above information d. Prepare a SEPA Checklist and determination on the proposed amendment, provide notification to state agencies and tribes 	Q4 2025 – Q2 2026
<p>C. Planning Commission review and recommendation on a draft code amendment</p> <ul style="list-style-type: none"> a. Public outreach, including public hearing b. Approximately 3 points of review by the commission – study session, public hearing, and recommendation 	Q2 2026
<p>D. City Council review and approval of code amendment</p> <ul style="list-style-type: none"> a. First and second reading of the ordinance 	Q3 2026

Exhibit B

MICC 19.06.120 – Criteria for approval – Design review.

A. ~~Intent and purpose.~~ These regulations are intended to implement and further the comprehensive plan of the city and are adopted for the following purposes:

1. ~~To promote the public health, safety and general welfare of the citizens of the city.~~
2. ~~To recognize that land use regulations aimed at the orderliness of community growth, the protection and enhancement of property values, the minimization of discordant and unsightly surroundings, the avoidance of inappropriateness and poor quality of design and other environmental and aesthetic objectives provide not only for the health, safety and general welfare of the citizens, but also for their comfort and prosperity and the beauty and balance of the community, and, as such, are the proper and necessary concerns of local government.~~
3. ~~To protect, preserve and enhance the social, cultural, economic, environmental, aesthetic, and natural values that have established the desirable quality and unique character of Mercer Island.~~
4. ~~To promote and enhance construction and maintenance practices that will tend to promote visual quality throughout Mercer Island.~~
5. ~~To recognize environmental and aesthetic design as an integral part of the planning process.~~

B. ~~Criteria for design review decisions.~~ Design objectives and standards for regulated improvements within the Town Center are set forth in chapter 19.11 MICC. Design objectives and standards for regulated improvements in all zones outside the Town Center are set forth in chapter 19.12 MICC. Following the applicable review process in chapter 19.15 MICC, the design commission or code official shall deny an application if it finds that all the following criteria have not been met, or approve an application, or approve it with conditions, based on finding that all the following criteria have been met:

1. ~~The proposal conforms with the applicable design objectives and standards of the design requirements for the zone in which the improvement is located, provided further:~~
 - a. ~~In the Town Center, particular attention shall be given to whether:~~
 - i. ~~The proposal meets the requirements for additional building height, if the proposal is for a building greater than two stories; and~~
 - ii. ~~The proposal adheres to the required parking standards and a parking plan has been provided that demonstrates that the proposal meets the objectives of MICC 19.11.130.~~

Exhibit C

MICC 19.11.010 – General.

- A. **Applicability.** This chapter establishes development and design standards for the Mercer Island Town Center (TC) zone, the location and boundaries of which are set forth in MICC 19.01.040 and appendix D, the Mercer Island Zoning Map. The general purpose of this chapter is to implement the land use policies of the Mercer Island comprehensive plan for the area referred to as the Town Center. The development and design standards are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.
- B. **User guide.** The Town Center is divided into subareas mostly for the purpose of regulating maximum height limits. A two-story height limit applies throughout the Town Center. Only by providing certain benefits to the community can a development project add additional stories up to the maximum height allowed in the particular subarea. These community benefits include affordable housing; green building features; stepping back of upper stories to reduce building mass and maintain light and air; provision of public open spaces as gathering places; and provision of through-block pedestrian connections to break up larger blocks and enhance pedestrian access.
- C. **Town Center vision.** The Town Center vision found in the Mercer Island comprehensive plan is adopted herein by reference.
- D. **Design vision.**
 1. **Development and design standards.** The development and design standards that follow are intended to enhance the Town Center for pedestrians and develop a sense of place. To accomplish this vision, new or redevelopment is encouraged to orient buildings toward the public right-of-way with buildings brought forward to the sidewalk or landscaped edge; parking placed behind buildings and in less visible areas or underground; design structures with varied mass and scale, modulation of heights and wall planes; and pedestrian through-block connections that will break up very large or long blocks for improved pedestrian circulation from one side of the block through to the other side.
 2. **Function.** The design of buildings, structures and streetscapes within the Town Center is intended to support a built environment that is convenient and accessible to pedestrians, motorists, bicyclists and public transit users. Development should enhance the Town Center as a vibrant, healthy, mixed use downtown that serves as the city's retail, business, social, cultural and entertainment center and ensures the commercial and economic vitality of the area. New or redevelopment should increase the attractions and pedestrian amenities that bring residents to the Town Center, including local shopping, services, offices, specialty retail, restaurants, residences, festivals, special events, and entertainment. Outdoor spaces should function as social settings for a variety of experiences, adding to the comfort of life in Mercer Island, while maintaining a human scale and an ability for easy pedestrian circulation.
 3. **Site features.** New or redevelopment should include public amenities, such as storefronts with canopies, street trees, greenery, seating, fountains or water

features, outdoor cafes, sculpture or other forms of art, and places for gathering and lingering. The use of materials, color, texture, form and massing, proportion, public amenities, mitigation of environmental impacts, landscaping and vegetation, and architectural detail should be incorporated in the design of new or redevelopment with the purpose of supporting a human scale, pedestrian-oriented Town Center. New or redevelopment shall be coordinated and consistent with the downtown street standards.

4. *Pedestrian orientation.* Pedestrian-oriented and customer intensive retail businesses and offices are encouraged to locate on the street level to promote active use of sidewalks by pedestrians, thus increasing the activity level and economic viability of the Town Center. New or redevelopment should also enhance and support a range of transportation choices and be designed to maximize opportunities for alternative modes of transportation and maintain individual mobility. Even with a healthy variety of development in the Town Center, each individual development or redevelopment project shall favor the pedestrian over the automobile in terms of site design, building placement and parking locations.
- E5. *Scale.* ~~The design of all structures shall~~ applicant should consider how the structure and site development will be viewed from the street and adjacent properties. Scale is not simply the size of the buildings, it is the proportion of buildings in relationship to each other, to the street and to the pedestrian environment.
- F6. *Form.* Building forms ~~shall that do~~ not present visual mass impacts that are out of proportion to the adjoining structures, or that appear from the street or sidewalk as having unmodulated visual mass are encouraged. Building additions should complement the original structure in design.
- G7. *Style.* The objectives and standards do not set or encourage a particular style of architecture or design theme. However, ~~building and site design shall~~ These design standards aim to encourage designs that are ~~be~~ pedestrian in scale and address with design features such as sloped roof lines; distinctive building shapes; integration of art, textures, and patterns; treatment of pedestrian and public spaces; interface with the public right-of-way; landscaping; signage and facade treatments.

MICC 19.11.020 Land uses.**A. Permitted and conditional uses.**

1. *Use table by subarea.* Permitted and conditional uses are allowed in each subarea as shown in the use table below.

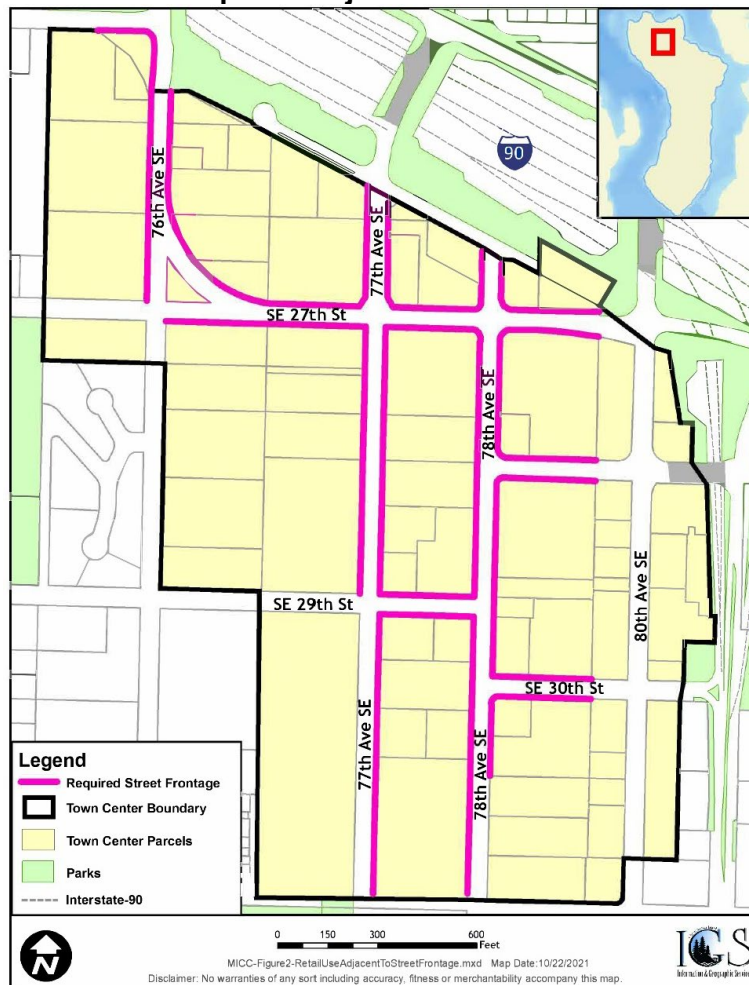
Use	TC-5	TC-4 TC-4 Plus	TC-3	TCMF-3	TCMF-4
Adult entertainment	C	N	N	N	N
Bar	P	P	P	N	N
Care services	P	P	P	C	C
Hotel/motel	P	P	P	C	C
Live/work units	C	C	C	P	P
Manufacturing	C	C	C	N	N
Office	P	P	P	C	C
Parking, not associated with an on-site use	C	C	C	N	N
Public facility	P	P	P	C	C
Recreation	P	P	P	C	C
Residential dwelling	P	P	P	P	P
Restaurant	P	P	P	P	P
Retail — small scale	P	P	P	P	P
Retail — large scale (> 20,000 square feet)	C	C	C	N	N
Retail — outdoors	C	C	C	N	N
Rooming houses	P	P	P	C	C
Service	P	P	P	P	P
Social service transitional housing	C	C	C	C	C
Special needs group housing	P	P	P	P	P
Transportation/utilities (including automobile service stations)	P	P	P	P	P
Warehousing	N	C	N	N	N
C — Conditional Use P — Permitted N — Not Allowed					

2. *North American Industry Classification System.* Questions as to the inclusion or exclusion of a particular use shall be determined by the code official based on North American Industry Classification System (NAICS) — United States, published by the U.S. Department of Commerce.

B. Required ground floor street frontage uses.

1. Retail, restaurant, personal service, museum and art exhibition, theater, bar, financial and insurance service, recreation, and/or service station uses, as defined by Section 19.16.010, are required along ground floor street frontages as shown on Figure 2.

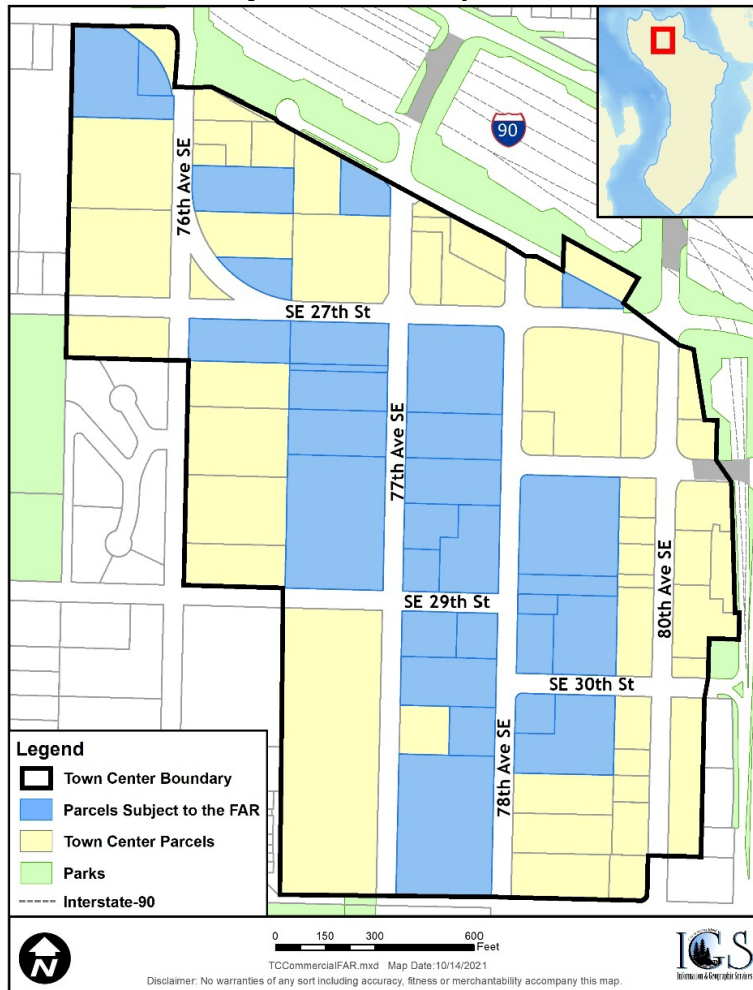
Figure 2 — Uses Required Adjacent to Ground Floor Street Frontages



- a. No use shall occupy a continuous linear street frontage exceeding 60 feet in length, with the exception of museum and art exhibition and/or theater uses. The design commission may approve up to an additional 20 feet in length if the use incorporates a feature to promote pedestrian activity, including but not limited to: an additional pedestrian entrance onto a sidewalk or through-block connection, or additional ten percent transparency beyond the requirement of Subsection 19.11.100(B)(1)(b).
 - b. The minimum required depth of uses along street frontages is 16 feet.
 - c. Required driveways, service and truck loading areas, parking garage entrances, and lobbies shall be permitted.
2. The identified parcels as shown on Figure 3 are required to provide a minimum floor area ratio (FAR) equivalent to 0.2623 of the gross lot area as provided by King County for ground floor street frontage for retail, restaurant, personal service, museum and art exhibition, theater, bar, financial and insurance service, recreation, and/or service station uses, as defined by Section 19.16.010, upon redevelopment. For the purposes of determining redevelopment, the value of redevelopment shall be an amount equal to

or greater than 50 percent of the total assessed improvement value at the time of the application for redevelopment, as determined by King County.

Figure 3 — Parcels Subject to FAR Requirement for Ground Floor Uses

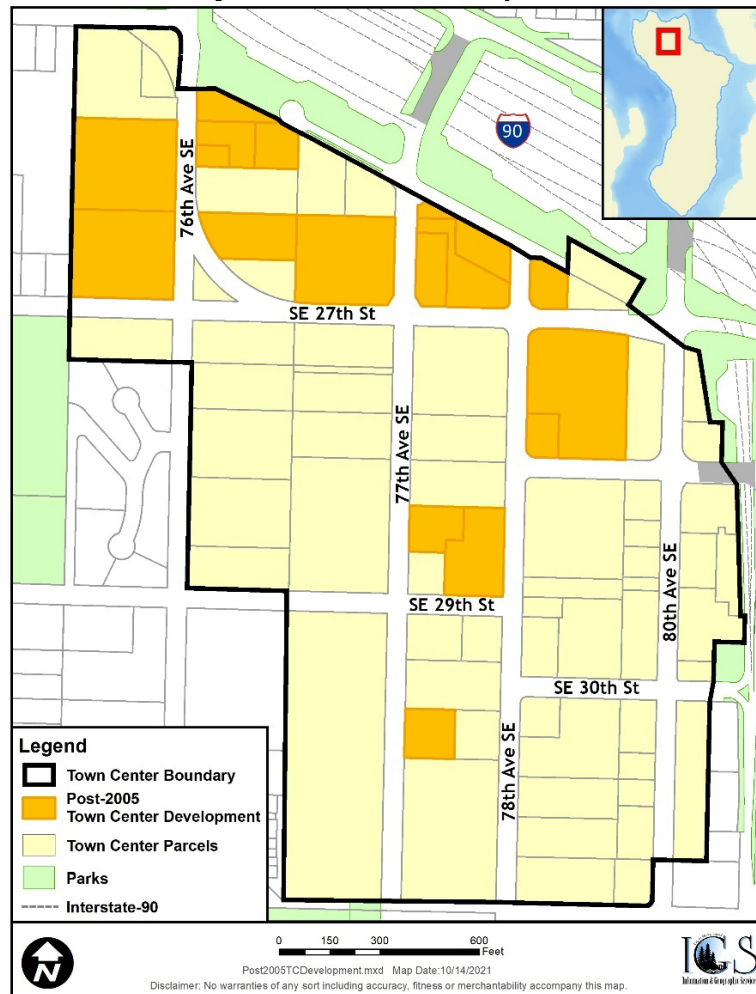


- a. When a FAR calculation results in a fraction, the fraction shall be rounded to the nearest whole number as follows:
 - i. Fractions of 0.50 or above shall be rounded up to the closest whole number; and
 - ii. Fractions below 0.50 shall be rounded down to the closest whole number.
- b. Each individual museum and art exhibition or theater use shall be limited to a contributing cap of 5,000 square feet towards the achievement of the total minimum ground floor FAR requirement for the corresponding site. For example, a site with a minimum FAR requirement of 20,000 square feet may only have one of these identified uses contribute a maximum of 5,000 square feet towards the necessary minimum through a 1:1 contribution. The remaining 15,000 square feet of ground floor street frontage must come from retail, restaurant, personal service,

bar, financial and insurance service, recreation, and/or service station uses as defined in Section 19.16.010.

3. The identified parcels as shown on Figure 4 are required to provide a no net loss of existing floor area for ground floor street frontage for retail, restaurant, personal service, museum and art exhibition, theater, bar, financial and insurance service, recreation, and/or service station uses, as defined by Section 19.16.010. For the purposes of determining redevelopment, the value of redevelopment shall be an amount equal to or greater than 50 percent of the total assessed improvement value at the time of the application for redevelopment, as determined by King County.

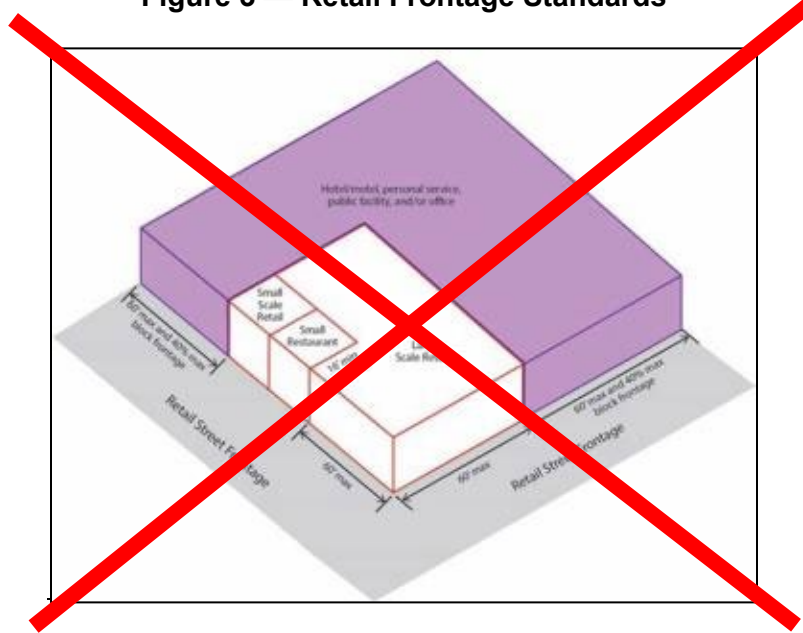
Figure 4 — Parcels Subject No Net Loss Requirement for Ground Floor Uses



4. A review of these requirements shall occur five years from the date of ordinance adoption or after 75,000 gross square feet of floor area for ground floor retail, restaurant, personal service, museum and art exhibition, theater, bar, financial and insurance service, recreation, and/or service station uses adjacent to street frontages has been authorized through building permit issuance.
- C. ~~Reducing continuous retail frontages through the use of smaller retail spaces is intended to encourage pedestrian friendly retail, ensure that the retail spaces are appropriately sized for~~

small retail operators, and limit large ("box store") development. Figure 3 provides an example of how a building floor can be designed. Smaller retail spaces are provided along a street and larger nonretail space is provided in the back of the floor.

Figure 3 — Retail Frontage Standards



D. Accessory uses.

1. **Outdoor storage and display of merchandise.** The total area allowed for outdoor storage and/or merchandise display shall be less than five percent of the total gross square footage of the use; provided, however, that such area may exceed five percent if it is fenced, screened, and located in a manner that is acceptable to the design commission. This standard does not apply to temporary uses such as material storage during construction or street vendors.
2. **Commerce on public property.** Commerce on public property may be allowed pursuant to MICC 19.06.050.
3. **Transit facilities.** Bus parking/loading space, and shelters and facilities for transit users shall be integrated in the design of major new construction. Plans must be coordinated with transit providers to maximize the interface with community-wide and regional transit systems.
4. **Bicycle facilities.** Parking and facilities that support bicycle use, including racks, covered and secured bike-storage areas, and in the case of office buildings, lockers and showers, must be included in the design of major new construction.
5. **Utility and equipment cabinets.** Existing or proposed utility and equipment cabinets or boxes, including wireless communication facilities, shall be placed inside a building or placed underground, if physically feasible. In the event the city determines such location is not physically feasible, the utility and equipment cabinets must be screened by fencing, landscaping and/or stealth screening technologies so that they are not visible.

- E. *Objectionable or hazardous uses.* No use shall be allowed which produces excessive odor, dust, smoke, cinders, gas, fumes, noise, vibration, refuse matter or water-carried waste. The standard for "excessive" shall be based on the average or normal production of these items by adjoining uses permitted in the vicinity of the proposed new use. A use is excessive if it is likely to unreasonably interfere with the ability of the adjoining property owners to utilize their property for working or living activities or if it is likely to unreasonably interfere with the ability of pedestrians and residents to remain in or enjoy the area.

MICC 19.11.030 Bulk regulations.

A. *Bulk regulations by subarea.*

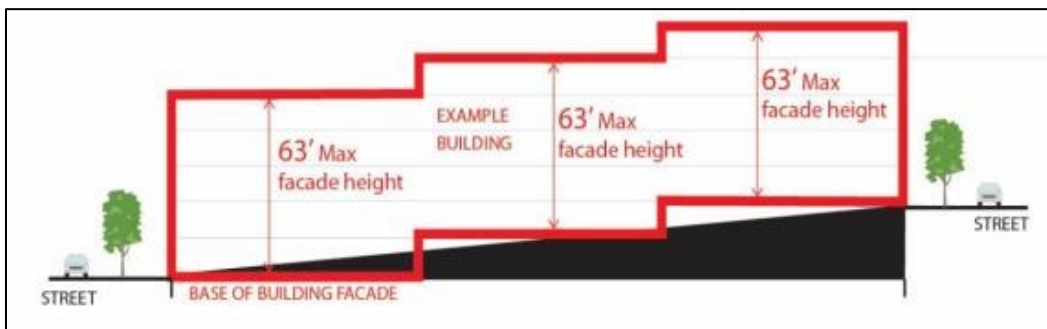
1. The bulk regulations for properties in the Town Center are as follows:

	TC-5	TC-4 TC-4 Plus	TC-3	TCMF-3	TCMF-4
Base Building Height Allowed	27 feet	27 feet	27 feet	27 feet	27 feet
Base Building Stories Allowed	2	2	2	2	2
Maximum Allowable Building Height	63 feet	TC-4: 51 feet TC-4 Plus: 63 feet	39 feet	39 feet	51 feet
	Up to 5 additional feet allowed for parapet and/or sloped roof.				
Maximum Allowable Building Stories	5	TC-4: 4 TC-4 Plus: 5	3	3	4
Ground Floor Height Adjacent to Streets	15 feet minimum, 27 feet maximum			n/a	n/a
Setback from Property Lines	No minimum setback required except where necessary to provide landscaping, facade modulation, through-block connection or an easement for required sidewalk width.				
Required Upper Story Setback (Average Daylight Plane)	All street frontages are subject to the average daylight plane standards described in subsection (A)(7) of this section.				

2. *Base building height.* A base building height of up to two stories (not to exceed 27 feet) shall be allowed. One-story structures located adjacent to the public right-of-way in the TC-5, TC-4, TC-4 Plus and TC-3 subareas shall be a minimum of 15 feet and may be as tall as 27 feet ~~with approval of the design commission to ensure the taller facade provides features that ensure a pedestrian scale.~~
3. *Calculation of building height.*
- a. The intent of the building height calculation in this section is to limit the visual mass of a building so that it does not appear to exceed the maximum height limit in subsection (A)(1) of this section.

- b. The maximum allowable building height in subsection (A)(1) of this section shall be calculated as the vertical distance measured from the base of a building facade to the highest point of the roof structure excluding appurtenances. The base of the building facade shall be measured from the adjacent public sidewalk if applicable, or from the lower of existing or finished grade along building facades that are not adjacent to a public sidewalk. See Figure 4.
- c. If the bases of the opposite building facades are at approximately the same elevation, then the building height at any point between the facades can never exceed the maximum permitted building height. If the bases of the opposite building facades are not at approximately the same elevation, then the building must be configured to go down in height as between the higher and lower facades in a manner similar to Figure 4 or in an equivalent manner such that the average of the building heights calculated between the facades is approximately equal to or less than the maximum permitted building height.

Figure 4 — Maximum Building Height



4. *Mezzanines.* A mezzanine shall not be counted as a story for determining the allowable number of stories when constructed in accordance with the requirements of the construction codes set forth in MICC title 17.
5. *Rooftop appurtenances.* ~~Rooftop appurtenances are discouraged. If necessary, rooftop appurtenances may extend up to ten feet above the maximum building height allowed, provided there is a functional need for the appurtenance and that functional need cannot be met with an appurtenance of a lesser height.~~ This provision shall not be construed to allow building height in excess of the maximum limit. Rooftop appurtenances should must be located at least ten feet from the exterior edge of any building, and ~~together with the screening provided for below,~~ shall not cover more than 20 percent of the rooftop area.
 - a. *Screening of rooftop appurtenances.* Appurtenances shall not be located on the roof of a structure unless they are hidden or camouflaged by building elements that were designed for that purpose as an integral part of the building design. All appurtenances located on the roof ~~should must~~ be grouped together and ~~incorporated into the roof design and thoroughly screened.~~ The screening ~~should~~ shall be sight-obscuring, located at least ten feet from the exterior edge of any building; and effective in obscuring the view of the appurtenances from public streets or sidewalks or residential areas located on the hillside surrounding the Town Center.

- b. *Wireless communication facilities.* Wireless communication facilities (WCFs) shall be governed by MICC 19.06.040; provided, they shall be screened as required by subsection (A)(5)(a) of this section.

6. *Setbacks.*

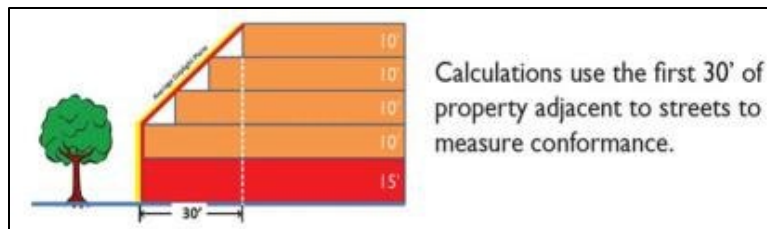
- a. *78th Avenue SE.* All structures shall be set back so that space is provided for at least 15 feet of sidewalk between the structure and the face of the street curb, excluding locations where the curbline is interrupted by parking pockets. ~~Additional setbacks are encouraged to provide space for more pedestrian-oriented activities and to accommodate street trees and parking pockets.~~
- b. *All other public rights-of-way.* All structures shall be set back so that space is provided for at least 12 feet of sidewalk between the structure and the face of the street curb, excluding locations where the curbline is interrupted by parking pockets. ~~Additional setbacks along SE 32nd Street are encouraged to provide space for more pedestrian-oriented activities and to accommodate street trees and parking pockets.~~

7. *Average daylight plane.*

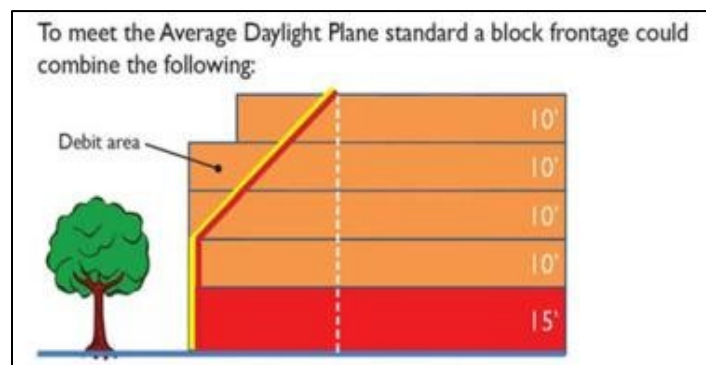
- a. ~~Block frontages along streets must integrate average minimum upper level building setbacks to:—~~
 - i. ~~Reduce the perceived scale of building facades along streets;—~~
 - ii. ~~Increase the amount of light and air to adjacent streets;—~~
 - iii. ~~Promote modulation of building facades along streets that adds variety and provides visual interest;—~~
 - iv. ~~Encourage the integration of courtyards and open space along block frontages; and—~~
 - v. ~~Allow for flexibility in the design of block frontages along streets.—~~
- b. ~~The a~~Average minimum upper-level building setbacks shall comply with the following are required as follows:
 - i. From a height of 25 feet at the front property line, buildings shall step back at a 45-degree angle up to the maximum height limit.
 - ii. Calculations for determining compliance with the average daylight plane standards shall utilize cubic volume (cubic feet) and shall consider only the first 30 feet of depth along block frontages.
 - iii. Only the development site's applicable block frontage may be used to determine compliance with the provisions herein.

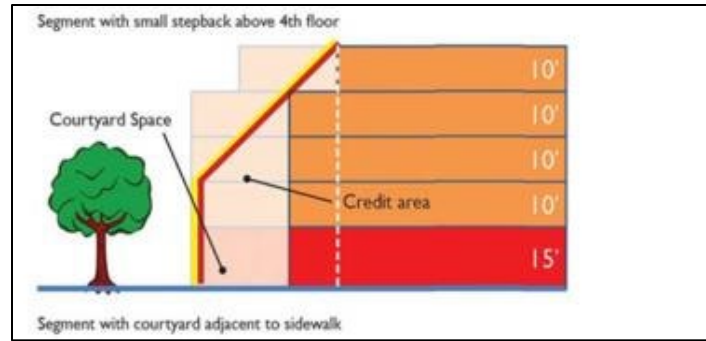
- iv. ~~Since the daylight plane standards above apply a minimum average,~~ Portions of block frontages may project beyond the daylight plane ~~concept described in subsection (A)(7)(a) of this section,~~ provided the applicable block frontage as a whole complies with the minimum average. Figure 5 illustrates the concept.
- v. For each cubic foot that part of a building protrudes beyond the daylight plane ("debit"), the project must include an equivalent cubic footage of open space ("credit") either on the ground floor adjacent to the street (such as a public open space, courtyard or through-block connection), and/or by setting portions of the building facade farther back beneath the daylight plane. For the purposes of this section, the cubic feet of a portion of a building is measured from floor to the top of the roof, and along the outside of exterior walls. The cubic feet of open or credit volume is measured from finished ground level or top of roof to an imaginary line representing the daylight plane as defined in subsection (A)(7)(b)(i) of this section. ~~The intent is that the required open space or credit volume be open to the sky; however, the design commission has discretion to allow eaves, pedestrian weather protection and landscaping are allowed within the required open space as long as the objectives in subsection (A)(7)(a) of this section are met.~~
- vi. Daylight plane debits and credits shall be applied on the same block frontage and cannot be transferred to other block frontages.

Figure 5 — Illustrating the Average Daylight Plane Standards



The average daylight plane extends vertically from the applicable property line 25 feet and then steps back at a 45-degree angle to help reduce the massing of buildings fronting streets.

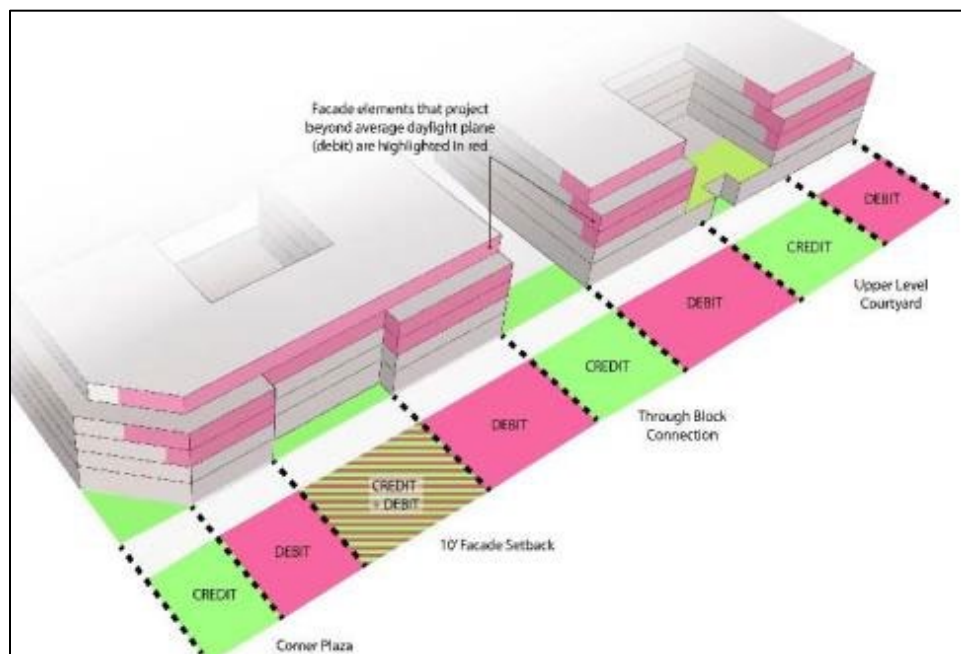




The amount of credit volume shall exceed the debit volume to comply with the "average."

Figure 6 illustrates how a development with multiple block frontages and a through-block connection could meet the average daylight plane standards. The image focuses on the foreground block frontage and illustrates that the block frontage features a combination of debit and credit volume (individual facades that project into average daylight plane are "debit" volume whereas facades that exceed the setback/stepbacks of the average daylight plane are "credit" volume.)

Figure 6 — An Example Development Massing Model with Block Frontages That Comply with the Average Daylight Plane Standards



MICC 19.11.040 Affordable housing.

- A. *Purpose and intent.* The incentives and regulations offered in this section are used by the city as one means of meeting its commitment to encourage housing affordable to all economic groups, and to meet its regional share of affordable housing requirements. The purpose of this section is to: (1) implement through regulations the responsibility of the city

under state law to provide for housing opportunities for all economic segments of the community, (2) help address the shortage of housing in the city for persons of moderate-income households, (3) promote development of affordable housing that would not otherwise be built in the city, and (4) offer incentives to encourage construction of affordable housing units in Town Center.

- B. *Affordable housing ratio.* In order to qualify as significant affordable housing and in order to qualify for bonus building height over two stories, a development that contains dwelling units must provide affordable housing units equal to at least ten percent of the total units in the development. The number of required affordable units shall be rounded up to the nearest whole number.
- C. *Affordability level.* For a three-story building the required affordable housing units must be affordable at the 70 percent of median income level for rental housing or 90 percent of median income level for ownership housing. For four- and five-story buildings, the required affordable housing units must be affordable at the 60 percent of median income level for rental housing or 90 percent of median income level for ownership housing.
- D. *Design elements.*
1. The affordable housing units shall generally be intermingled with all other dwelling units in the development and are not required to be located on the top story or bonus story.
 2. The tenure (owner- or renter-occupied) of the affordable housing units shall be the same as the tenure of the rest of the dwelling units in the development.
 3. The affordable housing units shall consist of a mix of the unit types (by number of bedrooms) that is generally proportionate to the mix of units in the overall development.
 4. ~~Affordable units may not be smaller than other units with the same number of bedrooms in the development, unless the code official determines that rooms within the affordable units provide adequate space for their intended use. In no case shall the affordable units be more than ten percent smaller than the market rate units having the same number of bedrooms in the development, or less than 500 square feet if a studio unit, 600 square feet if a one-bedroom unit, 800 square feet if a two-bedroom unit, 1,000 square feet if a three-bedroom unit, or 1,200 square feet if a four-bedroom unit; whichever is less shall be of a minimum size equal to the average size of market rate units for the same bedroom count. For example, if the average size of market rate one-bedroom units in a development is 650 square feet, each affordable one-bedroom unit in the development shall be a minimum of 650 square feet.~~
 5. The ~~exteriors of the~~ affordable housing units must:
 - a. Have exterior finishes that are be compatible with and comparable in of the same quality ~~to as~~ the rest of the dwelling units in the development; ~~and shall~~
 - b. Ceomply with any design standards for the underlying zoning district; ~~and~~
 - c. Have ~~The interior finishes of the affordable units shall, at a minimum, be~~ comparable to entry level rental or ownership housing in the development.

- E. *Availability.* The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development.
- F. *Agreement.* Prior to issuance of a building permit, an agreement in form and substance acceptable to the city attorney shall be executed providing price restrictions, homebuyer or tenant qualifications and long-term affordability. The agreement shall be recorded with King County department of records and elections and shall constitute a covenant running with the land. Affordable housing units shall remain as affordable housing for a minimum of 50 years from the date of initial owner occupancy for owner affordable units and for the life of the project for rental affordable housing units. At the sole discretion of the code official, the city may approve a shorter affordability time period for owner-occupied affordable housing, not to be less than 30 years, in order to meet federal financial underwriting guidelines.
1. The agreement shall provide the city sole discretion to establish monitoring fees for the affordable units, which fees may be adjusted over time to account for inflation. The purpose of any monitoring fee is for the review and processing of documents to maintain compliance with income and affordability restrictions of the affordability agreement.
 2. The city may agree, at its sole discretion, to subordinate any affordable housing regulatory agreement for affordable ownership units for the purpose of enabling the owner to obtain financing for development of the property.
- G. *Impact fees.* Affordable housing may be exempt from impact fees pursuant to MICC 19.17.090 (schools), 19.18.070 (parks) and 19.19.070 (transportation).

MICC 19.11.060 Site design.

- A. *Minor site features.* All major new construction regardless of its height shall have at least three of the following minor site features ~~that contribute to a well-balanced mix of features in that subarea as determined by the design commission. Minor site features may include, but are not limited to, the following:~~
1. *Decorative landmarks.* Imaginative features that complement the building design and create visual focal points that give identity to an area, such as decorative clocks, special paving in pedestrian areas, art features, water features, drinking fountains, or creative designs for necessary building features or functions. Art ~~should~~ shall be integrated with the public street improvements. Examples include sculpture, murals, inlays, mosaics, friezes or bas-reliefs. The location of art shall provide for public view but not hinder pedestrian traffic.
 2. *Kiosks.* Community-oriented kiosks, which may include bulletin boards and newsstands or racks, creatively designed and consolidated and placed in areas where large numbers of people gather, and which complement the site design and streetscape and reduces visual clutter.
 3. *Additional sidewalk setback.* At least five feet of sidewalk width, in addition to the minimum sidewalk setback provided for in MICC 19.11.030(A)(6), ~~may be~~ provided along 78th Avenue SE, along the entire street frontage of the development site. Such additional sidewalk ~~should~~ must be designed to provide additional pedestrian access where parking pockets narrow the sidewalk, to accommodate street trees and benches,

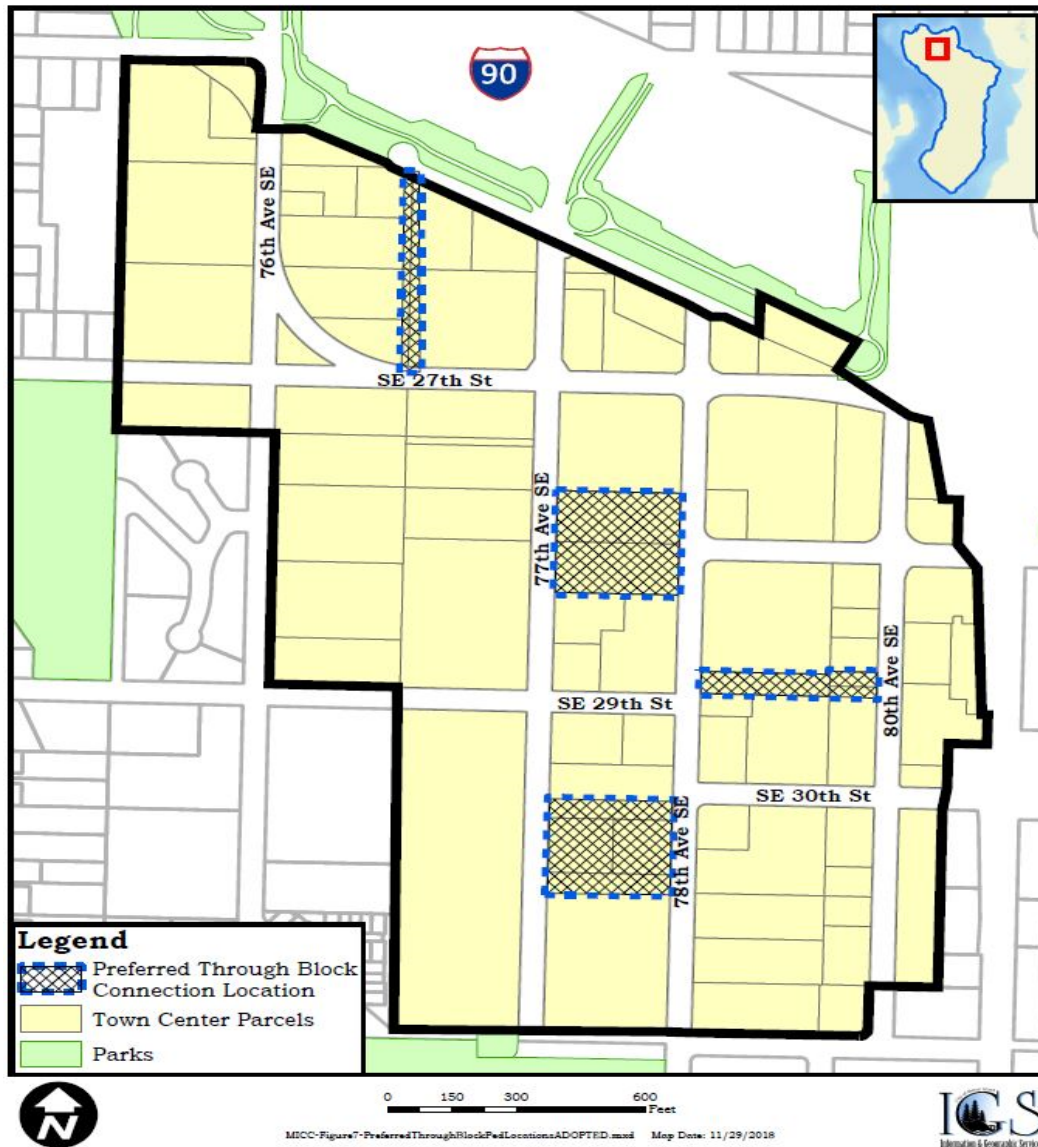
or to create spaces for more pedestrian-oriented activities such as outdoor dining or seating.

4. *Impact on public open spaces.* Minor site features may not occupy space in a public open space required by this code to the extent that doing so reduces the actual space that is usable by the public below the minimum required area.
- B. *Major site features.* Any major new construction in the TC-5, TC-4, TC-4 Plus or TC-3 subarea which exceeds the two-story base height and ~~that includes or abuts a preferred through-block connection location shown on Figure 7 shall include a through-block connection subject to design commission determination that such connection is feasible and achievable.~~ Any major new construction exceeding three stories in height in the TC-5, TC-4 or TC-4 Plus subarea shall include at least one of the following major site features, ~~subject to design commission determination that such choices contribute to a well-balanced mix of features in that subarea:~~
1. *Through-block connection.* Any major new construction that exceeds the two-story base height in the locations shown on Figure 7 must include a through-block connection. ~~Through-block pedestrian connections will~~ To qualify as a major site feature, a through-block connection must conform to ~~upon satisfaction of the development and design standards set forth in subsection E of this section.~~ If the on-site area of the through-block connection does not equal or exceed three percent of the gross floor area of the development, then public open space shall also be provided so that the total area of the through-block connection and public open space equals or exceeds three percent of the gross floor area of the development.
 2. *Public open space.* ~~Public open spaces will~~ To qualify as a major site feature, public open space must conform to ~~upon satisfaction of the development and design standards set forth in subsection D of this section.~~
- ~~C. *Other site features.* The design commission may approve other major or minor site features in place of those listed above consistent with the provisions of this chapter.~~
- ~~1. *Major site features.* Site features other than listed in subsection B of this section will only be considered as a major site feature if it is of equal or greater public benefit than one or more of the major site features listed in subsection B of this section. Underground or structured parking that supports park and ride use may be considered a major site feature. The amount of park and ride parking qualifying as a major site feature shall be determined by the design commission.~~
 - ~~2. *Minor site features.* Examples of other minor site features include contribution to a public art or design project within close proximity to the new construction, such as the city's I-90 Artway; and/or transit-oriented development (TOD) amenities, such as facilities that support bicycle use.~~
- D. *Public open space.* Refers to plazas, parks or other spaces intended for the use and enjoyment of the public in the Town Center zone. Public open spaces serve as public gathering spaces and, depending on their size, could accommodate a variety of public events, as well as provide space for informal gatherings and quiet activities.

1. **Size.** A single public open space shall be a minimum size equal to three percent of the gross floor area of the development and shall be at least 20 feet in width.
 - a. For a fifth floor in the TC-4 Plus subarea, public open space shall increase to a minimum of seven and one-half (7.5) percent of the gross floor area of the development.
 - b. The design commission may allow a development to provide two or more public open spaces so long as the design commission determines that such multiple public open spaces will have an equal or greater public benefit and each public space is at least 1,500 square feet in area.
 - c. The primary purpose of the public open spaces shall be as public gathering places. Other uses of public open spaces whose primary purpose is not for public gathering including but not limited to The following areas shall not be counted as part of the required open space:
 - i. lobby entrances,
 - ii. stairs, and
 - iii. cordoned off/private outdoor restaurant seating, shall not be included in calculating the minimum size of the public open spaces. Such areas shall be in addition to any area required as a minor site feature under subsection A of this section.
 - d. If a development is required to provide both a public open space and a through-block connection, then the area of the through-block connection that meets the requirements of subsection E of this section shall also be counted towards the public open space requirement.
2. **Design elements.**
 - a. Public open spaces shall be at the same level as the public sidewalk, serve as a focal point for pedestrian activity within the Town Center zone, and should be fully integrated and designed consistent with any pedestrian connection or other street-level public amenity.
 - b. Public open spaces shall be designed with sufficient pedestrian amenities including seating, lighting, water features, special paving, landscaping, artwork and special recreational features, as determined by the design commission. At least two linear feet of seating surfaces per 100 square feet of public open space must should be provided. To qualify, sSeating surfaces shall be a minimum of 18 inches in depth. At least half the seating should shall have seat backs and have surfaces made of wood, rather than metal, stone or concrete. In addition, moveable chairs may be substituted for fixed public seating, provided and shall they are not be restricted for the sole use of an adjacent retail business.
 - c. Pedestrian-oriented frontage is required on at least two sides unless the space is linear in design, in which case pedestrian-oriented frontage is required on at least one side.

- d. At least 25 percent but not more than 60 percent of an outdoor public open space ~~should~~ shall be landscaped with shade trees, ground cover or other vegetation.
 - e. The public open space may not be covered by a roof, story or skybridge; provided portions of the public open space may be covered for weather protection, or be enclosed pursuant to subsection (D)(2)(f) of this section.
 - f. ~~Public open space may be e~~Enclosed and/or covered ~~public open space may be approved by the design commission;~~ provided, that the space is available for public use.
 - ~~g. All city approvals or permits for any structure shall be reviewed for compatibility with the alignment of any existing or approved public open space.~~
3. *Public open space plan.* The applicant shall submit a plan with a minimum scale of one-quarter inch equals one foot for the public open space which shall include a description of all landscaping; lighting; street furniture; color and materials; relationship to building frontage; specific location of the public open space; and the relationship to and coordination with any pedestrian connection or other public amenity.
4. *Public access.* The entire public open space ~~shall~~ should ~~be~~ open to the public 24 hours per day. Temporary closures will be allowed as necessary for maintenance purposes. Upon city approval, portions of the public open space may be separated, as required by the State of Washington Liquor and Cannabis Board or its successor agency, in order to allow outdoor seating for restaurant purposes.
- E. *Through-block pedestrian connections.* Through-block pedestrian connections are intended to provide convenient and safe public pedestrian routes through city blocks.
1. *Location.* Connections shall be located on the lots eligible for through-block pedestrian connections as shown on Figure 7 and in other locations based on the following criteria. The ~~actual~~ location of the pedestrian connection must be on the lot ~~shall be determined by the design commission based upon the following criteria:~~ (a)
- a. the connection will connect with existing or future rights-of-way, other pedestrian connections and/or public open spaces; and (b)
 - b. the connection has the effect of dividing a large city block approximately in the middle of such block in approximately the preferred locations shown on Figure 7; and (c) ~~it is likely that the remainder of the subject connection will be developed in the future based upon development conditions on surrounding lots~~

Figure 7 — Preferred Through-Block Pedestrian Connection Locations



2. Design elements.

- a. The through-block pedestrian connection shall be the length necessary to provide access between existing rights-of-way; provided, ~~however,~~ that if an applicant does not own all property necessary to make the connection, this option will still be available if an easement is provided to the city for the remainder of the connection. If the applicant cannot obtain the easement after using best efforts, the city may still approve the connection.
- b. The through-block pedestrian connection shall be a minimum of 20 feet wide unless the design commission approves a lesser width because the applicant provides other site features of equal or greater public benefit as determined by the design commission. The width of the through-block pedestrian connection may be

reduced by five feet if the applicant provides an additional five feet of sidewalk on along the entirety of on side of the development that fronts on a public right of way.

- c. ~~The area devoted to a through-block pedestrian connection shall be in addition to the area devoted to any other minor site feature required pursuant to subsection A of this section. The primary purposes of the connection shall be as a means for pedestrian access between rights-of-way and secondarily as a public gathering place. Other uses, including p~~Pedestrian access to parking areas, lobby entrances, and stairs, ~~must be secondary to and not conflict with the connection purpose and areas required for such uses shall not be included in calculating the minimum size.~~
- b. The through-block pedestrian connection shall be at the same level as the public sidewalk ~~and incorporate sufficient pedestrian amenities such as seating areas, landscaping, art features, water features, weather protection and pedestrian scale lighting, as determined by the design commission.~~
- c. The through-block pedestrian connection ~~should~~ must use special paving, such as decorative colored concrete, concrete unit brick or stone pavers ~~and coordinated design features such as uniform treatment of signing, landscaping and lighting over the entire length of the connection. Pervious paving is encouraged.~~
- d. ~~At least 50 percent of the ground level building frontage shall be designed and constructed to provide occupancy by active residential or nonresidential uses.~~
- e. ~~Where ground level residential uses front onto the through-block connection the building must feature at least one of the public/private space transition elements described below:~~
 - i. *Raised deck or porch option.* Provide at least a 60-square-foot porch or deck raised at least one foot above grade. The porch or deck must be at least six feet wide, measured perpendicular to the building face. A low fence, rail or planting, which is two feet to four feet high, is encouraged between the through-block connection and the deck or porch. A porch roof or weather protection is encouraged. The design ~~should~~ shall consider accessibility.
 - ii. *Private open space option.* Provide a private open space at least ten feet wide between the face of the residence and the edge of the through-block connection. The space may be paved or landscaped. A low fence, rail or planting which is two to four feet high shall be provided between the through-block connection and the open space.
 - iii. *Landscaped area.* Provide a landscaped area at least ten feet wide between the face of the building and the edge of the through-block connection. The plantings must reach three feet high within three years after planting.
 - iv. *Raised ground floor.* If the residence's ground floor is at least three feet above the grade adjacent to the building, then the landscaped area in option (iii), above, may be reduced to four feet wide.
 - v. ~~Other transition design measures that adequately protect the privacy and comfort of the residential unit and the attractiveness and usefulness of the~~

~~pathway at least as effectively as options (i) through (iv) above, as determined by the design commission.~~

Figure 8 — Acceptable Public/Private Transitional Space Design between Through-Block Connections and Ground Level Residential Units

The upper left image uses a low fence and landscaped setback. The right images use landscaped terraces and elevated ground level units. The lower left image uses a landscaped berm between the pathway and semi-private open space.

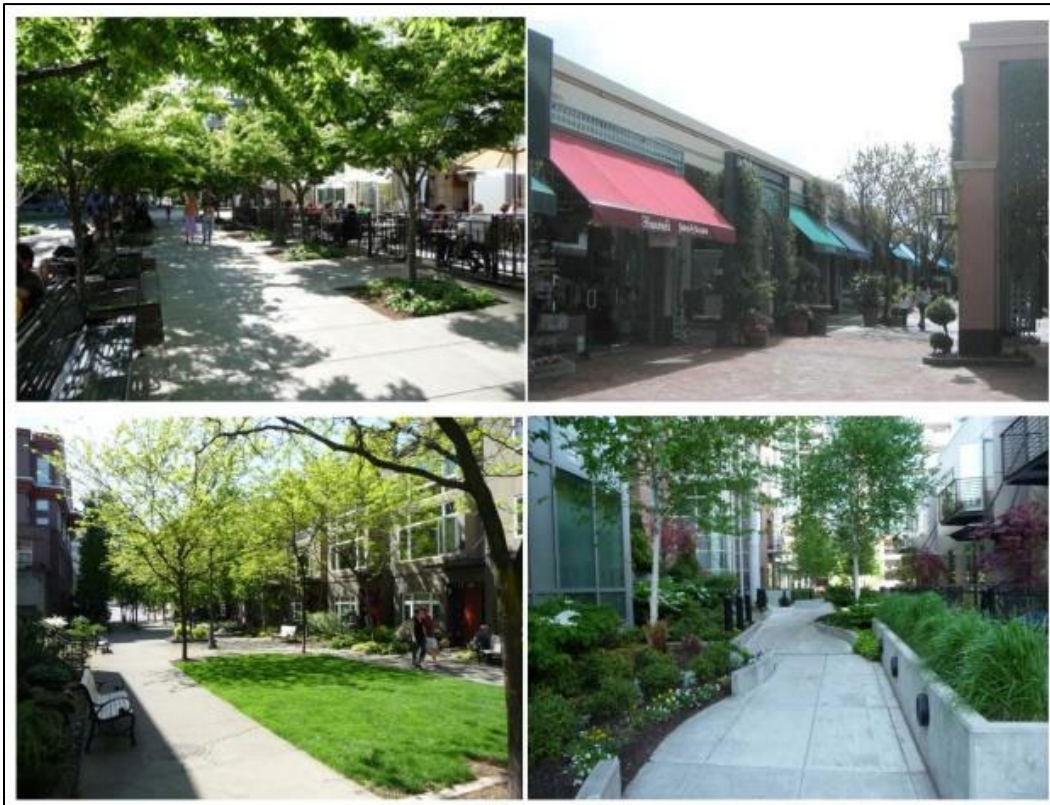


- f. Where ground level nonresidential uses front onto the through-block connection the building must feature:
 - i. Transparent windows along 50 percent of the ground floor facade between 30 inches and ten feet above the through-block connection.
 - ii. Entrances facing the through-block connection are required for each tenant adjacent to the through-block connection.
- g. No more than 50 percent of through-block connection ground level frontages may be occupied by vehicle parking areas. Where surface level parking areas are adjacent to the through block connections, landscaping and building design features shall be included to add visual interest and screen vehicles while designing for safety of pedestrians along the connection. Surface level parking adjacent to through block connections must be separated by a landscaped area that provides partial screening. The landscaped area cannot reduce the width of the through block connection by more than five (5) feet.

- h. The through-block connection may not be covered by a roof or story; provided portions of the public open space may be covered for weather protection, but not enclosed, and skybridges connecting two buildings are allowed if the skybridge is less than 20 feet wide and less than 14 feet in height.
- i. All city approvals or permits for any structure shall be reviewed for compatibility with the alignment of any existing or approved through-block connection.
- j. The connection shall be for exclusive pedestrian use and may not be used by vehicles except as necessary for maintenance or emergency purposes. Dumpsters and other service areas shall not be located within a through-block connection, but may be totally enclosed within a building adjacent to the through-block connection.
- ~~k. The design commission may approve a connection that is not in a straight line.~~

Figure 9 — Examples of Acceptable Through-Block Connections

The upper left image features trees on both sides of the connection and outdoor dining area with adjacent restaurants. The upper right image features retail shops fronting onto a corridor. The lower left image features a double pathway with central lawn and adjacent townhouses. The right image features adjacent apartments with a landscaped buffer.



3. *Connection plan.* The applicant shall submit a plan with a minimum scale of one-quarter inch equals one foot for the connection, which shall include a description of all of the following elements: landscaping; lighting; street furniture; color and materials;

relationship to building frontage; specific location of the connection and the relationship to and coordination with any public open space.

4. *Public access.* The entire connection ~~should~~ must be open to the public 24 hours per day. Temporary closures will be allowed as necessary for maintenance purposes. Upon city approval, portions of the connection may be separated, as required by the State of Washington Liquor and Cannabis Board or its successor agency, in order to allow outdoor seating for restaurant purposes.
- F. *Legal agreements required for public open space and through-block pedestrian connections.* The owners of property to be used for public open space or through-block pedestrian connections shall retain fee ownership of that property and shall execute a legal agreement providing that such property is subject to a right of pedestrian use and access by the public. The agreement shall be in form and substance acceptable to the city attorney and be recorded with the King County recorder's office and the city clerk. The obligations under the agreement shall run with the land and shall terminate upon demolition of the structure for which the through-block connection or public open space was provided. No modifications to either a public open space or through-block pedestrian connection shall be made without approval of the city other than ordinary repairs and maintenance.

MICC 19.11.070 Greenery and outdoor spaces.

- A. *Objectives.* Outdoor spaces and landscaping should be designed to achieve the design vision set forth in MICC 19.11.010. Development should provide for private open space for employees and residents. Plant materials placed in horizontal beds and on vertical walls/trellises/arbors areas should be used to frame and soften structures, to define site functions, to enhance the quality of the environment, screen undesirable views and create identity sense of place. Trees and landscaping shall be incorporated into the site design in order to soften and screen the visual impact of hard surfaces such as parking lots, service areas, and walls, as well as to enhance a sense of nature along pedestrian walkways, public rights-of-way, sidewalks and outdoor gathering places. Outdoor furniture and fixtures should be compatible with the project architecture and considered as integral elements of the landscape. Whenever possible development should include seating areas and be enhanced by such features as trees and flower displays, fountains, art and open spaces.
- B. *Development and design standards.*
1. *Landscaped ~~area~~ surface requirement.* ~~Landscaped surfaces equal to Twenty five (25) percent of the development site shall must be provided landscaped surfaces. All required plantings and landscaping shall must be installed according to sound horticultural practices in a manner designed to encourage quick establishment and healthy plant growth, based on local and regional best landscaping practices. The following landscaped types and credits may be used to meet the standards:~~
- a. Ground level planting beds qualify as landscaped surfaces at a 100 percent rate. One hundred (100) percent rate means that one square foot of ground level planting bed counts as one square foot of the required landscaped area.
 - b. Ground level planting area that supports trees (which will require deeper soil depths) may qualify for bonus credit.

- i. ~~Specifically, p~~Planting areas that support a large tree (height greater than 30 feet at maturity) may be counted at a 200 percent rate (includes planting area under projected dripline at maturity). Two hundred (200) percent rate means that one square foot of a ground level planting bed supporting a large tree counts as two square feet of the required landscaped surfaces.
 - ii. ~~and A~~ planting areas that supports a medium sized tree (height greater than 15 feet at maturity) may be counted at 150 percent rate. One hundred and fifty percent rate means that one square foot of ground level planting bed supporting a medium sized tree counts as one and a half square feet of the required landscaped surfaces.
 - c. ~~Terraced or other raised planting surfaces qualify as landscaped surfaces at the same rates as ground level planting beds depending on the soil depth (Ground level planting beds with shallow soil depths capable of supporting only ground cover plants qualify at a 50 percent rate) Fifty percent rate means that one square foot of ground level planting beds with shallow soil depths counts as one half a square foot of the required landscaped surfaces.~~
 - ~~bd.~~ *Green roof.* Green roofs qualify as a landscaped surface at a 50 percent rate (i.e., two square feet of green roof qualifies as one square foot of landscaped area). Green roof areas supporting large shrubs and trees ~~may qualify as a landscaped surface at for bonus credit (up to a 100 percent rate) as determined by the design commission depending on the planting's visibility.~~
 - ~~ee.~~ *Green walls/trellises/arbors.*
 - I. Artistic green walls adjacent to ground level publicly accessible space with decorative patterns qualify as a landscaped surface at a 125 percent rate;
 - ii. Standard green walls qualify as landscaped surfaces at a 75 percent rate;
 - iii. *Vine trellis/arbors/walls qualify as landscaped surfaces at a 50 percent rate.* Planter areas must feature minimum soil depth necessary to maintain healthy vine growing conditions as determined by regional best landscaping practices.
2. *Landscaping standards.*
- a. *Suitable plant species.* Plant materials for required landscape surfaces shall be selected from a city approved palette of species and minimum size at time of planting. Plant materials ~~should~~ shall be native or adaptive drought-tolerant species.
 - b. *Trees and ground cover.*
 - i. Prominent trees ~~should~~ shall be ~~preserved to the extent feasible~~ managed consistent with Chapter 19.10 MICC.

- ii. Trees planted within five feet of public curbs or in paved areas shall be installed with root guards and grates to prevent physical damage to sidewalks, curbs, gutters, pavement and other public or private improvements.
 - iii. Ground cover shall be planted to have 100 percent ground cover in two years.
 - iv. Any tree cutting or pruning shall be consistent with chapter 19.10 MICC.
 - c. *Soil quality, depth, and volume.* Applicants for new projects in Town Center must include the relevant provisions in construction details, based on regional best landscaping practices, including:
 - i. In planting beds: place three inches of compost and till to a minimum depth of eight inches.
 - ii. In turf areas: place one and three-quarters inches of compost and till to a minimum depth of eight inches.
 - iii. Scarify (loosen) subsoil four inches below amended layer to produce a minimum soil depth of 12 inches of uncompacted soil.
 - iv. After planting: apply two to four inches of arborist wood chip mulch to planting beds. Coarse bark mulch may be used ~~but has fewer benefits to plants and soil.~~
 - d. *Irrigation.* All landscaped areas shall be provided with an approved automatic irrigation system consisting of waterlines, sprinklers designed to provide head to head coverage and to minimize overspray onto structures, walks and windows. Water conserving types of irrigation systems ~~should~~ shall be used.
 - e. *Maintenance.* ~~All landscaping shall be maintained in good condition.~~ Maintenance shall include regular watering, mowing, pruning, clearance of debris and weeds, removal and replacement of dead plants and the repair and replacement of irrigation systems.
3. *Surface parking lot landscaping.* Surface parking lots shall be landscaped to reduce and break up large areas of asphalt and paving.
- a. The landscape design shall be ~~incorporated with low impact development techniques~~ designed to manage runoff from roofs, parking lots and other impervious surfaces consistent with Title 15 MICC.
 - b. A landscaped area with the minimum interior dimensions of four feet by four feet ~~minimum four foot wide (interior dimension) landscape bulb should~~ must be provided at the end of parking aisles.
 - c. A ratio of one tree for every six parking spaces ~~should~~ must be provided throughout any surface parking lot. Of the total number of trees required, 50 percent shall be a minimum of 24-inch box in size, and 50 percent shall be a minimum of 15-gallon in size.

- d. Planting areas for trees required within the parking rows of a surface parking lot ~~should~~ must be achieved by one of the following ~~acceptable~~ methods:
 - i. A continuous landscape strip, at least four feet wide (interior dimension), between rows of parking stalls; or
 - ii. Tree wells, eight feet wide, resulting from the conversion of two opposing full sized parking stalls to compact stalls; or
 - iii. Tree wells, at least five feet square, placed diagonally between standard or compact parking stalls.
- 4. *Landscape screening.* All grade-level parking adjacent to public rights of way, sidewalks, and pedestrian circulation, including structured parking, should must be physically separated from the street and visually screened from pedestrian view by landscaping that provides a partial screen. The landscaping must include shrubs and trees, be located on private property and ~~be wide enough to maintain the plant material and screen the view but~~ not less than three feet wide.
- 5. ~~*Building entries.* Building entries should be emphasized with special landscaping and/or paving in combination with lighting.~~
- 6. ~~*Building facades.* Building facade modulation and setbacks should include features such as courtyards, fountains and/or landscaping.~~
- 7. ~~*Continuity.* Landscaping should provide design continuity between the neighboring properties.~~

MICC 19.11.080 Screening.

- A. *Objectives.* In order to obtain the design vision set forth in MICC 19.11.010, any storage, service and truck loading areas, utility structures, elevator and mechanical equipment on the ground or roof shall be screened from public view in such a manner that they are not visible from public streets, sidewalks or residential areas located on the hillside surrounding the Town Center.
- B. *Development and design standards.*
 - 1. *On-site service areas.* On-site service areas must meet the following standards.
 - a. All on-site service areas, loading zones, outdoor storage areas, garbage collection and recycling areas and similar activities should must be located in an area not visible from public streets. ~~Consideration should be given to developing common service courts at the interior of blocks.~~
 - b. Service areas should must accommodate all services needed by uses established in the development including loading, trash bins, recycling facilities, food scrap composting areas, storage areas, utility cabinets, utility meters, transformers, etc.
 - c. Service areas should must be located and designed for easy access by service vehicles and for convenient access by each tenant. ~~Any emissions of noise, vapor,~~

~~heat or fumes should be mitigated. Loading activities should generally be concentrated and located where they will not create a nuisance for adjacent uses.~~

2. *Garbage, recycling collection, composting and utility areas.* Garbage, recycling collection, food scrap composting and utility areas shall be enclosed and screened around their perimeter by a wall or fence at least seven feet high, concealed on the top and must have self-closing doors. If the area is adjacent to a public street or pedestrian ~~alleyway~~, a minimum three-foot wide landscaped planting strip providing a partial screen, minimum three feet wide, shall be located on three sides of such facility. ~~Any emissions of noise, vapor, heat or fumes should be mitigated.~~
3. *Meters and mechanical units.* Water meters, gas meters, electric meters, ground-mounted mechanical units and any other similar structures ~~should~~ must be hidden from public view ~~or screened~~. Meters and mechanical units must be screened with either full landscape screening or built screening.
4. *Fences.* Fences ~~should~~ must be made of masonry, ornamental metal, or wood, or some combination of the three. The use of chain link, plastic or wire fencing is prohibited.

C. *Landscape screening.* Landscape screening must be consistent with the following definitions of screen types.

1. *Full screen.* A full screen provides a dense vegetated separation between dissimilar uses on adjacent properties. A full screen shall block views from adjacent properties as seen at the pedestrian eye level in all seasons within three years of installation. The number of trees provided shall be proportionate to one tree for every ten feet of landscape perimeter length.
2. *Partial screen.* A partial screen provides a moderate vegetated separation between uses on adjacent properties and intermittent views to adjacent properties. A partial screen shall provide the desired screening function as seen at the pedestrian eye level in all seasons within three years of installation. The number of trees provided shall be proportionate to one tree for every 20 feet of landscape perimeter length.
3. *Filtered screen.* A filtered screen shall provide in all seasons and within three years of installation a lightly vegetated visual separation between uses on adjacent properties and allow visual access to adjacent properties. When compared to the other screen types, a filtered screen is characterized by more open spaces, light filtration and transparency through the plant material forming the screen.

D. *Built screening.* Any screening not composed of landscaping must be constructed of opaque building materials to provide a sight-obscuring barrier between the screened object(s) and the adjacent property and/or right of way. The materials of the screening must be similar the same design, color, and materials as the exterior of the accompanying structure.

MICC 19.11.090 Lighting.

- A. *Objectives.* Lighting shall be an integral part of any new or existing development. Lighting shall contribute to the individuality, security and safety of the site design without having overpowering effects on the adjacent areas. Lighting is viewed as an important feature, for

functional and security purposes, as well as to enhance the streetscape and public spaces. The design of light fixtures and their structural support should be integrated with the architectural theme and style of the main structures on the site.

B. Development and design standards.

1. *Pedestrian-scale light fixtures.* Pedestrian-scale light fixtures ~~should~~must be incorporated into the site design to give visual variety from one building to the next and ~~should blend with the architectural style provided for any on-site pedestrian walkways, including sidewalks.~~ Pedestrian-scale light fixtures must be designed to fully illuminate the walkway and be placed no more than eight feet above the finished grade.
2. *Light type.* Lighting ~~should~~must use LED or similar minimum wattage light sources, ~~which give more~~ designed to provide "natural" light. Non-color corrected low-pressure sodium and mercury vapor light sources are prohibited.
3. ~~*Building entrances.* All building entrances should be well lit to provide inviting access and safety.~~
4. ~~*Building-mounted and display window lights.* Building-mounted lights and display window lights should contribute to lighting of walkways in pedestrian areas.~~
5. ~~*Parking areas.* Parking area light fixtures should be designed to confine emitted light to the parking area. The height of the light fixtures should not exceed 16 feet. The design commission shall review and determine the adequacy of lighting in parking areas based on best practices.~~
63. *Neon lighting.* Neon lighting may be used as a lighting element; provided, that the tubes are concealed from view at the street level and are an integral part of the building design. Neon tubes used to outline the building are prohibited.
74. *Shielding.* All exterior lighting fixtures ~~should~~must be shielded or located to confine light spread within the site boundaries, ~~to the extent possible, especially~~ when adjacent to residential uses.

MICC 19.11.100 Building design.

- A. *Objectives.* Building facades should be designed with a variety of architectural elements that suggest the building's use and how it relates to other development in the area. Buildings should be oriented to the street frontage to enliven the street edge as well as to maximize access from the public sidewalk. Building facades should provide visual interest to pedestrians. Special care should be given to landscaping, mass and roof forms of buildings to provide visual interest from residential areas located on the hillside surrounding the Town Center as well as from public streets or sidewalks. Street level windows, minimum building setbacks, on-street entrances, landscaping and articulated walls should be encouraged. Building facades should be designed to achieve the purpose of the development and design standards and the Town Center vision described in MICC 19.11.010. Architectural features and other amenities should be used to highlight buildings, site features and entries and add visual interest. Within the Town Center, all development shall provide elements that attract the interest of residents, shoppers and workers.

B. *Development and design standards.*

1. *Fenestration.*

- a. *Transparent facades.* Articulated, transparent facades ~~should~~ shall be created along pedestrian rights-of-way. Highly tinted or mirrored glass windows ~~shall~~ are not ~~be~~ allowed. Shades, blinds or screens that prevent pedestrian view into building spaces ~~shall~~ are not ~~be~~ allowed, except ~~where required or desired for privacy~~ in dwelling units, hotel rooms, and similar residential uses.
 - b. *Ground floor windows and doors.* Major new construction along 77th Avenue SE, 78th Avenue SE and SE 27th Street, within the TC-5, TC-4 and TC-4 Plus subareas, shall have at least 75 percent of the length of the ground floor facade between the height of two feet and seven feet devoted to windows and doors affording views into retail, office, or lobby space.
 - c. *Upper story facades.* Upper stories of buildings above two stories ~~should~~ must maintain an expression line along the facade such as a setback, change of material, or a projection to reduce the perceived building mass. Upper story windows ~~should~~ must be divided into individual units and not consist of a "ribbon" of glass. ~~Upper story features such as balconies, roof decks, bay windows or upper story commercial activities should be used to visually connect upper story activity with the street.~~
2. *Street-facing facade elements.* All major new construction shall include at least seven of the following elements on the street-facing facades, ~~both on the ground floor level and on other levels, as may be deemed desirable by the design commission taking into account the nature of the development and the site.~~
- a. Window and door treatments which embellish the facade.
 - b. Decorative light fixtures.
 - c. ~~Unique facade treatment, such as decorative materials and design elements.~~
 - d. Decorative paving.
 - e. Trellises, railings, gates, grill work, or unique landscaping.
 - f. Flower baskets supported by ornamental brackets.
 - g. Recessed entrances.
 - h. Balconies.
 - i. Medallions.
 - j. Belt courses.
 - k. Decorative masonry and/or tilework.

- ~~l. Unique, handcrafted pedestrian scaled designs.~~
 - m. Planter boxes with seasonal color.
 - n. Projecting metal and glass canopy.
 - o. Clerestories over storefront windows.
 - ~~p. Other elements as approved by the design commission.~~
3. *Major facade modulation.* Block frontages shall include at least one of the following features ~~(subsection (B)(3)(a), (b) or (c) of this section)~~ at intervals no greater than 120 feet to break up the massing of the block and add visual interest. ~~The design commission may approve modifications or alternatives to the following features if the proposed modulation is at least as aesthetically acceptable as one of the following features:~~
- a. Vertical building modulation at least 20 feet deep and 30 feet wide. See example on Figure 10. For multi-story buildings, the modulation must extend through more than one-half of the building stories.
 - b. Use of a significant contrasting vertical modulated design component featuring all of the following:
 - i. An extension through all stories above the first story fronting on the street. Exception: upper stories that are set back more than ten feet horizontally from the facade are exempt.
 - ii. A change in building materials that effectively contrast from the rest of the facade.
 - iii. A modulation horizontally from the rest of the facade by an average of 24 inches.
 - iv. A design to provide roofline modulation.
 - c. Building walls with contrasting articulation and roofline modulation that make it appear like two or more distinct buildings. See examples on Figure 11. To qualify for this option, these contrasting facades shall employ all of the following:
 - i. Different building materials and/or configuration of building materials; and
 - ii. Contrasting window design (sizes or configurations).

Figure 10 — Illustrating Maximum Facade Width Standards

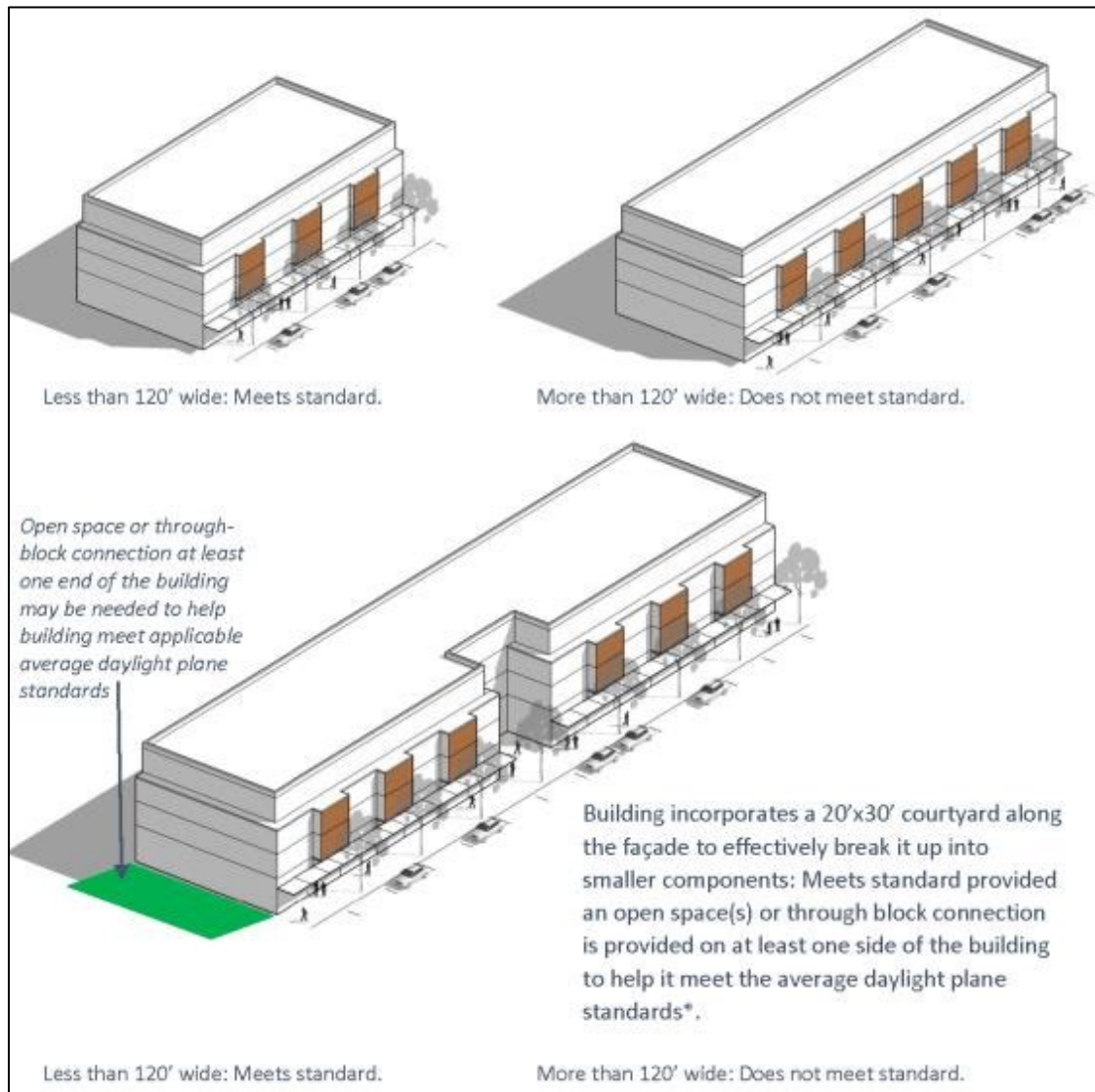


Figure 11 — Facade Examples Employing Building Walls with Contrasting Articulation That Make It Appear Like Two or More Distinct Buildings



Figure 12 — Examples That Do Not Meet Maximum Facade Width Provisions



4. *Minor facade modulation.* All buildings shall include articulation features to reduce the perceived scale of large buildings and add visual interest to facades. See examples on Figure 13. At least three of the following features shall be employed at intervals no greater than 50 feet ~~subject to design commission approval taking into account the nature of the development and the site:~~
 - a. Window fenestration patterns and/or entries;
 - b. Use of vertical piers/columns;
 - c. Change in roofline;
 - d. Change in building material or siding style;
 - e. Vertical elements such as a trellis with plants, green wall, art element; or

- f. Vertical building modulation of at least 12 inches in depth if tied to a change in roofline modulation or a change in building material, siding style, or color; ~~or~~
- g. ~~Other design techniques approved by the design commission that reinforce a pattern of small storefronts (or residences, if residential uses are used).~~

Figure 13 — Minor Facade Modulation Examples



- 5. Walls. ~~Untreated blank walls are prohibited. A blank wall is a wall (including building facades and retaining walls) over six feet in height, with a horizontal length greater than 15 feet that does not include a transparent window or door. New development must use one of the following methods to treat blank walls can include but are not limited to:~~
 - a. Display windows at least 16 inches of depth to allow for changeable displays. Tack on display cases shall not qualify as a blank wall treatment.
 - b. A landscape planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least 60 percent of the wall's surface within three years.
 - c. A vertical trellis in front of the wall with climbing vines or plant materials. The vertical trellis must be designed to cover at least sixty (60) percent of the wall within three years of planting.
 - d. ~~A mural as approved by the design commission covering at least sixty (60) percent of the blank wall space. A mural that meets the definition of a sign established in Chapter 19.16 MICC is also subject to the sign regulations in MICC 19.11.140.~~
 - e. ~~Special building detailing that adds visual interest at a pedestrian scale as approved by the design commission. Such detailing must use a variety of surfaces; monotonous designs will not meet the purpose of the standards.~~
- 6. Entrances. ~~Building entrances should concentrate~~ must be located along the sidewalk and ~~should be physically and visually inviting.~~ Entrance doors shall be recessed from the facade surface to emphasize the entrance and provide a sheltered transition to the

interior of the building. ~~Special paving treatments and/or landscaping should be used to enhance the entrance. Pedestrian walkways with wheelchair ramps at least eight feet wide should be constructed between the sidewalk and building entrances.~~

- ~~7. *Roofs.* Roofs shall relate to the building facade articulations. A variety of roof types and configurations should be used to add interest and reduce the perceived building mass. Varied parapet height or roofline is encouraged. Sloping roofs are also encouraged.~~
- ~~8. *Residential uses on ground floor.* Where permitted, residential uses on the ground floor shall comply with the standards in MICC 19.11.060(E)(2)(e).~~
- ~~9. *Identity emphasis.* Public buildings, unique community structures and corner structures should have a prominent scale, emphasizing their identity.~~
- ~~10. *Corner lots.* Buildings on corner lots should be oriented to the corner. Corner entries and/or architectural treatment should be used to emphasize the corner.~~
- ~~11. *Franchise design.* Prototype design for franchises should use customized components consistent with the design requirements for the Town Center that achieve the purpose, intent and vision set forth in MICC 19.11.010.~~
- ~~12. *Harmony.* The elements of a building should relate logically to each other, as well as to the surrounding buildings. A single building or complex should be stylistically consistent; architectural style, materials, colors and forms should all work together.~~
13. *Weather protection.* ~~Specially designed all-weather features that integrate weather protection systems at the sidewalk level of buildings to protect pedestrians from the effects of rain, wind, glare, shadow, reflection and sunlight and to make spending time outdoors feasible in all seasons. All major new construction shall have all-weather features that integrate weather protection systems at the sidewalk level of buildings to protect pedestrians from the effects of rain, wind, glare, shadow, reflection and sunlight such as—~~ awnings, canopies, trellises, pergolas, and covered arcades ~~or all-weather features along 80 percent of a building's frontage along the retail frontages shown on MICC 19.11.020 Figure 2.~~
 - a. Any canopy or awning over a public sidewalk ~~should~~ must be a permanent architectural element.
 - b. Any canopy or awning over a public sidewalk ~~should~~ must project out from the building facade a minimum horizontal width of six feet and be between eight to 12 feet above grade.
 - c. ~~Architectural details should not be concealed by awnings or canopies.~~
 - d. ~~Awning shapes should relate to the shape of the facade's architectural elements. The use of traditionally shaped awnings is encouraged.~~
 - e. ~~Vinyl or plastic awnings or canopies are prohibited.~~
 - f. All awnings or canopies shall function to protect pedestrians from rain and other weather conditions.

14. **Courtyards.** Courtyards are an outdoor covered or uncovered area easily accessible to the public at the same level as the public sidewalk or pedestrian connections. If a courtyard is being provided for purposes of meeting the public open space requirement in MICC 19.11.060(B), then the courtyard shall comply with the design standards for public open space in MICC 19.11.060(D). Other courtyards ~~should~~ must:
- a. Be at least ten feet in width, with a building facade on at least one side;
 - b. Be covered with trees, ground cover, or other landscaping over at least 50 percent of its area;
 - c. Include seating, special paving material, pedestrian-scale lighting and other pedestrian furnishings; and
 - d. ~~Manage runoff from courtyard pavement with low impact development techniques when allowed by the code official; and—~~
 - e. ~~Not be covered by a roof, story or skybridge; except that portions of the courtyard may be covered for weather protection, but not enclosed~~ unless the roof is required weather protection.

MICC 19.11.110 Materials and color.

- A. ~~**Objectives.** Textured high quality materials and colors should bring a visually interesting experience into the streetscape. Color should be carefully considered in relation to the overall design of the building and surrounding buildings. Color and materials should highlight architectural elements such as doors, windows, fascias, cornices, lintels, and sills. Variations in materials and colors should be generally limited to what is required for contrast or to accentuate architectural features. Piecemeal embellishment and frequent changes in materials should be avoided. The materials and colors selected should be consistent with the intent, purpose and vision set forth in MICC 19.11.010.~~
- B. ~~**Development and design standards.**~~
1. ~~**Building exteriors.** Building exteriors should be constructed from high quality and durable materials. It is important that the materials and colors weather well and that building exteriors need minimal maintenance.~~
 2. ~~**Regional focus.** Materials and colors should reflect the city's regional setting.~~
 3. ~~**Attention to all sides.** Materials and colors should be used with cohesiveness and compatibility on all sides of a building.~~
 4. ~~**Concrete walls.** Concrete walls should must be architecturally treated. The treatment may include with one of the following features: textured concrete such as exposed aggregate, sand blasting, stamping or color coating.~~

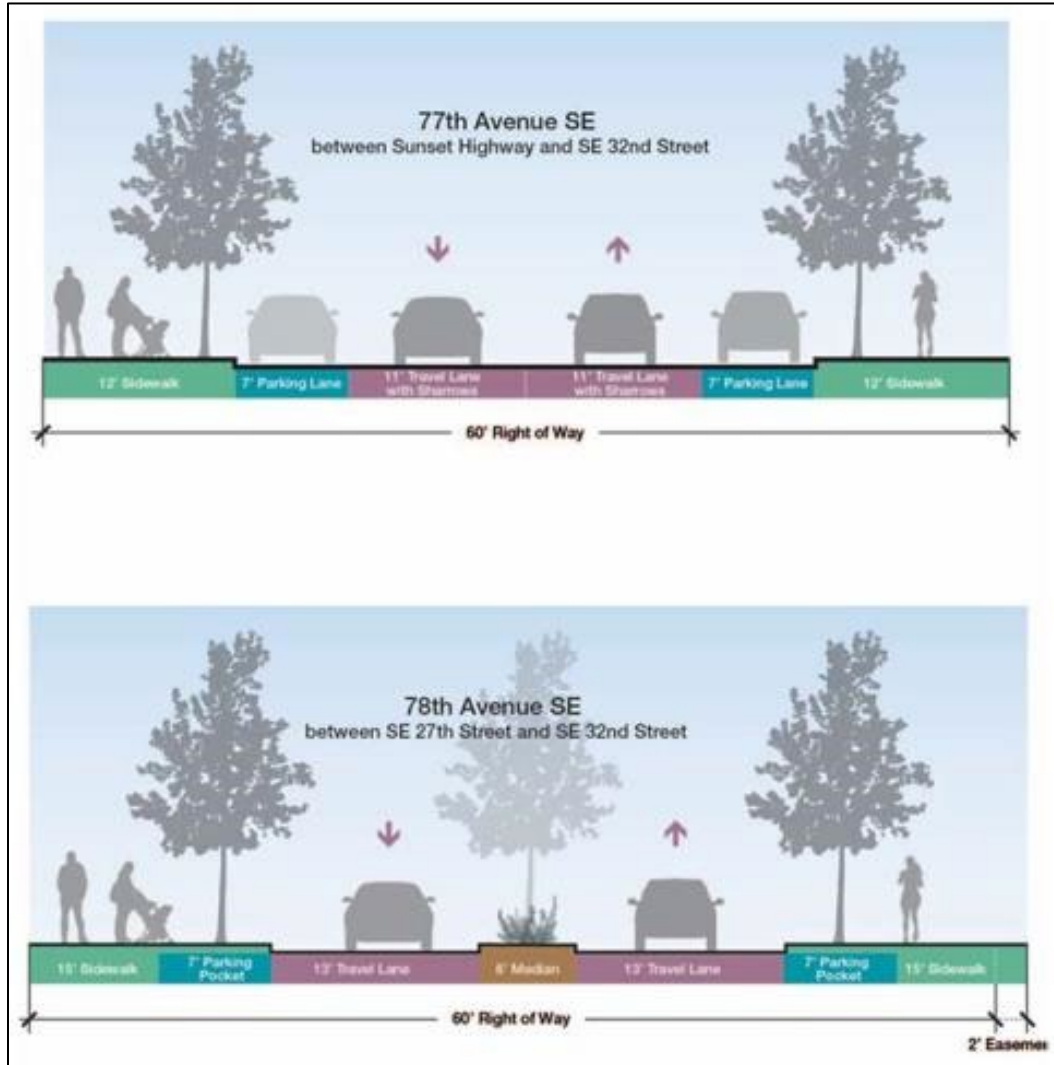
- ~~5. *Harmonious range of colors.* A harmonious range of colors should be used within the Town Center. Neon or very bright colors, which have the effect of unreasonably setting the building apart from other adjacent buildings on the street, should not be used.~~
- ~~6. *Bright colors.* Bright colors should be used only for trim and accents if the use is consistent with the building design and other design requirements.~~
- ~~7. *Undesired materials.* Beveled metal siding, mirrored glass, and vinyl siding are prohibited should not be used. EIFS, stucco and similar materials should be limited to use as a minor building facade element.~~
- ~~8. *Variation of materials.* A variation of building materials should be used to assist in the creation of a visually interesting experience.~~

MICC 19.11.120 Street standards.

All major new construction abutting 77th Avenue SE or 78th Avenue SE shall improve the right-of-way adjacent to the property as required in Figure 14. Major new construction abutting all other streets shall improve the right-of-way adjacent to the property as required by the Mercer Island Town Center Streetscape Manual. The design commission may ~~require or grant a modification to the nature or extent of any required street improvement for any of the following reasons upon recommendation by the city engineer:~~ allow a modification to the required street improvements if the city engineer makes written findings that any one of the following conditions apply to the proposed development:

- A. If unusual topographic or physical conditions preclude the construction of the improvements as required; or
- B. If the required improvement is part of a larger project that has been scheduled for implementation in the city's six-year capital improvement program; or
- C. If angled parking is required but parallel parking would enhance pedestrian, vehicle or bicycle safety, ~~or result in a more desirable pedestrian environment;~~ or
- D. If other unusual circumstances preclude the construction of the improvements as required.

Figure 14 — Town Center Street Standards



MICC 19.11.130 Parking, vehicular and pedestrian circulation.

A. *Objectives.* The Town Center should be accessible for vehicles but have an emphasis toward the needs of pedestrians. Clear, easy to understand circulation should be designed into all development to allow drivers and pedestrians to move safely on and off the site, and within it, without confusion and without disrupting on-street traffic flow. Development should maintain mobility and maximize opportunities for alternative modes of transportation in the Town Center. Placement of structures, landscaping, circulation patterns and access points should collectively seek to promote an integrated, multi-modal transportation system. The harmonious integration of pedestrian and transit user circulation should be considered in every aspect of site design. Development shall provide adequate parking with safe and convenient pedestrian access. Parking stalls shall be located within a structure, underground, or behind buildings, except for residential developments and developments containing residential units, which shall utilize the residential development parking standards contained within MICC 19.11.130(B)(1)(a) and MICC 19.11.130(C). Parking structures should not dominate the street frontage, and must blend with the building's architectural theme. Creatively designed, clean and functional pedestrian connections are encouraged to provide access through-blocks, between properties and/or to and from the public right-of-way. Parking shall be designed consistent with the urban design vision set forth in MICC 19.11.010 and complement the pedestrian activities.

B. *Development and design standards.*

1. *Parking requirements.*

a. *Minimum number of parking stalls required.* All new development and remodels greater than ten percent of the existing gross floor area shall provide at least the number of parking stalls set forth in the following table:

RETAIL (Stalls per gross square foot)			OFFICE (Stalls per gross square foot)			RESIDENTIAL (Stalls per unit)	
General Retail	Restaurant/ Deli/ Bakery/ Food	Hotel	Financial Services	Health/ Barber/ Beauty	Other Professional Services		Senior
2 to 3 per 1,000	5 to 10 per 1,000	1 per guest room plus $\frac{2}{3}$ per emp. on shift, plus 5 per 1,000 square feet of retail/office	3 to 5 per 1,000	4 to 5 per 1,000	3 to 5 per 1,000	1 to 1.4 per unit. Site specific deviations to allow less than 1 stall per unit may be allowed based on a detailed parking analysis and with approval of the code official.	0.3 to 1 per unit

LIBRARIES/MUSEUM PUBLIC BUILDINGS (Stalls per gross square foot)	ASSEMBLY OR MEETING SPACES	OTHER USES — NONSPECIFIED (Stalls per gross square foot)
3 to 5 per 1,000	1 space for 3 seats up to 1 space for 5 seats, plus 2 spaces for 3 employees	As determined by the code official

- b. *Determination within range.* The code official shall ~~have the final authority to~~ determine the number of parking stalls required within the ranges above ~~to accommodate typical daily peak parking demand~~ based upon the applicant's ~~submittal of a completed site plan and detailed parking analysis.~~
- c. *Underground or structured parking required.* If the applicant for a mixed use project or for a residential project provides more parking than one and one-quarter spaces per dwelling unit for any part of a project consisting of residential units or two and one-half spaces per 1,000 square feet for any part of a project that is not used for residential units, then all such additional parking shall either be underground or on the second or higher story of structured parking. This subsection shall not apply to additional parking spaces that may be required pursuant to MICC 19.01.050 or the residential development parking standards in MICC 19.11.130(C).
- d. *Parking lot configuration.*
- i. Parking lot design shall conform to the standard stall diagrams set out in appendix A to this title, unless alternative design standards are approved by the design commission and the city engineer, or
 - ii. A design alternative to these standards may be authorized for residential development if the development utilizes the residential development parking standards in MICC 19.11.130(C).
 - iii. No more than 50 percent of the required off-street parking spaces for office and residential uses may be designed for accommodating compact vehicles. No more than 25 percent of the required off-street parking spaces for all other uses may be designed for accommodating compact vehicles. Such parking spaces must be clearly designated as compact stalls.
- e. *Shared parking.*
- i. The amount of off-street parking required in subsection (B)(1)(a) of this section may be reduced by no more than 50 percent, as determined by the code official upon approval by the city engineer (and design commission for major new construction), when shared off-street parking facilities for two or more uses are proposed. A parking demand study shall be prepared by a professional traffic engineer and submitted by the applicant that documents parking demand for all land uses shall not significantly overlap and that uses will be served by adequate parking if shared parking reductions are authorized.

- ii. The determination whether shared parking will be allowed shall occur at the time the shared parking is proposed and when a change of use occurs.
 - iii. If shared parking is requested, the parking facilities for the multiple uses shall be designed and developed as a single on-site common parking facility, or as a system of on-site and off-site facilities. If off-site facilities are used, all facilities shall be connected with improved pedestrian facilities and no building or use ~~should~~ shall be more than 1,320 feet walking distance from the most remote shared parking facility.
 - iv. If the shared parking is on one or more different properties, a covenant or other contract for shared parking between the cooperating property owners must be approved by the code official. This covenant or contract shall be recorded with the King County department of records and elections division as a deed restriction on all properties and cannot be modified or revoked without the consent of the code official.
 - v. If requirements for shared parking are violated, or the parking demand for shared parking exceeds the shared parking supply, the affected property owners shall provide a remedy satisfactory to the code official or provide the full amount of required off-street parking for each use, in accordance with the requirements of this chapter.
- f. *Access restriction prohibited.* Restricting vehicular and pedestrian access between adjoining parking lots at the same grade is prohibited.
- g. *Surface parking lot location.*
- i. *Behind structure.* All surface parking lots shall be located behind building structures.
 - ii. *No corner parking lots.* Parking lots shall not be located on a corner facing an intersection.
- h. *Design of surface parking and pedestrian access.*
- i. ~~*Entrances.*~~
 - (a) ~~*Shared.* The number of parking lot entrances, driveways and curb cuts should be minimized in favor of combined driveways and coordinated parking areas among business owners.~~
 - (b) ~~*78th Avenue SE.* Individual parking entrances and curb cuts on 78th Avenue SE should be consolidated.~~
 - ii. *Pedestrian walkways.* Pedestrian walkways ~~should~~ must be provided through all parking lots. ~~Raised concrete pavement should be provided~~ Walkways must be raised where the walkway traverses between parking stalls and/or is adjacent to vehicular circulation.

- iii. ~~Landscaping and lighting.~~ Landscaping and lighting of surface parking lots should be in conformance with MICC 19.11.070(B)(4) and 19.11.090(B)(5).
 - iv. *Concrete curbs.* All parking areas, landscaping areas and driveways ~~should~~ must be surrounded by six-inch-high vertical concrete curbs.
 - v. *Wheel stops.* All landscape and pedestrian areas ~~should~~ must be protected from encroachment by parked cars. Wheel stops two feet wide (as measured outward from the paved or planted area) should be constructed for all nonparallel parking stalls.
 - vi. ~~Amenities.~~ Amenities such as seating and planters should be provided to encourage pedestrian circulation.
- i. *Design of structured parking.*
- i. *Relationship to main building.* Parking structures ~~should~~ must be architecturally integrated or designed with an the same architectural theme ~~similar to as~~ the main building.
 - ii. ~~Screening.~~ A floor of a parking structure should not face the street. If the design commission determines that there is no feasible alternative to a street-facing floor of a parking structure, then the perimeter of the floor of a parking structure facing the street should have a screening mechanism designed to shield vehicles and any mechanical appurtenances from public views.
 - iii. *Street side edges.* An architectural treatment, landscaping and/or space for pedestrian-oriented businesses along the street-side edges of the parking structure shall be provided.
 - iv. ~~Pedestrian access.~~ Where possible, pedestrian elevators and stairwells serving structured parking shall be located in a public lobby space or out onto an active public street.
2. *Signs and wayfinding.* Signs indicating the location of parking available to the public are required ~~shall be installed as approved by the design commission and city engineer.~~ Such signs shall be installed at the entrance to the parking lot/garage along the street and within the parking lot/garage ~~and shall comply with parking signage standards for the Town Center approved by the design commission and city engineer.~~
3. *Loading space.* Off-street loading space with access to a public street shall be required adjacent to or within or underneath each building. Such loading space shall be of adequate size to accommodate the maximum number and size of vehicles simultaneously loaded or unloaded in connection with the business or businesses conducted in the building. No part of the vehicle or vehicles using the loading space may protrude into the public right-of-way.
4. *Drive-through facilities.* Drive-through facilities and stacking lanes ~~should~~ must not be located along the street frontage of a building that faces a right-of-way. Stacking lanes shall be designed so as to accommodate all vehicles on site, and no part of a vehicle using a drive-through facility shall protrude into the public right-of-way.

5. *Public parking.* On-site public parking consistent with and complying with the requirements of this section shall be provided in any existing development desiring to provide public parking consistent with the requirements of this section and in any new mixed use or nonresidential development. Nothing contained in this section shall be deemed to prevent a building owner from designating parking spaces as being available to the public exclusively for electric vehicle charging or as being available exclusively to an operator of a car sharing service that makes vehicles available for public use. Further, this section shall be interpreted and enforced in such manner as to avoid conflict with the shared parking section in subsection (B)(1)(e) of this section.
 - a. All parking stalls provided for nonresidential uses, or if the primary use in the building is office then for nonoffice uses, or if the primary use of the building is hotel/motel then for non-hotel/motel uses, shall be available for public parking; provided, however, parking stalls that the code official concludes were required to be dedicated for the use of a specific tenant in accordance with a written lease provision in effect as of January 12, 2013, and which were specifically signed for that purpose on January 12, 2013, may be excluded from this requirement until the earlier of the expiration, termination, modification or amendment of the lease.
 - b. Public parking stalls shall be available to motorists for such maximum time period as is determined by the owner, which shall not be less than two hours.
 - c. An owner may require that the motorist patronize at least one business in the development but otherwise the motorist will be entitled to leave the development without moving the parked vehicle, subject to the maximum time period specified by the owner as provided in subsection (B)(5)(b) of this section.
 - d. Once public parking is provided under this provision, it may not thereafter be eliminated unless the development changes use that does not require public parking.
 - e. Public parking under this provision shall not be required for a new mixed use or nonresidential development that is: (i) two stories or less, and (ii) no greater than ten percent of the total gross floor area of all existing structures on the parcel as of October 30, 2015.
6. *Repurposing of parking stalls.*
 - a. Parking stalls required for nonresidential uses in a new development or existing development by the foregoing provisions of this section must be kept available exclusively to provide parking for nonresidential uses in that development, as applicable. For parking stalls required for office use, this requirement shall only apply on weekdays between 7:00 a.m. and 6:00 p.m., excluding national holidays. Up to 50 percent of such stalls designated for office use may be allocated for residential use during the hours of 6:00 p.m. and 7:00 a.m. weekdays and at all times on weekends and national holidays.
 - b. Owners or operators of developments in which such parking stalls are located are responsible for ensuring that such parking stalls are, in fact, occupied as above required only by vehicles of persons associated with the respective uses and are

not being occupied by other vehicles. Compliance with, and allowing public parking in accordance with, the provisions of subsection (B)(5) of this section or shared parking in accordance with subsection (B)(1)(e) of this section shall not be considered a violation of this exclusive use requirement.

C. Residential development parking standards.

1. Garages and carports are not required in order to meet minimum parking requirements for residential development.
2. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed.
3. Parking spaces in tandem shall count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress.
4. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet parking standards, up to a maximum of six parking spaces.
5. Parking spaces are not required to exceed eight feet by 20 feet, except for required parking for people with disabilities.
6. Required off-street parking shall not be a condition of permitting a residential project if compliance with tree retention pursuant to MICC Chapter 19.10 would otherwise make a proposed residential development or redevelopment infeasible.
7. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.
8. Existing parking spaces that do not conform to the requirements of this section by June 6, 2024 are not required to be modified or resized, except for compliance with the Americans with Disabilities Act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

MICC 19.11.140 Signs.

- A. *Objectives.* Signs shall be distinctive, finely crafted, and designed to enhance the aesthetics of the Town Center and to improve pedestrian and motorist safety. Signs shall be designed for the purpose of identifying the business in an attractive and functional manner and to help customers find the specific business locations; they should not serve as general advertising. The size of signs shall be in proportion to the size of business store frontage. Signs shall be integrated into the building design, compatible with their surroundings and clearly inform pedestrians and motorists of business names, but should not detract from the architectural quality of individual buildings.
- B. *Development and design standards.*

1. *Freestanding ground signs.*

- a. *Number.* A building or complex may not display more than one ground sign on each street frontage.
- b. *Design.* The sign shall be architecturally compatible with the style, materials, colors and details of the building. The sign content ~~should~~ must be integrated in one design (in contrast to displaying two or more separate elements). ~~Use of symbols is encouraged.~~
- c. *Size.* All freestanding ground signs shall be no larger than:
 - i. ~~*Proportionate.* Proportionate to the street frontage of the businesses they identify; and~~
 - ii. ~~*Maximum size.* In no case larger than:~~
 - (a) *Twenty-five square feet.* A maximum of 25 square feet for individual business ground signs, shopping complex identification ground signs and signs within a ten-foot setback from any property line on a street.
 - (b) *Fifty square feet.* A maximum of 50 square feet for joint ground signs (identifying more than one business): six square feet for each business included in the complex. When more than five businesses are included in the complex, one additional ground sign may be placed on the street front, if signs are located at least 100 feet apart.
- d. *Maximum height.* The maximum height of any sign within ten feet from any property line on a street shall be 42 inches. All other ground signs shall be a maximum of six feet in height. The height of a freestanding ground sign is measured from the top of the sign to the existing grade or finished grade, whichever is lower, directly below the sign being measured.
- e. *Backs of signs.* Exposed areas of backs of signs ~~should~~ must be finished to ~~present an attractive appearance.~~

2. *Wall signs.*

- a. *Eligibility.* A wall sign shall be granted to commercial uses occupying buildings facing the streets and are limited to one sign per business on each street frontage. Commercial uses occupying a building adjacent to a driveway shall not qualify for a second wall sign. However, a commercial use occupying a building whose only exposure is from a driveway or parking lot shall be allowed one wall sign. Businesses that demonstrate that the entry off a driveway or parking lot is used by customers shall be eligible for a wall sign.
- b. *Size.* All wall signs shall be no larger than:
 - i. ~~*Proportionate.* Proportionate to the street frontage of the businesses they identify; and~~

ii. ~~Maximum size.~~ In no case larger than:

- (a) *Twenty-five square feet.* Twenty-five square feet for individual business signs.
- (b) *Fifty square feet.* Fifty square feet for joint business directory signs identifying the occupants of a commercial building and located next to the entrance.

c. *Determination of size.* The sign size is measured as follows:

- i. *"Boxed" displays.* "Boxed" display — total area of display including the background and borders.
- ii. *Individual letters and symbols.* Individual letters and symbols — total combined area of a rectangle drawn around the outer perimeter of each word and each symbol.

d. *Placement.* Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building, or the windowsill of the second story.

~~e. *Signs above window displays.* When a commercial complex provides spaces for signs above window displays, these signs should be compatible in shape, scale of letters, size, color, lighting, materials and style.~~

~~f. *Design commission discretion.* If an applicant demonstrates to the satisfaction of the design commission that a wall sign is creative, artistic and an integral part of the architecture, the commission may waive the above restrictions.~~

~~g. *Master sign plan.* When multiple signs for individual businesses are contemplated for a major construction project, a master sign plan stipulating the location and size of future signs will be required.~~

3. *Projecting signs.*

a. *Sidewalk clearance.* Projecting signs ~~should~~ must clear the sidewalk by a minimum of eight feet.

b. *Maximum size.* Projecting signs shall not be larger than six square feet.

c. *Projection from building.* Signs ~~should~~ must not project over four feet from the building unless the sign is a part of a permanent marquee or awning over the sidewalk.

d. *Awnings.* Awnings that incorporate a business sign shall be fabricated of opaque material and shall use reverse channel lettering. ~~The design commission may require that an awning sign be less than the maximum area for wall signs to assure that the awning is in scale with the structure.~~ Back-lit or internally lit awnings are prohibited.

4. *Window signs.*

- a. ~~Area limitation.~~ Permanent and temporary window signs are limited to maximum 25 percent of the window area.
 - b. ~~Integration with window display.~~ Every effort should be made to integrate window signs with window display.
5. *Parking lot signs.* Signs within parking lots ~~should~~ shall be limited to those necessary for safety, identification and direction. ~~The code official shall specify~~ Parking lot signs must include required wording for signage identifying public parking required by MICC 19.11.130(B)(2).
6. *Directional signs.*
- a. *Minimal number.* ~~To avoid a cluttered appearance, o~~ Only those directional signs necessary to protect the safety of pedestrians and passengers in vehicles ~~will be~~ are allowed. The code official may, ~~however, require~~ authorize additional directional signs as necessary to ~~provide motorists with required information to find~~ identify public parking area entrances.
 - b. *Size.* These signs shall be no higher than 36 inches and no larger than four square feet.
7. ~~Temporary signs.~~ Unless prohibited by this chapter, use of temporary signs in the town Center shall be governed by MICC 19.06.020, ~~Temporary signs.~~
8. ~~Prohibited signs.~~
- a. *Roof.* Signs mounted on the roof are not permitted.
 - b. *Moving signs.* Animated, moving, flashing, blinking, reflecting, revolving, or other similar signs or signs that incorporate these elements are prohibited.
 - c. *Pennants and inflated signs.* Pennants or inflated signs, balloons and figures are prohibited.
 - d. *Vehicles.* Signs attached to or painted on vehicles parked for more than 180 consecutive days in an area and visible from the public right-of-way are prohibited ~~if, based on the relative amount of time the vehicle is parked rather than being used as a means for actual transportation, the vehicle's primary purpose is as a stationary sign rather than a means for actual transportation.~~
 - e. *Phone numbers.* Phone numbers are prohibited from permanent, exterior signs.
98. *Lighted signs.* Lighted signs shall be of high quality and durable materials, distinctive in shape, designed to enhance the architectural character of the building and use LED lights or other minimum wattage lighting, as necessary to identify the facility or establishment. Channel or punch-through letters are preferred over a sign that contains text and/or logo symbols within a single, enclosed cabinet.
409. *Street numbers.*

- a. *Use.* City-assigned street numbers ~~should~~ must be installed on all buildings.
 - b. *Effect on permitted sign area.* Street numbers will not be counted towards permitted sign area.
- ~~11. *Design commission discretion.* If an applicant demonstrates to the satisfaction of the design commission that a sign is creative, artistic and an integral part of the architecture, the commission may waive the above restrictions.~~
- ~~120. *Master sign plan.* A master sign plan describing the location and size of all signs is required for any major construction project that would include more than one sign. When multiple signs for individual businesses are contemplated for a major construction project, a master sign plan stipulating the location and size of future signs will be required.~~

Exhibit D

MICC 19.12.010 General.

- A. *Applicability.* This chapter establishes design standards for regulated improvements in all zones established by MICC 19.01.040, except Town Center. Design standards for Town Center are set forth in chapter 19.11 MICC. These standards are in addition to any other standards that may be applicable to development in the zone in which the development occurs. In the PBZ, the terms of the PBZ site plan as set forth in MICC 19.04.010 shall control; provided, to the extent not inconsistent with MICC 19.04.010, the provisions of MICC 19.12.010 [excluding (D)(2)(b) and (c)], 19.12.030, 19.12.060, 19.12.070 and 19.12.080 shall apply. These design standards are not intended to slow or restrict development, but to add consistency and predictability to the permit review process.
- B. *Design vision.*
 - 1. *Site and context.* Non-Town Center areas are largely characterized by residential settings that are heavily vegetated, topographically diverse and enhanced with short and long-range views that are often territorial in nature. The design of new and remodeled structures should respond to this strong environmental context. Site design should maintain the natural character of the island and preserve vegetation concentrations, topography and the view opportunities that make Mercer Island special.
 - 2. *Building design.* Development of new and remodeled structures should conserve Mercer Island's special environmental characteristics, such as steep slopes, watercourses, and large concentrations of mature trees. Buildings shall be designed to be architecturally compatible with other structures in the neighborhood with respect to human scale, form and massing, and relationship to natural site features. High quality and durable materials, complementary colors, texture, and architectural detail should be incorporated into the design. Use of materials such as natural wood and stone, and design elements such as large building overhangs and window exposure to natural light, are encouraged.
 - 3. *Landscaping and amenities.* Landscaping should reflect the natural wooded character of Mercer Island and provide visual separation between different land uses. Amenities such as street trees, plantings, and other landscape design elements, including

fountains or water features, and art features should be integrated into new and remodeled structures and their sites.

- C. *Applicant's responsibility.* It is the responsibility of the applicant to design a project in compliance with the objectives and standards of this chapter and all other regulations applicable to the zone in which the development occurs.
- D. *Design review process.* Design review shall be conducted by the city's design commission or code official consistent with the process provided in MICC 19.15.220(C). The design commission or code official shall review each regulated improvement and determine each project's conformance with the applicable objectives and standards of this chapter.
 - 1. Full application of design requirements: major new construction. All design requirements of chapter 19.12 MICC shall apply, except as provided in MICC 19.01.050(D)(3)(a), when there is new construction from bare ground, or intentional exterior alteration or enlargement of a structure over any three-year period that incurs construction costs in excess of 50 percent of the existing structure's current King County assessed value as of the time the initial application for such work is submitted; provided, application of chapter 19.12 MICC shall not be construed to require an existing structure to be demolished or relocated, or any portion of an existing structure that is otherwise not being worked on as part of the construction to be altered or modified.
 - 2. Partial application of design requirements: minor exterior modification. The following design requirements shall apply when there is a minor exterior modification, as defined in MICC 19.16.010:
 - a. MICC 19.12.030 pertaining to building design and visual interest;
 - b. MICC 19.12.040(B)(5), (6), (7), (8), (9) and (11) pertaining to landscape design and outdoor spaces: entrance landscaping; planting types; screen types and widths by use and location; perimeter landscape screens; surface parking lot planting; and general planting, irrigation and maintenance standards;
 - c. MICC 19.12.050 pertaining to vehicular and pedestrian circulation;
 - d. MICC 19.12.060 pertaining to screening of service and mechanical areas;
 - e. MICC 19.12.070 pertaining to lighting;
 - f. MICC 19.12.080 pertaining to signs;

The design requirements pertaining to structures shall be applied only to that portion of an existing structure that undergoes minor exterior modification and shall not require any portion of an existing structure that is otherwise not being worked on as part of the construction to be altered or modified.

- 3. Value measure when structure has no assessed value. For purposes of determining when a project will be considered major new construction or minor exterior modification, and the threshold for application of design requirements as set forth in subsections (D)(1) and (2) of this section, if there is no current King County assessed value for a

structure, a current appraisal of the structure, which shall be provided by the applicant and acceptable to the code official, shall be used as the value point of reference.

- E. ~~Shall/should.~~ When a standard uses the word "shall," the standard is mandatory. When a standard uses the word "should," the standard is mandatory unless the applicant can demonstrate, to the satisfaction of the design commission or code official, an equal or better means of satisfying the standard and objective.
- F. *Development agreements.* An applicant may request modifications to any design and development standards set forth in this chapter by requesting a development agreement consistent with RCW 36.70B.170 through 36.70B.210. All development agreements shall be in form and content acceptable to the city attorney and will be reviewed and either approved or rejected by the city council after a public hearing pursuant to RCW 36.70B.200.
- GE. *Changes of use and tenant improvements.* It is the property owners' and tenants' responsibility to ensure compliance with applicable development regulations when a change of use and/or a tenant improvement occurs.

MICC 19.12.020 Site features and context. Reserved

A. ~~Objectives.~~ Reserved.

1. ~~To encourage design that respects natural landforms, mature trees, and sensitive areas and uses them to provide project identity.~~
2. ~~To ensure site design is approached in a systematic and unified manner that takes advantage of inherent opportunities and complies with specific standards for building location and orientation.~~
3. ~~To link open space and recreation areas, where feasible, with public open space, parks, and trails.~~
4. ~~To encourage building and site designs that use natural elements which link new or modified development to the neighborhood.~~
5. ~~To promote functional and visual compatibility and better transitions between different uses, adjacent neighborhoods, and between development and natural features.~~

B. ~~Standards.~~

1. ~~Site features.~~
 - a. ~~Landforms.~~ Design and layout of the site should incorporate natural landforms such as trees, topography and water courses into proposed developments. Cut and fill should be minimized and preservation of mature trees should be maximized, particularly adjacent to project boundaries and steep slopes. Natural contours should be respected and retained where feasible.
2. ~~Sloped or hillside development.~~

- ~~a. Building development should generally occur on the least steep portions of the site in order to conserve the more fragile areas for landscaping or general open space.~~
 - ~~b. Structures built on substantial slopes or hillsides should be designed to minimize their visual impact on surrounding areas. Ridgelines of major slopes should not be broken by structures or loss of vegetative cover. Acceptable methods to integrate structures into the hillside include, but are not limited to, height control, stepped construction, muted earth tone colors, and tree preservation.~~
 - ~~c. *Building orientation.* Buildings should respond in design to a prominent feature, such as a corner location, a street or the lake. Buildings and site design should provide inviting entry orientation. Buildings should not turn their backs to the street.~~
- ~~3. *Relationship of buildings to site.*~~
- ~~a. *Site design.* Site design and architectural style shall be pedestrian in scale and address interface with public rights of way, vehicular and pedestrian circulation.~~
 - ~~b. *Architectural context.* New development should reflect important design elements of existing structures in the neighborhood, including but not limited to, roof forms, materials and colors.~~
 - ~~c. *Multiple structures.* Variable siting of individual buildings, heights of buildings, and building modulation should be used in order to provide variety in site and specific building design.~~
 - ~~d. *Transitions to neighborhoods.* Proposed developments should transition with and not overpower adjoining permitted land uses through modulation of building facades, use of established setbacks, and installation of landscape buffers. Building designs should step down to lower heights adjacent to surrounding buildings.~~
 - ~~e. *Decorative landmarks.* Imaginative exterior features that complement and are integrated into the building design and create visual focal points that give identity to an area, such as special paving in pedestrian areas, art features, decorative clocks, or water features should be provided.~~

MICC 19.12.030 Building design and visual interest.

A. Objectives.

1. To ensure high quality materials and finishes are used to bring a visually interesting experience to the streetscape.
2. To ensure that building design is based on a strong, unified, coherent, and aesthetically pleasing architectural concept.
3. To not restrict the design to a particular style.
4. To ensure that new buildings are appropriately designed for the site, maintain human scale, and enhance the architectural character of the neighborhood.

5. To ensure buildings are detailed, provide visual interest, do not have blank walls and that large buildings are modulated and articulated to reduce their apparent mass and scale.
6. To ensure high quality and durable buildings which will help to maintain and protect property values.

B. *Standards.*

1. ~~Reserved. *Scale, form and mass.* Scale, form, massing, building proportions, spacing of windows and doorways, roof silhouette, facade orientations, and style of architecture shall have a unified character and, as to commercial, regulated residential and regulated public facilities, recognize pedestrian needs.~~
 - a. ~~*Scale.* Building scale should be proportional to other adjacent buildings, the street edge and, as to commercial, regulated residential and regulated public facilities, to the pedestrian environment.~~
 - b. ~~*Form and mass.* Building forms should not present visual mass or bulk impacts that are out of proportion to adjacent structures, or that appear from the public way or surrounding properties as having unmodulated visual bulk.~~
2. *Building facades—Visual interest.*
 - a. *Facade modulation.* ~~As set forth in subsection 2(b) below, B~~building facade modulation shall break up the overall bulk and mass of the exterior of buildings and structures. ~~Such modulation should always be addressed on the horizontal plane and the vertical plane. Large or massive buildings should integrate features along their facades that are visible from the public right of way, pedestrian routes and nearby structures to reduce the apparent building mass and achieve an architectural scale consonant with other nearby structures.~~
 - b. *Modulation guidelines.*
 - i. ~~Horizontal b~~Building facade modulation should must occur at no less than every 50 feet of wall length. ~~Forms of both vertical and horizontal building modulation may include, but are not limited to: facade indentations and extrusions; actual building separation; connecting atriums, courtyards and plazas; variable roof forms and overhangs; and decks and balconies. Building façade modulation must occur every 25 feet of wall length along any facade visible from the public right of way. Building façade modulation must utilize at least three of the following elements:~~
 - i. Window fenestration patterns and/or entries;
 - ii. Use of vertical piers/columns;
 - iii. Change in roofline;
 - iv. Change in building material or siding style;

- ~~v. Vertical elements such as a trellis with plants, green wall, art element; or~~
- ~~vi. Vertical building modulation of at least 12 inches in depth if tied to a change in roofline modulation or a change in building material, siding style, or color.~~
- ~~ii. Building facades visible from public ways and public spaces should be stepped back or projected forward at intervals to provide a minimum of 40 percent overall facade modulation.~~
- c. *Ground level facades.* ~~Untreated blank walls at the ground level that may be visible from a public right of way view are prohibited should be avoided. Ground level facades should create visual interest by utilizing features such as windows, wall articulation, arcades, trellises or other plant features. One of the following features must be provided every fifteen horizontal feet of ground-level wall visible from a public right of way:~~
 - ~~i. Display windows at least 16 inches of depth to allow for changeable displays. Tack on display cases shall not qualify as a blank wall treatment.~~
 - ~~ii. A landscape planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least sixty (60) percent of the wall's surface within three years.~~
 - ~~iii. A vertical trellis in front of the wall with climbing vines or plant materials. The vertical trellis must be designed to cover at least sixty (60) percent of the wall within three years of planting.~~
 - ~~iv. A mural covering at least sixty (60) percent of the blank wall space. A mural that meets the definition of a sign established in Chapter 19.16 MICC is also subject to the sign regulations in MICC 19.12.080.~~
- ~~d. Fenestration. Fenestration should be integrated in the overall building design and should provide variety in facade treatment.~~
- ~~e. Horizontal variation and emphasis. Building facades should be made more visually interesting through the use of reveals, medallions, belt courses, decorative tile work, clerestory windows, or other design features. The scale of the detail should reflect the scale of the building.~~
- ~~f. Signs. Building design should allow space for a wall sign, consistent with the provisions of MICC 19.12.080, Signs, if it is anticipated that a wall sign will be used.~~
- 3. *Building articulation.* ~~Design shall articulate building facades by use of variations of color, materials or patterns, or arrangement of facade elements that are proportional to the scale of the building. Architectural details that are used to articulate the structure may include reveals, battens, and other three dimensional details that create shadow lines and break up the flat surfaces of the facade.~~

- a. ~~*Tripartite articulation.* Tripartite building articulation (building top, middle, and base) should be used to create human scale and architectural interest.~~
 - b. ~~*Fenestration.* Fenestration should be used in facades visible from public ways and public spaces visible from public ways for architectural interest and human scale. Windows should be articulated with treatments such as mullions or recesses and complementary articulation around doorways and balconies should be used.~~
 - c. ~~*Architectural elements.* The mass of long or large scale buildings should be made more visually interesting by incorporating architectural elements, such as arcades, balconies, bay windows, dormers, and/or columns.~~
 - d. ~~*Upper story setback.* Upper stories should be set back to reduce the apparent bulk of a building and promote human scale. When buildings are adjacent to single-family residential dwellings, upper story setbacks shall be provided from property lines.~~
4. *Materials and color.*
- a. ~~*Durable building exteriors.* Building exteriors should be constructed from high quality and durable materials that will weather well and need minimal maintenance. Beveled metal siding, mirrored glass, and vinyl siding are prohibited.~~
 - b. ~~*Consistency and continuity of design.* Materials and colors generally should be used with consistency on all sides of a building.~~
 - c. ~~*Material and color variation.* Color and materials should highlight architectural elements such as doors, windows, fascias, cornices, lintels, sills and changes in building planes. Variations in materials and colors should generally be limited to what is required for contrast or to accentuate architectural features.~~
 - d. ~~*Concrete walls.* Concrete walls should must be architecturally treated. The enhancement may include with one of the following features: textured concrete such as exposed aggregate, sand blasting, stamping, or color coating.~~
 - e. ~~*Bright colors.* Bright colors should be used only for trim and accents. Bright colors may be approved if the use is consistent with the building design and other design requirements. Fluorescent colors are prohibited.~~
5. *Building entrances.*
- a. ~~*Architectural features and design.* Special design attention should be given to the primary building entrance(s). A primary entrance must be identified on the site plan submitted with any application for construction of a new building. A The primary entrance should be consistent with overall building design, but must be made visually distinct from the rest of the building facade through using at least one of the following architectural features: ~~Examples include~~ recessed entrances, entrances which roof forms that protrude from the building facade, and decorative awnings, canopies, porte-cocheres, and or covered walkways.~~

- b. *Entrance connections.* The primary entrance to a building should be easy to recognize and should must be visible from the public way and/or physically connected to the public right of way with walkways. Landscaping should reinforce the importance of the entrance as a gathering place and create visual and physical connections to other portions of the site and to vehicular and pedestrian access points.
6. *Rooflines.*
- a. ~~*Roofline variation, interest, and detail.*~~ Roofline variation, interest, and detail shall be used to reduce perceived building height and mass and increase compatibility with smaller scale and/or residential development. Roofline variation, interest and detail may be achieved through use of roofline features such as dormers, stepped roofs, and gables that reinforce a modulation or articulation interval, incorporation of a variety of vertical dimensions, such as multiplaned and intersecting rooflines, or flat-roofed designs that include architectural details such as cornices and decorative facings.
- b. ~~*Roofline variation, numeric standard.*~~ Roof line variation shall occur on all multifamily structures with roof lines which exceed at a minimum rate of one variation per 50 feet in of roof line length on all multifamily structures, and one variation per 70 feet of roof line on all commercial, office or public structures which exceed 70 feet in length. Roof line variation shall be achieved using one or more of the following methods:
- i. Vertical off-set ridge or cornice line;
 - ii. Horizontal off-set ridge or cornice line;
 - iii. Variations of roof pitch between 5:12 and 12:12; or
 - iv. Any other approved technique which achieves the intent of this section. Roofline features such as dormers, stepped roofs, and gables;
 - v. vertical dimensions, such as multi-planed and intersecting rooflines; or
 - vi. flat-roofed designs that include architectural details such as cornices and decorative facings.
7. ~~*Additional standards for buildings containing residential units.*~~ Buildings containing residential units should incorporate the following additional design elements to make them residential in character:
- a. ~~Bay windows, dormers, patios or decks;~~
 - b. ~~Base articulation such as plinths; or~~
 - c. ~~Other techniques approved by the design commission which make the building residential in character.~~

8. ~~*Corporate design.* Building and site design for chain or franchise businesses should use customized components consistent with the objectives and standards of this chapter. Specific icons or trademarks of a company may be used, but the overall design of the building and site must represent a development compatible with the neighborhood including its colors, materials, textures and treatment of design.~~
9. ~~*All-weather features.* All-weather features at the sidewalk, courtyard or public gathering space areas of commercial and regulated public facilities, such as awnings, canopies, covered walkways, trellises, or covered patios, should be provided to make spending time outdoors feasible in all seasons.~~
10. ~~Public schools should respect privacy for adjacent residential properties by providing appropriate screening and placement of windows in buildings. Distance from residential property lines should also be considered when determining the appropriate amount of screening and the type and placement of windows.~~

MICC 19.12.040 Landscape design and outdoor spaces.

A. Objectives.

1. To ensure that landscape design reinforces the natural and wooded character of Mercer Island, complements the site, the architecture of site structures and paved areas, while enhancing the visual appearance of the neighborhood.
2. To ensure that landscape design is based on a strong, unified, coherent, and aesthetically pleasing landscape concept.
3. To ensure that landscape plantings, earth forms, and outdoor spaces are designed to provide a transition between each other and between the built and natural environment.
4. To ensure suitable natural vegetation and landforms, particularly mature trees and topography, are preserved where feasible and integrated into the overall landscape design. Significant trees and tree stands should be maintained in lieu of using new plantings.
5. To provide a vegetated screen between dissimilar uses, to screen surface parking areas from adjacent uses and public rights-of-way.
6. To ensure planting designs include a suitable combination of trees, shrubs, groundcovers, vines, and herbaceous material; include a combination of deciduous and evergreen plant material; emphasize native plant material; provide drought tolerant species; and exclude invasive species.

B. Standards. ~~Any quantitative standards contained in MICC 19.12.040(B) that specify types of plant material, quantities, spacing, and planting area widths are not intended to dictate a rigid and formal landscape. The applicant should incorporate the quantitative standards into a quality landscape and planting design that must submit a landscaping plan that demonstrates how the proposal meets the stated objectives and standards of this section.~~

1. *Landscape area.* ~~The~~ Landscaping design plan shall address all areas of a site not covered by structures or used by automobiles. Landscape areas include open space,

plantings, patios, plazas, pedestrian ways, trails, and other outdoor spaces. Surface parking lot planting and screening are required as set forth in MICC 19.12.040(B)(7), (8) and (9). Design review, however, shall be primarily concerned with: (a) areas of a site that require landscaping in order to address the impact of development on adjoining properties or public ways; and (b) parts of the development that are visible from adjoining properties or public ways.

~~2. *Outdoor spaces.* Outdoor spaces should be designed at a human scale and include hardscape spaces, spaces created by plant materials and combinations of the two.~~

~~a. Strategically placed and useable pedestrian areas such as courtyards, plazas, outdoor seating or other gathering places should be provided for commercial, regulated residential and public facilities.~~

~~b. On site recreation areas appropriate to the users should be provided for residential and public projects.~~

~~c. The design of outdoor spaces should combine necessary site functions, such as storm water detention, with open space and visual interest areas.~~

~~3. *Architectural features.* The design of landscape architectural features should be in scale with and complement the architecture of site structures and the visual character of the neighborhood.~~

~~a. Use of architectural screens, arbors, trelliswork, art features, fountains and paving treatments such as wood, brick, stone, gravel and/or other similar methods and materials should be used in conjunction with native plant materials or in place of plant materials where planting opportunities are limited.~~

~~b. Fences should be made of ornamental metal or wood, masonry, or some combination of the three. The use of razor wire, barbed wire, chain link, plastic or wire fencing is prohibited if it will be visible from a public way or adjacent properties, unless there are security requirements which cannot feasibly be addressed by other means.~~

~~c. Fences should not create the effect of walled compounds that are isolated from adjacent developments and public ways.~~

2. *Fences.* The use of razor wire, barbed wire, chain link, plastic or wire fencing that would be visible from the public right of way is prohibited. Prohibited fencing types may be allowed if the applicant can demonstrate that they are necessary for security and cannot be addressed by other means.

43. *Minimum landscape area requirements.*

a. *Total landscaped area.* The following minimum areas shall be landscaped:

i. *Single-family residential (SF).* For nonresidential uses in single-family residential the R-8.4, R-9.6, R-12, and R-15 zones (SF), a minimum of 35 percent of the gross lot area of shall be landscaped.

- ii. *Multifamily residential (MF)*. In multifamily residential zones (MF-2, MF-2L, MF-3), a minimum of 40 percent of the gross lot area shall be landscaped.
 - iii. *Planned business zone (PBZ)*. In the planned business zone (PBZ) landscape area requirements shall be as set forth in MICC 19.04.010.
 - iv. *Commercial office (CO)*. In commercial office (CO) zones, a minimum of 40 percent of the gross lot area shall be landscaped.
 - v. *Business (B)*. In business (B) zones, a minimum of 25 percent of the gross lot area shall be landscaped; provided, for fuel stations, a minimum of ten percent of the gross lot area shall be landscaped.
- b. *Impervious surfaces*. For all zones except multifamily zones, ~~area landscaped by~~ impervious surfaces ~~should~~ must constitute no more than 25 percent of the total required landscape area; ~~provided, for multifamily residential zones, area landscaped by~~ impervious surfaces ~~should~~ must constitute no more than ten percent of the total required landscape area.
5. ~~*Entrance landscaping*. For commercial and regulated public facilities, landscaping at entrances should frame an outdoor space near the entrance and reinforce this important building feature as a gathering place.~~
64. *Planting material, types and design*. The following planting types ~~should~~ must be used:
- a. Native or northwest-adapted plants ~~should~~ must be used for all open space and buffer locations ~~and drought tolerant plantings should be used in a majority of plantings.~~
 - b. ~~New plantings should complement existing species native to the Pacific Northwest.~~
 - c. ~~Ground cover should be used to ensure planting areas are attractive, minimize maintenance and the potential for encroachment of invasive plant material. Ground cover should~~ must be planted and spaced to achieve total coverage within three years after installation.
7. *Perimeter screen types and widths by use and location*.
- a. *Required screen types and widths*. The following screen types and widths ~~should~~ must be used:

Use	Adjacent to	Screen Type and Width		
		Full	Partial	Filtered
Institutional Use or Public Facility	Public Way		20 feet ^{1, 2}	
Public Schools	Public Way		20 feet ¹	
	Single-Family Residential	20 feet ^{1, 3, 4}		

Utility Development	Public Way		10 feet	
Commercial or Multifamily outside of C-O Zone	Public Way			10 feet
All uses inside of C-O Zone	Public Way		20 feet	
Commercial, Institutional, Utility or Public Facility	Residential (Single or Multifamily)	20 feet ¹		
	Institutional, Commercial, Utility, Public Facility		10 feet	
	Public Park	20 feet		
Multifamily Development	Single-Family Residential		20 feet	
	Multifamily Residential		10 feet	
	Institutional, Commercial, Utility, or Public Facility		10 feet	
	Public Park	20 feet		
All other private uses	Public Park	20 feet		

¹ ~~Breaks in full or partial screen planting may be allowed for institutional and public facilities to create focal points, preserve views, and highlight the prominence of important buildings.~~

² Perimeter landscape requirements may be modified if necessary to enable an existing public facility to make safety-related improvements to a legally nonconforming parking lot.

³ School bus and student loading and unloading and primary parking areas located 100 feet or less from an abutting single-family zoned property shall provide a 30-foot-wide full screen. The number of trees required in the 30-foot-wide full screen area shall be 1.25 times the number otherwise required for a full screen. The design commission may modify screening width, location, height and number of trees to avoid casting shadows on adjacent residential properties or to accommodate existing storm detention systems and utilities.

⁴ ~~Owners of adjacent single family zoned property shall be consulted on perimeter screen design and planting materials.~~

b. *Perimeter width averaging.* Averaging of screen widths may be allowed, if the ~~objectives of this section, the minimum landscape area requirements set forth in MICC 19.12.040(B)(4) and the~~ following criteria are met:

- i. Plant material is clustered to more effectively screen parking areas and structures; and
- ii. Significant trees are retained; and
- iii. Averaging of screen widths would not reduce the total landscaped area below the minimum required by this section.

8. *Perimeter landscape screens.* Perimeter landscape screens ~~should~~ must be consistent with the following definitions of screen types. ~~Where existing undergrowth will be retained, the shrub and ground cover requirements for all screen types may be adjusted, provided the objectives of this section are met.~~
- a. *Full screen.* A full screen provides a dense vegetated separation between dissimilar uses on adjacent properties. A full screen ~~should~~ shall block views from adjacent properties as seen at the pedestrian eye level in all seasons within three years of installation. The number of trees provided shall be ~~proportionate to~~ one tree for every ten feet of landscape perimeter length.
 - b. *Partial screen.* A partial screen provides a moderate vegetated separation between uses on adjacent properties and intermittent views to adjacent properties. A partial screen shall provide the desired screening function as seen at the pedestrian eye level in all seasons within three years of installation. The number of trees provided shall be proportionate to one tree for every 20 feet of landscape perimeter length.
 - c. *Filtered screen.* A filtered screen ~~should~~ shall provide in all seasons and within three years of installation a lightly vegetated visual separation between uses on adjacent properties and allow visual access to adjacent properties. When compared to the other screen types, a filtered screen ~~should~~ is characterized by more open spaces, light filtration and transparency through the plant material forming the screen.
9. *Surface parking lot planting.* Surface parking lot planting is required in addition to required perimeter landscape screens. The requirements for surface parking lot planting for new parking lots with fewer than 20 spaces and for additions or remodels may be waived or modified if the applicant can demonstrate that these standards would reduce the amount of parking below the minimum required for the site.
- a. *Standards by location.* Surface parking lots not located adjacent to public rights-of-way ~~should~~ must provide one tree for every six parking stalls. Surface parking lots located in the front of buildings or adjacent to public rights-of-way ~~should~~ must provide one tree for every four parking stalls. Trees should be at least six feet high at the time of planting. All lots ~~should~~ must have planting areas at the end of parking aisles.
 - b. *Common standards for surface parking lot planting.* The following standards apply to all surface parking lot planting:
 - i. *Shrubs.* Shrubs ~~should~~ must be maintained at a maximum three feet height within surface parking lots so views between vehicles and pedestrians will not be blocked. ~~Irregular spacing and clustering is encouraged; however, t~~The minimum number of shrubs shall be determined by assuming shrubs are planted on three foot centers throughout the entire planting area. Where vehicle headlights may project onto neighboring properties, shrubs shall be spaced to provide a continuous ~~planting buffer~~ full screen.
 - ii. *Planting islands or strips.* Planting islands or strips ~~should~~ must have an area of at least 80 square feet and a narrow dimension of not less than five feet if wheel stops are provided to prevent vehicle overhang. A narrow dimension of

not less than eight feet may be provided if the vehicle overhang area is included in the planting area.

- iii. *Tree location.* In parking lots, trees ~~should~~ must be planted no closer than four feet from pavement edges where vehicles overhang planted areas. ~~Curb stops may be used to proportionally decrease this distance.~~
- iv. *Narrow planting strips and parking spaces.* Narrow parking lot islands or peninsulas and planting strips shall not be planted in sod. ~~Location of wider parking spaces adjacent to islands is suggested to reduce damage to plant materials.~~
- v. ~~*Clustering of new plant material.* Clustering of new plant material within surface parking lots may be approved if the objectives of this section are met.~~

10. *Landscape grading standards.*

- a. ~~*Slopes in planting areas.*~~ Graded slopes in planting areas ~~should~~ must not exceed a 3(Horizontal): 1(Vertical) slope, in order to decrease erosion potential and to facilitate maintenance. Graded slopes planted with grass ~~should~~ must not exceed a 4(H): 1(V) slope.
- b. ~~*Erosion control.* On ungraded slopes equal to or greater than 2(H): 1(V), erosion control netting or alternative procedures shall be used to prevent erosion.~~
- c. ~~*Guidelines.* The obligation to install plants, shrubs and ground cover includes the obligation to utilize soil, planting practices and irrigation equipment that maximize the likelihood of their long-term survival.~~

11. *General planting, irrigation and maintenance standards.* The following standards apply to the planting requirements set forth above:

- a. *Coverage.* Planting areas ~~should~~ must be completely covered with trees, shrubs, flowers, mulched areas, and/or ground covers.
- b. *Berms and landforms.* Earth berms and landforms in combination with shrubs and trees may be used to achieve the initial planting height requirement.
- c. *Minimum width.* All planting areas ~~should~~ must be a minimum of five feet in width. Planting areas should be wider wherever possible.
- d. *Sight clearance.* At intersections, plantings shall not create sight obstructions that may compromise pedestrian or traffic safety as determined by the city engineer.
- e. *Planting coverage.* All required planting areas ~~should~~ must extend to the ditch slope, curb line, street edge, or area of sidewalk.
- f. *Curbs required.* Permanent curbs or structural barriers/dividers ~~should~~ must enclose planting areas in vehicle use areas except when draining runoff from pavement to planting areas functioning as rain gardens or other low impact

development facilities. Wheel stops ~~should also~~ or curbs must be used placed to protect planting areas from damage due to cars overhanging the curb.

- g. *Plantings near utilities.* Trees shall not be planted within eight feet of a water or sewer pipeline. Shrubs shall be at least four feet from hydrants. A full screen will be required to screen above-ground utilities from adjacent uses and public rights-of-way. Perimeter plantings shall be clustered in areas to screen structures, utility structures, loading areas, trash enclosures, storage areas and mechanical equipment. This subsection shall not apply to utilities, structures, loading areas, enclosures or equipment unless the utility, structure, loading area, enclosure or equipment is being added as part of the regulated improvement being reviewed.

~~h. *Drainage.* Planting areas shall be provided with adequate drainage.~~

- i. *Maintenance requirements.* All required landscaping shall be maintained ~~in good condition to prevent the creation of a nuisance as defined in Title 8 MICC. Plant material should be cared for in a way that allows their natural form to be maintained, even when the plant reaches maturity. Performance guarantees to ensure maintenance or required landscaping may be required pursuant to MICC 19.01.060.~~

MICC 19.12.050 Vehicular and pedestrian circulation.

A. Objectives.

1. To create an attractive street edge and unified streetscape, to encourage pedestrian activity in commercial areas, stimulate business, maintain adequate public safety, and create a sense of community.
2. To provide for safe and efficient parking and loading areas while minimizing their visual and noise impacts.
3. To provide safe and efficient pedestrian connections within and between projects and the public way to enhance safety and circulation.

B. Standards.

1. Vehicular circulation characteristics.

- a. *Parking lot design.* ~~Parking areas should be designed for efficient and safe ingress and egress by vehicles and should not inhibit safe pedestrian movement or circulation. Parking lot design should be subordinate to the overall site design and should be located behind new buildings when appropriate and physically feasible. Below grade parking is also encouraged. Planting strips should be incorporated between parking aisles in new and expanded parking lots where space permits. Parking lot design shall conform to the development standards, such as stall and aisle dimensions, are contained~~ established in appendix A.
- ~~b. *Loading docks.* Proposed development of features such as loading docks, and other features designed to support activities with a substantial likelihood of~~

~~generating significant noise should be designed with noise attenuation walls and sited in a manner to limit impacts to adjacent properties and pedestrian areas.~~

2. *Pedestrian circulation characteristics.*

- a. *Pedestrian improvements.* All developments shall provide for pedestrian access including pedestrian walkways, sidewalks, and/or paths. ~~Areas for sitting and gathering should be provided as an integral part of regulated public facilities, regulated residential and commercial building design. Pedestrian improvements should~~ must be separated from vehicular areas by physical barriers such as curbs or landscaping. The Code official may waive t This requirement for new parking lots with fewer than 20 spaces and for additions or remodels ~~may be waived or modified where provided~~ the applicant can demonstrate that these standards would reduce the amount of parking below what would be required for the ~~site existing or proposed land uses.~~
- b. *On-site circulation for regulated public facilities and commercial buildings.* ~~Proposed development should be linked to existing and planned walkways and trails. Entrances of all buildings should~~ must be linked to each other and to public ways and parking lots by pedestrian walkways. Where possible and feasible, the p ~~Pedestrian system~~ walkways shall connect to existing paths or sidewalks on neighboring properties.

3. *Residential development parking standards.*

- a. Garages and carports are not required in order to meet minimum parking requirements for residential development.
- b. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed.
- c. Parking spaces in tandem shall count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress.
- d. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet parking standards, up to a maximum of six parking spaces.
- e. Parking spaces are not required to exceed eight feet by 20 feet, except for required parking for people with disabilities.
- f. Required off-street parking shall not be a condition of permitting a residential project if compliance with tree retention pursuant to MICC Chapter 19.10 would otherwise make a proposed residential development or redevelopment infeasible.
- g. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

- h. Existing parking spaces that do not conform to the requirements of this section by June 6, 2024 are not required to be modified or resized, except for compliance with the Americans with Disabilities Act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

MICC 19.12.060 Screening of service and mechanical areas.

A. Objectives.

- ~~1. To ensure that building and site appurtenances are properly integrated into the design concept.~~
- ~~2. To properly screen mechanical equipment to reduce visual impacts.~~
- ~~3. To ensure service and truck loading areas, utility structures, and elevators are screened from public view in such a manner that they are not visible from public ways or residential areas.~~

When screening is required, it may be either a landscaped screen consistent with the standard in MICC 19.12.040(B)(8) or built screening, which is any screening not composed of landscaping. Built screening must be constructed of opaque building materials to provide a sight-obscuring barrier between the screened object(s) and the adjacent property and/or right of way. The materials of the screening must be the same design, color, and materials as the exterior of the accompanying structure.

B. Standards.

1. *Accessory buildings.* Ground level outdoor storage buildings, mechanical equipment and utility vaults shall be fully screened from adjacent public ways.
2. *Rooftop mechanical equipment and appurtenances.*
 - a. All rooftop mechanical equipment shall not be visible and shall be enclosed, hidden or screened from adjacent properties, public ways and parks by a built screen or landscaping providing a full screen. Rooftop appurtenances are allowed if there is a functional need for the appurtenance and that functional need cannot be met with an appurtenance of a lesser height.
 - b. This provision shall not be construed to allow Rooftop mechanical equipment and appurtenances must not result in building height in excess of the maximum limit established in the zone.
 - c. Rooftop appurtenances should must be located at least ten feet from the exterior edge of any building, and shall not cover more than 20 percent of the rooftop area.
 - d. Appurtenances shall not be located on the roof of a structure unless they are hidden or camouflaged by building elements that were designed for that purpose as an integral part of the building design.

- e. ~~All~~ appurtenances located on the roof ~~should~~must be grouped together and incorporated into the roof design and thoroughly screened. The screening ~~should~~must be sight-obscuring, located at least ten feet from the exterior edge of any building; and effective in obscuring the view of the appurtenances from public streets, ~~or sidewalks, or adjacent residential uses areas surrounding the building.~~
3. *Meters and mechanical units.* Water meters, gas meters, electric meters, ground-mounted mechanical units and any other similar structures ~~should~~must be hidden from public view or screened.
4. *On-site service areas.* Service areas are those that accommodate loading, trash bins, recycling facilities, storage areas, utility cabinets, utility meters, transformers and other necessary onsite services.
- a. ~~All~~ on-site service areas, loading zones, outdoor storage areas, garbage collection and recycling areas and similar activities ~~should be~~must be fully screened or located in an area not visible from public rights of ways. ~~Service areas should accommodate loading, trash bins, recycling facilities, storage areas, utility cabinets, utility meters, transformers, etc.~~
- b. ~~Service areas should~~must be located and designed ~~for easy access by so that service vehicles and for convenient access by all tenants can access them without obstructing public rights of way.~~ Loading activities ~~should generally be concentrated and located where they will not create a nuisance for adjacent uses.~~ Loading docks shall meet the standards identified in MICC 19.12.050(B)(1)(b) must be fully screened.
- c. Garbage, recycling collection, and utility areas must be covered, enclosed by a fence or wall at least seven feet height, and have a self-closing gate or door.
- d. A landscaped area three feet wide that will provide a filtered screen must be provided for any on-site service areas that are adjacent to public rights of way or alleys.
5. ~~Garbage, recycling collection and utility areas.~~ Garbage, recycling collection and utility areas shall be enclosed and screened around their perimeter by a wall or fence at least seven feet high, concealed on the top and must have self-closing doors. If the area is adjacent to a public way or pedestrian alley, a landscaped planting strip, minimum three feet wide, shall be located on three sides of such facility.
6. ~~Fence, trellis and arbor standards.~~ Fences, trelliswork and arbors shall meet the standards identified in MICC 19.12.040(B)(3).
7. ~~Noise, vapor, heat or fumes.~~ With respect to all aspects of the development referred to above in this section, emissions of noise, vapor, heat or fumes should be mitigated.

MICC 19.12.070 Lighting.

A. Objectives.

1. To regulate exterior lighting in order to avoid unsafe and unpleasant conditions as the result of poorly designed or installed exterior lighting.
2. To discourage excessive lighting that negatively impacts adjacent land uses.
3. To protect low and moderate density residential zones from the negative impacts associated with institutional, mixed-use, and commercial exterior lighting.
4. To create a safe environment during hours of darkness.
5. To ensure lighting is an integral part of any new or existing development. Lighting shall contribute to the individuality, security and safety of the site design without having overpowering effects on the adjacent areas.
6. To ensure lighting is viewed as an important feature for functional and security purposes and that the design of light fixtures and their structural support is integrated with the architectural theme and style of the main structures on the site.

B. *Standards.*

1. ~~*Architectural elements.* Lighting should be designed as an integral architectural element of the building and site.~~
2. ~~*Function and security.* On site lighting shall be sufficient for pedestrian, bicyclist, and vehicular safety. Building entrances should be well lit to provide inviting access and safety. Building mounted lights and window lights should contribute to lighting of walkways in pedestrian areas.~~
3. *Lighting height.* Freestanding, parking area, and building-mounted light fixtures shall not exceed 16 feet in height, including any standard or base.
4. *Shielding.* All exterior lighting fixtures shall be shielded or located to confine light spread within the site boundaries. Full cut-off fixtures ~~should~~ must be used. The use of unshielded incandescent lighting fixtures less than 160 watts and any unshielded lighting less than 50 watts may be allowed. Parking area light fixtures shall be designed to confine emitted light to the parking area.
5. *Uplighting of structures and signs.*
 - a. *Residential zones.* Structures in residential zones shall not be illuminated by uplighting. ~~Limited uplighting of signs and plantings in residential zones may be approved provided there is no glare or spillover lighting off the site boundaries.~~
 - b. *Nonresidential zones.* Structures, signs, and plantings in nonresidential zones may be illuminated by uplighting, ~~provided there is no glare or spillover lighting off the site boundaries.~~
6. *Light type.* Lighting ~~should~~ must use low wattage color-corrected ~~sodium~~ light sources, which give more "natural" light. Metal halide, quartz, neon and mercury vapor lighting

are prohibited in residential zones. High pressure sodium lights may only be used as street lights and must be fully shielded.

MICC 19.12.080 Signs.

A. Objectives.

1. Signs shall be distinctive in shape, of high quality and durable materials, designed to enhance the architectural character of the building and use the minimum wattage necessary to identify the facility or establishment. Channel or punch-through letters are preferred over a sign that contains the text and/or logo symbols within a single, enclosed cabinet.
2. Signs shall be designed for the purpose of identifying the facility or establishment in an attractive and functional manner and to help customers find the specific establishment and location; signs in residential zones should not serve as general advertising.
3. The size of signs shall be proportional to the size of the building and site.
4. Signs shall be integrated into both the site design and building design, shall be compatible with their residential, office, or business, or public park or open space surroundings, and clearly inform viewers of building or activity use, but shall not detract from the architectural quality of individual buildings or park surroundings.

B. Standards.

1. *Freestanding ground signs outside residential zones.*
 - a. *Number.* An individual building or a building complex outside residential zones may display one ground sign on each street frontage.
 - b. *Design.* The sign shall be ~~architecturally compatible with the~~ constructed with the same style, materials, and colors and details of the building or complex. ~~Use of symbols is encouraged.~~
 - c. *Size.* All freestanding signs shall be no larger than:
 - i. ~~Proportionate.~~ ~~Proportionate to the street frontage of the use they identify; and~~
 - ii. ~~Maximum size.~~ ~~In no case shall a freestanding ground sign be larger than:~~
 - (A) ~~Twenty-five square feet.~~ Twenty-five square feet for single-tenant building ground signs and complex identification ground signs. Such signs may be allowed in front or side yard setbacks; or
 - (B) ~~Forty square feet.~~ Forty square feet for joint tenant ground signs (identifying more than one facility or establishment within a building or building complex) with six square feet maximum for any one establishment included in a building or building complex; provided, joint tenant ground signs shall be restricted to a maximum of 25 square feet if located within front or side yard setbacks.

- d. *Maximum height.* The maximum height of any sign within ten feet from any property line facing a street shall be 42 inches. All other ground signs shall be no higher than six feet.
 - e. *Backs of signs.* Exposed areas of backs of signs should be finished with appropriate the same color, material or texture ~~to present an attractive appearance relative to the building material, color and texture as the exterior finish of the buildings on site.~~
2. *Wall signs outside residential zones.*
- a. *Number and eligibility.* An individual building or a building complex outside residential zones may display one wall sign on each street frontage. A business or other use occupying a building whose only entrance is from a driveway or parking lot shall be allowed one wall sign facing that driveway or parking lot.
 - b. *Size.* All signs shall be no larger than:–
 - i. ~~*Proportionate.* Proportionate to the street frontage of the use they identify; and~~
 - ii. ~~*Maximum size.* In no case shall a wall sign be larger than:~~
 - i.(A) ~~*Twenty-five square feet.*~~ Twenty-five square feet for any individual business or other use; or
 - ii.(B) ~~*Forty square feet.*~~ Forty square feet for joint tenant directory signs identifying the occupants of a building or a building complex and located next to the entrance.
 - c. *Determination of size.* The sign size shall be measured as follows:
 - i. Boxed sign displays: Total area of a boxed sign display, including the background and borders.
 - ii. Individual letters and symbols: Total combined area of a rectangle drawn around the outer perimeter of each word and each symbol.
 - d. *Placement.* Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building, or the windowsill of the second story. Wall signs shall be integrated with the overall building and site design.
 - e. *Master signage plan.* When multiple signs for individual businesses in one building or multiple buildings in a complex are contemplated, a master signage plan stipulating the location and size of allowed signs shall be required.
3. *Signs for non-single-family-dwelling uses in residential zones.* One wall sign and one freestanding ground sign are permitted on each separate public street frontage for non-single-family-dwelling uses in residential zones, such as apartment buildings, hospitals, assisted living and retirement facilities, churches, clubs, public facilities, schools, day

cares, pre-schools, park and recreation facilities, assembly halls, libraries, pools or stadiums. A wall sign may be unlighted or exterior lighted, not to exceed 12 square feet. A free-standing ground sign shall be no larger than 18 square feet and shall not exceed a maximum height of 42 inches above grade. The location of any freestanding ground sign shall be subject to all setback requirements for the zone in which the sign is located.

4. *Signs for licensed practitioners or service operators in residential zones.* Licensed practitioners or service operators in residential zones shall be permitted one unlighted window or wall sign for identification purposes only, bearing only the occupant's name and occupation, not to exceed 72 square inches.
5. *Parking lot signs.* Signs within parking lots ~~should~~must be limited to those necessary for safety and identification. Any required signs for individual stalls ~~should~~must be marked on the pavement. Freestanding or wall-mounted signs ~~should not be~~ are not permitted, with the exception of ADA handicapped accessible parking signs.
6. *Directional signs.*
 - a. ~~*Minimal number.* To address safety concerns and avoid a cluttered appearance, only those directional signs necessary to protect the safety of pedestrians and vehicle occupants shall be allowed.~~
 - b. ~~*Size and height.* Directional signs shall be no larger than three square feet and no higher than 36 inches above grade.~~
7. *Temporary signs.* Unless prohibited by this chapter, use of temporary signs shall be governed by MICC 19.06.020, Temporary signs.
8. *Street numbers.*
 - a. *Use.* City-assigned street numbers ~~should~~must be installed on all buildings.
 - b. *Effect on permitted sign area.* Street numbers will not be counted towards permitted sign area.
 - c. *Size.* Street numbers for any building or building complex shall be no smaller than six inches in height.
9. *Prohibited signs.*
 - a. *Roof.* Signs mounted on the roof are prohibited.
 - b. *Projecting signs.* Projecting signs are prohibited in all zones other than the PBZ. Within the PBZ, projecting signs are permitted subject to the Town Center standards set forth in MICC 19.11.140(B)(3)(b).
 - c. *Window signs.* Window signs are prohibited in all zones other than the PBZ, except as provided above in MICC 19.12.080(B)(4). Within the PBZ, window signs are permitted subject to the Town Center standards set forth in MICC 19.11.140(B)(4).
 - d. *Inflated signs.* Inflated signs, balloons and figures are prohibited.

- e. *Internally lit signs.* Internally lit signs are prohibited in all zones other than the PBZ. Within the PBZ, lighted signs are permitted subject to the Town Center standards set forth in MICC 19.11.140(B)(9).
 - f. *Neon.* Neon signs are prohibited.
 - g. *Portable.* Portable signs, such as signs on trailers, are prohibited. This standard is not intended to prohibit A-frame signs as allowed pursuant to MICC 19.06.020, Temporary signs.
 - h. *Flashing, moving or animated signs, etc.* Flashing, moving, animated, blinking, reflecting, revolving, or other similar signs or signs that incorporate these elements are prohibited.
 - i. *Off-premises signs.* Off-premises signs (signs related to a building, business, tenant or establishment not located on the same premises as the sign) are prohibited.
 - j. *Vehicles.* Signs attached to or painted on vehicles parked and visible from the public right-of-way are prohibited if, based on the relative amount of time the vehicle is parked rather than being used as a means for actual transportation, the vehicle's primary purpose is as a stationary sign rather than a means for actual transportation.
 - k. *Vending machines.* Vending machines, such as soft drink or snack machines, shall not be placed where they are visible from the public right-of-way.
10. *Signs for public schools in public institution zones.* One wall sign and one freestanding ground sign are permitted for each public school. A wall sign shall not exceed 12 square feet. A freestanding ground sign shall not exceed 18 square feet and shall not exceed a maximum height of 42 inches above grade. A freestanding ground sign shall be set back a minimum of ten feet from a public right-of-way and 35 feet from abutting properties. Wall and freestanding ground signs shall not have internal lighting, except for an electronic readerboard.
11. *Electronic readerboards.* A public school may have no more than one electronic readerboard. This electronic readerboard shall count as the wall sign or freestanding ground sign allowed by MICC 19.12.080(B)(10). Electronic readerboards shall comply with the following:
- a. Electronic readerboards shall be designed and placed to minimize light and glare from being visible to adjacent residential properties.
 - b. Electronic readerboards shall dim during twilight and night hours to reduce glare.
 - c. Electronic readerboards shall be turned off between 10:00 p.m. and 7:00 a.m.
 - d. The display shall include only static text and/or static graphics. No moving graphics, animations such as flying or fading, video, or blinking/pulsing/strobe effects are allowed.

- e. Each message and/or graphic shall be displayed for at least ten seconds. The change from one message/graphic to the next may utilize a scrolling or wipe effect, but the effect shall take no more than one second to complete.
- f. Electronic readerboards shall display any message deemed necessary by the city of Mercer Island Emergency Operations Center (EOC) upon request by the EOC. The display of any such message shall be exempt from the requirements of subsections (B)(11)(c) and (B)(11)(e) of this section.

Exhibit E

MICC 19.15.060 Application.

- A. The department shall not commence review of any application until the applicant has submitted the materials and fees specified for complete applications. An application shall contain all information deemed necessary by the code official to determine if the proposed permit or action will comply with the requirements of the applicable development regulations. The applicant for a development proposal shall have the burden of demonstrating that the proposed development complies with the applicable regulations and decision criteria. All land use applications shall include, at a minimum, the following:
 - 1. All applications for permits or land use reviews by the city shall be submitted on forms provided by the city;
 - 2. A site plan, prepared in a form prescribed by the code official;
 - 3. A completed SEPA environmental checklist, if required;
 - 4. Any studies or reports required for the processing of the application;
 - 5. A list of any permits or land use review types necessary for approval of the development proposal that have been obtained prior to filing the application or that are pending before the city or any other governmental entity;
 - 6. Drainage plans and documentation required by the Stormwater Management Manual for Western Washington as adopted by chapter 15.09 MICC, if applicable;
 - 7. Legal description of the site;
 - 8. Verification that the property affected by the application is in the exclusive ownership of the applicant, or that the applicant has a right to develop the site and that the application has been submitted with the consent of all owners of the affected property; provided, that compliance with subsection (A)(9) of this section shall satisfy the requirements of this subsection;
 - 9. For Type II, III, and IV reviews, a title report from a reputable title company indicating that the applicant has either sole marketable title to the development site or has a publicly recorded right to develop the site (such as an easement). If the title report does not clearly indicate that the applicant has such rights, then the applicant shall include the written consent of the record holder(s) of the development site. The code official

may waive this requirement if the title report will not substantively inform the review of the development proposal; and—

~~10. All applications for preliminary design review shall contain all information and materials deemed necessary by the code official to determine if the proposal complies with this chapter. Such materials may include a site survey; site plans; elevations; sections; architectural plans; roof plans; renderings and/or models; landscaping plan; parking plan; color and materials board; vicinity maps; site photographs; SEPA checklist; traffic study; pedestrian and vehicle circulation plans; and written narrative describing the project proposal and detailing how the project is meeting the applicable design objectives and standards established in chapter 19.11 or 19.12 MICC. For new construction, submittal of lighting and sign master plans may be deferred to the public hearing if applicable.~~

- B. A determination of completeness shall not preclude the code official from requesting additional information or studies either at the time of determination of completeness or subsequently if new or additional information is required or substantial changes in the proposed action occur, as determined by the code official.
- C. All applications for permits or land use review by the city shall be accompanied by a filing fee in an amount established by city ordinance.

MICC 19.15.220 Design review and the design commission.

A. Rules and records.

- 1. The design commission shall adopt rules and regulations for the conduct of its business, subject to the approval of the city council.
- 2. A majority of the membership shall constitute a quorum for the purpose of transacting business. Action by the design commission shall be by majority vote of the members constituting the quorum. A tie vote on a motion to approve shall constitute a failure of the motion and a denial of the application.
- 3. The code official shall serve as executive secretary of the design commission and shall be responsible for all records. All meetings of the design commission shall be open to the public. The design commission shall keep minutes of its proceedings and such minutes and a copy of its rules shall be kept on file in the office of the city clerk and open to inspection by the public.

B. Powers of the design commission and additional functions.

- 1. No building permit or other required permit shall be issued by the city for any major new construction or minor exterior modification of any regulated improvement without prior approval of the design commission or code official as authorized pursuant to MICC 19.15.010(C)(4)(a). Certain development and activities that do not require a permit are subject to design review as provided in subsection (C)(1)(c) of this section.
- 2. The design commission or code official may require a bond or assignment of funds as set out in MICC 19.01.060(C) to secure the installation and maintenance of landscaping, screens, and other similar site improvements.

3. When the city council deems it necessary to retain consultants for a proposed capital improvement, the council shall seek recommendations from the design commission as to the selection of consultants to provide design services.
4. Consultants or city officials charged with the design responsibility for a major capital improvement shall hold preliminary discussions on the proposed project with the design commission to obtain its preliminary recommendations as to aesthetic, environmental and design principles and objectives. In addition, the design commission shall review major capital improvements at the completion of the design development phase. A capital improvement approved by the city council after review and recommendations by the design commission may be implemented on a phasing basis without further review so long as the improvement is developed in substantial conformity with the reviewed plan. Significant deviations from an approved plan shall be submitted to the design commission for its further review and recommendations.
5. The design commission or code official shall complete its review and make its decision and/or recommendations pursuant to the process set forth in subsection C of this section, and the review and decision and/or recommendations shall be based upon the design objectives and standards set forth in subsection C of this section, with such amendments as may be made from time to time.
6. *Additional functions.* The design commission may undertake the following additional functions as needed:
 - a. The design commission may assist any person, group, or agency who requests design advice on matters not requiring formal commission action.
 - b. The design commission shall consult and cooperate with the planning commission and other governmental bodies on matters affecting the appearance of the Island. The design commission may offer recommendations to the appropriate city agencies and officials on legislation to promote aesthetic and environmental values.
 - c. The design commission shall act as the appeal authority for design review decisions made by the code official for minor exterior modifications.

C. *Design review procedure.*

1. *General.*
 - a. *Intent.* The intent of the design review process is to ensure that regulated development in all land use zones complies with design objectives and standards established in chapters 19.11 and 19.12 MICC.
 - b. *Scope.* No building permit or other required permit shall be issued by the city for development of any regulated improvement without prior approval of the design commission or code official as authorized pursuant to this chapter. Deviations from a plan approved by the design commission or code official shall be permitted only upon the filing and approval of an amended plan. In no instance shall the design commission's or code official's action conflict with the city's development code or

other applicable city ordinances or with state or federal requirements. Certain development and activities that do not require a permit are subject to design review as provided in subsection (C)(1)(c) of this section.

c. *Review authority.*

i. The following development proposals shall require design commission review:

- (a) New buildings;
- (b) Any additions of gross floor area to an existing building(s);
- (c) Any alterations to an existing building that will result in a change of 50 percent, or more, of the exterior surface area;
- (d) Any alterations to a site, where the alteration will result in a change to the site design that affects more than 50 percent of the development proposal site; and
- (e) Any alterations to existing facades, where the building is identified by the city as an historic structure;

ii. All other development proposals requiring design review and not requiring design commission review under subsection (C)(1)(c)(i) of this section shall be reviewed by the code official. The code official shall have the authority to determine that an application normally reviewed by code official shall require design commission review and approval, based on factors such as the scope, location, context, and visibility of the proposed change or modification; and

iii. *Exemptions from design review.* The following activities shall be exempt from either design commission or code official design review:

- (a) Any activity which does not require a building permit; or
- (b) Interior work that does not alter the exterior of the structure; or
- (c) Normal building and site maintenance including repair and replacement that involves no material expansion or material change in design. For example, replacement in kind of roof mounted heating and cooling equipment or ventilation equipment does not require design review.

d. *Process.*

i. *Time frame and procedure.* Design review shall be conducted in accordance with the timelines and procedures set forth in MICC 19.15.040, Review procedures. Design review is not subject to the one open record hearing requirement or consolidated permit review processing.

- ii. *Written recommendations.* All decisions of the design commission shall be reduced to writing and shall include findings of fact and conclusions that support the decisions.

2. ~~Review process.~~

- a. ~~Study session.~~ In addition to the preapplication meeting, an applicant for a project that will require design review and approval by the design commission shall meet with the design commission in a study session to discuss project concepts before the plans are fully developed. At this session, which will be open to the public, the applicant should provide information regarding its site, the intended mix of uses, and how it will fit into the focus area objectives. The design commission may provide feedback to be considered in the design of the project.
- b. ~~Plan submittal.~~ All materials shall be submitted a minimum of 30 days prior to any meeting dates including study sessions, public meetings, and public hearings. The final plans shall be in substantial conformity with approved preliminary plans.

Exhibit F

19.16.010 Definitions.

[...]

Blank Wall: Any wall (including building facades and retaining walls) over six feet in height, with a horizontal length greater than 15 feet that does not include a transparent window or door.

[...]

Building Façade Modulation: A stepping back or projecting forward of portions of a building face within specified intervals of building width and depth as a means of breaking up the apparent bulk of structure's continuous exterior walls. Building façade modulation can include facade indentations and extrusions; actual building separation; connecting atriums, courtyards and plazas; variable roof forms and overhangs; and decks and balconies.

[...]



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6713
June 17, 2025
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6713: Transferring Design Review Decision Authority to the Hearing Examiner and Dissolving the Design Commission (Ordinance No. 25C-14 First Reading and Adoption)	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Adopt Ordinance No. 25C-14 at first reading pursuant to City Council Rules of Procedure 6.3(C)(3).	

DEPARTMENT:	Community Planning and Development
STAFF:	Jessi Bon, City Manager Jeff Thomas, Community Planning and Development Director Adam Zack, Principal Planner
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Ordinance No. 25C-14
CITY COUNCIL PRIORITY:	n/a

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to complete a first reading and adopt Ordinance No. 25C-14, which would transfer design review decision making authority to the Hearing Examiner and Dissolve the Design Commission.

- In 2023, the WA State Legislature enacted House Bill (HB) 1293 which limits how cities and counties planning under the WA Growth Management Act (GMA) regulate building design.
- Multiple sections in Chapters 19.11, 19.12, and 19.15 of the Mercer Island City Code (MICC) will need to be amended to comply with these requirements.
- The deadline for compliance with HB 1293 is June 30, 2025.
- On June 3, 2025, the City Council held a public hearing on interim Ordinance No. 25C-11, which would amend the development regulations to comply with HB 1293 and RCW 36.70A.630. This ordinance is expected to considerably reduce the Design Commission role in the design review process.
- On June 3, 2025, the City Council directed staff to prepare an ordinance to transfer design review authority to the Hearing Examiner and dissolve the Design Commission.
- Ordinance No. 25C-14 would establish a new section 3.34.005 and repeal the rest of [Chapter 3.34 MICC – Design Commission](#). The combination of these amendments will transfer all quasi-judicial

functions to the Hearing Examiner from the Design Commission and dissolve the Design Commission (Exhibit 1). Any non-quasi-judicial functions of the Design Commission would be delegated to the code official.

BACKGROUND

On June 3, 2025, the City Council directed staff to prepare an ordinance that would transfer design review authority to the Hearing Examiner and dissolve the Design Commission. Ordinance No. 25C-14 would accomplish the City Council direction (Exhibit 1).

Hearing Examiner

The Hearing Examiner is an independent decision maker cities and counties hire to handle quasi-judicial hearings. Mercer Island has a Hearing Examiner under contract to conduct hearings and issue decisions on many Type IV land use reviews (MICC 19.15.030). Matters that go before the Hearing Examiner all require a pre-decision public hearing. The public hearing is an opportunity for interested parties to comment on a proposal prior to a decision being made. The Hearing Examiner can address public comments made during the comment period or public hearing by adjusting the conditions of approval. The Hearing Examiner purpose, function, and jurisdiction are established in [MICC 3.40.020 – Purpose-Function and jurisdiction](#).

Design Commission

The Design Commission is established by [MICC 3.34.010 – Established](#). The number of commissioners and qualifications for membership are established in [MICC 3.34.030 – Membership](#). The Design Commission is comprised of seven members, five members working in the following fields: architecture, landscape architecture, urban planning, and civil engineering (MICC 3.34.030(A)(1)). The other two members can be lay people, but one such lay member must own property or a business within the City's business areas (MICC 3.34.030(A)(2)).

ISSUE/DISCUSSION

Ordinance No. 25C-14 would repeal [Chapter 3.34 MICC](#) to dissolve the Design Commission and transfer design review authority to the Hearing Examiner. Staff recommend adopting Ordinance No. 25C-14 at first reading so it can become effective on June 30, 2025.

Adoption at first reading will result in both Ordinance No. 25C-14 and Ordinance No. 25C-11 becoming effective at the same time. Ordinance No. 25C-11 is the ordinance adopting interim "objective and clear" design standards to comply with HB 1293 and RCW 36.70A.630 (see AB 6708 also on the June 17 City Council Agenda).

NEXT STEPS

Following adoption of Ordinance No. 25C-14, staff will follow up with the Hearing Examiner and Design Commission to keep them up to date with the changes that will become effective on June 30, 2025.

RECOMMENDED ACTION

Adopt Ordinance No. 25C-14 at first reading pursuant to City Council Rules of Procedure 6.3(C)(3) to delegate design review authority to the Hearing Examiner.

**CITY OF MERCER ISLAND
ORDINANCE NO. 25C-14**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON,
AMENDING CHAPTER 3.34 OF THE MERCER ISLAND CITY CODE TO
DELEGATE DESIGN REVIEW AUTHORITY TO THE HEARING EXAMINER;
PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE
DATE.**

WHEREAS, in 2023 the Washington State legislature passed Engrossed Substitute House Bill (HB) 1293 (chapter 333, Laws of 2023) related to local design review, codified in the Revised Code of Washington (RCW) as section 36.70A.630; and

WHEREAS, RCW 36.70A.630(2) requires that locally adopted design standards must be clear and objective; and

WHEREAS, the City has established design standards in Title 19 Mercer Island City Code (MICC), the Unified Land Development Code; and

WHEREAS, the design standards in Title 19 MICC establish a design review process with design review authority assigned to a design commission; and

WHEREAS, the City has established a design commission in Chapter 3.34 of the MICC; and

WHEREAS, The Hearing Examiner is established in Chapter 3.40 of the MICC with the express function to conduct hearings and issue decisions upon applications as designated in the MICC; and

WHEREAS, by June 30, 2025, the City of Mercer Island will amend its design standards to comply with HB 1293 and RCW 36.70A.630; and

WHEREAS, amendments to comply with RCW 36.70A.630 will make the design review process objective in nature; and

WHEREAS, On June 3, 2025, the City Council directed staff to prepare an ordinance that would transfer design review authority from the design commission to the Hearing Examiner and dissolve the design commission with the same effective date as the ordinance to amend the design standards to comply with RCW 36.70A.630.

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

Section 1. Chapter 3.34 MICC Amended. Chapter 3.34 MICC, Design Commission, is amended as set forth in Exhibit A.

Section 2. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, or its application held inapplicable to any person, property, or circumstance, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance or its application to any other person, property, or circumstance.

Section 3. Publication and Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force on June 30, 2025, provided five days have passed since the date of publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, AT ITS MEETING ON JUNE 17, 2025.

CITY OF MERCER ISLAND

Salim Nice, Mayor

Approved as to Form:

ATTEST:

Bio Park, City Attorney

Andrea Larson, City Clerk

Date of Publication:

Exhibit A
To Ordinance No. 25C-14

Chapter 3.34 MICC – Design Commission

3.34.005 – Hearing Examiner serving as Design Commission

- A. The Hearing Examiner will serve as the Design Commission for all quasi-judicial functions assigned and delegated to the Design Commission in the Mercer Island City Code. All quasi-judicial functions and jurisdiction of the Design Commission are transferred and assigned to the Hearing Examiner, who will perform them with delegated authority from the City Council.
- B. All other functions and jurisdiction of the Design Commission that are not quasi-judicial are assigned and delegated to the code official.
- C. The membership of the Design Commission is otherwise dissolved.

3.34.010 Established.

~~There is established a design commission as provided for below and which shall have the further powers, duties and functions as provided in MICC 19.15.220.~~

3.34.020 Purpose—Function and jurisdiction.

~~As provided and further elaborated in MICC 19.15.220, no building permit or other required permit shall be issued by the city for any regulated improvement without prior approval of the design commission, and no significant changes shall be made in or to an architectural feature of any regulated improvement without the prior approval of the design commission.~~

3.34.030 Membership.

~~A. Qualifications.~~

- ~~1. Specialists. To achieve broad-based representation, there shall be appointed at least one member from each of the following specialties: architecture, landscape architecture, urban planning, and civil engineering. To qualify for appointment, it shall be demonstrated that the applicant's primary work-related experience has been in the particular field for which he/she is appointed. If no certified specialists seek or are available for appointment, persons who are knowledgeable in matters of design and aesthetic judgment by training, education, and/or experience shall be appointed.~~
- ~~2. Lay members. In addition to the members representing the specialties identified above, there shall be at least two lay members. One of the lay members must own property or a business within the city's business or commercial areas.~~
- ~~3. Representation. An intent of the appointment process shall be to evenly represent the areas of interest as stated above and reflect the city's diverse community. Appointed members shall represent the public interest and not specific interest groups.~~

~~B. Members.~~

- ~~1. Number. The design commission shall consist of seven members, serving in nonpartisan positions.~~

2. ~~*Residency.* City residency is preferred, but not required. A nonresident member must own property that is situated in or a business whose principal office is located within the city's business or commercial areas during the nonresident member's term; if the nonresident member sells their property or business during their term, they must promptly resign (but in no event later than 30 days after the closing of such sale). At least five of the members shall be city residents.~~
 3. ~~*Term.* The term of each member is four years and expires on May 31 of the last year of the term or until the member's successor is appointed. The year of expiration of the terms of the positions shall be staggered with the following groups of positions expiring in successive years: positions 1 and 2; positions 3 and 4; position 5; positions 6 and 7.~~
 4. ~~*Term limits.* No member shall serve more than two consecutive terms. If a member is appointed to a vacancy with two or more years remaining on the term, that term will be deemed a full term. If a member is appointed to a vacancy with less than two years remaining in the term, that term will not count toward the two consecutive term limit.~~
 5. ~~*Staff liaison.* The city manager shall appoint a staff liaison to assist with support services for the design commission. Such staff support shall include, but not be limited to, the development of work plans and schedules, guidelines and procedures, correspondence, and agenda preparation and distribution.~~
- C. ~~*Appointment.* Appointments to the design commission will be made by a vote of the city council during a regularly scheduled meeting. Members shall serve without compensation.~~
- D. ~~*Removal.* Members may be removed by the mayor and deputy mayor, with the concurrence of the city council, for neglect of duty, conflict of interest, malfeasance in office, or other just cause, or for unexcused absences from more than three consecutive regular meetings. The decision of the city council shall be final and there shall be no appeal therefrom. Members finding themselves unable to regularly attend meetings are expected to resign and notify the chair and staff liaison.~~

3.34.040 Meetings—Organization.

The design commission shall determine the time and place of its meetings and other rules and regulations, which shall be on file with the city clerk.



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6699
June 17, 2025
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6699: Briefing on the Evaluation of a Fee-in-Lieu of Program related to Town Center Development	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Approve the scope of work for the evaluation of a fee-in-lieu of affordable housing program.	

DEPARTMENT:	Community Planning and Development
STAFF:	Jeff Thomas, Community Planning and Development Director Alison Van Gorp, Community Planning and Development Deputy Director
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Draft Scope of Work
CITY COUNCIL PRIORITY:	1. Engage the qualified expertise necessary to provide the guidance to enable the development of a comprehensive long-range plan for Town Center which recognizes, addresses, and balances business, housing, and parking uses

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

EXECUTIVE SUMMARY

The purpose of this agenda bill is to provide a briefing on and approval of a scope of work for the evaluation of a “fee-in-lieu” option for affordable housing in the Town Center.

- The Mercer Island City Code (MICC) Chapter 19.11 contains development regulations for the Town Center, including an incentive that permits buildings greater than two stories when affordable housing units are provided.
- A “fee-in-lieu” is an optional fee that can be paid in place of a code requirement and the resulting funds used to provide a similar public benefit elsewhere in the community
- On October 15, 2024, the City Council directed staff to add development of a “fee in lieu” option for affordable housing in the Town Center to the City’s work plan. This work item was included and funded in the 2025-2026 Biennial Budget.
- With approval of the scope of work included below, the City will undertake evaluation of a fee-in-lieu program enabling permit applicants to pay a fee in place of all or a portion of the affordable housing units required in a town center building.
- A consultant will perform an economic analysis, known as a nexus study, and make recommendations on the amount for such a fee.
- Later this year, staff will prepare a code amendment and fee schedule amendment that, if approved, would enact the fee-in-lieu option.

BACKGROUND

In 2024, the City Council adopted amendments to the Comprehensive Plan and Mercer Island City Code intended to comply with new state law adopted under HB 1220, requiring the City to plan for housing to accommodate housing needs across a range of income segments. These amendments provided additional multi-family and mixed use housing capacity in the Town Center and increased the requirements of the affordable housing incentive in the town center zone. The City received public comments from Town Center landowners expressing some concerns related to these amendments and inquiring about the possibility of adding a fee in lieu option that would enable a developer to pay a fee in place of some of all of the required affordable housing units. On October 15, 2024, as part of the 2025-2026 Biennial Budget review, the City Council [directed staff](#) to add development of a fee in lieu of affordable housing program to the City's work plan. This work item was included in the 2025-2026 Biennial Budget and \$30,000 was allocated to support this work. The project was then added to the City's work plan for 2025 (see [AB 6618, Exhibit 2](#)).

HISTORY OF AFFORDABLE HOUSING INCENTIVES IN MERCER ISLAND

Mercer Island's Town Center development regulations have included an affordable housing incentive since 2016 ([MICC 19.11.040](#)). Initially, these regulations required the provision of affordable housing for any building greater than two stories in height. For three story buildings, 10% of the units were required to be affordable at 70% AMI for rental housing and 90% AMI for ownership housing and for 4-5 story buildings 10% of the units were required to be affordable at 80% AMI for rental Housing and 90% AMI for ownership housing.

In conjunction with the adoption of the periodic update to the Comprehensive Plan in 2024, these regulations were amended for buildings of four stories or greater, requiring 15% of the units to be affordable at 50% AMI for rental housing and 80% AMI for ownership housing.

WHAT IS FEE IN LIEU

A fee in lieu is an option for a permit applicant to pay a fee in place of meeting a city code requirement. In the case of in-lieu fees for affordable housing, the fee can be paid as an alternative to including required affordable units in a development project. As described above, Mercer Island's Town Center code requires the inclusion of affordable units in most new residential/mixed use buildings. Amending the development regulations to include an in-lieu fee option would permit a project applicant to either include the required 15% affordable units as a part of their project, or to pay an equivalent fee for all or a portion of the required units.

The fee would be set to compensate for the impact of the development on the need for affordable housing. The revenue generated from in-lieu fees would be contributed to an Affordable Housing Fund for the construction or preservation of affordable housing units. The City would have the option of utilizing these funds directly in affordable housing development in Mercer Island, or the funds could be contributed to the ARCH Housing Trust Fund and utilized in affordable housing projects throughout East King County. Either way, these funds can be prioritized for extremely- and very-low income housing (i.e. housing affordable to households earning less than 50% of the Area Median Income (AMI)) to address Mercer Island's sizeable housing needs for these income segments.

ECONOMIC ANALYSIS – NEXUS STUDY

To inform consideration of a potential fee in lieu program, the City is contracting with a consultant to perform a type of economic analysis called a nexus study. The nexus study will determine the relationship between market-rate development and the need for affordable housing. The study is used to establish the basis for an

in-lieu fee, that developers can pay instead of building affordable housing units on-site. The fee is meant to offset the impact of new development on the need for affordable housing, as increased population and commercial activity can lead to a shortage of affordable housing for workers.

A nexus study analyzes the connection between new development and the subsequent need for affordable housing. It examines how new housing units increase the local population, leading to an increased demand for goods and services, which in turn creates new jobs. The idea is that new homes and rental units draw new residents who will shop and patronize local businesses, therefore new employees will be hired by those businesses. A portion of these new workers may earn wages insufficient to afford market-rate housing, thus increasing the demand for affordable housing. Increased affordable housing will be necessary to meet the housing needs of the new employees.

Nexus studies help determine the maximum allowable in-lieu fee that a jurisdiction can legally charge developers. The study estimates the financial burden of new development on the need for affordable housing and the potential costs of addressing that need. This information helps establish a fee that is both financially viable and legally defensible.

ISSUE/DISCUSSION

SCOPE OF WORK

Exhibit 1 includes the proposed scope of work, including details on the schedule, tasks and public engagement planned for this project. Work will commence once the City Council approves the scope of work and is expected to conclude in December 2025 with the adoption of a development code amendment and a fee schedule update. The City is contracting with an economic consultant, Community Attributes, Inc. to begin work on the nexus study once the scope of work has been approved.

BUDGET

The City Council allocated \$30,000 in the 2025-2026 Biennial Budget for this project. These funds will primarily be used for consulting services related to the nexus study. Additional financial resources are not anticipated to be needed at this time. Other resources necessary for the project will be staff time and Planning Commission meeting time.

NEXT STEPS

With approval of the scope of work for this project, staff and consultants will commence work on the economic analysis and development of policy options. This work is expected to occur over the summer of 2025. Later this year, staff will prepare a code amendment and fee schedule amendment that, if approved, would enact the fee-in-lieu option.

RECOMMENDED ACTION

Approve the scope of work for the evaluation of a fee-in-lieu of affordable housing program and direct the City Manager to commence work.

SCOPE OF WORK

Fee in Lieu of Affordable Housing Standards Legislative Review

PROJECT DESCRIPTION

This project will establish new standards in Title 19 Mercer Island City Code (MICC) to create an option to pay a fee in lieu of constructing required affordable housing for buildings of three stories or taller in the Town Center.

PROJECT QUICK FACTS

Approximate Start Date:	June 2025
Approximate End Date:	December 2025
Project Manager:	Alison Van Gorp, Deputy Director for Community Planning and Development
Consultants:	Community Attributes, Inc.
Related Budget Codes:	01450011-541000
Estimated Number of PC Meetings:	2
Estimated Number of Council Touches:	4

BACKGROUND

This project will implement a policy from the recently adopted Housing Element of the Comprehensive Plan. Evaluation of a fee in lieu of constructing affordable housing program is directed by Housing Element Policy 2.7, which states that the City will “Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing.” During the adoption of the Housing Element the City Council indicated that consideration of the fee in lieu program should be prioritized as the City implements the Housing Element.

The City Council included \$30,000 in the 2025-2026 Biennial Budget to support development of a Fee in Lieu of Affordable Housing option for the Town Center. This project was added to the Community Planning and Development (CPD) and Planning Commission (PC) work plan for 2025 (see [AB 6618 Exhibit 2](#)). This project was initiated by the City Council, and initial phases of work will be carried out by the staff team, with the assistance of consultant resources, and under the direction of the City Council. A draft code amendment will then be prepared for legislative review by the PC and City Council.

Summary of Amendments Expected

This project is expected to result in the amendment of the following sections of the Mercer Island Comprehensive Plan or the development code established in Title 19 Mercer Island City Code (MICC):

Comprehensive Plan

- No amendments expected

Title 19 MICC

- Amendments to MICC 19.11.040 to add a fee in lieu option to the existing affordable housing incentive in the Town Center

Other

- Amendments to the City of Mercer Island Fee Schedule to add the new fee

The amendments made to Title 19 MICC will provide two options for buildings that are three stories or taller to meet the affordable housing requirement: either by constructing the required affordable units as a part of the project, or by paying an equivalent fee into an Affordable Housing Fund in place of some or all of the required units. These funds would then be directed towards the creation of affordable units in other development projects.

The amendments to the City's Fee Schedule will add the Fee in Lieu of Affordable Housing Production and establish the initial fee amount. The amount of the fee will be established based on the consultant analysis planned as a part of this project.

PUBLIC PARTICIPATION

The project will primarily utilize the standard public participation required for every development code amendment as established in Title 19 MICC. The standard public participation process includes the following steps:

- Notice of application posted onsite and mailed to property owners within 300 feet
- SEPA Comment Period
- Public access at first PC meeting
- Public hearing notice and public comment period at least 30 days prior to the PC public hearing.
- Public hearing at second PC meeting
- Public access at Council's first reading
- Public access at Council's second reading

In addition to the standard participation outlined above, the City will also solicit feedback from Town Center property owners and developers. The City has received several public comments from Town Center property owners related to the 2024 updates to the affordable housing incentive in MICC 19.11.040 and advocating for consideration of a fee in lieu option. Staff will solicit input from property owners and present that input to the City Council for their consideration when providing initial policy direction.

PUBLIC MEETINGS

The project is expected to be completed with approximately six public meetings. The City Council will be briefed on this scope of work and provide initial input on the proposed project. After staff and consultant analysis, staff will draft a code amendment and initiate legislative review. The Planning Commission review is expected to begin in September and will include holding a public hearing and making a recommendation to the City Council. The City Council is expected to review the ordinance in November and a fee schedule amendment in December. Please note that the City Council agenda is subject to change and all dates are approximate as of the preparation of this scope.

Planning Commission

- Late September, 2025 – First Touch
- Late October, 2025 – Second Touch, Public Hearing, Recommendation

City Council

- June 2025 – Initial briefing
- Early November 2025 – First Reading
- Late November 2025 – Second Reading and adoption
- December 2025 – Fee schedule adoption

Meeting dates are approximate. The schedule and agendas may be subject to change. Staff recommend an effective date of January 1, 2026 for both the anticipated code amendment and the fee schedule update.

TASKS

This project will involve the tasks listed in Table 1.

Table 1. Project Master Schedule.

Task #	Task	2025											
		J	F	M	A	M	J	J	A	S	O	N	D
1	City Council Initial Direction and Scope of Work Approval												
2	Staff and consultant analysis												
3	Town Center Property Owner Outreach and Peer City Research												
4	Code Amendment Preparation												
5	Planning Commission review: code amendment												
6	City Council review: code amendment and fee schedule update												

TASK DESCRIPTIONS

1. City Council Initial Direction and Scope of Work Approval

The City Council will be briefed on the recommended scope of work, schedule, and public participation plan at the June 17 City Council meeting. With City Council approval of the scope of work, the project will commence, and the City and consultant team will proceed with the economic analysis and code drafting work.

2. Staff and consultant analysis

A consultant has been hired to conduct a “nexus study” analyzing the connection between new market rate housing development and the need for affordable housing. The nexus study will establish the maximum fee developers can be charged to mitigate the impact of new development on affordable housing needs.

3. Town Center Property Owner Outreach and Peer City Research

Staff will conduct outreach to Town Center property owners and developers as well as researching similar programs in peer communities during this phase of work.

4. Code Amendment Preparation

Staff will prepare a draft code amendment to implement the fee in lieu program and a recommended fee amount, based on the consultant and staff analysis, outreach and research findings.

5. Planning Commission Review: Code Amendment

The draft code amendment will be presented to the Planning Commission for review and feedback. A Public Hearing will be held to solicit community feedback on the proposed amendment and a recommendation will be made to the City Council with a refined code amendment.

6. City Council Review: Code Amendment and Fee Schedule Update

The Planning Commission recommendation will be presented to the City Council for consideration in the form of an ordinance to amend the development code. Two readings of the ordinance are anticipated. The City Council will also need to add the new fee to the City’s fee schedule, which will be included in the annual fee schedule update in December.



BUSINESS OF THE CITY COUNCIL CITY OF MERCER ISLAND

AB 6711
June 17, 2025
Regular Business

AGENDA BILL INFORMATION

TITLE:	AB 6711: Continuance of the April 15 Public Hearing and Adoption of 2026-2031 Transportation Improvement Program	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
RECOMMENDED ACTION:	Continue public hearing and adopt the 2026-2031 Transportation Improvement Program as shown in Exhibit 3 and authorize an increase of \$2,904,231 in Street Fund expenditures in 2026.	

DEPARTMENT:	Public Works
STAFF:	Jason Kintner, Chief of Operations/Public Works Director Matt Mornick, Finance Director Patrick Yamashita, City Engineer Clint Morris, Capital Division Manager Rebecca Corigliano, Transportation Engineer Ian Powell, Street Engineer
COUNCIL LIAISON:	n/a
EXHIBITS:	1. Summary of Public Comments Received by June 4, 2025 2. Street Fund Forecast, as of May 2025 3. Detail of Proposed Expenditures 2026-2031 4. Project Descriptions 5. Map of Proposed Roadway and Pedestrian/Bicycle Facilities Improvements 6. Map of Mercer Way Shoulder Improvements
CITY COUNCIL PRIORITY:	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

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

EXECUTIVE SUMMARY

The purpose of this agenda item is to continue the public hearing opened on April 15, 2025 regarding the 2026-2031 Transportation Improvement Program (TIP) and for the City Council to adopt the TIP.

- The public comment period for the 2026-2031 TIP is March 11 to June 17, 2025. A public hearing was opened during the April 15, 2025 City Council meeting ([AB 6665](#)) and continued to the June 17, 2025 City Council meeting.
- A total of 65 comments were received during the public comment period (see Exhibit 1).

- At the April 15, 2025 meeting, the City Council asked questions about traffic signal timings. Responses to these questions are outlined in this agenda bill.
- Exhibit 2 includes financial projections for the Street Fund from 2026 through 2031. The Fund remains balanced through early 2030. It is not until mid-2030 that the Street Fund balance is projected to go negative.
- The City's Water Supply Pipeline project (90.40.0032) is planned for construction in 2026. Staff updated related project budgets and timelines to align with the 2026 timing and to keep the Street Fund balance positive through 2029, as outlined in Exhibit 3.
- Exhibits 4, 5, and 6 provide additional project information and maps of proposed improvements.
- By moving scheduled projects up from 2027 into 2026 to coincide with the City's Water Supply Pipeline project, an increase of \$2.9 million in Street Fund expenditures is required in the 2025-2026 biennium to complete the accelerated project work outlined in the 2026-2031 TIP.

BACKGROUND

The six-year TIP is a planning tool used to identify specific projects that serve to maintain, preserve, and maximize use of the existing roadway and pedestrian/bicycle facilities. It forecasts revenues and expenditures within the Street Fund over the six-year period.

RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1, 2025. Once the TIP is adopted, projects are budgeted and funded through the City's Capital Improvement Program (CIP) during the biennial budget process.

ISSUE/DISCUSSION

Public feedback was solicited through the City's outreach platforms, including *Let's Talk* from March 11 to June 17, 2025 and was incorporated in the final development of the 2026-2031 TIP. All 65 public comments received by June 4, 2025 are included in Exhibit 1. Nine of the comments will be addressed by City staff through the Neighborhood Traffic Program and 14 of the comments will be addressed following the update to the Pedestrian and Bicycle Facilities (PBF) Plan scheduled for 2026-2027.

QUESTIONS FROM THE TIP PREVIEW

At the April 15, 2025 meeting, the City Council asked questions about signal timings, specifically if automatic pedestrian recall and leading pedestrian intervals have been considered for Mercer Island signals. Responses to these questions are outlined below.

Automatic Pedestrian Recall

Staff considered automatic pedestrian recall for Mercer Island signals. Implementation of this type of pedestrian phasing is not recommended. Pedestrian volumes at Mercer Island signals are not high enough to have a pedestrian phase every cycle, which would result in vehicle delays and decline in overall intersection operations. Instead, Mercer Island signals use Accessible Pedestrian Signal (APS) pushbuttons to activate the pedestrian phase in a signal cycle. This way, pedestrian phases do not occur if no pedestrians are present at the intersection.

Leading Pedestrian Intervals

Leading pedestrian intervals (LPIs) are a traffic signal timing strategy that give pedestrians a head start at crosswalks so drivers have improved visibility of pedestrians in a crosswalk before turning. LPIs typically range

between three and seven seconds, depending on the number of right turn lanes at an intersection. Since February 2023, Mercer Island signal timings include three seconds of LPIs on all pedestrian phases because the intersections have a single right turn lane.

CHANGES TO CONSIDER FROM THE TIP PREVIEW

Since the TIP preview on April 15, 2025, staff updated several transportation project budgets and timelines to align with the City's Water Supply Pipeline (90.40.0032) project timeline and to keep the Street Fund balance positive through 2029. Updates are summarized below and shown in blue text in Exhibit 3.

Construction of the City's Water Supply Pipeline project is anticipated to be completed in 2026. Staff updated the timing and budget of the Gallagher Hill Road Overlay and Sidewalk Improvements (90.20.0008 and 90.20.0009), SE 40th Street Overlay and Sidewalk Improvements (90.20.0010 and 90.20.0006), and SE 36th Street Overlay (90.20.0023) to complete the remainder of the design and all construction in 2026. This allows for surface improvements to directly follow all underground work. Much of this construction was previously planned for 2027 when the schedule for the Water Supply Pipeline was less refined.

These changes will require a revision to the 2025-2026 Capital Improvement Program (CIP) budget in the amount of \$2,904,231. See table 1 below for details.

Table 1

Projects funded by the Street Fund		Adopted Budget 2026	Proposed TIP Updates 2026	Additional Budget Authority
90.20.0006	SE 40th Street Sidewalk Improvements	\$ 85,025	\$ 1,114,146	\$ 1,029,121
90.20.0008	Gallagher Hill Rd Overlay	79,841	587,549	507,708
90.20.0009	SE 40th Street Sidewalk Improvements	105,763	601,938	496,175
90.20.0010	SE 40th Street Overlay (88th to 93rd)	52,881	418,370	365,489
90.20.0023	SE 36th Street Overlay	-	678,620	678,620
90.20.0034	NMW Sidewalk Imp	172,883	-	(172,883)
Proposed 2026 Budget Adjustments				\$ 2,904,231

Table 1 also includes budget revisions for the North Mercer Way Sidewalk Improvements (90.20.0034) project. Staff shifted this project from 2026 to 2027 to align with the North Mercer Way Overlay (90.20.0015), decreasing the proposed 2026 budget adjustments by \$172,883.

To help maintain a positive Street Fund balance through 2029, West Mercer Way Resurfacing (90.20.0021), 78th Avenue SE Overlay and Sidewalk Improvements (90.20.0026 and 90.20.0029), SE 24th Street Overlay and Sidewalk Improvements (90.20.0027 and 90.20.0028), and West Mercer Way Overlay (90.20.0033) were all shifted out one year. These arterial streets currently have a Pavement Condition Index (PCI) value in the Fair to Satisfactory range and will remain sufficient for another year. PCIs are anticipated to decline in the years leading up to the overlay projects. New PCI data will be collected in the Fall of 2025. This new data will help staff prioritize the paving of these arterial streets.

NEXT STEPS

With the adoption of the 2026-2031 Transportation Improvement Program (TIP) on June 17, staff will:

- Submit the TIP to the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1, 2025.

- Proceed with the project work accelerated to coincide with the City's Water Supply Pipeline (90.40.0032) as outlined in this agenda bill.

RECOMMENDED ACTION

Continue public hearing and adopt the 2026-2031 Transportation Improvement Program as shown in Exhibit 3 and authorize an increase of \$2,904,231 in Street Fund expenditures in 2026.

Log #	Category	Location	Comment/Question	Staff Response
1	Other Transportation Project	North Mercer Way and 84 th Avenue SE	<p>There is a tree leaning over the sidewalk and the roadway near the corner of North Mercer Way and 84th Avenue SE.</p> <p>I have mentioned this last year to the city. They referred me to the arborist. He replied that he has examined the tree and is satisfied with the strong root system. Any tree leaning that much over a sidewalk and roadway will eventually come crashing down and can hit people or cars.</p> <p>Thank you for keeping our roads safe. We had 2 trees coming down along North Mercer Way during the wind storms a few months ago.</p> <p>Please remove that tree and plant 1 or 2 new trees like they did when they replaced the sewer system along North Mercer Way.</p>	Not related to TIP annual update. Please submit service requests through the City's online tool: https://www.mercerisland.gov/publicworks/page/submit-service-request
2	Pedestrian and Bicycle Project	72 nd Avenue SE north of SE 24 th Street	72 nd Ave SE needs proper pedestrian footpaths. The current path is not separated from the roadway and frequently blocked by vehicles, trash collection etc forcing people to walk in the street. The road is also not striped and not a consistent width, causing drivers, cyclists and pedestrians to interact unsafely. This road has become extremely busy in the years I've lived here.	City staff to evaluate through Neighborhood Traffic Program.
3	Pedestrian and Bicycle Project	East Mercer Way and I-90	I'm wondering how much longer the North Mercer bike path by the East Mercer Way exit (westbound off I-90) is going to be closed. It's dangerous having to turn south and merge with heavy traffic onto East Mercer Way rather than continuing west/straight on the bike path when coming from Bellevue.	Updates regarding the North Mercer Island/Enatai Sewer Upgrade project can be found on King County's website: https://kingcounty.gov/en/dept/dnrp/waste-services/wastewater-treatment/capital-projects/north-merc-island-enatai-sewer-upgrade
4	Pedestrian and Bicycle Related Project	86 th Avenue SE and Island Crest Way	Feedback from meeting with MISD: consider adding 86 th Avenue SE Sidewalk Improvements (SE 42 nd Street to Island Crest Way) to the project list.	Staff to move the project to funding in 2032 during next year's update of the TIP.
5	Pedestrian and Bicycle Related Project	SE 27 th Street and 76 th Avenue SE	This is a common place for people to cross the street, even though there is no crosswalk. Please add a safe crossing here.	This location does not meet the City's crosswalk installation criteria due to nearby crossings to the east and west. The mid-block crossing to the west will be enhanced with a rectangular

Log #	Category	Location	Comment/Question	Staff Response
				rapid-flashing beacon (RRFB) in 2026.
6	Pedestrian and Bicycle Related Project	SE 27 th Street and 77 th Avenue SE	The intersection at 27th St and 77th Ave should have automatic walk signals. This would encourage walking in the Town Center and discourage jaywalking, which is very common here.	In fall 2024, new pedestrian pushbuttons were installed in the Town Center, which activate pedestrian cycles once pressed. City staff plan to monitor usage of the new pedestrian pushbuttons as the light rail station opens and may consider changes to signal timings.
7	Pedestrian and Bicycle Related Project	SE 27 th Street and 80 th Avenue SE	As I understand a new traffic light is being added at 27th St and 80th Ave- please configure it with automatic pedestrian walk signals. This is right next to the light rail station and will have very high pedestrian throughput. Automatic walk signals would improve safety and encourage use of the transit station.	Signal timings to be evaluated upon completion of the signal project.
8	Pedestrian and Bicycle Related Project	Island Crest Way and SE 40 th Street	Crossing this intersection as a pedestrian or cyclist is unnecessarily dangerous and time consuming. This make getting to school for a large portion of the island that lives west of island crest.	City staff to review signal timings with King County Signal Technicians (maintain and operate City-owned signals).
9	Pedestrian and Bicycle Related Project	77 th Avenue SE south of SE 27 th Street	Please configure 77th Ave similarly to 78th Ave. 78th is excellent- the medians discourage speeding and allow for safe pedestrian crossing, while also providing shade.	Feedback may be considered when 77 th is scheduled for resurfacing.
10	Pedestrian and Bicycle Related Project	77 th Avenue SE south of SE 27 th Street	Please improve the bike lane here. It would be great to see the bike lane at the same level as the sidewalk, similar the bike lane at 7th and Blanchard in Seattle. At the very least, greater protection, such as a buffer, is needed.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
11	Other Transportation Project	SE 27 th Street and 76 th Avenue SE	Please rethink the 27th St bend. This street is set up like an arterial even though it has high pedestrian and bike activity. It would be safer to make cars take a turn at the 27th St and 76th Ave intersection.	27 th realignment studied by City staff in the 2023-2024 biennium.
12	Pedestrian and Bicycle Related Project	SE 27 th Street and 76 th Avenue SE	Please narrow the length of the existing crosswalk at this intersection. It's quite wide for a minor neighborhood street, which encourages cars to drive quickly through this residential area.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.

Log #	Category	Location	Comment/Question	Staff Response
13	Pedestrian and Bicycle Related Project	SE 26 th Street and I-90	The offramp to SE 26 th St should be controlled by a signal. Currently, cars are exiting the freeway at 40+ mph, right into the path of pedestrians and cyclists using the I-90 trail. The slip lane should probably be closed.	City staff to share comment with WSDOT.
14	Pedestrian and Bicycle Related Project	Island Crest Way and I-90	Could you elevate the crosswalk here? This would encourage drivers to slow down at the slip lane, which also is a frequent pedestrian crossing point. Alternatively, close the slip lane or control it via a signal.	City staff to share comment with WSDOT.
15	Other Transportation Project	78 th Avenue SE and SE 29 th Street	Could you make this an all-way stop? This would improve safety while having minimal impact on throughput in this area where speed is already restricted.	City staff to evaluate through Neighborhood Traffic Program.
16	Pedestrian and Bicycle Related Project	SE 68 th Street east of 84 th Avenue SE	An additional crosswalk needs to be added on 68 th between Island Crest and 84 th . Because of crosswalks only existing at these aforementioned intersections, people tend to jaywalk either here, where this pin is, or at the next intersection.	City staff to evaluate through Neighborhood Traffic Program.
17	Pedestrian and Bicycle Related Project	76 th Avenue SE and SE 24 th Street	Could you narrow the pedestrian crossing at this intersection? The corners have a very large radius, which encourages cars to drive very quickly. It would be nice to see the corners squared off and have both 24 th St and 76 th Ave reduced from 3 lanes to 2.	City staff to consider when ramps are upgraded through ADA Transition Plan Implementation.
18	Pedestrian and Bicycle Related Project	Island Crest Way south of SE 62 nd Street	There needs to be improvements to the sidewalk/trail on the west side of Island Crest Way between Island Park and Pioneer Park. At the very least, make those bus stops ADA accessible.	Phase 1 of the Shared Use Path is planned for construction in 2027, spanning from Island Park Elementary to SE 60 th Street.
19	Other Transportation Project	SE 68 th Street and 84 th Avenue SE	The intersection here should be raised to sidewalk level. This would force drivers to pay more attention to pedestrians, animals, and cyclists. Furthermore, the slip lane here should be removed and trucks should be rerouted to exit via the same way Metro buses exit.	Reflectorized post-sleeves and diagonal down arrows have been installed within the last year to increase visibility of stop-control at the intersection. Additional safety improvements to be considered at this intersection when the ramps are scheduled for ADA upgrades as part of ADA Transition Plan Implementation.
20	Other Transportation Project	Sound Transit Park and Ride	Allow for collaboration with King County Metro to improve intra-island transit service. Ideally, service should be restored to somewhere similar to pre-2014 levels.	City staff to continue coordination with KC Metro.

Log #	Category	Location	Comment/Question	Staff Response
			However, Mercer Island presents an opportunity where Metro Flex may work better than in other zones.	
21	Pedestrian and Bicycle Related Project	West Mercer Way west of 81 st Avenue SE	Outside of a small stretch of sidewalk on school district property, there is no separated sidewalk on West Mercer Way close to its eponymous school. I don't think kids being turned into mulch due to a lack of a sidewalk is a good idea, so maybe it's due time for a repave.	Pavement marking and signage improvements to be installed through Neighborhood Traffic Program. Also to be evaluated following the PBF Plan update.
22	Pedestrian and Bicycle Related Project	East Mercer Way north of SE 39 th Street	Mercer Way is very well-known in the area for being a beautiful cycle route. However, the best this road has to offer in cycle amenities is a sharrow. This, plus the width of the road, causes traffic congestion, puts stress on bikers, and can cause serious injury or even death in the most severe cases. There should be dedicated bike lanes that aren't just sharrows so people cycling can do so more safely.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
23	Other Transportation Project	SE 68 th Street and 82 nd Avenue SE	Stop signs should be added to this intersection.	City staff to evaluate through Neighborhood Traffic Program.
24	Pedestrian and Bicycle Related Project	84 th Avenue SE south of SE 78 th Street	The sidewalk here should be paved. The sidewalk on the rest of the road is paved and separated, but this sidewalk here is only grade separated.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
25	Other Transportation Project	86 th Avenue SE south of SE 73 rd Street	The off-leash area leads directly into the road with no barriers to stop an errant dog from getting obliterated by a passing car. There should at least be a barrier between the off-leash area and the road, or traffic needs to be restricted to this road.	Comment to be shared with Mercer Island Parks Department.
26	Pedestrian and Bicycle Related Project	84 th Avenue SE and SE 24 th Street	Redesign this intersection to make it safer for bikers. If there is a sign under the stop sign that tells drivers to "please respect" bikers and stop for the blind corner, then chances are that intersection needs to be redone.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
27	Pedestrian and Bicycle Related Project	SE 24 th Street west of 84 th Avenue SE	This segment is a common bike detour. Bicycle protection or separation from traffic in this location would make mercer safer	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
28	Other Transportation Project	SE 24 th Street and 81 st Avenue SE	A four way stop is necessary here as sight lines and safety at this intersection have been consistently far worse than nearly any other part of the island. I have personally seen several accidents at this intersection in the past year and change is necessary to avoid any more harm.	City staff to evaluate through Neighborhood Traffic Program.

Log #	Category	Location	Comment/Question	Staff Response
29	Pedestrian and Bicycle Related Project	80 th Avenue SE south of SE 37 th Street	Bike lane should be added to this road as opposed to a simple shoulder	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
30	Pedestrian and Bicycle Related Project	80 th Avenue SE south of SE 37 th Street	Paved sidewalk should be added as opposed to a road shoulder.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
31	Pedestrian and Bicycle Related Project	Island Crest Way north of SE 68 th Street	Please create/improve the bike path on Island Crest Way between 53rd and 68th St. This project has been planned for decades yet not implemented. It's currently very unsafe to ride a bike north-south in this area, despite being right next to the school, parks and new bike skills area.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.
32	Other Transportation Project	78 th Avenue SE and SE 24 th Street	Mirror for approaching traffic on 78th Ave SE	City staff do not install mirrors within right-of-way due to the distorted image it creates. Residents may install mirrors on private property if desired.
33	Other Transportation Project	East Mercer Way and I-90	<p>I think this TIP is the right time to begin thinking about a master plan under the TIP and TCO for systemically important intersections that looks at truthful current traffic levels of service, likely future development, and likely future levels of service/traffic at these intersections so all the stakeholders can come together to determine how to allocate a limited amount of traffic capacity.</p> <p>The whole point of a TCO is that a city does not end up with a situation like at I-90 and E. Mercer Way pre-pandemic in which a lack of future planning results in a dysfunctional intersection that then causes dysfunction to other intersections downstream. It is just that the first come/first served approach to a TCO does not work well for systemically important intersections that will have a lot of future development.</p>	Traffic impact analyses are performed as part of development projects.
34	Pedestrian and Bicycle	Varies	Please pass along the following comments to the MI City Council, City Manager, and any other relevant staff.	Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use

Log #	Category	Location	Comment/Question	Staff Response
	Related Project		<p>On behalf of NIM (Neighbors in Motion) and myself, I offer the following comments on the proposed TIP for 2025-2030.</p> <p>Qualified support for project 90.25.0013. This project would fund an engineering study for a safe pedestrian/bicycle route along ICW from 53rd SE to SE 68th. But the study would not be funded until 2030. This missing link of the north-south ped/bike route has been in the City's PBF plans since at least 1996—almost 30 years ago. The City did a study on the corridor in 2023. NIM has ideas on how to improve that study's recommendations, which would reduce the cost of completing the gap and dramatically reduce the number of affected trees. We are anxious to share those ideas with City staff.</p> <p>Several factors will contribute to the increased use of the ICW missing link: increased use of e-bikes and scooters, the opening of the light rail station, the bike safety area, etc. Delaying the study for another 5 years only serves to increase the risk of injury along the corridor.</p> <p>Qualified support project 90.25.0018. A revised PBF plan may be overdue, but it is not nearly as overdue as completing the ICW missing link. Funding another PBF study now is wasteful. The funds are better spent on long-overdue projects. It makes more sense to revise the PBF plan after the light rail station is opened and the ICW missing link is completed.</p> <p>Support for project 90.25.0016, which would complete paving the shoulders along the Mercers, on EMW at the south end of the island. Although some may consider this a bicycle safety improvement, it is not a dedicated bicycle lane. It also benefits walkers and drivers, as well as residents who use the shoulder to park cars, place garbage bins, etc.</p> <p>Numerous projects would improve pedestrian safety, add or enhance crosswalks for the disabled, etc. NIM supports those.</p> <p>Thank you for considering my comments, and for your service to the island. Kirk Griffin 7845 SE 73rd Place MI, WA 98040</p>	<p>path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p>

Log #	Category	Location	Comment/Question	Staff Response
35	Pedestrian and Bicycle Related Project	Various	Please advance funding for the ICW missing link study (Project #90.25.0013) to improve safety sooner. I urge the council to prioritize overdue projects like the ICW missing link over additional planning studies. The Mercers shoulder paving project is vital for safety and benefits all residents—please ensure it moves forward. Respectfully, Jose Oncina	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs. Thank you for informing the City of support for these projects.
36	Pedestrian and Bicycle Related Project	Island Crest Way near SE 61 st St	Please add dedicated bicycle lanes separated from traffic in this corridor!	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
37	Pedestrian and Bicycle Related Project	Various	<p>Suggestions for improving the TIP</p> <p>**1. Island Crest Way (ICW) Missing Link (Project #90.25.0013)** - Begin construction for a safe pedestrian/bicycle route from 53rd SE to SE 68th much sooner than 2030. The need for this route has been identified since 1996, and delays increase the risk of injuries along this corridor as usage grows with e-bikes, e-scooters, and the light rail station.</p> <p>**2. PBF Plan Update (Project #90.25.0018)** - Reschedule the PBF plan after the light rail station opens and critical projects are completed. Use funds from this study to build long-overdue projects like the ICW missing link.</p> <p>**3. Shoulder Paving on the Mercers (Project #90.25.0016)** - Complete the shoulders on EMW at the south end of the island. The shoulders benefit a wide range of users—cyclists, pedestrians, motorists, and adjacent residents.</p> <p>**4. City Center Pedestrian Safety Projects** - Move ahead with the proposed crosswalks, improved accessibility, and pedestrian safety projects. Keep the only bicycle lanes in the town center along 77th Ave SE which are the main connectors to the light rail station and it's covered bicycle parking.</p>	<p>Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p>

Log #	Category	Location	Comment/Question	Staff Response
				Thank you for informing the City of support for these projects.
38	Pedestrian and Bicycle Related Project	Island Crest Way	<p>Dear Cycling Neighbors,</p> <p>The City Council is reviewing the TIP (Transportation Improvement Program) for 2025-2030, and now is the time to advocate for projects that can make a real difference in our community. We fully support Jim Stanton's "Let's Talk" mail on this, but our punctuation is the following:</p> <p>-We request that the City advance funding for the ICW missing link Study (Project #90.25.0013) to improve safety sooner. We urge the City Council to prioritize overdue projects like the ICW missing link over additional planning studies. A Bike/pedestrian path on Island Crest is long overdue and would provide facilities for the benefit of cyclists, pedestrians, e-bike commuters and the growing number of e-scooter riders on the Island.</p> <p>-The Mercers shoulder paving project is vital for safety and benefits all residents—please ensure it moves forward.</p> <p>Thank You, Jeff & Suzanne Koontz</p>	<p>Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p> <p>Thank you for informing the City of support for these projects.</p>
39	Pedestrian and Bicycle Related Project	Various	<p>Dear Council Members,</p> <p>I lived on Mercer Island for years and have ridden my bike for many many more years on the island-buying lunch, groceries, coffee and fish n chips everytime after my rides. Biking brings your businesses money, and now I ask that you get with it and enhance safety for all of us.</p> <p>**1. Island Crest Way (ICW) Missing Link (Project #90.25.0013)**</p> <p>- Request the construction for a safe pedestrian/bicycle route from 53rd SE to SE 68th to be funded *sooner than 2030*.</p> <p>- This route has been planned since 1996, and delays increase the risk of injuries along this corridor as usage grows with e-bikes, scooters, and the light rail station.</p>	<p>Island Crest Way Corridor Improvements (90.25.0013) – Design work for the shared use path (phase 1), SE 53rd Place, and SE 68th Street are all underway and will be completed by the end of 2026. Construction of the shared use path (phase 1) is proposed for moving up to 2027 from 2030 since the City successfully received a grant last</p>

Log #	Category	Location	Comment/Question	Staff Response
			<p>**2. PBF Plan Update (Project #90.25.0018)**</p> <ul style="list-style-type: none"> - Use funds from this study to build long-overdue projects like the ICW missing link. - Reschedule the PBF plan after the light rail station opens and critical projects are completed. <p>**3. Shoulder Paving on the Mercers (Project #90.25.0016)**</p> <ul style="list-style-type: none"> - Support completing this project on EMW at the south end of the island. It benefits a wide range of users—cyclists, pedestrians, drivers, and residents. <p>**4. City Center Pedestrian Safety Projects**</p> <ul style="list-style-type: none"> - Back efforts to enhance crosswalks, improve accessibility, and prioritize pedestrian safety. <p>Enjoyment of our island via biking and walking is here to stay. It is time for Council to ensure everyone can be safe while getting exercise and socializing in the beautiful outdoors.</p> <p>Don't you want to have your family be safe while they ride their bike or go for a walk? No brainer, right.</p> <p>Thank you for supporting safer roads.</p>	<p>year covering over half of the design and construction costs.</p> <p>PBF Plan Update (90.25.0018) – The update is planned for 2026-2027 following the opening of the light rail station. 80% of the estimate cost is covered by a grant.</p> <p>Thank you for informing the City of support for these projects.</p>
40	Pedestrian and Bicycle Related Project	Island Crest Way	please prioritize the completion of project #90.25.0016, the Island Crest "missing link"	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.
41	Other Transportation Project	Various	The most frequent reason for roads to be unusable is power-lines and trees. They money should be spent putting power lines underground.	Thank you for your feedback.

Log #	Category	Location	Comment/Question	Staff Response
42	Pedestrian and Bicycle Related Project	SE 40 th Street and East Mercer Way	improve visibility and/or provide clear protected sidewalk for pedestrians. Cars coming from 40th looking to make a right-hand turn onto EMW often overshoot the white line while looking to their left (for cars) instead of right (for pedestrians). with the absence of sidewalk or any shoulder on the east side of EMW, pedestrians are forced to walk northbound on the west side of WMW, where drivers do not expect them.	City staff to evaluate through Neighborhood Traffic Program.
43	Pedestrian and Bicycle Related Project	East Mercer Way	reduce (and enforce) speed limit on mercer ways to 20 or 25 mph. It's a big problem once EMW straightens out; drivers who have been trailing cyclists for miles suddenly see their opportunity to pass and gun it - often making dangerous passes with slim margins of error between both them and the cyclists and oncoming traffic.	To be evaluated as part of the Transportation Action Plan.
44	Pedestrian and Bicycle Related Project	North Mercer Way	grade-separate the I-90 trail where it crosses in front of the P&R, and create a clear "bus island" for boarding, with clear crossing points for peds to/from the buses. The current situation is quite dangerous, with many blind spots where peds may step out into the bicycle path, obvious to the traffic coming through at 15 mph, sometimes faster. Proper infrastructure will both maintain speed for cyclists as well as keeping people safe.	The Park and Ride frontage is undergoing new pavement markings to help delineate pedestrian and bicycle paths, and increase visibility.
45	Pedestrian and Bicycle Related Project	SE 24 th Street and 78 th Avenue SE	Fence here obscures view of WB cyclists coming from 24th st to merge onto I-90 trail. Would also benefit from an explicit yield sign, reminding cyclists from 24th that they should yield to those already on the i-90 trail	City staff to evaluate through Neighborhood Traffic Program.
46	Pedestrian and Bicycle Related Project	North Mercer Way and SE 26 th Street	re-locate and/or automate the crosswalk button for cyclists. EB cyclists should keep right on the path, but then the button is located on a pole on the left and actually a bit to the east of the crosswalk. So it's not convenient as you have to actually back up your bike after pressing the button, to then wait and cross. As a result, many cyclists just run the light.	WSDOT owned and operated traffic signal.
47	Pedestrian and Bicycle Related Project	I-90 trail near Shorewood Dr	eliminate the confusing stop sign on the trail. out of date photo, but some variant of this still exists. If anyone should be stopping, it's the cars - not cyclists/pedestrians who have just struggled up an enormous hill. Cyclists/pedestrians have right of way over cars; this stop sign suggests they do not. If anything, put the stop sign on Shorewood Dr and require the users of the local road to stop - instead of stopping people on the major east-west commuter route. I-90 trail is the ONLY way for bikers and peds to cross the lake; it should be prioritized over local traffic. Prioritizing this would also keep cyclists on the I-90 trail more instead of deviating onto NMW. Alternatively, a protected path along NMW would be less elevation gain for cyclists - so if we built that out properly, then this cross could probably be left as a regular ped crossing without the added sign.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.

Log #	Category	Location	Comment/Question	Staff Response
48	Pedestrian and Bicycle Related Project	I-90 trail near N Mercer Way	better protect this crossing to make clear to cars that that should yield and allow cyclists to cross at prevailing speed (15 mph), rather than making a stop. Current intersection design requires cyclists to stop or bunny-hop the curve - former of which is inconvenient, latter of which is unsafe for everyone. Provide a protected way for cyclists to proceed East-West at speed.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
49	Other Transportation Project	E Mercer Way and Jewish Communicat or Access Rd	EMW has very prominent crosswalks with stripes and signage, but the JCC/FASPS driveway does not. This creates a lot of confusion in both directions. Some drivers on EMW slowing, thinking they're supposed to yield to traffic coming out of JCC/FASPS - which is probably fine. Except that then some drivers coming out of JCC/FASPS pull out even though it's not clear, assuming EMW will yield to them (or they just get sick of waiting). 5-10 times a year I have to slam my brakes for such a driver. 1) strip the north-south crosswalk in front of FASPS/JCC drive 2) add the fluorescent yellow signage for that crosswalk 3) add a proper STOP sign coming out of FASPS/JCC driveway, to remind them that they must STOP and YIELD to EVERYONE on EMW - peds, bikes, cars. All of those users have right-of-way over someone pulling out from a private driveway under WA law.	City staff to evaluate through Neighborhood Traffic Program.
50	Pedestrian and Bicycle Related Project	SE 28 th Street and Island Crest Way	am I crazy person, or does this signal have a detector that does NOT recognize bikes waiting on 28th street? If I'm alone here on a bike, i wait forever and have to go hit the ped button. If I'm in a car or car pulls up behind me, it seems like the cycle goes pretty quick.	City staff to share comment with WSDOT.
51	Other Transportation Project	80 th Avenue SE and SE 27 th Street	make this a roundabout? not a traffic engineer, but 4-way stop with addition of turn lanes - so like 7 other cars to be watching, as well as bikes + peds, doesn't seem optimally efficient or safe.	Sound Transit is currently constructing a traffic signal at this intersection.
52	Pedestrian and Bicycle Related Project	Various	Please prioritize the ICW bicycle/pedestrian "missing link" project that has been under discussion for literally decades. Similarly, please complete the shoulder widening project on East Mercer Way as soon as possible, and continue to expand safe bike lines in and around our Town Center. Mercer Island is far behind neighboring communities in making bicycle lanes a priority. The huge growth in e-bikes and e-scooters has only increased the need for well-designed bike lanes that allow children and adults to safely navigate our Island.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. The shoulder widening project is also scheduled for completion in 2027.
53	Pedestrian and Bicycle Related Project	Mercerwood Drive	I wish to express my support for 90.25.0030 Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE) as it adds sidewalk on one side of Mercerwood Drive. Our family walks along the shoulder of Mercerwood's north side and adding a sidewalk to that section of road makes sense. I would oppose the	Thank you for your feedback. In future years if the Mercerwood Drive Ped Improvements (96th Avenue SE to East Mercer Way)

Log #	Category	Location	Comment/Question	Staff Response
			unfunded "Mercerwood Drive Ped Improvements (96th Avenue SE to East Mercer Way)" as written because it adds a "pedestrian facility" to both sides of the road. For a little part east of 96th, there is a wide shoulder available, but once a little bit past 97th until the street makes its 180 degree turn, there is minimal currently existing shoulder area. Going from 0 to 2 in my opinion would have an outsized impact on residents here. I would suggest the City looks into having a pedestrian facility on the (generally) north side of Mercerwood Drive for a minimal change to the identified project. For a larger change to the proposed project, based on the stated intent to connect 40th and EMW, perhaps the trail and stairs bridging the gap on 40th could be updated and that section of 40th, which is less-winding and has more space for less cars, could be considered for pedestrian facilities. It also benefits from creating a more-direct path from the schools to the SJCC and the shoulder along EMW would still provide a path to the Shoreclub.	project is added to the six-year project list, scope changes will be considered.
54	Pedestrian and Bicycle Related Project	Varies	I write in support of the proposed/draft TIP. In particular, I support accelerating work on the north-south bike/ped trail, which is literally decades overdue. Other positive areas are continuing to pave the shoulders on the Mercers; replacing many road sections with HMA; and the proposed pedestrian/sidewalk improvements. Thanks again for your service.	Thank you for your feedback.
55	Other Transportation Project	Island Crest Way north of SE 58 th St	Please complete the missing link. However, the 12.5' lane widths that appear in current designs reflect dated standards that increase risk and will require the removal of land scaping. Based on AASHTO (American Association of State Highway and Transportation Officials), NACTO (National Association of City Transportation Officials), and Transportation Research Board - the lane widths should be 11' in width to accommodate bus operations. AASHTO (cited in John Hopkins - Narrow Lanes Save Lives: https://narrowlanes.americanhealth.jhu.edu/ NACTO: https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/#:~:text=1Lane%20width%20should%20be,urban%20settings%20while%20discouraging%20speeding . TRB: https://nap.nationalacademies.org/catalog/26788/roadway-cross-section-reallocation-a-guide Please follow best practices - it will increase green space, safety, and decrease costs.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Travel lanes will not be impacted by the shared use path.
56	Other Transportation Project	Island Crest Way and SE 68 th Street	Please install the roundabout as identified in ICW study - quick build options are readily available and cheap to implement compared to permanent construction.	Staff are progressing with the all-way stop pedestrian improvements. The roundabout option would extend roadway pavement into Pioneer Park,

Log #	Category	Location	Comment/Question	Staff Response
				which does not comply with the new Open Space Zone code.
57	Pedestrian and Bicycle Related Project	East Mercer Way	As a 30 year resident of MI, I am writing to nudge city council to prioritize the completion of the bike lane on East Mercer way south of Clark Beach. This is an area utilized extensively by walkers and bikers. Many pedestrians are walking to Clark Beach as well as the Beach Club. It is my hope that this work can be completed this year.	Completion of the Mercer Way shoulders project is scheduled for 2027.
58	Pedestrian and Bicycle Related Project	Mercer Ways	I would like to suggest one small improvement to increase safety for both cars and cyclists. It is much safer to cycle/ride clockwise around the island than the opposite direction (counter clockwise) because of the increased shoulder width on the inside of West Mercer, North Mercer, East Mercer and South Mercer Way. I believe it would be very beneficial for the City to post signage at the entrances to the island (coming westbound from the East Channel Bridge and from the I-90 Eastbound bike lane) indicating or strongly suggesting that it is safer to ride in a clockwise direction. It's not as scenic, but it is a lot safer and would help traffic flow as well!	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
59	Pedestrian and Bicycle Related Project	Island Crest Way	Island Crest Way is such a disappointment! This is the main north-south connection and in places it barely has sidewalks, and those are often poorly maintained.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.
60	Pedestrian and Bicycle Related Project	Island Crest Way	land Crest Way is a disappointment for cyclists too! It should have modern bike lanes because as of now it looks like Mercer Island is supposed to be only for cyclists doing The Loop which is absolutely useless if you are a commuter visiting friends or businesses.	The first phase of the shared use path on Island Crest Way between SE 60 th Street and Island Park Elementary construction is accelerated to 2027 during this year's update of the TIP. Additional phases to be added in upcoming TIPs.

Log #	Category	Location	Comment/Question	Staff Response
61	Pedestrian and Bicycle Related Project	SE 27 th Street west of 80 th Avenue SE	Upgrade a widen sidewalk.	Sidewalk upgrades are currently underway through Sound Transit's signal project at the SE 27 th Street & 80 th Avenue SE intersection and the City's Town Center Parking Facility project on SE 27 th Street.
62	Pedestrian and Bicycle Related Project	Mercerdale Park	upgrade sidewalk, as there are cracks and uneven parts throughout the path.	Path maintained through the Parks department.
63	Pedestrian and Bicycle Related Project	76 th Avenue SE and North Mercer Way	finish upgrading sidewalk and corner.	The corner will be upgraded through Sound Transit's signal project construction.
64	Pedestrian and Bicycle Related Project	North Mercer Way west of 76 th Avenue SE	Add sidewalk.	To be evaluated following the Pedestrian and Bicycle Facilities (PBF) Plan update.
65	Pedestrian and Bicycle Related Project	SE 27 th Street and 80 th Avenue SE	Would be easier to have a walkway bridge here, especially in light of the light rail coming.	Sidewalk upgrades are currently underway through Sound Transit's signal project at the SE 27 th Street & 80 th Avenue SE intersection and the City's Town Center Parking Facility project on SE 27 th Street.

Street Fund Financial Forecast

2026-2031

Item 12.

RESOURCES	2025B	2026F	2027F	2028F	2029F	2030F	2031F
Beginning Fund Balance	\$ 2,825,066	\$ 6,191,900	\$ 4,173,430	\$ 2,086,308	\$ 2,313,481	\$ 280,901	\$ (4,743,197)

REVENUES							
Appropriated Fund Balance	80,397	1,592,397	-	-	-	-	-
Real Estate Excise Tax	1,677,633	1,821,094	1,875,727	1,931,999	1,989,959	2,049,657	2,111,147
Fuel Tax	475,000	475,000	470,250	465,548	460,892	456,283	451,720
Transportation Benefit District (TBD)	367,866	367,866	367,866	367,866	367,866	367,866	367,866
State Grants	118,000	-	743,007	-	-	-	-
Federal Grants	53,497	213,497	240,000	80,000	-	-	-
Transportation Impact Fees	66,000	66,000	66,000	66,000	66,000	66,000	66,000
Tree Replacement Fee	22,530	-	-	-	-	-	-
Miscellaneous Revenues	34,000	34,000	34,000	34,000	34,000	34,000	34,000
Mitigation - Sound Transit	2,419,544	-	-	-	-	-	-
Interfund Transfers	240,000	527,692	663,292	533,249	482,348	744,914	429,000
Total Revenues	5,554,467	5,097,546	4,460,142	3,478,662	3,401,065	3,718,720	3,459,733
Total Street Fund Resources	8,379,533	11,289,446	8,633,572	5,564,969	5,714,545	3,999,621	(1,283,464)

EXPENDITURES							
A. Residential Streets Preservation Program	940,000	974,677	1,008,120	1,040,415	1,071,635	1,101,853	1,132,071
B. Arterial Street Improvements	78,000	2,618,777	950,849	519,794	2,554,105	1,455,037	877,739
C. Pedestrian & Bicycle Facilities - New	456,000	2,567,986	2,197,291	444,268	1,234,774	4,873,454	489,011
D. TIP Other	225,000	433,300	1,851,843	690,579	-	723,184	-
E. Operations Other	488,633	521,275	539,161	556,433	573,130	589,291	605,452
Total Expenditures	2,187,633	7,116,015	6,547,264	3,251,488	5,433,645	8,742,818	3,104,273
Ending Fund Balance (including reserves)	\$ 6,191,900	\$ 4,173,430	\$ 2,086,308	\$ 2,313,481	\$ 280,901	\$ (4,743,197)	\$ (4,387,737)

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Six-Year Transportation Improvement Program

Detail of Proposed Expenditures

2026-2031

Item 12.

Projects	Project ID	Lead	2026F	2027F	2028F	2029F	2030F	2031F	Total
Preservation and Maintenance Projects									
A. Residential Streets Preservation Program									
Residential Street Resurfacing	90.20.0001	Street Engineer	974,677	1,008,120	1,040,415	1,071,635	1,101,853	1,132,071	6,328,772
A. Subtotal Residential Streets Preservation Program			974,677	1,008,120	1,040,415	1,071,635	1,101,853	1,132,071	6,328,772
B. Arterial Street Improvements									
Arterial Preservation Program	90.20.0002	Street Engineer	80,877	83,755	86,632	89,510	92,387	95,356	528,518
Gallagher Hill Road Overlay (SE 36th to SE 40th Street)	90.20.0008	Street Engineer	587,549	-	-	-	-	-	587,549
SE 40th Street Overlay (88th to 93rd Avenue SE)	90.20.0010	Street Engineer	418,370	-	-	-	-	-	418,370
SE 27th Street Overlay (76th Avenue SE to 80th Avenue SE)	90.20.0014	Street Engineer	692,643	-	-	-	-	-	692,643
North Mercer Way Overlay (8400 Block to SE 35th Street)	90.20.0015	Street Engineer	-	829,512	-	-	-	-	829,512
76th Avenue SE & NMW Overlay	90.20.0017	Street Engineer	160,718	-	-	-	-	-	160,718
East Mercer Way Overlay (SE 36th to SE 40th Street)	90.20.0019	Street Engineer	-	37,582	433,162	-	-	-	470,744
West Mercer Way Resurfacing (SE 56th to EMW)	90.20.0021	Street Engineer	-	-	-	2,464,595	-	-	2,464,595
SE 36th Street Overlay (Gallagher Hill Rd to EMW)	90.20.0023	Street Engineer	678,620	-	-	-	-	-	678,620
78th Ave SE Overlay (SE 40th Street to WMW)	90.20.0026	Street Engineer	-	-	-	-	559,036	-	559,036
SE 24th Street Overlay (72nd Avenue SE to 76th Avenue SE)	90.20.0027	Street Engineer	-	-	-	-	698,795	-	698,795
West Mercer Way Overlay (I-90 to SE 24th Street and 32nd to 28th)	90.20.0033	Street Engineer	-	-	-	-	104,819	782,382	887,201
B. Subtotal Arterial Street Improvements			2,618,777	950,849	519,794	2,554,105	1,455,037	877,739	8,976,301
New Construction Projects									
C. Pedestrian & Bicycle Facilities - New									
ADA Transition Plan Implementation	90.20.0003	Transp. Engineer	259,223	268,445	277,668	286,890	296,113	305,632	1,693,970
Traffic Safety and Operations Improvements	90.20.0004	Transp. Engineer	103,689	107,378	111,067	114,756	118,445	122,253	677,588
PBF Plan Implementation	90.20.0005	Transp. Engineer	51,845	53,689	55,534	57,378	59,223	61,126	338,795
SE 40th Street Sidewalk Improvements (Gallagher Hill to 93rd Avenue SE)	90.20.0006	Street Engineer	1,114,146	-	-	-	-	-	1,114,146
78th Avenue SE Sidewalk Improvements (SE 32nd to SE 34th Street)	90.20.0007	Transp. Engineer	77,000	881,357	-	-	-	-	958,357
Gallagher Hill Road Sidewalk Improvements (SE 36th to SE 40th Streets)	90.20.0009	Street Engineer	601,938	-	-	-	-	-	601,938
76th Avenue SE Mid-Block Crossing (SE 27th Street)	90.20.0012	Transp. Engineer	285,145	-	-	-	-	-	285,145
East Mercer Way Roadside Shoulders - Ph 11 (SE 79th Street to 8400 block)	90.20.0016	Street Engineer	75,000	475,589	-	-	-	-	550,589
81st Ave SE Sidewalk Improvement (NMW to SE 24th Street)	90.20.0020	Transp. Engineer	-	237,950	-	-	-	-	237,950
77th Ave SE Channelization Upgrades (SE 32nd Street to North Mercer Way)	90.20.0022	Transp. Engineer	-	-	-	-	63,487	-	63,487
84th Ave SE Pedestrian Improvements (SE 33rd Place to SE 36th Street)	90.20.0025	Transp. Engineer	-	-	-	328,202	-	-	328,202
SE 24th Street Sidewalk Improvements (72nd to 76th Avenue SE)	90.20.0028	Street Engineer	-	-	-	-	812,473	-	812,473
78th Avenue SE Sidewalk (SE 40th Street to WMW)	90.20.0029	Street Engineer	-	-	-	-	406,237	-	406,237
Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE)	90.20.0030	Transp. Engineer	-	-	-	229,512	1,593,087	-	1,822,599

The projects in blue text were adjusted to align with the City's Water Supply Pipeline project timeline and to keep the Street Fund balance positive through 2029.

Six-Year Transportation Improvement Program

Detail of Proposed Expenditures

Item 12.

2026-2031

Projects	Project ID	Lead	2026F	2027F	2028F	2029F	2030F	2031F	Total
Island Crest Way Crosswalk Enhancement (SE 46th Street)	90.20.0031	Transp. Engineer	-	-	-	80,329	592,226	-	672,555
SE 27th Street Sidewalk Improvements (74th to 76th Avenue SE)	90.20.0032	Transp. Engineer	-	-	-	137,707	932,163	-	1,069,870
NMW Sidewalk (Fortuna to SE 35th Street)	90.20.0034	Street Engineer	-	172,883	-	-	-	-	172,883
C. Subtotal Pedestrian & Bicycle Facilities - New			2,567,986	2,197,291	444,268	1,234,774	4,873,454	489,011	11,806,785

D. TIP Other									
ICW Corridor Improvements (SE 68th Street to SE 53rd Place)	90.20.0013	Transp. Engineer	233,300	-	-	-	723,184	-	956,484
Pedestrian & Bicycle Facilities Plan Update	90.20.0018	Transp. Engineer	200,000	200,000	-	-	-	-	400,000
ICW Shared Use Path Phase 1	90.20.00XX	Transp. Engineer	-	1,476,843	-	-	-	-	1,476,843
Transportation Action Plan	90.20.00XX	Transp. Engineer	-	100,000	100,000	-	-	-	200,000
Aubrey Davis Park Mountains to Sound Trail Lighting (Island Crest Way to Shorewood Dr)	90.25.0008	Transp. Engineer	-	75,000	590,579	-	-	-	665,579
D. Subtotal TIP Other			433,300	1,851,843	690,579	-	723,184	-	3,698,906

E. Non-TIP Operations									
Non-TIP Operations			521,275	539,161	556,433	573,130	589,291	605,452	3,384,742
E. Subtotal Non-TIP Operations			521,275	539,161	556,433	573,130	589,291	605,452	3,384,742

Total Project Costs			\$ 7,116,015	\$ 6,547,264	\$ 3,251,488	\$ 5,433,645	\$ 8,742,818	\$ 3,104,273	\$ 34,195,505
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The projects in blue text were adjusted to align with the City's Water Supply Pipeline project timeline and to keep the Street Fund balance positive through 2029.

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Project Descriptions (2026-2031)

[90.20.001] - Residential Street Resurfacing

Historically, this program consists of hot mix asphalt (HMA) overlays on an average of 1.0 mile of residential streets annually. The HMA overlay program began in 1989. Prior to that, the City's primary pavement resurfacing program was chip sealing and slurry sealing. In 2011, the City returned to using chip sealing (on a limited basis) as another tool for street pavement preservation. To date, chip seal projects have been performed in 2011, 2013, and 2018. The Residential Street Preservation Program also performs large size roadway patching, occasional crack sealing projects, and improves about one substandard street per biennium, all as the needs arise.

The City's pavement condition data is an integral part of determining the locations and schedule of future residential street asphalt overlays and chip seal work. Pavement Condition Index (PCI) data was collected in 2013, 2016, 2019 and 2022 and is planned again for collection in 2025. When PCI falls below a score of 70, staff considers a roadway for resurfacing. For roadways with resurfacing needs that also have pending utility work (storm drainage, new watermain, etc.), these roadways are typically scheduled for paving in the years following completion of that major utility work. The timing and limits of residential street resurfacing work in future TIPs may change, as determined by updated pavement condition information.

Some of the residential roadways planned for future HMA repaving are listed below. Other roadways may be added or the timing of these streets below may change based on when and where watermain construction, storm drainage construction, franchise utility work, and major housing projects occur.

- In 2026 the residential streets of SE 78th, SE 80th, and SE 82nd Streets in the neighborhood of Island Point and several streets in the First Hill neighborhood, including portions of 70th and 74th Avenues are planned for repaving. These roadway PCI ratings are in the Fair to Very Poor range. Additionally, residential paving will occur in the Mercerwood neighborhood on 93rd and 94th Avenues, following watermain improvements constructed in 2025.
- In 2027, likely residential paving work will occur in the Mercerwood neighborhood on portions of 95th, 96th, and 97th Avenues, following watermain replacement work.
- In 2028, the neighborhood streets of SE 60th and SE 61st Streets and 90th, 92nd, 93rd, and 94th Avenues (east of Island Crest Way) are planned for repaving. PCI's of these roads are in the Fair to Very Poor range.
- In 2029, potential residential streets include SE 72nd Place, 91st Ave SE, 91st Place SE and 92nd Place SE. These roadways have current PCI ratings in the Fair to Very Poor ranges.

- In 2030 the residential streets of SE 58th and SE 59th Streets and 91st Avenue (lying east of Island Crest Way) are planned for paving. These roadways have current PCI ratings in the Fair range.
- Street resurfacing to occur in 2031 will be determined during the development of the TIP in 2026, following PCI data collection in summer 2025.

Arterial Street Improvements

- **[90.20.0002] Arterial Preservation Program** work continues annually. The purpose of this program is to extend the life of arterial streets proactively, by repairing isolated pavement failure areas through crack sealing, square cut patching, and grinding and repaving of full-lane-width segments. Crack sealing extends the life of existing pavements by sealing out water intrusion.
- **[90.20.0008] Gallagher Hill Road (SE 36th Street to SE 40th Street)** is proposed for resurfacing with an HMA overlay in 2026 after water pipeline replacements. Last repaved in 1988, Gallagher Hill Road's current PCI rating is in the Fair range, but after water pipeline construction staff believes its rating will decline to Poor. Paving will be coupled with the Gallagher Hill Road sidewalk improvements [90.20.0009].
- **[90.20.0010] SE 40th Street (88th Avenue SE to 93rd Avenue SE).** This project will resurface SE 40th Street with a grind and HMA overlay process. It is planned for 2026, after completion of nearby water pipeline replacement projects. Paving will be coupled with the SE 40th Street sidewalk improvements from Gallagher Hill Road to 93rd Avenue SE [90.20.0006]. Sidewalks and bike lanes between 88th Avenue SE and Gallagher Hill Road were constructed in 2018.
- **[90.20.0014] SE 27th Street (76th Avenue SE to 80th Avenue SE)** will resurface SE 27th Street from 76th Avenue to 80th Avenue in the Town Center with a grind and HMA overlay of the existing roadway in 2026. This roadway was last resurfaced in 1994, and its current PCI is in the Fair range.
- **[90.20.0015] North Mercer Way (8400 Block to SE 35th Street).** This project will resurface North Mercer Way with an HMA overlay in 2027. Work will also include sidewalk repairs for ADA compliance and resurfacing of nearby SE 26th Street (Island Crest Way to 84th Avenue). This portion of North Mercer was last repaved in 1994 by WSDOT at the end of the I-90 freeway construction. While its PCI ratings are in the Satisfactory and Fair ranges, staff believes PCI's will drop into the Poor range by 2027, after completion of the King County North Mercer Interceptor Sewer pipeline project.
- **[90.20.0017] 76th Avenue SE and North Mercer Way.** This new project will resurface the intersection of North Mercer Way and 76th Avenue SE at the westbound I-90 freeway on-ramp as well as North Mercer Way up to SE 22nd Street with a grind and hot mix asphalt overlay. The intersection is nearing the end of its pavement life and the Sound Transit traffic signal project currently under construction has impacted the area with utility cuts. It will need resurfacing after completion of the signal project and is therefore planned for 2026. Current PCI ratings are in the Poor range.

- **[90.20.0019] East Mercer Way (SE 36th Street to SE 40th Street).** This project will resurface this portion of East Mercer Way with a HMA overlay in 2028, with design planned in 2027. Last repaved in the mid-1980's by WSDOT, this roadway's current PCI is in the low Satisfactory range and staff believes it will drop to Fair or Poor by 2027.
- **[90.20.0021] West Mercer Way (SE 56th Street to East Mercer Way)** is planned for resurfacing in 2029 with an HMA overlay. This roadway was last repaved in 1995 with an HMA overlay. Its current PCI's are in the Fair to Satisfactory range and its condition will continue to slowly decline. Patching and crack sealing have both been performed in recent years. The actual timeframe for repaving could be later, based on future PCI data.
- **[90.20.0023] SE 36th Street (Gallagher Hill Road to East Mercer Way).** This project will resurface SE 36th Street with an HMA overlay in 2026 after completion of nearby water pipeline replacement projects. This roadway was rebuilt in the mid 1980's by WSDOT as part of the I-90 freeway improvements. Its current PCI rating is Fair; but is expected to decline during water pipeline construction. This pavement has performed well, but will be over 40 years old in 2026, and will need resurfacing. Project elements will also include sidewalk repairs for ADA compliance.
- **[90.20.0026] 78th Avenue SE (SE 40th Street to West Mercer Way)** will resurface this portion of 78th Ave SE with a HMA overlay in 2030. Last repaved in 2001, this roadway's current PCI is in the Fair range. The overlay project will be tied to the 78th Ave SE sidewalk improvements project [90.25.0029], also proposed for 2030.
- **[90.20.0027] SE 24th Street (72nd Avenue SE to 76th Avenue SE)** will resurface this portion of SE 24th Street with a HMA overlay in 2030. Last repaved in 1993, this roadway's current PCI is in the Fair range but is expected to decline further in the coming years. Project limits could increase based on future pavement conditions. This project will be tied to the SE 24th sidewalk improvements project [90.25.0028] also proposed for 2030.
- **[90.20.0033] West Mercer Way (I-90 to SE 24th Street and SE 28th to SE 32nd Streets)** will resurface portions of West Mercer Way with a HMA overlay in 2031, with design planned in 2030. These sections of roadway were last resurfaced in 1994, 2003, and 2013. While current PCI's are in the Satisfactory and Fair ranges, staff believe this area of West Mercer Way will be in need of resurfacing by 2031. Future PCI data in 2025 may revise this future project's limits.

Pedestrian and Bicycle Facilities – New

- **[90.20.0003] ADA Transition Plan Implementation** is an annual program to design and construct spot improvements to pedestrian facilities citywide to meet compliance standards established by the Americans with Disabilities Act (ADA) and documented in the City's ADA Transition Plan. ADA upgrades will be focused in Town Center, then expand throughout the City.
- **[90.20.0004] Minor Capital – Traffic Operations Improvements** is an annual program to provide minor capital transportation improvements City-wide to address traffic operations issues and concerns. Typical projects include upgrading signs to new mandated standards, channelization modifications or improvements, roadway safety improvements, upgrading traffic signals for increased efficiency and safety, and new or revised street lighting. It may also fund traffic data collection or City contributions to grants.

- **[90.20.0005] PBF Plan Implementation** is an annual program to identify, prioritize, design and construct small spot improvements and gap completion projects to pedestrian and bicycle facilities citywide as identified in the PBF Plan. Specific projects for this program have not yet been identified or prioritized for construction. Additional pedestrian and bicycle facility projects, besides those listed in the PBF Plan, may be considered if the goals of the PBF Plan are met.
- **[90.20.0006] SE 40th Street Sidewalk Improvements (Gallagher Hill Road to 93rd Avenue SE).** This project will replace sidewalks and create bike lanes on SE 40th Street from Gallagher Hill Road to 93rd Avenue SE in conjunction with repaving of the roadway [90.20.0010] following water pipeline installation. Work will include constructing new curbs, gutters, and sidewalks along both sides of the roadway; minor drainage improvements; landscaping; and new pavement markings. Construction is planned for 2026.
- **[90.20.0007] 78th Avenue SE Sidewalk Improvements (SE 32nd Street to SE 34th Street).** This project will reconstruct curbs, sidewalks, and ADA ramps, and replace street trees along the east side of 78th Avenue SE from SE 32nd to SE 34th Streets. It will also replace street lighting on both sides of the street and address tree root damage along the west side of the street (minor storm and water system repairs may be needed). Construction is planned for 2027 following Mercedale Sewer Upsizing.
- **[90.20.0009] Gallagher Hill Road Sidewalk Improvements (SE 36th Street to SE 40th Street).** This project will construct a new sidewalk along the downhill lane of Gallagher Hill Road between SE 36th and SE 40th Streets following water pipeline installation. Work will include installing new curbs, gutters, sidewalks, and storm drainage. Construction is planned for 2026 and coupled with repaving of the roadway [90.20.0008].
- **[90.20.0012] 76th Avenue SE Mid-Block Crossing (SE 27th Street).** The project location is on the curve between 76th Avenue SE and SE 27th Street in Town Center at the existing mid-block crosswalk. Enhancements to the existing facility include a new center median, rectangular rapid-flashing beacon (RRFB), and ADA curb ramps. Construction is planned for 2026.
- **[90.20.0016] East Mercer Way Roadside Shoulders - Phase 11 (SE 79th Street to 8400 block).** This project will create a new paved shoulder from SE 79th Street to the 8400 block. This is the final phase of the Mercer Way Roadside Shoulder Improvement projects and will remove the last gap in pedestrian and bicycle facilities along East Mercer Way's entire 4.8-mile length. Construction is planned for 2027.
- **[90.20.0020] 81st Avenue SE Sidewalk Improvements (North Mercer Way to SE 24th Street).** This project proposes to reconstruct concrete curb, gutter, sidewalk and ADA ramps along the east side of 81st Avenue SE to provide a safe walk route to the park and ride as well as to the new Sound Transit station and is planned for 2027.
- **[90.20.0022] 77th Avenue SE Channelization (SE 32nd Street to North Mercer Way).** The scope is consistent with the current Town Center street standards described in MICC 19.11.120. The 2022 Town Center Parking Study adopted by [AB 6369](#) recommends studying options for street reconfiguration on 77th Avenue SE as a good candidate but no specific design or timeframe was recommended. The City Council directed staff in Exhibit 2,

log #2 of [AB 6369](#) (Summary of Discussion Items + Follow Up Actions) to adjust the scope of this project if the Council ultimately decides to pursue an alternative design option in the future. This project will remain in the “out-years” as a placeholder until such a decision is made. Alternatively, the Council could choose to remove the project from the TIP, however, it would result in private development projects such as Xing Hua on 77th Avenue SE, north of SE 29th Street to build the code required street improvements along their property frontage – replace the bike lanes and center turn lane with on-street parking and sharrows. If the project remains in the TIP, developers could pay the City their fair share of the improvement in lieu of building them.

- **[90.20.0025] 84th Avenue SE Pedestrian Improvements (SE 33rd Place to SE 36th Street).** This project will construct a new sidewalk or path along the east side of 84th Avenue SE from SE 33rd Place to SE 36th Street. This section of 84th Avenue SE has a 20 ft-wide paved roadway and is signed as a bike route. There are intermittent sections of shoulder with gravel and grass, but there is not a consistent pedestrian facility on the east side of 84th Avenue SE. Construction is planned for 2029.
- **[90.20.0028] SE 24th Street Sidewalk Improvements (72nd Avenue SE to 76th Avenue SE).** This project will reconstruct concrete curb, gutter and sidewalk along SE 24th Street to upgrade the current walking facility. This project is tied to the SE 24th Street overlay project (90.25.0027). Construction is planned for 2030.
- **[90.20.0029] 78th Avenue SE Sidewalk Improvements (SE 40th Street to West Mercer Way).** This project proposes to install concrete curb, gutter and sidewalk along the west side of 78th Ave SE from SE 40th to SE 41st Streets to provide a walking facility where none currently exists. The project will also upgrade an existing walkway on the east side of the roadway with concrete curbs and sidewalks to improve the connection from the adjacent neighborhood to SE 40th Street, providing access to the Town Center and West Mercer Elementary School. This project is tied to the 78th Ave SE overlay project [90.25.0026]. Construction is planned for 2030.
- **[90.20.0030] Mercerwood Drive Pedestrian Improvements (93rd to 96th Avenue SE).** In 2027, sidewalk will be installed on the south side of SE 40th Street from its existing terminus near Gallagher Hill Road to 93rd Avenue SE, the start of Mercerwood Drive. This project will continue new sidewalk from 93rd Avenue SE to 96th Avenue SE on the south side of Mercerwood Drive, with ADA ramps and a new pedestrian crossing at 96th Avenue SE. Bike lane installation may also be considered. Construction is planned for 2030.
- **[90.20.0031] Island Crest Way Crosswalk Enhancement (SE 46th Street).** This project will enhance the existing crosswalk on Island Crest Way just north of SE 46th Street. Improvements to the existing facility include a pedestrian signal and ADA enhancements to the two curb ramps on each side of Island Crest Way and the center median. Construction is planned for 2030.
- **[90.20.0032] SE 27th Street Sidewalk Improvements (74th Avenue SE to 76th Avenue SE).** This sidewalk improvement project is located at the western edge of Town Center, along the south side of SE 27th Street, from 76th Avenue SE to the west approximately 325 feet. New curb and gutter, sidewalk, driveways, and ADA curb ramps will be constructed. Street trees will be replaced to allow space for new street trees to mature without sidewalk damage. This project will also replace street lighting and storm drainage systems where

needed upon replacement of the sidewalk. Construction is planned for 2030 in an “out-year” in case the frontage is re-constructed during property improvements.

- **[90.20.0034] North Mercer Way Sidewalk Improvements (Fortuna Drive to SE 35th Street).** This project proposes to remove the existing guardrail behind the existing curb and gutter and construct a new concrete sidewalk and ADA ramps along the north side of North Mercer Way to provide a walking facility where none currently exists. This project will close a gap in the City’s existing sidewalk infrastructure and is planned for 2027, in conjunction with the North Mercer Way overlay [90.25.0015].

Other

- **[90.20.0013] ICW Corridor Improvements (SE 68th Street to SE 53rd Place).** This project will continue the planning and design of traffic safety and operation improvements identified as part of the Island Crest Way Corridor Safety Analysis in 2022 and Island Crest Way Corridor Improvements (90th Avenue SE to SE 63rd Street) in the 2023-2024 biennium. The planning and design elements proposed for 2025-2026 include:
 - SE 53rd Place Safety Improvements – Design a right turn lane to the westbound approach of SE 53rd Place and Island Crest Way, install ADA-compliant ramps, and improve crosswalks.
 - Shared Use Path Phase 1 – Building off the Shared Use Path Analysis completed in 2024, design a shared use path that extends from Island Park Elementary to SE 60th Street. Design of the path from SE 60th Street to SE 68th Street and from Island Park Elementary to 90th Avenue SE will be proposed in a subsequent TIP. Up to \$106,993 of the design is funded through a Washington State Transportation Improvement Board grant.
 - SE 68th Street Intersection Safety Improvements – Design mountable apron curb returns and ADA-compliant ramps to shorten pedestrian crossing distances and improve safety.

Project construction will be costly and require significant grant funding to complete the work. A construction placeholder is shown in 2030 for the SE 53rd Place intersection safety improvements until funding is secured. The City was awarded a \$850k Washington State Transportation Improvement Board grant to fund the design and construction of the Shared Use Path Phase 1 project.

- **[90.20.0018] Pedestrian and Bicycle Facilities Plan (PBF Plan) Update** is proposed for the 2026-2027 biennium to provide a comprehensive update to the current PBF Plan, last updated in 2010 from the original 1996 plan. Over time, construction standards have changed and new facilities have been built. Updates to the Plan will incorporate the results of the ADA Transition Plan, evaluate the use of urban street design guidelines such as the National Association of City Transportation Officials (NACTO), and identify/evaluate projects, provide a preliminary scope of work, and establish priorities of work with the intention of providing a roadmap, foundation, and timeline for future improvements. Mercer Island has been awarded \$320,000 through the Safe Streets and Roads for All (SS4A) FY24 grant program to support this project.
- **[90.20.00XX] ICW Shared Use Path Phase 1** will construct the Shared Use Path from Island Park Elementary to SE 60th Street in 2027, which will have design completed in 2026

through 90.20.0013. Construction is being accelerated from 2030 to 2027 due to \$743,007 of construction funding secured through a Washington State Transportation Improvement Board grant.

- **[90.20.00XX] Transportation Action Plan** is proposed for 2027-2028 to recommend projects and strategies to improve roadway safety on Mercer Island. Findings from 90.20.0018 will inform development of the Transportation Action Plan. Mercer Island has been awarded \$160,000 through the Safe Streets and Roads for All (SS4A) FY23 grant program to support this project. Supplemental grant funds for 90.20.0018 are tied to the Transportation Action Plan grant funds.
- **[90.25.0008] Aubrey Davis Park Mountains to Sound Trail Lighting (Island Crest Way to Shorewood Dr)**. This project will illuminate the Mountains to Sound Greenway (I-90) Trail along the north side of the tall retaining wall from Shorewood to Town Center, a distance of approximately half a mile, as part of Mercer Island's Parks, Recreation, and Open Space (PROS) Plan. This project may be eligible for grant funding via WSDOT's Pedestrian & Bicycle program, and the City's application will be strengthened by completing design early. Construction is planned for 2028.

Unfunded PBF Projects – Beyond 2031

- **Merrimount Drive Sidewalk Improvements (Island Crest Way to West Mercer Way).** The project proposes to install concrete curb, gutter, and sidewalk along both sides of Merrimount Drive. The project improves walkability by providing a defined route and place for school kids to walk and wait for the school bus or walk to West Mercer Elementary.
- **92nd Avenue SE Sidewalk Improvements (SE 40th Street to SE 41st Street).** This project will build concrete curb, gutter, and sidewalk along the west side of 92nd Avenue to provide a "safe walk route" for Northwood Elementary and the High School, as well as a bus stop location for Islander Middle School. It will also complete a missing link on 92nd Avenue by connecting with sidewalks the School District constructed in 2015 along the High School frontage, creating a continuous sidewalk from SE 40th to SE 42nd Streets. This project may be eligible for Transportation Improvement Board or Safe Routes to School grant funding. City and District staff will monitor the need and propose this work in a future TIP if warranted.
- **86th Avenue SE Sidewalk Improvements (SE 42nd Street to Island Crest Way).** This project proposes to install concrete curb, gutter, and sidewalk along the east side of 86th Avenue SE to provide a walking facility where none currently exists. The project will complete a missing link in the sidewalk network and connect Island Crest Way and adjacent neighborhoods to the High School, Northwood Elementary School, the Mary Wayte Pool, and PEAK.
- **SE 34th Street Sidewalk Improvement (78th Avenue SE to 80th Avenue SE) –** This project will reconstruct curbs, sidewalk, ADA-compliant ramps, and street trees with silva cells along the north side of SE 34th Street where the existing sidewalk currently has significant root damage and heaving due to nearby street trees. This project will improve pedestrian mobility in Town Center.

- **Mercerwood Drive Pedestrian Improvements (96th Avenue SE to East Mercer Way) –**
This project will install a pedestrian facility on both sides of Mercerwood Drive, to connect to the 90.25.0030 new sidewalk and East Mercer Way. This project will improve pedestrian safety, especially for students and families accessing schools and other gathering places on SE 40th Street and East Mercer Way. This pedestrian improvement is included in the 2010 PBF Plan.

2026-2031 Six - Year TIP Roadway & PBF Improvements

- Roadway Project
- PBF Project
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031

252

Current Pedestrian & Bicycle Facilities (PBF) on the Mercer Ways

Paved Roadside Shoulder

Sidewalks or Paths

No Facility

March 2025

253

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

AB 6711 | Exhibit 6 | Page 32

IGS

Information & Geographic Services

Map Date: 3/26/2025
MasterTIP&PBFVersion3.3.aprx
Map & Layout: 2025WMercerWaysPBF



2025 PLANNING SCHEDULE

Please email the City Manager & City Clerk when an agenda item is added, moved, or removed.

Items are not listed in any particular order. Agenda items & meeting dates are subject to change.

JULY 1, 2025		DD	FN	CA	Clerk	CM
ABSENCES:		6/20	6/23	6/23	6/24	6/24
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: June 25, 2025 Payroll Certification			Ali Spietz/Nicole Vannatter		
--	AB xxxx: Certification of Claims May 16-31, 2025			LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Parks and Recreation Month, Proclamation No. xxx			Mayor Nice/Ryan Daly		
--	AB xxxx: Ratification of the Mercer Island Annex to the King County Regional Hazard Mitigation Plan			Amanda Keverkamp		
REGULAR BUSINESS						
45	AB: xxxx: Comprehensive Plan amendments and development regulations in MICC Title 19 for the Parks Zone (First Reading of Ordinance No. 25C-xx)			Jessi Bon/Carson Hornsby/Alison Van Gorp		
60	AB 6715: Bond Levy for Public Safety and Maintenance Facility (First Reading of Ord. No. 25-13)			Jessi Bon/Robbie Cunningham Adams		
15	AB xxxx: Shopping Cart Regulations (First Reading of Ordinance No. 25C-xx)			Michelle Bennet/Mike Siefert/Amelia Tjaden		
EXECUTIVE SESSION						

JULY 15, 2025		DD	FN	CA	Clerk	CM
ABSENCES:		7/3	7/7	7/7	7/8	7/8
ITEM TYPE TIME TOPIC				STAFF		
STUDY SESSION						
SPECIAL BUSINESS						
CONSENT AGENDA						
--	AB xxxx: Certification of Claims June 1-15, 2025			LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Comprehensive Plan amendments and development regulations in MICC Title 19 for the Parks Zone (Second Reading of Ordinance No. 25C-xx)			Jessi Bon/Carson Hornsby/Alison Van Gorp		
--	AB xxxx: Approval of 6-Year Workplan for Art in Public Places			Jason Kintner/Sarah Bluvus		
--	AB xxxx: Luther Burbank Park South Shoreline Restoration Project Closeout			Jason Kintner/Shelby Perrault/Paul West		
--	AB xxxx: Shopping Cart Regulations (Second Reading of Ordinance No. 25C-xx)			Michelle Bennet Mike Siefert/Amelia Tjaden		

REGULAR BUSINESS

15	AB xxxx: Public Hearing for interim regulations in MICC 19 related to emergency shelters and housing, transitional housing and permanent supportive housing (HB 1220) (First Reading of Ordinance No. 25C-xx)	Jeff Thomas/Molly McGuire
30	AB xxxx: Second Reading and Adoption of Bond Levy (Ord. No. 25-13) and adoption of Resolution No. xxxx declaring intent to seek reimbursement for the Public Safety and Maintenance Facility	Jessi Bon/Robbie Cunningham Adams/Matt Mornick
30	AB xxxx: Public Safety and Maintenance Facility Bond Levy Pro and Con Committee Appointments (Res. No. xxxx)	Jessi Bon/Robbie Cunningham Adams

EXECUTIVE SESSION**AUGUST 5, 2025 – POTENTIALLY CANCELED**

ABSENCES:

DD
7/25FN
7/28CA
7/28Clerk
7/29CM
7/29**ITEM TYPE | TIME | TOPIC****STAFF****STUDY SESSION****SPECIAL BUSINESS****CONSENT AGENDA****REGULAR BUSINESS****EXECUTIVE SESSION****AUGUST 19, 2025 – POTENTIALLY CANCELED**

ABSENCES:

DD
8/8FN
8/11CA
8/11Clerk
8/12CM
8/12**ITEM TYPE | TIME | TOPIC****STAFF****STUDY SESSION****SPECIAL BUSINESS****CONSENT AGENDA****REGULAR BUSINESS****EXECUTIVE SESSION**

SEPTEMBER 2, 2025			DD	FN	CA	Clerk	Item 13
ABSENCES:			8/22	8/25	8/25	8/26	8/26
ITEM TYPE TIME TOPIC					STAFF		
STUDY SESSION							
	Emergency Management Program and Comprehensive Emergency Management Plan (CEMP) Overview				Amanda Keverkamp		
SPECIAL BUSINESS							
CONSENT AGENDA							
--	AB xxxx: July 10, 2025 Payroll Certification				Ali Spietz/Nicole Vannatter		
--	AB xxxx: July 25, 2025 Payroll Certification				Ali Spietz/Nicole Vannatter		
--	AB xxxx: August 8, 2025 Payroll Certification				Ali Spietz/Nicole Vannatter		
--	AB xxxx: August 25, 2025 Payroll Certification				Ali Spietz/Nicole Vannatter		
--	AB xxxx: Certification of Claims June 16-30, 2025				LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Certification of Claims July 1-15, 2025				LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Certification of Claims July 16-31, 2025				LaJuan Tuttle/Ashley Olson		
--	AB xxxx: Certification of Claims August 1-15, 2025				LaJuan Tuttle/Ashley Olson		
--	AB xxxx: National Recovery Month, Proclamation No. xxx				Mayor Nice/Derek Franklin		
--	AB xxxx: Mayor’s Day of Concern for the Hungry, Proclamation No. xxx				Mayor Nice/Derek Franklin		
--	AB xxxx: Childhood Cancer Awareness Month, Proclamation No. xxx				Mayor Nice/Andrea Larson		
--	AB xxxx: National Preparedness Month, Proclamation No. xxx				Amanda Keverkamp		
--	AB xxxx: Ratification of Mercer Island’s Comprehensive Emergency Management Plan (CEMP)				Amanda Keverkamp		
--	AB xxxx: Interim regulations in MICC 19 related to emergency shelters and housing, transitional housing and permanent supportive housing (HB 1220) (Second Reading of Ordinance No. 25C-xx)				Alison Van Gorp/Molly McGuire		
REGULAR BUSINESS							
EXECUTIVE SESSION							

SEPTEMBER 16, 2025			DD	FN	CA	Clerk	CM
ABSENCES:			9/5	9/8	9/8	9/9	9/9
ITEM TYPE TIME TOPIC					STAFF		
STUDY SESSION							
SPECIAL BUSINESS							

CONSENT AGENDA

--	AB xxxx: September 10, 2025 Payroll Certification	Ali Spietz/Nicole Vannatter
--	AB xxxx: Certification of Claims August 16-31, 2025	LaJuan Tuttle/Ashley Olson
--	AB xxxx: Peace Day on Mercer Island, Proclamation No. xxx	Mayor Nice/Andrea Larson
--	AB xxxx: 2025 Work Plan Update	Jessi Bon/Casey Thompson

REGULAR BUSINESS

	AB xxxx: Q2 2025 Financial Status Update and Budget Amending Ordinance	Ben Schumacher/ Matt Mornick

EXECUTIVE SESSION

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