



# CITY OF MERCER ISLAND

## CITY COUNCIL MEETING AGENDA

Monday  
June 6, 2016  
6:00 PM

**Mayor Bruce Bassett**  
**Deputy Mayor Debbie Bertlin**  
**Councilmembers Dan Grausz, Jeff Sanderson,**  
**Wendy Weiker, David Wisenteiner**  
**and Benson Wong**

Contact: 206.275.7793, council@mercergov.org  
www.mercergov.org/council

All meetings are held in the City Hall Council Chambers at  
9611 SE 36th Street, Mercer Island, WA unless otherwise noticed

“Appearances” is the time set aside for members of the public to speak to the City Council about any issues of concern. If you wish to speak, please consider the following points:  
(1) speak audibly into the podium microphone, (2) state your name and address for the record, and (3) limit your comments to three minutes.  
*Please note: the Council does not usually respond to comments during the meeting.*

## REGULAR MEETING

### CALL TO ORDER & ROLL CALL, 6:00 PM

### AGENDA APPROVAL

### EXECUTIVE SESSION

To discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 50 minutes.

### APPEARANCES, 7:00 PM

### CONSENT CALENDAR

- (1) Payables: \$753,416.89 (05/12/16), \$986,041.87 (05/19/16), & \$468,703.29 (05/26/16)  
Payroll: \$760,699.51 (05/27/16)  
Minutes: May 2, 2016 Regular Meeting Minutes & May 16, 2016 Regular Meeting Minutes  
AB 5188 Summer Celebration Fireworks Display Permit Application  
AB 5187 2016 Fireworks Sales Permit Approval  
AB 5190 MIYFS Foundation Donation to Fund Thrift Shop Staffing Pilot Project  
AB 5191 Arts Council Annual Report & Work Plan

### REGULAR BUSINESS

- (2) AB 5186 Town Center Vision and Development Code Update (2nd Reading)
- (3) AB 5185 2015 Periodic Comprehensive Plan Update (2nd Reading)
- (4) AB 5184 Public Hearing: 2017-2022 Transportation Improvement Program Preview

### OTHER BUSINESS

Councilmember Absences  
Planning Schedule  
Board Appointments  
Councilmember Reports

### ADJOURNMENT

## CERTIFICATION OF CLAIMS

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



\_\_\_\_\_  
Finance Director

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

<u>Report</u>	<u>Warrants</u>	<u>Date</u>	<u>Amount</u>
Check Register	181300-181379	05/12/16	\$ 753,416.89
			<b>\$ 753,416.89</b>

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181300	05/09/2016	CORP INC CONSTRUCTION AND SETTLEMENT AGREEMENT		OH006449	05/09/2016	340,333.95
00181301	05/09/2016	GREEN EARTHWORKS CONST INC REPLACE WARRANT 181183		RETAINAGE CORR	05/09/2016	12,526.88
00181302	05/12/2016	ADS LLC SEWER FLOW MONITORING - GENERA	P89190	221130416	04/23/2016	5,953.07
00181303	05/12/2016	AMERICAN EXPRESS (CCMV) Summer Celebration! P&R Booth	P90672	93311APRIL2016C	04/28/2016	34.93
00181304	05/12/2016	AMERICAN EXPRESS (LB) Senior Social supplies	P90715	93311APRIL2016B	04/28/2016	62.68
00181305	05/12/2016	AMERICAN EXPRESS (YFS) Costco - supplies for	P90726	93311APRIL2016A	04/28/2016	923.82
00181306	05/12/2016	BABCOCK, THOMAS MILEAGE EXPENSE		OH006468	04/26/2016	16.20
00181307	05/12/2016	BASTROM, KENT G MILEAGE EXPENSE CONFRENCE		OH006464	05/10/2016	123.12
00181308	05/12/2016	BLUMENTHAL UNIFORMS Sgt. Badges	P90680	005250091	04/20/2016	289.34
00181309	05/12/2016	CABLECOM LLC REFUND HYDRANT METER DEPOSIT		OH006473	04/12/2016	2,900.00
00181310	05/12/2016	CADMAN INC PAVERS (65 TOTAL)	P90735	30500973	05/02/2016	639.86
00181311	05/12/2016	CEDAR GROVE COMPOSTING INC Organic Waste Service-April	P90716	0000274819	04/29/2016	636.02
00181312	05/12/2016	CENTURYLINK PHONE USE APRIL 2016		OH006476	05/01/2016	1,036.96
00181313	05/12/2016	CHAPTER 13 TRUSTEE PAYROLL EARLY WARRANTS		OH006457	05/13/2016	1,331.00
00181314	05/12/2016	CHINN CONSTRUCTION REFUND HYDRANT METER DEPOSIT		OH006463	04/26/2016	2,400.00
00181315	05/12/2016	COLE, DONALD FLEX SPEND ACCT REIMB		OH006458	05/13/2016	695.49
00181316	05/12/2016	COLUMBIA FORD POLICE REPLACEMENT - FL-0424	P89559	3G1665	05/06/2016	30,256.13
00181317	05/12/2016	CONFIDENTIAL DATA DISPOSAL Shredding	P90720	86179	04/28/2016	100.00
00181318	05/12/2016	CONFLUENCE ENGINEERING GRP LLC MICROBIAL OCCURENCE RESPONSE &	P84834	040416MIWQP	05/03/2016	6,226.60
00181319	05/12/2016	CRYSTAL AND SIERRA SPRINGS 2016 MAINT WATER DELIVERY	P89733	14555831042316	04/23/2016	30.54
00181320	05/12/2016	DROLL LANDSCAPE ARCH, ROBERT W Island Crest Park South Field	P88255	154404	04/25/2016	2,176.50
00181321	05/12/2016	DUNN LUMBER COMPANY INVENTORY PURCHASES	P90326	3842219	04/01/2016	751.19
00181322	05/12/2016	EGGEBRECHT, JEANNETTE FLEX SPEND ACCT REIMB		OH006454	05/13/2016	600.08
00181323	05/12/2016	EVERSON'S ECONO-VAC INC 2015-16 CATCH BASIN CLEANING	P86282	077195	04/26/2016	7,014.32
00181324	05/12/2016	FLETCHER, BRUCE FLEX SPEND ACCT REIMB		OH006461	05/13/2016	225.00
00181325	05/12/2016	FOREMOST PROMOTIONS Promo pens	P90682	341943	04/22/2016	167.50

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Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181326	05/12/2016	FREESTONE INC OVERPAYMENT REFUND		OH006474	05/09/2016	1,069.41
00181327	05/12/2016	FURY SITE WORKS INC STANDALONE AIR VACUUM RELEASE	P89856	1FINAL	04/15/2016	130,344.49
00181328	05/12/2016	GEMPLER'S INC INVENTORY PURCHASES	P90661	SI02447989/6526	04/21/2016	708.75
00181329	05/12/2016	GIULIANI, DAVID HAM RADIO MAINT UPGRADE		OH006469	05/09/2016	851.10
00181330	05/12/2016	GOVERNMENT FINANCE OFFICERS MEMBERSHIP DUES	P90749	01620022016	05/02/2016	525.00
00181331	05/12/2016	GRAINGER INVENTORY PURCHASES	P90697	9094100691/90947	04/26/2016	837.39
00181332	05/12/2016	GRAND & BENEDICTS INC Operating supplies for Thrift	P89367	0799322IN	04/22/2016	129.45
00181333	05/12/2016	GRANGE SUPPLY INC 8' ROUND POSTS	P90739	668259	05/03/2016	137.90
00181334	05/12/2016	HACH COMPANY DPD FREE CHLORINE, 10-ML POWDE	P90660	9895157	04/20/2016	212.20
00181335	05/12/2016	HOME DEPOT CREDIT SERVICE EMERALD GREEN ARBORVITAES	P90718	0039745010950/00	05/03/2016	410.41
00181336	05/12/2016	HORIZON MISC. IRRIGATION FITTINGS	P90671	3S077908	04/20/2016	2,994.24
00181337	05/12/2016	HUGHES FIRE EQUIPMENT INC Misc. Apparatus Parts	P90684	503373	04/22/2016	130.67
00181338	05/12/2016	HUTCHINSON, LISA K TRANSLATION SERVICES, JOINT	P90748	3398	05/09/2016	1,288.94
00181339	05/12/2016	KASER, MICHAEL MILEAGE EXPENSE ACCIS CONF		OH006471	05/09/2016	152.28
00181340	05/12/2016	KELLEY IMAGING SYSTEMS INK	P90753	IN140177	04/29/2016	902.29
00181341	05/12/2016	KPG ISLAND CREST WAY CROSSWALK	P88053	32116	04/22/2016	6,610.96
00181342	05/12/2016	KROESENS UNIFORM COMPANY Exterior carrier &	P90706	32600/1/6/11/16	04/25/2016	2,829.78
00181343	05/12/2016	LEYDE, CASEY CROSS CONNECTION EXAM PER DIEM		OH006472	05/06/2016	624.08
00181344	05/12/2016	LIFE ASSIST INC Aid/Rig Supplies	P90674	749430	04/25/2016	127.35
00181345	05/12/2016	LIFE TEK INC FA/CPR/AED Cards	P90712	16497	04/14/2016	1,505.63
00181346	05/12/2016	LUND, MARK FLEX SPEND ACCT REIMB		OH006459	05/13/2016	192.31
00181347	05/12/2016	MANRIQUEZ, CHERYL R FLEX SPEND ACCT REIMB		OH006460	05/13/2016	1,150.85
00181348	05/12/2016	MASTERMARK Nameplate D. Grausz	P90641	2442674	04/22/2016	30.25
00181349	05/12/2016	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		OH006455	05/13/2016	137.50
00181350	05/12/2016	MI HARDWARE - MAINT MISC. HARDWARE FOR THE MONTH O	P90737	OH006453	04/30/2016	299.80
00181351	05/12/2016	MI HARDWARE - ROW MISC. HARDWARE FOR THE MONTH O	P90738	OH006452	04/30/2016	106.14

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00181352	05/12/2016	MI HARDWARE - YFS Operating supplies for YFS/LB	P89329	OH006450	04/30/2016	76.81
00181353	05/12/2016	MOBERLY AND ROBERTS Professional Services - Prosec	P90722	601	05/01/2016	6,000.00
00181354	05/12/2016	NICOL, SUE 2015 ON-CALL RIGHT OF WAY	P86109	20163	05/02/2016	360.00
00181355	05/12/2016	PACIFIC PLANTS INC Trees for Luther Burbank Park	P90653	77988	04/26/2016	1,218.74
00181356	05/12/2016	PLATT ELECTRIC INVENTORY PURCHASES	P90736	J260899/J255131	04/20/2016	347.84
00181357	05/12/2016	POT O' GOLD INC COFFEE SUPPLIES	P90724	0046868	05/04/2016	278.62
00181358	05/12/2016	PUGET SOUND ACCESS MI-TV Council Broadcast 04/04	P90747	2397	05/03/2016	540.00
00181359	05/12/2016	PUGET SOUND ENERGY ENERGY USE MAY 2016		OH006478	04/25/2016	28,403.43
00181360	05/12/2016	R J THOMAS MFG CO INC BIN HOT COAL BLACK	P90703	00183363	04/25/2016	2,164.00
00181361	05/12/2016	RELX INC DBA LEXISNEXIS Library subscriptions - Invoic	P90717	3090511073	04/30/2016	300.88
00181362	05/12/2016	SAFELITE FULFILLMENT INC CHIP REPAIR FOR FL-0453	P90562	01804449115	04/19/2016	32.80
00181363	05/12/2016	SANDINE, ASEA FLEX SPEND ACCT REIMB		OH006462	05/13/2016	192.31
00181364	05/12/2016	SKYLINE COMMUNICATIONS INC EOC INTERNET	P90751	IN41826	05/01/2016	192.55
00181365	05/12/2016	SME INC OF SEATTLE EMERGENCY WELL TX FORMER REPAI	P90730	45429/45422	04/21/2016	3,481.60
00181366	05/12/2016	STANTEC CONSULTING SRVS INC MADRONA CREST WEST PROJECT	P86755	1041065	04/29/2016	24,605.03
00181367	05/12/2016	STONEWAY ELECTRIC PUMP STATION # 25	P90477	S101553943001	04/29/2016	236.28
00181368	05/12/2016	T&L NURSERY INC HANGING FLOWER BASKETS	P90657	264904	04/26/2015	2,172.48
00181369	05/12/2016	TRIFTS, EILEEN SENIOR LUNCH SUPPLIES		OH006470	04/29/2016	10.95
00181370	05/12/2016	TRINITY CONTRACTORS INC EMW ROADSIDE SHOULDER IMPROVEM	P90123	2	05/02/2016	104,828.60
00181371	05/12/2016	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		OH006456	05/13/2016	210.10
00181372	05/12/2016	UTILITIES UNDERGROUND LOCATION EXCAVATION TICKETS FOR APRIL	P90734	6040161	04/30/2016	306.46
00181373	05/12/2016	VERIZON WIRELESS PS 18 & 24 DATA SERVICE	P90732	9764180818	04/21/2016	78.08
00181374	05/12/2016	VERIZON WIRELESS IGS WIFI, LOANER, IGS GIS, IGS	P89331	9764259475	04/23/2016	1,029.35
00181375	05/12/2016	WASPC SACOP Expenses-Chief Holmes	P90721	INV027142	03/08/2016	924.52
00181376	05/12/2016	WETHERHOLT AND ASSOCIATES INC FS 92 ROOF INSPECTION SERVICE	P90163	43294	04/20/2016	3,294.20
00181377	05/12/2016	WHISTLE WORKWEAR SAFETY BOOTS & MISC. WORK CLOT	P90711	TR294553	04/06/2016	125.00

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00181378	05/12/2016	WILLING, ROBERT MILEAGE EXPENSE		OH006467	04/26/2016	30.24
00181379	05/12/2016	X5 OPCO LLC MONTHLY LONG DISTANCE JAN-DEC	P89271	OH006451	04/30/2016	215.67
					Total	<u>753,416.89</u>

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
	00181309	CABLECOM LLC	REFUND HYDRANT METER DEPOSIT	2,900.00
	00181314	CHINN CONSTRUCTION	REFUND HYDRANT METER DEPOSIT	2,400.00
	00181326	FREESTONE INC	OVERPAYMENT REFUND	1,069.41
P90326	00181321	DUNN LUMBER COMPANY	INVENTORY PURCHASES	751.19
P90661	00181328	GEMPLER'S INC	INVENTORY PURCHASES	649.75
P90736	00181356	PLATT ELECTRIC	INVENTORY PURCHASES	327.30
P90697	00181331	GRAINGER	INVENTORY PURCHASES	159.05
P90696	00181331	GRAINGER	INVENTORY PURCHASES	140.16
P90662	00181331	GRAINGER	INVENTORY PURCHASES	127.97
<i>Org Key: 814072 - United Way</i>				
	00181371	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	210.10
<i>Org Key: 814074 - Garnishments</i>				
	00181313	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
<i>Org Key: 814076 - City &amp; Counties Local 21M</i>				
	00181349	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	137.50
<i>Org Key: CA1100 - Administration (CA)</i>				
P90717	00181361	RELX INC DBA LEXISNEXIS	Library subscriptions - Invoic	300.88
<i>Org Key: CA1200 - Prosecution &amp; Criminal Mngmnt</i>				
P90722	00181353	MOBERLY AND ROBERTS	Professional Services - Prosec	6,000.00
<i>Org Key: CM1300 - Sustainability</i>				
P90716	00181311	CEDAR GROVE COMPOSTING INC	Organic Waste Service-Jan 2015	610.52
P90728	00181311	CEDAR GROVE COMPOSTING INC	Organic Waste Service-April	25.50
<i>Org Key: CM1400 - Communications</i>				
P90747	00181358	PUGET SOUND ACCESS	MI-TV Council Broadcast 04/04	315.00
P90747	00181358	PUGET SOUND ACCESS	MI-TV Council Broadcast 04/18	225.00
<i>Org Key: CO6100 - City Council</i>				
P90748	00181338	HUTCHINSON, LISA K	CART Service for Council	294.00
P90641	00181348	MASTERMARK	Nameplate D. Grausz	30.25
<i>Org Key: DSBE01 - Economic Development</i>				
P90745	00181338	HUTCHINSON, LISA K	TRANSLATION SERVICES, JOINT	994.94
<i>Org Key: FN1100 - Administration (FN)</i>				
P90749	00181330	GOVERNMENT FINANCE OFFICERS	MEMBERSHIP DUES	525.00
<i>Org Key: FR1100 - Administration (FR)</i>				
	00181312	CENTURYLINK	PHONE USE APRIL 2016	156.94
<i>Org Key: FR2100 - Fire Operations</i>				
P90713	00181374	VERIZON WIRELESS	MDT Charges/Fire	825.41
P90684	00181337	HUGHES FIRE EQUIPMENT INC	Misc. Apparatus Parts	130.67
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P90674	00181344	LIFE ASSIST INC	Aid/Rig Supplies	127.35
<i>Org Key: FR4100 - Training</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00181307	BASTROM, KENT G	MILEAGE EXPENSE CONFRENCE	123.12
<i>Org Key: FR5100 - Community Risk Reduction</i>				
P90712	00181345	LIFE TEK INC	FA/CPR/AED Cards	930.75
P90712	00181345	LIFE TEK INC	CPR AED Cards	558.45
P90712	00181345	LIFE TEK INC	SHIPPING	16.43
<i>Org Key: GGM001 - General Government-Misc</i>				
P90724	00181357	POT O' GOLD INC	COFFEE SUPPLIES	278.62
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P90753	00181340	KELLEY IMAGING SYSTEMS	INK	452.79
P90754	00181340	KELLEY IMAGING SYSTEMS	INK	449.50
<i>Org Key: IS2100 - IGS Network Administration</i>				
	00181312	CENTURYLINK	PHONE USE APRIL 2016	493.63
P89271	00181379	X5 OPCO LLC	MONTHLY LONG DISTANCE JAN-DEC	215.67
P90750	00181374	VERIZON WIRELESS	IGS WIFI, LOANER, IGS GIS, IGS	163.93
	00181339	KASER, MICHAEL	MILEAGE EXPENSE ACCIS CONF	152.28
	00181312	CENTURYLINK	PHONE USE APR 2016	101.93
<i>Org Key: MT2100 - Roadway Maintenance</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE MAY 2016	3,295.46
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	288.69
P90633	00181331	GRAINGER	MEASURING WHEELS	111.23
P90661	00181328	GEMPLER'S INC	SHIPPER SAVER	59.00
P90634	00181331	GRAINGER	SALT (50 LBS)	11.50
<i>Org Key: MT2255 - Urban Forest Management (ROW)</i>				
P86109	00181354	NICOL, SUE	2015 ON-CALL RIGHT OF WAY	360.00
<i>Org Key: MT2300 - Planter Bed Maintenance</i>				
P90718	00181335	HOME DEPOT CREDIT SERVICE	EMERALD GREEN ARBORVITAES	410.41
P90650	00181336	HORIZON	MISC. IRRIGATION FITTINGS	270.95
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	12.46
<i>Org Key: MT3100 - Water Distribution</i>				
P90730	00181365	SME INC OF SEATTLE	EMERGENCY WELL TX FORMER REPAI	409.53
P90660	00181334	HACH COMPANY	DPD FREE CHLORINE, 10-ML POWDE	212.20
P90633	00181331	GRAINGER	MEASURING WHEELS	114.59
<i>Org Key: MT3150 - Water Quality Event</i>				
P84834	00181318	CONFLUENCE ENGINEERING GRP LLC	MICROBIAL OCCURENCE RESPONSE &	6,226.60
	00181343	LEYDE, CASEY	CROSS CONNECTION EXAM MILEAGE	298.08
	00181343	LEYDE, CASEY	CROSS CONNECTION EXAM PER DIEM	224.00
	00181343	LEYDE, CASEY	CDL RENEWAL	102.00
<i>Org Key: MT3200 - Water Pumps</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	1,239.45
<i>Org Key: MT3300 - Water Associated Costs</i>				
	00181378	WILLING, ROBERT	MILEAGE EXPENSE	30.24
	00181306	BABCOCK, THOMAS	MILEAGE EXPENSE	16.20
<i>Org Key: MT3400 - Sewer Collection</i>				



**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P90633	00181331	GRAINGER	MEASURING WHEELS	111.22
<i>Org Key: MT3500 - Sewer Pumps</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	3,239.18
P90730	00181365	SME INC OF SEATTLE	PS 4 OUTSIDE LIGHTING	2,885.33
P90477	00181367	STONeway ELECTRIC	PUMP STATION # 25	236.28
P90731	00181365	SME INC OF SEATTLE	PUMP STATION #14	186.74
P90732	00181373	VERIZON WIRELESS	PS 18 & 24 DATA SERVICE	78.08
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
P90711	00181377	WHISTLE WORKWEAR	SAFETY BOOTS & MISC. WORK CLOT	125.00
<i>Org Key: MT3800 - Storm Drainage</i>				
P86282	00181323	EVERSON'S ECONO-VAC INC	2015-16 CATCH BASIN CLEANING	7,014.32
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P90734	00181372	UTILITIES UNDERGROUND LOCATION	EXCAVATION TICKETS FOR APRIL	306.46
P89733	00181319	CRYSTAL AND SIERRA SPRINGS	2016 MAINT WATER DELIVERY	30.54
<i>Org Key: MT4200 - Building Services</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	4,552.66
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	4,303.69
P90737	00181350	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	42.37
<i>Org Key: MT4210 - Building Landscaping</i>				
P90657	00181368	T&L NURSERY INC	HANGING FLOWER BASKETS	135.78
<i>Org Key: MT4300 - Fleet Services</i>				
P90562	00181362	SAFELITE FULFILLMENT INC	CHIP REPAIR FOR FL-0453	32.80
<i>Org Key: MTBE01 - Maint of Medians &amp; Planters</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	825.02
P90738	00181351	MI HARDWARE - ROW	MISC. HARDWARE FOR THE MONTH O	106.14
<i>Org Key: PO1100 - Administration (PO)</i>				
P90721	00181375	WASPC	SACOP Expenses-Chief Holmes	924.52
<i>Org Key: PO1350 - Police Emergency Management</i>				
	00181329	GIULIANI, DAVID	HAM RADIO MAINT UPGRADE	851.10
P90751	00181364	SKYLINE COMMUNICATIONS INC	EOC INTERNET	192.55
<i>Org Key: PO1700 - Records and Property</i>				
P90682	00181325	FOREMOST PROMOTIONS	Promo pens	167.50
P90720	00181317	CONFIDENTIAL DATA DISPOSAL	Shredding	100.00
<i>Org Key: PO2100 - Patrol Division</i>				
P90706	00181342	KROESENS UNIFORM COMPANY	Vest carrier & uniforms-Kramp	703.96
P90706	00181342	KROESENS UNIFORM COMPANY	Exterior carrier &	433.57
P90706	00181342	KROESENS UNIFORM COMPANY	Vest carrier-Seifert	360.06
P90707	00181342	KROESENS UNIFORM COMPANY	Vest carrier-Robarge	325.16
P90680	00181308	BLUMENTHAL UNIFORMS	Sgt. Badges	289.34
P90706	00181342	KROESENS UNIFORM COMPANY	Vest carrier & uniforms-Jira	248.26
<i>Org Key: PO2300 - Bike Patrol (CJ)</i>				
P90706	00181342	KROESENS UNIFORM COMPANY	Bike Team uniforms Parr, Seife	758.77

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PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PR1100 - Administration (PR)</i>				
P90653	00181355	PACIFIC PLANTS INC	Trees for Luther Burbank Park	1,218.74
	00181312	CENTURYLINK	PHONE USE APRIL 2016	47.40
P90672	00181303	AMERICAN EXPRESS (CCMV)	Summer Celebration! P&R Booth	34.93
<i>Org Key: PR3500 - Senior Services</i>				
P90715	00181304	AMERICAN EXPRESS (LB)	Senior Social supplies	62.68
	00181369	TRIFTS, EILEEN	SENIOR LUNCH SUPPLIES	10.95
<i>Org Key: PR4100 - Community Center</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	5,790.24
P90735	00181310	CADMAN INC	PAVERS (65 TOTAL)	639.86
P90696	00181331	GRAINGER	DISPOSABLE LATEX GLOVES	43.71
P90697	00181331	GRAINGER	PARSLEY PLUS KITCHEN CLEANER	17.96
P90737	00181350	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	3.57
<i>Org Key: PR6100 - Park Maintenance</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	2,621.21
P90657	00181368	T&L NURSERY INC	HANGING FLOWER BASKETS	543.12
P90737	00181350	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	27.26
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
P90671	00181336	HORIZON	FERTILIZER FOR PARKS	543.95
	00181312	CENTURYLINK	PHONE USE APRIL 2016	86.32
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P90657	00181368	T&L NURSERY INC	HANGING FLOWER BASKETS	1,493.58
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	963.41
P90736	00181356	PLATT ELECTRIC	120V PLUGS	20.54
<i>Org Key: PR6600 - Park Maint-School Related</i>				
P90671	00181336	HORIZON	FERTILIZER FOR PARKS	1,087.90
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	480.42
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P90693	00181336	HORIZON	50 RAIN BIRD SPRINKLER HEADS	547.50
P90671	00181336	HORIZON	FERTILIZER FOR PARKS	543.94
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	248.10
P90737	00181350	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	140.45
<i>Org Key: PR6800 - Trails Maintenance</i>				
P90737	00181350	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	50.23
<i>Org Key: PY4615 - Flex Admin 2015</i>				
	00181322	EGGEBRECHT, JEANNETTE	FLEX SPEND ACCT REIMB	600.08
<i>Org Key: PY4616 - Flex Admin 2016</i>				
	00181347	MANRIQUEZ, CHERYL R	FLEX SPEND ACCT REIMB	1,150.85
	00181315	COLE, DONALD	FLEX SPEND ACCT REIMB	695.49
	00181324	FLETCHER, BRUCE	FLEX SPEND ACCT REIMB	225.00
	00181346	LUND, MARK	FLEX SPEND ACCT REIMB	192.31
	00181363	SANDINE, ASEA	FLEX SPEND ACCT REIMB	192.31
<i>Org Key: WD312C - Sub Basin 6 Watercour Ph 2</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00181301	GREEN EARTHWORKS CONST INC	REPLACE WARRANT 181183	12,526.88
<i>Org Key: WG130E - Equipment Rental Vehicle Repl</i>				
P89559	00181316	COLUMBIA FORD	POLICE REPLACEMENT - FL-0424	30,456.13
P89559	00181316	COLUMBIA FORD	PROMPT PAYMENT CREDIT	-200.00
<i>Org Key: WP115S - ICP S Field Synthetic Turf</i>				
P88255	00181320	DROLL LANDSCAPE ARCH, ROBERT W	Island Crest Park South Field	2,176.50
<i>Org Key: WP720R - Recurring Park Projects</i>				
P90703	00181360	R J THOMAS MFG CO INC	BIN HOT COAL BLACK	2,164.00
<i>Org Key: WR544C - ICW Crosswalk at SE 32nd</i>				
P88053	00181341	KPG	ISLAND CREST WAY CROSSWALK	6,610.96
<i>Org Key: WS103P - Sewer 20 yr CIP Plan</i>				
P89190	00181302	ADS LLC	SEWER FLOW MONITORING - GENERA	5,953.07
<i>Org Key: WW526R - Madrona Crest West Water Sys</i>				
P86755	00181366	STANTEC CONSULTING SRVS INC	MADRONA CREST WEST PROJECT	24,605.03
<i>Org Key: WW535B - PRV Air Vac Replacements-Ph 2</i>				
P89856	00181327	FURY SITE WORKS INC	STANDALONE AIR VACUUM RELEASE	130,344.49
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
	00181300	CORP INC CONSTRUCTION AND	SETTLEMENT AGREEMENT	340,333.95
P90163	00181376	WETHERHOLT AND ASSOCIATES INC	FS 92 ROOF INSPECTION SERVICE	3,294.20
<i>Org Key: XP520R - Recreational Trail Connections</i>				
P90739	00181333	GRANGE SUPPLY INC	8' ROUND POSTS	137.90
P90737	00181350	MI HARDWARE - MAINT	MISC. HARDWARE FOR THE MONTH O	35.92
<i>Org Key: XR310R - EMW Shoulders - Ph 8-10</i>				
P90123	00181370	TRINITY CONTRACTORS INC	EMW ROADSIDE SHOULDER	104,828.60
<i>Org Key: YF1100 - YFS General Services</i>				
P90726	00181305	AMERICAN EXPRESS (YFS)	Costco - supplies for LB offic	401.25
P90726	00181305	AMERICAN EXPRESS (YFS)	Costco - supplies for	86.82
P89331	00181374	VERIZON WIRELESS	Monthly expense for mobile	40.01
P89329	00181352	MI HARDWARE - YFS	Operating supplies for YFS/LB	13.78
<i>Org Key: YF1200 - Thrift Shop</i>				
	00181359	PUGET SOUND ENERGY	ENERGY USE APRIL 2016	543.44
P90726	00181305	AMERICAN EXPRESS (YFS)	Costco - tshop operating suppl	435.75
	00181312	CENTURYLINK	PHONE USE APRIL 2016	150.74
P89367	00181332	GRAND & BENEDICTS INC	Operating supplies for Thrift	129.45
P89329	00181352	MI HARDWARE - YFS	Operating supplies for Thrift	63.03
Total				753,416.89

CERTIFICATION OF CLAIMS

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

*Charles L. Corder*

Finance Director

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

<u>Report</u>	<u>Warrants</u>	<u>Date</u>	<u>Amount</u>
Check Register	181380-181477	05/19/16	\$ 986,041.87
			<b>\$ 986,041.87</b>

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181380	05/19/2016	ACCESS MEDIA CONTAINER DELIVERY & PIC	P90813	1442370	04/30/2016	330.42
00181381	05/19/2016	AIRGAS USA LLC Oxygen/Fire	P90841	9936143753	04/30/2016	124.28
00181382	05/19/2016	ALEXANDER, DEBORAH MILEAGE EXPENSE		OH006488	05/05/2016	15.98
00181383	05/19/2016	ALL CITY FENCE CO IRON GATE LATCH	P90820	107889	05/04/2016	67.41
00181384	05/19/2016	ALPENTAL VOLUNTEER SKI PATROL Contract 22472 completed, depo	P90761	22472	05/09/2016	50.00
00181385	05/19/2016	AMERICAN PLANNING ASSOC APA, WASHINGTON CHAPTER & AICP	P90856	0077941643	04/18/2016	660.00
00181386	05/19/2016	AUTONATION REPAIRS INV 1066119	P90819	106119/106245	04/07/2016	180.10
00181387	05/19/2016	BASTROM, KENT G PER DIEM REIMB		OH006487	05/12/2016	178.90
00181388	05/19/2016	BECKER, RON REPLACE WARRANT 179822		OH006491	05/16/2016	12,688.00
00181389	05/19/2016	BELLEVUE, CITY OF 2016 Human Services Pooled Pro	P90806	30901	04/27/2016	18,594.00
00181390	05/19/2016	BERK CONSULTING MI PARKING STUDY PROJECT DEC	P89686	100870416	05/06/2016	1,762.50
00181391	05/19/2016	BLUELINE GROUP 9700 BLOCK SE 41ST STREET WATE	P85542	11659	05/03/2016	5,675.50
00181392	05/19/2016	BRAKE & CLUTCH SUPPLY INC Apparatus Parts/8610	P90839	53600	04/20/2016	38.12
00181393	05/19/2016	BREWTON MD, LUKE Clinical consultations	P90095	OH006506	05/03/2016	150.00
00181394	05/19/2016	CENTURYLINK PHONE USE APRIL 2016		OH006504	05/02/2016	434.13
00181395	05/19/2016	CESSCO SHARPEN MOWER BLADES	P90766	5138	04/29/2016	98.06
00181396	05/19/2016	CHELAN COUNTY TREASURER Chelan County Jail-30 days	P90759	15000100397	04/30/2016	2,100.00
00181397	05/19/2016	CHRISTOPHER, WILLIAM JUROR SERVICE REIMB		OH006501	04/25/2016	27.28
00181398	05/19/2016	CLEANERS PLUS 1 Patrol uniform cleaning	P90755	76334	05/03/2016	398.38
00181399	05/19/2016	CM DESIGN GROUP ROADSIDE SHOULDER IMPROV. - EM	P89866	16028	05/04/2016	11,793.87
00181400	05/19/2016	COMCAST Internet Charges/Fire	P90850	OH006513	05/04/2016	70.84
00181401	05/19/2016	COMPLETE OFFICE OFFICE SUPPLIES APRIL 2016		OH006505	04/30/2016	2,375.19
00181402	05/19/2016	CONGREGATIONAL CHURCH OF MI 2015 Park and Ride lot leases	P89751	OH006374	06/01/2015	1,176.00
00181403	05/19/2016	CONSOLIDATED PRESS Printing services for Spring/S	P90857	15908	03/09/2016	4,235.78
00181404	05/19/2016	CORRECTIONAL INDUSTRIES ACCTG Parking tickets	P90708	45114228	04/27/2016	305.29
00181405	05/19/2016	CRYSTAL AND SIERRA SPRINGS Monthly water delivery service	P89371	5277493050116	05/01/2016	105.84

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181406	05/19/2016	CULLIGAN Water Service/Fire	P90844	201605672721	04/30/2016	300.93
00181407	05/19/2016	DATAQUEST LLC Background checks for AC, DB,	P89372	CMIYOUTH201604	04/30/2016	258.50
00181408	05/19/2016	DEDOMINICIS, AMY E FS 92 Project Management	P76634	501472	05/02/2016	250.00
00181409	05/19/2016	DEPT OF COMMERCE Principal PWTF Sewer Lk Line	P90828	PWTF257758	04/28/2016	424,909.00
00181410	05/19/2016	DEPT OF ENTERPRISES SERVICES APRIL 2016 BUSINESS CARD PRINT		73147994	05/02/2016	137.93
00181411	05/19/2016	DEPT OF LICENSING J. Magnan Notary Application	P90803	OH006507	05/10/2016	30.00
00181412	05/19/2016	DKS ASSOCIATES TIA SCOPING	P90774	0060544	05/02/2016	165.25
00181413	05/19/2016	DUNBAR ARMORED May 2015 Armored Car Service	P90875	3774238	05/01/2016	1,691.87
00181414	05/19/2016	EASTSIDE EXTERMINATORS Extermination services for Aub	P90779	278529	03/17/2016	328.50
00181415	05/19/2016	ECONORTHWEST MERCER ISLAND TOWN CENTER JANU	P89685	17015	04/30/2016	1,665.00
00181416	05/19/2016	ERRG INC Luther Burbank Phase 2: Calkin	P87668	4960	04/12/2016	35,498.36
00181417	05/19/2016	FERGUSON ENTERPRISES INC INVENTORY PURCHASES	P90767	0505650	04/28/2016	4,776.82
00181418	05/19/2016	FIRE PROTECTION INC FIRE ALARM MONITORING CITY BLD	P90782	31724	04/19/2016	1,343.69
00181419	05/19/2016	FIRST CHURCH OF CHRIST Contract 21448 completed, depo	P90760	21448	05/09/2016	150.00
00181420	05/19/2016	FLETCHER, KAREN JUROR SERVICE REIMB		OH006495	04/25/2016	11.62
00181421	05/19/2016	FRANK'S FLAG STORE REPAIR FS92 FLAGPOLE	P90901	5141601	05/14/2016	667.95
00181422	05/19/2016	FRAPPIER, KIMBERLY CONF,LISCENCING, TESTING EXPEN		OH006489	04/30/2016	474.92
00181423	05/19/2016	G&K SERVICES COVERALL/LAUNDRY SERVICE	P90874	OH006515	04/30/2016	854.98
00181424	05/19/2016	GOURMONDO CATERING CO City Manager Interview Recepti	P90823	E75468	05/05/2016	1,060.05
00181425	05/19/2016	GRAINGER INVENTORY PURCHASES	P90695	9097011796	04/28/2016	535.99
00181426	05/19/2016	GRAND & BENEDICTS INC Operating supplies for Thrift	P89367	0802464IN	05/06/2016	159.87
00181427	05/19/2016	GUARDIAN SECURITY Island Crest batting cage and	P90831	650809	04/19/2016	324.82
00181428	05/19/2016	HACH COMPANY TOTAL IRON REGENTS (1000 PK)	P90710	9905598	04/27/2016	256.12
00181429	05/19/2016	HEITMAN, STEVE PER DIEM REIMB		OH006485	05/12/2016	259.00
00181430	05/19/2016	HOLMES, EDWARD J CM BACKGROUND INV EXPENSES		OH006512	05/17/2016	1,045.47
00181431	05/19/2016	HUGHES FIRE EQUIPMENT INC REPLACE WARRANT		OH006492	05/16/2016	264.68

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181432	05/19/2016	KAREN REED CONSULTING LLC April 2016 Town Center Vision	P90804	0592	05/03/2016	3,800.00
00181433	05/19/2016	KASER, MICHAEL PER DIEM REIMB		OH006509	05/17/2016	123.30
00181434	05/19/2016	KING COUNTY FINANCE MONTHLY SEWER JAN-DEC 2016	P89275	30013425	05/01/2016	369,737.91
00181435	05/19/2016	KING COUNTY FINANCE I-NET MONTHLY SERVICES FROM	P89754	11004554	04/30/2016	1,122.00
00181436	05/19/2016	LUONG, SUSAN JUROR SERVICE REIMB		OH006499	04/25/2016	39.44
00181437	05/19/2016	MAIR, STEPHEN PER DIEM REIMB		OH006486	05/12/2016	178.90
00181438	05/19/2016	MARCROFT, MARC A FIRST AID/CPR TRAINING EXPENSE		OH006481	05/16/2016	167.95
00181439	05/19/2016	MCDANIEL, BRIAN CONFERENCE EXPENSE		OH006483	05/09/2016	165.70
00181440	05/19/2016	MI HARDWARE - POLICE Rope and hasp	P90756	OH006508	04/30/2016	33.84
00181441	05/19/2016	MICHAEL SKAGGS ASSOCIATES JANITORIAL SERVICE CITY BLDGS	P90798	16212	04/29/2016	10,537.59
00181442	05/19/2016	MITY-LITE INC Replacement round tables for M	P90787	00025887	04/29/2016	1,695.75
00181443	05/19/2016	MORGAN SOUND COUNCIL CHAMBERS	P90752	MSI85714	03/15/2016	465.38
00181444	05/19/2016	NATIONAL LEAGUE OF YOUNG MEN Contract 21372 completed, depo	P90762	21372	05/09/2016	25.00
00181445	05/19/2016	NELSON, DEANNA JUROR SERVICE REIMB		OH006496	04/25/2016	14.32
00181446	05/19/2016	OBERENDER, MONICA JUROR SERVICE REIMB		OH006500	04/25/2016	23.93
00181447	05/19/2016	PACIFIC AIR CONTROL INC FS92 HVAC MAINT	P90778	186070	03/31/2016	4,603.47
00181448	05/19/2016	PACIFIC MODULAR CLEAN CARPET AT FS91	P90794	2073	04/26/2016	750.00
00181449	05/19/2016	PARR, RYAN TRAINING EXPENSE		OH006482	05/16/2016	629.37
00181450	05/19/2016	PIERCE, ELLIOT JUROR SERVICE REIMB		OH006494	04/25/2016	34.80
00181451	05/19/2016	PUBLIC SAFETY SUPPORT SERVICES Zone One Coordinator Services	P87834	MIFY1409	04/15/2016	16,666.66
00181452	05/19/2016	RUAN, ZHENG JUROR SERVICE REIMB		OH006493	04/25/2016	14.96
00181453	05/19/2016	RUCKER, MANORD J LEOFF1 RET MEDI REIMB JUNE2016		OH006510	05/17/2016	121.80
00181454	05/19/2016	S & S TIRE REPLACE WARRANT 181253		OH006490	05/16/2016	252.96
00181455	05/19/2016	SANDINE, ASEA SUPPLIES		OH006484	05/12/2016	44.56
00181456	05/19/2016	SOUND SAFETY PRODUCTS MISC. WORK CLOTHES	P90687	96535	04/27/2016	44.40
00181457	05/19/2016	STEWART, DUANE JUROR SERVICE REIMB		OH006498	04/25/2016	39.44

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181458	05/19/2016	TRAN, ANH-DUNG JUROR SERVICE REIMB		OH006497	04/25/2016	45.05
00181459	05/19/2016	UNDERWATER SPORTS INC. Wet suit-Schroeder	P90797	20011037/75/477	11/05/2015	945.10
00181472	05/19/2016	US BANK CORP PAYMENT SYS INTERNATIONAL PARKING MAN		2469216612500030	05/06/2016	26,303.10
00181473	05/19/2016	WALTER E NELSON CO INVENTORY PURCHASES	P90668	542413	04/27/2016	1,377.46
00181474	05/19/2016	WASHINGTON STATE PATROL CPL backgrounds	P90757	I16007732	05/02/2016	103.25
00181475	05/19/2016	WCIA J. Magnan Notary Bond	P90800	101362	05/10/2016	40.00
00181476	05/19/2016	WESTHILL ELECTRONICS Station 91 Motorola XT55000 Ra	P90685	2386	04/27/2016	638.22
00181477	05/19/2016	XEROX CORPORATION DSG COPY CHARGES 3/21-4/21/16	P90733	084546453	05/03/2016	4,199.07
					Total	<u>986,041.87</u>



**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P90760	00181419	FIRST CHURCH OF CHRIST	Contract 21448 completed, depo	150.00
P90761	00181384	ALPENTAL VOLUNTEER SKI PATROL	Contract 22472 completed, depo	50.00
P90762	00181444	NATIONAL LEAGUE OF YOUNG MEN	Contract 21372 completed, depo	25.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P90767	00181417	FERGUSON ENTERPRISES INC	INVENTORY PURCHASES	4,776.82
P90668	00181473	WALTER E NELSON CO	INVENTORY PURCHASES	1,377.46
P90763	00181425	GRAINGER	INVENTORY PURCHASES	344.96
<i>Org Key: CM1100 - Administration (CM)</i>				
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	269.28
	00181472	US BANK CORP PAYMENT SYS	ACT*MRSC	40.00
	00181472	US BANK CORP PAYMENT SYS	INTERNATIONAL PARKING MAN	8.55
<i>Org Key: CM1300 - Sustainability</i>				
	00181472	US BANK CORP PAYMENT SYS	BETTYMILLSC	214.08
	00181472	US BANK CORP PAYMENT SYS	BUTTONWORKS	189.32
<i>Org Key: CM1400 - Communications</i>				
	00181472	US BANK CORP PAYMENT SYS	BACKUPIFY	4.99
<i>Org Key: CO6100 - City Council</i>				
	00181472	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	579.95
	00181472	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	259.20
	00181472	US BANK CORP PAYMENT SYS	RESTAURANTS ON THE RUN	178.80
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	58.12
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	4.49
<i>Org Key: CR1100 - CORe Admin and Human Resources</i>				
	00181472	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	180.00
	00181472	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	180.00
	00181472	US BANK CORP PAYMENT SYS	WWW.SAHARAPIZZA.COM	146.27
	00181472	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	135.00
	00181472	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	135.00
	00181472	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	90.00
	00181472	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	90.00
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	80.00
	00181472	US BANK CORP PAYMENT SYS	FRED MEYER #0664	69.90
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	68.99
	00181472	US BANK CORP PAYMENT SYS	EINSTEIN BROS BAGELS3410	30.98
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	21.93
<i>Org Key: CT1100 - Municipal Court</i>				
	00181458	TRAN, ANH-DUNG	JUROR SERVICE REIMB	45.05
	00181436	LUONG, SUSAN	JUROR SERVICE REIMB	39.44
	00181457	STEWART, DUANE	JUROR SERVICE REIMB	39.44
	00181450	PIERCE, ELLIOT	JUROR SERVICE REIMB	34.80
	00181397	CHRISTOPHER, WILLIAM	JUROR SERVICE REIMB	27.28
	00181446	OBERENDER, MONICA	JUROR SERVICE REIMB	23.93
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	23.74
	00181452	RUAN, ZHENG	JUROR SERVICE REIMB	14.96

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00181445	NELSON, DEANNA	JUROR SERVICE REIMB	14.32
	00181420	FLETCHER, KAREN	JUROR SERVICE REIMB	11.62
<i>Org Key: DS1100 - Administration (DS)</i>				
P90856	00181385	AMERICAN PLANNING ASSOC	APA, WASHINGTON CHAPTER & AICP	660.00
	00181472	US BANK CORP PAYMENT SYS	MBP.com Merchant Fee	54.10
	00181472	US BANK CORP PAYMENT SYS	STAPLES 00113563	20.79
<i>Org Key: DS1200 - Bldg Plan Review &amp; Inspection</i>				
	00181472	US BANK CORP PAYMENT SYS	ACT*ECITYGOV ALLIANCE	70.00
	00181472	US BANK CORP PAYMENT SYS	ACT*ECITYGOV ALLIANCE	70.00
	00181472	US BANK CORP PAYMENT SYS	ACT*ECITYGOV ALLIANCE	60.00
	00181472	US BANK CORP PAYMENT SYS	OFFICEMAX/OFFICEDEPOT6779	11.95
	00181472	US BANK CORP PAYMENT SYS	OFFICEMAX/OFFICEDEPOT6779	4.99
<i>Org Key: DS1400 - Development Engineering</i>				
P90774	00181412	DKS ASSOCIATES	TIA SCOPING	165.25
	00181472	US BANK CORP PAYMENT SYS	PACIFIC NORTHWEST ISA	123.50
<i>Org Key: DSBE01 - Economic Development</i>				
P90804	00181432	KAREN REED CONSULTING LLC	April 2016 Town Center Vision	3,800.00
P89686	00181390	BERK CONSULTING	MI PARKING STUDY PROJECT DEC	1,762.50
P89685	00181415	ECONORTHWEST	MERCER ISLAND TOWN CENTER JANU	1,665.00
	00181472	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	252.63
	00181472	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	239.48
	00181472	US BANK CORP PAYMENT SYS	GOURMONDO CATERING	223.47
<i>Org Key: FN1100 - Administration (FN)</i>				
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	-391.46
<i>Org Key: FR1100 - Administration (FR)</i>				
P90844	00181406	CULLIGAN	Water Service/Fire	300.93
	00181472	US BANK CORP PAYMENT SYS	WASHINGTON AWARDS INC	278.13
	00181429	HEITMAN, STEVE	PER DIEM REIMB	259.00
	00181472	US BANK CORP PAYMENT SYS	NAVY GATEWAYS 81990020	204.00
	00181472	US BANK CORP PAYMENT SYS	INT'L CODE COUNCIL INC	135.00
P90850	00181400	COMCAST	Internet Charges/Fire	70.84
	00181472	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	66.10
	00181472	US BANK CORP PAYMENT SYS	CENTER FOR PUBLIC SAFETY	60.95
	00181472	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	50.83
	00181472	US BANK CORP PAYMENT SYS	WWW.SAHARAPIZZA.COM	47.45
	00181472	US BANK CORP PAYMENT SYS	SILERS DRY CLEANERS	20.98
<i>Org Key: FR2100 - Fire Operations</i>				
P90685	00181476	WESTHILL ELECTRONICS	Station 91 Motorola XT55000 Ra	638.22
	00181472	US BANK CORP PAYMENT SYS	GEORGIA FIRE RESCUE	616.11
	00181431	HUGHES FIRE EQUIPMENT INC	REPLACE WARRANT	264.68
	00181454	S & S TIRE	REPLACE WARRANT 181253	252.96
P90839	00181392	BRAKE & CLUTCH SUPPLY INC	Apparatus Parts/8610	38.12
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P90841	00181381	AIRGAS USA LLC	Oxygen/Fire	124.28

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: FR4100 - Training</i>				
	00181387	BASTROM, KENT G	PER DIEM REIMB	178.90
	00181437	MAIR, STEPHEN	PER DIEM REIMB	178.90
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	102.11
<i>Org Key: FR5100 - Community Risk Reduction</i>				
	00181472	US BANK CORP PAYMENT SYS	PAYPAL *WASHINGTONS	125.00
	00181472	US BANK CORP PAYMENT SYS	PAYPAL *WASHINGTONS	125.00
	00181472	US BANK CORP PAYMENT SYS	PAYPAL *WASHINGTONS	125.00
	00181472	US BANK CORP PAYMENT SYS	INGALLINA'S BOX LUNCH	106.67
	00181472	US BANK CORP PAYMENT SYS	WA STATE ASSOC OF FIRE MA	100.00
<i>Org Key: GGM001 - General Government-Misc</i>				
P90823	00181424	GOURMONDO CATERING CO	City Manager Interview Recepti	1,060.05
	00181430	HOLMES, EDWARD J	CM BACKGROUND INV EXPENSES	927.17
P90875	00181413	DUNBAR ARMORED	May 2015 Armored Car Service	483.59
	00181430	HOLMES, EDWARD J	PER DIEM REIMB	118.30
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	988.93
P90723	00181477	XEROX CORPORATION	CM'S COPY CHARGES 3/21-4/21/16	984.63
P90701	00181477	XEROX CORPORATION	MAIL ROOM COPY CHARGES 3/21-4/	541.49
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	347.26
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	319.64
P90701	00181477	XEROX CORPORATION	DSG COPY CHARGES 3/21-4/21/16	221.38
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	125.64
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	67.30
<i>Org Key: GGM005 - Genera Govt-L1 Retiree Costs</i>				
	00181388	BECKER, RON	REPLACE WARRANT 179822	12,688.00
	00181453	RUCKER, MANORD J	LEOFF1 RET MEDI REIMB JUNE2016	121.80
<i>Org Key: IGHS02 - Eastside Legal Aid Program</i>				
P90806	00181389	BELLEVUE, CITY OF	2016 Human Services Pooled Pro	3,500.00
<i>Org Key: IGHS03 - CHILDREN'S RESPONSE CENTER</i>				
P90806	00181389	BELLEVUE, CITY OF	2016 Human Services Pooled Pro	1,500.00
<i>Org Key: IGHS05 - King County Sexual Assault</i>				
P90806	00181389	BELLEVUE, CITY OF	2016 Human Services Pooled Pro	2,500.00
<i>Org Key: IS1100 - IGS Mapping</i>				
	00181472	US BANK CORP PAYMENT SYS	STARBUCKS #03393 MERCER I	32.74
	00181472	US BANK CORP PAYMENT SYS	TOP POT DOUGHNUTS RENT	19.99
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	8.53
<i>Org Key: IS2100 - IGS Network Administration</i>				
P89754	00181435	KING COUNTY FINANCE	I-NET MONTHLY SERVICES FROM	1,122.00
	00181472	US BANK CORP PAYMENT SYS	CBI*IPSWITCH	635.10
	00181472	US BANK CORP PAYMENT SYS	GOTOCITRIX.COM	512.46
	00181472	US BANK CORP PAYMENT SYS	COAST WENATCHEE CENTER HO	335.64
P90813	00181380	ACCESS	MEDIA CONTAINER DELIVERY & PIC	330.42
	00181394	CENTURYLINK	PHONE USE APRIL 2016	196.49

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00181433	KASER, MICHAEL	PER DIEM REIMB	123.30
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	101.52
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	81.81
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	71.94
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	59.94
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	58.10
	00181472	US BANK CORP PAYMENT SYS	REGISTER.COM*1304B674J	38.00
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	27.54
	00181472	US BANK CORP PAYMENT SYS	REGISTER.COM*130491C1J	14.00
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P90788	00181418	FIRE PROTECTION INC	FIRE ALARM MONITORING CITY BLD	399.00
<i>Org Key: MT3100 - Water Distribution</i>				
	00181472	US BANK CORP PAYMENT SYS	IN *EVERGREEN RURAL WATER	275.00
	00181472	US BANK CORP PAYMENT SYS	STRATFORD SUITES INN	215.42
P90710	00181428	HACH COMPANY	TOTAL IRON REGENTS (1000 PK)	256.12
	00181472	US BANK CORP PAYMENT SYS	PAYPAL *KCAWWA	65.00
	00181472	US BANK CORP PAYMENT SYS	BATTERY JUNCTION	31.94
<i>Org Key: MT3200 - Water Pumps</i>				
	00181394	CENTURYLINK	PHONE USE MAY 2016	237.64
<i>Org Key: MT3300 - Water Associated Costs</i>				
	00181439	MCDANIEL, BRIAN	CONFERENCE EXPENSE	165.70
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P90874	00181423	G&K SERVICES	COVERALL/LAUNDRY SERVICE	854.98
P90733	00181477	XEROX CORPORATION	MAINT METER AND BASE COPIER CH	326.89
	00181472	US BANK CORP PAYMENT SYS	DISCOUNTMUGS.COM	288.32
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	105.96
	00181472	US BANK CORP PAYMENT SYS	STA*STARBUCKSSTORE.COM	75.90
	00181455	SANDINE, ASEA	SUPPLIES	44.56
P90687	00181456	SOUND SAFETY PRODUCTS	MISC. WORK CLOTHES	44.40
	00181472	US BANK CORP PAYMENT SYS	SUBWAY 00119370	36.73
	00181472	US BANK CORP PAYMENT SYS	QFC #5819	8.79
	00181472	US BANK CORP PAYMENT SYS	QFC #5850	4.99
<i>Org Key: MT4200 - Building Services</i>				
P90798	00181441	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE CITY BLDGS	4,022.27
P90794	00181448	PACIFIC MODULAR	CLEAN CARPET AT FS91	750.00
P90791	00181447	PACIFIC AIR CONTROL INC	FS92 HVAC MAINT	638.39
P90901	00181421	FRANK'S FLAG STORE	REPAIR FS92 FLAGPOLE	667.95
P90793	00181447	PACIFIC AIR CONTROL INC	CITY HALL COOLING TOWER REPAIR	578.17
P90792	00181447	PACIFIC AIR CONTROL INC	FINANCE WING HVAC UNIT REPAIR	557.90
P90776	00181447	PACIFIC AIR CONTROL INC	FS91 HVAC MAINT	355.25
	00181472	US BANK CORP PAYMENT SYS	QUENCH USA INC	354.78
P90775	00181447	PACIFIC AIR CONTROL INC	SHOP HVAC MAINT	258.10
P90779	00181414	EASTSIDE EXTERMINATORS	CITY HALL EXTERMINATOR SERVICE	223.38
P90691	00181425	GRAINGER	SWIVEL ASSEMBLY	170.55
	00181472	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	118.19
P90781	00181418	FIRE PROTECTION INC	CITY HALL FIRE ALARM PANEL CHE	71.18

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P90783	00181418	FIRE PROTECTION INC	REPAIR VALVE ON FIRE RISER FS9	71.18
	00181472	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	37.12
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	36.12
<i>Org Key: MT4300 - Fleet Services</i>				
P90819	00181386	AUTONATION	REPAIRS INV 106245	136.33
P90819	00181386	AUTONATION	REPAIRS INV 1066119	43.77
<i>Org Key: MT4502 - Sewer Administration</i>				
P90828	00181409	DEPT OF COMMERCE	Principal PWTF Sewer Lk Line	402,757.35
P89275	00181434	KING COUNTY FINANCE	MONTHLY SEWER JAN-DEC 2016	369,737.91
P90828	00181409	DEPT OF COMMERCE	Interest PWTF Sewer Lk Line	22,151.65
<i>Org Key: PO1100 - Administration (PO)</i>				
	00181472	US BANK CORP PAYMENT SYS	Picture board frames and matti	1,247.48
	00181472	US BANK CORP PAYMENT SYS	Photo board materials	124.83
	00181472	US BANK CORP PAYMENT SYS	NORCOM emp appreciation week	46.47
P90800	00181475	WCIA	J. Magnan Notary Bond	40.00
P90803	00181411	DEPT OF LICENSING	J. Magnan Notary Application	30.00
	00181472	US BANK CORP PAYMENT SYS	OFFICE DEPOT #819	29.53
	00181472	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00181472	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00181472	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00181472	US BANK CORP PAYMENT SYS	UW BOTHELL ADMIN FINANCE	6.00
<i>Org Key: PO1350 - Police Emergency Management</i>				
P87834	00181451	PUBLIC SAFETY SUPPORT SERVICES	Zone One Coordinator Services	8,333.33
P87834	00181451	PUBLIC SAFETY SUPPORT SERVICES	Zone One Coordinator Services	8,333.33
<i>Org Key: PO1700 - Records and Property</i>				
P90708	00181404	CORRECTIONAL INDUSTRIES ACCTG	Parking tickets	305.29
P90709	00181477	XEROX CORPORATION	Records copier	282.51
P90709	00181477	XEROX CORPORATION	Admin copier	212.18
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	112.65
<i>Org Key: PO1800 - Contract Dispatch Police</i>				
P90757	00181474	WASHINGTON STATE PATROL	CPL backgrounds	103.25
<i>Org Key: PO1900 - Jail/Home Monitoring</i>				
P90759	00181396	CHELAN COUNTY TREASURER	Chelan County Jail-30 days	2,100.00
<i>Org Key: PO2100 - Patrol Division</i>				
	00181472	US BANK CORP PAYMENT SYS	PPE Kits for officers	677.92
P90755	00181398	CLEANERS PLUS 1	Patrol uniform cleaning	309.42
P90796	00181398	CLEANERS PLUS 1	Patrol uniform cleaning	88.96
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	39.28
	00181472	US BANK CORP PAYMENT SYS	Supplies for Supervisor Meetin	34.96
P90756	00181440	MI HARDWARE - POLICE	Rope and hasp	33.84
	00181472	US BANK CORP PAYMENT SYS	Supplies for Supervisor Meetin	9.99
<i>Org Key: PO2200 - Marine Patrol</i>				
	00181438	MARCROFT, MARC A	TWIC APPLICATION EXP	128.00
	00181438	MARCROFT, MARC A	FIRST AID/CPR TRAINING EXPENSE	39.95

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PO2201 - Dive Team</i>				
P90797	00181459	UNDERWATER SPORTS INC.	Wet suit-Schroeder	400.00
P90797	00181459	UNDERWATER SPORTS INC.	Fins & Snorkels-Schroeder & Am	296.64
P90797	00181459	UNDERWATER SPORTS INC.	Weight belts-Schroeder & Amici	248.46
<i>Org Key: PO2300 - Bike Patrol (CJ)</i>				
	00181472	US BANK CORP PAYMENT SYS	Goggles for Bike Team	373.96
	00181472	US BANK CORP PAYMENT SYS	Bike Supplies - Inner Tubes	169.87
	00181472	US BANK CORP PAYMENT SYS	Goggles for Bike Team	119.95
	00181472	US BANK CORP PAYMENT SYS	Goggles for Bike Team	115.00
	00181472	US BANK CORP PAYMENT SYS	Fuel for City Vehicle - CDU Tr	53.27
	00181472	US BANK CORP PAYMENT SYS	Fuel for City Vehicle - CDU Tr	19.66
<i>Org Key: PO3100 - Investigation Division</i>				
	00181472	US BANK CORP PAYMENT SYS	Parr - Open Source Internet Tr	399.00
	00181472	US BANK CORP PAYMENT SYS	Parr - Sandy Hook Lessons Lear	77.25
<i>Org Key: PO4100 - Training</i>				
	00181472	US BANK CORP PAYMENT SYS	Roof Vent for Firearms Trailer	412.27
	00181472	US BANK CORP PAYMENT SYS	ACT*MRSC	35.00
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	28.94
<i>Org Key: PO4200 - Training (CJ)</i>				
	00181449	PARR, RYAN	TRAINING EXPENSE	450.87
	00181449	PARR, RYAN	PER DIEM REIMB	178.50
<i>Org Key: PR1100 - Administration (PR)</i>				
P90857	00181403	CONSOLIDATED PRESS	Printing services for Spring/S	4,235.78
	00181472	US BANK CORP PAYMENT SYS	LUMINOUS WORKS LLC	724.00
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	563.90
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	413.26
	00181472	US BANK CORP PAYMENT SYS	VECTORMAGIC COM BILLING	295.00
P89392	00181477	XEROX CORPORATION	Use charges for 3/21/16 to 4/2	179.09
P89392	00181477	XEROX CORPORATION	2016 Lease Charges for Color	160.26
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	153.13
P89333	00181477	XEROX CORPORATION	2016 Lease Charges for Upstair	143.64
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	109.45
	00181472	US BANK CORP PAYMENT SYS	ORIENTAL TRADING CO	87.98
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	79.80
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	62.48
P89371	00181405	CRYSTAL AND SIERRA SPRINGS	Monthly water delivery service	52.92
	00181410	DEPT OF ENTERPRISES SERVICES	APRIL 2016 BUSINESS CARD PRINT	45.98
	00181472	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	35.00
P89333	00181477	XEROX CORPORATION	Use charges for 3/21/16 to 4/2	21.04
	00181382	ALEXANDER, DEBORAH	MILEAGE EXPENSE	15.98
	00181472	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	10.84
<i>Org Key: PR1200 - Volunteer Management</i>				
	00181410	DEPT OF ENTERPRISES SERVICES	APRIL 2016 BUSINESS CARD PRINT	91.95
<i>Org Key: PR2100 - Recreation Programs</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00181472	US BANK CORP PAYMENT SYS	ORIENTAL TRADING CO	93.97
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	81.00
	00181472	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	46.07
	00181472	US BANK CORP PAYMENT SYS	MICHAELS STORES 8403	45.39
	00181472	US BANK CORP PAYMENT SYS	FACEBOOK 3AYVG9EDP2	40.00
	00181472	US BANK CORP PAYMENT SYS	ETSY.COM	28.00
	00181472	US BANK CORP PAYMENT SYS	WSCC PFD PARKING	17.00
	00181472	US BANK CORP PAYMENT SYS	SNOHOMISH CTY PRK GARAGE	9.00
	00181472	US BANK CORP PAYMENT SYS	TARGET 00003392	8.75
	00181472	US BANK CORP PAYMENT SYS	SNOHOMISH CTY PRK GARAGE	6.00
	00181472	US BANK CORP PAYMENT SYS	ETSY.COM	5.99
<b>Org Key: PR2101 - Youth and Teen Camps</b>				
	00181472	US BANK CORP PAYMENT SYS	SAHARA PIZZA	93.09
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	10.48
	00181472	US BANK CORP PAYMENT SYS	REDBOX *DVD RENTAL	3.29
<b>Org Key: PR2104 - Special Events</b>				
	00181472	US BANK CORP PAYMENT SYS	LAKESHORE LEARNING #09	15.57
<b>Org Key: PR2108 - Health and Fitness</b>				
	00181472	US BANK CORP PAYMENT SYS	POWER SYSTEMS	450.57
	00181472	US BANK CORP PAYMENT SYS	TWIN RIVERS GOLF COURSE	17.00
	00181472	US BANK CORP PAYMENT SYS	CITY OF KENT-GOLF COURSE	16.00
<b>Org Key: PR3500 - Senior Services</b>				
	00181472	US BANK CORP PAYMENT SYS	SQ *SHAWN'S CATERING, LLC	437.15
	00181472	US BANK CORP PAYMENT SYS	SQ *SHAWN'S CATERING, LLC	401.80
	00181472	US BANK CORP PAYMENT SYS	SQ *SHAWN'S CATERING, LLC	382.95
	00181472	US BANK CORP PAYMENT SYS	SQ *SHAWN'S CATERING, LLC	291.39
	00181472	US BANK CORP PAYMENT SYS	SQ *SHAWN'S CATERING, LLC	255.31
	00181472	US BANK CORP PAYMENT SYS	SQ *SHAWN'S CATERING, LLC	250.00
	00181472	US BANK CORP PAYMENT SYS	BASKIN #361866 Q35	235.00
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	164.60
	00181472	US BANK CORP PAYMENT SYS	C&C SMART FOOD52105590	155.20
	00181472	US BANK CORP PAYMENT SYS	SQ *SHAWN'S CATERING, LLC	136.88
	00181472	US BANK CORP PAYMENT SYS	TUESDAY MORNING #1163	94.25
	00181472	US BANK CORP PAYMENT SYS	R AND R PARTY RENTALS	80.83
	00181472	US BANK CORP PAYMENT SYS	PARTY FOR LESS	80.15
P90827	00181407	DATAQUEST LLC	Background checks for AC, DB,	63.00
	00181472	US BANK CORP PAYMENT SYS	C&C SMART FOOD52105590	41.21
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	32.47
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	25.90
	00181472	US BANK CORP PAYMENT SYS	MICHAELS STORES 8407	21.88
	00181472	US BANK CORP PAYMENT SYS	COST PLUS WLD #157	21.88
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	17.93
	00181472	US BANK CORP PAYMENT SYS	MICHAELS STORES 8407	16.40
	00181472	US BANK CORP PAYMENT SYS	WALGREENS #3733	10.15
	00181472	US BANK CORP PAYMENT SYS	C&C SMART FOOD52105590	9.15
	00181472	US BANK CORP PAYMENT SYS	QFC #5806	7.31
	00181472	US BANK CORP PAYMENT SYS	R AND R PARTY RENTALS	7.02
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	6.04

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	5.64
	00181472	US BANK CORP PAYMENT SYS	UNCOMMONCOU	4.99
<i>Org Key: PR4100 - Community Center</i>				
P90790	00181441	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE CCMV MONTH	2,426.58
P90789	00181447	PACIFIC AIR CONTROL INC	COMM CNTR HVAC MAINT	1,673.48
P90875	00181413	DUNBAR ARMORED	May 2015 Armored Car Service	483.59
	00181472	US BANK CORP PAYMENT SYS	YELPINC*BIZSERVICES	350.00
P89332	00181477	XEROX CORPORATION	2016 Lease Charges for MICEC C	311.12
P90777	00181447	PACIFIC AIR CONTROL INC	CHILLER REPAIR	300.03
	00181472	US BANK CORP PAYMENT SYS	NORTHWEST RESTAURANT S	251.85
P89332	00181477	XEROX CORPORATION	Use charges for 3/21/16 to 4/2	190.39
	00181472	US BANK CORP PAYMENT SYS	MCNAMARA SIGNS	175.36
P90788	00181418	FIRE PROTECTION INC	FIRE ALARM MONITORING CITY BLD	150.15
P90780	00181418	FIRE PROTECTION INC	REPAIR SMOKE DETECTOR IN ADMIN	71.18
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	55.26
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	30.60
	00181401	COMPLETE OFFICE	OFFICE SUPPLIES APRIL 2016	29.96
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	25.32
	00181472	US BANK CORP PAYMENT SYS	SNOHOMISH CTY PRK GARAGE	19.00
	00181472	US BANK CORP PAYMENT SYS	SNOHOMISH CTY PRK GARAGE	12.00
	00181472	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	8.30
	00181472	US BANK CORP PAYMENT SYS	SNOHOMISH CTY PRK GARAGE	6.00
	00181472	US BANK CORP PAYMENT SYS	SNOHOMISH CTY PRK GARAGE	6.00
	00181472	US BANK CORP PAYMENT SYS	SNOHOMISH CTY PRK GARAGE	6.00
<i>Org Key: PR5400 - Gallery Program</i>				
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	64.98
<i>Org Key: PR6100 - Park Maintenance</i>				
	00181472	US BANK CORP PAYMENT SYS	ARNOLD'S APPLIANCE	596.78
	00181472	US BANK CORP PAYMENT SYS	RAINMASTER	373.75
	00181472	US BANK CORP PAYMENT SYS	WHOLESALEMARINE.COM	367.63
P90831	00181427	GUARDIAN SECURITY	Island Crest batting cage and	162.41
P90766	00181395	CESSCO	SHARPEN MOWER BLADES	98.06
P90695	00181425	GRAINGER	SQUEEGEE & HANDLE	20.48
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P90798	00181441	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE CITY BLDGS	2,148.09
P90778	00181447	PACIFIC AIR CONTROL INC	LB CARETAKER HOUSE HVAC MAINT	242.15
P90788	00181418	FIRE PROTECTION INC	FIRE ALARM MONITORING CITY BLD	169.50
	00181472	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	90.00
P90820	00181383	ALL CITY FENCE CO	IRON GATE LATCH	67.41
<i>Org Key: PR6600 - Park Maint-School Related</i>				
P90831	00181427	GUARDIAN SECURITY	Island Crest batting cage and	162.41
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P90826	00181414	EASTSIDE EXTERMINATORS	Extermination services for Aub	105.12
<i>Org Key: PR6800 - Trails Maintenance</i>				
	00181472	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4702	39.39
	00181472	US BANK CORP PAYMENT SYS	J & B PETROLEUM	32.85



**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: VCP105 - Transit Funding Placeholder</i>				
P89751	00181402	CONGREGATIONAL CHURCH OF MI	2015 Park and Ride lot leases	1,176.00
<i>Org Key: WG104R - Thrift Shop Repairs</i>				
	00181472	US BANK CORP PAYMENT SYS	15 WATT LED LIGHT BOLLARD	314.08
<i>Org Key: WG141E - MICEC Equipment Replacement</i>				
P90787	00181442	MITY-LITE INC	Replacement round tables for M	1,695.75
<i>Org Key: WP122R - Vegetation Management</i>				
	00181422	FRAPPIER, KIMBERLY	CONF,LISCENCING, TESTING EXPEN	474.92
	00181472	US BANK CORP PAYMENT SYS	WILBUR ELLIS AUBURN	234.22
	00181472	US BANK CORP PAYMENT SYS	SIGNSONTHECHEAP.COM	220.66
	00181472	US BANK CORP PAYMENT SYS	ULINE *SHIP SUPPLIES	171.38
	00181472	US BANK CORP PAYMENT SYS	FORESTRY SUPPLIERS	151.96
P90827	00181407	DATAQUEST LLC	Background checks for AC, DB,	36.50
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM AMZN.COM/BILL	25.78
	00181472	US BANK CORP PAYMENT SYS	AMAZON.COM	5.06
<i>Org Key: WP303R - Luther BB Shoreline Phase 2</i>				
P87668	00181416	ERRG INC	Luther Burbank Phase 2: Calkin	13,611.40
P87668	00181416	ERRG INC	Change Order #1	11,516.53
P87668	00181416	ERRG INC	Change Order #3 WP303R Portion	3,987.41
<i>Org Key: WP503R - Luther Burbank Pk Major Impvt</i>				
P87668	00181416	ERRG INC	Change Order #3 WP503R Portion	6,383.02
<i>Org Key: WS512R - Sewer Repair at Sub-Basin 27</i>				
P85542	00181391	BLUELINE GROUP	SUB BASIN 27A.9 SEWER & DRAINAGE	3,422.50
<i>Org Key: WW526R - Madrona Crest West Water Sys</i>				
	00181472	US BANK CORP PAYMENT SYS	ENGINEERSUPPLY COM	174.24
<i>Org Key: WW528R - 9700 Block SE 41st Watermain</i>				
P87382	00181391	BLUELINE GROUP	9700 BLOCK SE 41ST STREET WATER	2,253.00
<i>Org Key: XG150T - Small Tech/Equipment</i>				
P90752	00181443	MORGAN SOUND	COUNCIL CHAMBERS	465.38
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P76634	00181408	DEDOMINICIS, AMY E	FS 92 Project Management	250.00
<i>Org Key: XP520R - Recreational Trail Connections</i>				
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	27.88
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	9.98
<i>Org Key: XP710R - Luther Burbank Minor Improvemt</i>				
	00181472	US BANK CORP PAYMENT SYS	FASTSIGNS 106 I	249.09
<i>Org Key: XR310R - EMW Shoulders - Ph 8-10</i>				
P89866	00181399	CM DESIGN GROUP	ROADSIDE SHOULDER IMPROV. - EM	11,793.87
<i>Org Key: YF1100 - YFS General Services</i>				
P90806	00181389	BELLEVUE, CITY OF	2016 Human Services Pooled Pro	1,094.00
P89392	00181477	XEROX CORPORATION	Use charges for 3/21/16 to 4/2	291.92

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00181472	US BANK CORP PAYMENT SYS	WPGC	255.00
	00181472	US BANK CORP PAYMENT SYS	WPGC	255.00
P90875	00181413	DUNBAR ARMORED	May 2015 Armored Car Service	238.42
P89369	00181477	XEROX CORPORATION	Lease charges for Xerox 255 (L	172.27
P89392	00181477	XEROX CORPORATION	2016 Lease Charges for Color	160.26
P89372	00181407	DATAQUEST LLC	Background checks for voluntee	159.00
	00181472	US BANK CORP PAYMENT SYS	BELLEVUE NURSERY	110.43
	00181472	US BANK CORP PAYMENT SYS	BLICK ART 800 447 1892	85.36
P89371	00181405	CRYSTAL AND SIERRA SPRINGS	Monthly water service deliver	52.92
	00181472	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00181472	US BANK CORP PAYMENT SYS	USPS 54530602535107903	11.40
	00181472	US BANK CORP PAYMENT SYS	TPC ONLINE FOOD CARDS	10.00
	00181472	US BANK CORP PAYMENT SYS	BELLEVUE NURSERY	8.75
	00181472	US BANK CORP PAYMENT SYS	QFC #5839	3.29
<b>Org Key: YF1200 - Thrift Shop</b>				
P90798	00181441	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE CITY BLDGS	1,940.65
P90875	00181413	DUNBAR ARMORED	May 2015 Armored Car Service	486.27
P90782	00181418	FIRE PROTECTION INC	REPLACE BATTERIES IN FIRE ALAR	242.00
P90788	00181418	FIRE PROTECTION INC	FIRE ALARM MONITORING CITY BLD	169.50
P89367	00181426	GRAND & BENEDICTS INC	Operating supplies for Thrift	159.87
	00181472	US BANK CORP PAYMENT SYS	ER & S COMPUTER SOLUTI	136.00
	00181472	US BANK CORP PAYMENT SYS	8009441126BROOKLYNBATTERY	79.96
	00181472	US BANK CORP PAYMENT SYS	SQUARESPACE INC.	26.00
<b>Org Key: YF2100 - School/City Partnership</b>				
	00181472	US BANK CORP PAYMENT SYS	US JOURNAL TRAINING	150.00
	00181472	US BANK CORP PAYMENT SYS	PESI INC	29.99
<b>Org Key: YF2300 - VOICE Program</b>				
	00181472	US BANK CORP PAYMENT SYS	FACEBOOK KZCMN8SF42	71.37
<b>Org Key: YF2500 - Family Counseling</b>				
	00181472	US BANK CORP PAYMENT SYS	ACT*CASCADIA TRAINING	159.00
P90095	00181393	BREWTON MD, LUKE	Clinical consultations	150.00
<b>Org Key: YF2600 - Family Assistance</b>				
	00181472	US BANK CORP PAYMENT SYS	PUGET SOUND PHYSICI	274.71
	00181472	US BANK CORP PAYMENT SYS	JEROME K YAMADA DDS MS	237.00
	00181472	US BANK CORP PAYMENT SYS	NEIGHBORCARE BILLING	40.00
	00181472	US BANK CORP PAYMENT SYS	NEIGHBORCARE BILLING	40.00
<b>Org Key: YF2800 - Fed Drug Free Communities Gran</b>				
	00181472	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	79.87
	00181472	US BANK CORP PAYMENT SYS	EIG*HOMESTEAD	20.99
	00181472	US BANK CORP PAYMENT SYS	20 BARTELL DRUGS	17.63
	00181472	US BANK CORP PAYMENT SYS	STARBUCKS STORE 03310	16.37
	00181472	US BANK CORP PAYMENT SYS	STARBUCKS STORE 03310	16.37
	00181472	US BANK CORP PAYMENT SYS	QFC #5806	12.96
<b>Org Key: YF3400 - Domestic Violence (CJ)</b>				
P90806	00181389	BELLEVUE, CITY OF	2016 Human Services Pooled Pro	10,000.00

**Accounts Payable Report by GL Key**

<b>PO #</b>	<b>Check #</b>	<b>Vendor:</b>	<b>Transaction Description</b>	<b>Check Amount</b>
			Total	<u>986,041.87</u>

CERTIFICATION OF CLAIMS

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

*Charles L. Corder*

Finance Director

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

<u>Report</u>	<u>Warrants</u>	<u>Date</u>	<u>Amount</u>
Check Register	181478-181621	05/26/16	\$ 468,703.29
			<b>\$ 468,703.29</b>

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181478	05/26/2016	ABRA AUTO BODY & GLASS - BODY REPAIR FOR FL-0442	P90514	10696	04/25/2016	734.54
00181479	05/26/2016	ADT LLC PERMIT REFUND		1512062	05/11/2016	281.85
00181480	05/26/2016	AMERIGAS-KENT 367.9 GAL PROPANE	P90809	3051986251	05/05/2016	1,140.81
00181481	05/26/2016	ASPECT SOFTWARE INC Telestaff Charges	P90845	ASI013139	05/05/2016	164.25
00181482	05/26/2016	AWC June 2016 COBRA J. Maggard	P89549	OH006523	06/01/2016	790.77
00181483	05/26/2016	AWC June 2016 COBRA K. Knight	P89547	OH006524	06/01/2016	1,580.10
00181484	05/26/2016	BEN LELAND CONSTRUCTION OVERPAYMENT REFUND		OH006516	05/19/2016	33.00
00181485	05/26/2016	BEN'S CLEANER SALES INC PRESSURE WASHER PARTS	P90896	271529	05/10/2016	146.25
00181486	05/26/2016	BLUMENTHAL UNIFORMS Uniform Badges	P90971	005242553/005249	04/18/2016	722.70
00181487	05/26/2016	BROWNE, KARL PERMIT REFUND		1604127	05/11/2016	40.80
00181488	05/26/2016	CASCADE COLUMBIA DISTRIBUTION PUMP SYPHONE	P90907	666057	04/21/2016	398.39
00181489	05/26/2016	CDW GOVERNMENT INC SAP Standard Support product i	P90642	CXZ9800	05/06/2016	357.18
00181490	05/26/2016	CENTURYLINK PHONE USE MAY 2016		OH006517	05/08/2016	2,192.54
00181491	05/26/2016	CHAPTER 13 TRUSTEE PAYROLL EARLY WARRANTS		OH006554	05/27/2016	1,331.00
00181492	05/26/2016	COMCAST Internet Charges/Fire	P89269	OH006527	05/12/2016	122.91
00181493	05/26/2016	COMCAST 2015 MAINT DEPT WI FI	P89508	OH006528	05/07/2016	86.32
00181494	05/26/2016	COMCAST 2016 High Speed Connection Cha	P89540	OH006562	05/11/2016	135.47
00181495	05/26/2016	COOK, KEVIN FRLEOFF1 Retiree Medical Expen	P90946	OH006526	05/23/2016	45.00
00181496	05/26/2016	CRIMINAL JUSTICE TRAINING COMM Collision Inv. training	P90758	201126210	05/05/2016	100.00
00181497	05/26/2016	CRYSTAL SPRINGS Coffee Supplies for MICEC	P90918	13123243051316	05/13/2016	152.98
00181498	05/26/2016	DATAQUEST LLC Background Check M. Codispoti	P90943	CMI20160430	04/30/2016	43.00
00181499	05/26/2016	DEEDS, EDWARD G LEOFF1 Retiree Medical Expense	P90945	OH006529	05/23/2016	217.96
00181500	05/26/2016	DROLL LANDSCAPE ARCH, ROBERT W REPLACE WARRANT 180270	P88814	1406506	04/25/2016	11,770.30
00181501	05/26/2016	EARTHWORK ENTERPRISES INC REFUND HYDRANT METER DEPOSIT		OH006556	04/12/2016	2,900.00
00181502	05/26/2016	EASTSIDE TRVLING LEAGUE/MIBBBC REPLACE WARRANT		21226CORR	05/23/2016	502.00
00181503	05/26/2016	EVERGREEN SAFETY COUNCIL FLAGGER CERTIFICATION FOR GERO	P90899	OH006530	05/19/2016	85.00

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00181504	05/26/2016	FEHR & PEERS April 2016 Phase 2 Sound Trans	P90942	107484	05/13/2016	1,630.20
00181505	05/26/2016	FIRE PROTECTION INC CITY HALL FIRE PANEL REPAIR	P90967	32144	05/04/2016	352.60
00181506	05/26/2016	GLACKEN & ASSOCIATES Background Inv course-Parr	P90867	13	05/10/2016	225.00
00181507	05/26/2016	GRAINGER INVENTORY PURCHASES	P90769	9101388701	05/04/2016	134.82
00181508	05/26/2016	GRIFFIN, JASON JUROR SERVICE REIMB		OH006502	04/25/2016	22.31
00181509	05/26/2016	HEALTHFORCE PARTNERS LLC Respiratory Reviews - Matheson	P90927	28694	05/12/2016	57.00
00181510	05/26/2016	HEDEEN & CADITZ PLLC Professional Services - FS 92	P90795	8143	05/05/2016	24,907.50
00181511	05/26/2016	HEITMAN, STEVE PER DIEM REIMB		OH006555	05/20/2016	215.68
00181512	05/26/2016	HENNESSEY FLEET CONSULTING MAINTENANCE DEPT FLEET AUDIT	P89863	201634	05/02/2016	402.50
00181513	05/26/2016	HEWLETT-PACKARD COMPANY GIS 2016 Workstation Replaceme	P90566	38639068002	05/09/2016	1,721.04
00181514	05/26/2016	HOCHANADEL HOMES INC BUSINESS LICENSE REFUND		OH006518	05/19/2016	33.00
00181515	05/26/2016	HOME DEPOT CREDIT SERVICE FRENCH DRAIN PIPE	P90952	6691488	05/12/2016	335.74
00181516	05/26/2016	HONEYWELL, MATTHEW V Professional Services - Public	P90928	915	05/17/2016	1,950.00
00181517	05/26/2016	HORIZON PARKS REPAIR PARTS	P90770	3M192443	05/05/2016	225.55
00181518	05/26/2016	HORSCHMAN, BRENT FLEX SPEND ACCT REIMB		OH006557	05/27/2016	234.60
00181519	05/26/2016	HYLAND SOFTWARE SIRE ANNUAL MAINTENANCE 5/1/20	P90941	297940	01/29/2016	13,010.79
00181520	05/26/2016	INTERIOR FOLIAGE CO, THE CITY HALL INTERIOR LANDSCAPING	P90969	35638	05/01/2016	271.34
00181521	05/26/2016	INTERNATIONAL CODE COUNCIL Code Books/Fire Marshal	P90924	1000691124	05/12/2016	393.11
00181522	05/26/2016	INTL ASSOC OF ARSON INV Dues - Bastrom/Mair	P90922	88249/88302	02/24/2016	280.00
00181523	05/26/2016	ISLANDAIRE HOME OWNERS Contract 22094 completed, depo	P90920	22094	05/20/2016	30.00
00181524	05/26/2016	ISSAQUAH CITY JAIL Jail fee-March	P90869	0450008174	05/09/2016	3,007.00
00181525	05/26/2016	JACK AND JILL Contract 22097 completed, depo	P90916	22097	05/19/2016	296.00
00181526	05/26/2016	JAYMARC HOMES LLC UPSIZE REFUND 2950 72ND AVE SE		1402130	05/10/2016	727.65
00181527	05/26/2016	JAYMARC LUXURY HOMES LLC UPSIZE REFUND 6204 SE 28TH		1505205	05/10/2016	1,051.01
00181528	05/26/2016	JOHNSON, CURTIS FRLEOFF1 Retiree Medical Expen	P90947	OH006531	05/23/2016	254.60
00181529	05/26/2016	KC FINANCE Remit 2% Excise Tax	P90862	2071228	05/05/2016	1,636.82

**Accounts Payable Report by Check Number**

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00181530	05/26/2016	KC HOUSING AUTHORITY APPLICATION REFUND		VAR16003	05/19/2016	3,387.97
00181531	05/26/2016	KC RECORDER RELEASE OF SEWER LIENS AT 7255	P90811	OH006532	05/11/2016	132.00
00181532	05/26/2016	KELLEY, CHRIS M MILEAGE EXPENSE		OH006520	05/20/2016	17.60
00181533	05/26/2016	KIA MOTORS FINANCE DSG 2016 KIA SOUL LEASE	P88915	OH006533	05/14/2016	263.96
00181534	05/26/2016	KRAZAN & ASSOCIATES INC EMW ROADSIDE SHOULDER IMPROVEM	P90861	I6073555832	04/30/2016	4,845.00
00181535	05/26/2016	LAKESHORE LEARNING STORE Laminating	P90889	2311060516	05/06/2016	5.98
00181536	05/26/2016	LIFE ASSIST INC Station/Rig Aid Supplies	P90866	750264	04/29/2016	1,148.27
00181537	05/26/2016	LUND, MARK FLEX SPEND ACCT REIMB		OH006558	05/27/2016	192.31
00181538	05/26/2016	M & M BALLOON CO Helium refills for MICEC	P89715	27644/27877/2815	03/01/2016	62.43
00181539	05/26/2016	MASTERMARK Name Badges for Council & Staf	P90851	2443429	04/28/2016	262.50
00181540	05/26/2016	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		OH006551	05/27/2016	135.00
00181541	05/26/2016	MI HARDWARE - P&R Sandpaper	P90725	OH006535	04/30/2016	7.86
00181542	05/26/2016	MI HARDWARE - UTILITY MISC. HARDWARE FOR THE MONTH O	P90771	OH006534	04/30/2016	51.47
00181543	05/26/2016	MI SCHOOL DISTRICT #400 SCHOOL DISTRICT FUEL	P90904	2016403	05/05/2016	1,250.75
00181544	05/26/2016	MILLAD DEVELOPMENT LLC UPSIZE REFUND 7006 93RD AVE SE		1509187	05/10/2016	65.26
00181545	05/26/2016	MNN CUSTOM M2N LLC UPSIZE REFUND 3728 78TH AVE SE		1412168	05/10/2016	92.12
00181546	05/26/2016	NAPA AUTO PARTS APRIL REPAIR PARTS INVENTORY	P90817	OH006536	04/30/2016	1,374.50
00181547	05/26/2016	NAT'L CHARTY LEAGUE: LAKE WA contract 21110 completed, depo	P90917	21110	05/19/2016	150.00
00181548	05/26/2016	NOAA DIVING CENTER NOAA Dive School-Schroeder & A	P90895	OH006537	05/16/2016	1,289.58
00181549	05/26/2016	NORLIN CONSULTING Training: Level 2 Advisor,	P90871	296	05/11/2016	1,600.00
00181550	05/26/2016	NW PLAYGROUND EQUIPMENT INC DOME GARBAGE CAN LIDS	P90833	39483	04/28/2016	707.91
00181551	05/26/2016	O'REILLY AUTOMOTIVE INC Misc. Apparatus Parts	P90837	OH006538	04/28/2016	197.77
00181552	05/26/2016	OLSON, MARCY FLEX SPEND ACCT REIMB		OH006559	05/27/2016	576.00
00181553	05/26/2016	ON SITE FITNESS LLC Exercise Equipment Maintenance	P90840	3926/3927	05/06/2016	498.23
00181554	05/26/2016	OVERLAKE OIL 800 GAL UNLEADED DELIVERY	P90914	0177771/868/869	05/06/2016	9,568.05
00181555	05/26/2016	PACIFIC AIR CONTROL INC CITY HALL HVAC MAINT	P90815	186466	04/20/2016	1,354.36

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00181556	05/26/2016	PACIFIC CABLE CONST INC PERMIT REFUND		1603035	05/11/2016	427.20
00181557	05/26/2016	PACIFIC INDUSTRIAL SUPPLY CO ALUMINUM FLAT SHEET	P90768	1277052	05/03/2016	14.37
00181558	05/26/2016	PERTEET INC SAFE ROUTES TO NORTHWOOD ELEME	P89336	201502790004	05/09/2016	3,087.23
00181559	05/26/2016	POLICE ASSOCIATION PAYROLL EARLY WARRANTS		OH006552	05/27/2016	2,510.20
00181560	05/26/2016	POT O' GOLD INC COFFEE SUPPLIES	P90909	0048793	05/12/2016	299.93
00181561	05/26/2016	PRAXAIR DISTRIBUTION INC ACETYLENE AND OXYGEN TANK RENT	P90905	55155934	04/29/2016	50.49
00181562	05/26/2016	PREMIER CABLING LLC MAINT BLDG SERVER ROOM	P90933	1390	05/21/2016	6,663.08
00181563	05/26/2016	PUGET SOUND ENERGY Utility Assistance for Emergen	P89289	OH006539	05/13/2016	283.96
00181564	05/26/2016	PUGET SOUND ENERGY Utility Assistance for Emergen	P89289	OH006540	05/16/2016	49.44
00181565	05/26/2016	QUADRANT SYSTEMS INC 2017 Annual Software Support	P90929	160526	06/01/2016	1,420.00
00181566	05/26/2016	R A BROWN BACKFLOW TESTING BACKFLOW TEST	P90832	16051205	05/12/2016	45.00
00181567	05/26/2016	REGIONAL TOXICOLOGY SERVICES Lab fees for Harnish clients	P89330	TC20290043016	04/30/2016	31.40
00181568	05/26/2016	REPUBLIC SERVICES #172 12 YRD DISPOSAL/RECYCLING SERV	P90873	0172006742799	04/30/2016	7,182.86
00181569	05/26/2016	RESERVE ACCOUNT POSTAGE FUNDS REFILLED	P90876	OH006541	05/16/2016	2,500.00
00181570	05/26/2016	RHOADES, LANCE Instruction services for Liter	P90939	OH006565	04/18/2016	1,200.00
00181571	05/26/2016	RICOH USA INC Cost Per Copy/Fire	P90846	5041733834	04/26/2016	315.81
00181572	05/26/2016	RICOH USA INC (FIRE) Copier Rental/Fire	P90842	96789606	05/05/2016	319.42
00181573	05/26/2016	ROMAINE ELECTRIC CORP Parts for 8610 and 7607	P90848	1078787/1079139	04/28/2016	955.43
00181574	05/26/2016	RONGERUDE PS, JOHN Professional Services - Invoic	P90887	8364	05/11/2016	300.00
00181575	05/26/2016	S&B INC REPLACEMENT WATER QUALITY ANAL	P90491	3169.00	04/29/2016	3,169.00
00181576	05/26/2016	SAGACITY CUSTOM PUBLISHING Advertising in Guide to Jewish	P90829	201611518	04/30/2016	1,054.00
00181577	05/26/2016	SALZETTI, ERIC Instruction services for Power	P90940	16193/16198	05/23/2016	1,550.97
00181578	05/26/2016	SANDINE, ASEA FLEX SPEND ACCT REIMB		OH006561	05/27/2016	192.31
00181579	05/26/2016	SCORE 9 jail days	P90868	1936	05/12/2016	1,413.00
00181580	05/26/2016	SEA WESTERN INC Helmets (2) and Bunker Gear (5	P90246	190598/620/833	04/04/2016	15,178.92
00181581	05/26/2016	SEATTLE AUTOMOTIVE DIST INC Misc. Apparatus Parts	P90836	S1922903	04/19/2016	29.30



**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181582	05/26/2016	SEATTLE PUMP JET NOZZLES, OVERHAUL KIT & LE	P90959	162433/162433A	05/05/2016	4,807.31
00181583	05/26/2016	SEATTLE, CITY OF April 2016 Water Purchases	P90908	OH006543	04/27/2016	95,406.00
00181584	05/26/2016	SEGLE, KRYSS WELLNESS GAMES POKIER WALK		OH006521	05/16/2016	4,191.98
00181585	05/26/2016	SHOREWOOD HEIGHTS Rental assistance for Emergenc	P89375	OH006542	05/16/2016	600.00
00181586	05/26/2016	SOUND PUBLISHING INC Ntc: Joint Mtg MISD 1567456 04	P89368	7678822B	04/30/2016	1,764.99
00181587	05/26/2016	SPIETZ, ALLISON FLEX SPEND ACCT REIMB		OH006560	05/27/2016	11.00
00181588	05/26/2016	STERICYCLE INC On-Call Charges	P90843	3003412525	04/30/2016	10.36
00181589	05/26/2016	SUMMIT SAFETY SHOES SAFETY BOOTS	P90765	9004728/105356/9	04/21/2016	1,127.48
00181590	05/26/2016	SUNTRUST EQUIPMENT FINANCE Lease Payment Velocity Pumper	P90805	1589667	04/17/2016	70,715.48
00181591	05/26/2016	SUPERIOR CUSTOM CONTROLS PS 18 REPAIRS	P90741	2708	02/01/2016	2,393.15
00181592	05/26/2016	SUPPLY SOURCE INC/SAMS, THE INVENTORY PURCHASES	P90764	1611409	05/06/2016	1,278.59
00181593	05/26/2016	T-MOBILE 2016 Services for Boat Launch	P89488	OH006544	05/09/2016	49.99
00181594	05/26/2016	T2 SYSTEMS CANADA INC 2016 Service Charges for Boat	P89538	241570	05/01/2016	82.13
00181595	05/26/2016	TECHNICAL SYSTEMS INC SCADA SUPPORT	P90740	15567	04/28/2016	1,600.00
00181596	05/26/2016	TERO CONSULTING LTD ANNUAL SUPPORT 6/1/16 TO 5/31/	P90669	4825	04/27/2016	6,625.00
00181597	05/26/2016	THOMSON REUTERS - WEST Intel database	P90870	833945151	04/30/2016	182.95
00181598	05/26/2016	THYSSENKRUPP ELEVATOR CORP FIRE STATION 91 ELEVATOR SVC	P90961	5000507077	04/22/2016	886.40
00181599	05/26/2016	TRAFFIC SAFETY SUPPLY INVENTORY PURCHASES	P90799	11852	05/06/2016	2,188.15
00181600	05/26/2016	TRU MECHANICAL INC COMM CNTR ADD AIR CONDITIONING	P90714	3889	04/29/2016	78,343.00
00181601	05/26/2016	TRUE NORTH EMERGENCY EQUPT Misc. Apparatus Parts/8610	P90838	H04270	04/25/2016	129.43
00181602	05/26/2016	UNDERWATER SPORTS INC. Tank brackets	P90864	20010097/11380	09/08/2015	404.66
00181603	05/26/2016	UNITED SITE SERVICES 2015-16 Volunteer event portab	P89258	1144010576/11440	05/12/2016	676.21
00181604	05/26/2016	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		OH006553	05/27/2016	110.00
00181605	05/26/2016	VERIZON WIRELESS VZW K. Segle Mar-April 23, 201	P90744	9764259470	04/23/2016	971.31
00181606	05/26/2016	VERIZON WIRELESS Cell Charges/Fire	P90926	9764960830	05/06/2016	15.96
00181607	05/26/2016	WA FITNESS SERVICES INC Quarterly Fitness Service City	P90949	W15912	05/19/2016	184.96

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00181608	05/26/2016	WA ST TREASURER'S OFFICE Remit MI Court Transmittal	P90808	OH006545	04/30/2016	26,607.81
00181609	05/26/2016	WA ST TREASURER'S OFFICE Remit NC Court Transmittal	P90807	OH006546	04/30/2016	2,204.85
00181610	05/26/2016	WASHINGTON STATE PATROL Background Check C. Schmidt-Wa	P90944	I16007157	05/02/2016	12.00
00181611	05/26/2016	WEATHERNET LLC 2016 SERVICE INVOICE CORRECTIO	P90903	201412088CORR	10/22/2014	1,404.00
00181612	05/26/2016	WEST COAST AWARDS & ATHLETICS 12 Department Hats	P90643	54173	04/29/2016	466.29
00181613	05/26/2016	WIBLE, CONNIE M 2016 Gallery Reception Enterta	P89848	OH006566	06/09/2016	150.00
00181614	05/26/2016	WILLING, ROBERT MILEAGE EXPENSE		OH006522	05/13/2016	30.24
00181615	05/26/2016	WIMACTEL INC PAYPHONE IN POLICE LOBBY	P90812	000150988	05/01/2016	60.23
00181616	05/26/2016	WOOD, JULIE D Clinical consultations (monthl	P89366	OH006547	05/18/2016	260.00
00181617	05/26/2016	WORK CLINIC, THE Dive physical-Amici	P90885	40739	05/06/2016	760.00
00181618	05/26/2016	WRPA Conference registration for Ke	P90830	929	05/04/2016	315.00
00181619	05/26/2016	WSCCCE AFSCME AFL-CIO PAYROLL EARLY WARRANTS		OH006550	05/27/2016	2,318.90
00181620	05/26/2016	WWCPA C. KELLEY WWC 1 TRAINING	P90897	OH006548	05/19/2016	335.00
00181621	05/26/2016	ZHAI, ZHIMIN UPSIZE REFUND 9304 MERCERWOOD		1403130	05/10/2016	61.30
					Total	<u>468,703.29</u>

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	10,016.50
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	5,826.77
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	5,006.69
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	2,123.61
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	1,063.52
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	996.05
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	638.68
	00181502	EASTSIDE TRVLING LEAGUE/MIBBBC	REPLACE WARRANT	502.00
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	421.19
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	374.13
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	364.02
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	338.87
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	338.84
P90916	00181525	JACK AND JILL	Contract 22097 completed, depo	296.00
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	278.77
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	277.76
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	277.74
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	164.22
P90917	00181547	NAT'L CHARTY LEAGUE: LAKE WA	contract 21110 completed, depo	150.00
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	81.82
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	78.06
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	69.73
P90808	00181608	WA ST TREASURER'S OFFICE	Remit MI Court Transmittal	49.21
P90920	00181523	ISLANDAIRE HOME OWNERS	Contract 22094 completed, depo	30.00
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	28.77
P90807	00181609	WA ST TREASURER'S OFFICE	Remit NC Court Transmittal	-2.29
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
	00181501	EARTHWORK ENTERPRISES INC	REFUND HYDRANT METER DEPOSIT	2,900.00
P90799	00181599	TRAFFIC SAFETY SUPPLY	INVENTORY PURCHASES	1,510.77
P90764	00181592	SUPPLY SOURCE INC/SAMS, THE	INVENTORY PURCHASES	1,278.59
	00181527	JAYMARC LUXURY HOMES LLC	UPSIZE REFUND 6204 SE 28TH	1,051.01
	00181526	JAYMARC HOMES LLC	UPSIZE REFUND 2950 72ND AVE SE	727.65
P90854	00181599	TRAFFIC SAFETY SUPPLY	INVENTORY PURCHASES	677.38
P90955	00181507	GRAINGER	INVENTORY PURCHASES	118.17
	00181545	MNN CUSTOM M2N LLC	UPSIZE REFUND 3728 78TH AVE SE	92.12
	00181544	MILLAD DEVELOPMENT LLC	UPSIZE REFUND 7006 93RD AVE SE	65.26
	00181621	ZHAI, ZHIMIN	UPSIZE REFUND 9304 MERCERWOOD	61.30
<i>Org Key: 814072 - United Way</i>				
	00181604	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	110.00
<i>Org Key: 814074 - Garnishments</i>				
	00181491	CHAPTER 13 TRUSTEE	PAYROLL EARLY WARRANTS	1,331.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00181540	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	135.00
<i>Org Key: 814076 - City &amp; Counties Local 21M</i>				
	00181619	WSCCCE AFSCME AFL-CIO	PAYROLL EARLY WARRANTS	2,318.90

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 814077 - Police Association</i>				
	00181559	POLICE ASSOCIATION	PAYROLL EARLY WARRANTS	2,510.20
<i>Org Key: CA1200 - Prosecution &amp; Criminal Mngmnt</i>				
P90816	00181516	HONEYWELL, MATTHEW V	Professional Services - Public	1,250.00
P90928	00181516	HONEYWELL, MATTHEW V	Professional Services - Invoice	400.00
P90974	00181516	HONEYWELL, MATTHEW V	Professional Services - Public	300.00
P90887	00181574	RONGERUDE PS, JOHN	Professional Services - Invoice	300.00
<i>Org Key: CM11SP - Special Projects-City Mgr</i>				
P90942	00181504	FEHR & PEERS	April 2016 Phase 2 Sound Trans	1,630.20
<i>Org Key: CM1200 - City Clerk</i>				
P90892	00181586	SOUND PUBLISHING INC	Ntc: Ord #16-03 1585143 04/13	52.11
P90892	00181586	SOUND PUBLISHING INC	Ntc: Joint Mtg MISD 1567456 04	41.74
P90892	00181586	SOUND PUBLISHING INC	Ntc: City Mgr Interviews 15901	31.11
P90892	00181586	SOUND PUBLISHING INC	Ntc: Public Hearing Town Ctr	31.11
P90892	00181586	SOUND PUBLISHING INC	Ntc: Possible Quorum 1590165 0	28.52
<i>Org Key: CM1300 - Sustainability</i>				
P90892	00181586	SOUND PUBLISHING INC	Ad: Leap for Green 1564119 04/	250.00
<i>Org Key: CR1100 - CORe Admin and Human Resources</i>				
	00181584	SEGLE, KRYSS	WELLNESS GAMES POKIER WALK	410.79
P90949	00181607	WA FITNESS SERVICES INC	Quarterly Fitness Service City	184.96
	00181584	SEGLE, KRYSS	FANS FOR CITY HALL	144.36
P90948	00181605	VERIZON WIRELESS	VZW K. Segle Mar-April 23, 201	40.01
<i>Org Key: CT1100 - Municipal Court</i>				
	00181508	GRIFFIN, JASON	JUROR SERVICE REIMB	22.31
<i>Org Key: DS0000 - Development Services-Revenue</i>				
	00181530	KC HOUSING AUTHORITY	APPLICATION REFUND	3,387.97
	00181556	PACIFIC CABLE CONST INC	PERMIT REFUND	427.20
	00181479	ADT LLC	PERMIT REFUND	93.95
	00181479	ADT LLC	PERMIT REFUND	93.95
	00181479	ADT LLC	PERMIT REFUND	93.95
	00181487	BROWNE, KARL	PERMIT REFUND	40.80
<i>Org Key: DS1200 - Bldg Plan Review &amp; Inspection</i>				
P90943	00181498	DATAQUEST LLC	Background Check M. Codispoti	21.50
<i>Org Key: DS1400 - Development Engineering</i>				
P90892	00181586	SOUND PUBLISHING INC	Ntc: 6 Yr TIP Comment Period	57.30
<i>Org Key: FN0000 - Finance Department-Revenue</i>				
	00181484	BEN LELAND CONSTRUCTION	OVERPAYMENT REFUND	33.00
	00181514	HOCHANADEL HOMES INC	BUSINESS LICENSE REFUND	33.00
<i>Org Key: FN2100 - Data Processing</i>				
P90929	00181565	QUADRANT SYSTEMS INC	2017 Annual Software Support	1,420.00
<i>Org Key: FN4501 - Utility Billing (Water)</i>				
P90765	00181589	SUMMIT SAFETY SHOES	SAFETY BOOTS	177.86

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: FN4502 - Utility Billing (Sewer)</i>				
P90765	00181589	SUMMIT SAFETY SHOES	SAFETY BOOTS	177.86
P90811	00181531	KC RECORDER	RELEASE OF SEWER LIENS AT 7255	132.00
<i>Org Key: FR1100 - Administration (FR)</i>				
P90840	00181553	ON SITE FITNESS LLC	Exercise Equipment Maintenance	498.23
P90842	00181572	RICOH USA INC (FIRE)	Copier Rental/Fire	319.42
P90846	00181571	RICOH USA INC	Cost Per Copy/Fire	315.81
P90845	00181481	ASPECT SOFTWARE INC	Telestaff Charges	164.25
	00181511	HEITMAN, STEVE	PER DIEM REIMB	160.00
	00181511	HEITMAN, STEVE	VCOS SYMPOSIUM EXPENSE	55.68
P90925	00181492	COMCAST	Internet Charges/Fire	11.54
<i>Org Key: FR2100 - Fire Operations</i>				
P90159	00181580	SEA WESTERN INC	Helmets (2) and Bunker Gear (5	12,621.07
P90848	00181573	ROMAINE ELECTRIC CORP	Parts for 8610 and 7607	955.43
P90971	00181486	BLUMENTHAL UNIFORMS	Uniform Badges	722.70
P90849	00181580	SEA WESTERN INC	SCBA Parts	550.76
P90643	00181612	WEST COAST AWARDS & ATHLETICS	12 Department Hats	466.29
P90837	00181551	O'REILLY AUTOMOTIVE INC	Misc. Apparatus Parts	195.89
P90838	00181601	TRUE NORTH EMERGENCY EQUIPT	Misc. Apparatus Parts/8610	129.43
P90927	00181509	HEALTHFORCE PARTNERS LLC	Respiratory Reviews - Matheson	57.00
P90836	00181581	SEATTLE AUTOMOTIVE DIST INC	Misc. Apparatus Parts	29.30
P90926	00181606	VERIZON WIRELESS	Cell Charges/Fire	15.96
P90837	00181551	O'REILLY AUTOMOTIVE INC	Finance Charge	1.88
<i>Org Key: FR2400 - Fire Suppression</i>				
P90246	00181580	SEA WESTERN INC	MSA Sensors and Pressure Regul	2,007.09
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P90847	00181536	LIFE ASSIST INC	Station/Rig Aid Supplies	778.16
P90843	00181588	STERICYCLE INC	On-Call Charges	10.36
<i>Org Key: FR5100 - Community Risk Reduction</i>				
P90924	00181521	INTERNATIONAL CODE COUNCIL	Code Books/Fire Marshal	393.11
P90922	00181522	INTL ASSOC OF ARSON INV	Dues - Bastrom/Mair	280.00
<i>Org Key: GDI503 - Interest-Equip Rental</i>				
P90805	00181590	SUNTRUST EQUIPMENT FINANCE	Lease Payment Velocity Pumper	11,143.69
<i>Org Key: GDP503 - Principal - Equip Rental</i>				
P90805	00181590	SUNTRUST EQUIPMENT FINANCE	Lease Payment Velocity Pumper	59,571.79
<i>Org Key: GGM001 - General Government-Misc</i>				
	00181584	SEGLE, KRYSS	CITY HALL GYM TREADMILL	3,399.00
P89863	00181512	HENNESSEY FLEET CONSULTING	MAINTENANCE DEPT FLEET AUDIT	402.50
P90822	00181560	POT O' GOLD INC	COFFEE SUPPLIES	212.93
P89269	00181492	COMCAST	CITY HALL HIGH SPEED INTERNET	111.37
P90909	00181560	POT O' GOLD INC	COFFEE	87.00
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P90876	00181569	RESERVE ACCOUNT	POSTAGE FUNDS REFILLED	2,500.00
P90851	00181539	MASTERMARK	Name Badges for Council & Staf	262.50

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: GGM005 - Genera Govt-LI Retiree Costs</i>				
P90947	00181528	JOHNSON, CURTIS	FRLEOFF1 Retiree Medical Expn	254.60
P90945	00181499	DEEDS, EDWARD G	LEOFF1 Retiree Medical Expense	217.96
P90946	00181495	COOK, KEVIN	FRLEOFF1 Retiree Medical Expn	45.00
<i>Org Key: GX9995 - Employee Benefits-General</i>				
P89547	00181483	AWC	June 2016 COBRA K. Knight	1,580.10
	00181584	SEGLE, KRYSS	CM INTERVIEW SUPPLIES	237.83
<i>Org Key: GX9996 - Employee Benefits-Police</i>				
P89549	00181482	AWC	June 2016 COBRA J. Maggard	790.77
<i>Org Key: IGMA02 - Alcoholism Program</i>				
P90862	00181529	KC FINANCE	Remit 2% Excise Tax	1,636.82
<i>Org Key: IS2100 - IGS Network Administration</i>				
P90941	00181519	HYLAND SOFTWARE	SIRE ANNUAL MAINTENANCE 5/1/20	13,010.79
P90642	00181489	CDW GOVERNMENT INC	SAP Standard Support product i	357.18
P90566	00181513	HEWLETT-PACKARD COMPANY	GIS 2016 Workstation Replaceme	121.23
P90812	00181615	WIMACTEL INC	PAYPHONE IN POLICE LOBBY	60.23
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P90899	00181503	EVERGREEN SAFETY COUNCIL	FLAGGER CERTIFICATION FOR GERO	85.00
<i>Org Key: MT2500 - ROW Administration</i>				
P90873	00181568	REPUBLIC SERVICES #172	25 YRD DISPOSAL/RECYCLING SERV	2,501.11
P90859	00181568	REPUBLIC SERVICES #172	12 YRD DISPOSAL/RECYCLING SERV	1,368.71
P90902	00181562	PREMIER CABLING LLC	MAINT BLDG SERVER ROOM	500.00
P90765	00181589	SUMMIT SAFETY SHOES	SAFETY BOOTS	125.87
<i>Org Key: MT3100 - Water Distribution</i>				
P90491	00181575	S&B INC	REPLACEMENT WATER QUALITY	3,169.00
P90814	00181562	PREMIER CABLING LLC	WATER PRESSURE	465.38
P90907	00181488	CASCADE COLUMBIA DISTRIBUTION	PUMP SYPHONE	398.39
<i>Org Key: MT3200 - Water Pumps</i>				
	00181490	CENTURYLINK	PHONE USE MAY 2016	59.41
<i>Org Key: MT3300 - Water Associated Costs</i>				
P90873	00181568	REPUBLIC SERVICES #172	25 YRD DISPOSAL/RECYCLING SERV	277.90
P90765	00181589	SUMMIT SAFETY SHOES	SAFETY BOOTS	222.39
	00181614	WILLING, ROBERT	MILEAGE EXPENSE	30.24
<i>Org Key: MT3400 - Sewer Collection</i>				
P90959	00181582	SEATTLE PUMP	JET NOZZLES, OVERHAUL KIT & LE	4,807.31
<i>Org Key: MT3500 - Sewer Pumps</i>				
P90741	00181591	SUPERIOR CUSTOM CONTROLS	PS 18 REPAIRS	2,393.15
	00181490	CENTURYLINK	PHONE USE MAY 2016	2,133.13
P90740	00181595	TECHNICAL SYSTEMS INC	SCADA SUPPORT	1,600.00
P90902	00181562	PREMIER CABLING LLC	MAINT BLDG SERVER ROOM	500.00
P90771	00181542	MI HARDWARE - UTILITY	MISC. HARDWARE FOR THE MONTH O	51.47
<i>Org Key: MT3600 - Sewer Associated Costs</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P90873	00181568	REPUBLIC SERVICES #172	25 YRD DISPOSAL/RECYCLING SERV	277.90
P90765	00181589	SUMMIT SAFETY SHOES	SAFETY BOOTS	202.47
P90943	00181498	DATAQUEST LLC	Background Check E. Flowers	21.50
<i>Org Key: MT3800 - Storm Drainage</i>				
P90902	00181562	PREMIER CABLING LLC	MAINT BLDG SERVER ROOM	500.00
P90772	00181515	HOME DEPOT CREDIT SERVICE	FRENCH DRAIN PIPE	59.11
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P90669	00181596	TERO CONSULTING LTD	ANNUAL SUPPORT 6/1/16 TO 5/31/	6,625.00
P90903	00181611	WEATHERNET LLC	2016 SERVICE INVOICE CORRECTIO	1,404.00
P90744	00181605	VERIZON WIRELESS	MAINT. DEPT CELLULAR SERVICE	931.30
P90897	00181620	WWCPA	TRAINING FOR C. KELLEY	160.00
P90897	00181620	WWCPA	TRAINING FOR S. HARB	160.00
P89508	00181493	COMCAST	2015 MAINT DEPT WI FI	86.32
	00181532	KELLEY, CHRIS M	MILEAGE EXPENSE	17.60
P90858	00181620	WWCPA	C. KELLEY WWC 1 TRAINING	15.00
<i>Org Key: MT4200 - Building Services</i>				
P90815	00181555	PACIFIC AIR CONTROL INC	CITY HALL HVAC MAINT	1,354.36
P90969	00181520	INTERIOR FOLIAGE CO, THE	CITY HALL INTERIOR LANDSCAPING	271.34
P90965	00181598	THYSSENKRUPP ELEVATOR CORP	FIRE STATION 91 ELEVATOR SVC	120.45
P90966	00181505	FIRE PROTECTION INC	CITY HALL FIRE PANEL REPAIR	71.18
<i>Org Key: MT4210 - Building Landscaping</i>				
P90873	00181568	REPUBLIC SERVICES #172	25 YRD DISPOSAL/RECYCLING SERV	277.90
<i>Org Key: MT4300 - Fleet Services</i>				
P90742	00181554	OVERLAKE OIL	800 GAL UNLEADED DELIVERY	1,858.16
P90914	00181554	OVERLAKE OIL	800 GAL UNLEADED DELIVERY INV	1,823.12
P90914	00181554	OVERLAKE OIL	800 GAL UNLEADED DELIVERY INV	1,794.88
P90817	00181546	NAPA AUTO PARTS	APRIL REPAIR PARTS INVENTORY	1,374.50
P90742	00181554	OVERLAKE OIL	800 GAL UNLEADED DELIVERY	1,641.84
P90904	00181543	MI SCHOOL DISTRICT #400	SCHOOL DISTRICT FUEL	1,250.75
P90809	00181480	AMERIGAS-KENT	367.9 GAL PROPANE	1,140.81
P90914	00181554	OVERLAKE OIL	500 DIESEL DELIVERY INV 177868	1,055.27
P90514	00181478	ABRA AUTO BODY & GLASS -	BODY REPAIR FOR FL-0442	734.54
P90742	00181554	OVERLAKE OIL	400 GAL DIESEL DELIVERY	761.62
P90914	00181554	OVERLAKE OIL	300 GAL. DIESEL DELIVERY INV 1	633.16
P88915	00181533	KIA MOTORS FINANCE	DSG 2016 KIA SOUL LEASE	263.96
P90900	00181517	HORIZON	PARKS REPAIR PARTS	98.55
P90905	00181561	PRAXAIR DISTRIBUTION INC	ACETYLENE AND OXYGEN TANK	50.49
P90769	00181507	GRAINGER	3V COIN BATTERY (#1632)	16.65
<i>Org Key: MT4450 - Cust Resp - Clearing Acct</i>				
P90765	00181589	SUMMIT SAFETY SHOES	SAFETY BOOTS	34.93
<i>Org Key: MT4501 - Water Administration</i>				
P90908	00181583	SEATTLE, CITY OF	April 2016 Water Purchases	95,406.00
P90902	00181562	PREMIER CABLING LLC	MAINT BLDG SERVER ROOM	500.00
<i>Org Key: MTBE01 - Maint of Medians &amp; Planters</i>				
P90951	00181515	HOME DEPOT CREDIT SERVICE	WATER WAND	26.24

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PO1900 - Jail/Home Monitoring</i>				
P90869	00181524	ISSAQUAH CITY JAIL	Jail fee-March	3,007.00
P90868	00181579	SCORE	9 jail days	1,413.00
<i>Org Key: PO2100 - Patrol Division</i>				
P90866	00181536	LIFE ASSIST INC	AED batteries	370.11
P90933	00181562	PREMIER CABLING LLC	Relocate Network Ports in Sgt'	175.20
<i>Org Key: PO2201 - Dive Team</i>				
P90895	00181548	NOAA DIVING CENTER	NOAA Dive School-Schroeder & A	1,289.58
P90885	00181617	WORK CLINIC, THE	Dive physical-Amici	760.00
P90864	00181602	UNDERWATER SPORTS INC.	Tank brackets	207.67
P90864	00181602	UNDERWATER SPORTS INC.	Equip for Schroeder & Amici	196.99
<i>Org Key: PO3100 - Investigation Division</i>				
P90870	00181597	THOMSON REUTERS - WEST	Intel database	182.95
<i>Org Key: PO4200 - Training (CJ)</i>				
P90867	00181506	GLACKEN & ASSOCIATES	Background Inv course-Parr	225.00
P90758	00181496	CRIMINAL JUSTICE TRAINING COMM	Collision Inv. training	100.00
<i>Org Key: PR2100 - Recreation Programs</i>				
P90892	00181586	SOUND PUBLISHING INC	Ad: Run Like a Girl 1567523 04	250.00
<i>Org Key: PR2104 - Special Events</i>				
P89715	00181538	M & M BALLOON CO	Helium refills for MICEC	62.43
P90725	00181541	MI HARDWARE - P&R	Sandpaper	7.86
P90889	00181535	LAKESHORE LEARNING STORE	Laminating	5.98
<i>Org Key: PR2108 - Health and Fitness</i>				
P90940	00181577	SALZETTI, ERIC	Instruction services for Power	991.20
P90940	00181577	SALZETTI, ERIC	Instruction services for Power	559.77
<i>Org Key: PR4100 - Community Center</i>				
P90829	00181576	SAGACITY CUSTOM PUBLISHING	Advertising in Guide to Jewish	1,054.00
P90967	00181505	FIRE PROTECTION INC	COMM CNTR SMOKE DETECTOR #37	281.42
P90918	00181497	CRYSTAL SPRINGS	Coffee Supplies for MICEC	152.98
P89540	00181494	COMCAST	2016 High Speed Connection Cha	135.47
P90962	00181598	THYSSENKRUPP ELEVATOR CORP	COMM CNTR ELEVATOR SVC	120.45
P90784	00181515	HOME DEPOT CREDIT SERVICE	PLASTIC COVERED WIRE ROPE & CL	127.58
P90768	00181557	PACIFIC INDUSTRIAL SUPPLY CO	ALUMINUM FLAT SHEET	14.37
<i>Org Key: PR5400 - Gallery Program</i>				
P89848	00181613	WIBLE, CONNIE M	2016 Gallery Reception Enterta	150.00
<i>Org Key: PR5500 - Literary Program</i>				
P90939	00181570	RHOADES, LANCE	Instruction services for Liter	1,200.00
<i>Org Key: PR6100 - Park Maintenance</i>				
P90873	00181568	REPUBLIC SERVICES #172	25 YRD DISPOSAL/RECYCLING SERV	1,111.61
P90830	00181618	WRPA	Conference registration for Ke	315.00
P90818	00181568	REPUBLIC SERVICES #172	ICP 25 YRD DISPOSAL/RECYCLING	256.13
P90896	00181485	BEN'S CLEANER SALES INC	PRESSURE WASHER PARTS	146.25
P90833	00181550	NW PLAYGROUND EQUIPMENT INC	DOME GARBAGE CAN LIDS	176.98



**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P90923	00181515	HOME DEPOT CREDIT SERVICE	TARP & BUNGEE CORD	71.67
P90952	00181515	HOME DEPOT CREDIT SERVICE	WATER WAND	26.24
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P90833	00181550	NW PLAYGROUND EQUIPMENT INC	DOME GARBAGE CAN LIDS	176.98
<i>Org Key: PR6600 - Park Maint-School Related</i>				
P90833	00181550	NW PLAYGROUND EQUIPMENT INC	DOME GARBAGE CAN LIDS	176.98
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P90873	00181568	REPUBLIC SERVICES #172	25 YRD DISPOSAL/RECYCLING SERV	1,111.60
P89258	00181603	UNITED SITE SERVICES	2016 Portable Toilet Rentals a	338.65
P90765	00181589	SUMMIT SAFETY SHOES	SAFETY BOOTS	186.10
P89258	00181603	UNITED SITE SERVICES	2016 Portable Toilet Rentals a	151.20
P90833	00181550	NW PLAYGROUND EQUIPMENT INC	DOME GARBAGE CAN LIDS	176.97
P90770	00181517	HORIZON	IRRIGATION NOZZLES, RAKE & SHO	127.00
P89538	00181594	T2 SYSTEMS CANADA INC	2016 Service Charges for Boat	82.13
P89488	00181593	T-MOBILE	2016 Services for Boat Launch	49.99
P90832	00181566	R A BROWN BACKFLOW TESTING	BACKFLOW TEST	45.00
<i>Org Key: PY4616 - Flex Admin 2016</i>				
	00181552	OLSON, MARCY	FLEX SPEND ACCT REIMB	576.00
	00181518	HORSCHMAN, BRENT	FLEX SPEND ACCT REIMB	234.60
	00181537	LUND, MARK	FLEX SPEND ACCT REIMB	192.31
	00181578	SANDINE, ASEA	FLEX SPEND ACCT REIMB	192.31
	00181587	SPIETZ, ALLISON	FLEX SPEND ACCT REIMB	11.00
<i>Org Key: WG102R - Maintenance Building Repairs</i>				
P90902	00181562	PREMIER CABLING LLC	MAINT BLDG SERVER ROOM	2,000.00
<i>Org Key: WG105R - Community Center Bldg Repairs</i>				
P90714	00181600	TRU MECHANICAL INC	COMM CNTR ADD AIR CONDITIONING	78,343.00
<i>Org Key: WG110T - Computer Equip Replacements</i>				
P90902	00181562	PREMIER CABLING LLC	MAINT BLDG SERVER ROOM	2,022.50
P90566	00181513	HEWLETT-PACKARD COMPANY	GIS 2016 Workstation Replaceme	1,599.81
<i>Org Key: WP122P - Open Space - Pioneer/Engstrom</i>				
P89258	00181603	UNITED SITE SERVICES	2016 Portable Toilet Rentals a	75.60
<i>Org Key: WP122R - Vegetation Management</i>				
P85569	00181603	UNITED SITE SERVICES	2015-16 Volunteer event portab	110.76
<i>Org Key: WP506R - Swim Beach Repairs</i>				
	00181500	DROLL LANDSCAPE ARCH, ROBERT W	REPLACE WARRANT 180270	10,190.30
P88814	00181500	DROLL LANDSCAPE ARCH, ROBERT W	Groveland Park Over Water Stru	1,580.00
<i>Org Key: WW528R - 9700 Block SE 41st Watermain</i>				
P90773	00181515	HOME DEPOT CREDIT SERVICE	SUN & SHADE MULCH	24.90
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P90795	00181510	HEDEEN & CADITZ PLLC	Professional Services - FS 92	24,907.50
<i>Org Key: XR310R - EMW Shoulders - Ph 8-10</i>				
P90861	00181534	KRAZAN & ASSOCIATES INC	EMW ROADSIDE SHOULDER	4,845.00

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: XR320R - Safe Routes to School</i>				
P89336	00181558	PERTEET INC	SAFE ROUTES TO NORTHWOOD	3,087.23
<i>Org Key: YF1100 - YFS General Services</i>				
P90872	00181586	SOUND PUBLISHING INC	"Island Guide" ad for YFS Depa	445.00
P90944	00181610	WASHINGTON STATE PATROL	Background Check C. Schmidt-Wa	12.00
<i>Org Key: YF1200 - Thrift Shop</i>				
P89368	00181586	SOUND PUBLISHING INC	Advertising contract for Seatt	578.10
P90961	00181598	THYSSENKRUPP ELEVATOR CORP	SVC CALL FOR ELEVATOR NOT OPER	473.04
P90963	00181598	THYSSENKRUPP ELEVATOR CORP	ELEVATOR SVC THRIFT STORE	120.45
P90964	00181598	THYSSENKRUPP ELEVATOR CORP	DUMBWAITER SVC	52.01
<i>Org Key: YF2100 - School/City Partnership</i>				
P89330	00181567	REGIONAL TOXICOLOGY SERVICES	Lab fees for Harnish clients	31.40
<i>Org Key: YF2300 - VOICE Program</i>				
P90871	00181549	NORLIN CONSULTING	Training: Level 2 Advisor,	1,600.00
<i>Org Key: YF2500 - Family Counseling</i>				
P89366	00181616	WOOD, JULIE D	Clinical consultations (monthl	260.00
<i>Org Key: YF2600 - Family Assistance</i>				
P89375	00181585	SHOREWOOD HEIGHTS	Rental assistance for Emergenc	600.00
P89289	00181563	PUGET SOUND ENERGY	Utility Assistance for Emergen	283.96
P89289	00181564	PUGET SOUND ENERGY	Utility Assistance for Emergen	49.44
Total				468,703.29



**CITY OF MERCER ISLAND  
CERTIFICATION OF PAYROLL**

**PAYROLL PERIOD ENDING**  
**PAYROLL DATED**

**5/20/2016**  
**5/27/2016**

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.

*Charles L. Corder*

\_\_\_\_\_  
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

Description		Amount
Payroll Checks	62933269-62933275	32,855.17
Direct Deposits		462,207.87
Void/Manual Adjustments		20,304.93
Tax & Benefit Obligations		245,331.54
<b>Total Gross Payroll</b>		<b>760,699.51</b>



# CITY OF MERCER ISLAND

# PAYROLL SUMMARY

**PAYROLL PERIOD ENDING**  
**PAYROLL DATED**

**5/20/2016**  
**5/27/2016**

Net Cash	\$	474,758.11
Net Voids/Manuals	\$	20,120.23
Federal Tax Deposit - Key Bank	\$	90,399.37
Social Security and Medicare Taxes	\$	45,122.63
Medicare Taxes Only (Fire Fighter Employees)	\$	1,925.01
Public Employees Retirement System 1 (PERS 1)	\$	153.89
Public Employees Retirement System 2 (PERS 2)	\$	20,750.29
Public Employees Retirement System 3 (PERS 3)	\$	5,041.22
Public Employees Retirement System (PERSJM)	\$	603.36
Public Safety Employees Retirement System (PSERS)	\$	162.06
Law Enforc. & Fire fighters System 2 (LEOFF 2)	\$	24,548.38
Regence & LEOFF Trust - Medical Insurance	\$	14,493.63
Domestic Partner/Overage Dependant - Insurance	\$	1,425.15
Group Health Medical Insurance	\$	1,459.99
Health Care - Flexible Spending Accounts	\$	2,449.57
Dependent Care - Flexible Spending Accounts	\$	1,528.31
United Way	\$	110.00
ICMA Deferred Compensation	\$	31,382.85
Fire 457 Nationwide	\$	11,374.70
Roth - ICMA	\$	50.00
Roth - Nationwide	\$	620.00
401K Deferred Comp	\$	500.00
Garnishments (Chapter 13)	\$	1,331.00
Child Support	\$	1,017.35
Mercer Island Employee Association	\$	135.00
Cities & Towns/AFSCME Union Dues	\$	2,318.90
Police Union Dues	\$	2,510.20
Fire Union Dues	\$	1,870.34
Fire Union - Supplemental Dues	\$	143.00
Standard - Supplemental Life Insurance	\$	276.70
Unum - Long Term Care Insurance	\$	1,250.75
AFLAC - Supplemental Insurance Plans	\$	698.52
Coffee Fund	\$	46.00
Transportation	\$	123.00
Miscellaneous	\$	-

<b>TOTAL GROSS PAYROLL</b>	<b>\$</b>	<b>760,699.51</b>
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# CITY COUNCIL MINUTES

## REGULAR MEETING

### MAY 2, 2016

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#### CALL TO ORDER & ROLL CALL

Mayor Bruce Bassett called the meeting to order at 6:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Mayor Bruce Bassett, Deputy Mayor Debbie Bertlin, and Councilmembers Dan Grausz, Jeff Sanderson, Wendy Weiker, David Wisenteiner, and Benson Wong were present.

#### AGENDA APPROVAL

It was moved by Wong; seconded by Bertlin to:

**Approve the agenda as presented.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

#### STUDY SESSION

##### **AB 5178 Town Center Vision and Development Code Update Briefing from Joint Commission**

Development Services Director Scott Greenberg introduced the Design and Planning Commission members who presented the Town Center Vision and Development Code Update briefing.

Planning Commission Chair Jon Friedman spoke about what the Joint Commission did, what the Joint Commission heard, the Town Center Vision, the Comprehensive Plan, subareas and building height, and other recommendations.

Design Commission Chair Richard Erwin spoke in greater detail about the issue of subareas and building height.

Development Services Director Greenberg introduced Morgan Shook from ECONorthwest who spoke about the City's bonus height provisions and ground floor restrictions.

#### APPEARANCES

Mayor Bassett spoke about appearances at this meeting and at the next couple of meetings in regards to the Town Center. He noted that, since the May 9 meeting has been added specifically to hear public comment, there will be no public appearances on May 16.

Debra Westwood, the new Cluster Manager for the King County Library system which includes the Mercer Island Library, presented an update on the Mercer Island Library remodel project.

Tenley Tobin, co-owner of the Islandia Center, expressed concerns regarding the new requirements for redevelopment in the proposed Comprehensive Plan.

Leon Cohen, 9219 SE 33<sup>rd</sup> Place, expressed concern about irregular shaped lots and the new requirements for redevelopment in the proposed Comprehensive Plan.

Ira Appelman, 4436 Ferncroft Road, spoke about the Town Center Visioning process. He does not think that the process has been honest and the description of building height is deceptive.

John Houlihan, on behalf of Dollar Development, 2737 78<sup>th</sup> Ave SE, thinks the code update and Comprehensive Plan update are a product of good public input and process.

## **CONSENT CALENDAR**

### **Payables: \$653,128.44 (04/14/16) & \$209,034.11 (04/21/16)**

**Recommendation:** Certify that the materials or services hereinbefore specified have been received and that all warrant numbers listed are approved for payment.

### **Payroll: \$789,565.94 (04/15/16) & \$745,750.81 (04/29/16)**

**Recommendation:** Certify that the materials or services specified have been received and that all fund warrants are approved for payment.

### **Minutes: April 4, 2016 Regular Meeting Minutes, April 7, 2016 Joint Meeting with MISD Board Minutes, & April 18, 2016 Regular Meeting Minutes**

**Recommendation:** Adopt the April 4, 2016 Regular Meeting Minutes, the April 7, 2016 Joint Meeting with MISD Board Minutes, and the April 18, 2016 Regular Meeting Minutes as written.

### **AB 5172 Interlocal Agreement with the State of Washington Department of Enterprise Services for Surplus Operations Services**

**Recommendation:** Authorize the Interim City Manager to execute the interlocal agreement between the State of Washington Department of Enterprise Services and the City of Mercer Island, allowing the City to utilize Surplus Operations in order to sell surplus assets.

### **AB 5176 Madrona Crest West Project Construction Bid Award**

**Recommendation:** Award the Madrona Crest West project to Thomco Construction, Inc. in the amount of \$1,376,614.11. Set the project budget at \$2,009,153, with an appropriation of \$85,605 from the Street Fund and an appropriation of \$60,492 from the Storm Water Fund, and direct the City Manager to execute the construction contract.

### **AB 5177 Planting and Landscape Easement Relinquishment and Termination - Pagliacci Pizza Project**

**Recommendation:** Approve the relinquishment and termination of the Easement for Planting, King County recording number 7808030986 to meet the minimum sidewalk width of 12 feet consistent with MICC 19.11.110(B)(4)(a)(i).

It was moved by Bertlin; seconded by Wong to:

**Adopt the Consent Calendar and the recommendations contained therein.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

## **REGULAR BUSINESS**

Mayor Bassett read a statement about the conflict of interest provision regarding the Town Center discussions.

City Attorney Kari Sand stated that, as the Council considers the recommended Town Center Development Code Amendments and Comprehensive Plan update, Council is acting in their legislative capacity, not in a quasi-judicial capacity.

Councilmember Sanderson noted that he has a 1% interest in Homegrown restaurant.

### **AB 5174 Town Center Vision and Development Code Update**

Development Services Director Scott Greenberg introduced Jeff Arango from Berk Consulting who spoke about the parking study and Bob Bengford from Makers Architecture & Urban Design who spoke about the design elements of the code.

Development Services Director Greenberg spoke about affordable housing, green building, streetscapes, ground floor retail, and the upcoming City Council meetings.

Councilmember Grausz provided a framework for moving forward by identifying the major issues which Council needs to make a decision on. Council agreed to proceed with this framework going forward.

### **AB 5175 Periodic Comprehensive Plan Update**

Development Services Director Greenberg presented the 2015 Periodic Comprehensive Plan Update. He spoke about the scope of work approved by Council in July 2014, population growth, and Town Center purpose. He also spoke about transportation level of service including level of service criteria for intersections and the potential improvements that could be made to meet level of service D. He noted what other cities are doing in terms of level of service and the implications of continuing with level of service C.

Council directed staff to add language regarding housing diversity.

## **OTHER BUSINESS**

### **Councilmember Absences**

There were no absences.

### **Planning Schedule**

Deputy Mayor Bertlin asked if the Development Cost of Service Study scheduled for May 16 needs to be pushed further out. Assistant City Manager Kirsten Taylor noted that she will know this week if it will be ready to go.

Councilmember Grausz asked about the start time for the City Manager interviews.

### **Board Appointments**

There were no appointments.

### **Councilmember Reports**

There were no reports.

It was moved by Bertlin; seconded by Grausz to:

**Continue the Council Meeting past 10:00 pm.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

## **EXECUTIVE SESSION**

### **Executive Session #1 to discuss potential or pending litigation pursuant to RCW 42.30.110(1)(i) for 30 minutes**

At 10:18 pm, the Mayor adjourned the Regular Meeting and convened Executive Session #1 for a period of 15 minutes to discuss potential or pending litigation pursuant to RCW 42.30.110(1)(i)). He noted that the Council may take final action following this Executive Session.

At 10:32 pm the Mayor adjourned the Executive Session and the Regular Meeting reconvened.

It was moved by Weiker; seconded by Bertlin to:

**Approve a settlement agreement negotiated between the City of Mercer Island and Corp Inc. Construction, the general contractor for the Fire Station 92 project, and to authorize the Interim City Manager to execute the settlement agreement on behalf of the City. As stated in the settlement agreement, all of the City's claims and defenses arising out of or related to the roof are reserved.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

### **Executive Session #2 to discuss potential or pending litigation pursuant to RCW 42.30.110(1)(i) for 30 minutes**

At 10:33 pm, the Mayor adjourned the Regular Meeting and convened Executive Session #2 for a period of 15 minutes to discuss potential or pending litigation pursuant to RCW 42.30.110(1)(i)). He noted that the Council is not expected to take final action following this Executive Session.

At 10:50 pm the Mayor adjourned the Executive Session and the Regular Meeting reconvened.

**ADJOURNMENT**

The Regular Meeting adjourned at 10:50 pm.

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Bruce Bassett, Mayor

Attest:

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Allison Spietz, City Clerk





# CITY COUNCIL MINUTES REGULAR MEETING MAY 16, 2016

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## CALL TO ORDER & ROLL CALL

Mayor Bruce Bassett called the meeting to order at 5:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Mayor Bruce Bassett, Deputy Mayor Debbie Bertlin, and Councilmembers Dan Grausz, Jeff Sanderson, Wendy Weiker, David Wisenteiner (arrived 5:03 pm), and Benson Wong were present.

## AGENDA APPROVAL

It was moved by Bertlin; seconded by Wong to:

**Approve the agenda as published.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

## SPECIAL BUSINESS

### Kids to Parks Day Proclamation

Mayor Bassett read a proclamation declaring May 21, 2016 as Kids to Parks Day. He encouraged citizens to visit a Mercer Island, neighborhood, state, or national park.

### Affordable Housing Week Proclamation

Mayor Bassett read a proclamation declaring May 16-22, 2016 as Affordable Housing Week. He endorsed the goals, objectives, and purposes of Affordable Housing Week and recommitted to ensuring that our community thrives with opportunity, and that all people in it live with dignity in safe, healthy, and affordable homes.

Loren Tierney from the Housing Development Consortium of Seattle-King County thanked the Council for proclaiming May 16-22, 2016 as Affordable Housing Week in the City of Mercer Island. She extended an invitation to the Affordable Housing Elected Official Reception on May 19 at El Centro de la Raza.

## CONSENT CALENDAR

### Payables: \$119,248.68 (04/28/16) & \$566,803.83 (05/05/16)

**Recommendation:** Certify that the materials or services hereinbefore specified have been received and that all warrant numbers listed are approved for payment.

### Payroll: \$770,094.90 (05/13/16)

**Recommendation:** Certify that the materials or services specified have been received and that all fund warrants are approved for payment.

### Minutes: May 6, 2016 Special Meeting Minutes, & May 9, 2016 Special Meeting Minutes

**Recommendation:** Adopt the May 6, 2016 Special Meeting Minutes and the May 9, 2016 Special Meeting Minutes as written.

### AB 5180 Resolution to Authorize a Recreation & Conservation Grant Application for the Luther Burbank South Shoreline Restoration

**Recommendation:** Adopt Resolution No. 1515 authorizing the City Manager to apply for Aquatic Lands Enhancement Account Funding for Luther Burbank South Shoreline Restoration Project, as provided in RCW 79.105.150, chapter 79A.25 RCW, WAC 286, and other applicable authorities.

It was moved by Grausz; seconded by Wisenteiner to:

**Adopt the Consent Calendar and the recommendations contained therein.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

## REGULAR BUSINESS

### AB 5183 1st Quarter 2016 Financial Status Report & Budget Adjustments

Finance Director Chip Corder presented the 1st Quarter 2016 Financial Status Report & Budget Adjustments. He spoke about general fund revenues and development activity, noting that 2015 was a record year in terms of development activity and development fees. He noted that real estate excise tax was up in the first quarter of 2016 primarily due to an increase in the average home sales price. He also spoke about the request that the Building Plans Examiner contract position be extended until the end of 2018.

It was moved by Wong; seconded by Bertlin to:

**Suspend the City Council Rules of Procedure 5.2 requiring a second reading for an ordinance.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

It was moved by Wong; seconded by Bertlin to:

**Adopt Ordinance No. 16-09, amending the 2015-2016 Budget.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

It was moved by Wong; seconded by Bertlin to:

**Approve the extension of a contract Building Plans Examiner's end date from December 31, 2016 to December 31, 2018.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

### AB 5173 DSG Cost of Service and Fee Analysis

Assistant City Manager Kirsten Taylor presented the DSG Cost of Service and Fee Analysis. She introduced Peter Moy and Christine Elting from FCS Group who spoke about the key study goals, the fee methodology, and DSG's total cost recovery. They also spoke about cost recovery for building, planning, and engineering services, comparisons to the 2013 report, and fee setting considerations.

Assistant City Manager Taylor reviewed the staff recommendations and Council made the following motions:

It was moved by Grausz; seconded by Bertlin to:

**Maintain a target cost recovery level of 95% for Building Services, and increase the target cost recovery level for Planning Services and Engineering Services from 60% to 80% for those DSG costs which are eligible for cost recovery.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

It was moved by Grausz; seconded by Wong to:

**Direct staff to return at a June 2016 regular meeting with an updated Fee Resolution to go into effect August 1, 2016, or sooner if possible.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

It was moved by Weiker; seconded by Bertlin to:

**Direct staff to conduct another DSG cost of service and cost recovery fee analysis in the first half of 2018, re-visiting the DSG cost recovery budget policy and adjusting the target range, if deemed appropriate.**

Passed 6-1

FOR: 6 (Bassett, Bertlin, Sanderson, Weiker, Wisenteiner, Wong)

AGAINST: 1 (Grausz)

### **AB 5181 Town Center Development Code Update (1st Reading)**

DSG Director Scott Greenberg presented the Town Center Development Code Update. He described the Joint Commission's recommendation for maximum building height in the Town Center. Council engaged in a thorough and lengthy discussion of the code update, focusing on building heights and providing staff direction on each page of the proposed code.

It was moved by Weiker; seconded by Grausz to:

**Continue the Council Meeting past 10:00 pm.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

Council directed staff to set the building heights in the Town Center as shown in the attached map.

It was moved by Bertlin; seconded by Weiker to:

**Set Ordinance No. 16C-05 adopting interim development and design standards for the Town Center zone for second reading and adoption on an emergency basis at the June 6, 2016 meeting.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

It was moved by Grausz; seconded by Wong to:

**Set Ordinance No. 16C-06 adopting new, final development and design standards for the Town Center zone for second reading and adoption at the June 6, 2016 meeting.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

### **AB 5182 2015 Periodic Comprehensive Plan Update (1st Reading)**

DSG Director Greenberg presented the 2015 Comprehensive Plan Update. He spoke about land use and the Town Center Vision.

Council asked to add language referring to "small town character."

It was moved by Weiker; seconded by Wong to:

**Set Ordinance No. 16C-07 adopting the updated Comprehensive Plan for second reading and adoption at the June 6, 2016 meeting.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Grausz, Sanderson, Weiker, Wisenteiner, Wong)

## **OTHER BUSINESS**

### **Councilmember Absences**

There were no absences.

### **Planning Schedule**

There was no discussion of the Planning schedule.

### **Board Appointments**

There were no appointments.

**Councilmember Reports**

There were no reports.

**EXECUTIVE SESSION**

At 11:40 pm, Mayor Bassett convened an Executive Session pursuant to RCW 42.30.110(1)(g) to evaluate the qualifications of an applicant for public employment for approximately 30 minutes.

At 12:01 am, Mayor Bassett adjourned the Executive Session and the Regular Meeting reconvened.

**ADJOURNMENT**

The Regular Meeting adjourned on Tuesday, May 17, 2016 at 12:01 am.

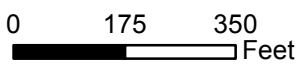
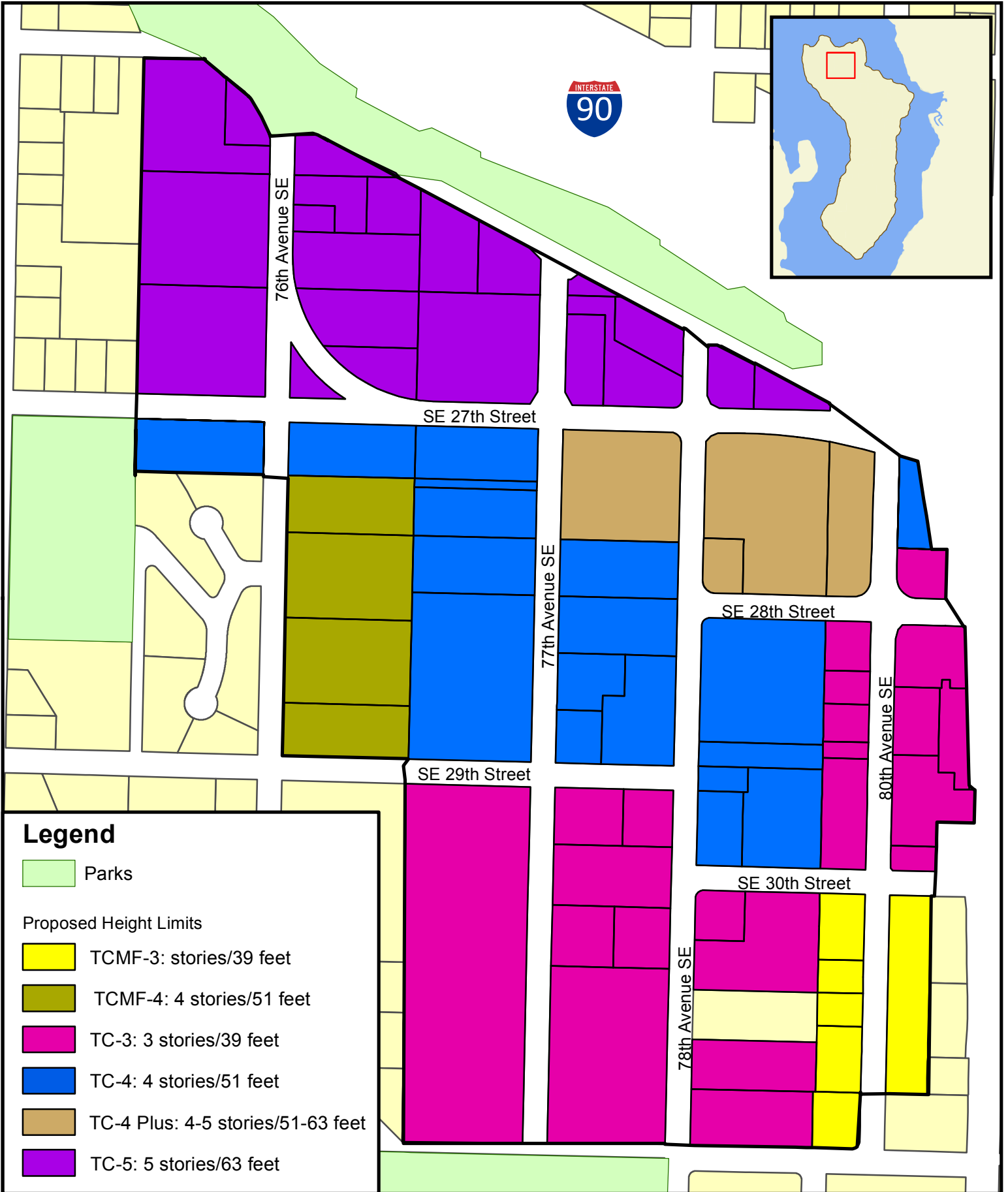
\_\_\_\_\_  
Bruce Bassett, Mayor

Attest:

\_\_\_\_\_  
Karin Roberts, Deputy City Clerk

# CITY COUNCIL RECOMMENDATION

## Mercer Island Town Center Maximum Building Height



CCrec\_5-16-16.mxd  
Map Date: 5/16/16





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

**AB 5188  
June 6, 2016  
Consent Calendar**

**SUMMER CELEBRATION FIREWORKS  
DISPLAY PERMIT APPLICATION**

**Proposed Council Action:**

Approve fireworks display permit application.

<b>DEPARTMENT OF</b>	Fire (Steve Heitman) & Parks & Recreation (Bruce Fletcher)
<b>COUNCIL LIAISON</b>	n/a
<b>EXHIBITS</b>	1. Permit Application
<b>APPROVED BY CITY MANAGER</b>	

<b>AMOUNT OF EXPENDITURE</b>	\$	\$13,500
<b>AMOUNT BUDGETED</b>	\$	\$13,500
<b>APPROPRIATION REQUIRED</b>	\$	0

**SUMMARY**

Each year, as part of Summer Celebration, the City hosts a community fireworks show at Luther Burbank Park on Saturday evening. This year, the City has contracted with Western International Fireworks (Western) for the show. Western is a licensed commercial fireworks provider and has been a reliable contractor in Mercer Island for a number of years. Western is requesting permission for a 20-minute fireworks display from a barge in Lake Washington off Luther Burbank Park, approximately 600 feet off shore. The prescribed safety zone is maintained by the Mercer Island Marine Patrol. The show is scheduled for Saturday, July 9, 2016 at approximately 10:20 PM. Mercer Island Fire Marshal Herschel Rostov will be inspecting the barge at Luther Burbank Park, where it will be loaded. The International Fire Code requirements have been provided to Western.

**PERMIT REVIEW AND APPROVAL**

Pursuant to MICC 8.35.020, a permit application for a public display of fireworks must be made to the Fire Department and after review of the application, a recommendation is made to the City Council for either approval or denial of the issuance of the permit. Pursuant to state law, the governing body of a city must grant an application if it meets the standards set forth in state and local law.

The Fire Chief has reviewed Western's permit applications, and finds the documentation is in order and that the application meets the standards set forth in chapter 70.77 RCW. Additionally, Western has obtained approval from Washington State Patrol/Fire Protection Bureau, State Fire Marshal's Office, and from the Department of Homeland Security for a Marine Event. The Mercer Island Fire Department is in contact with Western and is satisfied that public safety regulations will be followed by the licensed technicians. Accordingly, the Fire Department recommends issuing the permit for a public display of fireworks.

## RECOMMENDATION

*Fire Chief*

MOVE TO: Approve the Public Fireworks Display Permit for Western International Fireworks for July 9, 2016, sponsored by Summer Celebration.

# WASHINGTON STATE PUBLIC FIREWORKS DISPLAY PERMIT

## Applicant

Name of Event Mercer Island Summer Celebration

Street Address Barge in Lake Washington in front Luther Burbank Park, 2040 84th Ave SE

City Mercer Island County King

Event Date 7/09/16 Event Time Approx. 10:20  AM  PM

Applicant's/Sponsor's Name Mercer Island Parks & Rec. Phone No. 206-275-7864

Pyrotechnic Operator Rob Lee II License No. P-02749

Experienced Assistant's Name Jason Veentjer

General Display Company Name Western Display Fireworks Ltd Phone No. 503-656-1999

### Attach a separate piece of paper and/or copies of the following documents:

- The number of set pieces, shells (specify single or multiple break), and other items.
- The manner and place of storage of such fireworks prior to the display.
- A diagram of the grounds on which the display is to be held showing the point at which the fireworks are to be discharged; the location of all buildings, highways, and other lines of communication; the lines behind which the audience will be restrained; and the location of all nearby trees, telegraph or telephone lines, or other overhead obstruction.
- Documentary proof of procurement of Surety bond or public liability insurance.

## Local Fire Code Authority

Authority Having Jurisdiction City of Mercer Island

Name of Permitting Official Steve Heitman

Title Fire Chief Phone No. (206) 275-7960

Permit Granted:  Yes  Yes, with Restrictions (see "Notations" below)  No

Restrictions/Notations Per Permit Requirements

Steve Heitman  
Signature of Permitting Official

5-27-16  
Date of Approval

Permit Number

*If approved, this permit is granted for the date and time noted herein under the authority of the International Fire Code in accordance with Revised Code of Washington 70.77 and all applicable rules and ordinances pertaining to fireworks in this jurisdiction. This permit is INVALID unless in the possession of a properly licensed Pyrotechnic Operator, who is responsible for any and all activities associated with the firing of this show.*

**MUST BE APPROVED BY THE AUTHORITY HAVING JURISDICTION**



# SHOW SHELL COUNT

SPONSOR Mercer Island Parks & Recreation Dept  
SHOW NAME Mercer Island Summer Celebration  
SHOW DATE Sat, July 9, 2016  
TYPE OF SITE BARGE

---

SHOW # 5147

## SHELLS

	2.5" SHELLS	24	6" SHELLS
	3" SHELLS		8" SHELLS
130	4" SHELLS		10" SHELLS
	5" SHELLS		

---

## CAKES, BOXES, CANDLES, SINGLE SHOT, & MODULAR ITEMS

	1.75" AND SMALLER CAKES		2.5" BOXES
2	1.75" AND SMALLER ZIP / FAN CAKES	1	2.5" FANNED BOXES
	2" BOXES		3" BOXES
2	2" FANNED BOXES	3	3" FANNED BOXES
	1.5" AND SMALLER MODULAR ITEMS		
	2" MODULAR ITEMS		CANDLES
	2.5" MODULAR ITEMS		SINGLE SHOT

---

## SET PIECES, CLOSE PROXIMATE

SET PIECES  
CLOSE PROXIMATE

---

## NOTES



Washington State Patrol Fire Protection Bureau  
Office of the State Fire Marshal  
**Pyrotechnic Operator License**


16-1356

Licensee Data

Rob Lee  
10635 NE 123rd Street  
Kirkland, WA 98034  
License Number: P-02749

Phone Number: (206) 947-5045  
Email Address: rob\_lee\_98008@yahoo.com  
Date of Issue: February 9, 2016  
Date of Expiration: January 31, 2017

  
State Fire Marshal

  
Licensee Signature

Licensee Wall Mount Card



Washington State Patrol Fire Protection Bureau  
Office of the State Fire Marshal  
**Pyrotechnic Operator License**

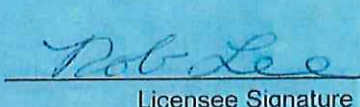
16-1356

Licensee Data

Rob Lee  
10635 NE 123rd Street  
Kirkland, WA 98034  
License Number: P-02749

Phone Number: (206) 947-5045  
Email Address: rob\_lee\_98008@yahoo.com  
Date of Issue: February 9, 2016  
Date of Expiration: January 31, 2017

  
State Fire Marshal

  
Licensee Signature

General Display Employer Portion

- 1) Cut along dotted lines to release the four license cards.
- 2) All four license cards are individually legal and valid evidence of licensing.
- 3) All four cards constitute an entire license for a single operator.
- 4) The Licensee must sign all four portions of the license.
- 5) ALL four license cards are legal and valid evidence of licensing.
- 6) The Licensee must carry either the wallet (landscape) or the lanyard card (portrait).

License Number: P-02749

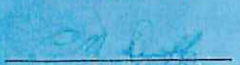
**Pyrotechnic Operator License**



Washington State Patrol **16-1356**  
Fire Protection Bureau

January 31, 2017  
Current/Valid Until

Rob Lee  
Pyrotechnic Operator

  
State Fire Marshal

  
Licensee Signature



**16-1356**

License Number: P-02749

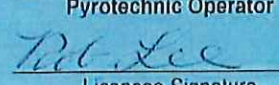
**Washington State Patrol  
Fire Protection Bureau**

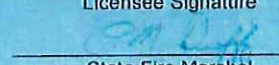
Pyrotechnic Operator  
Licensing Type

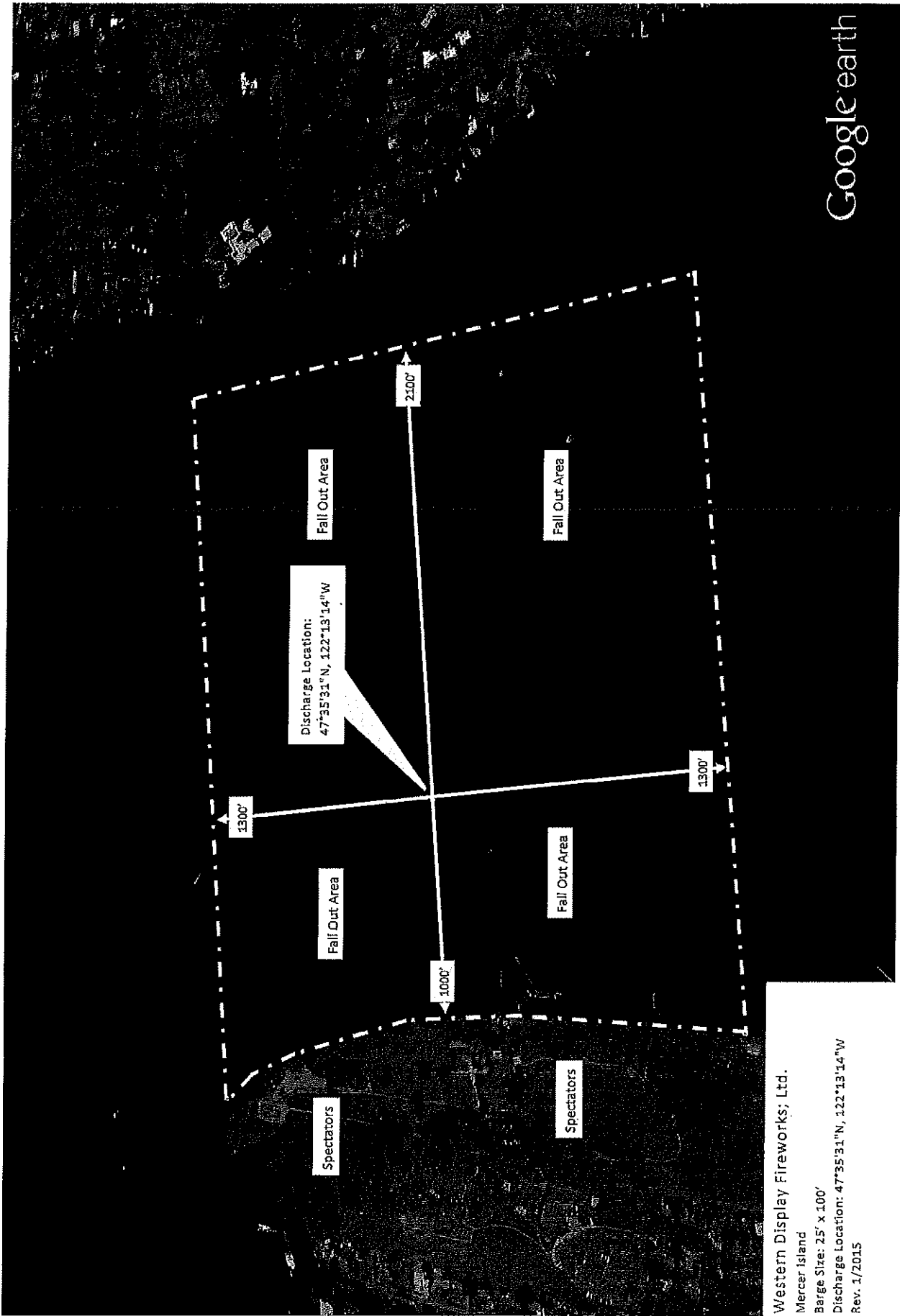
January 31, 2017

Current and Valid Until

Rob Lee  
Pyrotechnic Operator

  
Licensee Signature

  
State Fire Marshal



Western Display Fireworks; Ltd.  
 Mercer Island  
 Barge Size: 25' x 100'  
 Discharge Location: 47°35'31"N, 122°13'14"W  
 Rev. 1/2015

# Mercer Island

Show Number

5147

4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack
4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack

4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack
4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack	4" Rack

6" Rack	6" Rack	6" Rack	6" Rack	6" Rack	6" Rack
---------	---------	---------	---------	---------	---------

Center  
Multi shot boxes

SHELTER

100'



Washington State Patrol Fire Protection Bureau  
Office of the State Fire Marshal  
**General Display Fireworks License**

16-1183

Licensee Data

Western Display Fireworks, LTD  
P.O. Box 932  
Canby, OR 97013  
License Number: C-01316

Operational Data

In State Agent: Incorp Services, Inc.  
Phone Number: (503) 656-1999  
Email Address: bob@westerndisplay.com

Date of Issue: January 14, 2016

Date of Expiration: January 31, 2017

State Fire Marshal

Licensee Signature



Washington State Patrol Fire Protection Bureau  
Office of the State Fire Marshal  
**General Display Fireworks License**

16-1183

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Western Display Fireworks, LTD  
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Date of Expiration: January 31, 2017

State Fire Marshal

Licensee Signature

# Barge Worksheet

5/9/2016

Show: Mercer Island

Show Date \_\_\_\_

7/9/2016

Description	Number		Factor (inch)	Square Inches
Multi Shot Cakes 1"- 1 1/2" (17 1/2 X 21)		X	735	0
Multi Shot Boxes 1" (17 1/2 X 21)		X	735	0
Multi Shot Boxes 1 1/2" (16 X 21)		X	672	0
Multi Shot Boxes 2" (12 X 12)	4	X	288	1152
Multi Shot Boxes 2 1/2" (18 X 18)	1	X	648	648
Multi Shot Boxes 3" (18 X 18)	3	X	648	1944
		X		0
Candles, Each grouping of 5 (2 1/2 X 21)		X	532.5	0
			Factor (Sq Ft)	
2.5" Shells		X	2.5	0
3" Shells		X	3	0
4" Shells	130	X	4	520
5" Shells		X	5	0
6" Shells	24	X	12	288
8" Shells		X	16	0
10" Shells		X	20	0
12" Shells		X	24	0
16" Shells		X	32	0
Set Piece		X	0	0

Total Square Inches 3744

Total Square Feet Required Electrical 430.00

Total Square Feet Required - Hand Fired 860.00

Western Display Fireworks Rev. 3/2015

The protocol for transferring of the shells onto the barge for the Mercer Island fireworks display is as follows:

- Shells will arrive at approximately 4:00pm on 7/09/16 by CDL/Hazmat Driver and Lead Pyrotechnician Rob Lee.
- The truck will be backed as near to the gate as possible and cones will be placed on either side of the rear of the vehicle between the truck and the gate.
- The sealed boxes of fireworks will remain in the transport truck until the transfer begins.
- The site around the truck and the dock to the barge will be secured by crew members.
- Before the transfer begins, crew members will be stationed at each dock point and any other access areas to keep any unnecessary people away during the short transfer.
- When Rob Lee and the Fire Department are in agreement, the transfer can be begin.
- The sealed cases of shells will be unloaded onto waiting hand trucks and carts.
- Once all the fireworks are loaded on to carts and hand trucks, crew members, as a group, will move the down the length of the dock to the awaiting barge.
- This process should take approximately 10-15 minutes at most.
- No smoking will be allowed in the area.
- Shells boxes are to remain unopened until after the barge has left the dock.
- Every effort will be made to not have any negative effect on the marina operations during the transfer.

Please let us know if you have any questions or concerns.



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
4/26/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Britton-Gallagher and Associates, Inc. One Cleveland Center, Floor 30 1375 East 9th Street Cleveland OH 44114		<b>CONTACT NAME:</b> PHONE (A/C, No, Ext): 216-658-7100 FAX (A/C, No): 216-658-7101 E-MAIL: ADDRESS:	
		<b>INSURER(S) AFFORDING COVERAGE</b>	
		<b>NAIC #</b>	
<b>INSURED</b> 18234 Western Display Fireworks Ltd. P. O. Box 932 Canby OR 97013		<b>INSURER A:</b> Everest Indemnity Insurance Co. 10851 <b>INSURER B:</b> Everest National Insurance Company 10120 <b>INSURER C:</b> Axis Surplus Ins Company 26620 <b>INSURER D:</b> Alaska National Insurance Company <b>INSURER E:</b> <b>INSURER F:</b>	

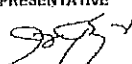
**COVERAGES**                      **CERTIFICATE NUMBER: 1609744639**                      **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<b>GENERAL LIABILITY</b> <input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC			SI8ML00215-161	1/15/2016	1/15/2017	EACH OCCURRENCE	\$1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$500,000
							MED EXP (Any one person)	\$
							PERSONAL & ADV INJURY	\$1,000,000
							GENERAL AGGREGATE	\$2,000,000
							PRODUCTS - COMP/OP AGG	\$2,000,000
								\$
B	<b>AUTOMOBILE LIABILITY</b> <input checked="" type="checkbox"/> ANY AUTO ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS			SI8CA00098-161	1/15/2016	1/15/2017	COMBINED SINGLE LIMIT (Ea accident)	\$1,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
C	<input checked="" type="checkbox"/> <b>UMBRELLA LIAB</b> <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> <b>EXCESS LIAB</b> CLAIMS-MADE DED      RETENTION \$			EAU784636	1/15/2016	1/15/2017	EACH OCCURRENCE	\$4,000,000
							AGGREGATE	\$4,000,000
								\$
A	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below			SI8ML00215-161	1/15/2016	1/15/2017	WC STATUTORY LIMITS <input checked="" type="checkbox"/> OTHER	Stop Gap
							E.L. EACH ACCIDENT	\$1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$1,000,000
							E.L. DISEASE - POLICY LIMIT	\$1,000,000
D	Washington USLH			15DWU08933	4/16/2016	4/16/2017	BI by Accident	\$1,000,000
							BI by disease policy	limit \$1,000,000
							BI by disease Each	Employee \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)  
 Additional insured extension of coverage is provided by above referenced General Liability policy where required by written agreement.  
 Display Date: July 9, 2016  
 Display Site: From a Barge in Lake Washington in front of Luther Burbank Park, 2040 84th Ave SE, Mercer Island, WA 98040

Additional Insured:  
 THE CITY OF MERCER ISLAND, ITS EMPLOYEES AND PROPERTIES  
 See Attached...

<b>CERTIFICATE HOLDER</b>  Mercer Island Parks & Recreation Department 2040 84th Avenue SE Mercer Island WA 98040	<b>CANCELLATION</b>  SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  <b>AUTHORIZED REPRESENTATIVE</b>  
---	---

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AGENCY CUSTOMER ID: 18234

LOC #: \_\_\_\_\_



### ADDITIONAL REMARKS SCHEDULE

Page 1 of 1

AGENCY Britton-Gallagher and Associates, Inc.		NAMED INSURED Western Display Fireworks Ltd. P. O. Box 932 Canby OR 97013	
POLICY NUMBER		EFFECTIVE DATE:	
CARRIER	NAIC CODE		

**ADDITIONAL REMARKS**

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,  
FORM NUMBER: 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

KING COUNTY PARKS DEPARTMENT  
WATERFRONT CONSTRUCTION COMPANY  
MERCER ISLAND SUMMER CELEBRATION  
MERCER ISLAND PARKS & RECREATION DEPARTMENT  
CITY OF KIRKLAND  
YARROW BAY MARINA

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

### ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

<p><b>Name Of Additional Insured Person(s) Or Organization(s)</b></p> <p>ANY PERSON OR LEGAL ENTITY IN WHICH YOU HAVE A WRITTEN CONTRACT, AGREEMENT, OR PERMIT WHICH REQUIRES THAT YOU NAME THE CONTRACTING PARTY AS AN ADDITIONAL INSURED.</p> <p>THE CITY OF MERCER ISLAND, ITS EMPLOYEES AND PROPERTIES          KING COUNTY PARKS DEPARTMENT          WATERFRONT CONSTRUCTION COMPANY          MERCER ISLAND SUMMER CELEBRATION          MERCER ISLAND PARKS &amp; RECREATION DEPARTMENT          CITY OF KIRKLAND          YARROW BAY MARINA</p> <p>Information required to complete this Schedule, if not shown above, will be shown in the Declarations.</p>
---

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" but only to the extent caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

1. In the performance of your ongoing operations; or
2. In connection with your premises owned by or rented to you.

B. The insurance afforded to an additional insured shall only include the insurance required by the terms of the written agreement and shall not be broader than the coverage provided within the terms of the Coverage Part.

C. The Limits of Insurance afforded to an additional insured shall be the lesser of the following:

1. The Limits of Insurance required by the written agreement between the parties; or
2. The Limits of Insurance provided by this Coverage Part.

D. With respect to the insurance afforded to an additional insured, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of any act or omission of an additional insured or any of its employees.





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

**AB 5187  
June 6, 2016  
Consent Calendar**

**MERCER ISLAND MASONS LODGE, VFW, AND  
KIWANIS FIREWORKS SALES PERMIT**

**Proposed Council Action:**

Approve the permit for the sale of "consumer" fireworks

**DEPARTMENT OF**

Fire (Steve Heitman)

**COUNCIL LIAISON**

n/a

**EXHIBITS**

1. Fireworks Application Packet.
2. Washington State Legal Fireworks List.
3. WA State Fire Marshal Fact Sheet

**APPROVED BY CITY MANAGER**

<b>AMOUNT OF EXPENDITURE</b>	\$	n/a
<b>AMOUNT BUDGETED</b>	\$	n/a
<b>APPROPRIATION REQUIRED</b>	\$	n/a

**SUMMARY**

Pursuant to MICC 8.35.020, a permit application for retail sales of fireworks must be made to the Fire Department. After review of the application, the Fire Chief makes a recommendation to the City Council for either approval or denial of the issuance of the permit. The Masonic Lodge has submitted an application for the sale of "consumer" fireworks between June 28, 2016 and July 4, 2016.

**BACKGROUND & HISTORY**

There are two types of fireworks that citizens of the State of Washington purchase and discharge: legal and illegal. Those that are legal are termed "consumer" fireworks and can be purchased in communities that authorize their sale and discharge (see Exhibit 2). Illegal fireworks can be purchased and discharged on tribal lands only, although they are often discharged in other locations unlawfully. Mercer Island is not immune from the discharge of illegal fireworks despite public education and enforcement campaigns. As more cities ban fireworks, the potential grows for increased usage in cities, like Mercer Island, where they are legal.

The primary impacts to municipal services with respect to the discharge of fireworks are in noise complaints to the Police Department. Each year the Police Department experiences a high volume of fireworks related complaints. Because specific data about each complaint is not tracked, it is difficult to determine which complaints are attributable to legal fireworks and which are caused by illegal fireworks. Historically, the discharge of fireworks has had a relatively low impact to Fire Department services.

**FIREWORKS SALES APPLICATION**

Section 8.35.020 of the Mercer Island City Code requires that a permit for fireworks sales must be approved by the City Council. The permit requires a Certificate of Insurance and a permit from the WSP/Fire

Protection Bureau of the State of Washington (State Fire Marshal): Stand #SN-10109, License #WSPFL-02766. The Mercer Island Masonic Lodge has submitted to the Fire Chief (Fire Code Official) the required application materials for the legal sale of “consumer” fireworks for 2016 (Exhibit 1). Pursuant to RCW 70.77.270(1), City Council shall grant an application if it meets the standards of state law and city code.

The Masonic Lodge, Kiwanis and Mercer Island VFW manage the sale of “consumer” fireworks each year and use this event as their primary fund-raiser. All of the funds collected are returned to the community in support of services and projects. The Mercer Island Masonic Lodge has assumed primary responsibility for organizing the sale of “consumer” fireworks.

The proposed fireworks stand will be located in the Rite Aid parking lot on 78<sup>th</sup> Avenue SE. The Fire Department is authorized to inspect the stand and the trailer where the fireworks are stored. The Masonic Lodge is requesting the permit for June 27, 2016 – July 5, 2016 because they are required to have a permit while fireworks are on the premise and they arrive on June 27, 2016 and un-sold fireworks are retrieved by the sales vendor on July 5, 2016.

RCW 70.77.395 allows consumer fireworks to be sold and purchased on:

- June 28 from noon to 11:00pm;
- June 29 through July 4 from 9:00am to 11:00pm; and
- July 5 from 9:00am to 9:00pm.

The Mercer Island City Code adopts chapter 70.77 RCW by reference and does not further restrict the sales and purchase times of fireworks. See MICC 8.35.020(A).

Should the City Council wish to further restrict the times that consumer fireworks may be sold and purchased, it may do so by adopting an ordinance. Because this would be more restrictive than state law, this ordinance cannot take effect until one-year after its adoption. See RCW 70.77.250(4).

## **REVIEW AND APPROVAL**

The Fire Chief has reviewed the applications and finds the documentation to be in order, that all standards have been met and the appropriate public safety measures are in place.

## **RECOMMENDATION**

*Fire Chief*

MOVE TO: Approve the Mercer Island Masonic Lodge’s permit application to allow the retail sale of “consumer” fireworks in conjunction with Independence Day 2016.



Washington State Patrol Fire Protection Bureau  
Office of the State Fire Marshal  
**CONSUMER FIREWORKS RETAIL SALES STAND LICENSE 16-0015**

Stand Number: SN-10109

**Licensee Data**

American Promotional Events, Inc.  
2120 Milwaukee Way  
Tacoma, WA 98421  
License Number: WSPFL-02766  
Phone Number: (253) 922-0800

**Operational Data**

Wholesaler: TNT Fireworks  
County of Operation: King  
Operates For: Mercer Island Lodge  
Stand Operated By: John Gebhart

Date of Issue: January 4, 2016

Date of Expiration: January 31, 2017

**Consumer Fireworks Retail Sales Stand Licenses issued after May are ONLY valid for New Years Sales**

This license is NOT valid without a permit issued from a local fire code official/authority having jurisdiction. This license allows for operation of a single location/stand only for retail sales to the public of state legal consumer fireworks purchased only from a licensed fireworks wholesaler.  
SURRENDER THIS PORTION OF THE LICENSE TO THE FIREWORKS WHOLESALER

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**FIRE PROTECTION BUREAU  
FIREWORKS LICENSING PROGRAM  
PO Box 42600  
Olympia WA 98504-2600  
(360) 596-3914 FAX: (360) 596-3934**



**APPLICATION  
FOR RETAIL FIREWORKS STAND PERMIT**

WWM3701

<b>TO</b>	Governing body of city, town, or county in which fireworks stand will be located.	<b>DATE OF APPLICATION</b>	DECEMBER 30, 2015
<b>Applicant Name</b> MERCER ISLAND LODGE		<b>Address, City, State</b> 7360 - 81ST PLACE SE - MERCER ISLAND 98040	
<b>Sponsor (If other than applicant)</b> JOHN GEBHART		<b>Address, City, State</b> 7360 - 81ST PLACE SE - MERCER ISLAND 98040	
<b>Location of proposed fireworks stand [Enclose drawing of stand location]</b> MERCER ISLAND S/C - 3011 78TH SE, MERCER ISLAND, WA			
<b>Manner and place of storage prior, during, and after sales dates</b> ON SITE WITH SECURITY			
<b>State-Licensed Fireworks Supplier</b> AMERICAN PROMOTIONAL EVENTS NW                      2120 MILWAUKEE WAY, TACOMA, WA. 98421			

# FIREWORKS STAND PERMIT

For the Fireworks Sales Year of: 2016  
(Must be conspicuously displayed at all times while the stand is open to the public)

By virtue of having been granted a license by the State of Washington and this permit from CITY OF MERCER ISLAND as the local governing authority, the named person, firm or organization is hereby authorized to sell U.N. 0336 1.4G Consumer fireworks at the location designated herein between the following date and times:

<b>Sales for July 4<sup>th</sup></b>	<b>Sales for December 31<sup>st</sup></b>
From: _____	From: _____
To: _____	To: _____

Sponsor MERCER ISLAND LODGE

Location MERCER ISLAND SHOPPING CENTER, 3011 78TH SE, MERCER ISLAND, WA

/s/ \_\_\_\_\_ /s/ [Signature] FOR JOHN GEBHART  
Signature of Official Granting Permit                      Signature of Applicant

Title \_\_\_\_\_ Agency \_\_\_\_\_

Date \_\_\_\_\_ Permit Number \_\_\_\_\_

Licensee Name MERCER ISLAND LODGE License Number \_\_\_\_\_



# FIREWORKS LEASE AGREEMENT

WWM-3701

This agreement is made between 78<sup>TH</sup> AVE MERCER ISLAND, LLC. as Lessor and AMERICAN PROMOTIONAL EVENTS NORTHWEST as Lessee.

1. AMERICAN PROMOTIONAL EVENTS - NW, will lease a portion of the property located at MERCER ISLAND SHOPPING CENTER - 3011 - 78<sup>TH</sup> AVE SE MERCER ISLAND WASHINGTON for the sale of approved fireworks from the following pre-identified location (hereafter called the "Location"):
2. The lease payment will be \_\_\_\_\_ per year for the period of JUNE 24 - JULY 4, 2016 (hereafter called the "Season"). Payment shall be paid IN FULL UPON APPROVAL.
3. Lessor represents that the Location is owned and/or controlled by the Lessor and furthermore that the Lessor agrees to grant the Lessee the exclusive right to operate a fireworks sales structure (hereafter the "Structure") through the year 2016 for the above-mentioned period.
4. The Lessor hereby grants Lessee a first right of refusal to match any bona fide offer to lease the Location for fireworks sales during the renewal Seasons.
5. In return, Lessee agrees to the following terms and conditions:
  - a. Provide an A+ rated \$10,000,000.00 certificate of insurance, prior to occupancy, evidencing liability insurance in force covering the erection and operation of the Structure. Insurance shall name Lessor as additional insured, and Lessor shall be held harmless from any claims arising from the maintenance or operation of the Structure.
  - b. Pay any and all costs involved in erection, maintenance, and operation of the Structure, and Lessee shall guarantee that the Location will be returned to its original condition.
  - c. Obtain and pay all necessary permits and licenses required by law, post with local authority any debris or performance bonds as required, and guarantee that all laws and regulations shall be adhered to.
6. This agreement is contingent upon Lessee securing necessary permits and licenses. Lessee may cancel this agreement if the sale of fireworks is prohibited at this Location by a public authority or such sale, in the good faith opinion of Lessee, becomes commercially unreasonable. In such an event any deposit shall be refunded to Lessee.
7. If property is sold, this contract becomes null & void unless specified otherwise.

Agreed to and dated this 24 day of September, 2015

**Lessor**  
 By: PETER TRUE  
 Its: VICE PRESIDENT  
 Address: PO Box 24687  
SEATTLE WA 98124  
 Tax ID/SS Number: 910701030

**Lessee: American Promotional Events NW**  
 By: [Signature]  
 Its: \_\_\_\_\_

Deposit Received Amount \$ \_\_\_\_\_

Corporation       Individual or Partnership

AMERICAN PROMOTIONAL EVENTS, INC.  
 2120 MILWAUKEE WAY • TACOMA, WA 98421  
 TACOMA (253) 922-0809 • FAX (253) 830-2930  
 www.tntfireworks.com



# CERTIFICATE OF LIABILITY INSURANCE

11/1/2016

DATE (MM/DD/YYYY)

1/6/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> Lockton Companies 3280 Peachtree Road NE, Suite #250 Atlanta GA 30305 (404) 460-3600	<b>CONTACT NAME:</b> _____	
	<b>PHONE (A/C, No, Ext):</b> _____	<b>FAX (A/C, No):</b> _____
<b>E-MAIL ADDRESS:</b> _____		
<b>INSURER(S) AFFORDING COVERAGE</b>		<b>NAIC #</b>
<b>INSURER A:</b> Everest Indemnity Insurance Company		10851
<b>INSURER B:</b> _____		
<b>INSURER C:</b> _____		
<b>INSURER D:</b> _____		
<b>INSURER E:</b> _____		
<b>INSURER F:</b> _____		


**INSURED**  
 1359629 American Promotional Events, Inc.  
 DBA TNT Fireworks, Inc.  
 P.O. Box 1318  
 4511 Helton Drive  
 Florence AL 35630

**COVERAGES**                      **CERTIFICATE NUMBER:** 12123410                      **REVISION NUMBER:** XXXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER: _____	Y	N	SI8GL00242-151	11/1/2015	11/1/2016	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
	<input type="checkbox"/> AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS			NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident) \$ XXXXXXXX BODILY INJURY (Per person) \$ XXXXXXXX BODILY INJURY (Per accident) \$ XXXXXXXX PROPERTY DAMAGE (Per accident) \$ XXXXXXXX \$ XXXXXXXX
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$			NOT APPLICABLE			EACH OCCURRENCE \$ XXXXXXXX AGGREGATE \$ XXXXXXXX \$ XXXXXXXX
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	NOT APPLICABLE			<input type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ XXXXXXXX E.L. DISEASE - EA EMPLOYEE \$ XXXXXXXX E.L. DISEASE - POLICY LIMIT \$ XXXXXXXX

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES** (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
 THIS CERTIFICATE SUPERSEDES ALL PREVIOUSLY ISSUED CERTIFICATES FOR THIS HOLDER, APPLICABLE TO THE CARRIERS LISTED AND THE POLICY TERM(S) REFERENCED.  
 Additional Insured: Property located at Mercer Island S/C located at 3011 - 78th SE in Mercer Island, WA (Loc # WWM3701). City of Mercer Island, Grand Lodge of Washington of Free and Accepct Mason, Mercer Island Loge #297 F & AM VFW 5760 Certificate holder is an additional insured on the General Liability as required by written contract subject to policy terms, conditions, and exclusions.

<b>CERTIFICATE HOLDER</b> 12123410 City of Mercer Island Mercer Island Lodge 9611 SE 36th Street Mercer Island WA 98005	<b>CANCELLATION</b> SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE 
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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## ADDITIONAL INSURED - STATE OR GOVERNMENTAL AGENCY OR SUBDIVISION OR POLITICAL SUBDIVISION - PERMITS OR AUTHORIZATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

### SCHEDULE

State Or Governmental Agency Or Subdivision Or Political Subdivision:

City of Mercer Island  
Mercer Island Lodge  
9611 SE 36<sup>th</sup> Street  
Mercer Island, WA 98005

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. Section II – Who Is An Insured is amended to include as an additional insured any state or governmental agency or subdivision or political subdivision shown in the Schedule, subject to the following provisions:

1. This insurance applies only with respect to operations performed by you or on your behalf for which the state or governmental agency or subdivision or political subdivision has issued a permit or authorization.

However:

- a. The insurance afforded to such additional insured only applies to the extent permitted by law; and
- b. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

2. This insurance does not apply to:

- a. "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the federal government, state or municipality; or
- b. "Bodily injury" or "property damage" included within the "products-completed operations hazard".

B. With respect to the insurance afforded to these additional insureds, the following is added to Section III- Limits Of Insurance:

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

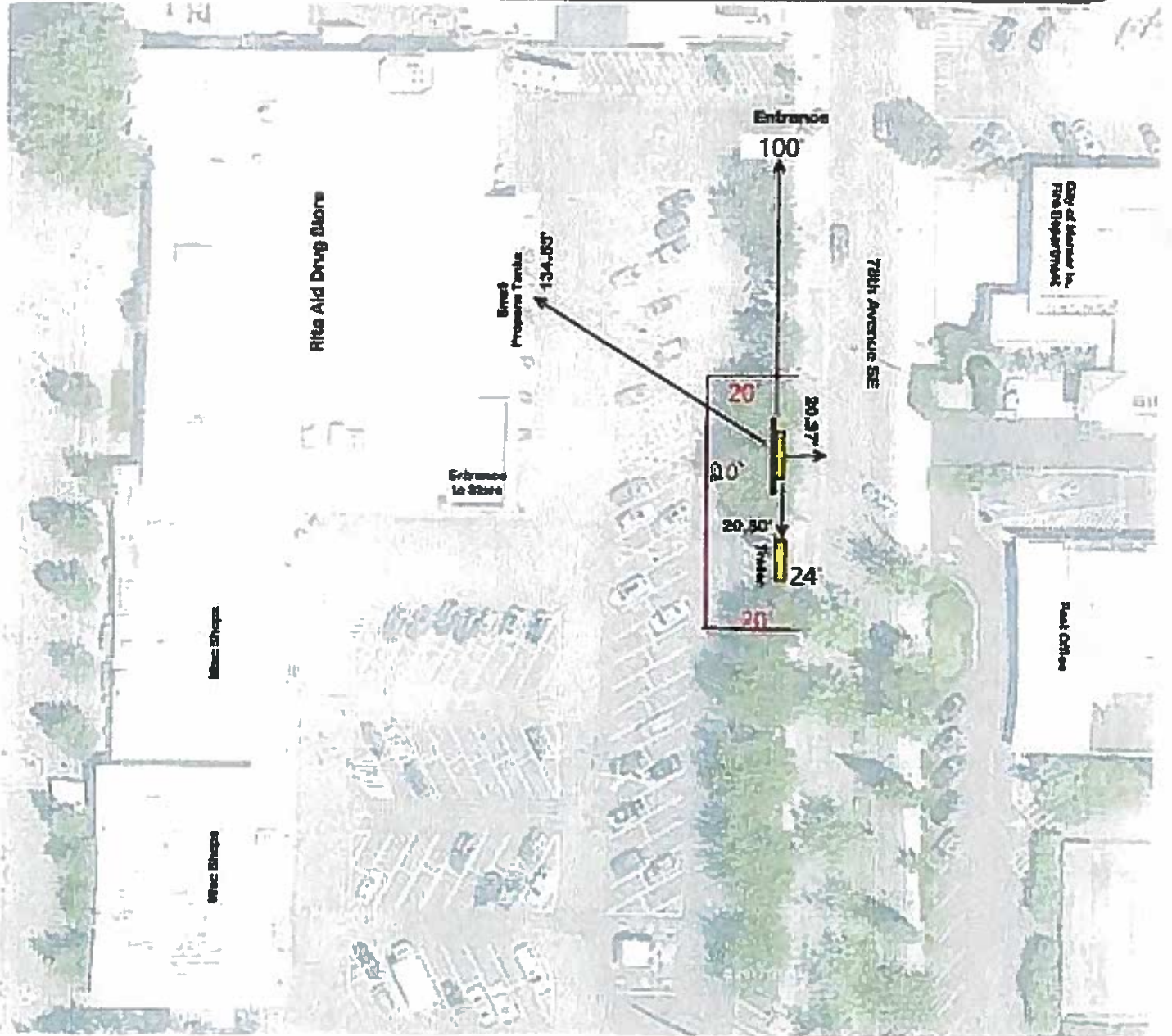
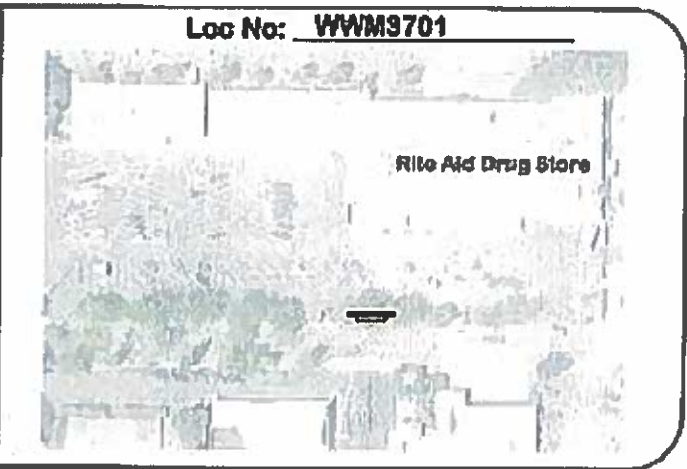
- 1. Required by the contract or agreement; or
- 2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

# SITE DIAGRAM

**Date Drawn:** March 16, 2016  
**Ordinance Of:** City of Mercer Island  
**Address:** 3011 - 78th Ave SE  
**Store/Center/Lot:** Mercer Island S/C  
**City & State:** Mercer Island Washington 98040  
**Parcel No:** 370307 252499  
**Stand Faces The Direction Of:** Rite Aid  
**Stand Size:** 32'



GL Cost Center: 41120



AMERICAN PROMOTIONAL EVENTS  
NORTHWEST  
dba TNT Fireworks  
PO BOX 1318  
4511 Helton Drive Industrial Park  
Florence, AL 35630

Check No. - 30040347

Check Date - 12/29/15

Stub 1 of 1

INVOICE NO.	DATE	DESCRIPTION	GROSS	DEDUCTIONS	AMOUNT PAID
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WWM3701/405/J16/537	12/28/15	Permitting Fees	125.00		125.00
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			125.00		125.00
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THIS CHECK IS VOID WITHOUT A RED & GRAY BORDER AND BACKGROUND PLUS A KNIGHT & FINGERPRINT WATERMARK ON THE BACK - HOLD AT ANGLE TO VIEW



AMERICAN PROMOTIONAL EVENTS  
NORTHWEST  
dba TNT Fireworks  
PO BOX 1318  
4511 Helton Drive Industrial Park  
Florence, AL 35630

WELLS FARGO BANK, NA

56-382  
412

CHECK NO. 30040347

VENDOR	DATE	AMOUNT
389917	12/29/15	\$*****125.00

PAY

ONE HUNDRED TWENTY FIVE AND 00/100\*\*\*\*\*

TO THE  
ORDER OF

CITY OF MERCER ISLAND  
9611 SE 36TH ST  
MERCER ISLAND WA 98040-3732

REQUIRES 2 SIGNATURES

*Donald R. ...*  
*Gail C. ...*

AB 5187

Exhibit 1

30040347 041203824800126032

GL Cost Center: 41120



AMERICAN PROMOTIONAL EVENTS  
NORTHWEST  
dba TNT Fireworks  
PO BOX 1318  
4511 Helton Drive Industrial Park  
Florence, AL 35630

Check No. - 30040348

Check Date - 12/29/15

Stub 1 of 1

INVOICE NO.	DATE	DESCRIPTION	GROSS	DEDUCTIONS	AMOUNT PAID
-------------	------	-------------	-------	------------	-------------

WWM3701/405/J16/537	12/28/15	Permitting Fees	101.00		101.00
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			101.00		101.00
--	--	--	--------	--	--------

THIS CHECK IS VOID WITHOUT A RED & GRAY BORDER AND BACKGROUND PLUS A KNIGHT & FINGERPRINT WATERMARK ON THE BACK - HOLD AT ANGLE TO VIEW



AMERICAN PROMOTIONAL EVENTS  
NORTHWEST  
dba TNT Fireworks  
PO BOX 1318  
4511 Helton Drive Industrial Park  
Florence, AL 35630

WELLS FARGO BANK, NA

56-382  
412

CHECK NO. 30040348

VENDOR	DATE	AMOUNT
389917	12/29/15	\$*****101.00

PAY

ONE HUNDRED ONE AND 00/100\*\*\*\*\*

TO THE  
ORDER OF

CITY OF MERCER ISLAND  
9611 SE 36TH ST  
MERCER ISLAND WA 98040-3732

REQUIRES 2 SIGNATURES

*Ronald E. ...*  
*Kari C. ...*

AB 5187

Exhibit 1

30040348 0412038249400126032

# Celebrate Safely Campaign Kit

## Fireworks Safety Campaign

### Types of State Legal Consumer Fireworks (RCW 70.77.136)

#### Cylindrical Fountain

Upon ignition, a shower of colored sparks, and sometimes a whistling effect, is produced.



#### Helicopters, Aerial Spinners

A propeller or blade is attached, which, upon ignition, lifts the rapidly spinning device into the air. A visible or audible effect is produced at the height of flight.



#### Smoke Devices

Tube or sphere containing pyrotechnic composition that, upon ignition, produces a white or colored smoke as a primary effect.



#### Cone Fountain

Upon ignition, a shower of colored sparks, and sometimes a whistling effect, is produced.



#### Roman Candles

Heavy paper or cardboard tube containing pyrotechnic composition. Upon ignition, up to ten "stars" are individually expelled at several-second intervals.



#### Parachutes

Upon ignition, one or more parachutes are propelled into the air with stars, smoke, and other effects being discharged as the parachute floats downward.



#### Wheels

Pyrotechnic device attached to a post or tree by means of a nail or string. Each wheel may contain up to six "driver" units; upon ignition, the wheel revolves, producing a shower of color and sparks and, sometimes, a whistling effect.



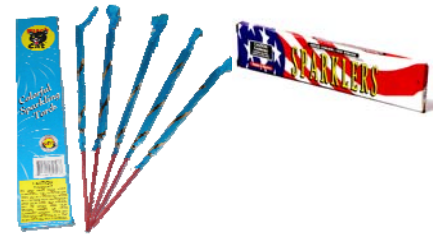
#### Mine / Shells / Cakes

Mine – An aerial device that shoots stars into the sky in an upward spray pattern.  
Shell – A shell is an aerial item that is fired into the sky.  
Cake – Dense-packed collection of mine/shell tubes that are fused together.



#### Dipped Stick, Sparkler

Stick or wire coated with pyrotechnic composition that produces a shower of sparks upon ignition. Total pyrotechnic composition not to exceed 100 grams per item.



#### Ground Spinners

A small device similar to a wheel in design and effect. When placed on the ground and ignited, a shower of sparks and color is produced by the rapidly spinning device.



#### Reloadable Mortars

A shell consisting of a container, a lift charge, a time fuse, a burst charge, and stars/effects. The lift charge propels the shell out of the tube igniting the burst charge at the right altitude, igniting the effects.



#### Novelties

"Trick and Novelty Devices" means any small firework device not classified as a Consumer of Display Firework. Items contain a small amount of pyrotechnic composition that is friction sensitive.



\*\* Pictures shown are for illustrative purposes only and are not an endorsement of any brand or style of consumer firework.

### Can you tell the difference between Illegal Fireworks and Illegal Explosive Devices?

**It could save a life!**

#### Which fireworks are illegal in our state?

These are listed as Consumer Fireworks but are illegal to sell, possess, and/or discharge within the State of Washington. They are legal to sell, possess, and/or discharge on tribal lands.

#### Firecrackers

Generally 1/4" x 1 1/2" or less that come in packs to large bricks. A firecracker makes a single "pop" sound. Many firecrackers strung together will make repetitive "popping" sounds.



#### Bottle Rockets

A firecracker type (tube) attached to a 12" long wooden stick. The stick is placed in a bottle and once lit, it rises into the air, travelling laterally before exploding.

#### Sky Rockets and Missiles

Similar to the Bottle Rocket, a Sky Rocket is attached to a stick or has fins and may have a plastic cap. A missile will have fins rather than a stick. Once lit, it ascends rapidly, high into the air where it explodes.



Illegal explosive devices are often wrongly referred to as fireworks because they look like large firecrackers, but they can have as much explosive power as a 1/4 stick of dynamite.

#### Mass-produced Homemade Devices Example: M-80's, M-100's etc.



**Do not handle explosive devices!!**

**If possible, have the local bomb squad evaluate and pick up the device.**

Possession, manufacturing, or using illegal explosive devices is a **criminal offense** in Washington.

#### Homemade Explosives Example: Pipe Bomb & Tennis Ball Bomb



**Call the State Fire Marshal's Office at (360) 596-3946 for additional information.**

#### Altering consumer fireworks making an explosive device Example: Sparkler Bomb





# Celebrate Safely Campaign Kit

## Fireworks Safety Campaign

Federally Legal Consumer Fireworks, but **Illegal** in Washington State (RCW 70.77.136): Can only be used on Federal and Tribal lands.

### Firecrackers, Salutes

Generally 1/4" x 1 1/2" or less that comes in packs to large bricks. A firecracker makes a single "pop" sound. Many firecrackers strung together will make repetitive "popping" sounds.



### Bottle Rockets

A firecracker type (tube) attached to a 12" long wooden stick. The stick is placed in a bottle and once lit, it rises into the air, travelling laterally before exploding.



### Missiles / Sky Rockets

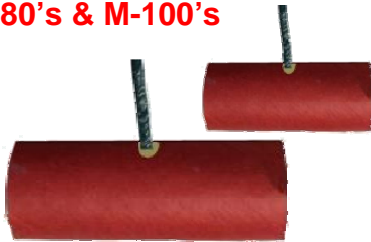
Similar to the Bottle Rocket, a Sky Rocket is attached to a stick or has fins and may have a plastic cap. Once lit, it ascends rapidly, high into the air where it explodes.



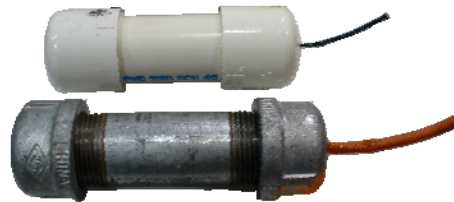
### Examples of Illegal Explosive Devices:

Device	Color	Average Size		Risk Factor
		Diameter	Length	
<b>M-80</b>	Red or Brown	5/8 inch	1 1/2 inch	Damage to fingers, hands, and eyes.
<b>M-100, Silver Salute</b>	Red or Silver	1 inch	2 1/2 inch	Severe damage to face, arms, and body.
<b>M-250</b>	Red or Brown	1 inch	3 inches	Severe crippling, disfiguring injuries.
<b>M-1000 (Quarter Stick)</b>	Red or Brown	1 inch	6 inches	Extreme severe injuries to the body; has caused death.

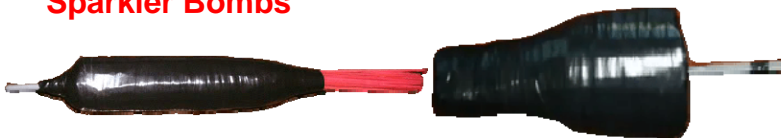
### M-80's & M-100's



### Pipe Bombs



### Sparkler Bombs



### Tennis Ball Bomb



FIRE PROTECTION BUREAU – PREVENTION DIVISION  
 (360) 596-3946 FAX: 360-596-3934  
 E-Mail: [Fireworks@wsp.wa.gov](mailto:Fireworks@wsp.wa.gov)



# Office of the State Fire Marshal

A Bureau of the Washington State Patrol

## Celebrate Legally Fireworks Enforcement Campaign

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### Fireworks Fact Sheet

*RCW 70.77 and WAC 212.17*

#### 1. Discharge Dates and Times

“State Legal” fireworks can be discharged in jurisdictions allowing and/or not restricting their use:

June 28 <sup>th</sup>	Between 12:00 Noon and 11:00 P.M.
June 29 <sup>th</sup> through July 3 <sup>rd</sup>	Between 9:00 A.M. and 11:00 P.M.
July 4 <sup>th</sup>	Between 9:00 A.M. and 12:00 Midnight.
July 5 <sup>th</sup>	Between 9:00 A.M. and 11:00 P.M.
Dec. 31 <sup>st</sup>	Between 6:00 P.M. and 1:00 A.M.

#### 2. Fireworks Stands

- Sale of fireworks is prohibited to persons under the age of 16 years.
- At least one adult (18 years or older) shall be present at all times the stand is open.
- Only “State Legal” fireworks, purchased from a State licensed fireworks wholesaler, may be sold in retail fireworks stands.
- Sleeping inside a retail fireworks stand or temporary fireworks storage site is prohibited.
- Fireworks stands cannot be located in a structure used for any other purpose.
- Tents used for retail fireworks sales, must be made from flame retardant material or treated with an “approved” fire retardant.
- No fireworks may be discharged within 100 feet of a retail fireworks stand.
- No smoking within 20 feet of a retail fireworks stand.
- Combustible fuel generators shall be located at least 20 feet from retail fireworks stands. Up to 5 gallons of fuel may be stored no closer than 20 feet from the retail fireworks stand.

#### 3. Storage

- “Temporary” storage of Consumer (1.4G) fireworks requires a permit from the local fire official.
- Storage of Special Display (1.3G) fireworks requires a permit from Labor & Industries and the Bureau of Alcohol, Tobacco, Firearms and Explosives.





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

**AB 5190  
June 6, 2016  
Consent Calendar**

**MIYFS FOUNDATION DONATION TO FUND  
THRIFT SHOP STAFFING PILOT PROJECT**

**Proposed Council Action:**

Accept funds from Mercer Island Youth and Family Services Foundation to fund a pilot project to enhance Thrift Shop staffing.

**DEPARTMENT OF** Youth and Family Services (Cynthia Goodwin)

**COUNCIL LIAISON** Benson Wong

**EXHIBITS** n/a

**APPROVED BY CITY MANAGER**

<b>AMOUNT OF EXPENDITURE</b>	\$	19,445
<b>AMOUNT BUDGETED</b>	\$	0
<b>APPROPRIATION REQUIRED</b>	\$	19,445

**SUMMARY**

The Mercer Island Youth and Family Services Foundation (Foundation) provides funding to support the programs and services of the Department of Youth and Family Services (YFS). This funding is provided in two forms: 1) an annual commitment to the Department’s operating budget and 2) one time or pilot project funds as Foundation reserves allow. The current proposed grant to the YFS Department falls in the latter category. This grant is to fund a pilot project for one year. The object of the pilot project is to ascertain the viability of a full-time staffing model that does not include work-study students. The goal of this new staffing model would be to improve the consistency and steady increase of Thrift Shop revenues.

The Mercer Island Thrift Shop (“Thrift Shop”) is the largest source of funding for YFS. For the past three years, revenues have fluctuated due to unpredictable changes in funds available to work-study students. Historically, since 1997, work-study funds have allowed the Thrift Shop to employ students at a reduced cost; colleges and universities have reimbursed employers approximately 60-70% of the students’ wages.

Due to this unpredictability of work-study funds and the associated decrease in staff hours, the Thrift Shop administration cannot depend on stable and consistent student staffing to address the following duties: (1) receive community donations in the drop off area, (2) re-stock the store’s shelves and clothing racks, and (3) cashier. The consequence of this unpredictability is a rise and fall in revenues tied to these fluctuations.

The proposed grant of \$19,445 will cover the hourly and benefits cost of increasing a part-time work-study staff position to a full-time staff position. This is an increase of 10.5 hours for a Thrift Shop employee who currently works 29.5 hours. Full-time staff who are not students are more dependable and more likely to remain in their position longer than part-time and student staff. With this funding and shift in staffing pattern, the Thrift Shop Business Coordinator will be able to evaluate staffing configurations that have the greatest potential to sustain steady growth in revenues.

## RECOMMENDATION

*YFS Director*

MOVE TO: Accept a donation of \$19,445 in funds from the MIYFS Foundation for funding of a pilot project to enhance Thrift shop staffing.



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

**AB 5191  
June 6, 2016  
Consent Calendar**

**2015 ARTS COUNCIL ANNUAL REPORT AND  
2016 WORK PLAN**

**Proposed Council Action:**

Receive the 2015 Arts Council Annual Report and  
Approve the 2016 Work Plan

**DEPARTMENT OF**

Parks and Recreation (Amber Britton)

**COUNCIL LIAISON**

n/a Jeff Sanderson

**EXHIBITS**

1. 2015 Arts Council Annual Report
2. 2016 Arts Council Work Plan

**APPROVED BY CITY MANAGER**

<b>AMOUNT OF EXPENDITURE</b>	\$	n/a
<b>AMOUNT BUDGETED</b>	\$	n/a
<b>APPROPRIATION REQUIRED</b>	\$	n/a

**SUMMARY**

In fulfilling the City Council’s directive to provide to the City and its residents a high degree of expertise with respect to visual and performing arts, the Mercer Island Arts Council is providing a report of its activities, services, and contributions in 2015 and the intended work plan for 2016. The City Council had recognized and embraced the important role of art and cultural enrichment in creating community by enacting several ordinances in support of the arts. The Arts Council is providing these reports for Council review and approval.

The 2015 Annual Report (Exhibit 1) serves to inform the City Council of the breadth of services that the Arts Council provided in the previous year, including statistical information regarding volunteer hours, staff hours, revenues, and audience and artists served. In addition, it highlights the various working sub-committees of the Arts Council and their accomplishments and on-going activities and tasks.

The 2016 Work Plan (Exhibit 2) serves to identify the specific areas of focus for 2016 by sub-committee area, and the tasks required of Arts Council members and Parks and Recreation staff to achieve those tasks.

**RECOMMENDATION**

*Cultural Arts and Events Coordinator and Arts Council Chair*

**MOVE TO:** Receive Arts Council 2015 Annual Report and approve the Arts Council 2016 Work Plan.



*Mercer Island Art Council's*  
**2015 Annual Report**

**Chair – Paulette Bufano /Vice-Chair – An Tootill**

***Intro from the 2015 Vice-Chair/2016 Chair, An Tootill:***

The Arts Council devotes their time and effort to bring performances, permanent artworks, and other innovative cultural exhibits to our community. We look forward to bringing new concepts in the arts forward as an enhancement to all Mercer Island.

Arts Council members in 2015 included: Paulette Bufano, Jack Emick, Linda Iwanyk, Joy Langley, Joy Leichty, Karen Kaser, Allie Roodman, Rene Stratton, An Tootill, Erin Vivion and Suzanne Zahniser.

City Council Liaison: Jane Meyer-Brahm

Staff Liaisons: Amber Britton, Eileen Trifts

**Highlights for 2015 include:**

- Two Classics on Film Series which totaled 18 films
- Nineteen performances for Shakespeare in the Park by Wooden O
- Six Concerts at the Mostly Music in the Park summer concert series, which included a special performance at the Luther Burbank Amphitheatre by the Russian Chamber Orchestra
- Special Shakespeare performance by Freehold Theatre Organization of Henry I & II
- Public Art pieces and information posted on STQRY website
- Seven indoor gallery exhibits, which included an Arts Council juried art show

As an all-volunteer board, the eleven members of the Arts Council represent the continuing commitment of the community to the arts, and recognize the value of creativity to the community. We rely on the City staff for support to bring consistency to our on-going programs and appreciate their facilitation. Local businesses and organizations frequently support our programs and, heading into the next year, we will reach out to the larger community to expand Mercer Island's reputation as a gracious and beautiful township.

**PROGRAM ACCOMPLISHMENTS OF 2015**

**COMMUNITY RELATIONS AND ADVERTISING**

The Arts Council held an outreach event as a part of Summer Celebration! Arts and Craft projects for children in the 2015 "The Pirates Return" theme were hosted by the Arts Council. Arts Council member Erin Vivion, created a treasure hunt of public artwork that is located in the downtown center. Participants searched for the artwork using clues and claimed their prize of candy from the pirate treasure chest at the Arts Council booth. Information about the Arts Council and their programs was also distributed by Arts Council members who staffed the booth both days.

Other outreach included:

- Advertised through Parks and Recreation Facebook.

- Mercer Island’s Quarterly, M.I. Weekly publications, Quarterly Senior Newsletters & the Recreation Guide.
- Flyers and Posters posted throughout community.
- Mostly Music in the Park brochures and Shakespeare information mailed to all Mercer Island residents.
- Hosted arts & crafts for children at Summer Celebration and had an Arts Council information booth.
- Mercerdale Park Banner advertising Mostly Music in the Park.
- Hosted a booth at “Art Uncorked” Sister City & Chamber of Commerce event.

## LITERARY PROGRAMS

### Classics on Film

Lance Rhoades, media scholar and Mercer Island Arts Council Program Director of *Classics on Film*, presented and lectured on two separate film series “Comedy Classics” which continued from the Fall/Winter series and “Masters of Melodrama”. Events were co-sponsored with Aljoia of Mercer Island and films were shown in the Aljoia Theater.

### Winter/Spring Series

- Jan. 9 – A Night at the Opera, attendance: 41
- Jan. 16 – Populaire, attendance: 80
- Jan. 23 – Divorce Italian Style, attendance: 44
- Jan. 30 – What’s up Doc?, attendance: 33
- Feb. 6 – The Princess Bride, attendance: 45
- Mar. 6 – The Naked Gun: From the Files of the Police Squad!, attendance: 37
- Mar 13 – City Slickers, attendance: 41
- Mar. 20 – The Dinner Game, attendance:47
- Mar. 27 – The Grand Budapest Hotel, attendance:57

### Fall/Winter “Masters of Melodrama!” Series

- Sep. 25 – A Tree Grows in Brooklyn, attendance:51
- Oct. 2 – Le Ronde, attendance:56
- Oct. 9 – On the Waterfront, attendance:46
- Oct. 16 – All That Heaven Allows, attendance: 53
- Oct. 23 – A Streetcar Named Desire, attendance:46
- Nov. 6 – The Reckless Moment, attendance:36
- Nov. 20 – Gentleman’s Agreement, attendance:57
- Dec. 4 – Le Plaisir, attendance:51
- Dec. 11 – Imitation of Life, attendance:38

## Special Events: Gratitude Graffiti Project

### Gratitude Graffiti Project

The Arts Council sponsored the Gratitude Graffiti Project, a 30-day, purposeful appreciation of one’s life through public, interactive art in our community. Businesses participating in this event included Qdoba, Hair Excel, Menchies, Karate West, and the Mercer Island Community & Event Center.





*Wooden O' Performers at Shakespeare in the Park*

**Shakespeare in the Park**

In its 22nd year of staging plays at Luther Burbank Park, Wooden O Theatre produced nineteen outdoor performances of “As You Like It” and “Henry IV, Part One” in July and August.

**“As You Like It”:** Exiled from their home and disguised to avoid attention, Rosalind and Celia seek refuge in the secluded forest of Arden. Once there, the witty pair get caught up in the romantic tangles of the locals and find their own love interests as well, but it’s not without its complications to be sure. This is Shakespeare’s sparking romantic comedy in which lessons of love are learned by all.

Jul. 9, 10, 11, 16, 17, 18 and Aug. 2, 6, 9.

**“Henry IV, Part One”:** No one at court believes that young Prince Hal is a worthy heir to the throne. Certainly his carousing with the tavern-dwelling Sir John Falstaff and his bandit crew doesn’t inspire thoughts to the contrary. However, a tide of rebellion is sweeping the kingdom with Hal’s rival Harry Hotspur in the dissenter’s ranks. The crisis will force the prince to confront his destiny and begin his journey to become England’s heroic king.

July 12, 19, 23, 24, 25, 30, 31 and Aug. 1, 7, 8, 9

**Attendance: 5,800**

**Art Uncorked**

The Arts Council participated in the Art Uncorked event which was held near the outdoor sculpture park in downtown Mercer Island on September 11. This event was produced by the Mercer Island Chamber of Commerce and Mercer Island Visual Arts League. This year the Arts Council once again sponsored two bands to provide musical entertainment to the event.



*Art Uncorked, held on Friday, September 11<sup>th</sup>*

## **MOSTLY MUSIC IN THE PARK**

The Mostly Music in the Park 2015 program highlighted eclectic bands from around the region, and offered concerts on Thursdays in July and August. MIVAL presented artwork from several MIVAL artists for consideration to be used in the Mostly Music in the Park brochures and posters. The Arts Council selected a piece by Mercer Island artist Nancy Abel titled “Music in the Trees”.



*“Music in the Trees” by MIVAL  
artist Nancy Abel*

### **2015 Performance Schedule:**

Thu 7/23:	West My Friend ( <i>Indie Folk</i> )
Thu 7/30:	Wings N Things ( <i>Paul McCartney Cover Band</i> )
Thu 8/6:	SuperSones ( <i>Cuban Salsa Roots</i> )
Thu 8/13:	The Warren G. Hardings ( <i>Traditional String Band</i> )
Thu 8/20:	The Fabulous Roof Shakers ( <i>Rhythm &amp; Blues</i> )
Sat 8/15:	Russian Chamber Music Foundation of Seattle Concert

A professional Salsa instructor was hired to teach some dance steps at the SuperSones concert. It was a big hit with the audience, and a good time was had by all.

## **GALLERY – INDOOR AND OUTDOOR**

### **Indoor Gallery**

Seven gallery exhibitions were held at the Mercer Island Community Center Art Gallery in 2015. A total of 123 pieces sold, and the Art Council’s revenue from the sales totaled \$2,049.13

The 2015 Gallery Exhibits were:

#### **January 5 – February 2**

##### ***Randy Rehn & Greg Shields***

Nature themed paintings and photography

#### **February 23 – April 10**

##### ***Harmony of Color***

A group of six artists seeking to express harmony of nature through their work.

#### **April 13 – June 5**

##### ***Seattle CoArts***

Seattle CoArts held their 65<sup>th</sup> Annual Juried Art Show “Art to You”, featuring jurist Joan Archer.

#### **June 8 – July 24**

##### ***Brain Injury Alliance of Washington***

Art submitted for display is from forty Brain Injury survivors throughout the state, many of whom art has been an integral part of their recovery and formation of a new identity post injury.

**July 28 - Sept 12**

***Kristi Dyson & Jackie VanNoy***

Two local artists teamed up to present a varied body of work.

**September 14 – October 30**

***Arts Council Juried Art Show***

The Mercer Island Arts Council held its third juried art show featuring juror, Stephanie Hargrave. There were a total of 33 applications accepted for the show. Cash prizes were awarded as follows:

- 1<sup>st</sup> Place, \$300, Genevieve (Genny) Rees
- 2<sup>nd</sup> place, \$200, Judith Roan
- 3<sup>rd</sup> place, \$100, Grace Lee

**November 2 – December 18**

***MIVAL (Mercer Island Visual Arts League)***

A multimedia display which showcases artistic gifts for the holidays, all created by MIVAL members.

**Outdoor Gallery**

- One sculpture “Leda’s Little Sister” by Sara Mall Johani was removed from the gallery to make way for new art.
- One sculpture, “Rotating Rings” by Bradley S. Jones was sold to a Mercer Island Resident for \$3,400. The Arts Council keeps a percentage of the sale.
- Two new sculptures were added to the gallery as temporary art that is for sale: “Memories of a Heron” and “Bird Mountain”, both by artist Shawn Marie Johnson.
- A car accident at the Gateway to the Sculpture Park (77<sup>th</sup> Ave SE at the eastbound exit off of I-5) necessitated repairs to the concrete wall and artwork this year.
- Gallery map updated to show which pieces are city-owned, which are for sale, and available sites. Posted to the website.
- New temporary signs are being tested in the outdoor gallery. The 2016 work plan will address a new, easily changed/updated sign design.



“Rotating Rings”- sold in 2015



## PUBLIC ART

The Public Art Committee focused energy on the Outdoor Sculpture Park, mosaic public art project, and planning for future projects.

- The Sound Transit Art Selection Committee reconvened in 2015. Arts Council member, Jack Emick, sat on the committee for selection of the Light Rail Station Art. Artist Louise Brother was chosen as the artist. The design is to be finalized by 2017 with installation in 2023.
- A mosaic project which includes student artwork as well as a large mosaic by professional artists Jose Orantes and Sandy Glass has been completed and is ready for installation in the playground area at Luther Burbank Park as a public art project. The project began in 2015 and will be finished in 2016.
- The public art committee continued the task of reviving the outdoor gallery by inviting members of arts organizations to exhibit. A dedicated City email address was established for the outdoor gallery for easier submissions. Contracts and information forms were updated.
- Some progress has been made on planning a Mural at West Mercer. This will be included in the Arts Council's 2016 work plan.
- Work on the Fire Station 92 artwork project, "Gateway of Service", came to a conclusion and was installed in June of 2015 with and dedicated on July 18<sup>th</sup>. Arts Council members attended and provided refreshments at the dedication.
- Students started work on the artist lead project to add mosaic artwork to the playground at Luther Burbank Park



Student artwork for the playground at Luther Burbank Park will be installed in the summer of 2016



## STATISTICAL SUMMARY

**AUDIENCE SERVED:** Mercer Island and neighboring communities

**VOLUNTEER HOURS:**

- Arts Council Members: 558
- Non-Arts Council Member: 45

**STAFF SUPPORT:**

	<u>Amber Britton</u>	<u>Eileen Trifts</u>
Monthly Meetings & Prep.	16	28
Minute Prep.	0	37
Agenda Prep.	7	12
Personnel (New member notebooks, orientation)	11	8
Budget Prep. & Monitoring	96	0
Misc. Correspondence w/ members	169	112
Program Support	522	71
Art Gallery Coordination	2	118
<b>TOTAL</b>	<b>823</b>	<b>386</b>

**BUDGET SUMMARY:**

Arts Trust Fund Value (as of 5/24/16):     **\$126,024.41**

<b>Cash Balance 1/1/16</b>	<b>\$</b>	<b>170,334.78</b>
- Mosaic at LB Playground		(7,000.00)
- Mural at I-90 & W/W Onramp		(25,000.00)
- Twin Fox Sculptures		(2,310.37)
- Annual Art Maintenance 2016		(10,000.00)
<b>Cash available 5/24/16</b>	<b>\$</b>	<b>126,024.41</b>

*(This is the 1%-For-The-Arts account, which provides for the maintenance, repair, and acquisition of public art on Mercer Island.)*

**PROGRAM BUDGETS:**

*Expenses*

<u>Program:</u>	<u>Budgeted:</u>	<u>Actual Expense:</u>	<u>Difference:</u>
Public Art	\$700.00	\$148.33	\$551.67
Gallery - Indoor and Outdoor	\$5,500.00	\$2,871.72	\$2,628.28
Literary	\$2,800.00	\$2,700.00	\$100.00
Performances	\$23,745.00	\$18,713.89	\$5,031.11
Community Arts	\$2,500.00	\$577.94	\$1,922.06
Special Programs (includes salaries)	\$75,064.00	\$75,636.54	(572.54)
<b>TOTALS</b>	<b>\$110,309.00</b>	<b>\$100,648.42</b>	<b>\$9,660.58</b>

*Revenues*

<u>Program:</u>	<u>Budgeted:</u>	<u>Actual Revenue:</u>	<u>Difference:</u>
General (4 Culture Grant)	\$10,000.00	\$8,000.00	(\$2,000)
Grants/Sponsorships	\$10,000.00	\$10,000.00	\$0
Gallery	\$4,000.00	\$4,604.62	\$604.62
<b>TOTALS</b>	<b>\$24,000.00</b>	<b>\$22,604.62</b>	<b>(\$1,395.38)</b>

**General Fund Total Expenditures**     **\$100,648.42** *(includes \$75,036.54 in Staff Salaries & Benefits)*

**Total Revenue**     **\$22,604.62**



Mercer Island Art Council's  
2016 Work Plan

1. **Mostly Music in the Park**

Arts Council Volunteers Roles- 150 Hours	Staff Support Roles - 100 Hours
<ul style="list-style-type: none"> <li>• Organize Band Selection Committee</li> <li>• Select performers and negotiate fees for 5 performances</li> <li>• Schedule volunteers to work at concerts</li> <li>• Cultivate and develop sponsors with staff</li> <li>• Assist with development of publicity and promotion, including MI Reporter, Patch and other appropriate outlets</li> <li>• Distribute posters and flyers in the community as available</li> <li>• Work MMIP events and/or recruit other Arts Council members to work MMIP events</li> <li>• Emcee concerts, thank sponsors at each concert</li> <li>• Send out thank-you letters to bands.</li> <li>• Touch base with bands prior to performance.</li> <li>• Identify new vendors for sales and donations at MMIP events.</li> <li>• Take photos of concerts for Annual Report/Recreation Guide</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare band contracts and payments</li> <li>• Coordinate sound and payment</li> <li>• Assist with and provide input for publicity and promotions</li> <li>• Work at concerts and assist with set up and take down, and supervise the event</li> <li>• Correspondence with bands</li> <li>• Purchase and inventory drinks and snacks for sale at events</li> <li>• Make Concert Signs and banners</li> <li>• Put out sign boards for events</li> <li>• Coordinate Cash fund with Finance</li> <li>• Coordinate with Park Maintenance</li> <li>• Schedule staff to work events</li> <li>• Update sponsor forms/letters and mail out to businesses</li> <li>• Maintain income and fundraising tracking</li> <li>• Develop and maintain data base recording all sponsors</li> <li>• Send thank you letters to sponsors</li> <li>• Maintain sponsor correspondence</li> <li>• Coordinate with MIVAL for artwork on posters</li> <li>• Design, print &amp; distribute Utility Bill Insert or All Island Mailer</li> <li>• Thank you ad for sponsors in MI Reporter</li> <li>• Take photos of concerts for Annual Report/Recreation Guide</li> </ul>

## 2. Literary

### *Literary Programs*

<b>Arts Council Volunteers Roles -40 Hours</b>	<b>Staff Support -28 Hours</b>
<ul style="list-style-type: none"> <li>• Arrange films, lectures, and author events</li> <li>• Make contact with authors/speakers and negotiate date, time, venue, special arrangements, and payment amount</li> <li>• Continue partnership with Island Books on Meet the Author Events</li> <li>• Coordinate with Aljoya to plan events and determine programs to co-sponsor</li> <li>• Work with Aljoya and city staff to develop flyers for programs</li> <li>• Facilitate programs/events</li> <li>• Take photos of events and submit to Staff for Annual Report/Recreation Guide</li> </ul>	<ul style="list-style-type: none"> <li>• Work with Chair to develop flyers for publicity</li> <li>• Prepare and process contracts and payments</li> <li>• Consult and assist on printed materials and promotion of events</li> <li>• Take photos of events and submit to Staff for Annual Report/Recreation Guide</li> </ul>

### *Shakespeare*

<b>Arts Council Volunteers Roles- 30 Hours</b>	<b>Staff Support - 20 Hours</b>
<ul style="list-style-type: none"> <li>• Maintain Relationship with Wooden O Theater</li> <li>• Develop &amp; schedule activities</li> <li>• Coordinate with staff on activities</li> <li>• Assist with publicity</li> <li>• Attend performances and make announcements/introductions</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain relationship with Wooden O Theatre</li> <li>• Coordinate with Park Maintenance</li> <li>• Schedule &amp; monitor rehearsal/performance space</li> <li>• Assist with publicity</li> <li>• Prepare contracts, reserve facility, process payments as needed</li> <li>• Coordinate getting photos from Wooden O photographer for Annual Report/Recreation Guide</li> </ul>

### 3. Gallery

#### *Outdoor Gallery*

<b>Arts Council Volunteers Roles - 80 Hours</b>	<b>Staff Support - 79 Hours</b>
<ul style="list-style-type: none"> <li>• Identify appropriate projects or sculptures for Outdoor Gallery</li> <li>• Work on formal installation sites and guidelines for Outdoor Gallery</li> <li>• Coordinate new installations with the artist and staff</li> <li>• Utilize the Outdoor Gallery for public events more effectively</li> <li>• Brainstorm renaming/rebranding options for Outdoor Gallery for 2017 project execution</li> </ul>	<ul style="list-style-type: none"> <li>• Pass along names of artists interested in exhibiting in the Outdoor Gallery to the Gallery Chair and committee</li> <li>• Prepare revised Outdoor Gallery Brochure as needed</li> <li>• Assist with the coordination of new installations</li> <li>• Work with members on ideas to increase sales of the Outdoor Gallery pieces</li> <li>• Notify Park Maintenance and DSG of any new installations</li> <li>• List new Sculptures with WCIA for insurance</li> <li>• Coordinate new plaques for artwork installed</li> </ul>

#### *Indoor Gallery*

<b>Arts Council Volunteers Roles - 125 Hours</b>	<b>Staff Support - 92 Hours</b>
<ul style="list-style-type: none"> <li>• Convene gallery committee to review exhibit applications and artwork submitted</li> <li>• Contact applicants with Gallery Committee acceptance/rejection</li> <li>• Schedule show and reception dates, times, details with artists along with staff input.</li> <li>• Coordinate hanging date and time and removal date and time with artists and with staff.</li> <li>• Take the lead for receptions and hangings</li> <li>• Arrange for volunteers to assist with hangings</li> <li>• Arrange for volunteers to assist with receptions</li> <li>• Identify and include in all FREE listings whenever possible</li> </ul>	<ul style="list-style-type: none"> <li>• Provide copies of exhibit applications and art samples to Gallery Chair for review</li> <li>• Prepare artist information sheet and contracts to send to artist with a W-9. Return signed copies to artists.</li> <li>• Assist in preparation of materials for committee meetings, as needed</li> <li>• Create show labels for each piece which list price and artist information</li> <li>• List shows on the WCIA insurance policy prior to each show and remove them at the end of the show.</li> <li>• Receipt in sales from shows and process payment paperwork to artists</li> <li>• Process receipts and payments for expenses.</li> <li>• Coordinate gallery reception and entertainment upon musician suggestions from committee. Create contract and process for payment.</li> <li>• Buy and prepare food and beverages for gallery receptions.</li> <li>• Email postcard to mailing list. Send show information to the Reporter Calendar Section. Post on City Website.</li> </ul>

#### 4. Special Projects

Arts Council Volunteers Roles - 92 Hours	Staff Support – 30 Hours
<ul style="list-style-type: none"> <li>• Gratitude Graffiti event repeated</li> <li>• Assist in soliciting arts and craft vendors for the street fair<sup>36</sup></li> <li>• Assist in jury process of the arts and craft vendors</li> <li>• Book bands for Art Uncorked event</li> <li>• Determine event to sponsor at Summer Celebration Festival</li> <li>• Revive the Artist Directory-online listings</li> <li>• Recruit Band for Community Dance</li> <li>• Coordinate details for Community Dance</li> <li>• Coordinate dance instruction for Community Dance</li> </ul>	<ul style="list-style-type: none"> <li>• Recruit volunteers to jury crafters, plan meetings and organize jury packets</li> <li>• Coordinate with MMIP Committee on any band recommendations for festival</li> <li>• Assist with Gratitude Graffiti event</li> <li>• Coordinate contracts and payment for Art Uncorked event</li> <li>• Prepare contracts for Community Dance</li> </ul>

#### 5. Public Art

Arts Council Volunteers Roles - 130 Hours	Staff Support - 120 Hours
<ul style="list-style-type: none"> <li>• Create a proposal for a mural on WSDOT owned wall at the West Mercer Way off-ramp with staff</li> <li>• Work towards creating an online tour map of the Public Art Collection with staff</li> <li>• Develop appropriate media and launch campaigns for new public art installations with staff coordination</li> <li>• Identify appropriate projects or sculptures for the Outdoor Gallery</li> <li>• Develop appropriate media and launch campaigns for new public art installations</li> <li>• Begin long-term planning such as identify priorities for 1% for the arts projects</li> <li>• Plan for dedication of new art installations, coordinate all aspects with staff</li> <li>• Assist with of dedication of new public art</li> <li>• Coordinate installation of new art pieces with staff</li> <li>• Brainstorm enhancing Orbits &amp; Pieces education component at Community Center for 2017 execution</li> <li>• Plan for banner replacements in downtown center for 2017 replacement</li> </ul>	<ul style="list-style-type: none"> <li>• Guide and support MIAC in process of determining what their public art project(s) will be</li> <li>• Assist with dedication of new public art</li> <li>• Coordinate cleaning and maintenance of existing public art</li> <li>• Coordinate installation of new art pieces with Public Art Chair</li> <li>• Plan for dedication of new art installations with MIAC</li> <li>• Add new pieces to Collection Management program</li> <li>• Update STQRY website as stories are completed</li> <li>• Work with Arts Council on West Mercer Way mural proposal, coordination with City Staff and WSDOT</li> <li>• Coordinate Luther Burbank playground mosaic project installation</li> <li>• Coordinate proposals and plans for Orbits &amp; Pieces and banner replacement with appropriate City Staff</li> </ul>

## 6. Community Relations

### 4 Culture/King County Performance Network

<b>Arts Council Volunteers Roles- 30 Hours</b>	<b>Staff Support – 9 Hours</b>
<ul style="list-style-type: none"> <li>• Attend King County Performance Network meetings</li> <li>• Review and select from artist performance list as budget allows</li> <li>• Consult on publicity and promotion plan</li> <li>• Consult on facility needed and any special requirements needed</li> <li>• Provide event support as determined by Arts Council</li> <li>• To inform local artists and art agencies about state-wide projects that have “Call for artists” so our local artists know of the opportunity</li> <li>• Host Regional 4Culture meetings when ask, coordinate room requests with staff</li> <li>• Develop plans to further use STQY to advertise public art, events, and programs of the Arts Council</li> <li>• Develop fundraising plan and goals</li> <li>• Attend Fine Arts Advisory Committee meetings as circumstances arise</li> </ul>	<ul style="list-style-type: none"> <li>• Work with chair to develop publicity and promotion plan</li> <li>• Reserve facility and coordinate any special requirements needed</li> <li>• Process contracts and payments</li> <li>• Attend and work events as needed</li> <li>• Write grant application, process paperwork</li> <li>• Assist with requests regarding fundraising plan and goals</li> </ul>

### Marketing & Publicity

<b>Arts Council Volunteers Roles- 60 Hours</b>	<b>Staff Support -37 Hours</b>
<ul style="list-style-type: none"> <li>• Research other avenues for publicity, i.e. other web sites, brochures, publications, e-mail lists, etc.</li> <li>• Maintain current publicity – quarterly ad in MI Reporter, MI Weekly articles, and Recreation Guide, and P&amp;R Facebook page</li> <li>• Work with staff to be included on approved social media tools</li> <li>• Get approval on all ads/flyers not created by staff before advertising begins</li> </ul>	<ul style="list-style-type: none"> <li>• Keep city website up to date</li> <li>• Process information for Recreation Guide</li> <li>• Include in advertising already done within the City</li> <li>• Approve all ads/flyers not created by staff before advertising begins</li> <li>• Pass on event information to Facebook, MI weekly and P&amp;R Monthly Newsletter staff</li> </ul>

**7. Administrative**

***Budget Monitoring***

<b>Arts Council Volunteers Roles- 30 Hours</b>	<b>Staff Support – 55 Hours</b>
<ul style="list-style-type: none"> <li>• Review current budget monthly or as needed with staff</li> <li>• Get all expenses approved by staff prior to spending</li> <li>• Turn in expense receipts and paperwork in a timely manner</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor Budget on monthly basis</li> <li>• Develop monthly reports for Arts Council meetings</li> <li>• Approve expense requests in a timely manner</li> <li>• Process receipts and expenses for payment</li> </ul>

***Personnel***

<b>Arts Council Volunteers Roles- 35 Hours</b>	<b>Staff Support –55 Hours</b>
<ul style="list-style-type: none"> <li>• Develop publicity and promotions for soliciting new members</li> <li>• Chair to assist with New Member Orientation</li> <li>• Track detailed volunteer hours and submit to staff monthly (including non-Arts Council members such as MMIP screening committee and Gallery Hanging helpers)</li> <li>• Provide year-end report to Council and Chair</li> <li>• Assist in Work Plan for year</li> <li>• Recruit volunteers to assist in committee activities</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor compliance of OPMA</li> <li>• Coordinate new vacancies with City Clerk</li> <li>• Review any publicity and promotions for soliciting new members</li> <li>• Hold New Member Orientations as needed</li> <li>• Maintain hours and reports spent in support of Arts Council</li> <li>• Prepare information for annual report</li> <li>• Track volunteer hours</li> <li>• Prepare Work Plan for the year</li> <li>• Create binders for new members</li> <li>• Hold new member orientations for newly appointed MIAC members</li> </ul>

***Coordination with Design Commission***

<b>Arts Council Volunteers Roles- 19 Hours</b>	<b>Staff Support – 6 Hours</b>
<ul style="list-style-type: none"> <li>• Provide input to the Design Commission and developers as needed on art components</li> <li>• Serve as a resource when requested for art projects on the island</li> <li>• Coordinate assistance with artwork for WSDOT Light Rail project as requested</li> </ul>	<ul style="list-style-type: none"> <li>• Provide input for consistency with city policies and procedures</li> <li>• Arrange and attend meetings as necessary</li> <li>• Coordinate a member of Design Commission to serve on review selection committee for all new public art projects that use a Call for Artists</li> <li>• Coordinate assistance with artwork for WSDOT Light Rail project as requested</li> </ul>

***Monthly Meetings and other Administrative Support***

<b>Arts Council Volunteers Roles- 126 Hours</b>	<b>Staff Support – 269 Hours</b>
<ul style="list-style-type: none"> <li>• Prepare agenda topics and submit to staff when requested</li> <li>• Work in subcommittees for monthly updates on programs/activities/proposals</li> <li>• Turn in volunteer hours to staff monthly</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare monthly meeting agenda</li> <li>• Record meeting minutes</li> <li>• Correspondence with members</li> <li>• Reports</li> <li>• Policies &amp; procedures developed</li> <li>• Forms created when needed</li> </ul>



## HOURS

<b>Total Arts Council <i>Program</i> Hours</b>	<b>Total Staff <i>Program</i> Hours</b>
<b>737</b>	<b>515</b>

<b>Total Arts Council <i>Administrative</i> Hours</b>	<b>Total Staff <i>Administrative</i> Hours</b>
<b>210</b>	<b>385</b>

<b>Total Volunteer Hours</b>	<b>Total Staff Hours</b>
<b>947</b>	<b>900</b>



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

**AB 5186  
June 6, 2016  
Regular Business**

**TOWN CENTER VISION AND DEVELOPMENT  
CODE UPDATE (2<sup>ND</sup> READING)**

**Proposed Council Action:**

Conduct second reading of and adopt Ordinance No. 16C-05 and Ordinance No. 16C-06

**DEPARTMENT OF**

Development Services Group (Scott Greenberg & Alison Van Gorp)

**COUNCIL LIAISON**

n/a

**EXHIBITS**

1. Draft Ordinance No. 16C-05 (Interim Standards)
2. Draft Ordinance No. 16C-06 (Final Standards)
3. Exhibit A to Ordinances 16C-05 and 16C-06
4. Draft Ordinance to Extend Town Center Moratorium

**APPROVED BY CITY MANAGER**

<b>AMOUNT OF EXPENDITURE</b>	\$	n/a
<b>AMOUNT BUDGETED</b>	\$	n/a
<b>APPROPRIATION REQUIRED</b>	\$	n/a

**SUMMARY**

The City Council conducted a first reading of the proposed Town Center vision and development code update on May 16, 2016 (Agenda Bill 5181). At City Council direction, the following major changes were made to the draft Town Center development standards (Exhibit 3). One additional change noted below was recommended by the City Attorney in response to Councilmember discussion on May 16.

- Page 4: Figure 1 (Sub-Area Map) was revised to reflect City Council direction on building height.
- Pages 5 and 6: Public parking requirement was added back as tradeoff for 40% retail, restaurant or personal service uses on designated retail frontages for existing developments (rather than 60%).
- Pages 9 and 10: Added clarification for measuring building height and removed “average building elevation” measurement.
- Page 11: Added back requirement for 15’ wide sidewalks along 78<sup>th</sup> Ave. SE.
- Page 12: Clarified that daylight plane averaging for a block frontage must occur on that block frontage.
- Page 14: Added purpose and intent statement related to affordable housing (recommended by City Attorney).
- Page 14: Modified affordable housing affordability level from 60% to 70% area median income level for 3 story buildings containing residential units (per meeting with ARCH and Councilmembers Grausz and Wong).
- Page 16: All major new construction must meet the LEED Gold standard, but residential construction may instead meet the Built Green 4 Star standard.
- Page 16: Clarified that through-block connections are required where mapped for building height above 2 stories. Eliminated public open space requirement for 3 story buildings.

- Page 19: Added Design Commission flexibility to reduce 20' through-block connection width in exchange for other features of equal or greater public benefit.
- Page 22: Prohibited dumpsters and other service areas within a through-block connection.
- Page 23: Changed duration of legal agreement for open space or through-block connection from 50 years to life of building.
- Page 27: Allowed flexibility to have privacy screening or shades for hotels and residential uses along rights of way.
- Page 32: Clarified that courtyards that are being provided to help meet public open space requirements must meet public open space design standards.
- Pages 34-35: Eliminated street section for streets other than 77<sup>th</sup> Ave. SE and 78<sup>th</sup> Ave. SE. Required streets other than 77<sup>th</sup> Ave. SE or 78<sup>th</sup> Ave. SE to comply with the current Town Center Streetscape Manual.
- Page 37: Clarified shared parking standards.
- Page 39: Clarified that public parking requirements related to existing developments.

Between the May 16 City Council meeting and completion of this agenda bill, Councilmembers submitted non-substantive changes to the proposed code draft, which have also been incorporated into Exhibit 3.

## **TOWN CENTER MORATORIUM**

On November 16, 2015, the City Council adopted Ordinance No. 15-20 renewing the moratorium on the acceptance of applications for building permits or new development or redevelopment in the Town Center zone for an additional six months. The moratorium is set to expire on June 15, 2016.

## **PROPOSED CITY COUNCIL ACTIONS**

Several actions are proposed for the meeting on June 6, along with several options. Staff recommends the actions occur in the following order:

**1. Adopt Ordinance No. 16C-06: Town Center Vision and Development Code Update – Final Standards (2nd Reading).** This action requires an affirmative vote by majority of Councilmembers present. If adopted on June 6, new Town Center design standards would take effect 5 days after publication. Assuming that publication occurred in the next available issue of the Mercer Island Reporter (June 15), the ordinance would take effect 5 days thereafter on June 20. This effective date would be 5 days after the expiration of the current Town Center moratorium, allowing projects in the Town Center zone to be submitted and potentially vest to existing regulations prior to the new regulations taking effect.

**2. Adopt Ordinance No. 16C-05: Town Center Vision and Development Code Update – Interim Standards (2nd Reading).** This action requires an affirmative vote by a supermajority of the Council (requires 5 affirmative votes regardless of the number of Councilmembers present). This ordinance would cover the period or five-day gap between the end of the current moratorium (June 15) and the effective date (June 20) of the final Town Center design standards adopted by Ordinance No. 16C-06 (Final Development Code).

If both Ordinance Nos. 16C-05 and 16C-06 receive sufficient Council support, the Council's current work on the Town Center Development Code will be completed.

**3. Adopt Emergency Ordinance Extending Town Center Moratorium for 5 Days (Exhibit 4).** In the event that Ordinance No. 16C-06 (Final Development Code) is adopted, BUT Ordinance No. 16C-05 (Interim Development Code) is not adopted, a five-day gap between the end of the current moratorium (June 15) and the effective date of the new Development Code (June 20) will be created. We have therefore prepared another Ordinance (Exhibit 4) extending the Town Center moratorium for five days (requires 5 affirmative votes regardless of the number of Councilmembers present) to cover this gap.

In the event that neither Ordinance No. 16C-06 (Development Code) nor Ordinance No. 16C-05 (Interim Development Code) is adopted, the optional moratorium extension ordinance referenced above could be modified to extend the current moratorium for a longer period to allow time to modify the proposed development code in a manner that would be acceptable to a majority of the Council.

Adopting either version of an optional emergency ordinance extending the moratorium would require that the City Council hold a public hearing within 60 days.

## **RECOMMENDATION**

*Development Services Director and Administrative Services Manager*

- MOVE TO:
1. Adopt Ordinance No. 16C-06 adopting new, final development and design standards for the Town Center zone.
  2. Adopt Ordinance No. 16C-05 approving interim development and design standards for the Town Center zone.

**CITY OF MERCER ISLAND  
ORDINANCE NO. 16C-05**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND REPEALING CHAPTER 19.11 (TOWN CENTER DEVELOPMENT AND DESIGN STANDARDS); ADOPTING A NEW CHAPTER 19.11 OF THE MERCER ISLAND CITY CODE (TOWN CENTER DEVELOPMENT AND DESIGN STANDARDS); ADOPTING RELATED AMENDMENTS IN CHAPTERS 19.01 AND 19.16 OF THE MERCER ISLAND CITY CODE; DECLARING AN EMERGENCY; ESTABLISHING AN IMMEDIATE EFFECTIVE DATE AND AUTOMATIC EXPIRATION DATE**

WHEREAS, pursuant to the provisions of state law, chapter 35A.63 of the Revised Code of Washington (RCW) and chapter 36.70A RCW, the Mercer Island City Council has adopted the Mercer Island City Code (MICC), which contains Title 19, Unified Land Development Code, and chapter 19.11 MICC, Town Center Development and Design Standards, which establishes development and design standards for the Mercer Island Town Center zone; and

WHEREAS, pursuant to RCW 36.70A.130(1) of the state Growth Management Act (GMA), the City of Mercer Island is to take legislative action to review and, if needed, revise its Comprehensive Plan and development regulations to comply with the requirements in the GMA and applicable Countywide Planning Policies; and

WHEREAS, the City of Mercer Island is in the process of updating its Comprehensive Plan and the Town Center Visioning pursuant to the requirements of the GMA; and

WHEREAS, in early 2014, the Mercer Island City Council formed a Town Center Visioning Subcommittee (Subcommittee) to develop a Scope of Work and process in order to establish a Vision and related implementing development regulations and design guidelines for the future of the Mercer Island Town Center zone. The Subcommittee's work was divided into two phases. Phase 1 ended with the publication of the consultant's report that identified potential Town Center-related code amendments. Phase 2 of the Subcommittee's work built upon the Phase 1 report and resulted in a "Town Center Visioning and Development Code Update Interim Report," to the community, dated August 31, 2015, that summarized work completed and steps moving forward in the Town Center Visioning Process, which was presented to the City Council on September 8, 2015; and

WHEREAS, on September 21, 2015, the City Council asked the City's Planning and Design Commissions to meet together as a "Joint Commission" to continue the Town Center Visioning and Development Code Update and move forward with the drafting of updated Town Center-related Comprehensive Plan goals and policies, which began Phase 3 of the Town Center work; and

WHEREAS, the Joint Commission held its first meeting on October 7, 2015 and proposed a detailed work plan and scheduled to have its recommendations to City Council by April 2016; and

WHEREAS, City Council approved the Joint Commission's work plan on November 2, 2015; and

WHEREAS, on November 16, 2015, the City Council adopted Ordinance No. 15-20 to renew (extend) for another six months the Town Center moratorium adopted by Ordinance Nos. 15-04 and 15-05, and as amended by Ordinance No. 15-11 and extended by Ordinance Nos. 15-12, to avoid one or more applicants vesting to the existing Town Center development regulations and to allow the Joint Commission's work plan and related efforts towards completion of the Town Center Visioning and Development Code Update process to continue, and Ordinance No. 15-20 also amended the scope of the

moratorium to include the acceptance or processing of conditional use permits for parking in the Town Center; and

WHEREAS, between October 2015 and April 2016, the Joint Commission worked diligently and met a total of 18 times and provided extensive public participation opportunities, including 3 public hearings and 15 study sessions; and

WHEREAS, pursuant to RCW 36.70A.106, the City provided the Washington State Department of Commerce notice of the City's intent to adopt the proposed amendments to the Town Center Development Code on March 25, 2016 to allow for a 60-day review and comment period; and

WHEREAS, a State Environmental Policy Act (SEPA) Determination of Non-Significance for the proposed Town Center Development Code Update was issued on March 14, 2016; and

WHEREAS, on May 2, 2016, members of the Joint Commission attended the City Council Study Session to present their recommendations to the City Council for the Town Center Development Code Update and to answer questions from Councilmembers; and

WHEREAS, during the May 2, 2016 Study Session, the City Council also received a presentation from the Town Center consultants to provide additional context on the findings of the consultants' analyses in their reports; and

WHEREAS, during the Regular Business portion of the meeting, Councilmembers provided staff with a series of questions and information requests and suggested edits to the recommended code provisions; and

WHEREAS, on May 9, 2016, the City Council held a public hearing on the recommended Town Center Vision and Development Code update and considered public testimony and written comments; and

WHEREAS, the City Council desires to adopt the new, final Town Center Development Code at its regular City Council Meeting on June 6, 2016, said Ordinance to become effective on June 20, 2016, which is five days after passage and publication; and

WHEREAS, the current Town Center moratorium is set to expire on June 15, 2016; and

WHEREAS, the City Council finds that this Interim Ordinance is emergent and must be adopted to establish the new Town Center Development Code as interim development regulations prior to expiration of the current Town Center moratorium on June 15, 2016 to avoid one or more applicants potentially vesting to the existing Town Center development regulations before the effective date of the new, final Town Center Development Code on June 20, 2016;

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

**Section 1.**     **Repeal of chapter 19.11 MICC (Town Center Development and Design Standards).**  
Chapter 19.11 (Town Center Development and Design Standards) of the Mercer Island City Code is hereby repealed in its entirety.

**Section 2.**     **Adoption and codification of the new chapter 19.11 MICC (Town Center Development Code).** A new chapter 19.11 (Town Center Development and Design Standards) of the Mercer Island City Code, in substantially the form attached as Exhibit

“A” to this Ordinance, is hereby adopted. The City Council authorizes the Development Services Group Director and City Clerk to codify the regulatory provisions of the Town Center Development and Design Standards into the Mercer Island City Code for ease of use and reference. In codifying the regulatory provisions, the City Council authorizes the Development Services Group Director to make non-substantive changes to the regulatory provisions to comply with the intent of the City Council.

**Section 3.** **Amend Chapter 19.01 MICC (Nonconforming structures, sites, lots and uses) to add provisions for changes of use in the Town Center.** Chapter 19.01 (Nonconforming structures, sites, lots and uses) of the Mercer Island City Code is hereby amended as set forth in Exhibit “A” to this Ordinance to add provisions for changes of use in the Town Center.

**Section 4.** **Amend Chapter 19.16 MICC (Definitions) to amend existing defined terms and add new defined terms.** Chapter 19.16 (Definitions) of the Mercer Island City Code is hereby amended as set forth in Exhibit “A” to this Ordinance to amend existing defined terms and to add new defined terms.

**Section 5.** **Findings.** The recitals of this Ordinance and the findings adopted in Ordinance Nos. 15-04, 15-05, 15-11, 15-12, and 15-20 are adopted by the City Council as findings in support of the passage of this Ordinance. The City Council also finds a public emergency exists requiring that this Ordinance take immediate effect upon passage to ensure that applicants for Town Center related land uses do not vest under the local land use regulations that would otherwise be in effect upon the expiration of the Town Center moratorium.

**Section 6.** **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 applicable 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 7.** **Declaration of emergency, effective date and automatic expiration date.** This Ordinance is a public emergency Ordinance necessary for the protection of the public health, public safety, public property, and public peace and shall be in full force and effect immediately upon its adoption pursuant to RCW 35A.13.190 and Matson v. Clark County Board of Commissioners, 79 Wn. App. 641, 904 P.2d 317 (1995). Non-exhaustive underlying facts necessary to support this emergency declaration are included in the “WHEREAS” recitals set forth herein. This Ordinance shall automatically expire (terminate) when the new, final Town Center Development Code takes effect on June 20, 2016, which is five days after passage and publication.

**Section 8.** **Publication.** This Ordinance shall be published by an approved summary consisting of the title.

ADOPTED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 6th day of June, 2016, and signed in authentication of its passage.

CITY OF MERCER ISLAND

\_\_\_\_\_  
Bruce Bassett, Mayor

ATTEST:

Approved as to Form:

\_\_\_\_\_  
Allison Spietz, City Clerk

\_\_\_\_\_  
Kari Sand, City Attorney

Date of Publication: \_\_\_\_\_



*See Exhibit 3 to AB 5186 for proposed Exhibit A to Ordinance Nos. 16C-05 and 16-C-06.*

**CITY OF MERCER ISLAND  
ORDINANCE NO. 16C-06**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND REPEALING CHAPTER 19.11 (TOWN CENTER DEVELOPMENT AND DESIGN STANDARDS); ADOPTING A NEW CHAPTER 19.11 OF THE MERCER ISLAND CITY CODE (TOWN CENTER DEVELOPMENT AND DESIGN STANDARDS); AND ADOPTING RELATED AMENDMENTS IN CHAPTERS 19.01 AND 19.16 OF THE MERCER ISLAND CITY CODE**

WHEREAS, pursuant to the provisions of state law, chapter 35A.63 of the Revised Code of Washington (RCW) and chapter 36.70A RCW, the Mercer Island City Council has adopted the Mercer Island City Code (MICC), which contains Title 19, Unified Land Development Code, and chapter 19.11 MICC, Town Center Development and Design Standards, which establishes development and design standards for the Mercer Island Town Center zone; and

WHEREAS, pursuant to RCW 36.70A.130(1) of the state Growth Management Act (GMA), the City of Mercer Island is to take legislative action to review and, if needed, revise its Comprehensive Plan and development regulations to comply with the requirements in the GMA and applicable Countywide Planning Policies; and

WHEREAS, the City of Mercer Island is in the process of updating its Comprehensive Plan and the Town Center Visioning pursuant to the requirements of the GMA; and

WHEREAS, in early 2014, the Mercer Island City Council formed a Town Center Visioning Subcommittee (Subcommittee) to develop a Scope of Work and process in order to establish a Vision and related implementing development regulations and design guidelines for the future of the Mercer Island Town Center zone. The Subcommittee's work was divided into two phases. Phase 1 ended with the publication of the consultant's report that identified potential Town Center-related code amendments. Phase 2 of the Subcommittee's work built upon the Phase 1 report and resulted in a "Town Center Visioning and Development Code Update Interim Report," to the community, dated August 31, 2015, that summarized work completed and steps moving forward in the Town Center Visioning Process, which was presented to the City Council on September 8, 2015; and

WHEREAS, on September 21, 2015, the City Council asked the City's Planning and Design Commissions to meet together as a "Joint Commission" to continue the Town Center Visioning and Development Code Update and move forward with the drafting of updated Town Center-related Comprehensive Plan goals and policies, which began Phase 3 of the Town Center work; and

WHEREAS, the Joint Commission held its first meeting on October 7, 2015 and proposed a detailed work plan and scheduled to have its recommendations to City Council by April 2016; and

WHEREAS, City Council approved the Joint Commission's work plan on November 2, 2015; and

WHEREAS, on November 16, 2015, the City Council adopted Ordinance No. 15-20 to renew (extend) for another six months the Town Center moratorium adopted by Ordinance Nos. 15-04 and 15-05, and as amended by Ordinance No. 15-11 and extended by Ordinance No. 15-12, to avoid one or more applicants vesting to the existing Town Center development regulations and to allow the Joint Commission's work plan and related efforts towards completion of the Town Center Visioning and Development Code Update process to continue, and Ordinance No. 15-20 also amended the scope of the

moratorium to include the acceptance or processing of conditional use permits for parking in the Town Center; and

WHEREAS, between October 2015 and April 2016, the Joint Commission worked diligently and met a total of 18 times and provided extensive public participation opportunities, including 3 public hearings and 15 study sessions; and

WHEREAS, pursuant to RCW 36.70A.106, the City provided the Washington State Department of Commerce notice of the City's intent to adopt the proposed amendments to the Town Center Development Code on March 25, 2016, to allow for a 60-day review and comment period; and

WHEREAS, a State Environmental Policy Act (SEPA) Determination of Non-Significance for the proposed Town Center Development Code Update was issued on March 14, 2016; and

WHEREAS, on May 2, 2016, members of the Joint Commission attended the City Council Study Session to present their recommendations to the City Council for the Town Center Development Code Update and to answer questions from Councilmembers; and

WHEREAS, during the May 2, 2016 Study Session, the City Council also received a presentation from the Town Center consultants to provide additional context on the findings of the consultants' analyses in their reports; and

WHEREAS, during the Regular Business portion of the meeting, Councilmembers provided staff with a series of questions and information requests and suggested edits to the recommended code provisions; and

WHEREAS, on May 9, 2016, the City Council held a public hearing on the recommended Town Center Vision and Development Code update and considered public testimony and written comments; and

WHEREAS, the City Council desires to adopt the new, final Town Center Development Code at its regular City Council Meeting on June 6, 2016, said Ordinance to become effective five days after passage and publication on June 20, 2016; and

WHEREAS, the current Town Center moratorium is set to expire on June 15, 2016, and an Interim Ordinance adopting the Town Center Development Code will be effective until this Ordinance becomes effective on June 20, 2016, five days after passage and publication;

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

**Section 1.** **Repeal of Chapter 19.11 MICC (Town Center Development and Design Standards).** Chapter 19.11 (Town Center Development and Design Standards) of the Mercer Island City Code is hereby repealed in its entirety.

**Section 2.** **Adoption and Codification of the New Chapter 19.11 MICC (Town Center Development Code).** A new Chapter 19.11 (Town Center Development and Design Standards) of the Mercer Island City Code, in substantially the form attached as Exhibit "A" to this Ordinance, is hereby adopted. The City Council authorizes the Development Services Group Director and City Clerk to codify the regulatory provisions of the Town Center Development and Design Standards into the Mercer Island City Code for ease of use and reference. In codifying the regulatory provisions, the City Council authorizes the

Development Services Group Director to make non-substantive changes to the regulatory provisions to comply with the intent of the City Council.

**Section 3.** **Amend Chapter 19.01 MICC (Nonconforming structures, sites, lots and uses) to add provisions for changes of use in the Town Center.** Chapter 19.01 (Nonconforming structures, sites, lots and uses) of the Mercer Island City Code is hereby amended as set forth in Exhibit “A” to this Ordinance to add provisions for changes of use in the Town Center.

**Section 4.** **Amend Chapter 19.16 MICC (Definitions) to amend existing defined terms and add new defined terms.** Chapter 19.16 (Definitions) of the Mercer Island City Code is hereby amended as set forth in Exhibit “A” to this Ordinance to amend existing defined terms and add new defined terms.

**Section 5.** **Interpretation.** The City Council authorizes the Development Services Group Director to administratively interpret the new, final Town Center Development Code as necessary to implement the intent of the Council.

**Section 6.** **Findings.** The recitals of this Ordinance and the findings adopted in Ordinance Nos. 15-04, 15-05, 15-11, 15-12, and 15-20 are adopted by the City Council as findings in support of the passage of this Ordinance.

**Section 7.** **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 applicable 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 8.** **Effective Date and publication.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five days after the date of publication. This Ordinance shall be published by an approved summary consisting of the title.

ADOPTED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 6th day of June, 2016, and signed in authentication of its passage.

CITY OF MERCER ISLAND

\_\_\_\_\_  
Bruce Bassett, Mayor

ATTEST:

Approved as to Form:

\_\_\_\_\_  
Allison Spietz, City Clerk

\_\_\_\_\_  
Kari Sand, City Attorney

Date of Publication: \_\_\_\_\_

*See Exhibit 3 to AB 5186 for proposed Exhibit A to Ordinance Nos. 16C-05 and 16C-06.*



# Town Center Development and Design Standards

## Exhibit A

### CHAPTER 19.11—TOWN CENTER DEVELOPMENT AND DESIGN STANDARDS

<b>19.11.010</b>	<b>General</b>
<b>19.11.015</b>	<b>Town Center Sub-Areas</b>
<b>19.11.020</b>	<b>Land Uses</b>
<b>19.11.030</b>	<b>Bulk Regulations</b>
<b>19.11.040</b>	<b>Affordable Housing</b>
<b>19.11.050</b>	<b>Green Building</b>
<b>19.11.060</b>	<b>Site Design</b>
<b>19.11.070</b>	<b>Greenery and Outdoor Spaces</b>
<b>19.11.080</b>	<b>Screening</b>
<b>19.11.090</b>	<b>Lighting</b>
<b>19.11.100</b>	<b>Building Design</b>
<b>19.11.110</b>	<b>Materials and Color</b>
<b>19.11.120</b>	<b>Street Standards</b>
<b>19.11.130</b>	<b>Parking, Vehicular and Pedestrian Circulation.</b>
<b>19.11.140</b>	<b>Signs</b>
<b>19.11.150</b>	<b>Administration</b>

#### **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 five 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

## Town Center Development and Design Standards

### Exhibit A

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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 ~~and complexity~~ of life in ~~an urban environment~~ 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.

E. Scale. The design of all structures shall 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.

F. Form. Building forms shall 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. Building additions should complement the original structure in design.

G. Style. The objectives and standards do not set or encourage a particular style of architecture or design theme. However, building and site design shall be pedestrian in scale and address 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 façade treatments.

# Town Center Development and Design Standards

## Exhibit A

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### 19.11.015 Town Center Sub-Areas

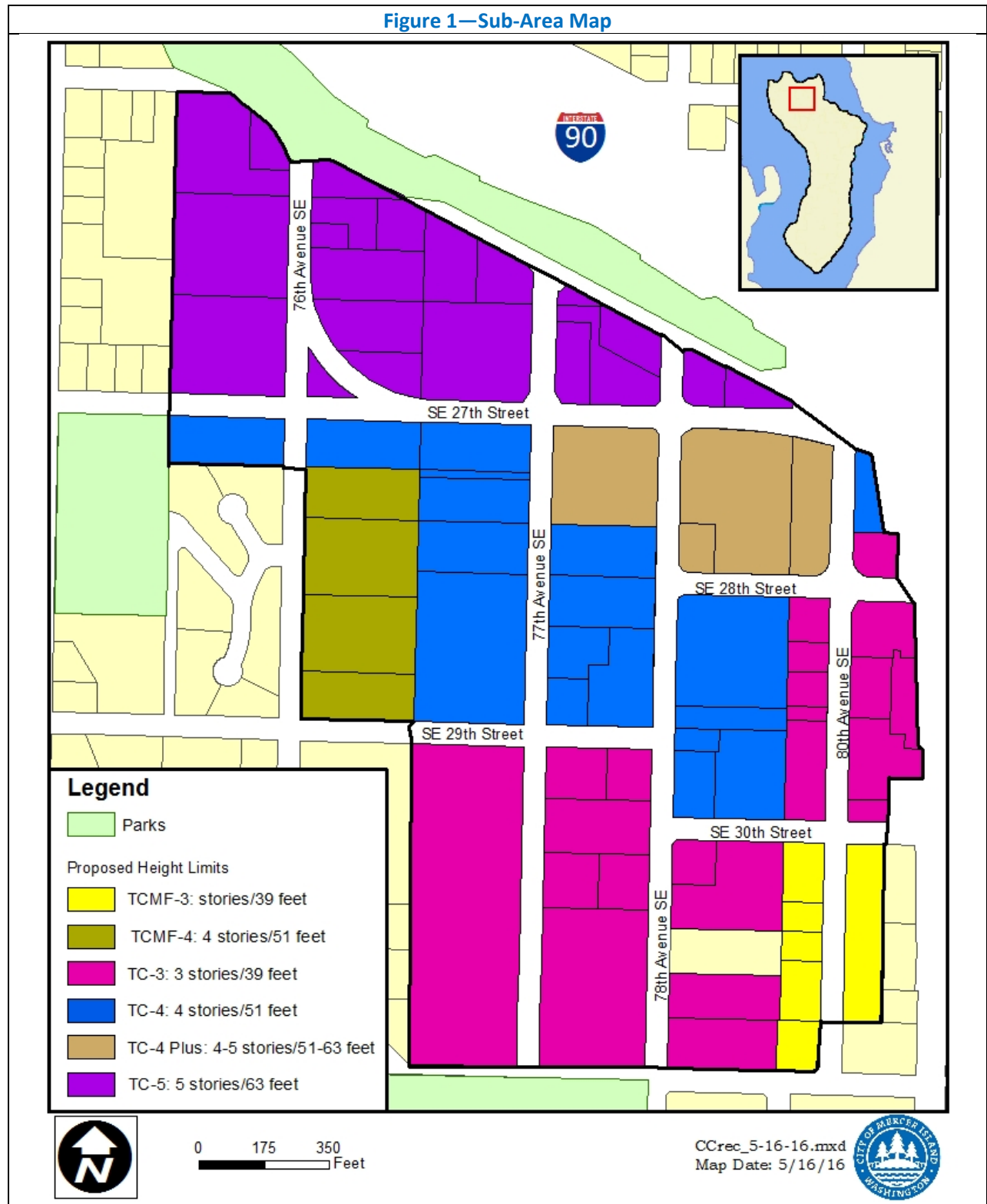
A. Intent. The primary intent of establishing sub-areas within the Town Center is to provide differing building height standards and land uses within the Town Center. Buildings within the Town Center are limited to two stories in height unless community benefits are provided as discussed throughout this chapter. The purpose of the different height standards is to locate taller buildings on the north end of the Town Center, and step down building height through the center to the south end of Town Center, bordering Mercedale Park.

B. Sub-Areas Established. The following sub-areas have been established and are depicted on Figure 1 below.

1. TC-5 Sub-Area. The purpose of the TC-5 Sub-Area is to create a focused mixed-use core, oriented toward pedestrian connections and regional transit access. A broad mix of land uses is allowed. Buildings may be up to 5 stories in height.
2. TC-4 Sub-Area. The purpose of the TC-4 Sub-Area is to be a transition between the taller buildings in the TC-5 sub-area and the lower structures in the TC-3 and TCMF-3 sub-areas. A broad mix of land uses is allowed. Buildings may be up to 4 stories in height.
3. TC-3 Sub-Area. The purpose of the TC-3 Sub-Area is to create an area of transition between the Town Center and adjacent residential neighborhoods. A broad mix of land uses is allowed. Buildings may be up to 3 stories in height.
4. TCMF-4 (Multi-Family Residential) Sub-Area. The purpose of the TCMF-4 Sub-Area is to provide for primarily multi-family residential housing of up to 4 stories. Street-oriented housing, live/work units and limited retail uses are allowed at the street level.
5. TCMF-3 (Multi-Family Residential) Sub-Area. The purpose of the TCMF-3 Sub-Area is to provide for primarily multi-family residential housing of up to 3 stories. Street-oriented housing, live/work units and limited retail uses are allowed at the street level.



Town Center Development and Design Standards  
Exhibit A



# Town Center Development and Design Standards

## Exhibit A

### 19.11.020 Land Uses

#### A. Permitted and Conditional Uses.

1. Use Table by Sub-Area. Permitted and conditional uses are allowed in each sub-area as shown in the Use Table below.

Use	TC - 5	TC - 4	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 Uses. Retail, restaurant or personal service uses are required along retail street frontages as shown on Figure 2.

1. If public parking is provided pursuant to MICC 19.11.130(B)(5), then the following applies:

1a. -A minimum of 40% of the ground floor street frontage shall be occupied by one or more of the following permitted uses: retail, restaurant, and/or personal service use.

b. A maximum of 60% of each ground floor street frontage can be occupied by the following uses: hotel/motel, personal service, public facility, or office.

## Town Center Development and Design Standards

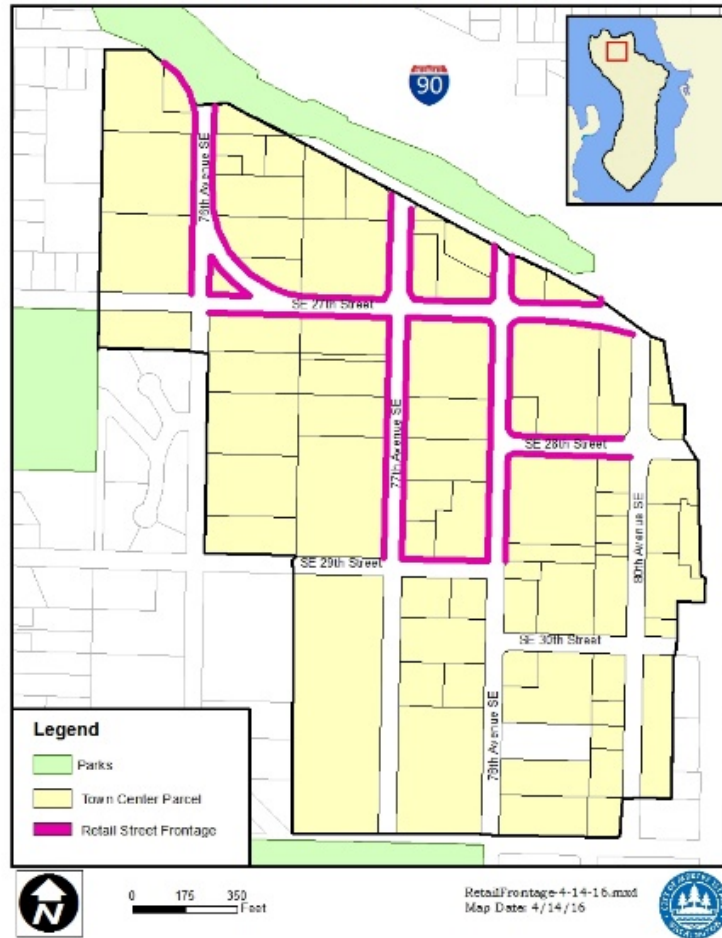
### Exhibit A

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- c. Driveways, service and truck loading areas, parking garage entrances and lobbies shall not be included in calculating the required percentages of ground floor use.
- 2. If public parking is not provided pursuant to MICC 19.11.130(B)(5), then the following applies:
  - a. A minimum of 60% of the ground floor street frontage shall be occupied by one or more of the following permitted uses: retail, restaurant, and/or personal service use.
  - b. A maximum of 40% of each ground floor street frontage can be occupied by the following uses: hotel/motel, personal service, public facility, or office.
  - c. Driveways, service and truck loading areas, parking garage entrances and lobbies shall not be included in calculating the required percentages of ground floor use.
- ~~23~~. No use shall occupy a continuous linear street frontage exceeding 60 feet in length. The design commission may approve up to an additional 6 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 10% transparency beyond the requirement of MICC 19.11.100(B)(1)(b).
- ~~34~~. The minimum required depth of storefronts along retail street frontages is 16 feet.

**Figure 2— Area of Required Retail, Restaurant or Personal Services Use Along Ground Floor Street Frontages**

## Town Center Development and Design Standards Exhibit A

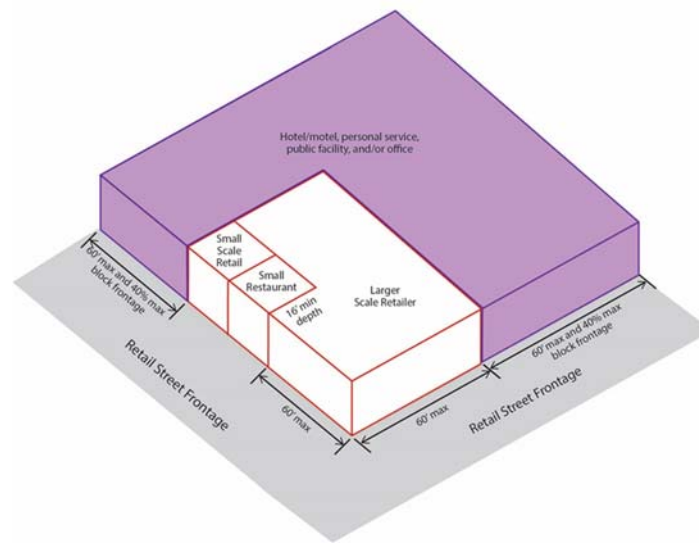


C. Reducing continuous retail frontages through the use of smaller retail spaces is intended to encourage pedestrian friendly retail, ensure that the retail spaces are appropriately-sized for small retail operators, and limit large (“box store”) development. Figure 3 provides an example of how a building floor can be designed [pursuant to the table above](#). Smaller retail spaces are provided along a street and larger non-retail space is provided in the back of the floor.

# Town Center Development and Design Standards

## Exhibit A

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 should be integrated in the design of major new construction. Plans should 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, should 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 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.

# Town Center Development and Design Standards

## Exhibit A

### 19.11.030 Bulk Regulations

#### A. Bulk Regulations by Sub-Area

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

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

2. Base Building Façade Height. A base building façade 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 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 façade 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 above.

b. The maximum allowable building height in subsection A.1 above shall be calculated as above must comply with all of the following as shown on Figure 4:

a. Average Building Elevation. The vertical distance measured from the average building elevation to the highest point of the roof structure excluding appurtenances.

b. Maximum Façade Height. The vertical distance measured from the ~~bottom base~~ of a building façade to the highest point of the roof structure excluding appurtenances. The base of the building façade shall be measured from the adjacent public sidewalk if applicable, or from finished grade along building façades that are not adjacent to a public sidewalk. See Figure 4.

c. If the bases of the respective 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 respective building facades are not at approximately the same elevation, then

## Town Center Development and Design Standards Exhibit A

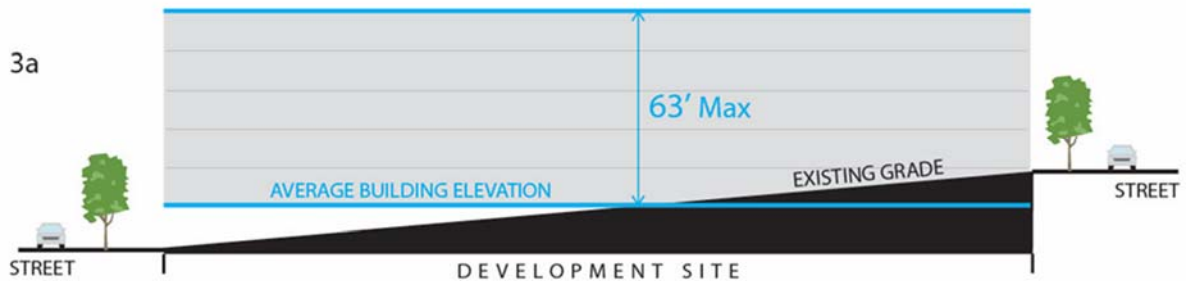
the building must be configured to go down in height as between the higher and lower facades in a manner similar to Figure 4 or in an equivalent manner such that the average of the building heights calculated between the facades is approximately equal to or less than the maximum permitted building height.

**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.

**Figure 4. Maximum Building and Façade Height.**

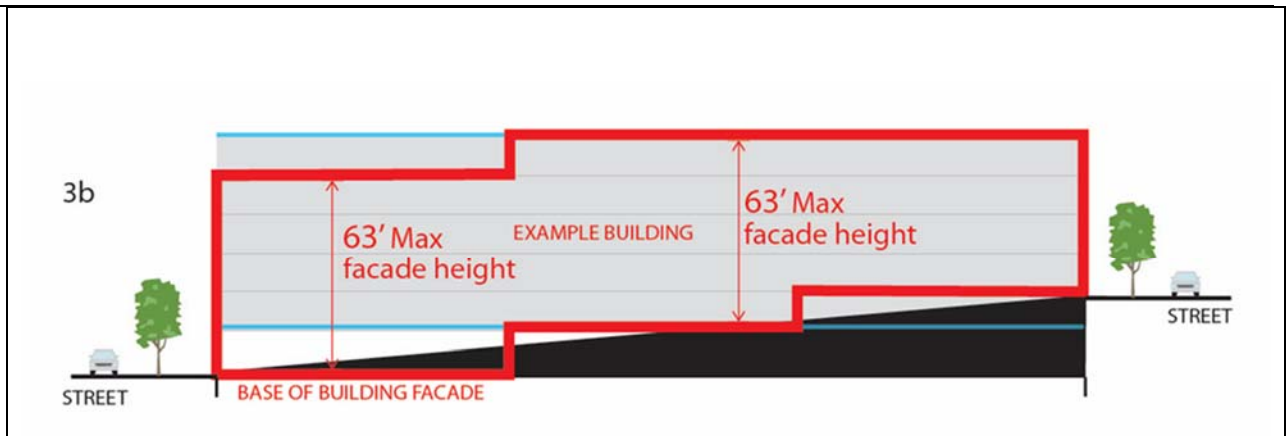


The graphic above illustrates the maximum building height envelope based on average building elevation. For example, in the TC-5 zone, the maximum height of buildings on sloping sites shall not exceed 63 feet from the average building elevation [see subsection (A)(3)(a) above].

However, the maximum height of individual building facades in the TC-5 zone, as measured from the bottom of a building façade to the highest point of the roof structure excluding appurtenances [see subsection (A)(3)(b) above] also cannot exceed 63 feet. The graphic below illustrates an example building complying with these standards. Note that on the downhill side of the site, the building cannot be built up to the top of the building height envelope (63' above average building elevation), since the base of the façade starts below the average building elevation. On the uphill side, note that the façade height cannot achieve the maximum 63' height since the building height cannot exceed 63' above the average building elevation (which in this case is below the grade of the adjacent street and where the bottom of the building façade is).

## Town Center Development and Design Standards

### Exhibit A



5. Rooftop Appurtenances. Rooftop appurtenances are discouraged. If necessary, rooftop appurtenances may extend up to 10 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 be located at least 10 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 be grouped together and incorporated into the roof design and thoroughly screened. The screening should be sight-obscuring, located at least 10 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. 78<sup>th</sup> 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 curblin 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 curblin is interrupted by parking pockets. Additional setbacks along SE 32<sup>nd</sup> Street and 78<sup>th</sup> Avenue SE are encouraged to provide space for more pedestrian-oriented activities and to accommodate ~~the existing street~~ trees and parking pockets.

7. Average Daylight Plane.



## Town Center Development and Design Standards

### Exhibit A

a. Block frontages along streets must integrate average minimum upper level building setbacks to:

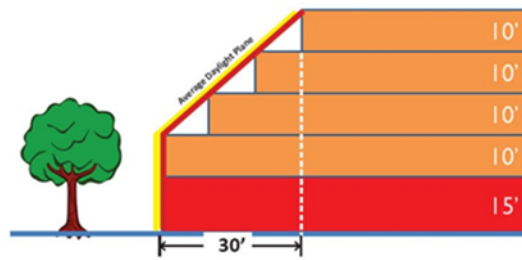
- i. Reduce the perceived scale of building façades along streets;
- ii. Increase the amount of light and air to adjacent streets;
- iii. Promote modulation of building facades along streets that adds variety and provides visual interest;
- iv. Encourage the integration of courtyards and open space along block frontages; and
- v. Allow for flexibility in the design of block frontages along streets.

b. The average minimum upper level building setbacks shall comply with the following:

- i. From a height of 25 feet at the front property line, buildings shall setback 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 (a) above 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 façade 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 areavolume is measured from finished ground level or top of roof to an imaginary line representing the daylight plane as defined in subsection (i) above. The intent is that the required open space or credit area volume be open to the sky; however, the design commission has discretion to allow eaves, pedestrian weather protection and landscaping within the required open space as long as the objectives in 7(a) above 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.**

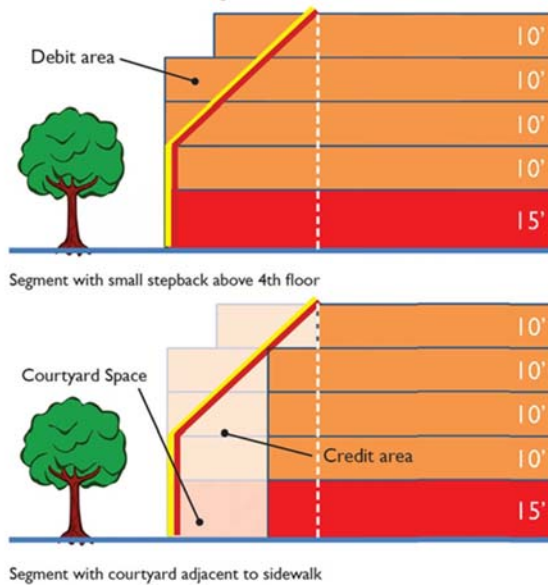
## Town Center Development and Design Standards Exhibit A



Calculations use the first 30' of property adjacent to streets to measure conformance.

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.

To meet the Average Daylight Plane standard a block frontage could combine the following:

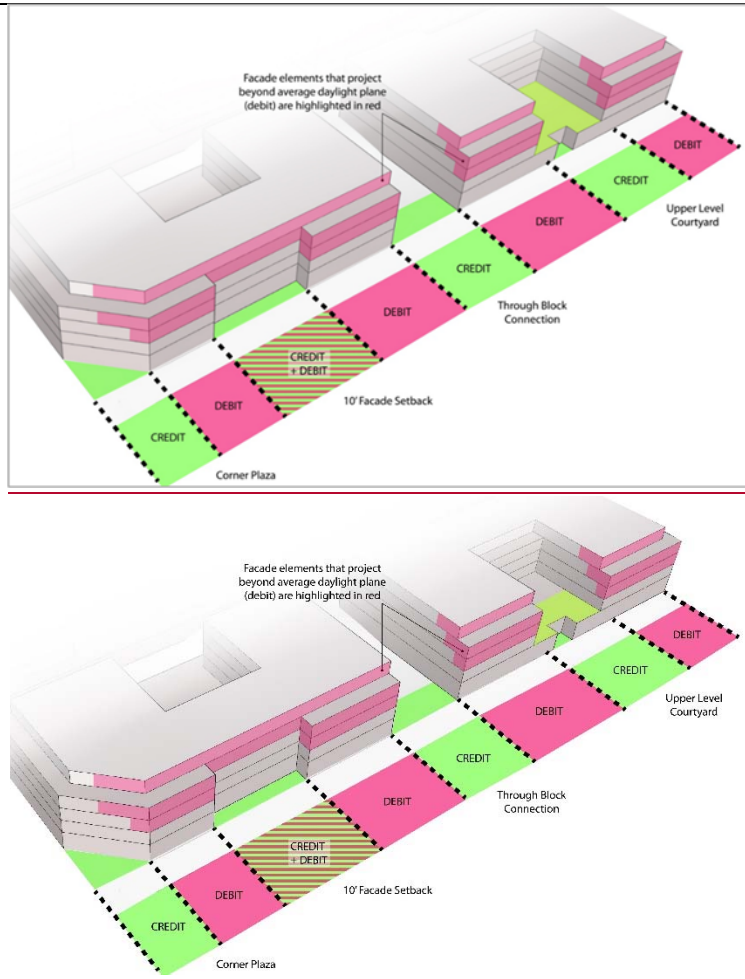


The cubic volume amount of credit area-volume shall exceed the debit area-volume to comply with the “average.”

**Figure 6. An example development massing model with block frontages that comply with the Average Daylight Plane standards.**

The ~~upper image~~ **Figure 6** illustrates how a development with multiple block frontages and a through-block connection could meet the Average Daylight Plane standards. The ~~lower image~~ focuses on the foreground block frontage and illustrates that the block frontage features a combination of debit and credit areas-volume (individual façades that project into average daylight plane are “debit” areas-volume whereas façades that exceed the setback/stepbacks of the average daylight plane are “credit” areas-volume.)

## Town Center Development and Design Standards Exhibit A



### 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 moderate income affordable housing units equal to at least ten percent (10%) 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 3 story building the required affordable housing units must be affordable at the 70% of median income level for rental housing or 90% of median income level for ownership housing. For 4 and 5 story buildings, the required affordable housing units must be affordable at the 60% of median income level for rental housing or 90% of median income level for ownership housing.

## Town Center Development and Design Standards

### Exhibit A

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#### **BD.** 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 (10%) 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.
5. The exteriors of the affordable housing units must be compatible with and comparable in quality to the rest of the dwelling units in the development and shall comply with any design standards for the underlying zoning district. The interior finish of the affordable units shall, at a minimum, be comparable to entry level rental or ownership housing in the development.

**CE.** 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.

**DE.** 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 thirty (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.

# Town Center Development and Design Standards

## Exhibit A

EG. 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).

### 19.11.050 Green Building Standards

Any major new construction shall meet the LEED Gold standards. Projects that are primarily residential (at least 50% of the gross floor area is composed of residential uses) may instead meet the Built Green 4 Star standard. The applicant shall provide proof of LEED or Built Green certification within 180 days of issuance of a final Certificate of Occupancy, or such later date as may be allowed by the code official for good cause, by submitting a report analyzing the extent credits were earned toward such rating. Failure to submit a timely report regarding LEED or Built Green ratings by the date required is a violation of this Code.

### 19.11.060 Site Design

A. Minor Site Features. All major new construction regardless of its height shall have at least three 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 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 complements 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 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 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 or TC-3 subareas which exceeds the ~~two~~-2 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 3 stories in height in the TC-5, TC-4 or TC-3 subareas 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.

# Town Center Development and Design Standards

## Exhibit A

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1. Through-Block Connection. Through-block pedestrian connections will qualify as a major site feature upon satisfaction of the development and design standards set forth in MICC 19.11.060(E). If the on-site area of the through-block connection does not equal or exceed 3% 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 3% of the gross floor area of the development.

2. Public Open Space. Public open spaces will qualify as a major site feature upon satisfaction of the development and design standards set forth in MICC 19.11.060(D).

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 above 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 above ~~and should not be less than one percent of the project's construction costs.~~ Underground or structured parking that supports park and ride use may be considered a major site feature ~~if public open space or a through-block connection is not practicable. 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-3~~ percent of the gross floor area of the development and shall be at least 20 feet in width. The design commission may allow a development to provide ~~two-2~~ 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 is at least 1,500 square feet in area. 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 lobby entrances, stairs, and cordoned off/private outdoor restaurant seating, ~~must be secondary to the public gathering place purpose and areas required for such uses should~~ 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 MICC 19.11.060(A). 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 MICC 19.11.060(E) 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 public amenity.

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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 space should be provided. To qualify, seating surfaces shall be a minimum of 18 inches in depth. At least half the seating should have seat backs and have surfaces made of wood, rather than metal, stone or concrete. In addition, moveable chairs may be provided and shall not be 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 be landscaped with shade trees, groundcover 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 paragraph f below.

f. 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 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.

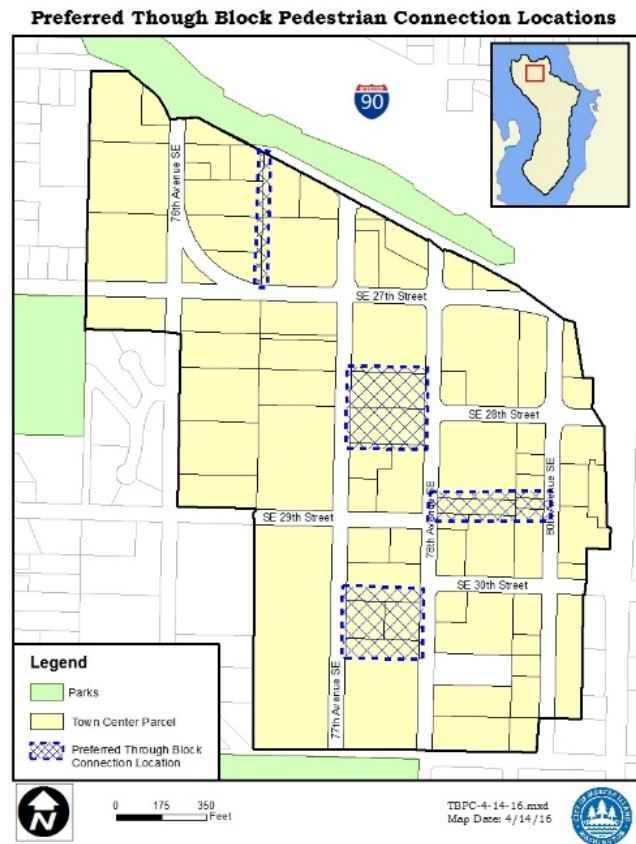
#### Figure 67. Preferred Through-Block Pedestrian Connection Locations.

1. Location. Connections shall be located on the lots eligible for through-block pedestrian connections as shown on Figure 6-7 and in other locations based on the following criteria. The actual location of

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the pedestrian connection on the lot shall be determined by the design commission based upon the following criteria: (a) the connection will connect with existing or future rights-of-way, other pedestrian connections and/or public open spaces; (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 67; 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.



### 2. Design Elements.

a. The 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. The 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 area devoted to a connection shall be in addition to the area devoted to any other minor site feature required pursuant to MICC 19.11.060(A). 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 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 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 connection should use special paving, such as decorative colored concrete, concrete unit brick or stone pavers and coordinated design features such as uniform treatment of signing,



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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 occupied by active residential or non-residential 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 1 foot above grade. The porch or deck must be at least 6 feet wide, measured perpendicular to the building face. A low fence, rail or planting, which is 2 feet to 4 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 consider accessibility.

ii. Private open space option. Provide a private open space at least a 10 foot 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 2 to 4 feet high shall be provided between the through-block connection and the open space.

iii. Landscaped area. Provide a landscaped area at least 10 feet wide between the face of the building and the edge of the through-block connection. The plantings must reach 3 feet high within 3 years after planting.

iv. Raised ground floor. If the residence's ground floor is at least 3 feet above the grade adjacent to the building, then the landscaped area in option (iii), above, may be reduced to 4 feet wide.

v. Other transition design measures that adequately protects the privacy and comfort of the residential unit and the attractiveness and usefulness of the pathway at least as effectively as option (i) through (iv) above, as determined by the design commission.

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**Figure 78. Acceptable public/private transitional space design between through-block connections and ground level residential units.**

The upper left images 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 non-residential uses front onto the through block connection the building must feature:

- i. Transparent windows along 50 percent of the ground floor façade between 30" and 10' 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.

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.

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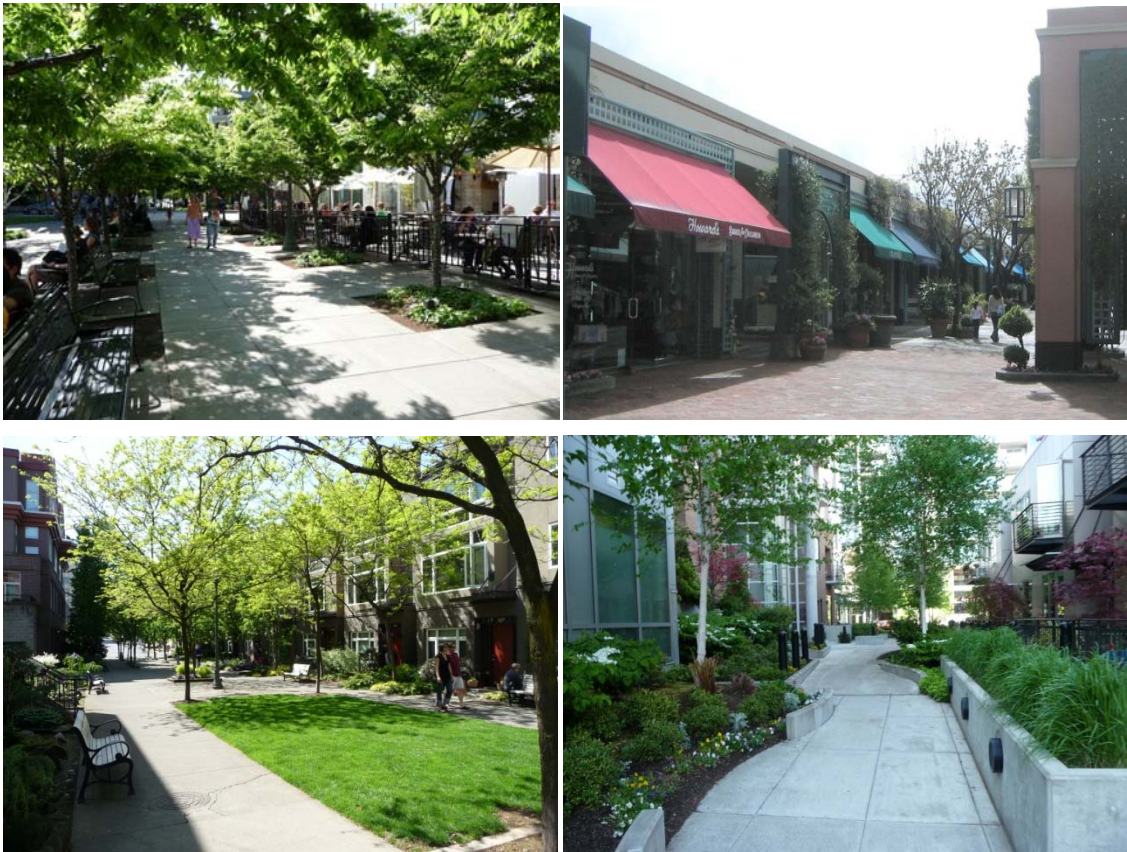
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j. The connection shall be for exclusive pedestrian use and may not be used by vehicles except as necessary for maintenance or emergency purposes. Dumpsters and other service areas shall not be located within a through-block connection, but may be 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 89. 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 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.

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F. Legal Agreements Required for Public Open Space and Through-Block Pedestrian Connections. The owners of property to be ~~devoted to~~used for public open space or through-block pedestrian connections ~~should~~shall retain fee ownership of that property ~~but~~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. ~~At the end of 50 years from the date the agreement is signed, the agreement will be reviewed by the city and the agreement shall continue or change in accordance with the then-existing public need for pedestrian use and public access for subsequent 50-year terms 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.

#### 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 Requirement. Landscaped surfaces equal to 25 percent of the development site shall be provided. All required plantings and landscaping shall 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% rate. Ground level planting area that supports trees (which will require deeper soil depths) may qualify for bonus credit. Specifically, planting areas that support a large tree (height greater than 30 feet at maturity) may be counted at a 200% rate (includes planting area under projected dripline at maturity) and planting areas that support a medium sized tree (height greater than 15 feet at maturity) may be counted at 150% rate. Terraced or other raised planting surfaces qualify as landscaped surfaces at the same rates as ground level planting beds depending on the soil depth (shallow soil depths capable of supporting only ground cover plants qualify at a 50% rate).

b. Green roof. Green roofs qualify as a landscaped surface at a 50% rate (i.e., 2 sf of green roof qualifies as 1 sf of landscaped area). Green roof areas supporting large shrubs and trees may qualify for bonus credit (up to a 100% rate) as determined by the design commission depending on the planting's visibility.

c. Green walls/trellises/arbors.

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- i. Artistic green walls adjacent to ground level publicly accessible space with decorative patterns qualify as a landscaped surface at a 125% rate;
- ii. Standard green walls qualify as landscaped surfaces at a 75% rate.
- iii. Vine trellis/arbors/walls qualify as landscaped surfaces at a 50% 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 be native or adaptive drought-tolerant species.

#### b. Trees and Groundcover.

- i. Prominent trees should be preserved to the extent feasible.
- ii. Trees planted within 5 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. Groundcover shall be planted to have 100 percent groundcover in 2 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 3 inches of compost and till to a minimum depth of 8 inches.
- ii. In turf areas: place 1.75 inches of compost and till to a minimum depth of 8 inches.
- iii. Scarify (loosen) subsoil 4 inches below amended layer to produce a minimum soil depth of 12 inches of uncompacted soil.
- iv. After planting: apply 2 to 4 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 be used.

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- 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.
  - b. A minimum 4-foot-wide (interior dimension) landscape bulb should be provided at the end of parking aisles.
  - c. A ratio of 1 tree for every 6 parking spaces should 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 be achieved by one of the following acceptable methods:
    - i. A continuous landscape strip, at least 4 feet wide (interior dimension), between rows of parking stalls; or
    - ii. Tree wells, 8 feet wide, resulting from the conversion of 2 opposing full sized parking stalls to compact stalls; or
    - iii. Tree wells, at least 5 feet square, placed diagonally between standard or compact parking stalls.
4. Landscape Screening. All grade-level parking should be physically separated from the street and visually screened from pedestrian view by landscaping. 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 3 feet wide.
5. Building Entries. Building entries should be emphasized with special landscaping and/or paving in combination with lighting.
6. Building Façades. Building façade modulation and setbacks should include features such as courtyards, fountains and/or landscaping.
7. Continuity. Landscaping should provide design continuity between the neighboring properties.

### **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

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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.** All on-site service areas, loading zones, outdoor storage areas, garbage collection and recycling areas and similar activities should be located in an area not visible from public streets. Consideration should be given to developing common service courts at the interior of blocks. Service areas should accommodate loading, trash bins, recycling facilities, food scrap composting areas, storage areas, utility cabinets, utility meters, transformers, etc. Service areas should 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 alley, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 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 be hidden from public view or screened.
4. **Fences.** Fences should 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.

#### 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 be incorporated into the site design to give visual variety from one building to the next and should blend with the architectural style.
2. **Light Type.** Lighting should use LED or similar minimum wattage light sources, which give more “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.

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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.

6. Neon Lighting. Neon lighting may be used as a lighting element; provided, that the tubes are concealed and are an integral part of the building design. Neon tubes used to outline the building are prohibited.

7. Shielding. All lighting fixtures should be shielded or located to confine light spread within the site boundaries, to the extent possible, especially when adjacent to residential uses.

### 19.11.100 Building Design

A. Objectives. Building façades 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 façades 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 façades 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 Façades. Articulated, transparent façades should be created along pedestrian rights-of-way. Highly tinted or mirrored glass windows shall not be allowed. ~~Shades, blinds or screens that prevent pedestrian view into building spaces shall 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 77<sup>th</sup> Avenue SE, 78<sup>th</sup> Avenue SE and SE 27<sup>th</sup> Street, within the TC-5 and TC-4 sub-areas, shall have at least 75 percent of the length of the ground-floor façade 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 Façades. Upper stories of buildings above two stories should maintain an expression line along the façade such as a setback, change of material, or a projection to reduce the perceived building mass. Upper-story windows should 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.



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2. Street-Facing Façade Elements. All major new construction shall include at least 7 of the following elements on the street-facing façades, 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 façade.
- 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 Façade Modulation. Block frontages shall include at least one of the following features (a, b or c) 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:

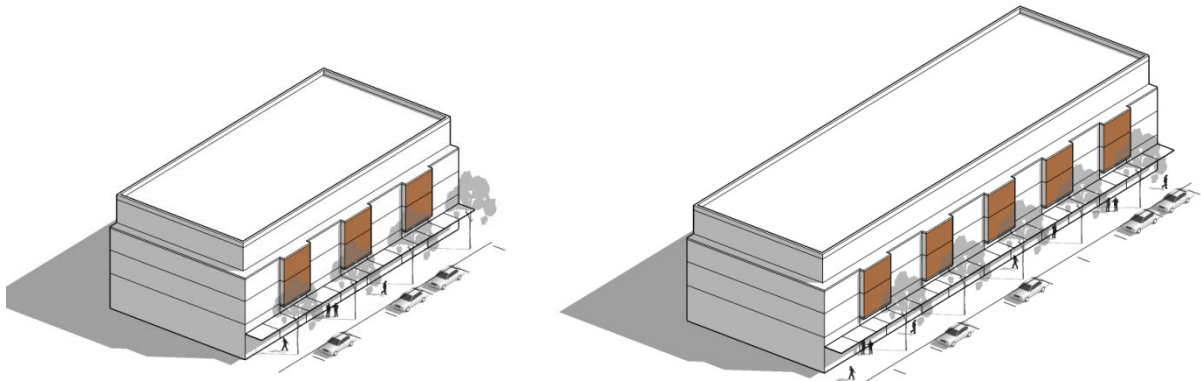
- a. Vertical building modulation at least 20 feet deep and 30 feet wide. See example on Figure [910](#). For multi-story buildings, the modulation must extend through more than one-half of the building stories.
- b. Use of a significant contrasting vertical modulated design component featuring all of 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 10 feet horizontally from the façade are exempt.
  - ii. A change in building materials that effectively contrast from the rest of the façade.
  - iii. A modulation horizontally from the rest of the façade 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 [1011](#). To qualify for this option, these contrasting façades shall employ all of the following:
  - i. Different building materials and/or configuration of building materials; and

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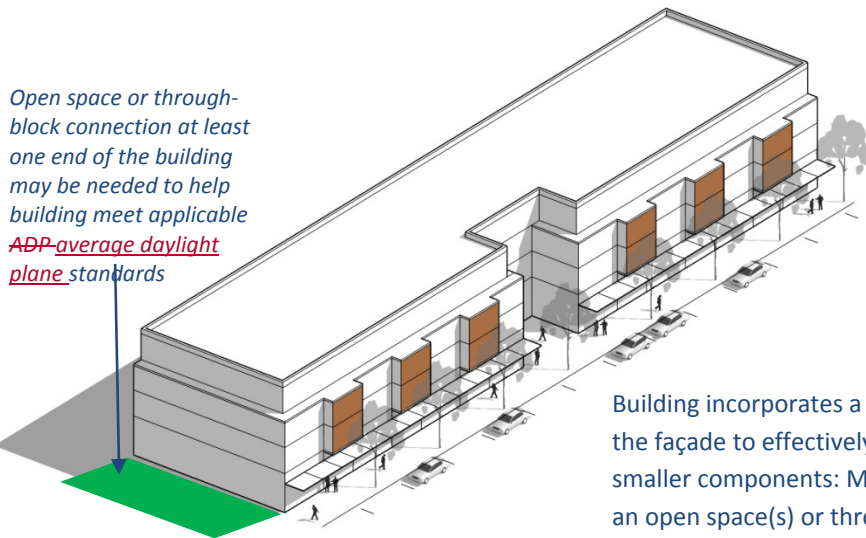
### ii. Contrasting window design (sizes or configurations).

Figure 910. Illustrating maximum façade width standards.



Less than 120' wide: Meets standard.

More than 120' wide: Does not meet standard.



Open space or through-block connection at least one end of the building may be needed to help building meet applicable ADP-average daylight plane standards

Building incorporates a 20'x30' courtyard along the façade to effectively break it up into smaller components: Meets standard provided an open space(s) or through block connection is provided on at least one side of the building to help it meet the ADP-average daylight plane standards\*.

Less than 120' wide: Meets standard.

More than 120' wide: Does not meet standard.

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Figure 1011. Façade examples employing building walls with contrasting articulation that make it appear like two or more distinct buildings.



Figure 1112. Examples that do not meet maximum façade width provisions.



4. Minor Façade Modulation. All buildings shall include articulation features to reduce the perceived scale of large buildings and add visual interest to façades. See examples on Figure 1213. 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;
- 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).

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Figure 1213. Minor Façade Modulation examples.



5. Walls. Untreated blank walls are prohibited. A blank wall is a wall (including building façades and retaining walls) over 6 feet in height, with a horizontal length greater than 15 feet that does not include a transparent window or door. 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 5 feet wide or a raised planter bed at least 2 feet high and 3 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 3 years.
- c. A vertical trellis in front of the wall with climbing vines or plant materials.
- d. A mural as approved by the design commission.
- 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 along the sidewalk and should be physically and visually inviting. Entrance doors shall be recessed from the façade 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 8 feet wide should be constructed between the sidewalk and building entrances.

7. Roofs. Roofs shall relate to the building façade 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.

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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 awnings, canopies, trellises, pergolas, covered arcades or all-weather features along 80 percent of a building's frontage along ~~the Primary~~ Retail Frontages shown on Figure 2.

- a. Any canopy or awning over a public sidewalk should be a permanent architectural element.
- b. Any canopy or awning over a public sidewalk should project out from the building façade a minimum horizontal width of 6 feet and be between 8 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 façade'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 ~~which~~ should:

- a. Be at least 10 feet in width, with a building façade on at least one side;
- b. Be covered with trees, groundcover, or other landscaping over at least 50 percent of its area; and

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c. Include seating, special paving material, pedestrian-scale lighting and other pedestrian furnishings;

d. Manage runoff from courtyard pavement with low impact development techniques when allowed by the code official;

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.

### **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 be architecturally treated. The treatment may include 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 should not be used. EIFS, stucco and similar materials should be limited to use as a minor building façade element.

8. Variation of Materials. A variation of building materials should be used to assist in the creation of a visually interesting experience.

# Town Center Development and Design Standards

## Exhibit A

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### 19.11.120 Street Standards

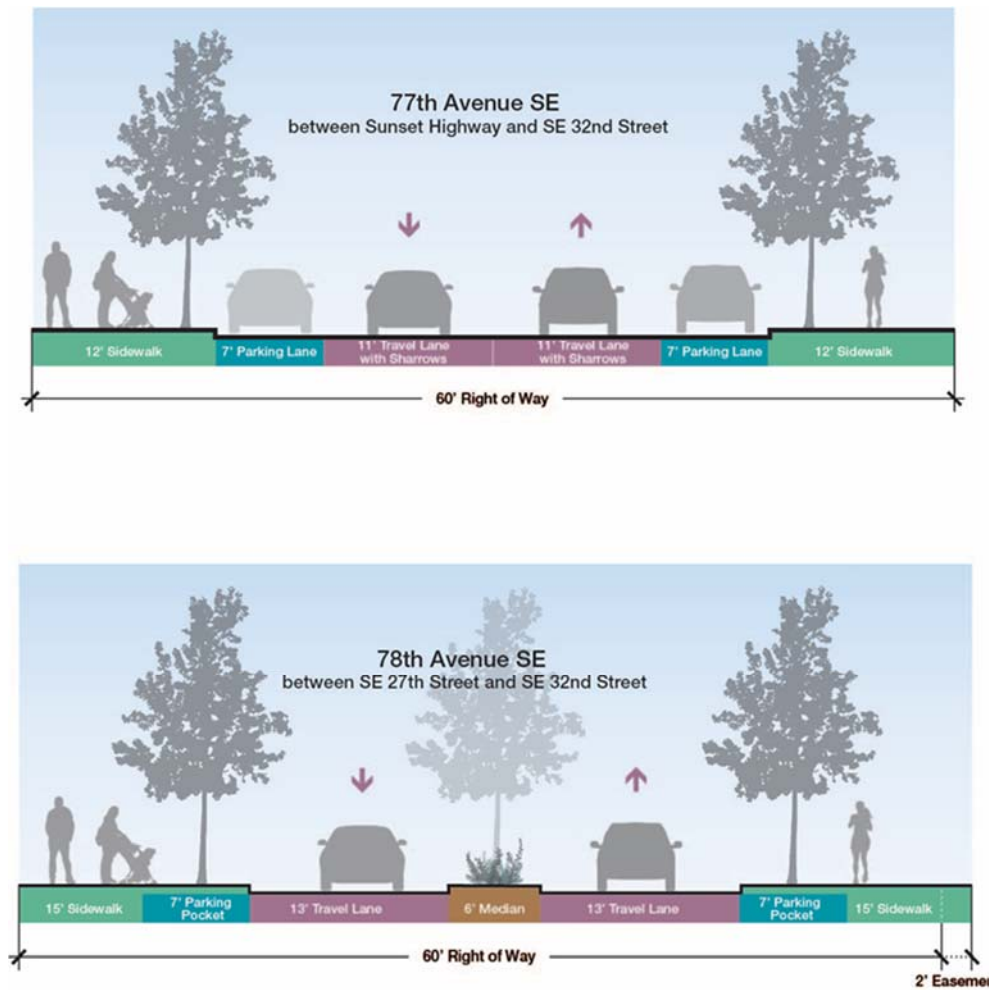
All major new construction abutting 77<sup>th</sup> Avenue SE or 78<sup>th</sup> Avenue SE shall improve the right-of-way adjacent to the property as required in Figure ~~13~~14. Major new construction abutting all other streets shall improve the right-of-way adjacent to the property as required by the 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:

- 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 6-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.

# Town Center Development and Design Standards

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Figure 1314. Town Center Street Standards.



### 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. 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 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.



# Town Center Development and Design Standards

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### B. Development and Design Standards.

#### 1. Parking Requirements.

a. Minimum Number of Parking Stalls Required. All new development and remodels greater than 10 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 <del>per</del> 1,000	5 to 10 <del>per</del> 1,000	1 <del>per</del> Guest Room plus 2/3 <del>per</del> Emp. on shift, plus 5 <del>per</del> 1,000 square feet of retail/office	3 to 5 <del>per</del> 1,000	4 to 5 <del>per</del> 1,000	3 to 5 <del>per</del> 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.	.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 <del>per</del> 1,000 Square Feet		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 1.25 spaces per dwelling unit for any part of a project consisting of residential units or 2.5 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.

d. Parking Lot Configuration. 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. No more than 50 percent of the required off-street parking

## Town Center Development and Design Standards

### Exhibit A

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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, ~~provided:~~

~~(a) The normal hours of operation of each use are separated by at least two hours; or~~

~~(b) A parking demand study is 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 the hours of actual parking demand for the proposed uses will not conflict, 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. The total number of parking spaces requested for shared parking shall not be less than the minimum required spaces for any single use.~~

~~iv.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 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 ~~Director~~code official. This covenant or contract shall be recorded with the King County Department of Records and Election Division as a deed restriction on all properties and cannot be modified or revoked without the consent of the code official.

~~vi.~~ If requirements for shared parking are violated, or the parking demand for ~~the uses sharing 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.

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#### 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 be provided through all parking lots. Raised concrete pavement should be provided 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 MICC 19.11.090 (B)(5).

iv. Concrete Curbs. All parking areas, landscaping areas and driveways should be surrounded by 6 inch high vertical concrete curbs.

v. Wheel Stops. All landscape and pedestrian areas should be protected from encroachment by parked cars. Wheel stops 2 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 be architecturally integrated or designed with an architectural theme similar to 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.

## Town Center Development and Design Standards

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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 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 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 ~~following~~ 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, ~~and for all existing developments desiring to provide public parking consistent with the requirements of this section.~~ 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 MICC 19.11.130(B)(1)(e).

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 2 hours.

# Town Center Development and Design Standards

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- 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 10 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 non-residential uses in a new development or existing development by the foregoing provisions of this section must be kept available exclusively to provide parking for non-residential uses in that development, as applicable. For parking stalls required for office use, this requirement shall only apply on weekdays between 7:00 am and 6:00 pm, excluding national holidays. Up to 50% of such stalls designated for office use may be allocated for residential use during the hours of 6:00 pm and 7:00 am 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 MICC 19.11.130(B)(5) or shared parking in accordance with MICC 19.11.130(B)(1)(e) shall not be considered a violation of this exclusive use requirement.

### 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.

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b. Design. The sign shall be architecturally compatible with the style, materials, colors and details of the building. The sign content should be integrated in one design (in contrast to displaying two or more separate elements). Use of symbols is encouraged.

c. Size. All signs shall be:

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 10-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): 6 square feet for each business included in the complex. When more than 5 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 10 feet from any property line on a street shall be 42 inches. All other ground signs shall be a maximum of 6 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 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.

## Town Center Development and Design Standards

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b. Size. All signs shall be:

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 clear the sidewalk by a minimum of 8 feet.

b. Maximum Size. Projecting signs shall not be larger than 6 square feet.

c. Projection from Building. Signs should not project over 4 feet from the building unless the sign is a part of a permanent marquee or awning over the sidewalk.

# Town Center Development and Design Standards

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- 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 be limited to those necessary for safety, identification and direction. The code official shall specify 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, only those directional signs necessary to protect the safety of pedestrians and passengers in vehicles will be allowed. The code official may, however, require directional signs as necessary to provide motorists with required information to find parking area entrances.
- b. Size. These signs shall be no higher than 36 inches and no larger than 4 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 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.
9. 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



## Town Center Development and Design Standards

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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.

#### 10. Street Numbers.

- a. Use. City-assigned street numbers should 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.

12. 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.

#### 19.11.150 Administration

##### A. Design Review.

1. Authority. Design review shall be conducted by the city's design commission or code official consistent with the procedure set forth in MICC 19.15.040(F). The design commission or the code official shall review the applicability of the development and design standards and determine the project's conformance with this chapter. The degree of conformance with all of the development and design standards will vary on a project by project basis. The design commission shall review each project on the project's degree of overall conformity with the objectives, standards and the comprehensive plan. The design commission or the code official has the authority to approve, approve with conditions, or deny projects based on the criteria set forth in MICC 19.15.040(F).
2. Applicant's Responsibility. It is the responsibility of the applicant to design a project in compliance with the objectives and development and design standards of this chapter.
3. 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, an equal or better means of satisfying the standard and objective.
4. Development Agreements. An applicant may request modifications to any development and design 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 shall be reviewed and either approved or rejected by the city council after a public hearing pursuant to RCW [36.70B.200](#).

## Town Center Development and Design Standards

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#### B. Conditional Use Permit Review.

##### 1. General.

a. Intent. The intent of the conditional use permit review process is to evaluate the particular characteristics and location of certain uses relative to the development and design standards established in this chapter. The review shall determine if the proposal should be permitted after weighing the public benefit and the need for the use with the potential impacts that the use may cause.

b. Scope. The conditional use permit review process shall apply to all uses identified as requiring a conditional use permit in the chart of permitted uses set forth in MICC 19.11.020(A). No building permit, business license or other permits related to the use of the land shall be issued until final approval of the conditional use permit.

c. Review Authority. The planning commission shall conduct the conditional use permit review process and determine whether the proposed conditional use shall be allowed.

##### d. Process.

i. Time Frame and Procedure. Conditional use permit review shall be conducted in accordance with the timelines and procedures set forth in MICC 19.15.020, Permit review procedures, except as the notice provisions are modified below.

##### ii. Notice.

(a) Public notice of any proposal in the Town Center which involves a conditional use shall be posted on the project site and mailed to all property owners within 500 feet of the proposed project site.

(b) Legal notice shall be published in the official city newspaper (Chapter [2.10](#) MICC).

(c) The notice shall identify the general project proposal and the date, time and location of the planning commission open record hearing, and shall be provided a minimum of 10 days prior to the hearing.

iii. Written Decisions. All decisions of the planning commission shall be reduced to writing and shall include findings of fact and conclusions that support the decisions.

iv. Expiration of Approval. If the activity approved by the conditional use permit has not been exercised within 2 years from the date of the notice of decision setting forth the conditional use decision, or if a complete application for a building permit has not been submitted within 2 years from the date of the notice of the conditional use decision, or within 2 years from the decision on appeal from the conditional use decision, conditional use approval shall expire. The design commission or code official may grant an extension for no longer than 12 months, for good cause shown, if a written request is

# Town Center Development and Design Standards

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submitted at least 30 days prior to the expiration date. The applicant is responsible for knowledge of the expiration date.

### 2. Review Process.

a. Application Submittal. A complete conditional use permit application, on forms provided by the city development services group (DSG), shall be submitted at the same time as the application and materials for design review. The applicant shall provide a written narrative of the proposed conditional use and explain how the proposed use complies with the criteria for conditional use permit approval in MICC 19.11.150(B)(2)(e). Depending on the type of conditional use proposed, the code official may require additional information.

b. SEPA Determination. If the project is not categorically exempt pursuant to WAC 197-11-800, the city environmental official will review the SEPA environmental checklist, the proposal and other information required for a complete application to assess the project's probable environmental impacts and issue a determination pursuant to MICC 19.07.120.

c. Acceptance. DSG staff shall determine if the required materials have been provided for review of the conditional use permit, in conjunction with the applicable design review process. If so, the application will be accepted and the process for determination of completeness and review set forth in MICC 19.15.020 shall commence.

d. Review. The planning commission shall conduct an open record hearing to consider a conditional use permit application. The commission may approve the application, or approve it with conditions, only if the all of the applicable criteria set forth below are met. The planning commission shall deny the application if it finds that the applicable criteria set forth below have not been met. Conditions may be attached to assure that the use is compatible with other existing and potential uses within the same general area and that the use shall not constitute a nuisance. Conditional use permit application review shall be coordinated with design review as follows:

i. Major New Construction. If the conditional use permit application is part of a major new construction project, design review shall commence in accordance with the time frames and procedures set forth in MICC 19.15.040(F), except as follows: The planning commission shall review the conditional use permit application at an open record hearing after the design commission's preliminary design review at a public meeting. If the planning commission approves the conditional use permit (without or with conditions), then the planning commission will forward the project to the design commission for the final design review.

ii. Change in Use and Minor Exterior Modifications. If the conditional use permit application proposes a change in use but is not part of a major new construction project, or is part of a minor exterior modification, then design review shall proceed administratively in accordance with the provisions in MICC 19.15.040(F), and the planning commission shall review the conditional use permit application at an open record hearing. If the staff determines that the minor exterior modification should be reviewed by the design commission as provided for in MICC 19.15.040(F), then the

## Town Center Development and Design Standards

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design commission's review and decision shall be conducted at an open record hearing separate from the planning commission's open record hearing on the conditional use permit application.

e. Criteria for Approval of a Conditional Use Permit. Consistent with the applicable review process above, the planning commission shall approve, approve with conditions or deny a conditional use permit application based on finding that all of the following criteria have been met:

i. General Criteria.

(a) The proposed use complies with all the applicable development and design provisions of this chapter.

(b) The proposed use is consistent with the comprehensive plan.

(c) The proposed use is harmonious and appropriate in design, character, and appearance with the existing or intended uses within the surrounding area.

(d) The proposed use will not generate excessive fumes, odor, dust, light, radiation, or refuse that would be injurious to surrounding uses.

(e) The proposed use will not generate levels of noise that adversely impact the health, safety, or general welfare of surrounding uses.

(f) The proposed use will be served by adequate public services, including streets, fire and public safety protection, water, sewer, and storm water control, and will not adversely impact the level of service standards for such facilities.

(g) The proposed location, size, design, and operating characteristics of the proposed use will not be detrimental to the public interest, health, safety, convenience, or welfare of the city.

ii. Additional Criteria for Approval of a Conditional Use for Adult Entertainment.

(a) The point of entry into the structure housing the adult entertainment use shall be located at least 100 feet, measured in a straight line, from the property line of: (1) any R-zoned property; (2) any public institution zoned property; (3) any property containing one or more of the following uses: residential uses including single- or multiple-family dwellings, or residential care facilities; schools including public, private, primary or secondary, preschool, nursery school, day care; recreational uses including publicly owned park or open space, commercial or noncommercial or private recreation facility; religious institutions; public institutions; or uses which cater primarily to minors.

(b) No adult entertainment use shall be located closer than 400 feet to another adult entertainment use. Such distance shall be measured by following a straight line from the

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nearest point of entry into the proposed adult entertainment to the nearest point of entry into another adult entertainment use.

(c) The point of entry into adult entertainment use shall not be located along 78th Avenue SE.

(d) Signing shall be limited to words and letters only. Window or exterior displays of goods or services that depict, simulate, or are intended for use in connection with specified sexual activities as defined by MICC 5.30 are prohibited.

f. Appeal. The planning commission's decision is final unless appealed pursuant to MICC 19.15.020(J).

g. Change After Conditional Use Permit Granted.

i. Change of Ownership. Conditional use permits granted shall continue to be valid upon change of ownership of the site.

ii. Change of Use. Modifications to the use shall require an amendment to the conditional use permit and shall be subject to the above review process.

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#### **MOVE FROM MICC 19.11.030 TO MICC 19.01.050:**

19.01.050.J Change of use-Town Center

1. Single Tenant: If any applicant proposes a change of use on a lot used or occupied by a single tenant or use, the applicant shall meet those code provisions determined by the code official to be reasonably related and applicable to the change in use. These provisions shall apply to the entire lot. If the development is nonconforming due to the number of parking spaces provided for the existing use, any change in use, which requires more parking than the previous use, shall provide additional parking consistent with current code parking requirements.

2. Multi-Tenant: If any applicant proposes a change of use on a portion of a lot occupied by multiple tenants or uses, the applicant shall meet those code provisions determined by the code official to be reasonably related and applicable to the change in use. These provisions shall apply only to that geographic portion of the lot related to the use or tenant space on which the change is proposed. If the multi-tenant lot is nonconforming due to the number of parking spaces provided for the existing uses, any change in use, which requires more parking than the previous use, shall provide additional parking consistent with current code parking requirements.

---

#### **The following definitions will be added to or amended within MICC 19.16.010:**

Affordable Housing Unit: A dwelling unit reserved for occupancy by eligible households and having monthly housing expenses to the occupant no greater than 30% of a given monthly household income, adjusted for household size, as follows.

## Town Center Development and Design Standards

### Exhibit A

- 
1. Low-Income: For owner occupied housing, 50% of the King County median income, and for renter-occupied housing, 50% of the King County median income.
  2. Moderate-Income: For owner-occupied housing, 90% of the King County median income. For renter-occupied housing, 60% of the King County median income.

Pursuant to the authority of RCW 36.70A.540, the city finds that the higher income levels specified in the definition of affordable housing in this chapter, rather than those stated in the definition of “low income households” in RCW 36.70A.540, are needed to address local housing market conditions in the city.

3. King County Median Income: The median family income for the Seattle-Bellevue, WA HUD Metro FMR Area as most recently published by the United States Department of Housing and Urban Development under Section 8(f)(3) of the United States Housing Act of 1937, as amended. In the event that HUD no longer publishes median family income figures for King County, the city may estimate the King County median income in such manner as the city shall determine.
4. Eligible Household: One or more adults and their dependents who certify that their annual household income does not exceed the applicable percent of the King County median income, adjusted for household size, and who certify that they meet all qualifications for eligibility, including any requirements for recertification on income eligibility.
5. Housing Expense: in the case of renter-occupied housing, rent, tenant-paid utilities, one parking space, and other tenant expenses required for the dwelling unit; and in the case of owner-occupied housing, mortgage, mortgage insurance, property taxes, property insurance, and homeowner’s dues.

“Block frontage” refers to all property fronting on one side of a street that is between intersecting streets, or that is between a street and a required through-block connection. An intercepting street or required through-block connection determines only the boundary of the block frontage on the side of the street in which it intercepts.

#### **19.16.010 –**

“Building Height:”

A. Outside of the Town Center: The vertical distance measured from the average building elevation to the highest point of the roof structure excluding appurtenances. 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](#).

B. Within the Town Center: Building height within the Town Center (TC) zone shall be calculated pursuant to MICC 19.11.030(A).

“Daylight plane” refers to an inclined plane beginning at a stated height at the street-facing property line or edge of through-block connection above the grade of the sidewalk or through-block connection and extending into the site at a stated upward angle up to the maximum height limit consistent with MICC 19.11.030(A)(7)(b) and Figure 5.

# Town Center Development and Design Standards

## Exhibit A

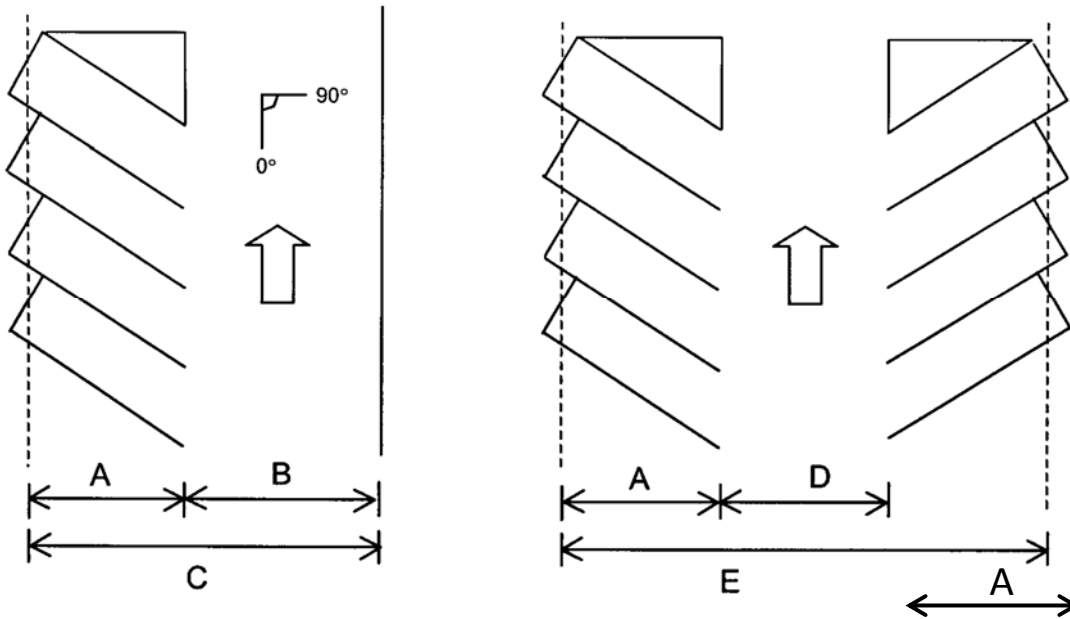
### APPENDIX A PARKING LOT DIMENSIONS

All parking areas shall conform to the following design standards unless alternative design standards are approved by the design commission and city engineer.

1. One-Way Traffic.	Standard Stall (9' x 18.5')					Compact Stall (8.5' x 16')				
	A	B	C	D	E	A	B	C	D	E
0	8.0	12.0	20.0	12.0	28.0	8.0	12.0	20.0	12.0	28.0
45	12.0	18.0	30.0	18.0	42.0	11.0	18.0	29.0	18.0	40.0
50	13.0	18.0	31.0	18.0	44.0	12.0	18.0	30.0	18.0	42.0
55	14.0	18.0	32.0	18.0	46.0	13.0	18.0	31.0	18.0	44.0
60	15.0	18.0	33.0	18.0	48.0	13.0	18.0	31.0	18.0	44.0
65	16.0	18.0	34.0	18.0	50.0	14.0	18.0	32.0	18.0	46.0
70	16.5	18.0	34.5	18.0	51.0	15.5	18.0	33.5	18.0	49.0
75	17.0	18.0	35.0	18.0	52.0	15.5	18.0	33.5	18.0	49.0
80	17.5	18.0	35.5	18.0	53.0	16.0	18.0	34.0	18.0	50.0
85	18.0	18.0	36.0	18.0	54.0	16.0	18.0	34.0	18.0	50.0
90	18.5	18.0	36.5	18.0	55.0	16.0	18.0	34.0	18.0	50.0

# Town Center Development and Design Standards

## Exhibit A

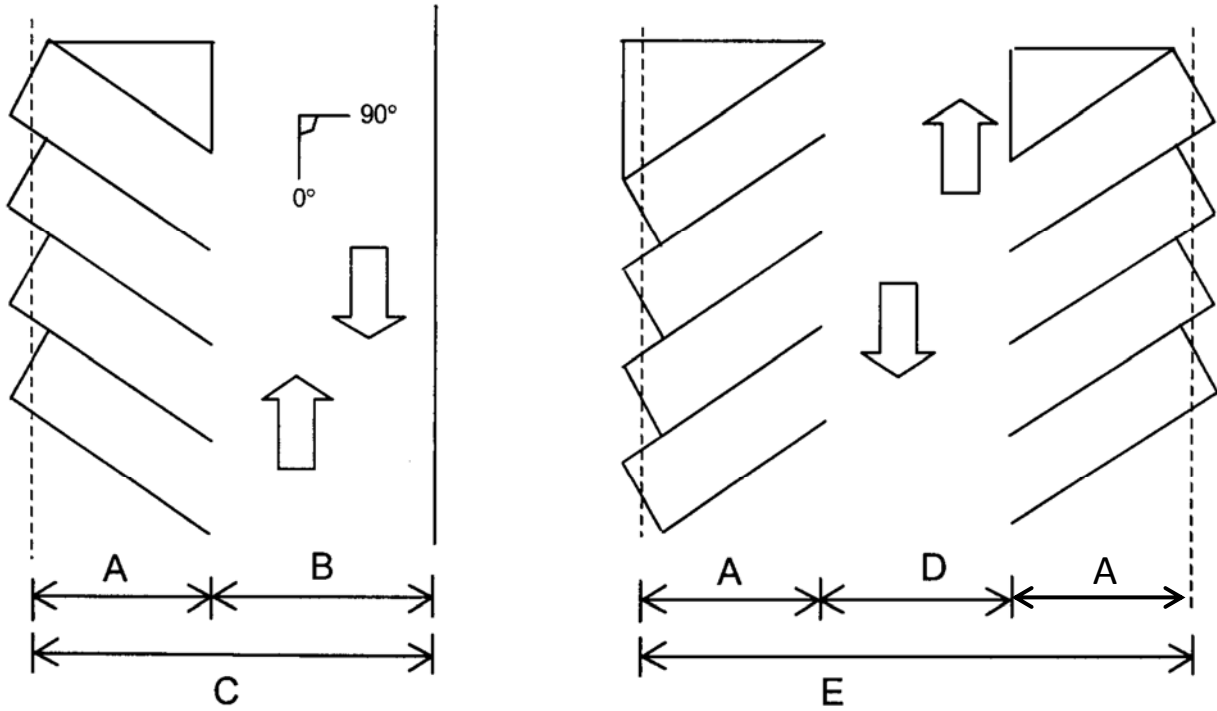


2. Two-Way Traffic.	Standard Stall (9' x 18.5')					Compact Stall (8.5' x 16')				
	Parking Angle	A	B	C	D	E	A	B	C	D
0	8.0	24.0	32.0	24.0	40.0	8.0	24.0	32.0	24.0	40.0
45	12.0	24.0	36.0	24.0	48.0	11.0	24.0	35.0	24.0	46.0
50	13.0	24.0	37.0	24.0	50.0	12.0	24.0	36.0	24.0	48.0
55	14.0	24.0	38.0	24.0	52.0	13.0	24.0	37.0	24.0	50.0
60	15.0	24.0	39.0	24.0	54.0	13.0	24.0	37.0	24.0	50.0
65	16.0	24.0	40.0	24.0	56.0	14.0	24.0	38.0	24.0	52.0
70	16.5	24.0	40.5	24.0	57.0	15.0	24.0	39.0	24.0	54.0
75	17.0	24.0	41.0	24.0	58.0	15.0	24.0	39.0	24.0	54.0
80	17.5	24.0	41.5	24.0	59.0	16.0	24.0	40.0	24.0	56.0
85	18.0	24.0	42.0	24.0	60.0	16.0	24.0	40.0	24.0	56.0
90	18.5	24.0	42.5	24.0	61.0	16.0	24.0	40.0	24.0	56.0



# Town Center Development and Design Standards

## Exhibit A



**CITY OF MERCER ISLAND  
ORDINANCE NO. 16-XX**

**AN INTERIM ORDINANCE OF THE CITY OF MERCER ISLAND,  
WASHINGTON, RELATING TO LAND USE AND ZONING, RENEWING THE  
TERMS OF A MORATORIUM ON THE ACCEPTANCE OF APPLICATIONS  
FOR BUILDING PERMITS OR NEW DEVELOPMENT OR REDEVELOPMENT  
IN THE MERCER ISLAND TOWN CENTER ZONE; AND ESTABLISHING AN  
EFFECTIVE DATE**

WHEREAS, the City of Mercer Island City Council adopted Ordinance No. 15-04, pursuant to RCW 35A.63.220 and RCW 36.70A.390, which established a four-month moratorium on the submission or acceptance of applications for any building permits or any other land development permits or approvals for major new construction as defined in chapter 19.16 of the Mercer Island City Code in the Mercer Island Town Center zone (“Town Center moratorium”), subject to certain exceptions; and

WHEREAS, as required by state law, the Council conducted public hearings on March 2, 2015 and March 16, 2015 to obtain public comment on the Town Center moratorium, and based upon the public comment received and further consideration, the Council adopted Findings of Fact in support of the Town Center moratorium as set forth in Ordinance No. 15-05, and determined that the moratorium should not apply to a proposed mixed-use development intended to be located between 77<sup>th</sup> Avenue SE, 78<sup>th</sup> Avenue SE and SE 29<sup>th</sup> Street in the Town Center, referred to in Ordinance No. 15-05 and herein as the “Hines Project”; and

WHEREAS, since adoption of the Town Center moratorium and following good faith negotiations between the City and representatives for the Hines Project, the Council determined that the proposed Hines Project would not deliver the public amenities that supported its exception from the moratorium, and therefore, the Hines Project should not be excepted from the moratorium, and on June 1, 2015, the Council amended the scope of the moratorium to include the Hines Project as set forth in Ordinance No. 15-11; and

WHEREAS, Phase 2 of the Town Center Vision and Development Code update project, as that term is defined in the Findings of Fact included in Ordinance No. 15-05, took longer than originally anticipated due to the need to have further public involvement and the difficulty of concluding the process in the time originally envisioned due to its complexity and the importance of achieving the best result for the City; and

WHEREAS, on June 1, 2015, the Council formally modified the schedule for Phase 2 and the Community Engagement Process, as that term is defined in the Findings of Fact included in Ordinance No. 15-05; and

WHEREAS, the Council held an additional public hearing on June 15, 2015 with respect to the possible renewal of the Town Center moratorium; and

WHEREAS, the City Council, by Ordinance No. 15-12, determined it was in the public interest to extend the Town Center moratorium for six months in order to complete the Town Center Vision and Development Code update; and

WHEREAS, as part of the process, the City released the Town Center Vision and Development Code Update Interim Report to the community on August 31, 2015, which summarized work completed and remaining areas to address in moving towards the goal of updating the Town Center Vision and Development Code; and

WHEREAS, on September 21, 2015, the City Council tasked the Planning Commission and the Design Commission, collectively, the Joint Commission, with developing recommended development code and comprehensive plan updates and that work planned to continue through April, 2016.

WHEREAS, on November 2, 2015, the City Council held a public hearing to provide an opportunity for public comment on these matters; and

WHEREAS, at the November 2, 2015 regular meeting, the City Council continued the public hearing on the moratorium to November 16, 2015 to provide additional opportunities for formal public comment on these matters and to formulate Findings of Fact; and

WHEREAS, based on the City's need for additional time to complete the Town Center Vision and Development Code update process set forth in Exhibits A and B hereto, and the risk that one or more applicants could vest to the existing development code if the current Town Center moratorium expires, the Council adopted Ordinance No. 15-20, on November 16, 2015, extending the moratorium for an additional six months to June 15, 2016, for the protection of public health, public safety, public property or the public peace pursuant to RCW 35A.13.190 and in accordance with provisions of RCW 35A.63.220 and 36.70A.390; and

WHEREAS, the Joint Commission met 18 times between October 2015 and April 2016, including 3 public hearings and 15 study sessions, and on May 2, 2016, members of the Joint Commission attended the City Council Study Session to present their recommendations to the City Council for the Town Center Vision and Development Code Update; and

WHEREAS, during the May 2, 2016 Study Session, the City Council also received a presentation from the Town Center consultants to provide additional context on the findings of the consultants' analyses in their reports; and

WHEREAS, on May 9, 2015, City Council held a public hearing to provide an opportunity for formal public comment on the Town Center Vision and Development Code Update; and

WHEREAS, the City Council desires to adopt the new, final Town Center Development Code at its regular City Council Meeting on June 6, 2016, said Ordinance to become effective on June 20, 2016, which is five days after passage and publication; and

WHEREAS, the current Town Center moratorium expires on June 15, 2016, leaving 5 days between the expiration of the current Town Center moratorium and the effective date of June 20, 2016 for the new Town Center Development Code, and based on the risk that one or more applicants could vest to the existing development code if the current Town Center moratorium expires, the Council finds that this Ordinance should be adopted as a public emergency ordinance necessary for the protection of public health, public safety, public property or the public peace pursuant to RCW 35A.13.190 and in accordance with provisions of RCW 35A.63.220 and 36.70A.390;

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

**Section 1. Findings of Fact in Support of Moratorium Renewal.** Findings of Fact 1-17, 19-27, 30, 42 and 43 set forth in Ordinance No. 15-05 are incorporated herein by this reference and reaffirmed as Findings of Fact in support of the renewal of the Town Center moratorium in addition to the "WHEREAS" recitals set forth herein.

- Section 2. Renewal of Moratorium.** The Mercer Island City Council hereby renews the moratorium imposed by Ordinance No. 15-20, on the submission or acceptance of applications for any building permits or any other land development permits or approvals for major new construction as defined in MICC 19.16 in the Mercer Island Town Center zone as depicted in the map attached as Exhibit A to Ordinance No 15-05 (“Town Center moratorium”). The Town Center moratorium does not apply to the MF-2 or P-zones. The Town Center moratorium also does not apply to major new construction that has two stories or less.
- Section 3. Effective Date.** This Town Center moratorium shall be effective immediately upon its adoption pursuant to RCW 35A.13.190, but no sooner or later than the termination of the renewed moratorium imposed by Ordinance No. 15-20, which is set to expire after June 15, 2016.
- Section 4. Term of Moratorium.** The Town Center moratorium renewed by this Ordinance shall continue in effect for a period of 5 days from the effective date set forth above, and shall automatically expire upon the effective date of land use regulations adopted by the City Council to address the implementation of its Town Center Vision and Development Code update, or unless renewed for one or more additional periods as provided by state law, or unless earlier terminated by action of the City Council.
- Section 5. Publication.** This Ordinance shall be published by an approved summary consisting of the title.
- Section 6. 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 applicable 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 7. Ratification.** Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

ADOPTED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 6<sup>th</sup> day of June 2016, and signed in authentication of its passage.

CITY OF MERCER ISLAND

\_\_\_\_\_  
Bruce Bassett, Mayor

ATTEST:

Approved as to form:

\_\_\_\_\_  
Allison Spietz, City Clerk

\_\_\_\_\_  
Kari Sand, City Attorney

Date of Publication: \_\_\_\_\_



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

**AB 5185  
June 6, 2016  
Regular Business**

**2015 PERIODIC COMPREHENSIVE PLAN  
UPDATE (2<sup>ND</sup> READING)**

**Proposed Council Action:**

Conduct second reading of and adopt Ordinance No. 16C-07.

<b>DEPARTMENT OF</b>	Development Services Group (Scott Greenberg & Alison Van Gorp)
<b>COUNCIL LIAISON</b>	n/a
<b>EXHIBITS</b>	1. Proposed Ordinance No.16C-07
<b>APPROVED BY CITY MANAGER</b>	

<b>AMOUNT OF EXPENDITURE</b>	\$	n/a
<b>AMOUNT BUDGETED</b>	\$	n/a
<b>APPROPRIATION REQUIRED</b>	\$	n/a

**SUMMARY**

The City Council conducted a first reading of the proposed 2015 periodic Comprehensive Plan update on May 16, 2016 (Agenda Bill 5182). At City Council direction, the following changes were made to the Land Use Element:

1. Item 1 of the Town Center vision statement on page 14 was modified to read: "THE HEART of Mercer Island and embody a small town character, where residents want to shop, eat, play and relax together."
2. The placeholder for a vision graphic on page 14 was removed.
3. Figure TC-1 (Town Center subareas and height limits) on page 15 was modified to reflect City Council direction on Town Center height limits.

**TOWN CENTER MORATORIUM**

On November 16, 2015, the City Council adopted Ordinance No.15-20 renewing the moratorium on the acceptance of applications for building permits or new development or redevelopment in the Town Center zone for an additional six months to June 15, 2016.

**PROPOSED ORDINANCE**

The updated Comprehensive Plan must be in effect concurrent with or prior to updated final Town Center development and design standards. If adopted on June 6, the updated Comprehensive Plan would take effect five days after publication. Assuming that publication occurred in the next available issue of the Mercer Island Reporter (June 15), the ordinance would take effect five days thereafter on June 20.

This effective date would be five days after the expiration of the current Town Center moratorium. During this five-day gap, the current Comprehensive Plan would be in effect. The interim Town Center design standards proposed in Agenda Bill 5186 would also be in effect and would control any development

proposal submitted during the five-day gap. The interim regulations are not required to be consistent with the Comprehensive Plan. The updated Comprehensive Plan and the final Town Center design standards would both take effect June 20. Therefore, an interim Comprehensive Plan ordinance is not needed.

In the alternative, the City Council could extend the Town Center Moratorium to cover the five-day gap, as explained in Agenda Bill 5186 (option 3).

## **RECOMMENDATION**

*Development Services Director and Administrative Services Manager*

MOVE TO: Adopt Ordinance No. 16C-07 approving the 2015 periodic Comprehensive Plan update.

**CITY OF MERCER ISLAND  
ORDINANCE NO. 16C-07**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON,  
ADOPTING BY REFERENCE AMENDMENTS TO THE COMPREHENSIVE  
PLAN, INCLUDING AMENDMENTS TO THE INTRODUCTION, LAND USE  
ELEMENT, HOUSING ELEMENT, TRANSPORTATION ELEMENT,  
UTILITIES ELEMENT, CAPITAL FACILITIES ELEMENT, AND  
APPENDICES AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the Mercer Island City Council initially adopted the City's Comprehensive Plan on October 3, 1994, and has amended it cyclically thereafter; and

WHEREAS, the City of Mercer Island is required to plan under the state Growth Management Act ("GMA") pursuant to RCW 36.70A.040 and consistent with the applicable countywide planning policies pursuant to RCW 36.70A.115; and

WHEREAS, RCW 36.70A.130(1) requires the City of Mercer Island to take legislative action to review and, if needed, revise its Comprehensive Plan and development regulations, to comply with the requirements in the GMA; and

WHEREAS, under the schedule established in RCW 36.70A.130(5), the deadline for the City of Mercer Island to comply with the update required by RCW 36.70A.130(1) is June 30, 2015; and

WHEREAS, City staff prepared an analysis of the Comprehensive Plan and development regulations currently in effect for consistency with the requirements of Chapter 36.70A RCW and based on this analysis, it was concluded updates are needed to comply with the GMA; and

WHEREAS, on February 3, 2014, the City Council reviewed the draft scope of work and timeline and approved the same; and

WHEREAS, on July 21, 2014, the City Council formally accepted the scope of work as part of the Planning Commission's 2014 Work Plan; and

WHEREAS, formal review of the proposed Comprehensive Plan revisions by the Planning Commission began July 16, 2014 and continued through November 5, 2014; and

WHEREAS, the Planning Commission provided a recommended Comprehensive Plan to the City Council on November 19, 2014 and held an open record hearing on that day on the proposed updates to the Comprehensive Plan; and

WHEREAS, notice of all amendments to the Comprehensive Plan adopted to fulfill the requirements of RCW 36.70A.130 was sent to the Washington State Department of Commerce at least sixty days before the amendments were adopted, in accordance with RCW 36.70A.106; and

WHEREAS, an environmental review of the proposed Comprehensive Plan amendments has been conducted in accordance with the requirements of the State Environmental Policy Act ("SEPA"), and a SEPA threshold determination of non-significance was issued on December 1, 2014, and sent to state agencies and interested parties; and

WHEREAS, an addendum to the SEPA threshold determination of non-significance related to updated Town Center goals and policies was issued on March 14, 2016; and

WHEREAS, the City Council discussed the recommended update on May 4 and May 18, 2015; and

WHEREAS, during discussion of the Comprehensive Plan update, the City Council expressed concern that the periodic Comprehensive Plan update did not reflect emerging concepts resulting from the City's separate Town Center Visioning and Development Code update concurrently under consideration; and

WHEREAS, on June 1, 2015, by Resolution No. 1500, the City Council delayed the Comprehensive Plan update pending completion of the Town Center Visioning and Development Code update in order for the updated Town Center Visioning and Development Code to be consistent with the goals and policies of the updated Comprehensive Plan; and

WHEREAS, in the fall of 2015, the City Council asked the City's Planning and Design Commissions to meet together as a "Joint Commission" to continue the Town Center Visioning and Development Code update and move forward with the drafting of updated Town Center-related Comprehensive Plan goals and policies; and

WHEREAS, the public process for the proposed Comprehensive Plan amendments has provided for early and continuous public participation opportunities, such as the Joint Commission held 15 public study sessions to draft and review the proposed Town Center Visioning and Development Code update and the Comprehensive Plan goals and policies; and

WHEREAS, the Joint Commission hosted 3 public hearings in addition to the study sessions to provide opportunities for public testimony throughout the policy and code drafting process; and

WHEREAS, on April 27, 2016, the Joint Commission completed its work on a draft Town Center Vision and Development Code update and Comprehensive Plan goals and policies, and voted to recommend adoption of an amended Comprehensive Plan to the City Council; and

WHEREAS, the Planning Commission is the official body designated to provide a recommendation to the City Council for legislative actions; therefore, the Design Commission's motion was offered as a recommendation to the Planning Commission; and

WHEREAS, the City Council has considered the goals of the GMA as set forth in RCW 36.70A.020 and determined that the Comprehensive Plan amendments attached hereto reflect the City's balancing of the public interests under the planning goals of the GMA;

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

**Section 1.**     **Findings, analysis and conclusions.** After reviewing the record and considering the arguments and evidence in the record and at public meetings, the City Council hereby adopts the findings, analysis and conclusions contained in Agenda Bill 5175, dated May 2, 2016.



**Section 2.** **Amend Sections of the Existing Comprehensive Plan.** The Mercer Island Comprehensive Plan is hereby amended to revise the text, figures, tables, policies and other provisions of the following sections of the Comprehensive Plan as set forth in Exhibit “A” to this Ordinance, incorporated herein by this reference as if set forth in full: Table of Contents and Introduction, Land Use, Housing, Transportation, Utilities, Capital Facilities, and Appendices.

**Section 3.** **Amendments to Replace and Supersede.** The Mercer Island Comprehensive Plan is amended by the changes set forth in Exhibit “A,” and all such changes are intended to replace and supersede all sections of the Comprehensive Plan that are or may be inconsistent with the amendments contained in Exhibit “A.”

**Section 4.** **Transmittal to State.** Pursuant to RCW 36.70A.106, this Ordinance shall be transmitted to the Washington State Department of Commerce as required by law.

**Section 5.** **Preparation of Final Comprehensive Plan Document.** City staff is hereby directed to complete preparation of the final Comprehensive Plan document, including correction of any typographical edits, and inclusion of appropriate graphics and illustrations.

**Section 6.** **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, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause or phrase of this Ordinance.

**Section 7.** **Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 6th day of June, 2016, and signed in authentication of its passage.

CITY OF MERCER ISLAND

\_\_\_\_\_  
Bruce Bassett, Mayor

ATTEST:

Approved as to Form:

\_\_\_\_\_  
Allison Spietz, City Clerk

\_\_\_\_\_  
Kari L. Sand, City Attorney

Date of Publication: \_\_\_\_\_



*Planning for Generations*

**CITY OF MERCER ISLAND**  
**COMPREHENSIVE PLAN**



AB 5185

Exhibit 1 *Mercer Island, WA*

[mercergov.org](http://mercergov.org)

refer to page #'s in document

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# Introduction

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# INTRODUCTION

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# I. INTRODUCTION

## Background

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In 1960, the newly created City of Mercer Island adopted the city's Comprehensive Plan. At that time the issues facing the community reflected those of a city in its infancy:

- ♦ to encourage the most appropriate use of land;
- ♦ to develop a circulation system that will provide safety and convenience;
- ♦ to install public facilities adequate to meet the demands of the population; and,
- ♦ to preserve the unique physical setting of the island.

Since 1960, the city has evolved into a mature community within the rapidly growing Puget Sound region. The 1990 Growth Management Act provided an opportunity for the community to update its original Comprehensive Plan. By 1994, the issues facing the community were different from those in 1960.

The 1994 Comprehensive Plan identified the essential issues facing the City while reinforcing our community values in relationship to the region. The Plan focused on how to revitalize the city's Town Center, comply with regional requirements for clean water and transportation, meet local needs for affordable housing and maintain reliability in public facilities and utilities.

The 2004 Comprehensive Plan update ~~will build~~ built upon the efforts begun in the previous decade. Some change has occurred. Improvements to Town Center streets and the adoption of new design regulations have helped spawn new mixed-use and commercial development in the

Town Center. However, most of the key issues and the overall vision identified in 1994 Comprehensive Plan continue to be relevant for this community.

Currently, the island is almost fully developed, consistent with the long term goals of maintaining a single family residential community within a unique physical setting. The City is served with an adequate and convenient circulation system. Parks, open space, public facilities and utilities are available, consistent with the needs of the citizenry. The City and private parties have made a considerable investment in the redevelopment of the Town Center with new buildings, a more vibrant streetscape and pedestrian-friendly environment.

The City's efforts to focus growth and revitalize the Town Center through targeted capital improvements and design standards to foster high quality development are now bearing fruit. ~~At the time the 2004 amendments were adopted, two mixed-use projects had been constructed, two large-mixed-use projects were in various stages of construction and three additional mixed-use and residential developments had received design approval and are expected in 2005-2007.~~ Between 2004 and 2014, eight mixed use projects were constructed in the Town Center, consisting of approximately 850 housing units.

The Vision Statement, following this Introduction, details how the community's values will be manifested in future years. The issues addressed in this Comprehensive Plan concern how best to revitalize the city's Town Center, comply with regional requirements for clean water and transportation, meet local needs for

affordable housing and maintain reliability in public facilities and utilities.

The challenge in this process will continue to be in translating the requirements of the Growth Management Act and policies of related planning documents including the Puget Sound Regional Council's (PSRC) Vision 2040 and Transportation 2040, and the King County Countywide Planning Policies into a meaningful planning process for Mercer Island. Every effort has been made to concentrate first on the most pressing issues of the community, while still complying with the other requirements of the Growth Management Act.

## Overview

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The Comprehensive Plan is organized into the ~~five-six~~ elements ~~mandated by the Growth Management Act~~: **Land Use, Housing, Transportation, Utilities, and Capital -Facilities, and Shorelines**. Each of the elements contains the following:

- information on existing conditions;
- explanation of how the element integrates with other plans and programs including the requirements of the Growth Management Act;
- a statement of policy direction; and
- an action plan.

Technical and background information is contained in a separately bound appendix document.

## Implementation

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Adoption of the Comprehensive Plan is the first step toward achieving the City's goals for the future of the community. The Comprehensive Plan will only be effected when implemented through a number of actions. ~~These actions include a broad range~~

~~of requirements~~ including the adoption of new city code provisions, revised zoning and design guidelines, city participation and representation in regional forums and re-investment in capital facilities.

The Plan should be viewed as a dynamic document and subject to change as community values, conditions and needs change. To this end, the city will perform periodic reviews of the plan and amendments as changing conditions require and citizen involvement dictates. The Growth Management Act requires that the Plan be comprehensively reviewed and updated every seven years. Periodic updates may not occur more than once a year, except as allowed under RCW 36.70A.130.



## II. VISION STATEMENT

### INTRODUCTION

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The Growth Management Act, Vision 2020, Destination 2030 and related policies have ushered in a wide range of new planning options, challenges and opportunities. Like other jurisdictions throughout the region, Mercer Island must periodically engage in a comprehensive review of its policies and their relationship to state and regional planning mandates. This process provides the opportunity to identify and reaffirm the community's long held values. It also offers a forum for policies to be updated and assimilated to function as a whole.

A Vision Statement is an essential ingredient in successful comprehensive community policy planning. Essentially, the statement should reaffirm time-tested policies or values that are generally held as positive "community trademarks" and identify others deemed relevant. Moreover, a Vision Statement should be a reflection of community aspirations. Through periodic review and refinement, it is intended to set parameters for future community activities.

The following Vision Statement is essentially the compilation of several long standing policies embodied in several existing planning documents including the Land Use Plan, Town Center Plan, and Park and Open Space Plan. Reexamining these policies implies a reexamination of the City's overall policy base.

This Vision Statement should satisfy (at least) the following three purposes: 1) City Boards, Commissions and Staff will use the Council's explicit guidance in determining the priority and degree of evaluation of existing elements in the City's Growth Management Act Policy & Planning Work Plan; 2) City employees will be guided in the provision of quality municipal services; 3) Most importantly, the Council, its advisory bodies and the community-as-a-whole will proceed with a common understanding of the quality of life values or themes that will shape our community for years to come.

*"Islands can seem rather special, but then so can islanders...most people who remove themselves to islands regard themselves as having entered paradise.... Classically, a person goes to an island in much the same spirit as a person heads into exile--seeking simplicity, glorying in a world that is still incomplete and therefore full of possibilities."*

*Paul Theroux*

## COMMUNITY VALUES

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Mercer Island is not an island unto itself. The community is part of a regional complex that affords housing, human services, jobs, transportation, cultural and recreational opportunities. As a partner in the ever changing world of environment, economics and politics, Mercer Island has and will continue to be an active player in regional issues. However, within this framework, Mercer Island will continue to maintain local control of all significant policy issues. Likewise, active community participation and leadership are fundamental for protecting and enhancing the values and characteristics that have shaped the quality of life and ~~liveability~~ livability of Mercer Island.

In relative terms, Mercer Island is a young community. However, the City adheres to a collection of intrinsic values and has a desire to shape its own future as well as be an effective regional partner. While values can change over time, they do provide the basic foundation for a host of community actions and generally reflect the “heart and soul” of the community. The values listed below are among the community's most important and therefore deserve special attention.

### **Residential Community**

Mercer Island is principally a single-family residential community, supported by healthy schools, religious institutions and recreational clubs.

### **Quality Municipal Services**

Mercer Islanders need and expect safety, efficiency and continuously improving municipal services.

### **Fiscal responsibility**

Mercer Islanders expect fiscal responsibility from ~~its~~ their municipal services in light of limited resources and heightened competition for revenues.

### **Education is the Key**

The community and its public and private institutions are committed to provide excellence in education.

### **Liveability Livability is Paramount**

Our community's values are reflected by safety and freedom from fear, physical and environmental attributes, and the cultural and recreational opportunities of our Island. This translates into the feeling that Mercer Island is "the nicest of places for everyone to live."

### **Cherish The Environment**

Island residents see themselves as "stewards" of the island environment. In considering community decisions, protection and enhancement of trees, open spaces, clean water and air, neighborhood quiet and environmentally sensitive lands will be given high priority.

## Sustainable Community

Mercer Island strives to be a sustainable community: Meeting the needs of the present while preserving the ability of future generations to meet their own needs. We consider the relationship between the decisions we make as a community and their long-term impacts before committing to them. We understand that our strength is dependent on an open and transparent decision-making process that takes into account the economic, environmental and social well-being of our community.

## HOW THE VALUES ARE MANIFESTED

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Values often are characterized by specific actions or combinations of actions. Over time these actions become local community trademarks that have a profound influence in shaping a wide range of private and public decisions. Specific actions that will continue to exemplify Mercer Island's values include:

**Quality Services**  
**Liveability**  
**Livability**  
**Stewardship**

### Regional Role

- The community clearly links its interests in regional matters through involvement in transportation, education, human services, domestic water, air traffic noise, marine patrol, public health and safety, and pollution abatement. Participation will continue through individual citizens, interest groups and elected officials.

**Representative Government**  
**Strong Leadership**  
**Citizen Involvement**

### Community Leadership

- Mercer Island is committed to representing its citizens through its elected and appointed officials. A longtime producer of resourceful and professional leaders, Mercer Islanders will continue to exert strong and active leadership in local and regional affairs.
- Active participation by the Island's citizens in civic events and issues is essential to representative self-government. As one of its "trademarks", the community continues to place a high value on the opportunity to participate at all levels of decision-making.

**Leadership**

**Stewardship**

**"Green Equity"**

**Destiny Control**

**Citizen Involvement**

**Environment**

- The City is committed to implementing policies aimed at preserving and enhancing the Island’s physical characteristics. Regulatory tools such as the Zoning Code, Subdivision Ordinance, Critical Lands Regulations, Shoreline Master Program, Tree Ordinance and Design Standards continue to serve as the underpinning for protection of environmental values.
- Open space (trees and green spaces) preservation continues to be a primary activity for attaining the community's quality-of-life vision. City leaders will continue to search for effective new tools and standards to protect and enhance the environment.

**Community Scale**

**Bounded**

**Residential**

**Quality Services**

**Town Center**

- The Town Center will continue to be located within its current boundaries and will be bordered by residential uses. Mixed-use development that includes residential units shall be encouraged within this zone. Businesses should continue to develop at a scale compatible with other community values and should provide a range of retail, office and residential opportunities. The community-scaled business district will primarily cater to the needs and desires of Island residents and employees.
- Ongoing attention to urban design principles, pedestrian needs, traffic considerations and green spaces is essential.

**Pride & Spirit**

**Excellence in Education**

**Recreational & Cultural Opportunities**

**Community Services**

- Mercer Island will continue to provide a wide range of education, cultural and municipal services for the community's varied population. Balanced and flexible programs will be necessary to meet the community's evolving needs in education, recreation and cultural enjoyment. The community will maintain its broad range of quality basic services, including public safety, human services, physical development and utilities. At the same time, community leaders recognize that delivery of these services will take place in an arena of limited resources and heightened competition for tax revenues.

**Residential**

**Most**  
**Liveable Livable**

**Environmental**  
**Stewardship**

**Leadership**

**Citizen**  
**Involvement**

**Neighborhood**  
**Pride**

## Residential Land Use

- Mercer Island is principally a low density, single-family residential community. The community will continue to seek ways to enhance its image as Puget Sound's "most ~~liveable~~-livable residential community." Supporting these efforts, City leaders will maintain the integrity of existing approved land use policies.
- The community, through its ongoing consideration of public and private projects, will continue to seek ways of enhancing the Island's quality of life through open space preservation, pedestrian trails and well-designed and functional public and semi-public facilities.
- As a single-family residential community with a high percentage of developed land, it is not necessarily appropriate that the community provide all types of lands uses. Certain activities will be viewed as incompatible with prevalent land uses and environmental values. Examples include certain recreational uses, cemeteries, zoos, airports, land fills and correctional facilities.
- Civic, recreation, education and religious organizations are important and integral elements of the community character and fabric. Their contribution and importance to the established community character should be reflected and respected in land use permit processes.

**Residential**

**Pride & Spirit**

**Responsive**

**Housing**  
**Opportunities**

## Housing

- The single-family character of the community will continue to generate the need for a variety of housing. A mix of residential housing opportunities in and around the Town Center and other existing multi-family areas will be an important element in maintaining the diversity of the Island's population.
- To understand and preserve the quality and diversity of the Island's housing stock, periodic reviews of housing policies will be undertaken. With that end in mind, methods will be sought to encourage diversity and reinvestment in existing neighborhoods and homes.

Regionally  
Linked

Liveability  
Livability

Safety

Leadership

## Transportation

- The geography, employment and lifestyle characteristics of Mercer Island demands good permanent access to and from Interstate 90. This will require continued participation in regional transportation matters.
- Local land use policies will be coordinated with transportation plans in order to provide safe, functional surfaces for vehicles, bikes and pedestrians while avoiding local "gridlock." Local transportation planning will continue to emphasize a semi-rural setting for various arterial and collector streets. Pedestrian walks linking activities will continue to be a high community priority.

Pride & Spirit

Excellence  
in Youth

Housing  
Opportunities

Recreational &  
Cultural  
Services

## Population

- As with virtually all facets of the community fabric, population changes will occur. Mercer Islanders can expect to see their population grow from 23,310 in 2014 to an estimated (PSRC, approximate) 26,000 persons by 2020 24,00025,243 persons by 2030.
- Within that population base, the Island will see changes in age profiles, along with their respective needs and expectations for municipal services. The provision of human services and facilities must be updated from time to time to address ~~with~~ changes in the community's racial, age, income and lifestyle make-up. This diversification will continue to be encouraged. The standard for providing excellent services for the Island's youth will be applied to all public services and across all ages.

# III. CITIZEN PARTICIPATION

## Introduction

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At its March, 1992 retreat, the City Council decided to seek professional assistance in reviewing the City's existing public involvement practices. As envisioned, the review was to include an analysis of citizen participation as it relates to specific issues facing the Council and community as well as to look at the role of City boards and commissions in public input processes. Ultimately, the Council was interested in the identification of strategies and techniques that would enhance City decision-making in general, and how citizen participation is conducted on Mercer Island in particular.

Upon completion of the review, the City adopted its Public Participation Strategy (August, 1992). The strategy included Objectives and Principles which help to guide the crafting of future public involvement plans for future public issues. At the time of adoption, the Council committed to applying its new Strategy to its two most important and immediate concerns: Downtown Revitalization and development and implementation of the (GMA-required) Comprehensive Plan.

The Objectives and Principles are described below, followed by the specific public involvement strategies adopted and implemented for the Downtown Revitalization and Comprehensive Plan processes.

### Commitment to Public Involvement

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Mercer Island City government is committed to good public process. That commitment is reflected in efforts to enhance and optimize the way in which City decisions are made to include the broadest possible range of Island

residents. The City's mission and values are understood by the Council and serve as the unifying principles that guide its decisions.

As the City undertakes its initiative to enhance its overall public participation framework, the following specific objectives have been defined:

- Increased openness and responsiveness of City government to its constituents.
- Better City decisions considering expert opinion as well as a full range of citizen perspectives and information.
- Informed consent of various stakeholder groups in decision-making processes, recognizing that conflicts ~~will~~ may exist ~~and must be resolved~~ despite efforts to resolve them.
- Streamlined decision making with broadened public input and participation, visible public acceptance and support for Council decisions.

### Public Participation Principles

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- Public participation should be driven by the specific goals and objectives of the program, in consideration of the specific groups of potentially affected interests or stakeholders, NOT by a random collection of public participation techniques.
- Public participation should take place as early as possible in a decision process, preferably at the scoping or option identification stage. It should include specific activities as well as informal,

"keeping an ear to the ground" efforts, and should focus on opportunities for two-way communication and responsiveness by the public.

- The decision-making entity should commit in advance to the planned level of public involvement and how it will use the public input that is received to make its decision. People must be brought to realize that the City is always listening to their concerns, even though it may not always agree with what it hears or implements.
- Appropriate techniques range from simply informing citizens to involving them through opportunities for direct participation in decision making. The guiding principle is to select the fewest number of the simplest techniques that will meet the objectives.
- Public input must be fully integrated and sequenced with technical work and the decision process in order to be useful in raising and resolving emerging issues.
- Providing feedback to public participants is critical to confirming their input, demonstrating that it is valued and in maintaining their interest in participating in City processes.

### **Citizen Participation & the Comprehensive Plan**

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Foreseeing the need to initiate "early and continuous citizen involvement" for the Comprehensive Plan, the City focused its expanded model for public participation on development of the Central Business District (CBD) Vision -- the place where nearly all of Mercer Island's Growth Management issues

are focused. In August, 1992, the City launched the Town Center "visioning" process that relied upon the broadest range of community "stakeholders". Over 80 active participants worked between October, 1992 and June, 1993 to develop the document entitled "Your Mercer Island Citizen Designed Downtown". A newsletter mailing list of over 150 persons was built to maintain continual communication to interested individuals.

August, 1993 marked another major step in the Council's commitment to the role of public participation in the implementation of the Town Center vision and preparation of the Comprehensive Plan. The City Council created the GMA Commission to serve as the primary citizen body to oversee the drafting of the draft plan.

Consistent with the adopted public involvement strategy, the GMA Commission consisted of citizen "stakeholders", representing standing City boards and commissions, citizens, downtown property owners, and business community groups. The GMA Commission oversaw and coordinated the preparation of all comprehensive plan elements, ultimately passing them on the City Planning Commission for formal review and public hearings.

Prior to making formal recommendations to the City Council, the Planning Commission will conduct meeting, hearings and/or workshops to obtain further public input. Providing another avenue for public input, environmental review of the draft plan's impacts is integrated into the Planning Commission's hearing and review process.



The Land Use Element of the Comprehensive Plan was adopted by the City Council in December, 1993 after GMA Commission review and discussion, Planning Commission review and approval, SEPA review and City Council workshops and public hearings. Adoption of the remaining four planning elements occurred in October, 1994.

Between 1994 and 2015/2016, the 2005 update was the only substantial update.

The City continues to be committed to public participation in its ~~2004~~ 2015/2016 Comprehensive Plan Update. The City held ~~more than a dozen~~ several meetings, and an open house, to discuss proposed amendments to the Comprehensive Plan ~~and related Critical Lands Regulations amendments~~ prior to City Council Public ~~Hearings~~ meetings. ~~Public involvement included the use of a stakeholder group~~

~~composed of citizens representing a range of interests.~~

Concurrent with the Comprehensive Plan update, the City conducted a Town Center Visioning process to assess growth in the Town Center and prepare new design standards. Public involvement throughout the Town Center Visioning process has incorporated the efforts of two citizen stakeholder groups, a liaison group of Councilmembers, Planning Commissioners and Design Commissioners. The Stakeholder Group's recommendations were reviewed by the Planning and Design Commissions meeting jointly, followed by consideration by the City Council. In 2015 and 2016, the City held 69 meetings, including 9 public input meetings or public hearings, public meetings and received over 350 comments from approximately 225 people.

## **AMENDING THE COMPREHENSIVE PLAN**

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The Comprehensive Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. The city should plan for change by establishing formal procedures for regularly monitoring, reviewing and amending the Comprehensive Plan.

The Comprehensive Plan also represents an integrated statement of policies, consistent with regional plans and based on a broad perspective developed over many months of wide spread public involvement. Amendments to the plan should be done carefully with a view toward maintaining the

internal consistency and integrity of the document.

WAC 365-195-630 requires that each jurisdiction establish a process for amending the Comprehensive Plan. It also states that plan amendments cannot be considered more frequently than once a year except in an emergency, and that all proposed amendments in any year must be considered concurrently so that the cumulative effect of the changes can be considered.

## **Process for Amending the Comprehensive Plan**

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1. In January of each calendar year, the Planning Commission shall prepare an annual report to the City Council on the status of the plan and progress made in implementation.
2. Any requests for a Comprehensive Plan amendment shall be submitted to the Planning Commission by June of each year and action taken by the City Council by the end of the calendar year.
3. Amendments to the Comprehensive Plan shall follow the notice and hearing requirements specified for adoption of the plan.

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# Land Use

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City of Mercer Island

Comprehensive Plan

# LAND USE ELEMENT

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# LAND USE ELEMENT

## I. INTRODUCTION

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

Parks, open spaces, educational and recreational opportunities are highly valued and consume a large amount of land. The Island has ~~over 467,472~~ acres of park and open space lands including small neighborhood parks and trails as well as several larger recreational areas, including Luther Burbank Park and ~~the Lid~~ Aubrey Davis Park above the Interstate 90 tunnel. One hundred and fifteen acres of natural-forested land are set aside in Pioneer Park and an additional 150 acres of public open spaces are scattered across the community. There are ~~three-four~~ elementary schools (one scheduled to open in fall 2016), one middle school and a high school owned and operated by the Mercer Island School District. In addition, there are several private schools at the elementary and secondary education levels.

The community strongly values environmental protection. As a result, local development regulations have sought to safeguard land, water and the natural

environment, balanced with private property rights. To reflect community priorities, development regulations also attempt to balance views and tree conservation.

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

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

invested about \$5 million in street and streetscape improvements to create a central pedestrian street, along 78<sup>th</sup> Avenue and route the majority of vehicular trips around the core downtown onto 77<sup>th</sup> and 80<sup>th</sup> Avenues. Specific new design and development standards to implement the Town Center vision were adopted in December of 1995. The Mercer Island Design Commission, ~~city~~City staff and citizens used these standards to review all Town Center projects until 2002.

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

- Expanding sidewalk widths along the pedestrian spine of 78<sup>th</sup> Avenue between Mercerdale Park on the south and the Sculpture Garden Park on the north,
- Identifying opportunity sites at the north end of 78<sup>th</sup> for increased public spaces,
- Requiring that new projects include additional public amenities in exchange for increased building height above the two-story minimum, and

- Increasing the number of visual interest design features required at the street level to achieve pedestrian scale.

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

The effects of the City's efforts to focus growth and revitalize the Town Center through targeted capital improvements, development incentives and design standards to foster high quality development are now ~~bearing fruit~~materializing. As of June 2005, 86 new units had been constructed, 394 units were in various stages of advanced construction, and 420 units were in the permitting pipeline. A total of 112,000 square feet of commercial will be added to the Town Center as a result of projects built since 2001, under construction or in the permitting pipeline. Between 2001 to 2007, 510 new housing units, and 115,922 square feet of commercial area was were constructed in the Town Center. Between 2007 and August 2014, 360 new housing units, and 218,015 square feet of new commercial area was were constructed.

In 2014, the cityCity began a process to review the vision, Comprehensive Plan polices and development and design guidelines for the Town Center. The new vision includes an extensive public process, and may result in changes to the Town Center Plan. The Land Use Element specific to the Town Center will be reviewed and updated as appropriate following this process. This effort involved several stakeholder groups, 15 joint meetings of the Planning and Design Commissions and hundreds of public comments.

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

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

~~In 2014, the city began a process to review the vision for the Town Center. The new vision includes an extensive public process, and may result in changes to the Town Center Plan. The Land Use Element specific to the Town Center will be reviewed and updated as appropriate following this process.~~

In 2006, a grassroots effort of Island citizens led the City to modify the vision statement in its comprehensive plan to include language embracing general sustainability, and in May 2007 the Council committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas emissions by 80% from 2007 levels by 2050, which was consistent with King County and Washington State targets. Later in 2007, the Council set an interim emissions reduction goal (often called a “milepost”) for City operations of 5% by 2012.

From 2010 to 2014, with the entire community’s sustainability in mind, the City has implemented a wide range of outreach programs, efficiency campaigns, alternative energy initiatives, land-use guidelines, and other natural resource management measures designed to minimize the overall impacts generated by Island residents, for the benefit of future generations. Due to the 20-year horizon envisioned by this comprehensive plan, it is especially appropriate to include measures that address the long-term actions needed to reduce greenhouse gas emissions, ideally in collaboration with other local governments. Actions that the City will take in the management of its own facilities and operations are addressed in the Capital Facilities Element of this plan.

These measures, and others under consideration, are identified in more detail in a rolling 6-year Sustainability Plan, to be adopted in 20152016, which will guide the City’s internal and external actions while taking into account the interrelated issues of climate change, population change, land use, public infrastructure, natural resources

management, quality of life, public health,  
and economic development.



## II. EXISTING CONDITIONS AND TRENDS

### Town Center

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

Mercer Island's downtown is located only 3 miles from Seattle and 1 mile from Bellevue via I-90. I-90 currently provides critical vehicular, bicycle and pedestrian access to the Town Center as well as the rest of the Island. Regional transportation plans anticipate future development of a high capacity transit system in the I-90 corridor. In light of recent and potential future public transportation investments in the I-90 corridor and in keeping with the region's emerging growth philosophy, redevelopment and moderate concentration of future growth into Mercer Island's Town Center represents the wisest and most efficient use of the transportation infrastructure.

As required by the Growth Management Act of 1990, the Land Use Element presents

a practical and balanced set of policies that address current and future land use issues. An inventory of existing land uses (Table 1 ~~and 2 below~~) and a forecast of future development and population trends (Section III.) provide a backdrop for issues and policies. Subsequent sections IV and V address major land use issues and policies for the Town Center and non-Town Center areas.

**Table 1. Town Center Land Uses & Facts Snapshot (~~December 2004~~ May 2015)**

Total Land Area	76.5 acres
Total Net Land Area (excludes public right-of-way)	<del>62.2</del> <u>61.1</u> acres
Total Floor Area (includes all uses)	<del>1,657,482</del> <u>2,385,723</u> square feet ( <del>27</del> <u>20</u> % office, <del>22</del> <u>15</u> % retail, and <del>49</del> <u>65</u> % residential, <del>2% public</del> )
Total Floor Area – Ratio	<del>0.6</del> <u>0.90</u>
Total Housing Units	<del>796</del> <u>1532</u>
Total Net Residential Density	<del>13-25 units/acre (Approx. <del>60-75</del> units/acre on sites with residential uses)</del>
Total Employment	<del>4,300</del> <u>3,993</u> <sup>1</sup>

Notes: This table includes ~~two one~~ mixed-use projects currently under ~~were under~~ construction as of ~~June 2005~~ May 2015 (i.e. ~~Island Market Square and Building A of The Mercer-Hadley~~). ~~Several additional significant projects are in the development pipeline and are tentatively expected to begin construction on or before 2007.~~

<sup>1</sup>This information is provided by the PSRC and is derived from Census data.

## Areas Outside the Town Center

Single family residential zoning accounts for ~~90~~88% of the Island's land use. There are ~~3,705~~534 acres zoned for single family residential development. This compares to ~~776~~ acres in the Town Center zones, 19 acres for Commercial Office zone, and ~~10399~~ acres in multi-family zones (Table 2). City Hall is located in a Commercial Office zone, while other key civic buildings such as the Post Office and the Main Fire Station are located in the Town Center and City Hall. Many of the remaining public buildings, schools, recreational facilities and places of religious worship are located in residential or public areas zones.

Approximately 95% of all residential land on Mercer Island is currently developed. Over the last thirty years, most public facilities have been re-constructed, or have planned additions, in sufficient quantities to serve current and projected populations. This category includes schools, parks and recreation facilities, streets and arterials, municipal offices and fire stations. Future re-investments in these facilities will primarily improve the reliability and function of the community's "infrastructure" rather than adding significant new capacity. [Refer to the Capital Facilities Element for a more in-depth discussion of public facilities.]

Single family residential zones designate a number of different lot sizes and densities including 8,400 sq. ft., 9,600 sq. ft., 12,000 sq. ft. and 15,000 sq. ft. Of the ~~3,300~~534 acres in these zones, approximately 145 remain unimproved. Most unimproved lots are small parcels and/or are platted building lots within previously developed neighborhoods. Some additional capacity

exists in larger lots which can be subdivided. However, during the planning horizon, the City expects an average of roughly six subdivisions a year, the majority of which will be short plats of four or fewer lots.

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

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

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

Most Mercer Island multi-family housing is located in or on the borders of the Town Center. However, two very large complexes straddle I-90 and are adjacent to single family areas. Shorewood Apartments is an older, stable development of ~~nearly 600~~ 646 apartment units. It was extensively remodeled in 2000. North of Shorewood and across I-90 is the retirement community of Covenant Shores. This development ~~will have~~ has a total of ~~255~~ 237 living units, ranging from independent living to fully assisted living.

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

**Table 2. Land Uses ~~Outside Town Center~~ (2004) Zones and Acreage (2014)**

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

<b>Zone</b>	<b>Land (Acres)</b>
<del>Single Family R-8.4</del>	<del>830</del>
<del>Single Family R-9.6</del>	<del>1,494</del>
<del>Single Family R-12</del>	<del>77</del>
<del>Single Family R-15</del>	<del>1,304</del>
<del>Multi-Family MF-3</del>	<del>54</del>
<del>Multi-Family MF-2L</del>	<del>8</del>
<del>Multi-Family MF-2</del>	<del>37</del>
<del>Planned Business - PBZ</del>	<del>15</del>
<del>Commercial Office - CO</del>	<del>19</del>
<del>Business - B</del>	<del>3</del>
<del>Public Institutions - P</del>	<del>184</del>

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

For land use and transportation planning purposes, Mercer Island has not been designated as an Urban Center in the Puget Sound Regional Council's Vision 2020. As such, Mercer Island will not share in the major growth of the region, but will continue to see new employment and residential development, most of which will be concentrated in the Town Center. Employment will continue to grow slowly and will be significantly oriented towards serving the local residential community. Transit service will focus on connecting the Island to other metropolitan and sub-regional centers via Interstate 90 and the region's high capacity transit system

### III. GROWTH FORECAST

#### Residential and Employment 20-year Growth Targets

The King County Countywide Planning Policies (CPPs) establish growth targets for all of the jurisdictions within King County. The CPPs were initially adopted in 1992, and have been amended several times since then. Elected officials from King County, the Cities of Seattle and Bellevue, and the Suburban Sound Cities Association meet as the Growth Management Planning Council (GMPC). This Council makes recommendations to the County Council, which has the authority to adopt and amend the CPPs. During ~~2012-2013~~, the GMPC worked with an inter-jurisdictional team of King County Planning Directors to determine an equitable distribution of the growth targets throughout the County. It was agreed that the City of Mercer Island would plan to accommodate ~~2,000~~1,437 new housing units and ~~1,000~~800 new jobs ~~over the 2001–2022 planning period~~between 2006 and 2031. GMA requires jurisdictions to plan for 20 years of forecasted growth, so the growth target time horizon was extended out to 2035– (See Table 3).<sup>1</sup>

#### Employment and Commercial Capacity

According to the ~~2002 Puget Sound Regional Council, as of March 2010 Eastside Economic Forum Report~~, there are approximately ~~7,8836,622 total~~ jobs on Mercer Island<sup>1</sup> ~~(Hebert Research, Inc.). Based on estimates done by the Suburban Cities Association and the City of Mercer Island, there are approximately 4,292 jobs in the Town Center alone. The City’s analysis completed to inform the 2014 King County Buildable Lands Report shows that According to the 2002 King County Buildable Lands Report, Mercer Island has the capacity for a total of 2,373 new jobs; well in excess of the 1,160 growth target for which Mercer Island must have sufficient zoned land to accommodate. 1,248 new jobs, with an additional 228 jobs from planned developments. Approximately 25,000 sq. ft. of new commercial space was completed in 2002–2005. In addition, approximately 59,000 sq. ft. of new commercial space was under construction with an additional 28,000 sq. ft. of commercial development currently in the entitlement process.~~

**Table 3 - Growth Targets**

#### Housing Growth Target (in units)

<u>Original growth target, 2006-2031</u> <del>2022 GMPC Targets</del>	<u>2,000</u>
<u>Adjusted growth target, 2006-2035</u> <u>Housing Target</u>	<u>2,320</u> <del>1,437</del> <b>additional housing units</b>
<b>Job Target</b>	800 additional jobs

#### Employment Growth Target (in jobs)

<u>Original growth target, 2006-2031</u>	<u>1,000</u>
<u>Adjusted growth target, 2006-2035</u>	<u>1,160</u>

<sup>1</sup> Housing Analysis Appendix, Exhibit J-1, page A-17.

## Residential Growth

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

## Housing Capacity

As required in a 1997 amendment to the Growth Management Act (RCW 36.70A.215), recent growth and land capacity in King County and associated cities have been reported in the ~~2014~~2002 King County Buildable Lands Report.

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

According to the ~~2014~~2002 Buildable Lands Report, the City of Mercer Island has the capacity for ~~2,271,200~~4 additional housing units on properties designated for residential uses through new development on vacant lands and/or through redevelopment of underutilized lands. Based on zoning and redevelopment assumptions done in ~~2012~~2002 for the Buildable Lands Report, about ~~1,279,614~~ new housing units could be accommodated in single family zones, ~~143,411~~ new housing units could be accommodated in multifamily zones and

~~1,247,641~~ units could be accommodated in ~~mixed use zones~~the Town Center.

~~The housing capacity numbers, particularly in the mixed use zones (Town Center), are currently under review. Based on recently permitted projects and closer observation of redevelopment factors, the City is analyzing the current Town Center capacity estimates and believes capacity in the Town Center may be more than originally thought. Redevelopable land in the Town Center was determined based~~

~~Based on a preliminary analysis of those parcels which currently have an improvement to land value ratio of .5 or less and are not in public or utility ownership, Additionally, townhomes and condominium properties were not considered redevelopable, and only those properties allowing 2.5 residential units or more are included in the analysis, the City believes that there may be capacity in the Town Center for as many as 1300 additional multifamily units.~~ Future assumed densities for this preliminary figure were based on the density of recently permitted projects (2/3 mixed-use, 1/3 commercial only). This methodology used in the 2014 Buildable Land Analysis is the same a similar methodology used in the 2007 Buildable Lands Report. This capacity is in addition to those projects which are currently under construction.

~~The City is revising the capacity estimates based on recent construction and development trends in the Town Center and concerns about critical area limitations in single family zones. The City will provide new official capacity estimates for all portions of the Island in the next Buildable Lands Report in 2007.~~

## Housing Targets

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As mentioned above, the City has a King County Growth Management Planning Council (GMPC) ~~2035~~ housing target of ~~2,320~~ ~~1,437~~ new units. The housing target represents the number of units that the City is required to plan for under the Growth Management Act. The housing target is not necessarily the number of units that will be built on Mercer Island over the next two decades. Market forces, including regional job growth, interest rates, land costs, and other factors will have a major influence on the number of actual units created.

## Housing and Population Forecast

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The third type of housing figure contained in the Comprehensive Plan is a local housing forecast. Table ~~43~~ contains a housing unit and population forecast for 2010 ~~through 2030 and 2020~~ conducted by ~~City planning staff~~ the Puget Sound Regional Council (PSRC), ~~using a parcel-based land use model called UrbanSim, based on existing zoning and land use designations. The City conducted this preliminary forecast in response to new construction and development interest that is higher than was anticipated when the GMPC growth targets were established in 2002.~~

~~The City~~PSRC anticipates an increase in housing units at an average annual growth rate of approximately ~~0.25~~ ~~1.0~~% between ~~2010~~ ~~2000~~ and ~~2042~~ ~~2020~~, for a total housing unit increase of approximately ~~21%~~ over this ~~20-year period~~. This represents an increase of approximately ~~1,856~~ ~~453~~ housing units and ~~1,495~~ ~~4,193~~ people over ~~30~~ ~~20~~ years. ~~The City forecasts 10,662 total housing units and a total population of 26,229 by 2020. The rate of population~~

~~growth is expected to be slightly less than housing growth over the same period due to the expected continued decrease in household size.~~

The Housing Unit and Population forecasts are informed estimates based on several factors, such as growth trends for new single family and accessory dwelling units over the last several years, Puget Sound Regional Council forecasts of future household size, ~~Town Center development under construction and in the development pipeline, and a closer examination of redevelopment potential on the Island based on local knowledge and property data analysis. In particular, the City looked closely at improvement to land value ratios and sites known to be under consideration by development interests, transportation systems and demand modeling, and real estate market fluctuations.~~

Given the uncertainty of future market forces, periodic reviews of housing and population forecasts should be made to evaluate the future growth assumptions. Adjustments to this forecast will also be necessary if the projections on household size and population growth vary significantly from those forecasted. ~~Planning staff predict that PSRC's multifamily unit growth estimates for the period through 2030 are likely to be surpassed as early as 2020. This prediction is based on the established pattern of larger, mixed use developments adding 100-200 units at a time to the City's multifamily housing supply and projects that are now in the development pipeline. Planning staff predicts that PSRC's multifamily unit growth estimates in particular are likely to be surpassed as early as 2020, based on current pipeline development in the Town Center in addition~~

~~to the pattern of larger, mixed-use developments adding 100-200 units at a time to the City's multifamily housing supply. However, based on all available information, the City will likely meet our established 20-year growth target, perhaps as early as 2016 if this forecast is accurate.~~

The City will continue to monitor housing unit, population growth and market trends, and adjust land use, transportation, and capital facilities planning as necessary prior to the next major Comprehensive Plan update in ~~2023~~2011.

### **Housing Density**

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The average allowed density in the City of Mercer Island is more than 6.2 dwelling units per acre. This figure is based on the proportional acreage of each land use designation (or zones) that allows residential development, the densities permitted under the regulations in place today for that zone, and an assumption that the average practical allowed density for the Town Center is ~~99.1681~~ units per acre. Since there is no maximum density in the Town Center and density is controlled instead by height limits and other requirements, the figure of ~~99.1681~~ units per acre represents the ~~average density~~overall achieved net density of the ~~last four recently approved~~ mixed-use projects in the Town Center constructed since 2006. ~~Even if the land area and density of the Town Center is not included, the average Island-wide allowed density would still be approximately 4.8 dwelling units per acre.~~

**Table 4 – 2010-~~2040~~/~~2020~~ Housing Unit and Population Forecast**

Year	Overall Household Size <del>(1)</del>	SFR Units <del>(2)</del>	<del>Mult</del> Multi-family Units <del>(3)</del>	Total Increase in units per decade	Total Housing Units	Population
<del>1990-2010</del> (Census)	2. <del>4859</del>	6, <del>8737</del> <del>02</del>	<del>2,2364,</del> <del>619</del>	N/A	<del>8,3219,1</del> <del>09</del>	<del>22,699020,8</del> <del>16</del>
<del>202000</del> (CensusFo recast) <del>200</del> <del>0</del> (Census)	2. <del>54858</del>	<del>7,2016,</del> <del>840</del>	<del>2,2574,</del> <del>813</del>	485 <u>349</u>	<del>9,4588,8</del> <del>06</del>	<del>24,991</del> <del>24,053</del> <del>22,036</del>
<del>20310201</del> <del>0</del> (Forecast)	2. <del>53151</del>	<del>7,3490</del> <del>02</del>	<del>2,266,5</del> <del>23</del>	959 <u>157</u>	<del>9,6159,7</del> <del>65</del>	<del>25,243</del> <del>24,355</del> <del>24,510</del>

*Notes:*

*Forecasts of average household size were obtained from Puget Sound Regional Council (2003); 2010 household size data obtained from the 2010 Census. All other data is from PSRC, using their 2013 Forecast-  
parcel-based land use model using Urban Sim.*

- ~~1. Forecasts of Single Family Residential (SFR) Units are based on the trend of net new single family home (new construction minus demolitions) building permits for the last six years. Actual SFR construction may be higher if select known large acreage sites are put on the market during the planning period or due to other change in market factors.~~
- ~~2. Forecasts of Multifamily Units are based on a conservative set of factors and assumptions. These include projects currently under construction, in the development pipeline, and parcels with a high likelihood of redevelopment based on known developer interest and very low improvement to land value ratios. Assumed densities were determined from a sample of six recently completed or permitted projects (4 mixed-use and 2 commercial). Please contact Development Services Group for more information.~~
- ~~3. Forecasts of Accessory Dwelling Units (ADUs) are based on a trend line projection of ADU permits issued since 1995.~~



## IV. LAND USE ISSUES

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### Town Center

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1. The Town Center land designated for commercial retail, service and office uses is much larger than the local population can support. This has contributed to a historical pattern of relatively low private investment in downtown properties. Consequently, the Town Center consists of ~~principally many~~ one story strip centers, surrounded by vast parking lots (FAR of only 0.23); a typical suburban sprawl-like development.
- ~~2. Few business developments interact with one another. Some R-retail and office buildings are free standing, often isolated, without a coherent, concentrated core area conducive to walking and browsing. The lack of a downtown center or core has likely been a significant impediment to private investments in the Town Center.~~
- ~~32.~~ In 1994, the City made significant street improvements in the Town Center, which have resulted in a more pedestrian-friendly environment. However, more needs to be done on the private development side to design buildings with attractive streetscapes so that people will have more incentive to park their car and walk between shopping areas.
- ~~43.~~ The Town Center is poorly identified. The major entrance points to the downtown are not treated in any special way that invites people into the business district.

### Outside the Town Center

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

## V. LAND USE POLICIES

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### Town Center

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~~Mercer Island's business district vision as described in "Your Mercer Island Citizen-Designed Downtown" was an important step in galvanizing community support and understanding for future Town Center development. It is the basis for much of what is new in the comprehensive plan. This common vision is essential for revising the Town Center land use policies and for updating the Zoning Code with new standards and guidelines for development.~~

~~The following focus areas have been established for the Town Center: Gateway Focus Area, Mixed Use Focus Area, Mid-Rise Office Focus Area, Residential Focus Area and Auto-Oriented Focus Area.~~

~~Gateway Focus Area: The purpose of the gateway focus area is to provide the broadest mix of land uses in the Town Center, oriented towards pedestrian connections and regional transit access along I-90.~~

~~Mixed Use Focus Area: The purpose of the mixed use focus area is to provide mixed retail, office, and residential uses at a level of intensity sufficient to support transit service.~~

~~Mid-Rise Office Focus Area: The purpose of the of the mid-rise office focus area is to provide an area for office use with ground floor retail in close proximity to transit and the I-90 corridor.~~

~~Residential Focus Area: The purpose of the residential focus area is to encourage low-~~

~~rise, high-density housing in the Town Center. Three residential focus areas have been established (Northwest, Central and South) with varied height restrictions to allow a better transition to the single-family residential to the south.~~

~~Auto-Oriented Focus Area: The purpose of the auto-oriented focus area is to provide a location for commercial uses that are dependent on automobile intensive uses.~~

~~The Town Center focus areas may be revised after completion of the 2015 Town Center Visioning process.~~

### TOWN CENTER VISION:

#### MERCER ISLAND TOWN CENTER SHOULD BE...

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

**GOAL 1 Create a mixed-use Town Center with pedestrian scale and connections.**

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

**LAND USE AND DEVELOPMENT**

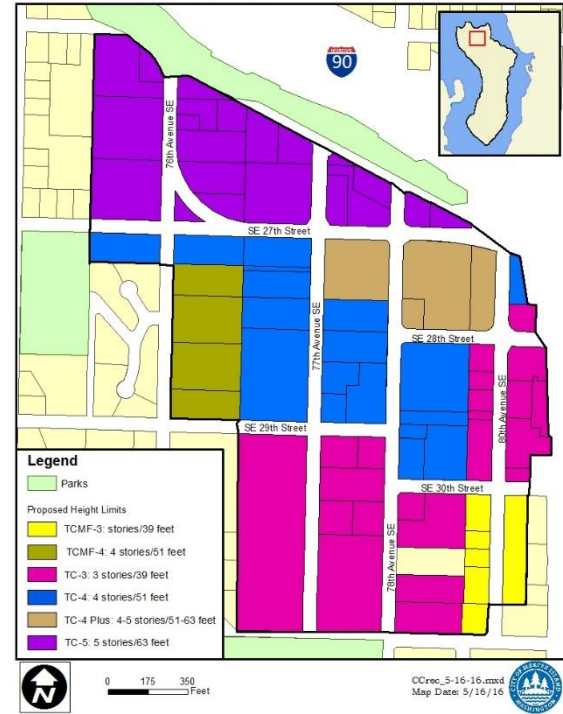
**Goal 2: Create a policy and regulatory structure that will result in a diversity of uses that meets Islanders' daily needs and helps create a vibrant, healthy Town Center serving as the City's business, social, cultural and entertainment center.**

2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center.

**Goal 3: Have a mixture of building types, styles and ages that reflects the evolution of the Town Center over time, with human-scaled buildings, varied height, set-backs and step-backs and attractive facades.**

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

3.2 Locate taller buildings on the north end of the Town Center and step down building height through the center to lower heights on the south end, bordering Mercerdale Park. See Figure TC-1.



*Figure TC-1: Town Center subareas and height limits*

3.3 Calculate building height on sloping sites by measuring height on the lowest side of the building.

3.4 Mitigate the “canyon” effect of straight building facades along streets through use of upper floor step-backs, façade articulation, and similar techniques.

3.5 Buildings on larger parcels or with longer frontage should provide more variation of the building face, to allow for more light and create the appearance of a smaller scale, more organic, village-like development pattern. Building mass and long frontages resulting from a single user should be broken up by techniques such as creating a series of smaller buildings (like Island Square), providing public pedestrian connections within and through a parcel, and use of different but consistent architectural styles to create smaller building patterns.

3.6 Building facades should provide visual interest to pedestrians. Street level windows, minimum building set-backs, on-street entrances, landscaping, and articulated walls should be encouraged.

**Goal 4: Create an active, pedestrian-friendly retail core.**

4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.

4.2 Retail street frontages (Figure TC-2) should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services also encouraged to a more limited extent.



*Figure TC-2: Required Retail Frontage Types*

**Goal 5: Encourage a variety of housing forms, including townhomes, apartments and live-work units attractive to families,**

**singles, and seniors at a range of price points.**

a. Land uses and architectural standards should provide for the development of a variety of housing types, sizes and styles.

b. Encourage development of low-rise multi-family housing in the TCMF subareas of the Town Center.

c. Encourage the development of affordable housing within the Town Center.

d. Encourage the development of accessible housing within the Town Center.

e. Encourage options for ownership housing within the Town Center.

**CIRCULATION AND PARKING**

**Goal 6: Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.**

**Goal 7: Town Center streets should be viewed as multiple-use facilities, providing for the following needs:**

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

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

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

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

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

**Goal 8: Be pedestrian-friendly, with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.**

8.1 Provide convenient opportunities to walk throughout Town Center.

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

**Goal 9: Have ample parking, both on-street and off, and the ability to park once and walk to a variety of retail shops.**

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

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

9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.

9.4 On and off-street parking should be well-lit, convenient and well-signed so that drivers can easily find and use parking.

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

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

**Goal 10: Prioritize Town Center transportation investments that promote multi-modal access to regional transit facilities.**

**Goal 11: Promote the development of pedestrian linkages between public and private development and transit in and adjacent to the Town Center.**

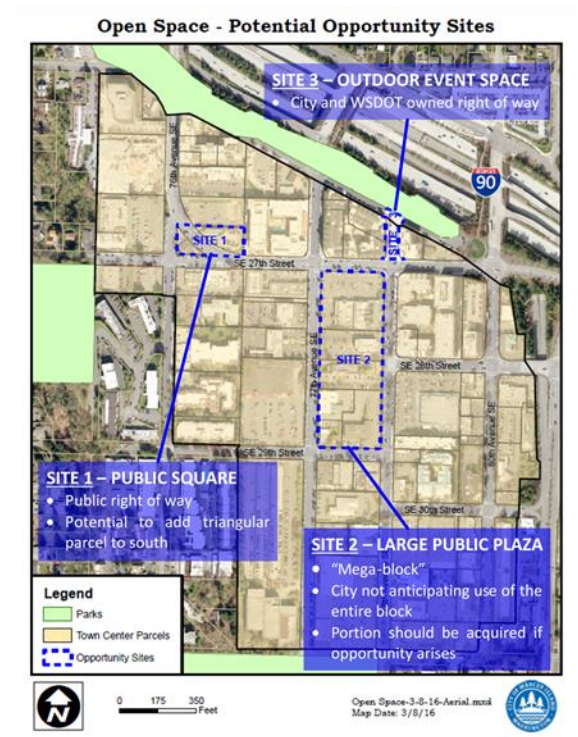
## **PUBLIC REALM**

**Goal 12: Have inviting, accessible outdoor spaces with seating, greenery, water features, and art that offer settings for outdoor entertainment and special events as well as for quiet contemplation.**

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

12.2 Encourage the provision of on-site open space in private developments but allow development agreements and payment of a calculated amount of money as an option to dedication of land. In addition, encourage aggregation of smaller open spaces between parcels to create a more substantial open space.

12.3 Investigate potential locations and funding sources for the development (and acquisition if needed) of one or more significant public open space(s) that can function as an anchor for the Town Center’s character and redevelopment. Identified “opportunity sites” are shown in Figure TC-3 and described below. These opportunity sites should not preclude the identification of other sites, should new opportunities or circumstances arise.



*Figure TC-3: Possible locations for significant public open space*

## SUSTAINABILITY

**GOAL 13: Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices as well as exhibiting other innovative green features, above and beyond what is required by the existing Construction Code.**

~~1.2 The following pedestrian-oriented land uses should continue to develop over time in the Town Center: retail shops, professional offices, restaurants, services, lodging, residences, and community/recreational facilities.~~

~~1.3 Street-level retail, office, and service commercial uses should reinforce encourage the a pedestrian-oriented circulation system. Site improvements should enhance streets and sidewalks.~~

~~1.4 Building facades should provide visual interest to pedestrians. Street level windows, minimum building set-backs, on-street entrances, landscaping, and articulated walls should be encouraged.~~

~~1.5 A minimum floor area ratio should be established which provides the economic incentives for redevelopment; provides sufficient intensity to support transit, bicycle and pedestrian facilities; and creates a focus for social, cultural and commercial activities and supports the design elements of the plan.~~

~~1.6 A base building height should be established in the Town Center in order to encourage community values such as pedestrian-scale Town Center designs, respect for views, creation of visual interest and identity and incorporation~~

of important public amenities. Additional stories up to a maximum of five (5) stories should be allowed when site development provides for amenities such as ground floor retail spaces, art, public gathering spaces, underground parking, affordable housing units, pedestrian connections, special landscaping and site design features, special building form/design features and transit-oriented design features.

The land area devoted to parking should be reduced by encouraging structured and underground parking for higher intensity uses. Improved access to transit, bicycle, pedestrian and shared parking facilities should be encouraged to reduce trip generation and provide transportation alternatives, particularly for secondary trips once users reach the Town Center. However, the City recognizes that the automobile may remain the primary mode of transportation for most Town Center trips. The City will continue to require new development to meet minimum parking ratios and provide adequate facilities to meet expected demand by auto users.

1.7 — Parking structures should not dominate the street frontage. Retail uses should be encouraged on the first floor of street edges of parking structures to improve the visual effect and interest.

1.8 — Building and street designs as well as other public facilities should accommodate the needs of physically disadvantaged persons, remaining consistent with the goals and objectives of the Americans with Disabilities Act.

**GOAL 2 — Create a prominent Encourage further development and enhancement of the Gateway Focus Area within the Town Center.**

2.1 — A Gateway Focus Area developed through a public-private partnership should be located within the northerly portion of the Town Center, near the I-90 corridor.

2.2 — The Gateway Focus Area should reinforce the mixed-use area by creating a place suitable for informal gathering or public events, such as community events, celebrations, and concerts.

2.3 — The form of the Gateway Focus Area should be coherent and memorable. It should include seating areas and be enhanced by such features as trees and flower displays, fountains, art and open spaces.

2.4 — Pedestrian access should be provided from the Gateway Focus Area to the surrounding areas. Buildings should be oriented toward street and public spaces.

2.5 — Uses supportive of the needs and interests of youths, families, senior adults and physically challenged persons should be encouraged in the Gateway Focus Area.

**GOAL 3 — Establish a Encourage further development in Mid-Rise Office Focus Area in close proximity to retail and transit.**

~~3.1— Future demand for office space development should utilize the land located in the Town Center and the Commercial Office zone.~~

~~3.2— Safe and accessible underground parking areas and parking garages should be encouraged or placed to the rear of buildings to maintain pedestrian scale at the street level.~~

~~3.3— A maximum building height of five (5) stories should be established which meets the same objectives for building height as in the core area. 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 downtown.~~

**GOAL 4— Encourage development of low-rise, high density housing in the Residential Focus Areas of the Town Center.**

~~4.1— A higher concentration of residences should be located within the Town Center boundaries and provide for the major focus of residential growth within the community.~~

~~4.2— The higher density residential uses should provide a mix of housing types, including townhouses, condominiums, and apartments and should be attractive to the needs of a variety of housing markets including current Mercer Island homeowners.~~

~~4.3— A range of multi-family residential densities should be allowed within the Town Center. Higher density and bulk should be allowed where the topography can accommodate such~~

~~conditions without negatively affecting surrounding residential neighborhoods.~~

~~4.4— Maximum achievable building heights should be five (5) stories in the Town Center in the Gateway, Mixed Use, Mid-Rise Office, and Residential-Northwest areas. Maximum building heights should be four (4) stories in the Residential-Central area of the Town Center three (3) stories in the Residential-South area of the Town Center, and two (2) stories in the Auto-oriented Focus area. Additional stories above an established base height should be allowed when site development provides for public amenities such as ground floor retail spaces, art, public gathering spaces, underground parking, affordable housing units, pedestrian connections, special landscaping and site design features, special building form/design features and transit-oriented design features.~~

~~4.5— The streetscape should be enhanced by articulating building facades, orienting entrances to the street, and through the provision of landscaping and art.~~

~~4.6— Residential garages should be positioned to reduce their visual impact on the street.~~

**GOAL 5— Direct uses which rely solely on auto-trips to locate in the Auto-Oriented Focus Area on the periphery of the Town Center.**

~~5.1— New auto-oriented uses should be encouraged outside the commercial core on the periphery of the Town Center and~~



~~parallel to the major Island arterial, Island Crest Way.~~

~~5.2 While all uses that are allowed in other Town Center Focus Areas should be allowed in this area, auto-intensive uses including drive-in banks, service stations and automotive repair services should be encouraged.~~

~~5.3 Landscaping should be provided to soften and screen the visual impact of parking lots and service areas.~~

~~5.4 Uses should respect the neighboring residential uses in terms of aesthetics, noise and automobile traffic.~~

### Economic Development Policies

## ECONOMIC DEVELOPMENT

**GOAL 614: Continue to encourage vitality and growth through the support of economic development activities on Mercer Island in the Town Center.**

~~614.1~~ Establish the Town Center as an active and attractive commercial node, including the use of gateways, wayfinding and signage, and links to transit.

~~614.2~~ Maintain a diversity of downtown land uses ~~designations.~~

~~6.3~~ 614.3 Support economic growth that accommodates the required Mercer Island's share of the employment regional employment growth target of 1,228 new jobs from 2006-2035, with recognition of regional growth targets, by maintaining

adequate commercial zoning capacity, infrastructure, and supportive economic development policies. Create an environment for private investment that relies on economic incentives as the primary mechanism for achieving the Downtown Vision.

14.4 Investigate formation of a business improvement area (BIA), or other mechanism authorized by state law, to help promote Island businesses, to support Town Center activities, and to finance improvements and amenities. Identify a staff person who will help coordinate economic development activities.

14.5 Support public and private investment in existing properties, infrastructure, and marketing to help maintain longstanding businesses and attract new ones.

~~6.4~~ Create a center, accessible for vehicles but with an emphasis on the needs of pedestrians, including the needs of senior citizens, youths and physically-challenged persons.

~~6.5~~ Integrate residential, retail, civic and transit uses in the downtown area Town Center.

~~6.6~~ Create a memorable and desirable downtown for Mercer Islanders, visitors and shoppers to enjoy.

~~6.7~~ 14.6 Create a healthy economic environment where downtown Town Center businesses can serve the needs of Mercer Island residents as well as draw upon broader retail and commercial market areas.

~~6.8— Look at ways to streamline permits for business renovations that do not include substantial redevelopment, such as tenant improvements.~~

~~6.9— Actively work with the Chamber of Commerce, Mercer Island Rotary Club, Mercer Island Lions Club, and other community groups to identify ways the City can support the local business environment.~~

~~6.10— Support and encourage home-based businesses in the City, provided that signage, parking, storage, and noise impacts are compatible surrounding uses.~~

~~6.11— Work to enhance transportation, parking, electronic, and other infrastructure for business development on Mercer Island.~~

~~6.12— Coordinate with other agencies and jurisdictions to encourage business retention.~~

## Land Use Policies Outside the Town Center

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**GOAL 715: Mercer Island should remain principally a low density, single family residential community.**

715.1 Existing land use policies, which strongly support the preservation of existing conditions in the single family residential zones, will continue to apply. Changes to the zoning code or development standards will be

accomplished through code amendments.

715.2 Residential densities in single family areas will generally continue to occur at 3 to 5 units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative housing types, such as accessory dwelling units and compact courtyard homes at slightly higher densities as outlined in the Housing Element.

715.3 Multi-family areas will continue to be low rise apartments and condos and duplex/triplex designs, and with the addition of the Commercial/Office (CO) zone, will be confined to those areas already designated as multi-family zones.

715.4 As a primarily single family residential community with a high percentage of developed land, the community cannot provide for all types of land uses. Certain activities will be considered incompatible with present uses. Incompatible uses include land fills, correctional facilities, zoos and airports. Compatible permitted uses such as education, recreation, open spaces, government social services and religious activities will be encouraged.

**GOAL 816 Achieve additional residential capacity in single family zones through flexible land use techniques.**

816.1 Use existing housing stock to address changing population needs. Accessory housing units and shared housing opportunities should be

considered in order to provide affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods.

**816.2** Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island's projected share of the King County population growth over the next 20 years.

**816.3** Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.

**816.4** Promote accessory dwelling units in single-family districts subject to specific development and owner occupancy standards.

**816.5** ~~Encourage infill~~ Infill development on vacant or under-utilized sites should occur that are outside of critical areas and ensure that the infill is compatible with the surrounding neighborhoods.

**GOAL 917: With the exception of allowing residential development, commercial designations and permitted uses under current zoning will not change.**

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

**917.2** Commercial uses and densities near the I-90/East Mercer Way exit and SE 36th Street are appropriate for that area. All activities in the CO zone are subject to design review and supplemental design guidelines may be adopted.

**917.3** Inclusion of a range of residential densities should be allowed when compatible in the Commercial Office (CO) zones. Through rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where adverse impacts to surrounding areas can be minimized. Housing should be used to create new, vibrant neighborhoods.

**917.4** Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the ~~island~~ Island. Development regulation should reflect the desire to retain viable and healthy social, recreational, educational, and religious organizations as community assets which are essential for the mental, physical and spiritual health of Mercer Island.

## **Natural Environment Policies**

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**GOAL 108: The protection of the natural environment will continue to be a priority in all Island development. Protection of the environment and private property rights will be consistent with all state and federal laws.**

~~1018~~.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.

~~1018~~.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality.

~~1018~~.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.

~~1018~~.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.

~~1018~~.5 The City shall ~~consider~~utilize best available science during the development and implementation of critical areas regulations. Regulations will be updated periodically to incorporate new information and, at a minimum, every ~~seven~~eight years as required by the Growth Management Act.

~~1018~~.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.

~~1018~~.7 Services and programs provided by the City with regards to land use should encourage residents to minimize their own personal carbon footprint, especially with respect to energy consumption and waste reduction.

~~1018~~.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.

~~1018~~.9 Outreach campaigns and educational initiatives should inform residents of the collective impact of their actions on local, county, and state greenhouse gas emissions reduction goals.

## **Parks and Open Space Policies**

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**GOAL ~~1119~~: Continue to maintain the Island's unique quality of life through open space preservation, park and trail development and well-designed public facilities.**

~~1119~~.2 More specific policy direction for parks and open space shall be identified in the Parks and Recreation Plan and the Pedestrian and Bicycle Facility Plan. These plans shall be updated periodically to reflect changing needs in the community.

~~1119~~.3 Acquisition, maintenance and access to public areas, preserved as natural open spaces or developed for

recreational purposes, will continue to be an essential element for maintaining the community's character.

~~4419~~.8 Preserve natural and developed open space environments and trails for the benefit of all existing and future generations.

~~4419~~.4 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover.

~~4419~~.9 Provide a broad representation of public art through cooperation with the Mercer Island Arts Council.

~~4419~~.5 Future land use decisions should encourage the retention of private club recreational facilities as important community assets.

~~4419~~.10 Funding for existing facilities should be a top priority and should be provided at a level necessary to sustain and enhance parks, trails and open space consistent with the Parks and Recreation Plan, the Trails Plan and the Capital Facilities Element.

~~4419~~.6 Provide recreation and leisure time programs and facilities that afford equal opportunities for use by all Mercer Island residents while considering the needs of non-Mercer Island residents.

~~4419~~.11 Promptly investigate open space acquisition opportunities as they become available.

~~4419~~.7 Provide a system of attractive, safe, and functional parks, and park facilities.

~~4419~~.12 Pursue state and federal grant funding for parks and open space improvements.

## VI. ACTION PLAN

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**GOAL 1 To implement land use development and capital improvement projects consistent with the policies of the comprehensive plan.**

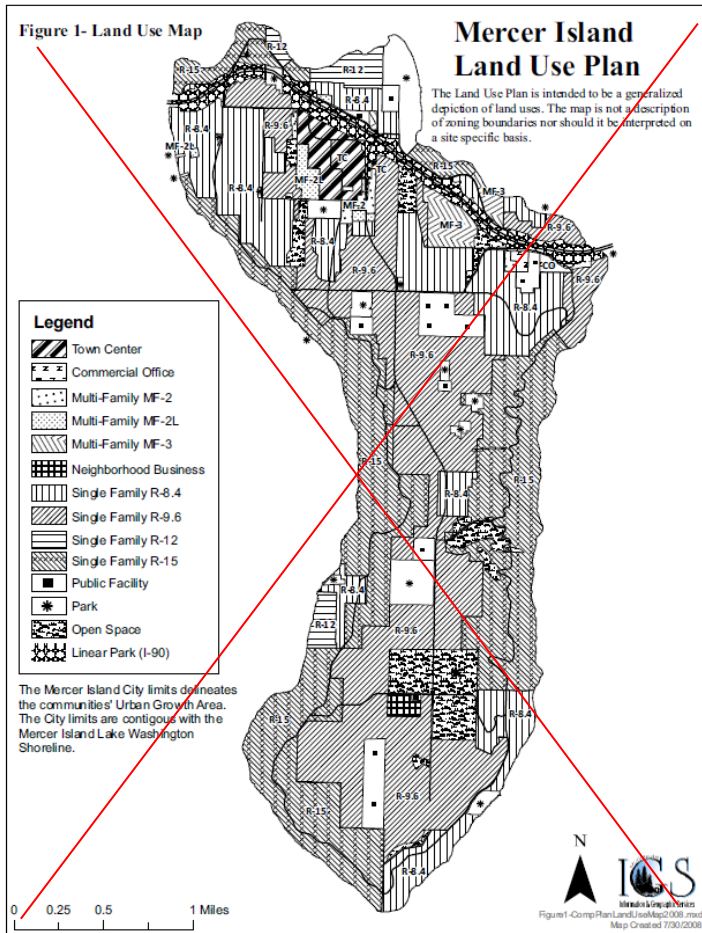
- 1.1 To focus implementation of the Comprehensive Plan on those issues of highest priority to the City Council and community: Town Center development, storm drainage, critical lands protection, and a diversity of housing needs including affordable housing.
- 1.2 To create opportunities for housing, multi-modal transportation, and development consistent with the ~~city~~City's share of regional needs.
- 1.3 To make effective land use and capital facilities decisions by improving public notice and citizen involvement process.
- 1.4 To continue to improve the development review process through partnership relationships with project proponents, early public involvement, reduction in processing time, and more efficient use of staff resources.
- 1.5 To continue to improve the usability of the "Development Code" by simplifying information and Code format; eliminating repetitious, overlapping and conflicting provisions; and

consolidating various regulatory provisions into one document.

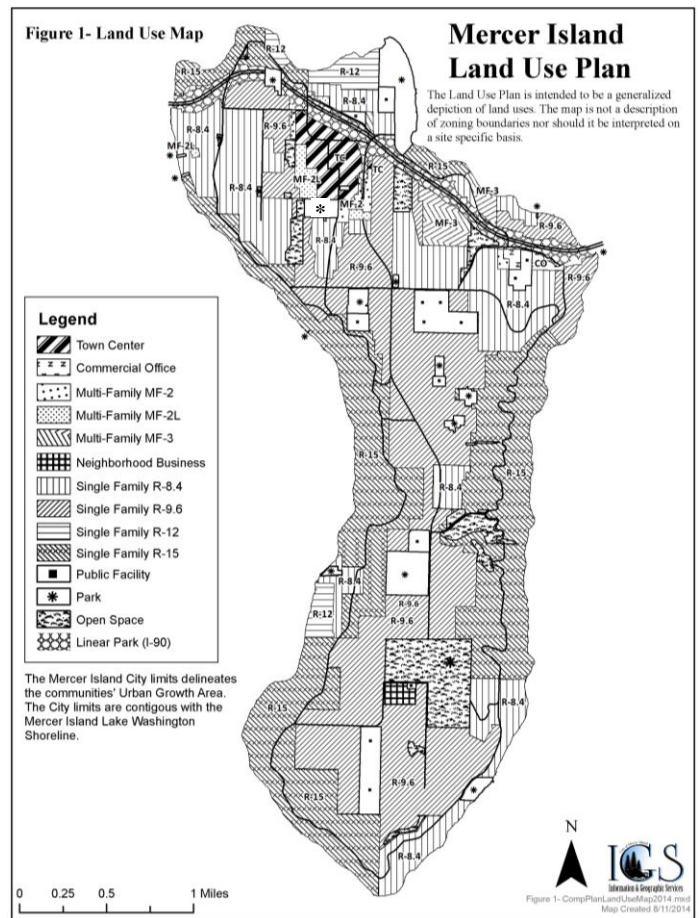
1.6 Mercer Island has consistently accepted and planned for its fair share of regional growth, as determined by the GMPC and the King County CPPs. However, Bbuild out of the City is approaching, and could occur by 2035before 2035 or shortly thereafter. In the future, therefore, the City will advocate for future growth allocations from the GMPC which reflectwill be consistent with its community vision, as reflected in the Comprehensive Plan and development regulations; environmental constraints; infrastructure and utility limitations; and its remaining supply of developable land."

### Town Center Streetscape Master Plan

~~In 1994, a master plan was developed for the Town Center downtown streetscape after active citizen input in the visioning process. The master plan resulted in wider sidewalks along 78<sup>th</sup> Avenue, and placement of planters and street furniture on a pedestrian-friendly scale. The plan also requires any new projects over the minimum 2-story height, to include public amenities in its design.~~



Current Map (to be replaced)



Updated Map

Figure 2 - Town Center Map

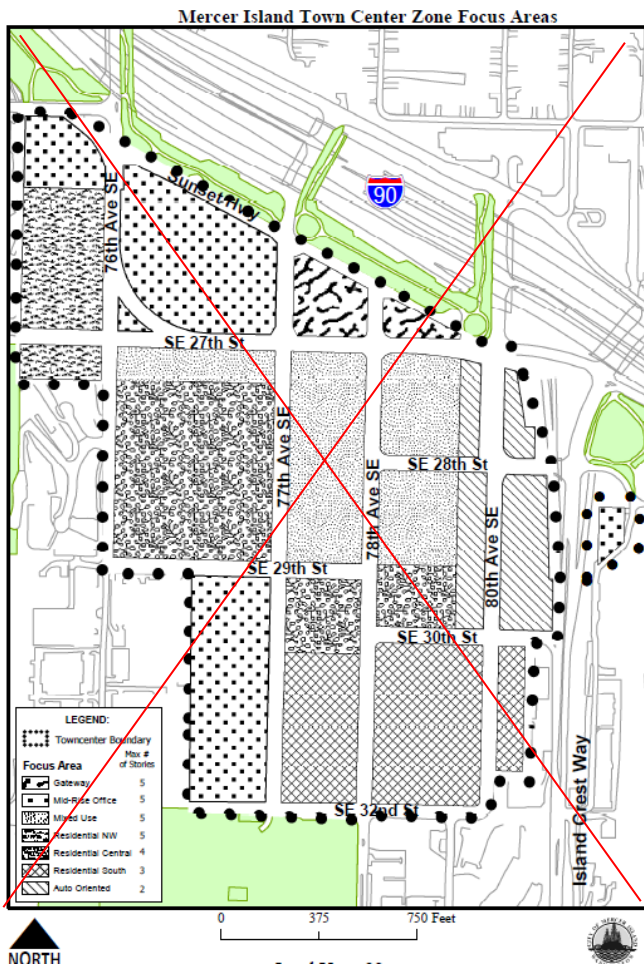
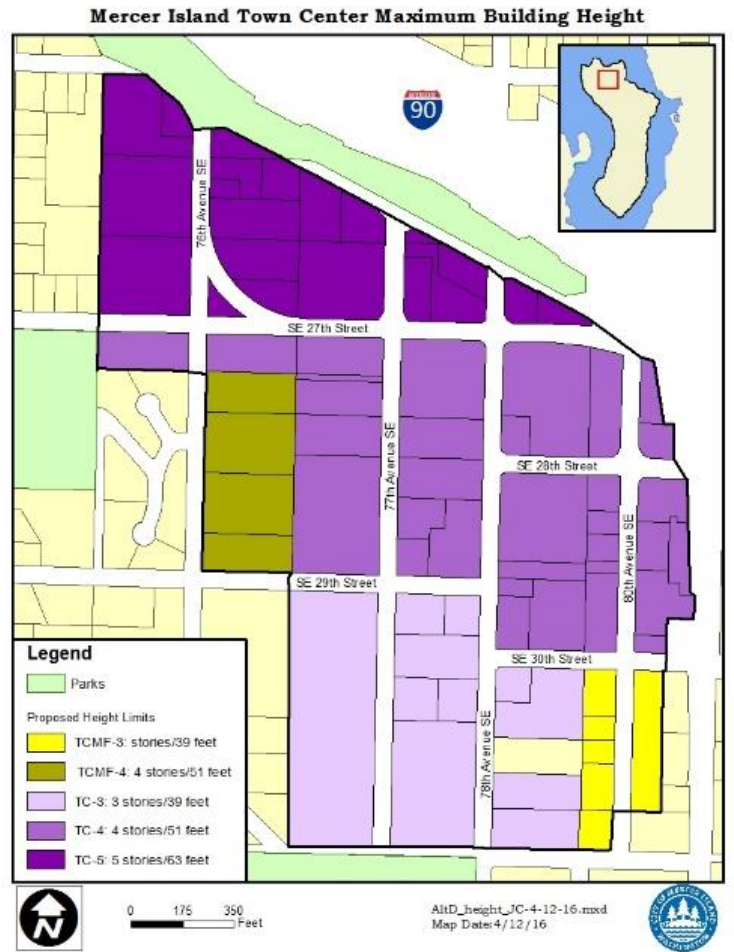


Figure 2 – Town Center Map



Current Map (to be replaced)

Updated Map



Figure 3 - Town Center Development and Businesses

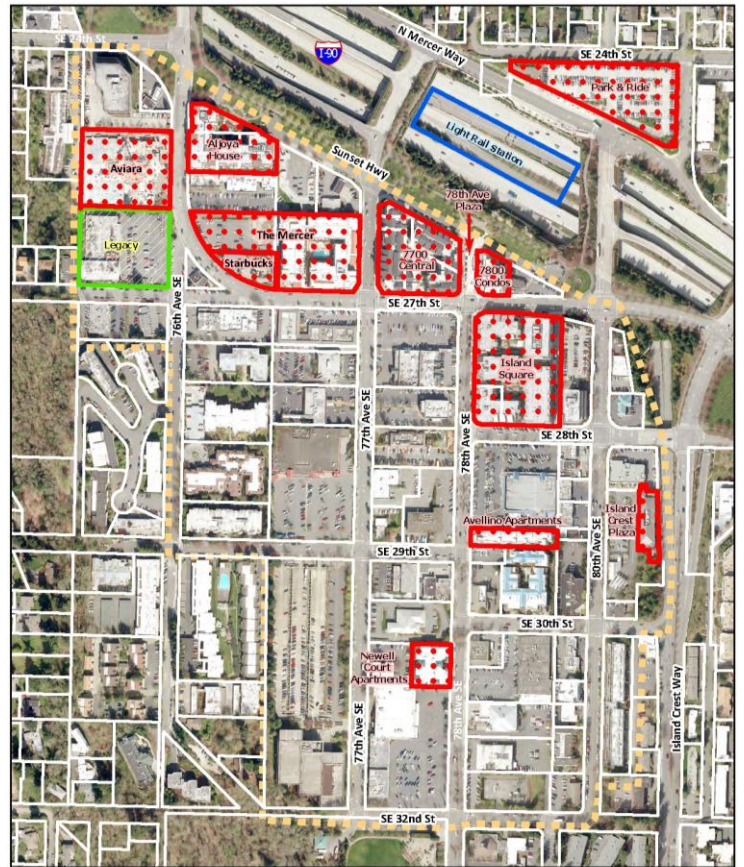
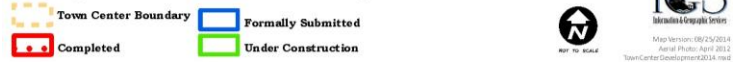


Figure 3: Town Center Development & Business- 2014



Current Map (to be replaced)

Updated Map

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# Housing

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City of Mercer Island

Comprehensive Plan

# HOUSING ELEMENT

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# HOUSING ELEMENT

## I. INTRODUCTION

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The housing element highlights the goals and needs of Mercer Island housing in four areas. Neighborhood quality discusses the need to balance the vitality of existing housing stock and neighborhood character with the changing housing needs of Island residents. The Housing Supply section covers changing demographic needs and both existing housing stock and projected goals for providing future housing. The section on Housing Options addresses housing needs for people of all economic segments as well as those with special housing needs. Implementation and Tracking outlines strategies for accomplishing all the City's housing goals.

## II. ~~PLANNING~~ PLANNING CONTEXT

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### Growth Management Act

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The Growth Management Act (GMA) requires the City to create a 20 year planning document. This plan must include a housing element that makes provisions for existing and projected housing needs. The State's GMA ~~goal~~ housing goal is to

"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.s for housing are as follows:

- ~~• Ensure housing for all economic segments of the population of this state~~
  - ~~• Participate in making available a fair share of affordable housing, including affordable housing for people with special needs~~
  - ~~• Promote zoning classifications which allow a variety of residential densities and housing types~~
  - ~~• Encourage preservation of existing housing stock~~
- ~~Assure that housing complies with local, state, and federal fair housing laws"~~

In order to accomplish ~~these goals~~ this goal, Mercer Island must promote secure and well maintained residential single family and multi-family areas, while ~~searching for~~ capitalizing on opportunities to increase the supply and diversity of housing. The Mercer Island Municipal Code allows for accessory dwelling units to be integrated into single-family neighborhoods, increasing the housing supply and diversity of housing types while maintaining neighborhood character. In ~~much~~ parts of the Town Center, development can be four or five stories tall, provided significant amenities or major site features are integral to the site design. These two policies are examples of how Mercer Island's policies support the state's housing goal.

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~~Policies to allow new innovative and single-family compatible housing types have been proposed for single family neighborhoods. The Town Center and CO zoning districts have also been targeted as an area for additional multi-family housing opportunities.~~

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## Countywide Planning Policies

The King County Growth Management Planning Council (GMPC) has also established housing policies that affect the City. In addition to establishing projected growth targets (see Land Use Assumptions section) the King County Countywide Planning Policies (CPPs) provide a framework to plan for and promote a range of housing choices. ~~require that new housing should provide a mix of affordability. The CPPs state:~~

Overarching Goal: The housing needs of all economic and demographic groups are met within all jurisdictions.

~~“All jurisdictions shall provide for a diversity of housing types to meet a variety of needs and provide for housing opportunities for all economic segments of the population. All jurisdictions shall cooperatively establish a process to ensure an equitable and rational distribution of low-income and affordable housing throughout the County in accordance with land use policies, transportation, and employment locations.”~~

The countywide need for housing by percentage of area median income is shown in Table 1, located in Section IV. Housing Supply: Housing Affordability & Availability. ~~The CPPs also specify the amount of affordable housing jurisdictions should plan for:~~

~~“Each jurisdiction shall plan for a number of housing units affordable to households with incomes between 50 and 80 percent of the County median household income that is equal to 17 percent of its projected net household growth. In addition, each jurisdiction shall plan for a number of housing units affordable to households with~~

~~incomes below 50 percent of median income that is either 20 percent or 24 percent (24 percent for Mercer Island) of its projected net household growth.”~~

~~While these goals are aggressive, they reflect the countywide income mix of all households.~~

Mercer Island has a very limited supply of undeveloped, buildable residential land. That fact and high land values make it more difficult to provide affordable housing on the ~~Is~~land. The Housing Affordability and Availability section of this element ~~\_(Section IV(b))~~ describes Mercer Island’s strategies and progress in ~~meeting affordable housing targets.~~addressing the need for housing affordable to households at all income levels.

~~In an effort to provide affordable housing on a regional level!~~In support of affordable housing development and preservation on a regional level, the City is a member of A Regional Coalition for Housing (ARCH), an intergovernmental agency that works to preserve and increase the supply of housing for low- and moderate-income Eastside households.

## Land Use Assumptions II. Accommodating Growth

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### Land Use Assumptions

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Mercer Island has historically served as a residential community, and the majority of the Island's land use is in single family dwellings on relatively large lots. Mercer Island residents strongly value their community for its quality family neighborhoods and accessible local services. The Island is served by Mercer Island's Town Center, which allows for diverse commercial and non-commercial land uses, and two smaller commercial areas. These commercial areas focus on the needs of the local population.

There are three general types of residential areas in Mercer Island: Single family residential neighborhoods, which is the Island's predominate land use; Town Center multifamily residential and mixed use development; and multifamily areas surrounding the Town Center.

The Housing Element is coordinated with the Land Use element and land use map, recognizing the City's 20-year growth target of 1,437 original growth target of 2,000 new housing units (2006- 2031) set by the Growth Management Planning Council, and a local 20-year forecast of 1,856 new housing units. Because the Growth Management Act requires jurisdictions to plan for 20 years of growth, the planning horizon and the growth target was extended to 2035 with the units to accommodate increasing to 2,320.

Planning to accommodate the City's growth target of 2,320 units by 2035 through growth in the community's housing stock is

consistent with regional land use and transportation plans.

Between 2006 and 2012, 698 new housing units were constructed, counting against the growth target of 2,320 and resulting in 1,622 units that the City must plan to accommodate through 2035.

The 201402 Buildable Lands Report identifies capacity for 2,271-2,004 additional-new housing units on Mercer Island, which is sufficient to meet the 20-year City's household growth target, as well as the more recently generated housing forecast. Current zoning will accommodate 614 single family units (30.6% of total capacity), 143 multifamily units (7.1% of total capacity), and 1,247 units (62.3% of total capacity) in mixed-use and multifamily developments in the Town Center.

However, due to recent development activity and trends as of 2005, the City is reviewing assumptions about multifamily capacity in the Town Center. It is expected that multifamily capacity is significantly higher than originally estimated.

Based on a preliminary analysis of those parcels which currently have an improvement to land valuation of .5 or less and are not in public or utility ownership, the City believes that there may be capacity in the Town Center for as many as 1300 additional multifamily units. Future assumed densities for this preliminary figure were based on the density of recently permitted projects (2/3 mixed-use, 1/3 commercial only). This capacity is in addition to those projects which are currently under construction.

~~Achieving Planning to accommodate the City's 20-year growth target of 1,437-2,320 households units by 2035 through growth in the community's housing stock is consistent with regional land use and transportation plans.~~

## Targeted Housing Growth

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One strategy of this housing element is to focus a significant percentage of the Island's ~~20-year~~ projected growth into the Town Center ~~and surrounding multifamily areas~~. This strategy puts less growth pressure on existing single family neighborhoods; provides opportunities to address some of the community's changing demographics (e.g. more smaller households, aging population); and multifamily development can help meet the City's housing affordability goals.

~~Even if~~ as predicted, a significant portion of future housing permits are for multifamily housing, it would not significantly impact Mercer Island's existing nature of being a predominantly single family community. For example, if ~~two-thirds~~ 70 percent of the City's 20-year growth target was achieved ~~through~~ with multifamily units as predicted in the 2014 Buildable Lands Report, the overall proportion of single family housing would only decrease from about ~~72.7%~~ to 65.7% of the City's total housing supply<sup>1</sup>. The change in single family to multifamily proportion is minimal because projected growth will only be a relatively small part of the predominantly single family housing supply.

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<sup>1</sup> Appendix, Exhibit L-1

This Housing Element plans for projected growth in ways that will mirror the City's existing residential character of single-family residential, multifamily residential in multifamily zones, and multifamily and mixed-use in the Town Center. ~~It includes new and infill development of traditional and, potentially on a more limited basis, innovative single family housing types (e.g. accessory dwelling units and compact courtyard homes) in single family areas; as well as rental and condominium multifamily housing in the Town Center and in multifamily areas that ring the Town Center and in CO and PBZ zoning districts.~~

## Housing Characteristics

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Of the ~~8,806~~ 9,930 housing units reported by ~~2000~~ the 2010 Census, ~~77.5%~~ 73.9% are single family and ~~22.5%~~ 26.1% are multifamily units. Between ~~1992 and 2002~~ 2006 and 2012, ~~38%~~ 74% of new permits issued in Mercer Island were for multifamily housing<sup>2</sup>, consistent with the housing strategy since 2005 of focusing much of the housing growth in the Town Center and multifamily zones. ~~While Mercer Island has issued a lower proportion of multifamily permits than other cities in East King County (overall 63%), it is an increase from the previous decade when only about 22% of new permits in Mercer Island were multifamily.<sup>3</sup> Mercer Island's housing stock includes 167 permitted accessory dwelling units, 139 persons in institutional care (nursing home), one federally subsidized Section 8 apartment complex with 59 units for seniors, and 68 units of retirement housing. There are no formal estimates of the~~

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<sup>2</sup> 2014 Buildable Lands Report

<sup>3</sup> In addition to the Point Cities, Newcastle (15% MF) and Sammamish (38% MF) were equal or less than Mercer Island (ARCH permit survey).

~~number of group homes, however, 2279 people indicated that they lived in group quarters in the 201000 Census.~~

~~Mercer Island has consistently met its overall housing growth targets, and since 1992 almost 60% of that growth came from multi-family homes, or about the same percentage as King County overall<sup>3</sup>. This corresponds to the development of mixed-use multi-family housing in the Town Center. Consequently, single-family detached homes have declined as a share of the City's total housing stock, but are still greater than in most East King County cities.~~

The bulk of Mercer Island's housing was built during the 1950's and 1970's. Prior to 1959, 2,783 units existed. In the next two decades (1960-1979), 3,966 units were added. Another 1,655 housing units were added between 1980 and March 2000. By 1990, housing development had slowed and shifted from large subdivisions to infilling of already built neighborhoods. After Town Center regulations underwent a significant update in 2006 and the post-recession economic pickup in the late 2000's, several buildings were constructed in the Town Center. Between 2006 and 2012, 472 new multifamily units were constructed in the Town Center<sup>4</sup>, primarily in mixed-use buildings.

Generally, the oldest housing areas have a regular street grid pattern, and homes are on lots of 8,400 to 9,600 sq. ft. They are located on the most level terrain, including East Seattle and First Hill, north and south of I-90, and along Island Crest Way. The

newer housing and the largest lot sizes (15,000 sq. ft. and up) are along the east and west sides of the Island on narrow, curving roads, many of which are private. These neighborhoods often contain steep slopes, deep, narrow ravines and small watercourses. Due to the environmentally sensitive nature of these areas, careful development and engineering requirements make this land difficult and expensive to develop.

Most multifamily housing is located in and around the Town Center. In addition, two large complexes straddle I-90 and abut single family neighborhoods.

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<sup>3</sup> Appendix, Exhibit L-1

<sup>4</sup> Mercer Island permitting activity prepared for the King County 2014 Buildable Lands Report 2014 Buildable Lands Report



## II. PLANNING CONTEXT

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### Growth Management Act

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The Growth Management Act (GMA) requires the City to create a 20-year planning document. This plan must include a housing element that makes provisions for existing and projected housing needs. The State's GMA goals for housing are as follows:

- Ensure housing for all economic segments of the population of this state
  - Participate in making available a fair share of affordable housing, including affordable housing for people with special needs
  - Promote zoning classifications which allow a variety of residential densities and housing types
  - Encourage preservation of existing housing stock
- Assure that housing complies with local, state, and federal fair housing laws.”

In order to accomplish these goals, Mercer Island must promote secure and well-maintained residential single-family and multi-family areas, while searching for opportunities to increase the supply and diversity of housing.

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Policies to allow new innovative and single-family compatible housing types have been proposed for single-family neighborhoods. The Town Center and CO zoning districts have also been targeted as an area for additional multi-family housing opportunities.

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### Countywide Planning Policies

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The King County Growth Management Planning Council (GMPC) has also established housing policies that affect the City. In addition to establishing projected growth targets (see Land Use Assumptions section) the King County Countywide Planning Policies (CPPs) require that new housing should provide a mix of affordability. The CPPs state:

“All jurisdictions shall provide for a diversity of housing types to meet a variety of needs and provide for housing opportunities for all economic segments of the population. All jurisdictions shall cooperatively establish a process to ensure an equitable and rational distribution of low-income and affordable housing throughout the County in accordance with land use policies, transportation, and employment locations.”

The CPPs also specify the amount of affordable housing jurisdictions should plan for:

“Each jurisdiction shall plan for a number of housing units affordable to households with incomes between 50 and 80 percent of the County median household income that is equal to 17 percent of its projected net household growth. In addition, each jurisdiction shall plan for a number of housing units affordable to households with incomes below 50 percent of median income that is either 20 percent or 24 percent (24 percent for Mercer Island) of its projected net household growth.”

~~While these goals are aggressive, they reflect the countywide income mix of all households.~~

~~Mercer Island has a very limited supply of undeveloped, buildable residential land. That fact and high land values make it more difficult to provide affordable housing on the island. The Housing Affordability and Availability section of this element (Section IV[b]) describes Mercer Island's strategies~~

~~and progress in meeting affordable housing targets.~~

~~In an effort to provide affordable housing on a regional level, the City is a member of A Regional Coalition for Housing (ARCH), an intergovernmental agency that works to preserve and increase the supply of housing for low- and moderate-income Eastside households.~~

### **III. NEIGHBORHOOD QUALITY**

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Mercer Island is characterized by high quality neighborhoods that are well maintained and have a strong sense of pride.

There are three general types of residential neighborhoods in Mercer Island. First are single family neighborhoods which comprise the majority of the eCity's developed land area, and consist primarily of owner occupied housing. Second, is the Town Center and third the surrounding multifamily zones which consist of a mix of rental and ownership multifamily housing.

The single family neighborhoods are predominantly residential with scattered uses such as schools and religious buildings. Single family neighborhoods typically serve the needs only of its residents, and because of their lower density residents rely predominantly on automobiles.

The Town Center multifamily areas are intermixed with other commercial and office uses. The mix of residential and commercial uses in the downtown results in creating a neighborhood that serves the needs of

downtown area residents and residents from the broader community. The compactness of this area allows more opportunity for pedestrian access and transit use by residents.

Multifamily residential outside the Town Center tend to be more auto-dependent, with on-site or adjacent amenities such as open-space that primarily serves these neighborhoods. Residents in mixed use neighborhoods and multifamily residential areas often look for more amenities within walking distance of their housing and rely more on shared open spaces. When considering strategies and policies to address neighborhood character and quality, strategies can vary depending upon the type of neighborhood.

Some level of investment, and thus change, in existing neighborhoods is natural and an indication of a healthy, stable environment. Typical investments may include new additions and improvements on existing houses, as well as new houses that are built either on vacant lots or after a house is torn

down. One of the City's roles in promoting neighborhood quality is to facilitate healthy change within neighborhoods by providing for development that is compatible in quality, design, character and scale with existing land uses, traffic patterns, public facilities and sensitive environmental features. All neighborhoods in Mercer Island, but single family neighborhoods in particular, are largely dependent on cars/automobiles as the primary transportation to jobs, transit stations, and commercial goods and services. Current and future provision and maintenance of roads, utilities and other public services are necessary to maintain residential access to all amenities.

Mercer Island single family neighborhoods pride themselves on their narrow, quiet streets and dense plantings. The City protects these neighborhoods through development regulations and other eCity codes which restrict the bulk and scale of buildings, control noise and nuisances, minimize the impact of non-residential uses and help preserve the natural environment. Parks, open spaces and trails also contribute to the neighborhood quality.

Through citizen boards, commissions and special task forces, the City encourages neighborhood participation in protecting and enhancing neighborhood quality. A matching grant program from the Beautification Fund encourages landscape plantings and other amenities.

~~Single family neighborhoods are dependent on cars as the primary transportation to jobs, transit stations, and commercial goods and services. Current and future provision and maintenance of roads, utilities and~~

~~other public services are necessary to maintain residential access to all amenities.~~

**GOAL 1: ~~To ensure~~Ensure that single family and multi-family neighborhoods provide safe and attractive living environments, and are compatible in quality, design and intensity with surrounding land uses, traffic patterns, public facilities and sensitive environmental features.**

- 1.1 Ensure that zoning and eCity code provisions protect residential areas from incompatible uses and promote bulk and scale consistent with the existing neighborhood character.
- 1.2 Promote single family residential development that is sensitive to the quality, design, scale and character of existing neighborhoods.
- 1.3 Promote quality, community friendly Town Center, CO and PBZ district residential development through features such as pedestrian and transit connectivity, and enhanced public spaces.
- 1.4 Preserve the quality of existing residential areas by encouraging maintenance and revitalization of existing housing stock.
- 1.5 Foster public notification and participation in decisions affecting neighborhoods.

1. 6 Provide for roads, utilities, facilities and other public and human services to meet the needs of all residential

areas. ~~(See Appendix G — Mercer Island Human Services Strategic Plan 1999 — 2000)~~

## IV. HOUSING SUPPLY

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### Demographic Changes

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Mercer Island’s population changed very little (just 3%) from 2000 to 2010, but the number of households grew by 15%<sup>5</sup>. This implies smaller households, which is reflected in the eCity’s household types. A majority of Mercer Island households (61%) consist of only one or two persons. This compares to 58% in 2000 and 49% in 1980, and is consistent with overall smaller households in most parts of the County.<sup>6</sup>

What differentiates Mercer Island from other East King County (EKC) cities (aside from the Point Cities) is the relatively high percentage of married couples without children—35% of all households<sup>7</sup>. As in other “maturing suburbs” (typically incorporated before 1990, little or no annexation), the eCity has many empty nesters who continue to live where they raised their families. And unlike most of the rest of East King County, Mercer Island experienced an actual small decline in married couples with children.

Mercer Island has a larger proportion of school-age children and senior adults and lower percentages of younger (age 20 to 44) adults. Note that, according to the Mercer Island School District, more than 100 students now live in the Town Center, a demographic believed to be rising. In addition, the 34-to-44 age group fell in proportion, while the 55-to-64 age group rose.

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<sup>5</sup> Appendix, Exhibits A and B

<sup>6</sup>1980, 2000 and 2010 Census

<sup>7</sup> Chart M-1, Needs Analysis Supplement and Appendix, Exhibit B

The Mercer Island population is expected to increase by about 10% to 19% between 2000 and 2020.<sup>8</sup> In addition, the housing needs of some of Mercer Island residents may change significantly over the next twenty years. There was a 131% increase in the total number of seniors living on Mercer Island between 1980 (1,779 people over 65) and 2000, (4,114 people over 65) even though the total population increased only about 2%. In comparison, King County experienced a 40% increase in senior population between 1980 and 2000. Mercer Island’s percentage of seniors has gone from 8.3% (less than the countywide average) to over 18.5%, well over the countywide average and the highest percent in East King County.

From 1980 to 2000, Mercer Island has seen a significant decrease in population aged 21 to 35 (16.0% to 8.7%). The Countywide figures for the same time period show a decrease from 29.7% to 23.7%. This indicates that Mercer Island has historically had a relatively low percentage in the 25 to 35 age group that has become even more pronounced in the last twenty years. This trend can also be seen in the 35 to 45 age group. For this age group, Mercer Island has seen a shift from having a higher percentage compared to countywide averages in 1980 (16.7% vs. 12.6%), to having a lower percentage (15% vs. 17.8%).

Mercer Island does have a relatively high percentage of married households with children, but they comprise only 30% of all households. The total percentage of

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<sup>8</sup>Puget Sound Regional Council, Residential Forecasts 12/18/03, City of Mercer Island local housing and population forecast 12/3/04.

~~households with children also decreased from 42% in 1980 to 35% in 2000 (30% MI households are married with children and 5% MI households are single parent with children). A majority of Mercer Island households (58%) consist of only one or two persons. This compares to 49% in 1980 and is consistent with overall smaller households in most parts of the County.<sup>9</sup>~~

variety in lifestyle choice for renters.

Simply stated, Mercer Island households were older and smaller in 2010 than they were 30 years before, and that trend is not expected to change. Mercer Island's challenge is to provide a variety of housing opportunities in a community that has limited capacity for new development and does not anticipate or desire any significant changes to its existing residential areas.

Several policies are outlined in subsequent sections of the housing element to address these changing needs. These include ~~allowing new multifamily housing in the downtown and surrounding multifamily zones,~~ encouraging the continued use of accessory dwelling units, providing opportunities for senior housing, and enabling innovative forms of single family housing. These forms of housing, both rental and ownership, may provide some alternatives for smaller households, including households looking to downsize from single family homes.

~~Innovative housing types, including compact courtyard homes and accessory units, are another way Mercer Island seeks to maintain its existing neighborhood quality while providing new opportunity.~~

An accessory unit built into an existing home can provide a separate living unit that provides additional income to the home owner as well as more affordable living or

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<sup>9</sup>1980 and 2000 Census

## Housing Affordability & Availability

Table 1.

Household Income Type	Percent of County Median Income	2010 King Co. Income Range (4-person HH)	Percent of County Population	Percent of Mercer Island Population
Very Low	Below 30%	Below \$25,680	12%	5%
Low	30% to 50%	\$25,680 to \$42,800	12%	5%
Moderate	50% to 80%	\$42,800 to \$68,480	16%	8%
Middle	80% to 120%	\$68,480 to \$102,720	19%	7%
Above Middle	Above 120%	Above \$102,720	41%	75%

Source: 2010 HUD Family Income Limits and 2010 American Community Survey 5-year Estimates

Household Income Type	Percent of County Median Income	2000 King County Income Range (4-person household)	Percent of County Population (2000)	Percent of Mercer Island Population (2000)
Low	Below 50%	Below \$32,900	21%	10%
Moderate	50% to 80%	\$32,900 – \$52,640	18%	10%
Median	80% to 120%	\$52,641 – \$78,960	20%	14%
Above Median	Above 120%	Above \$78,960	41%	66%

Source: 2000 Census, HUD 2000 Income Guidelines for King County, and ARCH

Mercer Island has the challenge of supplying housing affordable to all economic segments of the population. "Housing affordability" is relative to household income. Table 1 defines the most commonly used income groups as well as the percent of Mercer Island's and King County's population that fell into each category in 2000<sup>10</sup>.

It is an accepted standard that total housing costs should not exceed 30 percent of total gross household income. Typically, the lower the household income, the greater percentage of income paid to housing costs and vice-versa.

~~In Mercer Island in 2000, 58% of households earning \$35,000 per year or less paid more than 35% of their income toward housing costs. Conversely, over 60% of households earning more than \$75,000 paid less than 20% of their income for housing. Average rents on the Island rose 53% since 2000, taking Mercer Island from one of the more affordable places to rent in EKC to one of the most expensive<sup>11</sup>. Virtually none of the eCity's multi-family housing built since 1994 was affordable to moderate-income households<sup>12</sup>. Sixteen percent (16%) of the city's rental housing is still affordable to low-income households—slightly higher than the EKC average—but 62% are too expensive for moderate-~~

<sup>10</sup>2000 Census

<sup>11</sup> Appendix, Exhibit P-2

<sup>12</sup> Appendix, Exhibit N-2

income households, compared to 41% in EKC<sup>13</sup>.

While this pattern of low-income households overpaying for housing is typical throughout the region -- the problem is exacerbated in Mercer Island because of the limited number of multifamily units and the high values of owner occupied homes. Many owner occupied units are currently affordable to low and moderate income owners because mortgage payments are low or homes are owned outright. However, there are many homeowners in Mercer Island who would not be able to afford to buy their homes today with their current incomes.

Outside the Point Cities, only Sammamish had a higher median household income or proportion of incomes greater than 120% of median in 2011<sup>14</sup>. Nevertheless, “housing cost-burden”<sup>15</sup> is more common (40%) among Mercer Island renters than the rest of EKC (37%). The same holds true at the higher level of “severe cost burden”<sup>16</sup>. Cost burden is lower among homeowners, but as in most cities, that rate increased significantly during the recent recession. As in other East King County cities, cost-burdened households are primarily lower-income and relatively young (under 25 years of age) or relatively old (65 or over). In Mercer Island, as in most communities in East King County, the vast majority of housing affordable to low and moderate income families is rental housing.

Over the past decade price increases for both rental and ownership housing on

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<sup>13</sup> Appendix, Exhibit M-2

<sup>14</sup> Appendix, Exhibit F-1

<sup>15</sup> See Section I, page I-10, for definitions of housing cost burden and severe cost burden.

<sup>16</sup> Appendix, Exhibit H-4

Mercer Island have outpaced income increases. Between 2000 and 2010 average rents have increased over 53%, and average house values have increased 108%, while King County median income has increased only 30%<sup>17</sup>. More notable is that over this period, average rents went from being toward the low end of rents in cities located in East King County, to one of the highest average rents.

Average prices of homes that sold in Mercer Island dropped more than 60% from 2008 to 2012, but had gained almost 40% in 2012 (compared to a 21% decline, and 9% recovery, across all East King County cities)<sup>18</sup>. Ninety-seven percent (97%) of owner-occupied housing had a value greater than what is affordable for a median-income family. This compares to 90% for East King County<sup>19</sup>.

~~While this pattern of low-income households overpaying for housing is typical throughout the region -- the problem is exacerbated in Mercer Island because of the limited number of multifamily units and the high values of owner occupied homes. Many owner occupied units are currently affordable to low and moderate income owners because mortgage payments are low or homes are owned outright. However, there are many homeowners in Mercer Island who would not be able to afford to buy their homes today with their current incomes.~~

In Mercer Island, as in most communities in East King County, the vast majority of

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<sup>17</sup> 2000 and 2010 Census, Appendix Exhibits P-1 and P-2,

<sup>18</sup> Appendix, Exhibit P-1

<sup>19</sup> Appendix, Exhibit M-2



~~housing affordable to low and moderate income families is rental housing. In 2000, 46% of the City's rental housing was priced below \$1,000 per month and would be affordable to most moderate income families. Also, about 9% of rental housing was priced below \$500 per month and may be affordable to some low income families. However, rental units accounted for only 19% of Mercer Island's housing stock. Also, over the past decade price increases for both rental and ownership housing on Mercer Island have outpaced income increases. Between 1990 and 2000 average rents have increased 78%, and average house values have increased 71%, while King County median income has increased only 46%. More notable is that over this period, average rents went from being toward the low end of rents in cities located in East King County, to one of the highest average rents.~~

~~Between 1990 and 2002~~ Mercer Island has made significant contributions toward its affordable housing targets ~~through preservation and direct assistance of low-income housing, e.g. the preservation of Ellsworth House Section 8 senior apartments, and~~ by providing regulatory incentives to achieve moderate-income housing, e.g. Mercer Island's Accessory Dwelling Unit (ADUs) program. The Mercer Island ADU program permitted ~~more than 167214~~ dwelling units between 1993 and 201202, ~~more than twice the number of any other Eastside city~~ considerable more than any other East King County city.

Including the affordable housing that the cityCity has helped fund outside of Mercer Island, the cityCity has met 23% of its 2012 low-income affordable housing target, and 120% of its moderate-income target. (A majority of the latter are accessory dwelling units (ADUs) in Mercer Island.) Overall, 5%

of the cityCity's housing units are affordable for low-income families (compared to 7% across EKC and 15% countywide) and an additional 6% for moderate-income families (compared to 17% in EKC and 20% countywide)<sup>20</sup>. More recently, Mercer Island has adopted Town Center Development and Design Standards, which implements the adopted Land Use Element vision of increased multifamily development in the Town Center. The City also revised the Land Use Code to allow retirement homes in the CO Zone with revised development conditions.

F ~~Future strategies for achieving affordability and more diverse housing types may include incorporating innovative housing types in single family neighborhoods such as compact courtyard homes,~~ preservation and direct assistance of existing affordable housing, and the addition of new mixed-use and multifamily residential projects in the CO and PBZ zoning districts.

Merger Island has adopted Town Center Development and Design Standards, which implements the Land Use and Housing vision of increased multifamily development in the Town Center. However, relatively high land costs and high construction costs in the Town Center make it more difficult to build housing affordable to households earning less than median income. Mercer Island may need to promote development of affordable housing by providing additional incentives or direct assistance.

~~During the 1970s and 1980s, Mercer Island's housing stock grew by over 40% as the last major tracts of undeveloped land were converted into single family neighborhoods. Between 1980 and 2000, Mercer Island saw~~

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<sup>20</sup> Appendix, Exhibits M-1 and M-2

~~only a 13% increase in housing units. Current development patterns have shifted away from large subdivisions towards "infilling" on undeveloped lots within existing neighborhoods. During this same period of growth, the average household size has consistently declined from 3.22 persons per household in 1980, to 2.58 in 2000. Mercer Island's 1980 – 2000 population change showed a total increase of about 2%.~~

~~A major challenge presented by Growth Management is for Mercer Island to continue to provide housing for all economic segments of the population. Given the trend of land and housing values rising faster than income, some segments of the population are finding it harder to remain in the community. These include young adults, the elderly, single parents, and people with special needs. In 2000, the Island's housing consisted of 4% low income and 6% moderate income units for a total of 817 affordable units, compared to 1990 when the Island's housing included 1,183 affordable units<sup>24</sup>.~~

~~One reason for this net loss of affordable units comes from a change in relative affordability in the Shorewood Apartments. Shorewood Apartments once accounted for a large percentage of the Island's affordable units. Loss of any existing affordable housing has a great impact on this limited resource. The City should actively work to preserve existing affordability, as seen in the successful preservation of the Ellsworth Senior Apartments.~~

The Town Center goals include a vision of new multifamily developments and mixed uses. Providing housing in commercial areas is essential to meet new housing unit goals. Mixed neighborhoods of

residential/commercial will enhance the vitality of these areas and provide a pedestrian orientation and support for transit. The Town Center Development and Design standards seek to implement the policies established in the Land Use Element of this Comprehensive Plan. ~~Additional areas targeted for multifamily development, townhouses or small lot zoning include the Commercial Office (CO) zone along I-90, and the Planned Business (PBZ) zone on the south end of the Island.~~

A major challenge presented by the Growth Management Act and the Countywide Planning Policies is for Mercer Island to continue to provide housing for all economic segments of the population. Given the trend of land and housing values rising faster than income, some segments of the population are finding it harder to remain in the community. These include young adults, the elderly seniors, single parents, and people with special needs.

While it is not likely that density or zoning will change in the single family neighborhoods, housing opportunities can be established there by allowing innovative housing types, including accessory housing units to be incorporated into residences through the addition of accessory dwelling units. Another way to create new housing opportunities is to enable development of innovative housing and smaller single family housing types on vacant or underutilized property such as compact courtyard homes, as a demonstration project. These units should be subject to strict guidelines that protect the character of the neighborhood. Accessory units can provide affordable housing and have the added benefit of helping those on a limited income remain in their homes. The City considered a cottage housing project on a city-

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<sup>24</sup> 1990 and 2000 Census

owned surplus lot on First Hill in 2008 but decided to sell the property to a home developer instead, who built conventional single family homes on the site. Nevertheless, the possibility of a demonstration project should be considered as a way to create new housing opportunities serving smaller households on the island.

## **Jobs/Housing Balance - Regional Context**

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Until recently the Eastside cities primarily acted as bedroom communities -- providing housing for people who traveled to Seattle and elsewhere in the region for work. This trend has changed dramatically as the Eastside has attracted large and small businesses and significantly increased its employment base. An increased job sector brings economic vitality and demand for housing. More and more, Eastside jurisdictions are faced with balancing the need for jobs with the need for appropriate housing for the persons filling those jobs. The balance is referred to as a jobs/housing balance.

Chart 5 of the Needs Analysis Supplement shows that East King County's jobs-housing ratio has increased from well below 1.0 in 1970 to 1.3 in 2006. While Mercer Island's ratio has also increased during this period, it remains below 1.0, indicating that the supply of housing on the island exceeds demand generated by employment. Anticipated growth in Mercer Island through the year 2031 would slightly reduce its jobs-housing ratio, while the East King County ratio would continue to increase<sup>22</sup>.

Certain employment-related information about Mercer Island's work force could have

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<sup>22</sup> Appendix, Exhibit 1

housing implications. The community's employment mix is somewhat unusual compared to other cities its size in King County. In 2012, 20% of its workforce works in finance, insurance, or real estate (FIRE), the highest concentration of any EKC city<sup>23</sup>. Nevertheless, the average private-sector wage in Mercer Island in 2010 was 67% of that across all East King County cities, mainly because nearly half of the community's occupations are lower-paying, service-sector jobs<sup>24</sup>. A household at the average services wage on the Island (\$39,722) would be able to afford housing costs of \$993 per month.

~~In 1990 Mercer Island had approximately 4,000 more housing units than demanded by the number of workers within the City limits. Unlike most other Eastside cities, Mercer Island has a housing to jobs surplus. In 2000, that housing to jobs surplus was less, about 3,600 more housing units than demanded by the number of workers within the City limits. Projections show that in 2022, housing growth should be slightly greater than job growth in Mercer Island, producing a 4,500 unit housing to jobs surplus.~~ Although Mercer Island will continue to act as a bedroom community, it is important to recognize that the City will be impacted by the housing to jobs demand created by other Eastside cities and Seattle. The greatest issue facing Mercer Island may be providing housing opportunities affordable to local employees and responding to some of the housing demand created by regional trends.

**GOAL 2: Provide a variety of housing types and densities to address**

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<sup>23</sup> Appendix, Exhibit J-1

<sup>24</sup> Appendix, Exhibit J-2. The average does not include public sector wages. See Section I, page I-12 for a description of jobs included in the Services sector.

**the current and future needs of all Mercer Island residents.**

- 2.1 Through zoning and land use regulations, provide adequate development capacity to accommodate Mercer Island’s projected share of the King County population growth over the next 20 years.
- 2.2 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.
- 2.3 ~~In order to increase the supply of housing and the diversity of housing the City should emphasize~~ Emphasize housing opportunities, including mixed-use development, affordable housing, and special needs housing, in the Town Center.
- 2.4 Encourage residential development in mixed use zones, through regulatory tools, infrastructure improvements and incentives. Track residential development over time to ensure policies are effective.
- 2.5 Use the addition of housing in the Town Center, PBZ and CO zones to create new, vibrant neighborhoods that complement the character of existing development. Consider ~~expanding the City’s recent Code revision allowing Retirement Homes in the CO Zone to allow other appropriate multifamily uses, maintaining compatibility with specific development conditions~~ allowing additional types of multifamily housing in the CO zone.

- 2.6 Promote accessory dwelling units in single-family ~~districts~~ zones subject to specific development and owner occupancy standards.
- 2.7 Encourage infill development on vacant or under-utilized sites that are outside of critical areas and ensure that the infill is compatible with the scale and character of the surrounding neighborhoods.
- 2.8 Promote the continued use of existing affordable apartments as a community asset which provides a substantial portion of affordable housing.

~~2.92-9 Strive to meet future affordable housing goals as dictated by GMA and King County (GMPC). Based on a 2001 – 2022 planning target of 1,437 new units:~~

~~◆ 344 units would be needed for those families with incomes under 50% of County median income (24% of new units)~~

~~◆ 244 units would be needed for those with incomes between 50 and 80% of County median income (17% of new units).~~

Through a mix of new construction and the preservation of existing units, strive to meet Mercer Island’s proportionate amount of the countywide need for housing affordable to households with moderate, low, and very low incomes, including those with special needs.

## V. HOUSING OPTIONS

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### Housing Options

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~~As previously noted,~~ Mercer Island's population is expected to increase ~~by as much as 19~~ about 8% ~~over the next 20 years~~ through 2031 depending on market factors and other conditions; perhaps more important are demographic and economic changes occurring in our community. The population of adults age 65 and over, accounting for over 19% of Mercer Island's ~~2000-2010~~ population will age and may have increased mobility limitations or health care needs; ~~and some people with mental and physical disabilities who were formally housed in institutions may wish to return to their community as the trend of closing institutions continues.~~ In ~~2010~~ 2000, 81% of the Island's population, 2,280 persons including nearly 27% of the senior population, were reported as disabled<sup>25</sup>.

~~Relative to King County with 15% disabled population and other Eastside cities that average 12.5% disabled population<sup>26</sup>, Mercer Island has proportionately fewer persons with special needs. One reason for this may be the lack of appropriate housing options.~~ Mercer Island can increase the opportunity for more diverse housing options by providing on-going housing services funding or other resources for developing housing. In addition, the City can continue to evaluate its land use regulations to assure that housing can be constructed which responds to the demographic changes and special housing needs within Mercer Island.

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<sup>25</sup> 2010 Census

<sup>26</sup> 2000 Census

It is imperative that the community avoid displacing its current residents because of a lack of appropriate housing types. ~~Adult children~~ Young adults have little "starter housing" in which to build equity. Many residents are finding it difficult to move from their large home to a smaller home and remain in the community due to the local condo market being mostly "high-end". Single parent families have difficulty maintaining the family residence, and must leave the Island to find affordable housing. A substantial amount of the Island workforce cannot afford housing in this community.

Two currently underserved housing markets include: a) existing Mercer Island homeowners who wish to move to a smaller home while remaining in the community; and, b) young ~~Mercer Islanders~~ adults wishing to begin home ownership in the community where they grew up. The City should provide a mechanism to allow for a "turnover" of existing single family homeowners to new, and perhaps, younger, homeowners and ways to increase the variety of ownership opportunities for young families.

The Island has a need for more diverse housing types. These can be encouraged by several means. Density bonuses, flexible parking and development standards, or reduced development regulations or fees, might be allowed in exchange for the provisions of affordability or other public benefit. ~~Alternative zoning for smaller lots, cluster housing, compact courtyard homes and townhouses should be considered.~~ The

~~County requires that a minimum density be set for residential zones. Proposed Identified~~ Comprehensive Plan alternatives to provide greater housing options and affordability should be further examined in the City's Housing Strategy and Work Plan, and updates to the City's land use code. This Comprehensive Plan is a twenty year planning document, and these alternatives should be included in future review.

The private market is providing rental housing for those at greater than 80% of median income and ownership housing for those at greater than median income. It is not providing units at the low and low/moderate income levels. Special needs housing units are not being provided either.

The planning and provision of housing for all economic segments of a community is a complex issue requiring the cooperation of a wide range of governments, organizations, and institutions. In order to best serve the needs of its residents, the City should explore all possible means for cooperating at a regional level to address its housing needs. Adequate housing, for all economic segments of the population, is a basic need of King County's residents and an issue of countywide concern. Increasingly, city government is seen as a key player in addressing the housing needs of the community, especially in terms of low and moderate income families. The Growth Management Act requires communities to plan for housing for all economic segments of the community. Two key tools in this effort are local land use regulations and the local regulatory process.

Though there is increased local responsibility, housing needs and solutions cross between neighboring cities. If all

communities do not work together to address housing needs, then the region as a whole, and therefore all communities, will fail to meet their housing needs. In order to best serve the needs of its residents and local employees, the City should actively look for ways to participate in regional efforts, be it planning or leveraging regional and national housing resources. Also, by participating in regional discussions, the ~~city~~City may learn of programs and policies that could help meet the needs of its residents.

In evaluating its proper role in providing housing, the City should maximize the use of existing organizations. There are many capable organizations (both not-for-profit and for-profit) that are willing and capable of assisting, especially in the area of development and management of housing. In addition there are support organizations and other government agencies that can assist the City (e.g. ARCH, Washington State Dept. of ~~Community Commerce, Trade & Economic Development~~).

### **Local Resources for Housing**

Local resources can be a critical part of developing or preserving affordable housing. This is especially true in housing for individuals and families who can not afford housing created through the private market. Local resources are often required as a match for other public (county, state, federal) and private funding sources, and therefore work to leverage a significant amount of funding into Mercer Island and the region that would otherwise not be available. Local resources go beyond just granted or loaned funds -- credit enhancements, City bonding, and donated land are all creative ways to support low

cost housing developments. Surplus public land is often cited as one of the key resources local government can use to encourage affordable housing.

### Special Needs Housing / Fair Housing

Some members in a community may have special housing needs due to physical or mental disabilities, health, or other circumstances. Special needs housing can be provided in a variety of structures -- single family homes, multifamily dwellings, and/or institutional settings. Supportive services are typically provided on site by government or non-profit agencies or the private sector.

The provision of housing and services for the most needy residents is a regional problem whose solution typically transcends the boundaries of individual jurisdictions.

**GOAL 3: Support the adequate preservation, improvement, and development of housing for ~~people of~~ all economic segments.**

### Affordable Housing Policies

- 3.1 Work cooperatively with King County, "A Regional Coalition for Housing", (ARCH) and other Eastside jurisdictions to assess the need for and to create affordable housing.
- 3.2 Continue membership in ARCH or similar programs to assist in the provision of affordable housing on the Eastside.

- 3.3 City housing goals and policies should be coordinated with regional growth, transit and employment policies.
- 3.4 Work cooperatively with and support efforts of private and not-for-profit developers, and social and health service agencies to address local housing needs.
- 3.5 Work to increase the base of both public and private dollars available on a regional level for affordable housing, especially housing affordable to very low income households. ~~-(See Appendix G - Mercer Island Human Services Strategic Plan 1999 - 2000)~~
- 3.6 Consider supporting housing legislation at the county, state and federal levels which would promote the goals and policies of the Housing Element.
- 3.7 Continue to explore ways to reform regulations that would either provide incentives or reduce the cost to produce affordable housing.

### Local Resources Policies

- 3.8 Use local resources to leverage other public and private funding when possible to build or preserve affordable housing on Mercer Island and in other Eastside cities, including housing for very low income households. ~~Use local resources to leverage other public and private funding when possible to build or preserve affordable housing that will serve Mercer Island residents.~~

~~including very low income households.~~

3.9 ~~Consider Use~~ regulatory and financial incentives in the Town Center and PBZ/CO districts such as density bonuses, fee waivers, and property tax reductions to encourage residential development for a range of household and ownership types and income levels.

3.10 Provide incentives for first-time and more affordable ownership housing opportunities to meet local needs, such as condominiums and compact courtyard homes.

3.11 Consider allowing the development of one innovative housing project, e.g. compact courtyard housing, attached single family housing or smaller lot housing, to examine the feasibility and desirability of additional housing options to address the changing demographics on Mercer Island. The demonstration project should include smaller single family units, common open space and other amenities, and be subject to strict design review. Following completion of the project, the City will engage in a policy discussion about expanding innovative housing opportunities.

~~Adopt an interim ordinance enabling a demonstration project that would allow the development of one innovative housing project, e.g. compact courtyard housing, attached single family housing, or smaller lot housing, in a single family neighborhood to examine the feasibility and desirability of allowing~~

~~additional housing options to address the changing demographics on Mercer Island. Such project should include smaller single family units, at slightly higher densities, which include common open space and other amenities, and are subject to strict design review. Following successful completion of a demonstration project, the City will engage in a policy discussion concerning extension of similar forms of housing to additional single family areas.~~

3.12 Consider establishing a means to provide non-cash subsidies such as credit enhancements and City bonding to support development of affordable housing.

3.13 If City-owned property is no longer required for its purposes, it shall be evaluated for its suitability for affordable housing.

3.14 Waive, defer, or reduce building, planning, or mitigation fees in exchange for a contractual commitment to affordable housing.

3.15 Continue to provide Community Development Block Grant (CDBG) funds for housing projects which serve low and moderate income households.

3.16 Maintain Housing developed or preserved using local public resources ~~shall be maintained~~ as affordable for the longest term possible.



3.17 Encourage self-help and volunteer programs which provide housing rehabilitation and development.

3.18 Support housing options, programs and services that allow seniors to stay in their homes or neighborhoods. Promote awareness of Universal Design improvements that increase housing accessibility.

3.19 Encourage energy efficiency and other measures of sustainability in new and preserved housing.

### **Special Needs / Fair Housing Policies**

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~~3.2018~~ Mercer Island shall periodically review and revise policies and regulations to assure the Zoning Code meets the requirements of the Federal Fair Housing Act and the State of Washington Fair Housing Law to provide equal access for people with special needs and

recognized protected classes (race, color, national origin, religion, sex, family status, disability).

~~3.2119~~ Zoning should provide appropriate opportunities for special needs housing. Support should be given to organizations that offer services and facilities to those who have special housing needs.

~~3.220~~ Support and plan for special needs housing using federal or state aid and private resources.

~~3.231~~ Encourage development of emergency, transitional, and permanent supportive housing with appropriate on site services for special needs populations.

~~3.242~~ Identify regulatory methods and coordinated assistance for improving housing opportunities for frail elderly and other special needs populations in Mercer Island.

## VI. IMPLEMENTATION/TRACKING

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### Housing Strategies

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The City acknowledges that goals alone will not increase the production of housing. The City must use its regulatory powers and resources to encourage future development of housing that meets all of the community's needs, programs and services. An organized strategic plan and work program, adopted by the City Council, provides the direction needed to determine which strategies will work most effectively in Mercer Island. A strategy plan provides Mercer Island with more adequate time to evaluate each strategy, thereby, increasing the likelihood of adopting policies and regulations that will be effective in Mercer Island.

It is important to evaluate and track the progress made by individual City actions. A wide array of information could be potentially collected for a data base, with key information presented in a bi-annual periodic report to the Council. ~~To the extent possible, existing information should be used (e.g. Central Puget Sound Real Estate Research Report).~~ Information that could be relevant for the data base includes:

- ◆ Number and types of residential building/demolition permits;
- ◆ Number and types of housing units assisted through public assistance;
- ◆ Surveys on market rents and home prices;
- ◆ Vacancy rates;
- ◆ Conversion of apartments to condominiums;
- ◆ ~~Progress on the City's Housing Work Program, including an evaluation of the effectiveness of new programs;~~

- ◆ Tracking projects that will have expiring federal subsidies.

It may also be useful to try to develop some indicators that can help measure the success of the city-City to meet its housing needs. Examples might include vacancy rates; changes in rents/housing prices relative to changes in income; increase in housing relative to increases in employment; level of demand for homeless shelters.

The housing data base prepared by staff should be done in cooperation with efforts to monitor housing development throughout the County as called for in the Countywide Affordable Housing Policies-Housing Technical Appendix of the King County Countywide Planning Policies. This includes both defining what information should be collected countywide, and providing the requested information on an annual basis. The City's bi-annual-periodic Housing Strategy and Work Plan report should include the information requested by the County. Coordinating this work is currently included in ARCH's work program, and should continue to be part of its work program in the future.

**GOAL 4: Adopt and implement specific strategies designed to achieve the housing goals outlined in this Housing Element. Continue to monitor how well Mercer Island resident's housing needs are being met.**

## Implementation Policies

- ~~4.1 Adopt a housing "Strategy Plan and Work Program," at least every five years, which identifies specific housing strategies that will be considered in order to address the city's housing needs and goals.~~ 4.1 Every five years, adopt a Strategy Plan and Work Program identifying strategies and implementation measures that increase the City's achievement of housing goals, including the provision of adequate affordable housing.
- 4.2 ~~The City shall track production and demolition of housing on an ongoing basis. This information shall be maintained in a housing data base.~~ Track key indicators of housing supply, affordability and diversity. Key indicators include but are not limited to housing production, demolition, conversion and rezones, in addition to units affordable to moderate, low and very low income households.
- 4.3 The City of Mercer Island shall cooperate with ~~Countywide~~ regional efforts to do an ongoing analysis of the regional housing market.
- 4.4 Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.
- 4.5 At least once every ~~two~~ five years, the City shall evaluate the achievements of its housing goals and policies and present the findings

to the City Council. This evaluation will be done in cooperation with Countywide evaluations done by the Growth Management Planning Council (GMPC), or its successor organization, and coordinated with the development of the biannual budget.

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# Transportation

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City of Mercer Island

Comprehensive Plan

# TRANSPORTATION ELEMENT

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# TRANSPORTATION ELEMENT

## I. INTRODUCTION

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The intent of the Transportation Element is to ~~establish provide program,~~ policies, and projects to guide the development of Mercer Island transportation system in support of the City's vision for the future. The policies ~~are designed to~~ guide the actions of ~~both~~ the City, as well as ~~private the~~ decisions related to individual developments.

The Transportation Element provides an inventory of Mercer Island's existing transportation system and includes all modes of travel — auto, truck, bicycle, bus, and pedestrian. In addition, a section focuses on the special transportation needs of the Town Center.

### Objectives of the Transportation Element

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~~The construction of I-90 in the late 1980's created many opportunities for changes to the Island's road network. In 1985, Entranco Engineers compiled a report on the impact of I-90 on the City's transportation system. Most recently in 2004, Pertect Engineering provided analysis of existing and future vehicle traffic and level of service (LOS) standards.~~

~~Based on this analysis,~~ The City of Mercer Island has ~~created~~ three main objectives within its Transportation Element:

- ~~to~~ develop multi-modal goals, policies, programs and projects which support implementation of the Land Use Element of the Comprehensive Plan,
- ~~to~~ define policies and projects that encourage the safe and efficient ~~and effective~~ development of the transportation system, and
- ~~to~~ comply with legislative requirements for multi-modal transportation planning.

Washington State's 1990 Growth Management Act (GMA) outlined specific requirements for the Transportation Element of a city's comprehensive plan. It calls for a balanced approach to land use and transportation planning to ensure that a city's transportation system can support expected growth and development. In addition, it mandates that capital facilities funds be adequate to pay for any necessary improvements to the transportation system. Finally, ~~the~~ city must adopt specific standards for the acceptable levels of congestion on its streets; these standards are called level of service (LOS) standards.

At the federal level, ~~the 1998~~ Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21 as it is commonly called) and subsequent updates to this law transportation funds have been

focused ~~attention on the preservation and improvement of existing transportation facilities~~ and ~~funding on creating~~ a multi-modal approach to transportation planning. For Mercer Island, transportation projects ~~combining that combine~~ improvements for auto, buses, bicycles, and pedestrians have a much greater chance of receiving state and federal ~~gas tax grant~~ funds than those that focus solely on widening the road to carry more single-~~occupancy-occupant~~ vehicles.

Other legislative requirements addressed by the Transportation Element include the King County 2012 Countywide Planning Policies, the 1991 Commute Trip Reduction Act, the Americans with Disabilities Act (ADA) and the 1990 federal Clean Air Act Amendments. Each of these laws emphasizes closer coordination between a jurisdiction's land use planning and its approach to transportation planning.

## **Transportation Today**

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Most of Mercer Island's streets are two lane residential streets with low to moderate volumes of traffic. Island Crest Way, a north-south arterial which runs the length of the ~~island~~ Island, is an exception to this rule because it is a principal feeder route to I-90. East ~~and~~ West Mercer Way ~~rings~~ring the ~~island~~ Island and ~~provides~~provide two connections with I-90 as well. SE 40th Street and Gallagher Hill Road are also major traffic carriers ~~from~~in the north-central portion of the ~~island~~ Island. In addition to I-90. The remaining street

~~system is made up of a arterial streets, the~~ local street network ~~which~~ provides access to other streets and private residences and properties. Public Transit service on the island centers on ~~enserves~~ the Park and Ride ~~lots~~lot in the I-90 corridor, and ~~fixed route service which travels~~ along Island Crest Way.

Mercer Island has over 56 miles of ~~off-road~~, trails, sidewalks and bicycle lanes for non-motorized travel. A regional trail runs across the north end of the Island along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

## **Upcoming Changes**

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Regional changes to the transportation system will likely change how Mercer Island residents travel and live. The I-90 center reversible lanes will be replaced by the Sound Transit East Link light rail line, slated for completion in 2023. A new light rail station at the Town Center will provide access to destinations in Seattle, Bellevue and Redmond other cities that are part of the Sound Transit system. In addition, commencing in the summer of 2017, ~~carpools and other high occupancy vehicles (HOV)~~ Mercer Island residents will no longer have access to ~~travel on the center reversible lanes~~, but will instead access new dedicated HOV lanes. Finally, ~~the possibility of I-90 tolling may change regional travel patterns and potentially change the travel behavior of Mercer Island residents.~~ The current park and ride at North Mercer Way is frequently at or near capacity, and parking demand will increase when the center HOV lane is closed and with Light Rail. The City

should address the overall parking for Mercer Island citizens, the total funding costs, and work with other agencies.

In sum, these regional changes will likely affect travel and land use development patterns, particularly for the north end of the Island. The changes will also provide new opportunities for the island and will support the vision and development of the Town Center.

## **Land Use Assumptions – The Comprehensive Plan**

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

~~Local~~The transportation ~~projections~~forecasts used in this element are based on Mercer Island growth targets for housing and employment ~~that are established through the process described in the Land Use Element,~~ regional traffic forecasts by the Puget Sound Regional Council, and local traffic counts ~~and specialized transportation modeling.~~ Within the ~~2001~~2015 to ~~2022~~2035 planning period, ~~housing on Mercer Island~~the City's growth target is ~~expected to increase by 1,437~~2,320 new housing units. ~~800 and 1,160~~ new jobs ~~are expected~~ to be generated on the Island during this 20-year period.

~~Mercer Island is a largely residential community bisected by Interstate 90, one of the most heavily traveled freeway corridors in Washington State. Mercer Island has managed to avoid most of the congestion and adverse traffic impacts seen in other suburban cities in the Seattle area. Outside the I-90 corridor and portions of Island Crest Way, and the Town Center, nearly all of Mercer Island's streets are two-lane, residential streets with homes on one or both sides. Congestion problems on the island are largely limited to the principal routes to the I-90 freeway.~~

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

## **Transportation Today**

---

~~Most of Mercer Island's streets are two lane residential streets with low to moderate volumes of traffic. Island Crest Way, a north-south arterial which~~



runs the length of the island, is an exception to this rule because it is a principal feeder route to I-90. East/West Mercer Way rings the island and provides two connections with I-90 as well. SE 40th Street and Gallagher Hill Road are also major traffic carriers from the north-central portion of the island to I-90. The remaining street system is made up of a local street network which provides access to other streets and private residences and properties. Transit service on the island centers on the Park and Ride lots in the I-90 corridor, and fixed route service which travels along Island Crest Way.

Mercer Island has over 56 miles of off-road, trails, sidewalks and bicycle lanes for non-motorized travel. A regional trail runs across the north end of the Island along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

### Town Center Plan

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The 1994 Town Center Plan for Mercer Island was updated in 2016 developed in 1994 through a cooperative effort of City staff, consultants and the Town Center Streets Citizens Design Task Force many citizens over a two-year long process. Specific goals and policies

related to transportation and mobility are in the Land Use element. Specific objectives include:

Enhancing access to existing and future development in the Town Center while, at the same time, discouraging through traffic from penetrating the Town Center core.

Emphasizing pedestrian, transit and bicycle access, safety and mobility throughout the Town Center, to reduce the need for vehicular travel within the downtown area.

Creating a pedestrian friendly environment along 78th Avenue SE which will encourage pedestrian-oriented retail development between SE 27th and SE 29th Streets.

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

The form and character of the development that has occurred within the Mercer Island Town Center reflects community vision and planning of the last twenty years.

## II. TRANSPORTATION GOALS AND POLICIES

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

~~The goals and policies were also developed with the recognition that~~

### Goals and Policies

**GOAL 1: ~~To~~ Encourage the most efficient use of the transportation system through effective management of transportation demand and the transportation system.**

1.1 ~~The City of Mercer Island encourages measures to reduce vehicular trips consistent with the city's adopted Commute Trip Reduction (CTR) Plan. Encourage measures to reduce vehicular trips using Transportation Demand Management strategies such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options.~~

~~past transportation and land use decisions largely define the existing transportation system as well as most of the issues and choices the community will face in the future. Following the Goals and Policies are sections on the Existing Transportation System and Future Conditions and Financial Analysis. The Goals and Policies were written with the constraints, data and opportunities of those sections in mind.~~

1.2 ~~The City of Mercer Island encourages~~ Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.

1.3 ~~The City of Mercer Island employs~~ Employ transportation system management (TSM) techniques to improve the efficient operation of the transportation system including, but not limited to: traffic through and turn lanes, management of street parking, signals and other traffic control measures.

**GOAL 2: ~~To~~ Receive the maximum value and utility from the City's investments in the transportation system.**

2.1 ~~The City of Mercer Island places~~ Place a high priority ~~for transportation expenditures~~ on maintaining the existing transportation facilities and the public rights of way.

2.2 ~~The City of Mercer Island will~~ Continue to prioritize ~~its~~ expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities.

2.3 ~~The City of Mercer Island will look for~~ Pursue opportunities for private sector participation in the provision, operation and maintenance of the transportation system.

2.4 ~~The City of Mercer Island will~~ Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity.

2.5 ~~Transportation investments are expected to be financed primarily from local sources. However, the City of Mercer Island will~~ Explore all available sources for transportation funding, including ~~the grants, impact fees and other~~ local options as authorized by the state legislature, ~~if~~

~~implementation of the adopted land\_~~

2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide multi-modal access to regional transit facilities. (Note from PSRC MPP-T-11)

**GOAL 3: ~~To~~ Minimize negative transportation impacts on the environment.**

~~3.1~~ ~~The City of Mercer Island will work to reduce total vehicle miles traveled through implementation of transportation demand management measures and other techniques.~~

~~3.2~~ 3.1 ~~The City of Mercer Island will~~ Use sound design, construction and maintenance methods to minimize negative impacts related to water quality, noise, and neighborhood impacts.

~~3.3~~ 3.2 ~~The City of Mercer Island will~~ Work with WSDOT and other agencies to minimize impacts on ~~island~~ Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering ~~on regional facilities,~~ and provision of transit services and facilities.

~~3.4~~ 3.3 ~~The City of Mercer Island will~~ Construct transportation

improvements with sensitivity to existing trees and vegetation. ~~Tree removal and pruning will be limited to that necessary for maintenance of safe roadway and trail conditions.~~

**GOAL 4: ~~To~~ Provide transportation choices for travelers through the provision of a complete range of transportation facilities, and services.**

- 4.1 ~~The City of Mercer Island will~~ Work with King County Metro ~~during the update of its Six-Year Plan; the City will also work with~~ Sound Transit, and other transit providers ~~during the creation and amendment of their long range system plans to develop~~ ensure adequate transit services to meet the needs of the ~~island~~ Island, including:
- maintain existing and encourage new public transit service on the Island;
  - ~~provide~~ maintain convenient transit connections to regional activity centers, including the Seattle CBD, Bellevue, ~~the~~ University of Washington and other centers;
  - provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the proposed Link light rail station; and
  - investigate potential new services including demand responsive transit for the general public, subscription

bus, or custom bus services ~~or school buses on a space available basis.~~

- 4.2 ~~The City of Mercer Island will work to~~ Provide for and encourage non-motorized travel modes consistent with the Comprehensive Park, and Recreation, Open Space, Arts Plan and Pedestrian and Bicycle Facilities Plan.

- 4.3 ~~The City of Mercer Island will~~ Support opportunities to facilitate transfers between different travel modes through strategies such as:
- ~~provision of~~ providing small park and ride facilities throughout the ~~island~~ Island; and;
  - improving pedestrian access to transit with on and off road pedestrian improvements;.

- 4.4 ~~The City of Mercer Island will~~ Investigate opportunities for operating, constructing and/or financing self-supporting park and ride lots for Mercer Island residents only.

~~4.5~~ ~~The City will investigate opportunities for use of innovative methods for pedestrians crossing streets, including use of colored and textured pavements within the City.~~

- ~~4.6~~ ~~4.5~~ The City will Encourage site and building design that

promotes pedestrian activity ~~and the use of transit and~~,  
ridesharing opportunities, and the use of transit.

~~4.7~~ 4.6 ~~The City will~~ Promote the development of pedestrian linkages between public and private development and transit in the Town Center District.

4.7 Promote the mobility of people and goods through a multi-modal transportation system consistent with the Pedestrian and Bicycle Facilities Plan.

**GOAL 5: ~~To fully~~ Comply with local, regional, state and federal requirements related to transportation.**

~~5.1~~ The City of Mercer Island will Meet the requirements of the Growth Management Act.

~~5.2~~ 5.1 ~~The City of Mercer Island will~~ Comply with the requirements of the federal and state Clean Air Acts, and ~~will~~ work with other jurisdictions in the Puget Sound region to achieve conformance with the State Implementation Plan.

~~5.3~~ 5.2 ~~The City of Mercer Island will~~ Meet the requirements of the Americans with Disabilities Act (ADA) ~~and apply these standards to development of the transportation system.~~

~~5.4~~ 5.3 ~~The City of Mercer Island complies~~ Comply with the Commute Trip Reduction requirements ~~of the state~~ through the ~~adoption~~

~~and continued~~ implementation of ~~their~~ CTR plan ~~(See Appendix A).~~

~~5.5~~ 5.4 ~~The City of Mercer Island will~~ Assist regional agencies in the revisions and implementation of the ~~Destination 2030 plan~~ Transportation 2040 (PSRC), ~~the Regional Transit Plan, and the WSDOT Highway System Plan,~~ and the 2007-2026 Washington Transportation Plan and subsequent versions of these documents.

~~5.6~~ 5.5 ~~The City of Mercer Island will~~ Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.

~~5.7~~ 5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants and promote clean transportation technologies.

**GOAL 6: ~~To~~ Ensure coordination between transportation and land use decisions and development.**

6.1 ~~The City of Mercer Island will strive to~~ Ensure compatibility between transportation facilities and services and adjacent land uses, evaluating aspects such as:

- potential impacts of transportation on adjacent land use;

- potential impacts ~~on the operation of the land development and activities on transportation facility/ service caused by activities on adjacent land facilities and services~~; and
- need for buffering and/or landscaping alongside transportation facilities.

6.2 ~~The City of Mercer Island will~~ Develop strategies to manage ~~property~~ access along ~~arterials~~ arterial streets in order to preserve their ~~transportation~~ function.

~~6.3 To the extent possible the City of Mercer Island will strive to route traffic around neighborhoods so as to minimize traffic impacts and foster a "pedestrian friendly" environment.~~

~~6.4~~ 6.3 In the project development review process, ~~the City of Mercer Island will~~ evaluate transportation implications including:

- congestion and level of service;
- connectivity of transportation facilities and services from a system perspective;
- transit ~~requirements~~ needs for travelers and for transit operators; and
- non-motorized facilities and needs ~~for travel by non motorized travel modes~~; and
- ~~potential density bonuses in return for inclusion of~~

~~transit supportive actions.~~

~~6.5~~ 6.4 Ensure that transportation improvements, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years.

~~6.6~~ 6.5 As part of a project's SEPA review, ~~the City shall~~ review the project's impact on transportation and ~~may~~ require mitigation of on-site and off-site transportation impacts. The City shall mitigate cumulative impacts of SEPA-exempt projects through implementation of the Transportation Improvement Program.

~~6.7~~ 6.6 The City shall adopt Develop standards and procedures for measuring the transportation impact of a proposed development and for mitigating impacts.

~~6.8~~ 6.7 The City of Mercer Island will Participate in the review of development and transportation plans outside ~~its~~ the city City's boundaries that may have an impact on the ~~island~~ island and its transportation system, and ~~will~~ consider the effect of the City's transportation plans on other jurisdictions.

~~6.9~~ 6.8 ~~The City of Mercer Island encourages "Encourage transit friendly", bicycle and pedestrian~~ principles in the design of projects including:

- locating structures on the site in order to facilitate transit and non-motorized travel modes;
- placing and managing on-site parking so to encourage travel by modes other than single occupant vehicles;
- provision of convenient and attractive facilities for pedestrians and bicyclists; and
- provision of public easements for access and linkages to pedestrian, bicycle and transit facilities.

~~6.10~~ 6.9 ~~The City recognizes that travel by single occupant vehicle is, and for the foreseeable future may continue to be, the dominant mode of transportation. The City will~~ Require adequate parking and other automobile facilities to meet anticipated demand generated by new development.

**GOAL 7: ~~To~~ Provide a safe, convenient and reliable transportation system for Mercer Island.**

7.1 ~~The City of Mercer Island will~~ Include in ~~its~~ the City's roadway design standards, requirements for facilities ~~that~~ to safely accommodate travel by all travel modes.

7.2 ~~The City of Mercer Island will~~ Provide a safe transportation system through maintenance and upkeep of transportation facilities.

7.3 ~~The City of Mercer Island will~~ Monitor the condition and performance of the transportation system to compare growth projections with actual conditions, assess the adequacy of transportation facilities and services, and to identify locations where improvements may become necessary.

7.4 ~~The City of Mercer Island will~~ Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic growth volumes to identify and prioritize locations for safety improvements.

7.5 Where a need is demonstrated, consider ~~the use of~~ devises signage, traffic controls, or other strategies to improve the safety of pedestrians crossing streets pedestrian crossings.

7.6 ~~The City of Mercer Island will maintain~~ Verify the policies, criteria and a process to determine when, and under what conditions, private roads and privately maintained roads in the public ~~rights~~ right of way ~~or private roads~~ should be accepted for public maintenance and improvement.

7.7 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.

**GOAL 8: ~~To~~ Preserve adequate levels of accessibility between Mercer Island and the rest of the region.**

8.1 The I-90 Memorandum of Agreement was amended in 2004. Any future modification to such access for Mercer Island traffic must comply with the terms and conditions of the MOA, as amended, ~~and must properly mitigate the impacts of any reduction in Mercer Island traffic mobility and capacity, as set forth in Resolution 1337.~~

8.2 ~~The City recognizes~~ Continue to recognize I-90 as a highway of statewide significance.

8.3 ~~The City of Mercer Island will~~ Work with King County Metro and ~~the~~ Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.

8.4 ~~The City of Mercer Island will~~ Work with WSDOT, King County Metro, and the Sound Transit to ensure the provision of adequate Park and Ride capacity for island residents.

8.5 ~~The City of Mercer Island will~~ Continue to maintain an effective role in regional transportation planning, decisions-making and implementation of transportation system improvements.

**GOAL 9: ~~To~~ Balance the maintenance of quality island neighborhoods with the needs of the island's transportation system.**

~~9.1~~ ~~The City of Mercer Island shall use a consistent approach to resolve neighborhood street issues.~~

9.1 ~~The City of Mercer Island will develop a method to~~ Strive to the extent possible to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment.

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

9.3 ~~The City of Mercer Island will~~ Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.

9.4 ~~The City of Mercer Island will~~ Work with King County Metro to provide public transit vehicles and services that are more in



scale with the ~~city~~City's neighborhoods and its local road network.

~~9.5~~ The City of Mercer Island will Maintain comprehensive street ~~classification design~~ guidelines and standards that determine the appropriate function, capacity, and improvement needs for each street/roadway, while minimizing construction and neighborhood impacts.

GOAL 10: ~~To~~ Maintain acceptable levels of service for transportation facilities and services on Mercer Island.

~~10.1~~ The City of Mercer Island ~~establishes~~ Level of Service (LOS) at arterial street intersections "C" defined shall be a minimum of "C" within and adjacent to the Town Center and "D" for all other intersections. as stable traffic flow with acceptable delays at intersections as its for the City's transportation level of service standard required under GMA. at arterial street intersections.

10.2 Use the level of service standard to evaluate the performance of the transportation system ~~to~~and guide future system improvements and funding.

~~10.3~~ Consistent with King County's countywide policies requirements, the City of Mercer Island establishes mode split

goals for work trip travel to the island as follows: transit—0.31%, carpool/vanpool trip—16.45% Emphasize projects and single occupancy vehicles—83.24%. programs that focus on the movement of people and provide alternatives to driving alone.

~~10.3~~ Implement the following strategy when vehicle capacity or funding is insufficient to maintain the LOS standard: (1) seek additional funding for capacity improvements, (2) explore alternative, lower-cost methods to meet level-of-service standards (e.g., transportation demand management program, bicycle corridor development or other strategies), (3) reduce the types or size of development, (4) restrict development approval, and (5) reevaluate the level of service standard to determine how it might be adjusted to meet land use objectives.

~~10.4~~ The City of Mercer Island will ensure that itsEnsure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements.

~~10.5~~ Revise the Transportation Element if the Land Use and/or Capital Facilities Element of the Comprehensive Plan are changed to maintain a balanced and consistent plan.

~~10.6~~ Monitor the transportation impact of growth in households

~~and employment in relation to the land use assumptions used to forecast traffic growth in the Transportation Element.~~

**GOAL 11: ~~To Establish~~Ensure parking standards ~~that~~ support the land use policies of the Comprehensive Plan.**

11.1 ~~The City of Mercer Island will~~ Continue to implement flexible parking requirements for Town Center development based on the type and intensity of the proposed development; ~~the site location, the potential for characteristics; likelihood for parking impacts on the~~ adjacent uses; ~~the opportunities for transit, carpooling or share parking; and the objective to enhance shared parking; and potential for enhancements to the pedestrian environment in the site design.~~

11.2 Maintain the current minimum parking requirements of three off-street spaces for single family residences, but may consider future code amendments that, allow for the reduction of one of the spaces, provided that the quality of the environment and the single family neighborhood is maintained.

11.3 ~~The City of Mercer Island may restrict~~Support business development in the downtown area by prioritizing on-street parking spaces in the Town Center for short-term parking ~~to support business development in~~

~~the downtown area, and will~~ encourage the development of off-street ~~joint use~~shared parking facilities for long term parking in the Town Center.

**GOAL 12: Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks within the City.**

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

12.2 Implement the Pedestrian and Bicycle Facilities Plan, ~~which provides for a safe, coordinated system of bikeways, walkways and trails, including through bicycle routes,~~ to meet existing and anticipated needs for non-motorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.

~~12.3 — Emphasize non-motorized improvements that provide alternatives to single-occupancy vehicles and ensure that bike transportation remains an important component of community identity.~~

12.3 Study opportunities for use of innovative methods for pedestrians crossing streets, including use of colored and

textured pavements within the City.

### III. TRANSPORTATION SYSTEM – EXISTING CONDITIONS

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

#### Travel Patterns - How Mercer Islanders Move About

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Merger Island ~~is predominantly an upper middle class city with~~ has relatively high levels of vehicle ownership and personal mobility. Approximately ~~three quarters~~ two-thirds of the households on Mercer Island have two or more vehicles, while less than ~~three~~ four percent of households have no vehicle at all. ~~This high reliance on the automobile is confirmed by commuter trip patterns from~~ Comparing the 2012 American Community Survey (US Census) data with the 2000 US Census. ~~These data show that over 76~~ a number of changes are observed.

The percent of Mercer Island residents who commute to work by driving alone, 47, has dropped from 76 percent to 71 percent, those who take a bus or carpool to work decreased from 17 percent to 14 percent, and seven percent of island residents those who

~~work at home-~~ increased from 7 percent to 10 percent. The average travel time to work for Mercer Island residents is 20 to 24 minutes, which is ~~similar to~~ below the regional ~~averages~~ average of 27 minutes.

~~The most complete source of travel pattern information for the Island is the regional travel model developed by the Puget Sound Regional Council (PSRC). This model estimates existing and future travel patterns based on computer simulations derived from Census data and surveys of trip makers throughout the region. For the 2000 base year (which corresponds to the most recent Census), the number of work trips from Mercer Island to Seattle has decreased from 68% in 1990 to 55% in 2000. The number of work trip destinations to Eastside and other work sites accounts for 42% of all work trips from Mercer Island. The number of Island commuters who work at home has decreased from approximately 10% in 1990 to 7% in 2000.~~ A November 2013 WSDOT Mercer Island Travel Survey found that 55 percent of commute trips originating on the Island traveled west towards the Seattle and 45 percent traveled east towards Bellevue.

## Roadway Network

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According to the 2000 Census, Mercer Island residents own an average of two vehicles per occupied housing unit. Twenty three percent of Island residents own three or more vehicles. These vehicle ownership figures are slightly higher than the King County average for vehicles per household (1.79) and residents with three or more vehicles available per household (21%). The PSRC's travel models also forecast future travel patterns for the year 2030. Although total travel to, from and within Mercer Island is expected to increase by about 20 percent between 2000 and 2030, the major travel patterns described above are expected to remain the same.

## The Transportation System— Facilities & Services

### 1. Land Transportation

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Mercer Island is currently served by a variety of land transportation facilities and services. Automobiles, public transit and school transit utilize the island's road network. Pedestrians and bicyclists use trails and paths as well as the road network. This section describes current facilities and services provided for each of these travel modes.

#### A. Roads

Mercer Island has over 75 miles of public roads. Interstate 90 (~~I-90~~) runs east-west across the northern end of Mercer Island, providing the only road and transit connection to the rest of the Puget Sound region. ~~I-90 is a six lane divided highway with an additional two center HOV (High Occupancy Vehicle) lanes across the island. On Access to the I-90 on-ramps and off-ramps to I-90 are~~ provided at East Mercer Way, Island Crest Way, West Mercer Way, 76th Avenue SE, and 77th Avenue SE. ~~On and off ramps to the reversible center HOV lanes are provided at 77th and, 80th Avenue SE, Island Crest Way, and East Mercer Way.~~

There are a number of changes occurring to the I-90 corridor in preparation for Sound Transit light rail, scheduled for completion in 2023. These include the addition of westbound and eastbound HOV lanes to the I-90 mainline. with ramps providing access to the HOV lanes at

80th Avenue SE. The reversible HOV lanes down the center lanes of the I-90 facility will become the dedicated rail corridor for Sound Transit light rail.

On the island, most of the road network ~~on the island~~ is comprised of 2-lane local streets serving the island's residential areas; arterials. Arterial roadways comprise approximately 25 miles, or one third, of the system. In addition to public roads, there are numerous local streets and private roads serving individual neighborhoods and developments on the island.

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

- Principal Arterials carry the highest volumes of traffic and provide the best mobility in the roadway network. ~~They do this by limiting access to adjacent land uses, and having fewer traffic control devices and~~ These roads generally have higher speed limits, higher traffic volumes, and limit access to adjacent land uses.
- Secondary Arterials connect with and augment principal arterials and generally have a higher degree of access to adjacent land, lower traffic volumes and lower travel speeds.
- Collector Arterials provide for movement within neighborhoods, connecting to secondary and principal arterials; ~~they~~and

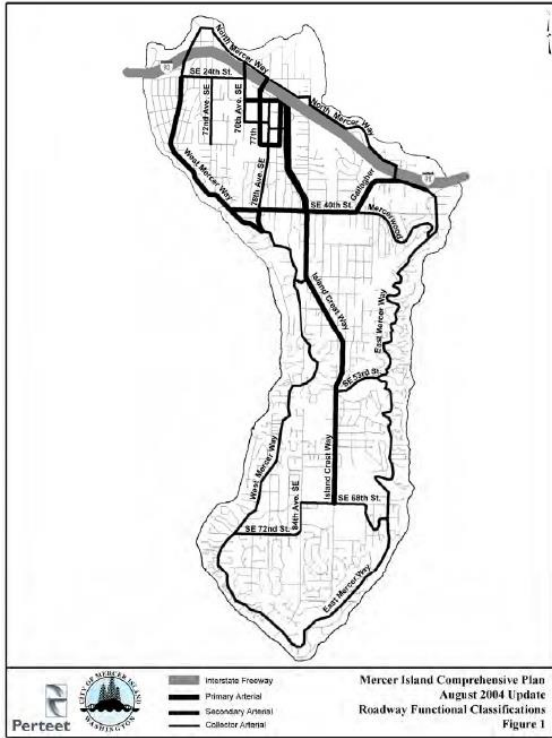
typically have low traffic volumes and carry little through traffic.

- Local Streets provide for direct access to abutting properties and ~~other connecting local streets;~~ ~~they~~ carry low volumes of traffic at low travel speeds ~~and~~. Local streets are usually not intended for through traffic.

Individual streets are assigned classifications based on several criteria, including the type of travel to be served, the role of the street in the overall street network and transportation system, physical characteristics, traffic characteristics, and adjacent land uses. Based on City Staff recommendations, the City Council periodically reviews and updates the street classification system, its criteria and specific street classification designations. Figure 1 shows the street functional classifications.

~~Figure 1 illustrates the system and its classifications. Figure 2 shows existing 2014 roadway conditions, features describing the shoulder types and sidewalk locations. Figure 3 shows the number of travel lanes and, posted speed limits, and the location of 12 signalized intersections and four signalized non-motorized crossings. Existing traffic volumes on this network. [Traffic volume measures are an amalgam of traffic counts taken over an extended period of time. They are a snap-shot of traffic volumes that were present when the counts were taken. Current traffic volumes may differ from~~

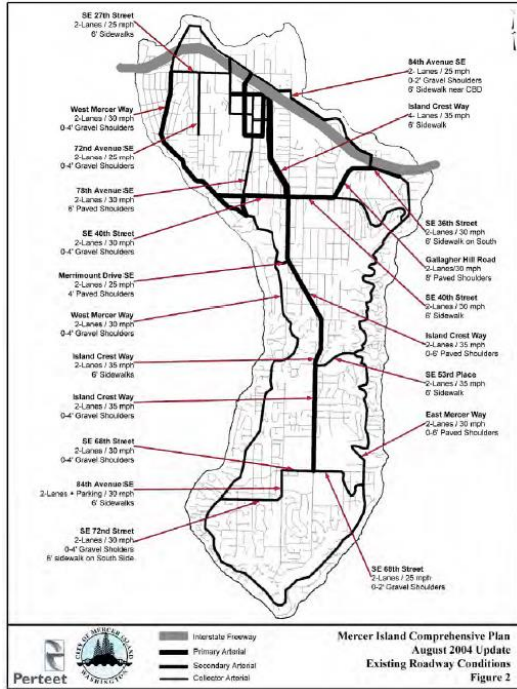
~~those shown here depending upon changes in road configurations elsewhere in the community and/or changes in the public's travel patterns. They should be used only as first indicators of where road deficiencies may be and where further traffic analysis is warranted.]~~



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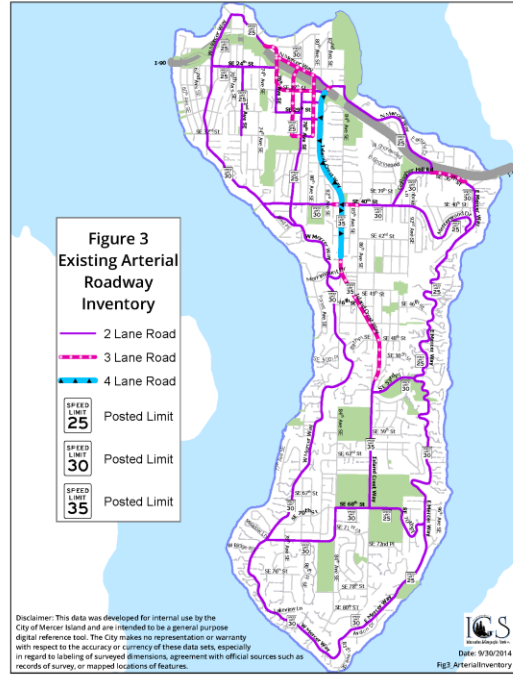
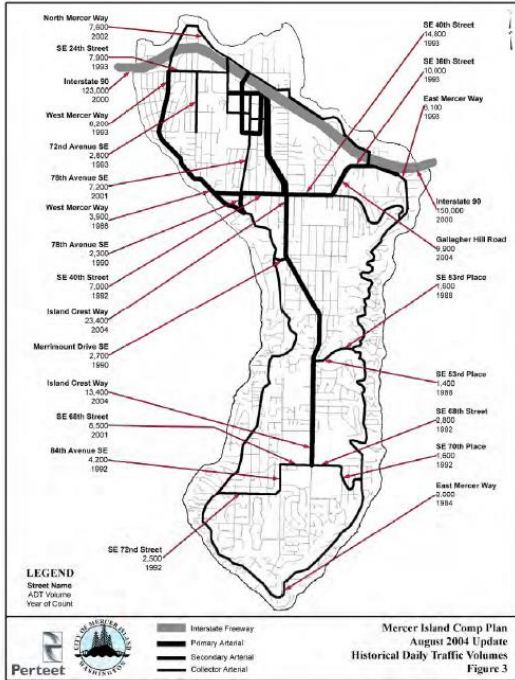
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Current Map (to be replaced)

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Current Map (to be replaced)

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## Level of Service Standard

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

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

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

## Traffic Operations

For transportation planning purposes, traffic operations are typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. On Mercer Island, the peak hour of traffic operations corresponds with the afternoon commute, which typically falls between 4:00 and 6:00 in the afternoon (PM peak hour). Traffic counts were collected at 39 intersections throughout the Island

Selected counts for the AM peak hour were also collected to provide an understanding of the transportation system during the morning commute, which typically peaks between 7:30 AM and 8:30 AM.

Table 1 shows the AM and PM peak hour operations for each of the study intersections.

The analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for existing 2014 conditions, with two exceptions. The Outside of the Town Center, the analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for 2014 conditions, except the intersection of SE 53<sup>rd</sup> Place/Island Crest Way operates at LOS F during the morning peak hour and at LOS E during the afternoon peak hour.

Within the Town Center, where the LOS C standard applies, the intersection of N Mercer Way/77<sup>th</sup> Avenue SE operates at LOS E during the morning and afternoon peak hours. Figure 5 -shows

the 2014 LOS at key intersections during the morning and afternoon peak hours.

**Table 1. 2014 Intersection Operations**

<u>Intersection</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
<b>Town Center Intersections (LOS C Standard)</b>		
<u>SE 24th St/76th Ave SE</u>	<u>B</u>	<u>B</u>
<u>N Mercer Way/77th Ave SE</u>	<u>E</u>	<u>E</u>
<u>N Mercer Way/Park &amp; Ride/80th Ave SE</u>	<u>B</u>	<u>C</u>
<u>SE 27th St/76th Ave SE</u>	--	<u>B</u>
<u>SE 27th St/77th Ave SE</u>	<u>B</u>	<u>B</u>
<u>SE 27th St/78th Ave SE</u>	<u>A</u>	<u>A</u>
<u>SE 27th St/80th Ave SE</u>	<u>B</u>	<u>B</u>
<u>SE 28th St/78th Ave SE</u>	--	<u>B</u>
<u>SE 28th St/80th Ave SE</u>	--	<u>C</u>
<u>SE 28th St/Island Crest Way</u>	<u>B</u>	<u>C</u>
<u>SE 29th St/77th Ave SE</u>	--	<u>B</u>
<u>SE 29th St/78th Ave SE</u>	--	<u>C</u>
<u>SE 30th St/78th Ave SE</u>	--	<u>C</u>
<u>SE 30th St/80th Ave SE</u>	--	<u>B</u>
<u>SE 30th St/Island Crest Way</u>	--	<u>A</u>
<u>SE 32nd St/78th Ave SE</u>	--	<u>B</u>
<b>WSDOT Intersections (LOS D Standard)</b>		
<u>I-90 EB off-ramp/W Mercer Way</u>	<u>B</u>	<u>A</u>
<u>I-90 WB on-ramp/N Mercer Way/76th Ave SE</u>	<u>B</u>	<u>C</u>
<u>I-90 WB off-ramp/N Mercer Way/Island Crest Way</u>	<u>C</u>	<u>D</u>
<u>I-90 EB off-ramp/77th Ave SE</u>	<u>B</u>	<u>B</u>
<u>I-90 EB on-ramp/SE 27th St/Island Crest Way</u>	<u>C</u>	<u>C</u>
<u>I-90 EB on-ramp/SE 36th St/E Mercer Way</u>	<u>A</u>	<u>B</u>
<u>I-90 EB off-ramp/100th Ave SE/E Mercer Way</u>	<u>B</u>	<u>A</u>
<u>I-90 WB ramps/100th Ave SE</u>	<u>B</u>	<u>C</u>
<b>Outside of Town Center Intersections (LOS D Standard)</b>		
<u>SE 24th St/W Mercer Way</u>	<u>B</u>	<u>B</u>

<u>SE 24th St/72nd Ave SE</u>	--	<u>B</u>
<u>SE 36th St/N Mercer Way</u>	<u>C</u>	<u>C</u>
<u>SE 40th St/W Mercer Way</u>	--	<u>A</u>
<u>SE 40th St/78th Ave SE</u>	--	<u>B</u>
<u>SE 40th St/Island Crest Way</u>	<u>D</u>	<u>D</u>
<u>SE 40th St/SE Gallagher Hill Rd</u>	<u>C</u>	<u>D</u>
<u>Mercerwood Dr/E Mercer Way</u>	--	<u>B</u>
<u>W Mercer Way/78th Ave SE</u>	--	<u>B</u>
<u>Merrimount Dr/W Mercer Way</u>	--	<u>B</u>
<u>Merrimount Dr/Island Crest Way</u>	--	<u>C</u>
<u>SE 53rd Place/Island Crest Way</u>	<u>F</u>	<u>E</u>
<u>SE 53rd Place/E Mercer Way</u>	--	<u>A</u>
<u>SE 72nd St/W Mercer Way</u>	--	<u>A</u>
<u>SE 68th St/84th Ave SE</u>	<u>C</u>	<u>B</u>
<u>SE 68th St/Island Crest Way</u>	<u>D</u>	<u>C</u>
<u>SE 68th St/E Mercer Way</u>	--	<u>A</u>

## Parking

Prior to the 1994-96 CBD Street Reconstruction Project, there were a total of 230 on-street parking spaces. Most parking in the City is provided by off-street parking lots, along residential access streets, or by on-street spaces in select areas of the Town Center within Mercer Island's Town Center. Upon completion of the Town Center streets reconstruction, on-street parking spaces are projected to decrease to approximately 140. Diagonal parking is permitted on the south side of SE 27th Street, east of 76th Avenue SE, and parallel parking is allowed on portions of the other streets in the downtown.

In 2001, the City implemented a permit parking program for ~~the northern most street~~on-street parking in the Town Center in response to overflow conditions at the Mercer Island Park and Ride lot. This program preserves selected public on-street parking spaces for Mercer Island resident use, between the hours of 7:00 AM and 9:00 AM, Monday through Friday. All Mercer Island residents are eligible for a Town Center District permit which will allow them to park on Town Center streets during the specified hours.

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

~~Together, these programs reduce overflow parking from the Park and Ride lot on City streets by off island~~

~~commuters, many of whom travel to their destination via the Mercer Island Park and Ride transit stop.~~

~~Outside the Town Center, most parking for non-residential land uses is provided in dedicated off-street parking lots attached to the specific use. Examples are parking lots serving the shopping center at the south end of the island, and those at schools, churches and community centers. Parking is allowed on most residential access streets, or on the adjacent shoulder, and supplements the driveways serving the homes and off-street lots serving multi-family developments.~~

~~Overflow parking continues to be an issue in a number of areas, including and without limitations, neighborhoods adjacent to the high school and adjacent to a limited number of multi-family housing developments on the west side of the Town Center.~~

## Bicycle and Pedestrian Facilities

With an inventory of over 56 miles, Bicycle and pedestrian facilities are a valuable asset for the residents of Mercer Island. These facilities are used for basic transportation, recreation, going to and from schools, and they contribute to an important element to our community's quality of life. the facilities contribute to our community's quality of life. In 1996, the City developed a Pedestrian and Bicycle Facilities Plan to provide a network of bicycle and pedestrian facilities. The plan focused on encouraging non-motorized travel and improving the safety of routes near the Island's elementary schools. Of the 47 projects identified in the plan, 38 of the projects were either fully or partially completed during the first 12 years of the plan.

In late 1995 the City Council instructed the Road and Trails Board to review the 1990 Comprehensive Plan and develop a new plan that is consistent with the City of Mercer Island Comprehensive Plan. Over the next year the Board held several public meetings and open houses to gather input on what residents wanted. A 2010 update to the plan included vision and guiding principles, goals and policies, an existing and future network, a list of completed projects, revised facility design standards, and a prioritized list of projects. The plan emphasizes further development of safe routes to schools, completion of missing connections, and application of design guidelines.

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

The bicycle network is made up of designated bicycle facilities including bicycle lanes and sharrows, and shared non-motorized facilities including shared use pathways, off-road trails, and paved shoulder areas. Figure 25 shows the pedestrian and primary bicycle facilities on the island as identified by the Pedestrian and Bicycle Facilities Plan.

In preparing the plan, the Road and Trails board worked to balance the often conflicting priorities of safety, use, the environment, local character and cost. The trade-offs were guided by several principles:

Arterial corridors are shared-use assets, incremental solutions are preferred. Appropriate facilities balance our community values, expected uses and the site;

The Mercer Ways are a unique and valuable community asset, Maintenance, parking and speed control policies affect the use of these facilities, The cost of construction, reconstruction and ongoing maintenance need to be balanced with the perceived benefit of each project.

~~On August 5, 1996 the City Council adopted the Pedestrian & Bicycle Facilities Plan. With the adoption of the plan, the Council dissolved the Road and Trails Board. The role the Board used to plan in the City was subsequently divided between the Council and staff.~~

~~The Plan guides staff and Council in decision making—specifically in relation to the Capital Facilities Element of the City of Mercer Island Comprehensive Plan.~~

~~The City identified the development of roadside shoulders on East, West and North Mercer Ways as a priority project in the 2005—2010 Six Year Transportation Improvement Program (TIP). These and other transportation project funding decisions are made consistent with City policy goals. Projects are coordinated with other capital projects to gain with greatest effect.~~

~~Copies of the adopted 20-year Pedestrian & Bicycle Facilities Plan are available at City Hall.~~

## **Public Transportation**

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The King County Department of Metropolitan Services (Metro) ~~provides~~ and the regional transit agency Sound Transit provide public transportation services for Mercer Island and throughout King County. ~~Metro provides three~~ There are four major types of service offered on the island: local fixed route service, regional express service, ~~and~~ custom bus service, and Access service.

*Local fixed route service* operates on the arterial roadway system, and provides public transit service for most of the ~~island~~ Island, connecting residential and activity areas. ~~Generally, service is provided on 30-minute headways during the peak hour and on one-hour headways midday. Service headways (i.e., the time between buses on a route) and frequent stops along the routes result in relatively slow travel times compared to private autos.~~ Transit passengers tend to be "transit dependent" travelers, such as those too young to drive, people unable to drive, or those people who do not have access to a private vehicle.

*Regional Express service*, which also operates on fixed routes, is oriented toward peak hour commuter trips between Mercer Island and major employment and activity centers off the ~~island~~ Island. Express service ~~is designed to pick~~ generally picks up riders at central collection areas such as park and ride lots, and stop less frequently along the route to major destinations. Express service is provided west and east along I-90 into Seattle and Bellevue, ~~and is provided by King County Metro and Sound Transit.~~

*Custom bus service* includes specially designed routes to serve specific travel markets, such as major employers, private schools, or other special destinations. These services are typically provided during peak commute hours, and operate on fixed routes with limited stops. ~~At least two~~ Custom bus routes are service is currently provided; ~~one to between~~ the Jewish Day School in

Bellevue Mercer Island Park and another to Ride and Lakeside School and University Prep in Seattle.

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

Figure 4 shows the current transit routes serving the island. In September 2014, King County Metro reduced bus service throughout its service area due to revenue shortfalls. On Mercer Island, the changes reduced the number of routes from six to two. Other service reductions have affected Mercer Island Park and Ride, which was reduced from ten routes to three King County (201, 204 and 216), and two Sound Transit (550 and 554) routes. Some of the remaining routes were provided with expanded service hours.

Route 201 serves the western portion of Mercer Island providing service from the Mercer Island Park and Ride lot, along 78th Avenue SE, West Mercer Way, East Mercer Way, SE 70th Place, and SE 68th Street to Mercer Village Center. This route operates only on weekdays and has only two morning and one afternoon trips.

Route 204 provides service between the Mercer Island Park and Ride lot and the Mercer Village Center. This route travels on 78th Avenue SE, SE 40th Street, 86th Avenue SE, Island Crest Way, and SE 68th Street to the Mercer Village Center. The route operates every 30-60

minutes from approximately 6:00 AM to 6:00 PM on weekdays.

## Park and Ride

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

The existing Mercer Island Park and Ride, with 257 spaces, is located north of I-90 in downtown Mercer Island, and is the largest park and ride on the island. It is owned and operated by the Washington State Department of Transportation (WSDOT).

Sound Transit proposes to replace the existing 257-vehicle surface parking lot with a two-story, partially below ground, 450-space parking structure, an increase of 193 spaces. The adjacent bus pull-out areas on both the north and south sides of North Mercer Way will be lengthened, the adjacent sidewalks widened and transit shelters installed to improve waiting and boarding areas for transit users. Construction is expected to begin in 2006.

Based on a ridership survey performed by Metro Transit in 2001, this park and ride is filled to capacity on a daily basis before 8:00am and is used by both Mercer Island residents (approximately 43%) and commuters who reside east of Mercer Island (approximately 57%).

Fourth Quarter 2013 Park and Ride Utilization Report prepared by King

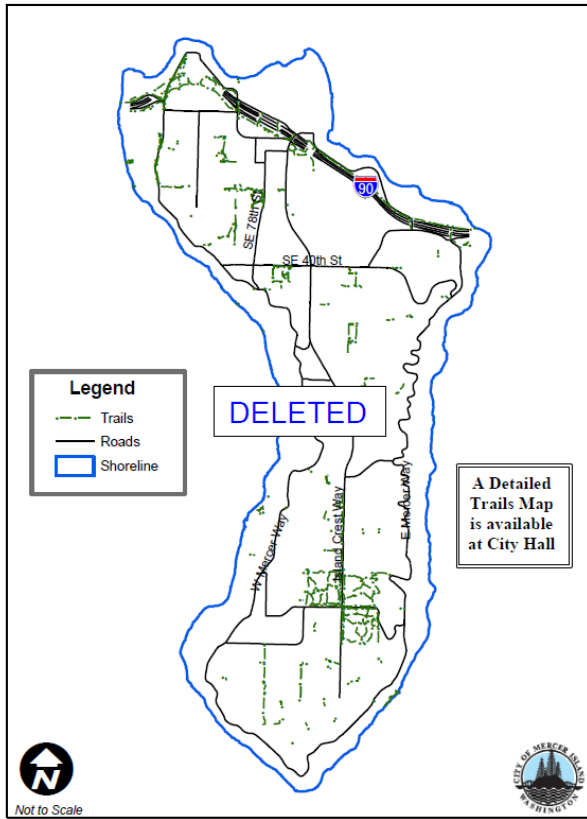
County, the Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island.

To supplement park and ride capacity on the ~~island~~ Island, Metro has leased ~~two~~ three private parking lots for use as

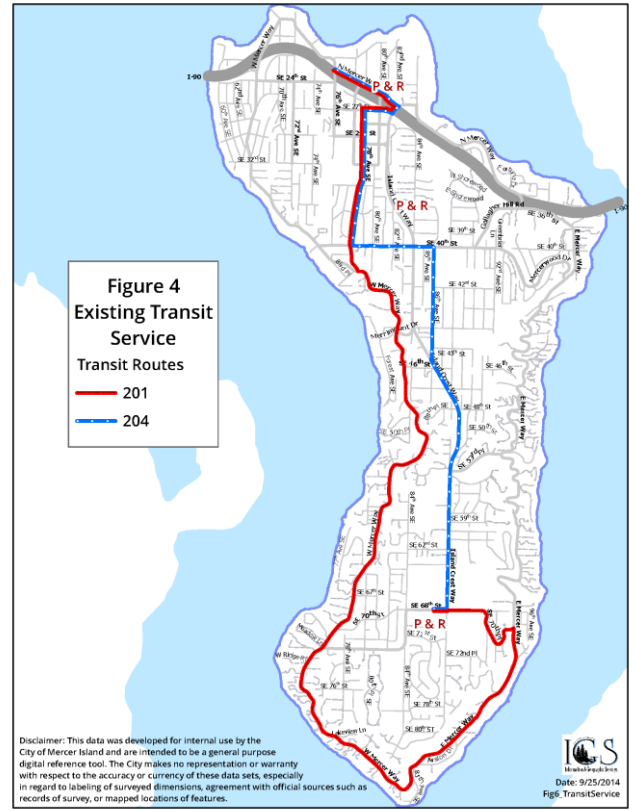
park and ride lots, located at the Mercer Island Presbyterian Church ~~and the~~, Mercer Island United Methodist Church, and at the Mercer Village Center. These lots are described in ~~Table 3~~ Table 12. Together, they provide an additional ~~6069~~ parking spaces for use by Island residents.



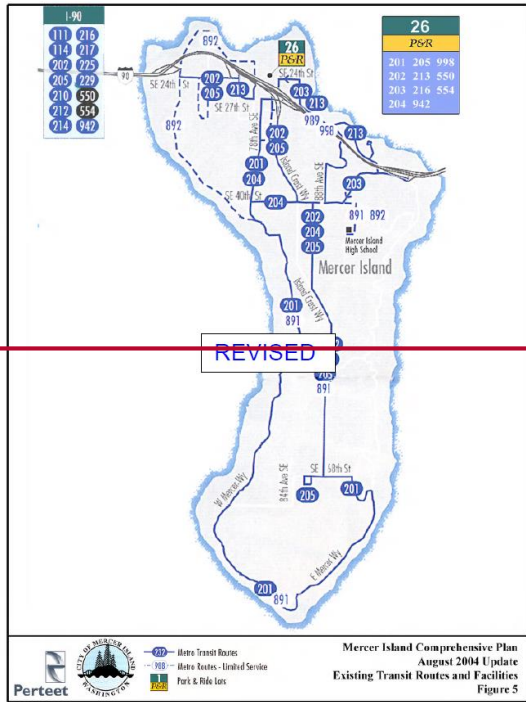
Figure 4 - Comprehensive Trail Plan



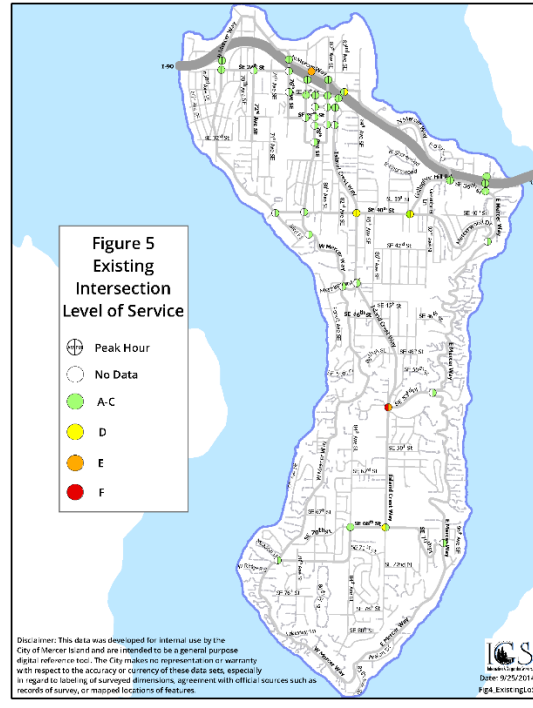
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Current Map (to be replaced)



Updated Map

**Table 312: Mercer Island Park and Ride Locations and Capacities**

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
<del>Metro</del> Mercer Island Park and Ride	7800 N Mercer Way	<del>257</del> 447	<del>258</del> 447	100%
Merger Island Presbyterian Church	84th Ave SE & SE 37th St.	30	<del>30</del> 15	<del>100</del> 50%
United Methodist Church	70th Ave SE & SE 24th St.	<del>30</del> 18	<del>20</del> 13	<del>-6</del> 72%
Merger Village Center	84th Ave SE & SE 68th St.	<del>21</del>	<del>5</del>	<del>24</del> %

Source: Metro Transit ~~Spring 2002~~ P&R Utilization Report ~~Fourth Quarter 2013~~.

### School Transportation

The Mercer Island School District ~~#400~~ (MISD) provides bus transportation for public Kindergarten through 12th grade students on Mercer Island. The MISD operates ~~32 bus routes with a total of 35 buses to provide this service. On average, the school district serves 2,278 students on a daily basis (2003-2004), or around 55% of the total school population.~~ approximately 40 scheduled bus routes during the morning and afternoon. In addition, the District provides free Orca cards to high school students who live more than one mile from Mercer Island High School and do not have either a parking pass or are not assigned to a district bus.

### Rail Services & Facilities

There are no railroad lines or facilities on Mercer Island. In the region, the Burlington Northern Railroad and Union Pacific Railroad companies provide freight rail service between Seattle, Tacoma, Everett, and other areas of Puget Sound, connecting with intrastate, interstate and international rail lines. Amtrak provides scheduled interstate passenger rail service from

Seattle to California and Chicago. Major centers in Washington served by these interstate passenger rail routes include Tacoma, Olympia, Vancouver, Everett, Wenatchee, and Spokane.

### Air Transportation

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

### Water Transportation

Mercer Island does not have any public water transportation services. ~~Lakemont dock, a public boat launch providing access to Lake Washington, is located at the foot of 97th Avenue SE. The city's other public boat launch is on the east side of the Island, off of East Mercer Way, under the East Channel Bridge. Port services and facilities are provided by the Port of Seattle in Seattle. Public ferry services between Seattle and Edmonds and Kitsap County are provided by the Washington State Department of Transportation.~~

## IV. TRANSPORTATION SYSTEM – FUTURE ~~NEEDS~~NEEDS

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### **Growth Management Act Requirements**

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This section describes the future year transportation system needs, particularly in terms of traffic volumes and road capacities, and the process used to identify them. The Growth Management Act requires the City to forecast traffic demands for at least ten years into the future, identifying where future improvements may be necessary in order to accommodate future population and traffic growth. The Act goes on to require the City to develop financing strategies which will implement the "growth-related" traffic system improvements within six years.conditions and analysis used to identify future transportation needs and improvements.

### **"Level of Service" Analysis**

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Mercer Island analyzes its arterial road transportation needs and capacities in terms of its established Level of Service (LOS) "C" standard—the community's' measure of maximum tolerable traffic congestion. The analysis is based on traffic counts that have been collected over a number of years and projected into the future. The LOS analysis is used to anticipate and respond to transportation system "deficiencies" in a timely and effective manner. However, because traffic volumes change with changing travel and growth patterns, LOS analysis is a continual process. With

~~that caveat, the data and analysis that follows should not be regarded as precise, final conclusions. Instead, the projections and results should be indicators of where future traffic planning and data collection should occur before commitments to physical improvements are made.~~

~~Traffic volumes and levels of service were forecast for 2022, the 20-year planning horizon established for the Mercer Island Comprehensive Plan.~~

### **Town Center Street Plan**

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The Town Center Plan for Mercer Island was developed through a cooperative effort of City staff, consultants and the Town Center Streets Citizens Design Task Force. The primary concept behind the Town Center Street Plan was to support the Downtown Mercer Island Vision Plan adopted by the City in mid-1993 and the Comprehensive Plan Land Use Element adopted in December, 1993. Specific objectives included:

Enhance access to existing and future development in the Town Center while, at the same time, discouraging through traffic from penetrating the Town Center core.

Emphasize pedestrian, transit and bicycle access, safety and mobility throughout the Town Center, particularly among planned residential, commercial and retail uses, to reduce the need for vehicular travel within the downtown area.

Create a pedestrian-friendly environment along 78th Avenue SE which will encourage pedestrian-oriented retail development between SE 27th and SE 29th Streets.

Transportation Improvements for the Town Center

In 1996, Town Center District streets were renovated and resurfaced with new asphalt, new street lights, widened and improved sidewalks (at least 8 feet wide), new curbs and gutters, additional street trees and art inlays at intersections. Detailed descriptions of the planned improvements are available in the City's Development Services Department.

Implementation of the Town Center street improvements began in 1994, with construction of improvements to 77th and 78th Avenues SE; construction on the easterly portion of SE 27th Street began in June 1994. The remaining improvements were constructed in 1995 and 1996. Funding for the Town Center street projects was provided through a combination of ISTEA grants matched by local funds from the City of Mercer Island. Transit in the Town Center focuses transit service increases on the I-90 corridor, rather than on additional north-south service on the island. Future service increases on the island will most likely concentrate on Island Crest Way and are not expected to impact the downtown area.

Adequacy of Town Center Street Plan

An issue which arose during the development of the Downtown Streets Plan was whether the transportation system would be adequate to support the growth planned for the Town Center. The Downtown Vision Plan calls

for more retail, residential and commercial activity than currently exists in the Town Center, and the reduction of roadway capacity for some facilities. Questions were raised about the ability of the proposed street plan to accommodate Town Center growth along with other growth on the island. A detailed analysis of the traffic demand and the capacity of the revised street system was analyzed by KJS Associates in 1994. In 2004, Pertec Engineering examined the possible need for new traffic signals on SE 27<sup>th</sup> Street at 77<sup>th</sup> Avenue SE and 78<sup>th</sup> Avenue SE as a result of proposed developments in the Town Center. They also examined existing vehicle volumes and future trip projections. The analysis of current and future traffic flows on the downtown streets confirmed that the transportation plan for the Town Center is sufficient to maintain acceptable levels of traffic congestion. Specific findings of the analysis revealed that:

The majority of travel from regional facilities to the rest of the island will not go through the Town Center. The principal connections to the I-90 freeway are located at: Island Crest Way, the West Mercer interchange, and the East Mercer interchange. Although Island Crest Way runs along the east side of the Town Center, traffic on this arterial does not impact the Town Center due to the physical and visual separation provided by the retaining walls along Island Crest Way. Drivers bound for the Town Center must exit Island Crest Way at SE 30th Street in order to reach the Town Center street system. Since there will not be much growth in through traffic in the Town

Center, the Downtown Street Plan does not have to provide excess capacity for through traffic.

The mixed use development and pedestrian orientation of the Downtown Vision Plan will reduce vehicular trip generation rates for new development by about 15 percent, compared to typical suburban centers. This means that the total average daily traffic (ADT) into and out of the Town Center will increase by about only 30 percent, or 9,500 ADT at full build-out of the Town Center.

- Future levels of service with three lane streets and roadway improvements will maintain LOS C or better at all locations in downtown. The existing four-way stop signs will work well for many years. Traffic signals should be installed at downtown intersections only when warranted by actual traffic volumes.

4

## **Street System Outside of the Town Center**

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For travel demand forecasts outside the Town Center a growth rate of one percent per year was used. This assumption is based on the projected growth patterns for Mercer Island, and historical growth patterns in traffic on the street network. Population and employment growth on the island that will affect traffic levels through the 20 year planning period is expected to be low. Annually, this amounts to about one percent growth per year. The majority of this growth is anticipated to

be in and near the CBD, and is not likely to significantly affect traffic elsewhere on the island. Table 5 and Figure 6 show estimated future traffic volumes, volume to capacity ratios, and expected levels of service (LOS) for selected locations around Mercer Island.

**Table 5 - 2022 Traffic Volume Forecast for Mercer Island**

Principal Arterials	Location	# of Lanes	2004 Capacity	2004 Volume*	2004 V/C Ratio	2004 LOS	2022 Capacity	2022 Volume**	2022 V/C Ratio	2022 LOS
Island Crest Way	N of SE 40 <sup>th</sup> St.	4	27,600	23,125	0.84	D	27,000	24,995	0.93	E
<b>Secondary Arterials</b>										
Island Crest Way	S of SE 40 <sup>th</sup> St.	4	27,600	23,433	0.85	D	27,600	24,896	0.90	F
Island Crest Way	N of SE 68 <sup>th</sup> St.	2	13,800	13,417	0.97	E	13,800	14,589	1.06	F
West Mercer Way	S of SE 24 <sup>th</sup> St.	2	13,800	9,020	0.65	B	13,800	9,308	0.67	B
West Mercer Way	N of SE 40 <sup>th</sup> St.	2	13,800	4,290	0.31	A	13,800	4,411	0.32	A
78 <sup>th</sup> Avenue SE	S of SE 40 <sup>th</sup> St.	2	13,800	2,688	0.19	A	13,800	2,747	0.20	A
SE 40 <sup>th</sup> Street	W of Is. Crest Way	2	13,800	7,700	0.56	A	13,800	8,200	0.59	B
SE 40 <sup>th</sup> Street	E of Is. Crest Way	2	13,000	16,280	1.18	F	13,000	16,529	1.20	F
Gallagher Hill Road	NE of SE 40 <sup>th</sup> St.	2	13,800	9,900	0.72	C	13,800	10,075	0.73	C
SE 36 <sup>th</sup> Street	E of Gallagher Hill	3	17,000	11,000	0.65	B	17,000	11,487	0.68	C
<b>Collector Arterials</b>										
East Mercer Way	S of SE 36 <sup>th</sup> Street	2	13,800	6,710	0.49	A	13,800	7,191	0.52	A
East Mercer Way	E of W Mercer Way	2	13,800	2,400	0.17	A	13,800	2,551	0.18	A
North Mercer Way	E of 76 <sup>th</sup> Ave. SE	2	13,800	7,711	0.56	A	13,800	7,711	0.56	A
SE 53 <sup>rd</sup> Street	W of E Mercer Way	2	13,800	1,920	0.14	A	13,800	1,920	0.14	A
SE 72 <sup>nd</sup> Street	SE of SE 68 <sup>th</sup> St.	2	13,800	3,000	0.22	A	13,800	3,124	0.23	A
84 <sup>th</sup> Avenue SE	SE of SE 68 <sup>th</sup> St.	2	13,800	5,040	0.37	A	13,800	5,177	0.38	A
SE 68 <sup>th</sup> Street	W of Is. Crest Way	2	13,800	9,011	0.65	B	13,800	9,654	0.70	C
SE 68 <sup>th</sup> Street	E of Is. Crest Way	2	13,800	8,760	0.63	B	13,800	9,017	0.65	B
SE 70 <sup>th</sup> Place	E of W Mercer Way	2	13,800	1,920	0.14	A	13,800	1,195	0.14	A
78 <sup>th</sup> Avenue SE	N of SE 40 <sup>th</sup> St.	2	13,800	7,445	0.54	A	13,800	7,495	0.54	A
72 <sup>nd</sup> Avenue SE	N of SE 29 <sup>th</sup> St.	2				A	13,800	3,139	0.23	A
Mercerwood Dr. SE	W of E Mercer Way	2				A	13,800	5,024	0.36	A
Merrimount Dr. SE	W of Is. Crest Way	2				A	13,800	3,087	0.22	A

DELETED

\* Existing counts have been factored by 1% per year to reflect 2004 conditions.  
 \*\* 2004 counts have been factored by 1% per year to reflect 2022 conditions.

**Arterials in the Downtown Area**

Secondary Arterials	Location	# of Lanes	2004 Capacity	2004 Volume*	2004 V/C Ratio	2004 LOS	2022 Capacity	2022 Volume**	2022 V/C Ratio	2022 LOS
78 <sup>th</sup> Avenue SE	N of SE 32 <sup>nd</sup> St.	2	13,800	6,242	0.45	A	13,800	7,025	0.51	A
80 <sup>th</sup> Avenue SE	N of SE 32 <sup>nd</sup> St.	2	13,800	8,360	0.61	B	13,800	9,317	0.68	C
SE 27 <sup>th</sup> Street	W of 80 <sup>th</sup> Ave. SE	3	13,800	8,690	0.63	B	13,800	10,372	0.75	C
SE 32 <sup>nd</sup> Street	W of 80 <sup>th</sup> Ave. SE	2	13,800	6,270	0.45	A	13,800	7,002	0.51	A
SE 28 <sup>th</sup> Street	W of Is. Crest Way	3	13,800	8,405	0.61	B	13,800	9,607	0.70	C
<b>Collector Arterials</b>										
76 <sup>th</sup> Avenue SE	N of SE 27 <sup>th</sup> St.	2	13,800	8,030	0.58	B	13,800	9,357	0.68	B
SE 29 <sup>th</sup> Street	W of 78 <sup>th</sup> Ave. SE	2	13,800	3,321	0.24	A	13,800	3,857	0.28	A
SE 30 <sup>th</sup> Street	E of 78 <sup>th</sup> Ave. SE	2	13,800	3,190	0.23	A	13,800	3,627	0.26	A
SE 24 <sup>th</sup> Street	W of 76 <sup>th</sup> Ave. SE	2	13,800	8,910	0.65	B	13,800	9,337	0.68	B
77 <sup>th</sup> Avenue SE	N of SE 27 <sup>th</sup> St.	2	13,800	10,010	0.73	C	13,800	11,330	0.82	D

\* Existing counts have been factored by 1% per year to reflect 2004 conditions.  
 \*\* Volumes based on downtown improvement study.

**LOS Definitions**

V/C Ratio	LOS
0.00	A
0.58	B
0.68	C
0.78	D
0.88	E
0.99	F

## Future Travel Demand

The future traffic volumes were forecast for the year 2035 based on the City's land use and zoning, as well as the housing and employment growth targets, as identified in the King County Buildable Lands (2014) report. More than 70 percent of new households and 76 percent of new jobs are forecasted to occur within the Town Center.

The analysis assumes the opening of the East Link light rail line in 2023, which will result in an attractive additional travel option between the Town Center and regional destinations. ~~The potential for tolling on the I-90 bridge is expected to result in minor reductions to mainline I-90 traffic volumes and on-island traffic volumes and patterns.~~

Overall, the traffic growth in the Town Center is forecast to increase by 35 percent between 2014-2035, an annual growth rate of 1.5 percent annually. Town Center traffic growth was adjusted to reflect the higher potential for pedestrian and transit trips. For areas outside the Town Center, traffic growth is expected to be low with approximately 10 percent growth between 2014-2035, an annual growth rate of 0.5 percent annually.

The resulting forecasted traffic volumes directly reflect the anticipated land use, housing, and employment growth assumptions for the island.

## Baseline Traffic Operations

The 2035 baseline traffic analysis uses the forecasted growth in traffic, planned changes to the regional transportation system, and the roadway and intersection improvements identified in Mercer Island's 2015-2020 *Transportation Improvement Program* (TIP).

Results of the 2035 baseline traffic operations analysis shows that ~~five~~ seven intersections would ~~not~~ operate at LOS E or F or operate below the LOS standards by 2035 if improvements are not made to the intersections. In the vicinity of the Town Center, the three intersections of N Mercer Way/77th Avenue SE, SE 27th Street/80th Avenue SE, and SE 28th Street/80th Avenue SE, would ~~will~~ operate at LOS E or FD or worse during the either ~~the~~ AM or PM peak hours, without improvements. Outside of the Town Center the ~~two~~ intersections of SE 40<sup>th</sup> Street/SE Gallagher Hill Road, SE 53rd Place/Island Crest Way and SE 68th Street/Island Crest Way would operate at LOS F below the LOS D standard during either the AM or PM peak hours, without improvements; ~~while the intersection of SE 68<sup>th</sup> Street/Island Crest Way would operate at LOS F in the AM peak hour, and LOS D in the PM peak hour, without improvements.~~ The WSDOT intersection at the I-90 eastbound on-ramp/SE 27th St/Island Crest Way intersection would operate at LOS E during 2035 PM peak hour. The City will work with the WSDOT to explore improvements at this



intersection.

Figure 67 shows the future baseline traffic operations at the study intersections assuming only improvements identified in the 2015-2020 TIP.

### **Recommended Improvements**

In addition to the baseline projects identified in the City's 2015-2020 Transportation Improvement Program TIP, a future needs analysis developed a list of recommended improvements. The future needs analysis identified select projects from the City's Pedestrian and Bicycle Plan to improve non-motorized safety and connectivity. Additional roadway and intersection improvement projects were identified based on the operational and safety needs through 2035. Figure 76 shows the recommended transportation projects for the next 20 years. Table 23 provides a map identification, describes the location and details for each of the projects, and estimates a project cost. The table is divided into two main categories of project types:

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

**Intersection/Road Projects** – Roadway projects are those that increase the capacity and safety of an intersection or roadway segment. The projects include

the maintenance of existing roadway segments to ensure that the city's current street system is maintained.

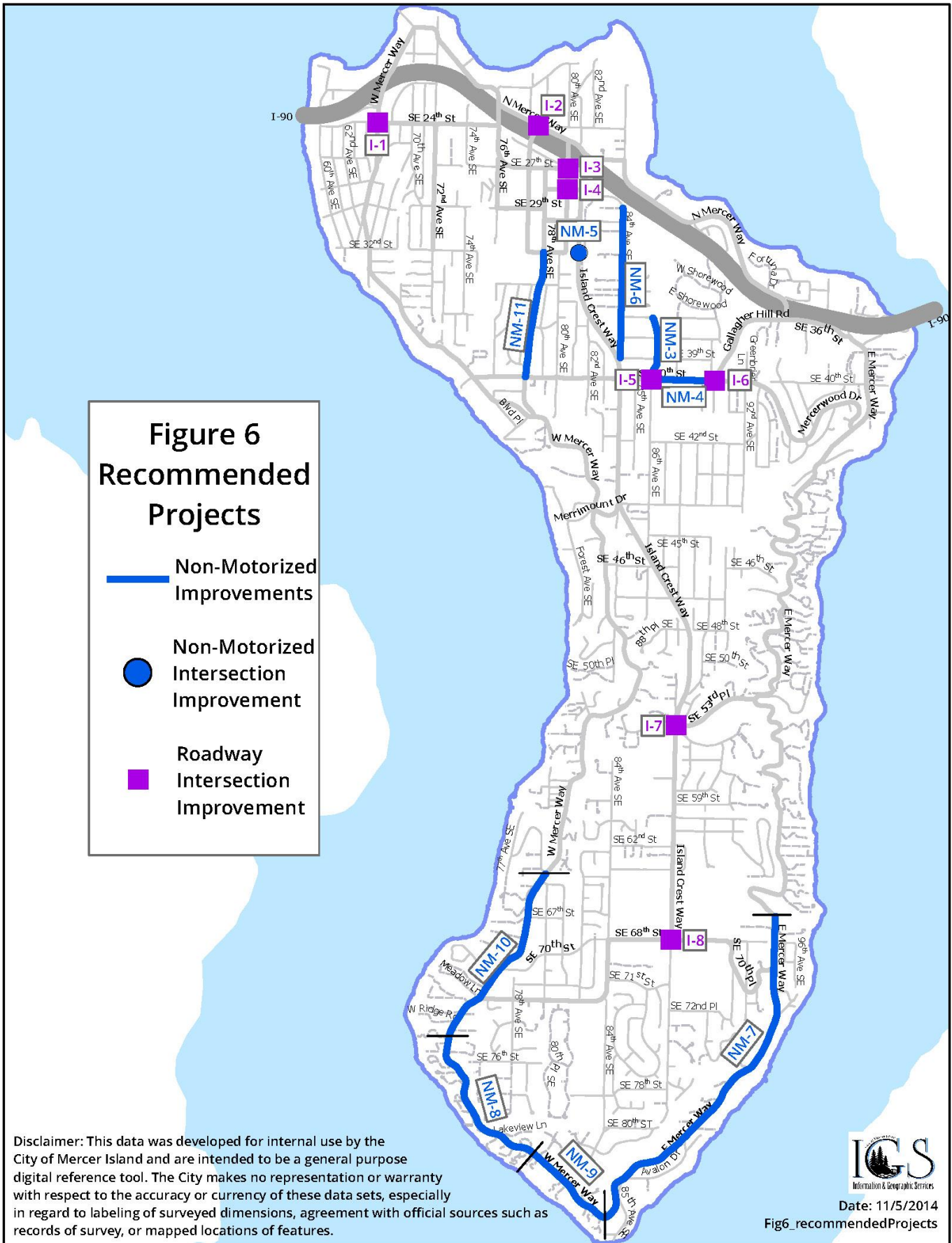
The recommended improvements identifies a total of \$515.60 million dollars of transportation improvements over the next 20 years. About 78.3 percent (\$40.0 million) of the total is for street preservation and resurfacing projects to maintain the existing street system. Another 9.8 percent (\$4.69.8 million) is for non-motorized system improvements. ~~The remaining~~ About 109 percent (\$5.02 million) is for traffic operational improvements at intersections to maintain LOS operations.

**Table 23. Recommended Project List 2015-2035**

MAP ID	LOCATION	DESCRIPTION	JUSTIFICATION	COST (\$)
<b>Non-Motorized Projects (NM)</b>				
NM-1	PBF Plan Implementation	Annual funding for non-motorized improvements.	2015-2020 TIP: Project D1.	810,000
NM-2	Safe Routes to School - Biennial	Biennial funding for safety improvements near schools.	Ongoing	100,000 Every other year
NM-3	Safe Routes - Madrona Crest (86th Avenue SE) Sidewalk	Sidewalk between SE 38th to SE 39th Street.	2015-2020 TIP: Project D2.	510,000
NM-4	Safe Routes to School - New Elementary School	Pedestrian improvements to support the new elementary school.	2015-2020 TIP: Project D3.	454,000
NM-5	Island Crest Way Crosswalk Enhancement - SE 32nd Street	Add Rectangular Rapid Flashing Beacons (RRFB) at existing pedestrian crossing.	2015-2020 TIP: Project D4.	25,000
NM-6	84th Avenue Path (SE 39th to Upper Luther Burbank Park)	Add a gravel shoulder pedestrian facility.	2015-2020 TIP: Project D5.	70,000
NM-7	East Mercer Way Roadside Shoulders (From 6600 block to south end of E Mercer Way)	Add a shoulder for non-motorized users.	2015-2020 TIP: Project D6.	1,067,400
NM-8	West Mercer Way Roadside Shoulders (7400-8000 Block)	Add a shoulder for non-motorized users.	2015-2020 TIP: Project D7.	417,500
NM-9	West Mercer Way Roadside Shoulders (8000 block to E Mercer Way)	Add a paved shoulder (east side) for non-motorized users.	<del>PBFP: Project WMW 8.</del>	<del>422,400</del> <u>1,035,800</u>
NM-10	West Mercer Way Roadside Shoulders (6500 to 7400 block)	Add a paved shoulder (east side) for non-motorized users.	<del>PBFP: Project WMW 7.</del>	<del>3,306,000</del> <u>676,800</u>

MAP ID	LOCATION	DESCRIPTION	JUSTIFICATION	COST (\$)
NM-11	78th Avenue SE - SE 32nd Street to SE 40th Street	Improve with sidewalks, bicycle lanes/sharrows to connect with the Town Center.	PBFP: Project N16.	1,131,300
<b>Intersection Projects (I) / Road Projects (R)</b>				
I-1	SE 24th Street/W Mercer Way	Add southbound left turn pocket (re-channelize).	East Link/Fails to meet LOS Standard	25,000
I-2	77th Avenue SE/N Mercer Way	Traffic signal* or add center receiving lane.	East Link/Fails to meet LOS Standard	820,000
I-3	SE 27th Street/80th Avenue SE	Traffic signal.	East Link/Fails to meet LOS Standard	858,000
I-4	SE 28th Street/80th Avenue SE	Traffic signal.	<del>East Link</del> /Fails to meet LOS Standard	854,900
I-5	SE 40th Street/ <del>86<sup>th</sup> Avenue SE Corridor (East of Island Crest Way)</del>	<del>Add westbound and eastbound left turn pockets and install</del> dedicated left turn signal phase <del>and turn pocket.</del>	2015-2020 TIP: Project C3.	758,800
I-6	SE 40th Street/Gallagher Hill Road	Add eastbound left turn pocket	Fails to meet LOS Standard	133,900
I-7	SE 53rd Place/Island Crest Way	Traffic signal.	Fails to meet LOS Standard	602,700
I-8	SE 68th Street/Island Crest Way	Traffic Signal/Roundabout*	Fails to meet LOS Standard	982,500
R-1	Street Preservation/Maintenance	Street resurfacing based on PCI rating.	2015-2020 TIP: Projects A1, B1-B2,C1-C10, E1-E3.	40,000,000
			<b>Total 2015-2035 Projects</b>	<b><del>51,620,200</del>54,862,800</b>

\*Cost estimate reflects higher cost option of alternative actions.



### Traffic Operations – with Recommended Improvements

With the recommended improvements, the intersection operations will meet the City’s LOS standard for intersection operation and the transportation system will provide a better network for pedestrian and bicycle travel, allowing greater mobility for island residents. In addition, improvements to regional transportation facilities will allow accommodate growth in housing and employment, which will to be focused in the Town Center, where

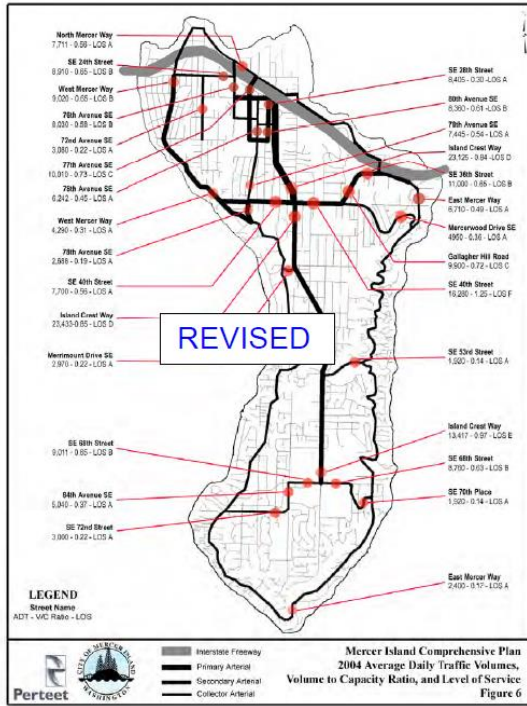
residents can be easily served by high capacity transit. Table 34 compares the 2035 intersection study locations with baseline and with the recommended improvements for each of the AM and PM study locations. The baseline improvements includes the roadway and intersection improvements identified in Mercer Island’s 2015-2020 Transportation Improvement Program. The recommended improvements are those additional improvements that are needed to meet the City’s LOS standard.

**Table 34. 2035 Intersection Operations - Baseline and Recommended Improvements**

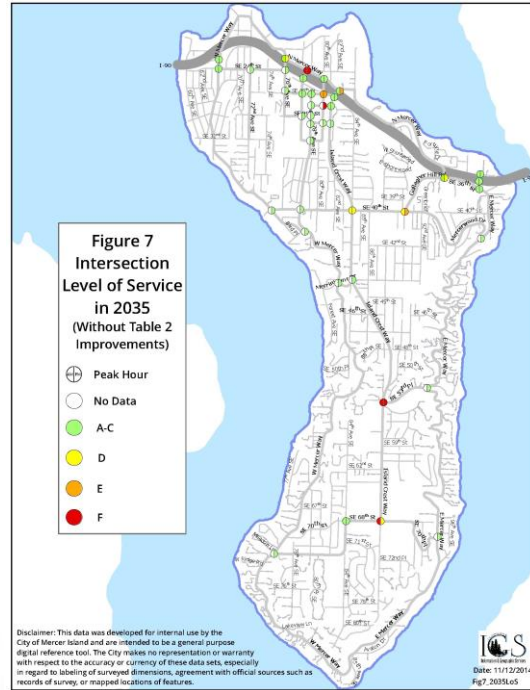
Intersection	2035 AM Peak Hour		2035 PM Peak Hour	
	With Baseline Improvements	With Recommended Improvements	With Baseline Improvements	With Recommended Improvements
<b>Town Center Intersections (LOS C Standard)</b>				
SE 24th St/76th Ave SE	--	--	C	C
N Mercer Way/77th Ave SE	F	A	F	A
N Mercer Way--/Park & Ride/80th Ave SE	C	C	⊖C	⊖C
SE 27th St/76th Ave SE	--	--	B	B
SE 27th St/77th Ave SE	C	C	C	C
SE 27th St/78th Ave SE	B	B	C	C
SE 27th St/80th Ave SE	E	B	E	C
SE 28th St/78th Ave SE	--	--	C	C
SE 28th St/80th Ave SE	--	--	F	C
SE 28th St/Island Crest Way	B	B	⊖C	⊖C
SE 29th St/77th Ave SE	--	--	B	B
SE 29th St/78th Ave SE	--	--	C	C
SE 30th St/78th Ave SE	--	--	C	C
SE 30th St/80th Ave SE	--	--	B	B
SE 30th St/Island Crest Way	--	--	A	A
SE 32nd St/78th Ave SE	--	--	C	C
<b>WSDOT Intersections (LOS D Standard)</b>				
I-90 EB off-ramps/W Mercer Way	B	B	B	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	C	C	D	D
I-90 WB off-ramp/N Mercer Way/Island Crest Way- <del>SE 26th St</del>	C	C	⊖E	⊖E
I-90 EB off-ramp/77th Ave SE	B	B	B	B
I-90 EB on-ramp/SE 27th St/Island Crest Way	C	C	⊖C	⊖C
I-90 EB on-ramp/SE 36th St/ <del>100th Ave SE</del> -/E Mercer Way	B	B	B	B
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B	A	A
I-90 WB ramps/100th Ave SE	B	B	C	C
<b>Outside of Town Center Intersections (LOS D) Standard</b>				
SE 24th St/W Mercer Way	B	B	C	C
SE 24th St/72nd Ave SE	--	--	B	B
SE 36th St/N Mercer Way	C	C	D	D
SE 40th St/W Mercer Way	--	--	A	A
SE 40th St/78th Ave SE	--	--	B	B
SE 40th St/Island Crest Way	D	D	D	D
SE 40th St/SE Gallagher Hill Rd	D	C	E	D
Mercerwood Dr/E Mercer Way	--	--	B	B
W Mercer Way/78th Ave SE	--	--	B	B
Merrimount Dr/W Mercer Way	--	--	B	B
Merrimount Dr/Island Crest Way	--	--	⊖C	⊖C
SE 53rd Place/Island Crest Way	F	B	F	A
SE 53rd Place/E Mercer Way	--	--	A	A
SE 72nd St/W Mercer Way	--	--	A	A

SE 68th St/84th Ave SE	C	C	B	B
SE 68th St/Island Crest Way	F	C	D	A
SE 68th St/E Mercer Way	--	--	B	B

Figure 6 – 2004 Traffic Volumes, V/C Ratios & Level of Service



Current Map (to be replaced)



Updated Map



## Deficiencies in the Road System

Mercer Island's current Transportation Improvement Program (TIP) includes projects to remedy safety, operational and physical deficiencies through 2010. Beyond 2010, projected deficiencies must be verified by a detailed traffic engineering analysis. Therefore, additional congestion relief projects will be identified as the TIP is updated. Based on updated traffic counts, the following locations appear to exceed the City's level of Service standard of C, Island Crest Way north of SE 68<sup>th</sup> Street; Island Crest Way south of SE 40<sup>th</sup> Street; Island Crest Way north of SE 40<sup>th</sup> Street and SE 40<sup>th</sup> Street east of Island Crest Way.

The City adopted the 2005-2010 TIP in May 2004, prior to the most recent analysis that indicated possible current deficiencies.

For the purpose of concurrency compliance, locations needing improvements will be identified for further evaluation in the next TIP. Prior to any commitment of funds, the City will perform additional traffic analysis to verify actual conditions.

Updated traffic counts and preliminary data show deterioration on ten roadway segments. Additional information, including verification of the predicted deficiencies with more detailed traffic count data is required before the City can identify a specific improvement project at these locations. These deficiencies will be examined as part of the arterial roadway reconstruction

projects identified in Years 2005 to 2010, in the adopted TIP.

The TIP also includes a 2005 construction project, jointly funded by the City and Mercer Island School District, to improve access and parking at Island Park Elementary School. This construction project will reduce congestion and eliminate traffic delays created by daily school and school bus traffic on Island Crest Way north of SE 68<sup>th</sup> Street.

In the Town Center, no locations currently exceed the adopted LOS standard, however, the segment of 77th Avenue SE north of SE 27th Street is expected to exceed the LOS standard C in 2022. The adopted Transportation Improvement Program (TIP) includes a traffic signal project to be installed at this intersection, when warranted. This improvement should manage congestion and return the adopted standard LOS C.

The City will monitor locations identified for current and future deficiencies and review roadway and intersection operations in 2010 to verify the forecast. Access and channelization improvement projects will be added to the TIP after 2010, if necessary.

The traffic forecast and Level of Service analysis for these streets should be regarded as "worst case" scenarios and do not reflect policy or reductions in projected traffic growth from implementation of the Commute Trip Reduction Ordinance. Therefore, new traffic counts should be conducted to verify the traffic volumes on these

roadways before physical or operational  
improvements are made.

## V. FINANCIAL ANALYSIS

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### Transportation Investments

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

In recent years, the City has relied on gas tax revenues (\$450,000 in 2014) and real estate excise tax (\$1,500,000 in 2014) to fund local transportation projects. Historically, the City has relied upon an annual distribution of approximately \$470,000 (1999 dollars) in state gas taxes to finance local transportation projects. However since 1985, the City has increased annual transportation funding sources to include state-shared Vehicle Registration Fees (\$190,000 per year) and Real Estate Excise Taxes (\$500,000 per year). Given the City's transportation financial policies (1994), Mercer Island will contribute approximately.

In 2014, the City is considering established a Transportation Benefit District that will added a \$20 per vehicle fee to provide an estimated \$350,000 annually to support transportation needs. Combined the City anticipates approximately \$2.3 to

\$2.6 in annual revenues. \$1.2 million per year to the City Street Fund. In 2016, the City adopted transportation impact fees to provide another funding source.

Combined with supplemental federal and state grant funding, Mercer Island ~~will be able~~ has sufficient resources to maintain and improve its transportation system over the next twenty years: ~~Current transportation resources, when extended out over the twenty years, should be sufficient to~~ and will be able to accomplish the following:

- Maintain the City's arterial street system on a twenty year (average) life cycle;
- Maintain the City's residential system on a thirty-five year (average) life cycle.
- Maintain, improve and expand the City's pedestrian/bicycle system over the next twenty years.
- ~~Maintain transportation and growth concurrency as outlined in~~ improve the transportation ~~and Land Use Elements. [This assumes that no additional capacity improvements will be needed.]~~

- **Table 6** below summarizes system to meet the City's Transportation Financial Policies, and long-term transportation reinvestment

strategies, forecasted housing and employment growth targets.

**Table 6.**

Capital Facility	Level of Service	Current Capacity Deficiencies	New Capital Cost (Capacity)	Annual Reinvestment (Average)	Financial Policy (Source)
Arterial Streets	LOS "C"	4 Locations currently	To be	9,000	Street Fund
<b>DELETED</b>					
Residential Streets	None	None	None	\$300,000	Street Fund
Town Center	LOS "C"	None	None	\$300,000	Street Fund
Existing and New Pedestrian/ Bicycle Facilities	Pedestrian/ Bicycle Facilities Plan	To be assessed	N/A	\$130,000	Street Fund

## VI. IMPLEMENTATION STRATEGIES

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### **Program and Policy Implementation**

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

#### **Transportation System - Streets, Transit, Non-Motorized**

- Develop local neighborhood traffic control plans as necessary to address specific issues.
- Develop a program for monitoring transportation adequacy to compare projections to actual conditions and identify locations where improvement may become necessary.
- Implement TSM-Transportation System Management techniques to control traffic impacts.

#### **Planning - Standards, Policies, Programs**

- Periodically update the City's inventory of transportation conditions, functioning level of service and projected levels of service.
- Complete the plan for non-motorized transportation, improvements consistent with the City's Comprehensive Plan, including a review of the Comprehensive Trails-Pedestrian

and Bicycle Facilities Plan and its design standards.

- ~~Develop a comprehensive street classification system to identify facilities appropriate for automobile, truck, transit, bicycle and pedestrian uses.~~
- Develop a neighborhood parking program to address parking overflow impacts from schools, businesses, parks and multi-family housing
- Revise design standards as necessary to comply with ADA requirements.
- Continue to involve the public in transportation planning and decisions.
- Develop "transit friendly" design guidelines for project developers to follow.
- Develop policies, criteria and a process to determine when, and under what conditions, private roads and privately-maintained roads in public rights of way ~~or private roads~~ should be accepted for public maintenance and improvement.
- Implement the City's adopted Commute Trip Reduction program.

#### **Financial Strategies**

- ~~Implement~~ Secure funding to implement the adopted ~~1999-2004 Capital~~ six-year Transportation Improvement Program.
- Actively pursue outside funding sources to pay for adopted

transportation improvements and programs.

### Transit Planning

- ~~Work with Metro to test the feasibility of replacement or augmentation of current to reinstate and improve fixed route transit services with demand response services.~~
- ~~Work with Metro, King County and other jurisdictions to explore alternative methods of providing service to establish more reasonable mode split goals for Mercer Island consistent with regional requirements, residents, such as developing a demand responsive service throughout the island.~~
- ~~Work with Metro and the Regional Transit Authority Sound Transit to site, design and construct high capacity transit and parking facilities consistent with Land Use and Transportation Policies contained in the Comprehensive Plan that will be available for use by Mercer Island residents.~~

~~Mercer Island supports the long range transit service policies and concepts included in the King County Department of Metropolitan Services (Metro) Long Range Policy Framework for Public Transportation (October 1993). Particular attention should be given to implementing the Dial-a-Ride transit (DART) portion of the concept for Mercer Island. Some of the considerations to be assessed in evaluating potential demand response service include:~~

- ~~**Density:** The area should have relatively low density so that the service is not overwhelmed with excess demand.~~
- ~~**Service Focal Point:** If a service focal point or anchor is available it can facilitate the transfer process for travelers with different destinations, especially if it is served by regular fixed route service.~~
- ~~**Productivity:** As a general guideline, demand response service should be considered as a replacement for fixed route service that is operating with less than five passengers per service hour.~~
- ~~**Potential for Private Contracting:** Due to relatively low productivity levels, demand response service can require high levels of subsidy per passenger. Private contractors may be able to provide the service for lower costs due to greater flexibility with labor.~~

~~In looking at Mercer Island, general purpose demand response service (as opposed to service restricted to the disabled) could be practical in the northern portion of the Island. Service in this area is provided by Metro Transit. There is currently a service focal point at the Park and Ride lot which is served by 10 other routes. Several of these routes have coordinated schedules. Thus, a demand response service with a fixed departure time from the park and ride lot would provide convenient transfers to multiple destinations.~~

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## VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS

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

### Other Plans

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

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

**King County ~~Countywide and Multicounty~~ Planning Policies** — Mercer Island's proposed transportation policies are fully consistent with PSRC's multi-county and King County's countywide ~~and multi-county~~ planning policies. ~~However, the mode split goals developed for Mercer Island by the PSRC under county Policy T-10 appear to be too optimistic and require further refinement.~~

**Vision 2040**— Vision 2040 builds upon Vision 2020 and Destination 2030— ~~Vision 2020 and Destination 2030 to~~ articulate a coordinated long-range land use and transportation growth strategy for the Puget Sound region. Mercer

Island Comprehensive Plan's Land Use ~~Element and~~ Transportation Elements supports this strategy by accommodating new growth ~~through redevelopment of~~ in the Town Center which is near existing and proposed future transportation improvements ~~by concentrating in~~ along the I-90 corridor.

**Metropolitan Transportation Plan** — The Puget Sound Regional Council (PSRC) ~~is currently developing a Metropolitan~~ has updated its long-term vision of the future transportation system through the Vision 2040 and Transportation Plan (MTP) to implement Vision 2020. Since the MTP is being development in accord with Vision 2020/2040 plans. The Transportation Element ~~will be~~ is consistent with ~~the MTP~~ these plans.

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

**METRO Long Range Plan For Public Transportation** — ~~The King County Department of Metropolitan Services (Metro) has prepared a long range public transportation plan for King County that details service concepts for local areas within the county. Metro's service concept for Mercer Island is~~

~~generally consistent with the Transportation Element. However, Mercer Island's plan stresses demand response service more than Metro's plan does. This issue can be worked out between the jurisdictions as service changes are considered and implemented.~~

## **Plan Requirements**

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

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

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

**Air Quality Conformity** — Amendments to the federal Clean Air Act made in 1990 require Washington and other

states to develop a State Implementation Plan (SIP) which will reduce ozone and carbon monoxide air pollutants so that national standards may be attained. The Central Puget Sound area, including King County and Mercer Island, ~~are~~ currently designated as "non-attainment" areas meets the federal standards for ~~both~~ ozone and carbon monoxide. The ~~plans, programs and projects included in this Transportation Element are consistent with the requirements of the Central Puget Sound SIPs for ozone and~~ area is designated as a carbon monoxide- maintenance area, meaning the area has met federal standards, but is required to develop a maintenance plan to reduce mobile sources of pollution.

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# Utilities

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# UTILITIES ELEMENT

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# UTILITIES ELEMENT

## I. INTRODUCTION

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

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

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

### Policies - All Utilities

- 1.1 Rates and fees for all City-operated utilities shall be structured with the goal of recovering all costs, including overhead, related to the extension of services and the operation and maintenance of those utilities.
- 1.2 The City shall encourage, where feasible, the co-location of public and private utility distribution facilities in shared trenches and assist with the coordination of construction to minimize construction-related disruptions and reduce the cost of utility delivery.
- 1.3 The City shall encourage economically feasible diversity among the energy sources available on Mercer Island, with the goal of

avoiding over-reliance on any single energy source.

- 1.4 The City shall support efficient, cost effective and reliable utility service by ensuring that land is available for the location of utility facilities, including within transportation corridors.
- 1.5 The City shall maintain effective working relationships with all utility providers to ensure the best possible provision of services.

## II. WATER UTILITY

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Mercer Island obtains its water from the Seattle Public Utilities (SPU). The City of Mercer Island purchases and distributes most of the water consumed on the Island under a new long-term contract with SPU that guarantees an adequate supply through the year 206~~21~~. ~~The City's new contract with SPU was negotiated and signed in 2003.~~ In 1997, the City assumed the Mercer Crest Water Association that for many years had been an independent purveyor of SPU. It served a largely residential base with customers residing in the neighborhoods south of the Shorewood Apartments, and east and west of the Mercer Island High School campus areas of the ~~island~~Island. The Mercer Crest system was intertied and consolidated into the City utility during 1998-99. One small independent water association, Shorewood, remains as a direct service customer of SPU. The City is one of ~~215~~ wholesale customers (Cascade Water Alliance and 20 neighboring cities and water districts)~~(purveyors)~~ of SPU.

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

Water is distributed by the City through ~~86.8~~ 115 miles of mains (4-, 6-, and 8-inch) and transmission lines (10- to 30-inch) constructed, operated and maintained by the City. The City's distribution system also includes two 4-million-gallon storage reservoirs, two pump stations, and ~~86~~ 78 pressure-reducing valve stations.

Minimizing supply interruptions during disasters is a longstanding priority in both planning efforts and the City's capital improvement program. The City completed an Emergency Supply Line project in 1998-99, ~~which added a parallel 16-inch water main from the East Channel Bridge to the reservoirs.~~ In 2001 following the Nisqually Earthquake, SPU strengthened sections of the 16-inch pipeline.

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

The cityCity also constructed an emergency well, which was designed and permitted to provide 5 gallons per day for each person on the ~~island~~Island for a period of 7 to 90 days.

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

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In ~~2004~~ 2013, the City's total number of water customers was ~~7,400~~ 7,376.

## Future Needs

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Both the water supply available to the City and the City's distribution system are adequate to serve growth projected for Mercer Island. From ~~1999-2004~~ 2007 to 2013, the number of water customers ~~has~~ increased by 3187. New development, as anticipated by the ~~L~~and-uUse element of this plan, will increase the City's total number of water customers by ~~no more than 1,437 by 2022~~ approximately 500, by 2035.

In 2004, the City completed a Seismic Vulnerability Assessment that examined how a major seismic event might impact the 30-inch and 16-inch SPU lines that supply water to the ~~island~~Island. The assessment predicted that the Island's water supply would likely be disrupted in a disaster such as a major earthquake. In response to the finding, City officials initiated a Water Supply Alternatives study before applying for a source permit for an emergency well, the first such permit to be issued in Washington State. Construction of the emergency well was completed in spring of 2010. Recommendations from the Assessment were being evaluated by the staff and the City's Utility Board at the time of this plan update. The recommendations include creating additional storage on the island, which could be done either through a new storage reservoir or wells.

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

Although aquifer protection is not a factor for future needs, species protection may be.

On March 24, 1999 the National Marine Fisheries Service issued a final determination and listed the Puget Sound Chinook salmon as threatened or endangered under the Endangered Species Act (ESA). Like all communities in the Puget Sound region, Mercer Island will need to address a number of land use, capital improvement and development process issues that affect salmon habitat. However, Mercer Island may be better positioned to respond to the ESA listing than some due to the ~~island~~Island's small, unique environment with a lack of continuous rivers or streams, minimal amounts of vacant land available for new development, progressive critical areas regulations and previous attention to stormwater detention.

## Policies - Water Utility

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- 2.1 The City shall continue to obtain a cost-effective and reliable water supply that meets all the needs of Mercer Island, including domestic and commercial use, fire-flow protection, emergencies, and all future development consistent with the ~~L~~and-uUse element of this plan.
- 2.2 The City shall continue to upgrade and maintain its distribution and storage system as necessary to maximize the useful life of the system. All system improvements shall be carried out in accordance with the City's Comprehensive Water System Plan and Capital Improvement Program.

2.3 The City shall continue to work cooperatively with the Seattle Public Utilities and its other purveyors on all issues of mutual concern.

2.4 The City shall continue to obtain Mercer Island's water supply from a supply source that fully complies with the Safe Drinking Water Act. For this reason, future development on Mercer Island will not affect the quality of the Island's potable water.

2.5 The City shall comply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act.

2.6 The City shall adopt an action plan to ensure Mercer Island's full participation in regional efforts to recover and restore Puget Sound Chinook salmon.

~~2.7 The City will continue to prepare the Consumer Confidence Report (CCR) which provides Mercer Island water customers with information about the source, treatment, and distribution of their drinking water. This CCR will be updated and distributed annually in accordance with the Safe Drinking Water Act, and will also be available on the City's website.~~

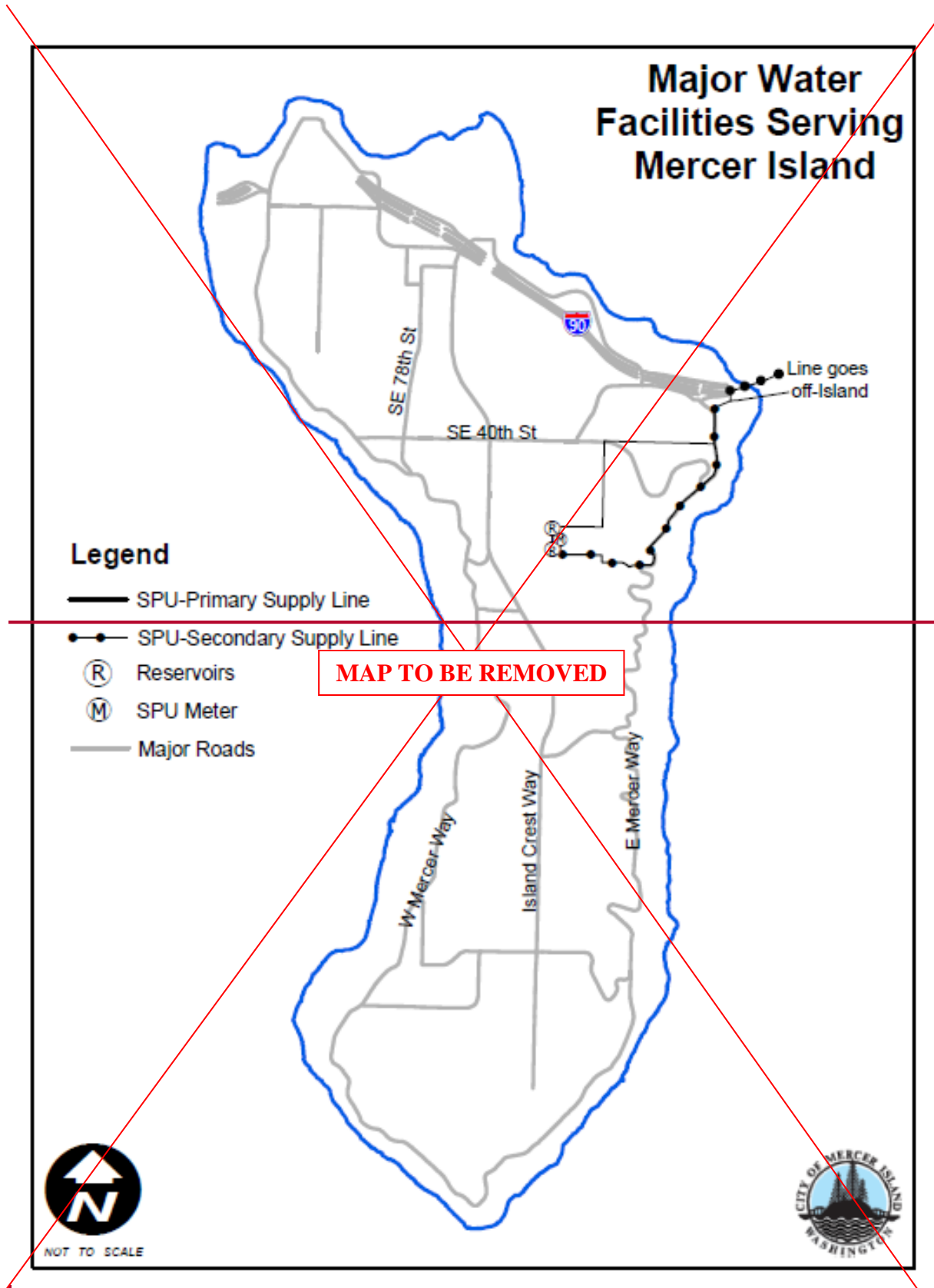
2.8 The City shall aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. ~~The goal of the City's~~

~~efforts shall be a significant and lasting reduction in Mercer Island's peak water consumption. In 1999 the City decided to participate in SPU's 1% Water Conservation Initiative, and continues to receive information and assistance in reducing water consumption in City facilities and in the community.~~

~~2.9 The City shall consider requests for consolidation with the Shorewood water association, but only if it can be demonstrated that such action would benefit all water customers and would not have a significant impact on water rates.~~



Figure 1 - Major Water Facilities



### III. SEWER UTILITY

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

The City's system includes a total of ~~18~~ 17 pump stations, 2 flushing pump stations, and more than ~~98~~ 113 miles of gravity and pressure pipelines, ranging in diameter from 3 to 24 inches which ultimately flow in King County Department of Natural Resources (KCDNR) facilities for treatment and disposal at the South Treatment Plant in Renton.

As of ~~2004~~ 2014, a total of ~~7,227~~ 7,292 residential and commercial customers were hooked up to the City sewer system.

#### Future Needs

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New development on Mercer Island, as anticipated in the ~~land use~~ Land Use element of this plan, is not expected to add significantly to the wastewater generated daily on Mercer Island. The number of customers hooked up to the sewer system has increased by ~~73 since 1999~~ 149 since 2004 and is expected to increase ~~by no more than 1,437 by 2022,~~ according to housing unit projections outlined in the 2002 King County Buildable Lands Report.

A General Sewer Plan was developed in February 2003 as an update to the 1994 Sewer System Comprehensive Plan. This plan is scheduled for updating in late 2016.

The 2003 General Sewer Plan identifies d a variety of needs that ~~will be~~ were addressed during the next several years. These included d replacing portions of the sewer lake line along the northwest shoreline, making collection system improvements, making pump station improvements, and ~~replac~~ ingement of the pump station telemetry system. A Sewer Lakeline Replacement feasibility study was completed in September 2002 and recommended replacement of a 9,000 foot segment of sewer lake line bordering the northwest shoreline of the ~~island~~ Island to replace the rapidly deteriorating sewer and increase pipeline capacity to eliminate impacts to Lake Washington from periodic sewage overflows caused by inadequate capacity and poor system function. ~~The preliminary design and environmental work was started in 2003 with construction anticipated to begin in 2006. The Lakeline Replacement Project will be the single largest sewer system capital project since the 1960's, when much of the sewer system was originally constructed. The replacement of the 9,000 foot segment was completed in 2010. The 2002 feasibility study also reported that the 9,000 foot segment was more critical than other sections, which were in acceptable condition. The city~~ City is scheduled for a feasibility project in 2020 to evaluate the condition of the remaining AC main located in Reach 4, and evaluate options for replacement. After the condition is assessed, a determination will be made on the schedule for replacement.

In 2002, Mercer Island successfully competed with other local cities for a share of \$9 million allocated by King County to

investigate and remove groundwater and stormwater commonly known as inflow/infiltration (I/I) from local sewers. The \$900,000 pilot project on Mercer Island lined 16,000 feet of sewer in the ~~West-East~~ Seattle neighborhood (basin 54) in 2003. Post construction flow monitoring and computer modeling showed a 37 percent decrease in peak I/I flows.

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

All future improvements to the sewer system will be addressed through a capital improvements plan developed in conjunction with the updated General Sewer Plan and/or CIP budget.

shall be required to connect to the sewer system.

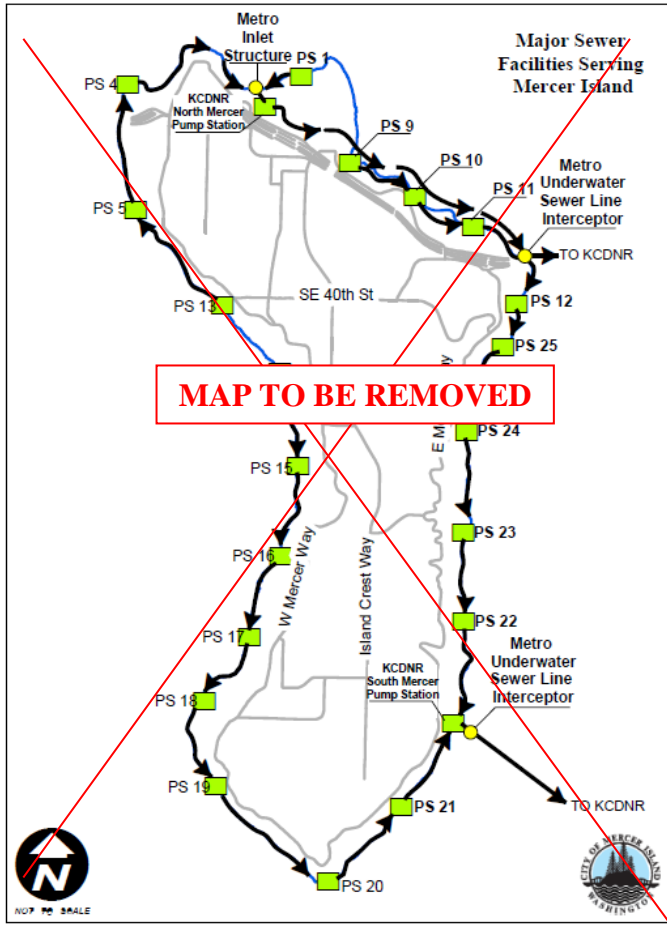
- 3.3 Any septic system serving a site being re-developed must be decommissioned according to county and state regulations, and the site must be connected to the sewer system.
- 3.4 The City shall actively work with regional and adjoining local jurisdictions to manage, regulate and maintain the regional sewer system.
- 3.5 The City shall take whatever steps are economically feasible to prevent overflows.
- 3.6 The City shall design and implement programs to reduce infiltration/inflow wherever these programs can be shown to significantly increase the capacity of the sewer system at a lower cost than other types of capacity improvements.

## **Policies - Sewer Utility**

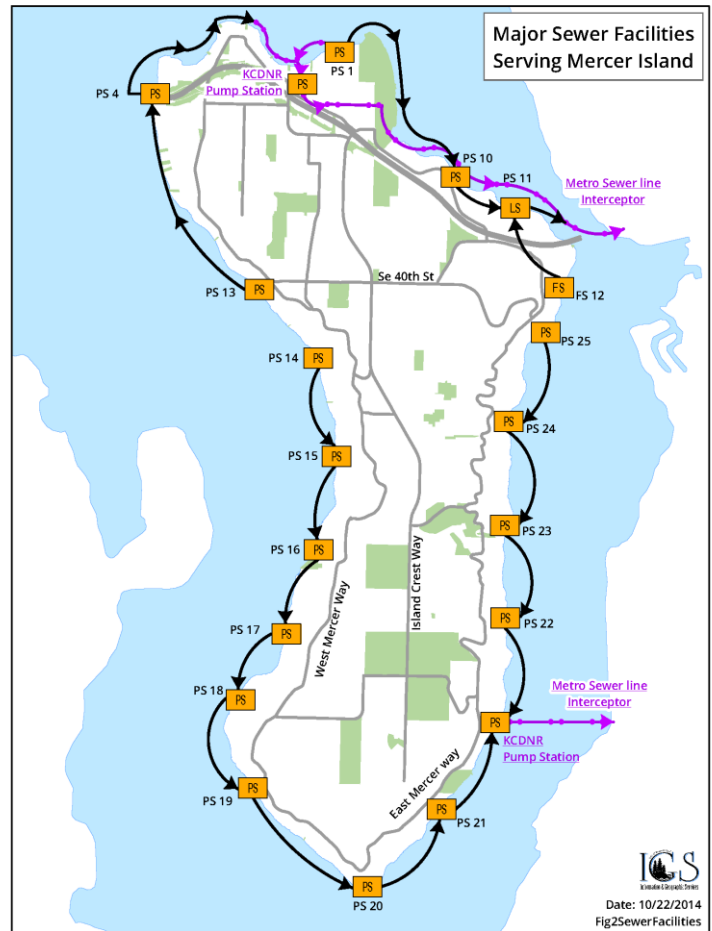
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- 3.1 The City shall require that all new development be connected to the sewer system.
- 3.2 Existing single-family homes with septic systems shall be allowed to continue using these systems so long as there are no health or environmental problems. If health or environmental problems occur with these systems, the homeowners

Figure 2 - Major Sewer Facilities



Current Map (to be replaced)



Updated Map

## IV. STORMWATER

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Mercer Island's stormwater system serves a complex network of ~~54~~ 88 drainage basins. The system relies heavily on "natural" conveyances. There are more than ~~22~~ 15 miles of ravine watercourses that carry stormwater, and ~~30~~ 26 miles of open drainage ditches. ~~All but~~ 5 40 percent of the ravine watercourses are privately owned, while roughly ~~75~~ 70 percent of the drainage ditches are on public property.

The artificial components of the system include ~~54~~ 58 miles of public storm drains, ~~10~~ 59 miles of private storm drains, ~~2,664 public catch basins and 537 private and more than 4,500~~ catch basins.

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

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

### Future Needs

In May 1993, the City began preparing to make significant changes in the way it ~~manages~~ managed stormwater on Mercer Island. The catalyst for this effort ~~is~~ was new regional, state and federal requirements ~~that must be met by local governments~~.

During the second half of 1993, two of Mercer Island's ~~54~~ drainage basins were studied in detail during a process that actively involved interested basin residents.

The studies were designed to gauge public perception of drainage and related water-quality problems, and to evaluate the effectiveness of various education tools.

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

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

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

The City is in ~~full~~ compliance with all applicable federal and state stormwater requirements, Western Washington Phase II Municipal (NPDES) Permit issued by the Washington State Dept. of Ecology. In ~~2004-~~ 05, the ~~utility city~~ City will developed a Comprehensive Basin Review that examined the City's storm and surface water programs,

focusing on capital needs, capital priorities, and utility policies. The capital priorities are updated regularly in conjunction with the capital budget process to reflect changing conditions, new regulations (NPDES) and ratepayer expectations. ~~Given that~~ Mercer Island is urban/residential in nature and all of the Island's stormwater eventually ends up in Lake Washington, ~~the~~The prevention of nonpoint pollution ~~will be~~ is a major priority.

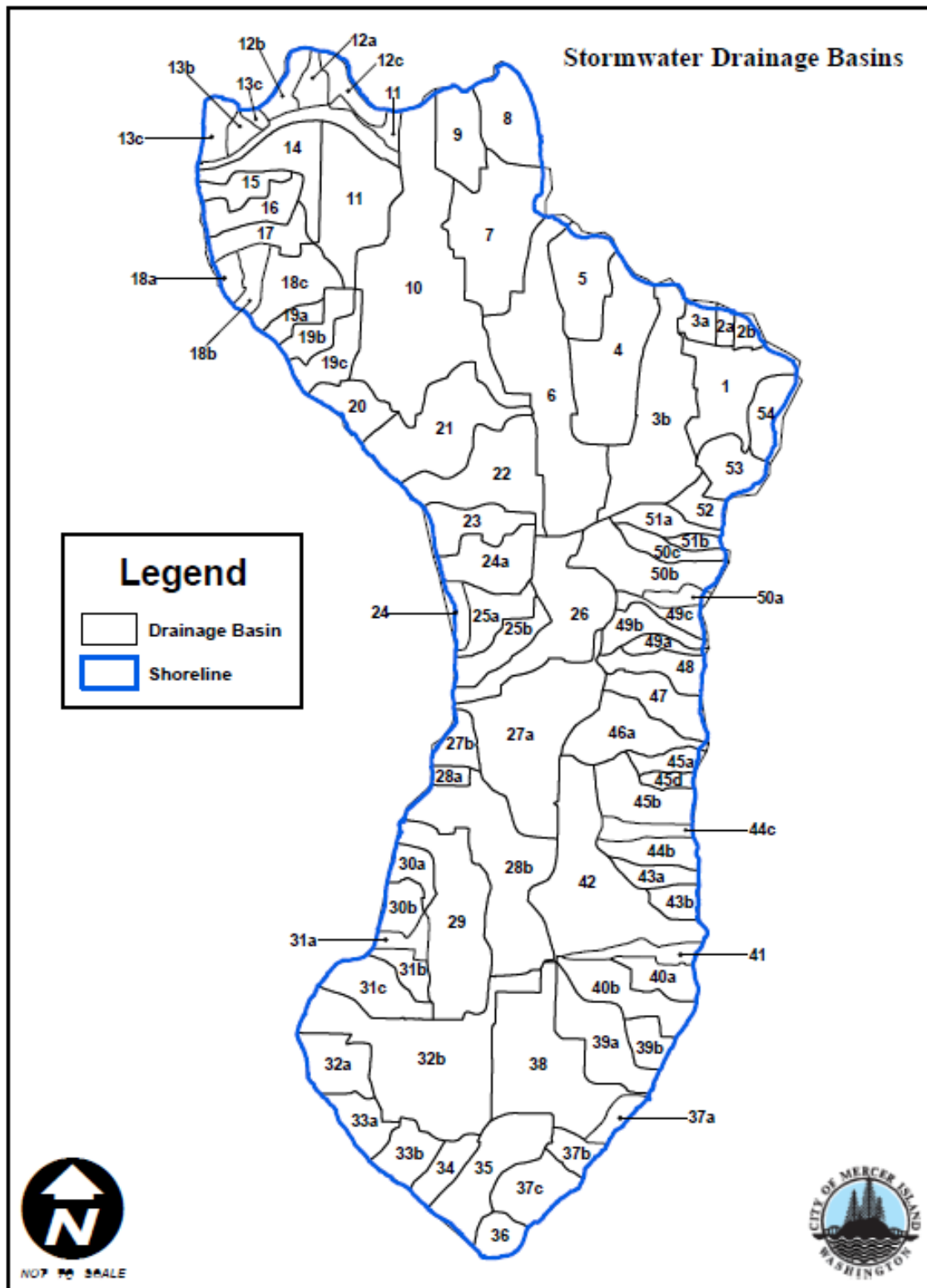
shall be based on standards developed by the state Department of Ecology and shall be consistent with the policies in the ~~Land Use~~Land Use Element of this plan and the goals and policies of the City's Development Services Group.

## **Stormwater Policies**

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- 4.1 The City shall continue to implement programs and projects designed to meet the goals and requirements of the Puget Sound Water Quality Management Plan.
- 4.2 The City shall actively promote and support education efforts focusing on all facets of stormwater management.
- 4.3 The City shall maintain and enforce ~~land use~~Land Use plans and ordinances requiring stormwater controls for new development and re-development. The ordinances

Figure 3 - Stormwater Drainage Basins



## V. SOLID WASTE

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The majority of solid waste services on Mercer Island are provided through a private hauler licensed by the City. The hauler currently serving Mercer Island is ~~Eastside Disposal Republic Services, a division of Rabanco. Eastside Republic Services~~ collects residential and commercial garbage, and also collects residential recyclables and residential yard waste. Businesses that recycle select their own haulers. In ~~2004, Eastside~~ 2014, Republic Services was serving a total of ~~6,580~~ 6,748 residential and commercial customers on Mercer Island.

A new contract for collection of solid waste was approved by the City Council for ~~1999 to 2009~~ 2009 to 2016. This contract replaces the former license agreement dating back to ~~1981~~ 1999. ~~The term of the new contract is 10 years.~~ Rates are adjusted ~~July 1~~ each year based on the Seattle-area Consumer Price Index (CPI) ~~and apply only to operating costs affected by inflation. Pass-through costs such as tipping fees charged by King County are allowed after 30 days notice to customers, but any increase exceeding the rate of inflation requires permission from the City. Revenue from the sale of recyclables collected at the curb is returned to customers in the form of a rate credit.~~ The cost of providing solid waste services on Mercer Island is covered entirely through the rates charged by haulers.

~~Eastside Disposal Republic Services~~ transports garbage from Mercer Island to ~~the Factoria Transfer Station, which is operated by the King County Solid Waste Division, for disposal in~~ the Cedar Hills Regional Landfill. Recyclables are

transported to the Rabanco processing facility in Seattle, and yard waste is taken to Cedar Grove Composting near Issaquah.

~~Some Mercer Island households take all or a portion of their recyclables to a drop-off facility at Mercerdale Park operated by the Mercer Island School District. These recyclables are sold to a variety of processors. There are no other fixed solid-waste facilities on Mercer Island.~~

### Future Needs

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

The King County's 2001 Comprehensive Solid Waste Management Plan established ~~new~~ countywide targets ~~which will hold per for~~ resident and ~~per~~ employee disposal rates ~~constant throughout the planning period.~~ As of 2014, King County was working on an update of the Comprehensive Solid Waste Management Plan. As a plan participant, Mercer Island met the original King County goal of 35 percent waste reduction and recycling in 1992. By late 1993, Mercer Island was diverting nearly 50 percent of its waste stream. Subsequent goals called for reducing the waste stream 50 percent in 1995 and 65 percent by the year 2000. Mercer Island has consistently diverted an



average of ~~66%~~ 65% of its waste stream annually ~~since from~~ 2000 to 2014. Achieving these goals has helped lengthen the lifespan of the Cedar Hills Regional Landfill and avoid the need to find alternative disposal locations for Mercer Island's garbage.

The overall amount of waste generated on Mercer Island is not expected to increase significantly due to new development anticipated in the ~~L~~and-~~u~~se element of this plan. However, the amount of recyclables and yard waste being diverted from Mercer Island's waste stream should continue increasing over the next few years. Private facilities (~~Rabanco~~ Republic Services and Cedar Grove Composting) have the capacity to absorb this increase. Any additional garbage produced due to growth will be collected through a private hauler licensed by the City.

~~The 2001 General Sewer Plan called for the replacement of the Factoria Transfer Station. The King County Solid Waste Division is currently working with local cities to develop a new plan for the transfer system and a subsequent plan for exporting the region's waste once the Cedar Hills Landfill reaches capacity and closes. A new system plan is expected to be completed by December 2005. To increase capacity, expansion of the existing Factoria Transfer Station began construction in late 2014 and is scheduled to open in late 2017.~~

The City's existing solid waste program of offering two special collection events per year is expected to remain adequate. These events, at which yard waste and hard-to-recycle materials are collected by private vendors, are designed to assist households in further reducing the waste stream.

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

## Solid Waste Policies

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- 5.1 All new construction, with the exception of single-family homes, shall be required to provide adequate space for on-site storage and collection of recyclables pursuant to Ordinance A-99.
- 5.2 The City shall actively promote and support recycling, composting and waste reduction techniques among the single-family, multi-family and commercial sectors.
- 5.3 The City shall, whenever practical, provide convenient opportunities for residents to recycle appliances, tires, bulky yard debris and other hard-to-recycle materials.
- 5.4 The City shall actively promote and support the proper handling and disposal of hazardous waste produced by households and businesses. The use of alternate products that are less hazardous or produce less waste shall be encouraged.
- 5.5 City departments and facilities shall actively participate in waste reduction and recycling programs.

5.6 All hazardous waste generated by City departments and facilities shall be handled and disposed of in accordance with applicable county, state, regional and federal regulations.

5.7 The City shall actively enforce the Solid Waste Code and other ordinances and regulations that prohibit the illegal dumping of yard debris and other types of waste.

5.8 The City shall play an active role in regional solid waste planning, with the goal of promoting uniform regional approaches to solid waste management.

5.9 The City shall actively promote and support the recycling, re-use or composting of construction, demolition and land-clearing debris wherever feasible.

## VI. ELECTRICITY

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All of the electricity consumed on Mercer Island is provided by Puget Sound Energy (PugetPSE) under a franchise agreement with the City of Mercer Island. ~~An new agreement~~An agreement was approved in early 1994 that ~~will run through the year 2014 is valid until a new agreement is reached~~. Puget's PSE's rates are set by the Washington Utilities and Transportation Commission (WUTC).

~~In 1997, the company formerly known as Puget Sound Power & Light merged with Washington Natural Gas to become an investor owned energy utility with the new name Puget Sound Energy (PSE).~~

In 1999, PSE had 9,169 customers on Mercer Island, compared to 8,971 in 1992. In 2004, PSE served 9,300 customers, and 9,562 customers in 2014.

~~The electricity consumed by those customers is imported from generation sites on the Columbia River, in Canada, and other locations both inside and outside PSE's service territory.~~

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

### Future Needs

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The demand for electricity on Mercer Island is not expected to increase significantly during the period covered by this plan. ~~fact,~~While the Island's total electricity consumption was 164,713,778 KWH in

~~1998. In 2004, the electricity consumption was 107,210,400/KWH or an average of 11,528/KWH per customer. In 2013, the Island's total electricity consumed was 174,352,420/KWH, or an average of 18,234/KWH per customer, in 2013.~~

~~The capacity of the PSE system on Mercer Island is adequate to handle growth anticipated in the land use Land Use element of this plan. Still, improvements to the transmission system may occur that incorporate new technology, improve system reliability, or replace aged facilities. Localized improvements to the distribution system also are expected. Elsewhere in the PSE service territory that includes Mercer Island, population and employment forecasts indicate that new transmission lines and substations may have to be constructed to meet the peak winter demand for electricity. PSE's planning analysis has identified five alternative solutions to address transmission capacity deficiency identified in the "Eastside Needs Assessment Report – Transmission System King County" dated October 2013. Each of these five solutions fully satisfies the needs identified in the Eastside Needs Assessment Report and satisfies the solution longevity and constructability requirements established by PSE. These five solutions include two 230 kV transmission sources and three transformer sites, outside of Mercer Island. PSE states construction is anticipated to begin in 2017 and completed in 2018.~~

With one exception (see Policy 6.1), the only significant changes in PSE's Mercer

Island facilities will come from efforts aimed at improving system reliability.

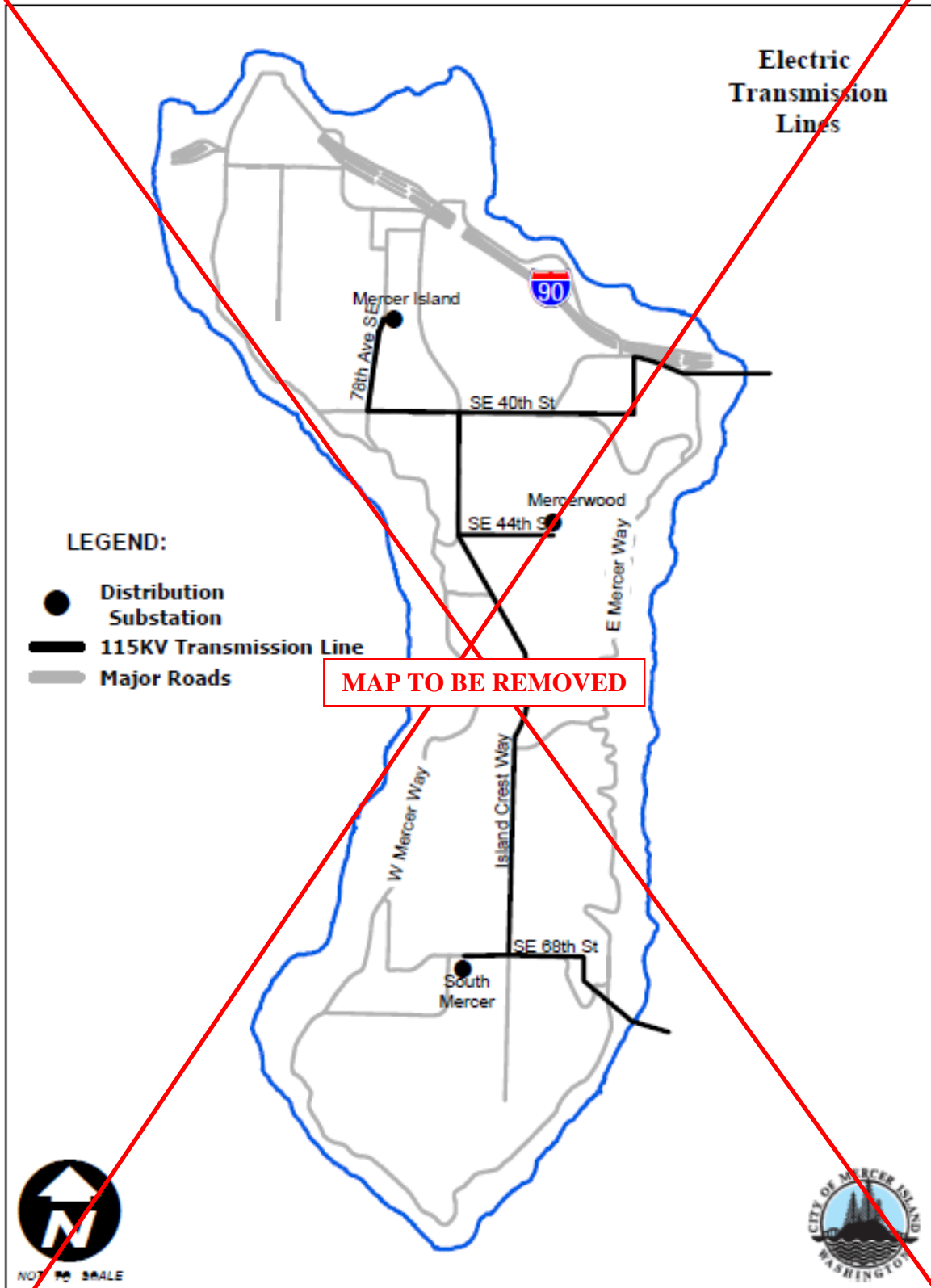
The issue of system reliability, which is the subject of a Memorandum of Agreement (MOA) between the City of Mercer Island and PSE, will require considerable attention over the next several years. The MOA ~~(see Utility Appendix)~~ sets policies for identifying locations where power lines should be relocated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

## **Policies - Electricity**

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- 6.1 PSE, or the current provider, shall be encouraged to upgrade its facilities on Mercer Island where appropriate and incorporate technological changes when they are cost effective and otherwise consistent with the provider's public service obligations. Mercer Island will serve as a test area for projects involving new technologies when appropriate.
- 6.2 The City shall annually evaluate the reliability of electric service provided to Mercer Island. Measures of reliability shall include the total number of outages experienced, the duration of each outage, and the number of customers affected.
- 6.3 All new electric transmission and distribution facilities shall be installed in accordance with this plan, the City's zoning code, the Washington State Department of Labor and Industries electrical code and other applicable laws, and shall be consistent with rates and tariffs on file with the WUTC. The electricity provider will obtain the necessary permits for work in the public right-of-way, except in emergencies.
- 6.4 The City shall encourage the undergrounding of all existing and new electric distribution lines where feasible. As required by the City's franchise agreement with PSE (Section 5), any extension of existing distribution lines up to 15,000 volts shall be installed underground and should be arranged, provided, and accomplished in accordance with applicable schedules and tariffs on file with the WUTC.
- 6.5 The City shall encourage the undergrounding of electrical transmission lines where feasible, if and when such action is allowed by, and consistent with rates, regulations, and tariffs on file with the WUTC. Along with PSE, work cooperatively with the WUTC to establish rate schedules that equitably allocate the cost of undergrounding transmission lines among PSE customers.
- 6.6 The clearing of vegetation from power lines in rights-of-way shall balance the aesthetic standards of the community while enhancing improved system reliability.
- 6.7 The City shall support conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs.

Figure 4 - Electric Transmission Lines



## VII. NATURAL GAS

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Natural gas is provided to Mercer Island by Puget Sound Energy (PSE) under a franchise agreement with the City. The current ~~25-15~~ year agreement expires in the year ~~2010~~ 2028, with the City having the right to grant a five year extension. The delivery of natural gas is regulated by the Federal Energy Regulation Commission, the National Office of Pipeline Safety, and the Washington Utilities and Transportation Commission (WUTC). These agencies determine service standards, and safety and emergency provisions. The WUTC also sets rates.

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

~~The number of natural gas customers on Mercer Island in 1999 was 6,028. For the year ending 1998, Mercer Island customers consumed 9,058,474 therms of natural gas. At the same time, average residential natural gas consumption on a nationwide basis decreased by 7.5% between 1994 and 1998 percent due to fuel efficient construction, weatherization and more efficient appliances. In 2004, PSE served approximately 6,450 customers. In total, Mercer Island customers consumed 5,527,650 therms of natural gas, or an average of 857 therms per customer.~~

### Future Needs

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While natural gas is not considered a utility that is essential to urban development, it is an important alternative energy source that helps reduce reliance on electricity.

New natural gas lines on Mercer Island are installed on an as-requested basis. Natural gas lines are in place in virtually all developed areas of the Island, making natural gas available to most households.

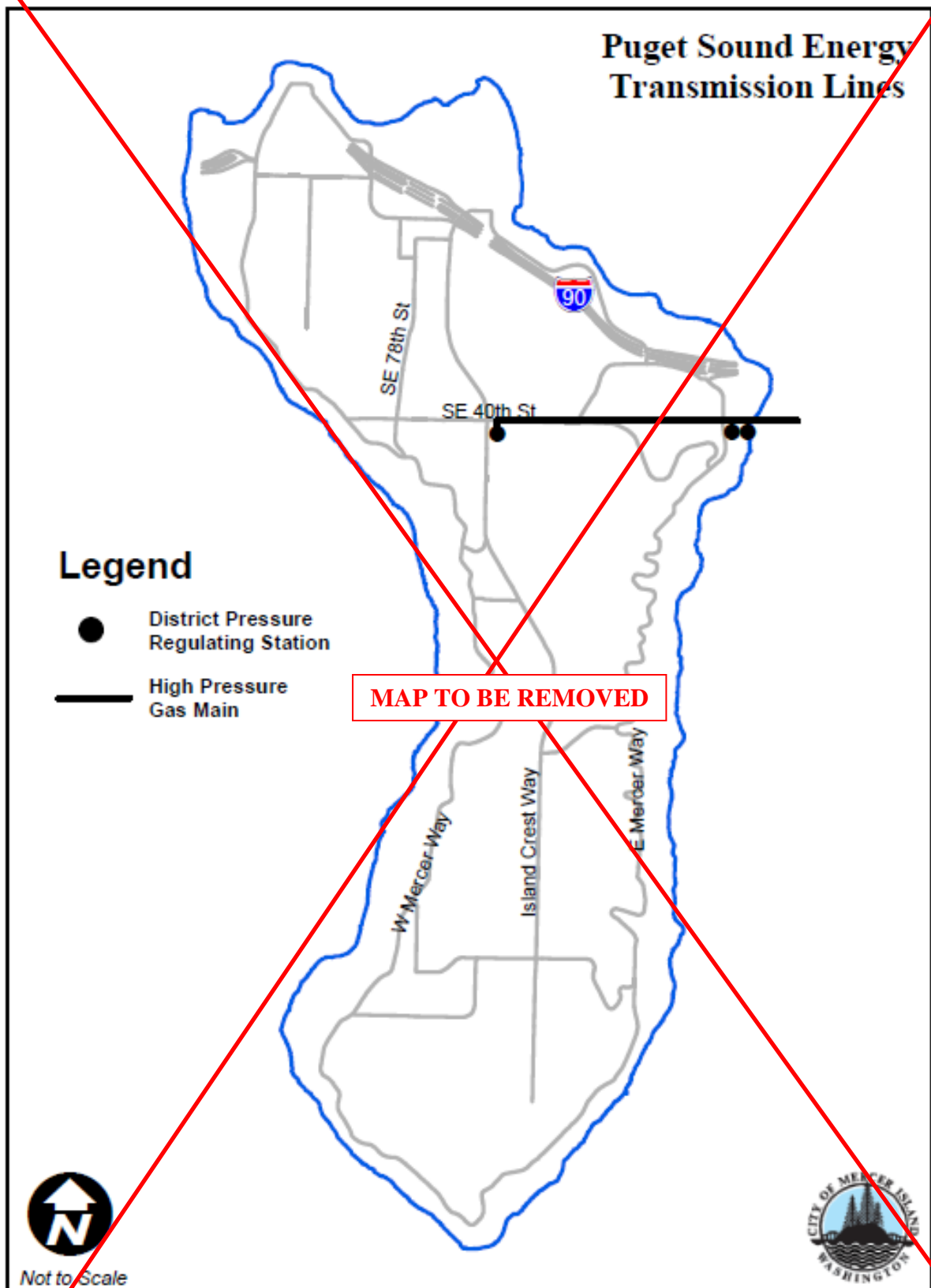
No major new facilities would be required to accommodate this number of customers. New development, as anticipated in the ~~land-use~~ Land Use element of this plan, is not expected to significantly affect the number of gas customers on Mercer Island.

### Policies - Natural Gas

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- 7.1 The City shall promote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.
- 7.2 The City shall encourage PSE or the current provider to make service available to any location on Mercer Island that wishes to use natural gas.

Figure 5 - Transmission Lines





## VIII. TELECOMMUNICATIONS

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Telecommunication utilities on Mercer Island encompass conventional wireline telephone, wireless communications (Cellular telephone, Personal Communication Services [PCS], and Specialized Mobile Radio [SMR]), and cable television. ~~The telecommunications industry underwent dramatic change, in part as a result of the passage of the Telecommunications Act of 1996.~~

On February 8, 1996, the President signed the Telecommunications Act of 1996 into law. Its overall intent is to develop competition in the telecommunications marketplace by allowing local telephone exchange carriers to provide long distance telephone service, as well as, cable television, audio services, video programming services, interactive telecommunications and Internet access. Similarly, long distance providers, cable operators and utilities are now permitted to offer local exchange telephone service. The legislation represents the first major rewrite of the Telecommunications Act of 1934.

The 1996 Act states that “No State or local statute or regulation or other State or local legal requirement, may prohibit or have the effect of prohibiting the ability of any entity to provide any interstate telecommunications service.” It further provides that the Federal Communications Commission (FCC) shall preempt the enforcement of any such statute, regulation or legal requirement. However, the bill protects the authority of local governments to “manage the public rights of way or to require fair and reasonable compensation from telecommunications providers, on a competitively neutral and

nondiscriminatory basis for use of public rights of way on a nondiscriminatory basis, if compensation required is publicly disclosed.” Thus, the City can still exercise control over the use of public rights of ways and generate revenues from the grant of access to such rights of way to telecommunications providers.

~~Qwest-CenturyLink~~ Communications provides local exchange telephone service for all of Mercer Island. In early 1999, (then) U S WEST was serving an increasing number of access lines (telephone numbers) in the Mercer Island exchange area. This growth is more fully discussed below in the “Future Needs” section. ~~The Qwest-CenturyLink~~ and its predecessor have served communities in Washington for more than 100 years. ~~Qwest-CenturyLink~~ is regulated by the Washington Utilities and Transportation Commission and the Federal Communications Commission.

Mercer Island has seen its wireless communications service providers grow from two in 1995, to ~~seven in 1999~~ an excess of four in 2015. As of the ~~2004~~ 2014 there are 34 wireless communications facilities installed on the ~~island~~ Island. These installations are regulated by the FCC. ~~However, the City may still conduct design review and enforce zoning provisions for locating facilities. In recognition of the continued demand for suitable sites, a Wireless Telecommunications Ordinance was passed by the City Council in 1996.~~

Cellular communication involves transmitting and receiving radio signals on frequencies reserved for cellular use. Signals to and from cellular phones are

routed along a series of low-powered transmitting antennas located at "cell sites." Cellular communications are part of a broader category of services defined as Commercial Mobile Radio Service ("CMRS"). These include any mobile service that is (i) provided for profit; and (ii) makes interconnected service (i.e., enable customers to send and/or receive messages over the public switched telephone network) available to the public or to a substantial portion of the public. If this test is not met and the provider is not a "functional equivalent" of a commercial mobile radio provider, it is considered a private mobile radio service (PMRS) provider. This is the broadest term for wireless carriers, including cellular, PCS, SMR. Personal Communications System (PCS) is a loosely defined future ubiquitous telecommunications service that will allow "anytime, anywhere" voice and data communication with personal communications devices. Specialized Mobile Radio (SMR) is a private, business service using mobile radio telephones and base stations communicating via the public phone network.

Viacom Cablevision provided cable services for all of Mercer Island under a franchise agreement renewed in 1995. Viacom's franchise was granted for ten years. Later in 1995, TCI Cablevision of Washington was granted a transfer of ownership for the former Viacom cable system properties. All terms and conditions of Mercer Island's franchise were continued under the new TCI ownership. In December of 1998, TCI was acquired by AT&T for which a transfer of ownership was granted. The franchise continued to operate under the name of TCI of Washington until the third quarter of 1999. At that time the company name was

~~changed to AT&T. Cable operations were then sold to Comcast in 2003 and a subsequent transfer of ownership was granted.~~

In 1999, AT&T was serving approximately 6,318 customers on Mercer Island through 65.9 distribution miles of overhead lines and 26.2 distribution miles of underground lines. In 2004, Comcast served 6,700 cable customers and 3,530 high-speed internet customers. In 2014, Comcast served 8,900 customers.

The data services offered by Comcast originate at a primary transmitter site in Bellevue. Comcast's receiving apparatus on Mercer Island is contained in facilities located at 4320 – 88<sup>th</sup> Avenue SE.

The cable industry was deregulated by Congress in 1984, launching an almost 10-year period without local rate regulation. In November 1993, the City received certification from the FCC, pursuant to the 1992 Cable Act, to regulate basic cable service rates.

## **Future Needs**

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As a telecommunications utility, Qwest CenturyLink is required to provide services on demand. The industry has experienced a tremendous explosion in the demand for telecommunications services. Qwest CenturyLink customers, especially customers on Mercer Island, are routinely asking for multiple lines into their homes for ~~fax machines~~, computers, separate business lines and separate lines for children. ~~The result of the huge growth in telecommunications services is that Qwest's telephone network is overloaded in some neighborhoods. The network was built over~~

~~the last 100 years, and during most of that time, the company planned for 1.5 lines into each home. Today customers are demanding two, three, four and even more lines into their homes. On Mercer Island, U S WEST installed a large quantity of new lines during the mid 1990's. To reduce the number of delayed service orders, the company has been investing in its central office and outside cable facilities on Mercer Island to meet the escalating demands for service.~~

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

The FCC has mandated Enhanced-911 (E-911), which seeks to improve the effectiveness and reliability of wireless 911 service by requiring Automatic Location Identification (ALI). ALI will allow emergency dispatchers to know the precise location of cell phone users to within 50-100 meters. ~~Wireless carriers on Mercer Island will need to retrofit their wireless communication facilities to comply with this new federal requirement. In addition to the equipment that is required to support a network-based E-911 system, other hardware will need to be installed to transmit data from the sensor at the location site to the E-911 server. Full compliance is expected by December 31, 2005.~~

## Telecommunications Policies

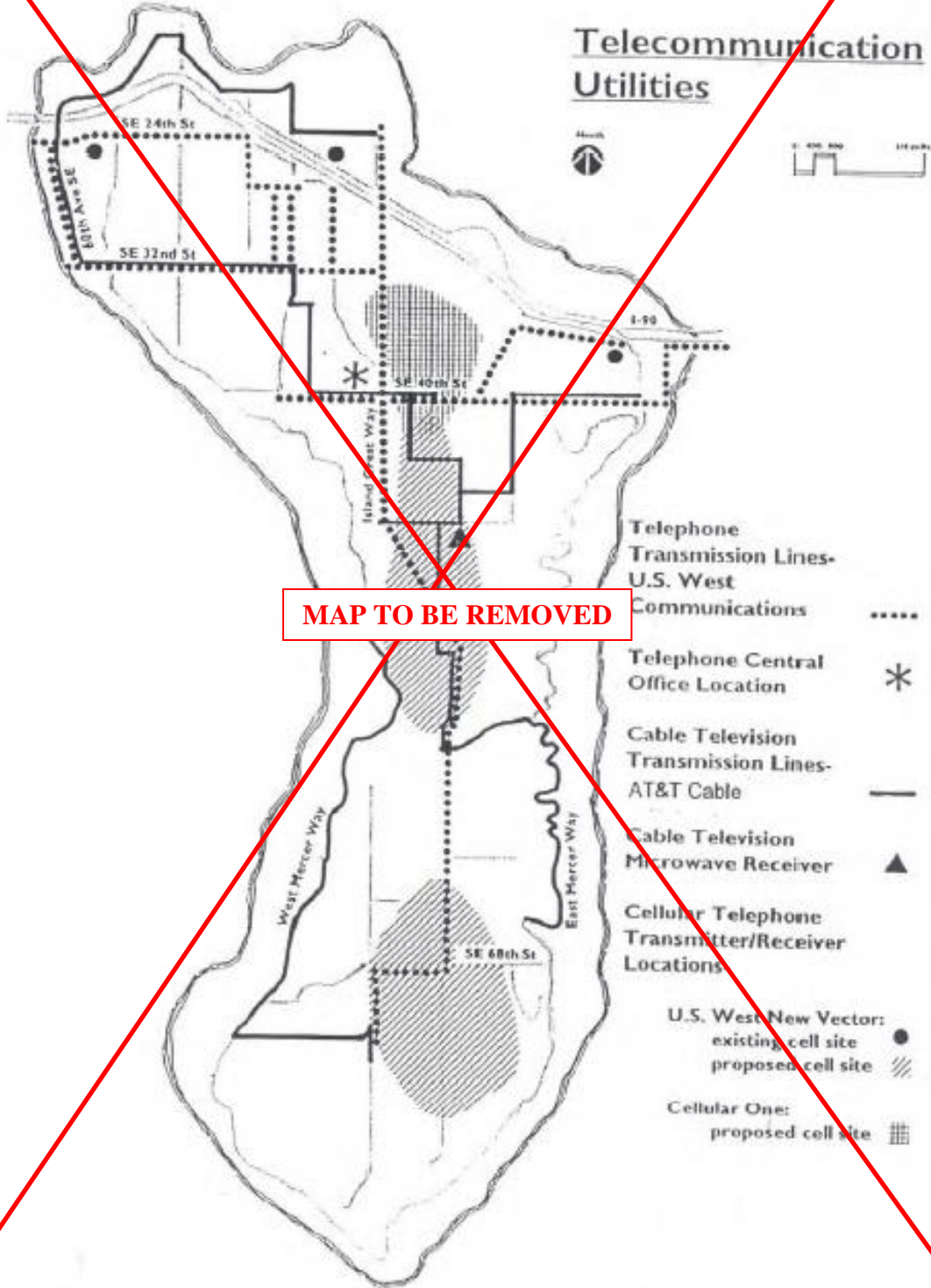
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- 8.1 The City shall encourage the consolidation and shared use of utility and communication facilities where feasible. Examples of shared facilities include towers, poles, antennae, substation sites, cables, trenches and easements.
- 8.2 The City shall encourage the undergrounding of all existing and new communication lines where feasible and not a health or safety threat.
- 8.3 The City shall periodically review and revise development regulations for telecom facilities to ensure that a balance exists between the public benefit derived from the facilities and their compatibility with the surrounding environment.
- 8.4 The City shall work with the cable communications provider to select and implement pilot projects appropriate for Mercer Island that explore the newest advances in cable technology, including interactive cable and public access.
- 8.5 The City continues to participate in a consortium of Eastside jurisdictions to collectively analyze rate adjustments proposed by the cable communications provider.
- 8.6 The City may allow limited well designed Wireless Communication Facilities (WCF) in Clise Park and Island Crest Park, consistent with the

requirements and restrictions in the  
development code ~~and design review.~~

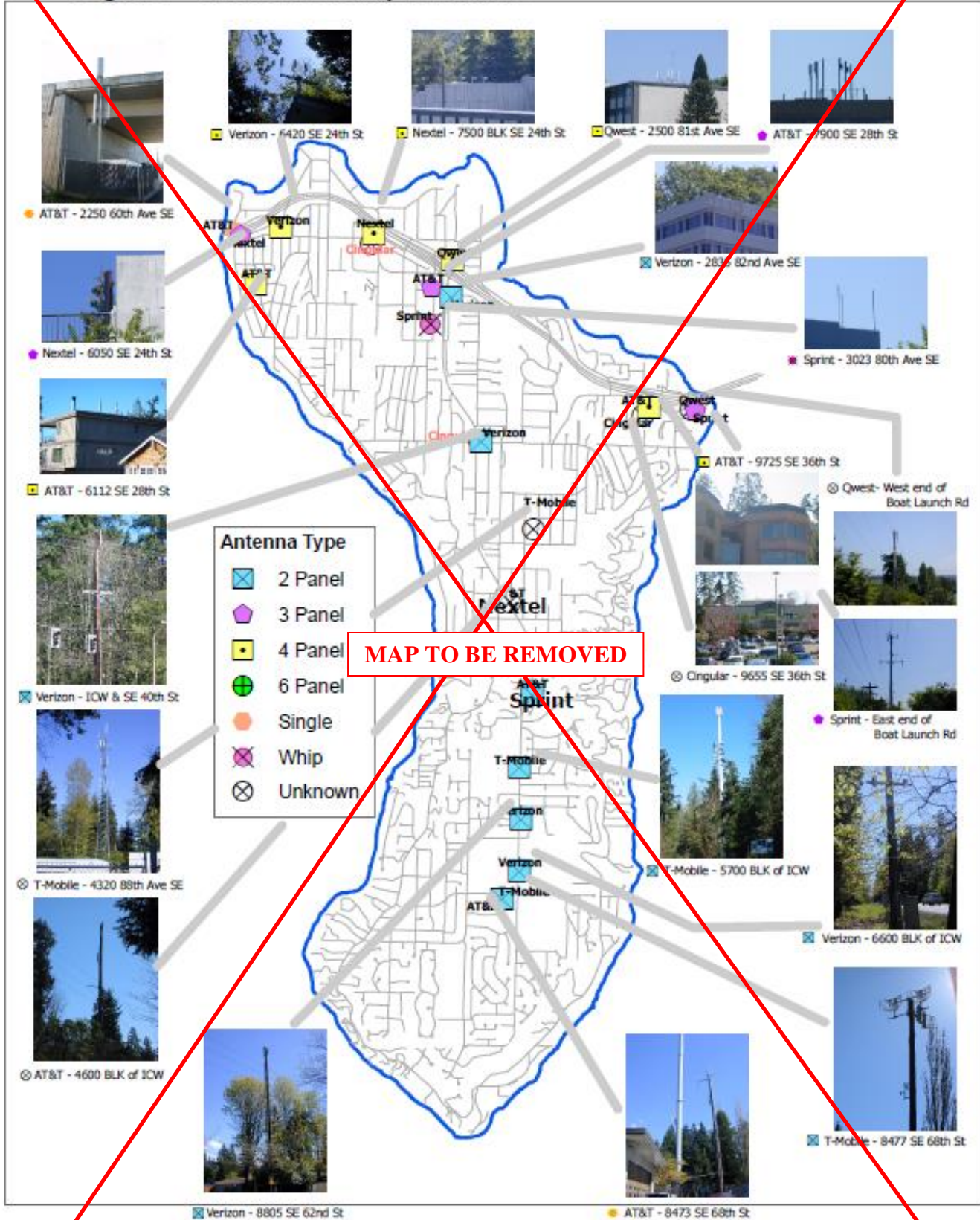
~~8.68.7~~ The City shall encourage and work  
with WCF providers to increase the  
battery life of large cell sites.

Figure 6 - Telecommunication Utilities



MAP TO BE REMOVED

**Figure 7 - Wireless Facility Locations**

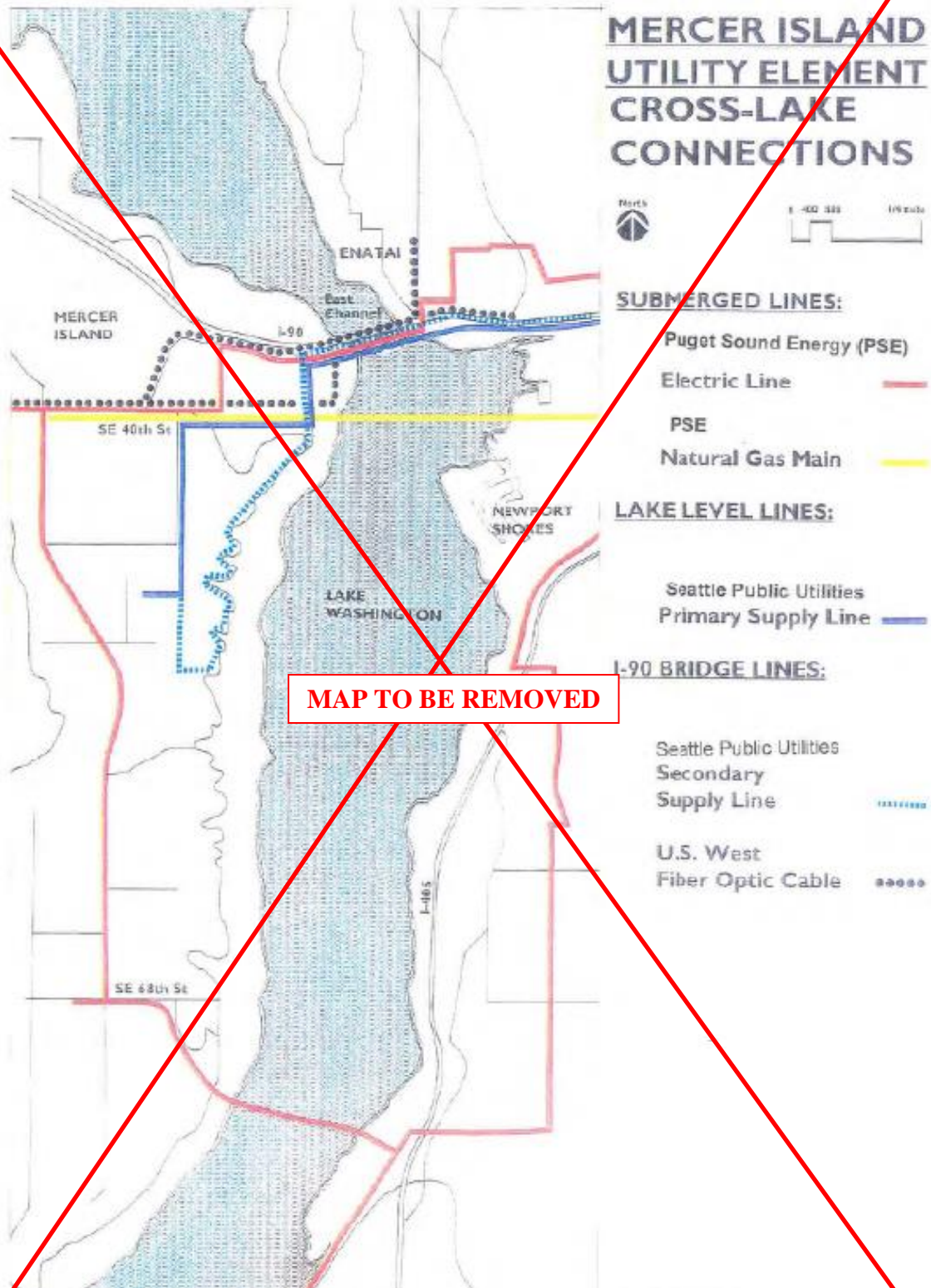


Map created Sept 9, 2004  
 GIS@City of Mercer Island

Utilities - 25





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Figure 8 - Cross-Lake Connections







# MERCER ISLAND UTILITY ELEMENT LEGEND



## SEWER UTILITY

- Mercer Island Pump Station 
- Sewer Line Interceptor 
- Inlet Structure 
- Mercer Island Lake Line 



## WATER UTILITY

- Seattle Public Utilities  
Primary Supply Line 
- Seattle Public Utilities Meter 
- Mercer Island  
Reservoirs-  
2 @ 4 million gallon  
capacity each 
- Seattle Public Utilities  
Secondary Supply Line 





## GAS UTILITY

- High Pressure Gas Main 
- District Pressure  
Regulating Station 

## ELECTRIC UTILITY

- 115KV  
Transmission Line 
- Distribution  
Substations 

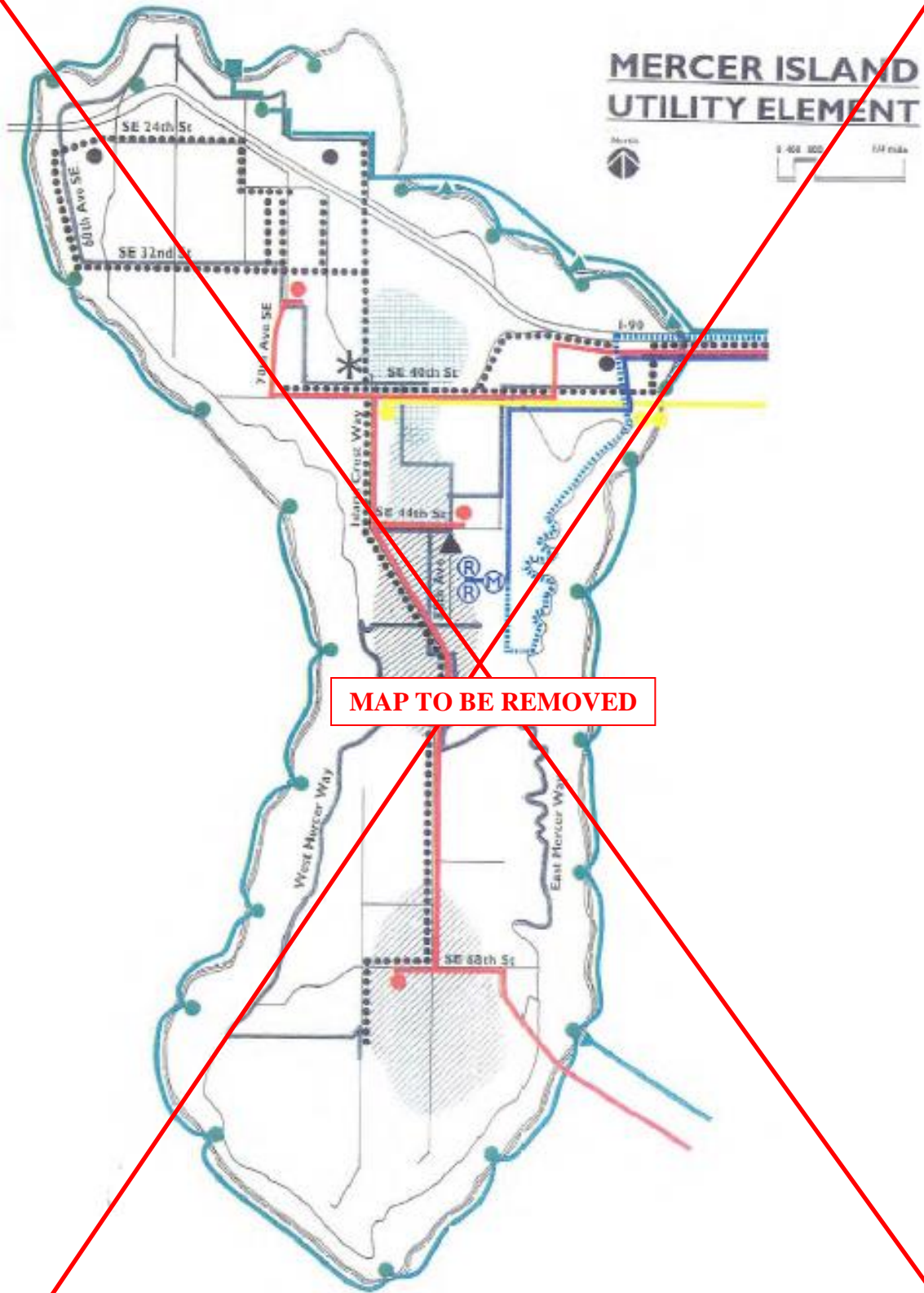
## TELECOMMUNICATIONS UTILITY

- Telephone  
Transmission Lines-  
U.S. West Communications 
- Telephone Central  
Station 
- Cable Television  
Transmission Lines-  
Viacom Cable 
- Cable Television  
Microwave Receiver 
- Cellular Telephone  
Transmitter/Receiver  
Locations-  
U.S. West New Vector:  
existing cell site   
proposed cell site 
- Cellular One:  
proposed cell site 

MAP TO BE REMOVED



Figure 9 - Mercer Island Utilities



MAP TO BE REMOVED

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# Capital Facilities

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# CAPITAL FACILITIES ELEMENT

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# CAPITAL FACILITIES ELEMENT

## I. INTRODUCTION

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### Land Use & Capital Facilities

---

Incorporated in 1960, Mercer Island is a "mature" community. Approximately 95% of the community's residential lands have already been developed and its commercial centers are now experiencing increasing redevelopment pressures. The remaining lands to be developed are all commercial and residential "in-fill" where public facilities have long been established. ~~Mercer Island will not see major new subdivisions over the next two decades.~~

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

The following sections of the Capital Facilities Element inventory Mercer Island's existing public facilities in terms of their capacity (quantity) to serve current and forecasted populations through 2035. The Element continues with a discussion of existing "Levels of Service" standards and expenditure requirements to meet those standards. This is followed by a discussion of the City's overall capital planning and financing strategy as well as the revenues available for capital investment. The Element concludes with ~~P~~olicies that will

guide development of the City CIP and capital investments.

### Sustainability

---

Sustainability is a Mercer Island value. It is a process of ensuring the wise use and management of all resources within a framework in which environmental, social, cultural and economic well-being are integrated and balanced. It means meeting the needs of today without adversely impacting the needs of future generations. In 2006, a grassroots effort of Island citizens led the City to modify the vision statement in its comprehensive plan to include language embracing general sustainability, and in May 2007 the Council committed to a sustainability work program as well as a specific climate goal of reducing greenhouse gas emissions by 80% from 2007 levels by 2050, which was consistent with King County and Washington State targets. Later in 2007, the Council set an interim emissions reduction goal (often called a "milepost") for City operations of 5% by 2012.

In recent years, the City has pursued a wide range of actions focusing on the sustainability of its internal operations. These measures began with relatively humble recycling and waste reduction campaigns, and then expanded into much larger initiatives such as energy-efficiency retrofits and cleaner-burning fleet vehicles. More recently, the City has installed its own on-site solar PV project at the Community and Event Center, and has now purchased several commercial-grade electric utility vehicles for Water Department and Parks Maintenance purposes. Approximately 35% of the City's internal electricity use is offset through the purchase of green power REC's from Puget Sound Energy. The City tracks several metrics in its annual "Dashboard

Report” that evaluate progress made in energy consumption, fuel use, green power purchasing, solid waste diversion, and overall carbon footprint of City operations.

In 2012, activities were expanded further with the hiring of the City’s first dedicated Sustainability Manager, who designs, implements, and then oversees much of the internal sustainability project work. In addition, the Mayor and Council have increasingly addressed or supported specific regional and state-level climate commitments or legislation.

Due to the 20-year horizon envisioned by this comprehensive plan, it is especially appropriate to include internal measures that address the long-term actions needed to reduce greenhouse gas emissions, ideally in collaboration with other local

governments. Actions that the City will implement with the entire community’s sustainability in mind are addressed in the Land Use Element of this plan. Various City Departments, such as Parks and Recreation and Maintenance, prepare functional plans that directly implement some sustainability programs.

These Capital Facilities measures, and others under consideration, are identified in more detail in a rolling 6-year Sustainability Plan, to be adopted in 20156, which will guide the City’s internal and external actions while taking into account the interrelated issues of climate change, population change, land use, public infrastructure, natural resources management, quality of life, public health, and economic development.

## II. CAPITAL FACILITIES INVENTORY

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Listed below is a brief inventory of Mercer Island's public capital facilities. Detailed descriptions of facilities and their components (e.g. recreational facilities in public parks) can be found in the Comprehensive Parks, Recreation, Open Space and Arts Plan 2014-2019 Parks and Recreation Plan, the Comprehensive Parks and Recreation Plan and Transportation and Utilities Elements.

### Public Streets & Roads

---

Mercer Island has over 75 miles of public roads. Interstate 90 runs east-west across the northern end of Mercer Island, providing the only road and transit connection to the rest of the Puget Sound region. Most of the road network on the island is comprised of local streets serving the island's residential areas; arterials comprise approximately 25 miles, or one third, of the system.

### Pedestrian and Bicycle Facilities

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Mercer Island has over 55 miles of facilities for non-motorized travel. In general, non-motorized facilities serve multiple purposes, including recreational travel for bicycles and pedestrians as well as trips for work and other purposes. On-road facilities for non-motorized travel include sidewalks and paths for pedestrians and bicycle lanes for cyclists. Regional access for non-motorized travel is provided by special bicycle/pedestrian facilities along I-90. Additional detail is provided in the 1996 2010 Pedestrian and Bicycle Facilities Plan.

### Parks & Open Space

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Mercer Island has over 467 472 acres of City parks and open space lands. This acreage comprises about 12% of the island. Eight City Eleven City parks, open spaces and playfields are over 10 acres in size. Three parks exceed 70 acres (Luther Burbank, Pioneer Park, and Park on the Lid Aubrey Davis Park), formerly known as the Park on the Lid. Island residents enjoy 20.81 (acres of publicly-owned park and open space lands per 1,000 population. This compares

with neighboring jurisdictions as follows: Bellevue ~~— 21.80.6~~ acres/1000 pop.; Kent - ~~— 15.5 16.8~~ acres/1000 pop.; Redmond ~~— 28.02~~ acres/1000 pop.; Kirkland - ~~191.1~~ acres/1000 pop. In addition to City park lands, approximately two-thirds of the Mercer Island School District grounds are available to Island residents. And, an additional 40 acres of private open space tracts are available for residents of many subdivisions on the Island. See Figure 1 for the locations and geographical distributions of the community's parks, open space lands, street end parks, school district lands, I-90 facilities and private/semi-public facilities.

During 2001, construction of a new Main Fire Station and a sizeable remodel of the Thrift Shop were completed. The City became the owner of Luther Burbank Park in 2003 after transfer of the property by King County. ~~Construction of a new Community Center at Mercer View will begin in late 2004. The new 37,925 sq.ft. building will include a 10,000 sq.ft. gymnasium and is expected to be completed by December 2005. The Mercer Island Community and Events Center was completed in 2006. The construction of , and in 2014, Fire Station 92 began construction at the south end of the Island began in 2014 and was completed in 2015.~~

## Public Buildings

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

**Table 1.**

Facility	Use	Location	Approx. Size
City Hall	Police, Dispatch & General Admin.	North MI 9611 SE 36th St.	32,000 s.f.
Maintenance Shop	Parks, Water, Sewer, Streets, Fleet & Bldg. Maint.	North MI 9601 SE 36th St.	15,000 s.f.
<del>Community Center at Mercer View</del> <del>Community and Events Center</del>	Comm. Mtgs., Recr. Programs Gymnasium and Fitness Senior adult and Youth Programs	North MI 8236 SE 24th St.	<del>37,925</del> <u>42,500</u> s.f.
Main Fire Station	Fire & Emergency Aid Response & Admin.	Central Business District 3030 - 78th Ave. SE	16,600 s.f.
South Fire Station	Fire & Emergency Response	South End Shopping Cntr. 8473 SE 68th St.	<del>3,500</del> <u>7,940</u> s.f.
Youth and Family Svcs. Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 s.f.
Luther Burbank Park Admin. Bldg.	Mercer Island Parks and Recreation Youth and Family Services Depts.	Luther Burbank Park 2040 – 84 <sup>th</sup> Ave. SE	5,000 s.f.
Mary Wayte Pool (Northwest Center)	Indoor Swimming Facility	Mid- <del>island</del> <u>Island</u> 8815 SE 40th St.	7,500 s.f.
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 s.f.
King County Library (KCLS)	Public Library - Branch of KCLS	Mid- <del>island</del> <u>Island</u> 4400 88th Ave SE	14, <del>6</del> <u>7</u> 00 s.f.

## Public Schools

---

The Mercer Island School District owns and operates one high school, one middle school and three elementary schools. A fourth elementary school is scheduled to open in 2016. Altogether, the School District owns 108.6 acres of land, including those lands dedicated to parks, open space and recreational uses. The District serves a 2014 school population of 4,316 students in approximately 461,000 total square feet of "educational" space.

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

~~In the February 11, 2014 special election, Mercer Island voters overwhelmingly approved three targeted facilities projects to address overcrowding in Mercer Island schools.~~

After months of public discussions, meetings and work by the Mercer Island community, school board and district, a bond proposal was approved by the board in September 2013 to address overcrowding in Mercer Island schools. It was then approved by more than 74 percent of Mercer Island voters in February 2014. The targeted facilities projects include:

- -building a fourth elementary school on the district-owned North Mercer campus;
- expanding Islander Middle School, including 14 new classrooms and lab spaces, commons and cafeteria, gymnasiums, music rooms and administrative space; and
- -building 10 additional classrooms at Mercer Island High School, including four lab spaces and six general education classrooms.

Annually, the District develops projections primarily utilizing the historical enrollment trends tracked each October for the past five years. In addition to the cohort derived from that historical database, the District looks at much longer "real growth" trends as well as birth rates and female population patterns. Current enrollment projections show an anticipated increase of approximately 356 students over the next six years, in addition to an increase of approximately 250 students over the last six years.

Provision of an adequate supply of K-12 public school facilities is essential to enhance the educational opportunities for our children and to avoid overcrowding. A variety of factors can contribute to changes in K-12 enrollment, including changes in

demographics, the resale of existing homes, and new development. The District is engaged in an ongoing long-range planning process to maintain updated enrollment projections, house anticipated student enrollment, and provide adequate school facilities. Future needs, including proposed improvements and capital expenditures are determined by the District, which has prepared a separate Capital Facilities Plan.

## **Water System**

---

The City's Water Utility consists of ~~87~~ 115 miles of water mains and transmission lines which serve over ~~7,400 customers~~ 7,640 water meters. In addition, the system includes two 4 million gallon storage reservoirs, two pump stations ~~and 78~~ 86 pressure reducing valve stations and an emergency well completed in 2010. The City purchases water from ~~the Seattle Water Department~~ Seattle Public Utilities who conveys it primarily from the Cedar River and Tolt River watersheds. watershed to Mercer Island via a 16 inch supply line crossing Lake Washington's East Channel. A smaller proportion of our water supply comes from the Tolt River System.

## **Sewer System**

---

The Mercer Island sewer utility is made up ~~98~~ 104 miles of collection lines which serve over 7,200 customers. The collection system is linked to ~~18~~ 17 pump stations, 2 flushing stations, and more than ~~98~~ 113 miles of gravity and pressure pipelines, ranging in diameter from 3 to 24 inches which ultimately flow into King County Department of Natural Resources (KCDNR) facilities for

treatment and disposal at the South Treatment Plant in Renton.

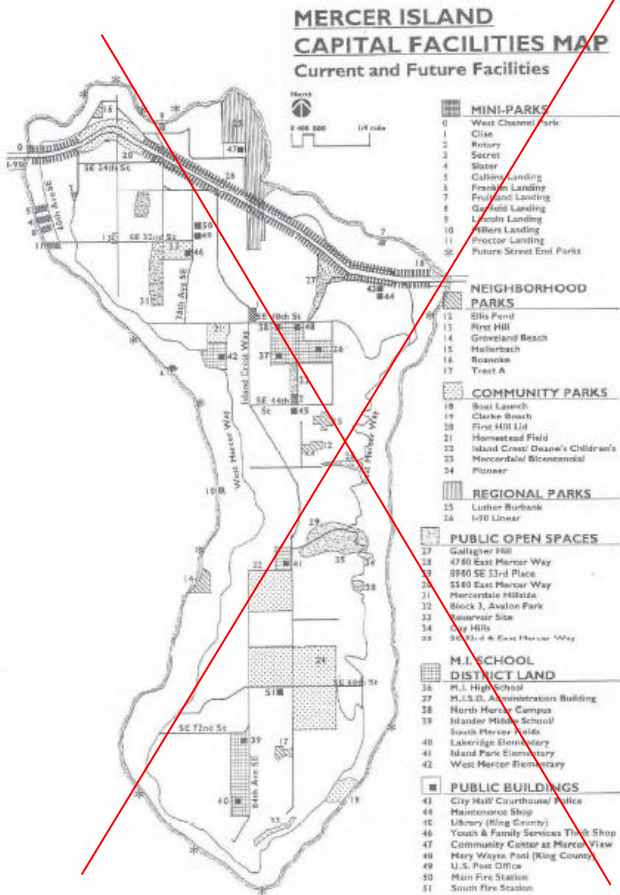
## **Storm Water System**

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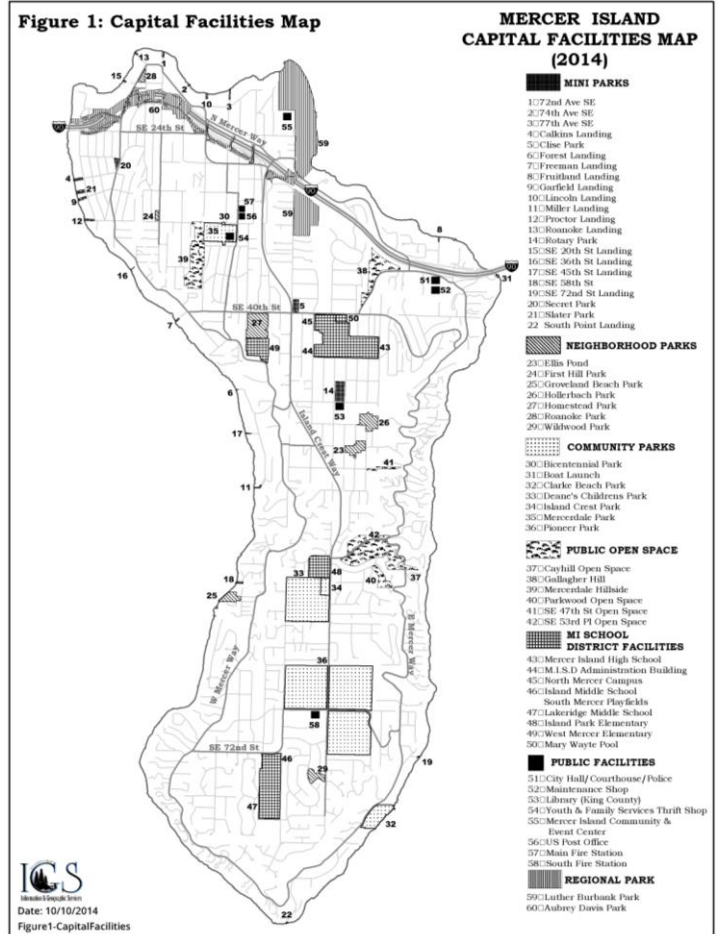
The Island's storm water system is made up of a complex network of interconnected public and private conveyances for surface water. The system serves ~~54~~ 88 separate drainage basins. The major components of the system include more than ~~22~~ 15 miles of natural watercourses, ~~95~~ 60 percent of these are privately owned; ~~30~~ 26 miles of open drainage ditches, ~~75~~ 70 percent of which are on public property; ~~54~~ 58 miles of public storm drains; ~~10~~ 59 miles of private storm drains; more than ~~2,500~~ 4,500 public City owned catch basins; and ~~nearly 600~~ over 3,300 private non city City owned catch basins.



**Figure 1. Capital Facilities Map**



Current Map (to be replaced)



Updated Map

### III. LEVEL OF SERVICE & FORECAST OF FUTURE NEEDS

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

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

Listed in Table 2 below is a summary of level of service and financial assumptions (by facility type) used in making a twenty year expenditure forecast. In looking at the assumptions and projections, the reader should bear in mind two things: 1) No detailed engineering or architectural design has been made to estimate costs. The

numbers are first level estimates; and, 2) The objective of the analysis is to predict where major financing issues may arise in the future. The estimates should be used for long range financial and policy planning; not as budget targets.

**Table 2 - Level of Service & Financial Forecasts**

Capital Facility	Level of Service Standard	Capital Needs	New Capital Cost (To address deficiency)	Annual Reinvestment Cost
Streets-Arterials -Residential -CBD	LOS " <del>C</del> " " <del>D</del> " None LOS " <del>C</del> " " <del>D</del> "	4 locations identified None <del>None</del> 4 locations identified	<del>To be determined</del> \$3,322,900 \$0 <del>\$0</del> \$1,712,900	<del>\$800,000</del> 1,061,000/yr + <del>\$684,350,000/yr.</del> \$166,000
Parks & Open Space	Expenditure per capita	<del>Dock Infrastructure, Safe Facilities, Open Space, Trails and Athletic Fields</del>	<del>To be assessed</del> \$8 million	<del>\$250,000/yr</del> \$1.3 million. Parks & Open Space CIP
Recreational Facilities	See Park & Open Space Plan	None	None	None
Existing and New Pedestrian and Bicycle Facilities	Pedestrian and Bicycle Facilities Plan	<del>Multiple Shoulder improvements, 78<sup>th</sup> Ave. pedestrian and bike improvements, safe routes to school</del>	<del>\$8 million</del> N/A	<del>\$375,000</del> 130,000
Open Space	Expenditure per capita	Standard to be set	To be assessed	None
Water Syst – Supply Storage Distribution Fire Flow	6.7 mill. Gal/day 8.0 mill. Gal > 30 psi Multiple	None <del>Energy Supply Line</del> None None	None <del>\$1.2 mill.</del> \$121,500,000 None None	<del>\$500,00 from Utility Rates</del> \$4.8 million
Storm & Surface Water System	Washington DOE Stormwater Manual	Multiple	<del>\$350,000-\$425,000</del> from Utility Rates on average goes to one major basin improvement project annually	<del>\$150,000 from Utility Rates</del> \$1.1 million
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches <del>3/4</del>	<del>\$13</del> \$26 million	<del>\$500,000</del> \$1 million
Schools	Established in the Mercer Island School District No. 400 Six Year Capital Facilities Plan as may be amended.	Maintenance of existing buildings, new elementary school, middle school and high school expansions	<del>\$98.8 million bond</del>	\$9 million. levy passed February 2010
<b>Parking Facilities*</b>	<b>To be assessed*</b>	<b>To be assessed*</b>	<b>To be assessed*</b>	<b>To be assessed*</b>

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

[Note: More detailed LOS standards for capacity and operational reliability, operational reliability, and capital facilities needs can be found in the following documents: Transportation

~~Improvement Plan, Water Comprehensive System Plan, Sewer Comprehensive General Sewer Plan, Comprehensive Storm Basin Review, Comprehensive Parks, Recreation, Open Space, and Arts Park and Open Space Plan, Pedestrian and Bicycle Facilities Plan, Open Space Vegetation Plan, Parks and Recreation Plan 2014-2019, Luther Burbank Master Plan, Ballfield Use Analysis, and the Transportation Element of this Comprehensive Plan.~~

#### IV. CAPITAL FACILITIES FINANCING

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~~In light of the relatively large past investments in public facilities and the relatively low level of projected future growth, most future capital spending will go for repair, upgrade or replacement of existing capital assets. Generally speaking, Mercer Island will finance most of these capital reinvestment activities on a pay-as-you-go basis; or in the case of school renovations—local general obligation debt will be the primary financing technique.~~

The community should expect most funding for future capital improvements to come from local public sources. Substantial investments in transportation facilities, including parking, sewage collection and conveyance, and stormwater facilities will be needed over the 20 year planning period. Funding for open space acquisition and parks improvements may also be needed to meet community expectations. Private development will finance some minor new capital improvements, such as stormwater facilities, sewage conveyance improvements, and transportation improvements where proposed development will exceed adopted levels of service. Impact fees on new development will also generate some revenue to offset the impact of such growth on Mercer Island's public schools, parks and open space, and transportation facilities.

#### Revenue Sources

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The City's capital program is funded by a variety of revenue sources ranging from largely unrestricted, discretionary sources like General Funds and REET 1 to very restricted sources like fuel taxes and grants. Listed below is a description of the major capital funding sources used by the City.

**General Fund Revenues** - Revenues from property, sales and utility taxes as well as licenses and permit fees, other user fees, and state shared revenues. Funds can be used for any municipal purpose and are generally dedicated to the operation of the City's (non-utility) departments and technology and equipment upgrades.

**Real Estate Excise Taxes (1 & 2)** - Taxes imposed on the seller in real estate transactions. Both REET 1 & 2 taxes are levied at 1/4 of 1% of the sale price of the property. ~~Revenues are to be dedicated only to projects identified in the City's Capital Facilities Element.~~ Revenues must be used on the following types of projects:

- **REET 1** - only to projects identified in the City's Capital Facilities Element. Funds can be used for planning, acquisition, construction and repair of streets, roads, sidewalks, streets and road lighting, traffic signals, bridges, water systems storm and

sanitary sewer systems, parks, recreational facilities, trails and public buildings.

- **REET 2** - planning, acquisition, construction and repair of streets, roads, sidewalks, streets and road lighting systems, traffic signals, bridges, water systems, storm and sanitary sewer systems, parks, and planning, construction, repair or improvement of parks.

**Fuel Taxes** - City's share of fuel taxes imposed and collected by the state. Revenues must be used for maintenance and construction of the City's arterial and residential streets.

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

#### **User Fees - Utilities**

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

#### **Impact Fees**

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

## **The Capital Improvement Program**

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

### **Capital Reinvestment Plan (CRP)**

The CRP's purpose is to organize and schedule repair, replacement and refurbishment of public improvements for the City of Mercer Island. The CRP is a six-year program setting forth each of the proposed maintenance projects, the cost and funding source. These capital projects are generally paid for from existing City resources.

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

The CRP is intended to be a public document. For this purpose, it is organized by functional area. Hence, any individual who wishes to gain knowledge about a project need not know the funding source or any other technical information but only needs to know the general type of improvement in order to find the relevant



## CIP Project Summary

General Government		Project Costs										Source of Funds								
		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beaufif	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																				
46	Computer Equipment Replacements	Technology	207	112	105	142	131	122	122	734	0	0	0	0	0	734	0	0	0	0
47	High Accuracy Orthophotos	Technology	0	30	0	0	30	0	0	60	0	0	0	60	0	0	0	0	0	0
48	Firefighting Equipment	Small Technology/Equipment	29	36	35	32	40	30	36	209	0	0	0	209	0	0	0	0	0	0
49	Website Redesign	Technology	0	0	0	0	39	0	0	39	0	0	0	39	0	0	0	0	0	0
50	Financial System Upgrades	Technology	67	0	0	0	0	93	0	93	0	0	19	74	0	0	0	0	0	0
51	Server Software Updates	Technology	120	0	0	0	0	120	120	240	0	0	0	240	0	0	0	0	0	0
52	Mobile Asset Data Collection	Technology	0	0	84	0	0	84	0	168	0	168	0	0	0	0	0	0	0	0
53	City Information via Web Based GIS	Technology	0	0	0	55	0	0	55	110	0	0	0	110	0	0	0	0	0	0
54	Fuel Clean Up	Other Equipment	79	80	60	82	82	0	0	324	0	0	0	0	0	0	0	0	0	324
55	Self Contained Breathing Apparatus Replacement	Other Equipment	0	0	0	0	306	0	0	306	0	0	0	306	0	0	0	0	0	0
56	Police In-Car Video System Replacement	Technology	0	0	0	0	0	63	0	63	0	0	0	0	0	0	0	0	0	63
Funded - Modified																				
57	City Hall Building Repairs	Public Buildings	97	186	143	350	206	128	131	1,144	1,144	0	0	0	0	0	0	0	0	0
58	Maintenance Building Repairs	Public Buildings	35	50	64	94	108	204	72	592	147	0	445	0	0	0	0	0	0	0
59	Thrift Shop Repairs	Public Buildings	55	63	46	49	32	37	35	262	0	0	0	0	0	0	262	0	0	0
60	North Fire Station Repairs	Public Buildings	58	56	46	60	77	112	142	493	493	0	0	0	0	0	0	0	0	0
61	South Fire Station Repairs	Public Buildings	0	0	0	30	30	42	144	144	144	0	0	0	0	0	0	0	0	0
62	Luther Burbank Admin Building Repairs	Public Buildings	103	95	79	145	31	199	78	627	627	0	0	0	0	0	0	0	0	0
63	MI Community and Event Center Building Repairs	Public Buildings	110	175	192	191	218	180	346	1,302	1,257	0	0	45	0	0	0	0	0	0
64	Fire Apparatus Replacements	Other Equipment	0	338	0	0	745	0	0	1,083	0	0	0	0	0	0	0	0	1,083	0
65	Maintenance Management System	Technology	0	0	0	199	0	0	0	199	0	0	150	49	0	0	0	0	0	0
66	Fleet Replacements	Other Equipment	414	684	539	1,136	661	262	973	4,255	0	0	0	0	0	4,255	0	0	0	0
Funded - New Project																				
67	Disaster Recovery	Technology	0	85	38	0	0	0	0	123	0	0	0	123	0	0	0	0	0	0
68	Public Infrastructure Data Projects	Small Technology/Equipment	0	87	68	0	0	0	0	135	0	0	0	135	0	0	0	0	0	0
69	Recreation and Facility Booking System	Technology	0	0	186	0	0	0	0	186	0	0	0	186	0	0	0	0	0	0
70	Telemetry Communications Replacement	Technology	0	47	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0
Unfunded or Partially Funded/Modified																				
71	MICREC Technology & Equipment Replacement	Small Technology/Equipment	0	175	58	93	50	43	51	470	0	0	0	470	0	0	0	0	0	0
<b>Total General Government costs</b>			<b>1,374</b>	<b>2,279</b>	<b>1,763</b>	<b>2,858</b>	<b>2,786</b>	<b>1,719</b>	<b>2,203</b>	<b>13,408</b>										

## CIP Project Summary

Sewer Utility		Project Costs										Source of Funds								
		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beaufif	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																				
72	General Sewer System Improvements	Sewer System Improvements	0	300	350	400	400	400	400	2,250	0	0	2,250	0	0	0	0	0	0	0
73	Sewer System Emergency Repairs	Sewer System Rehabilitation	50	50	50	50	50	50	50	300	0	0	300	0	0	0	0	0	0	0
74	Sewer System Generator Replacement	Sewer System Rehabilitation	0	0	160	0	170	0	0	330	0	0	330	0	0	0	0	0	0	0
75	Sewer System Pump Station Improvements	Sewer System Rehabilitation	60	65	65	65	65	65	65	390	0	0	390	0	0	0	0	0	0	0
76	Street Related Sewer CIP Projects	Sewer System Improvements	50	30	30	30	30	30	30	180	0	0	180	0	0	0	0	0	0	0
Funded - Modified																				
77	East Mercer Way Sewer Replacement	Sewer System Improvements	0	0	0	500	0	0	0	500	0	0	500	0	0	0	0	0	0	0
78	General Sewer Plan - 20 year Capital Plan Update	Sewer System Improvements	50	75	0	0	0	0	0	75	0	0	75	0	0	0	0	0	0	0
Funded - New Project																				
79	Backyard Sewer System Improvements	Sewer System Improvements	0	25	175	25	175	25	175	600	0	0	600	0	0	0	0	0	0	0
80	Sewer System Special Catch Basins	Sewer System Rehabilitation	0	150	150	0	0	0	0	300	0	0	300	0	0	0	0	0	0	0
81	Sewer Main Repair in Sub-Basin 27 Watercourse	Sewer System Rehabilitation	0	315	0	0	0	0	0	315	0	0	315	0	0	0	0	0	0	0
82	Reach 4 Lake Line Replacement - Feasibility & Assess	Other Sewer System Projects	0	0	0	0	0	0	150	150	0	0	150	0	0	0	0	0	0	0
<b>Total Sewer Utility costs</b>			<b>210</b>	<b>1,010</b>	<b>980</b>	<b>1,070</b>	<b>890</b>	<b>570</b>	<b>870</b>	<b>5,390</b>										
Storm Drainage Utility		Project Costs										Source of Funds								
		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beaufif	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																				
83	Neighborhood Spot Drainage Improvements	Neighborhood Drainage Improvements	80	85	85	90	90	95	95	540	0	0	540	0	0	0	0	0	0	0
84	Watercourse Condition Assessments	Watercourse Projects	25	15	25	15	25	15	25	120	0	0	120	0	0	0	0	0	0	0
Funded - Modified																				
85	Drainage System Replacements (2017-2020)	Other Storm Drainage System Projects	0	0	0	125	125	125	125	500	0	0	500	0	0	0	0	0	0	0
86	Watercourse Minor Repairs/Maintenance	Watercourse Projects	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0
87	Watercourse Stabilization Projects (2017-2020)	Watercourse Projects	0	0	0	289	427	416	329	1,461	0	0	1,461	0	0	0	0	0	0	0
88	Sub-Basins 51a, 1/52.1 Watercourse Stabilization Proje	Watercourse Projects	0	0	183	0	0	0	0	183	0	0	183	0	0	0	0	0	0	0
89	Sub-Basin 49b Watercourse Stabilization Project	Watercourse Projects	0	0	256	0	0	0	0	256	0	0	256	0	0	0	0	0	0	0
90	Sub-Basin 27a Ph. 1- Watercourse Stabilization	Watercourse Projects	0	341	0	0	0	0	0	341	0	0	341	0	0	0	0	0	0	0
91	Drainage System Video Inspection Program	Other Storm Drainage System Projects	30	60	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	0
92	Drainage System Emergency Repairs	Other Storm Drainage System Projects	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0
Funded - New Project																				
93	Sub-Basin 18c Drainage System Extension	Watercourse Projects	0	175	0	0	0	0	0	175	0	0	175	0	0	0	0	0	0	0
94	Sub-Basin 6 Drainage System Extension	Other Storm Drainage System Projects	0	100	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
95	Sub-Basin 14 Drainage System Extension	Other Storm Drainage System Projects	0	115	0	0	0	0	0	115	0	0	115	0	0	0	0	0	0	0
96	Sub-Basin 27a Culvert Replacement- 4900 ICW	Other Storm Drainage System Projects	0	0	150	0	0	0	0	150	0	0	150	0	0	0	0	0	0	0
<b>Total Storm Drainage Utility costs</b>			<b>165</b>	<b>931</b>	<b>739</b>	<b>559</b>	<b>707</b>	<b>691</b>	<b>614</b>	<b>4,241</b>										

## CIP Project Summary

Water Utility		Project Costs								Source of Funds										
		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beautif	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																				
97	Water Model Updates/ Fire Flow Analysis	Other Water System Projects	25	0	25	0	25	0	25	75	0	0	75	0	0	0	0	0	0	0
98	Water System Plan Update	Other Water System Projects	60	0	0	0	0	0	60	60	0	0	60	0	0	0	0	0	0	0
99	ICW & 85th Ave. Water System Improvements	Water System Improvements	0	1,747	0	0	0	0	0	1,747	0	0	1,747	0	0	0	0	0	0	0
100	SE 29th Street Water System Improvements	Sub-standard Water Main Replacement	0	0	0	0	54	314	0	368	0	0	368	0	0	0	0	0	0	0
101	93rd, 89th, & 90th Ave SE Water System Improvement	Sub-standard Water Main Replacement	166	971	0	0	0	0	0	971	0	0	971	0	0	0	0	0	0	0
102	Street Related Water CIP Projects	Water System Improvements	200	150	200	200	200	200	1,150	1,150	0	0	1,150	0	0	0	0	0	0	0
103	Water System Components Replacement	Water System Improvements	30	35	35	35	35	35	210	210	0	0	210	0	0	0	0	0	0	0
104	3838 WNW Water System Improvements	Sub-standard Water Main Replacement	0	0	65	377	0	0	0	442	0	0	442	0	0	0	0	0	0	0
Funded - Modified																				
105	Hydrant Replacements	Water System Improvements	0	0	300	0	300	0	300	900	0	0	900	0	0	0	0	0	0	0
106	Meter Replacement Program	Other Water System Projects	45	100	100	100	100	100	600	600	0	0	600	0	0	0	0	0	0	0
107	EMW 5400 to 6000 Block Watermain & PRV Stations	Water System Improvements	0	0	219	1,276	0	0	0	1,495	0	0	1,495	0	0	0	0	0	0	0
108	Madrona Crest West Addition Water Sys Improvements	Sub-standard Water Main Replacement	0	280	1,622	0	0	0	0	1,902	0	0	1,902	0	0	0	0	0	0	0
Funded - New Project																				
109	82nd Ave & Forest Ave Water System Improvements	Water System Improvements	0	0	0	120	695	0	0	815	0	0	815	0	0	0	0	0	0	0
110	SE 22nd St - SE 22nd Pl Water System Improvement	Sub-standard Water Main Replacement	0	0	0	0	142	823	0	965	0	0	965	0	0	0	0	0	0	0
111	9700 Block SE 41st St Water System Improvements	Sub-standard Water Main Replacement	0	80	461	0	0	0	0	541	0	0	541	0	0	0	0	0	0	0
112	78th Ave SE Water System Improvements	Sub-standard Water Main Replacement	0	0	0	0	68	394	0	462	0	0	462	0	0	0	0	0	0	0
113	Madrona Crest East Addition Water Sys Improvements	Sub-standard Water Main Replacement	0	0	0	0	0	285	2,092	2,377	0	0	2,377	0	0	0	0	0	0	0
114	Reservoir Generator Replacement	Other Water System Projects	0	0	100	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0
<b>Total Water Utility costs</b>			<b>526</b>	<b>3,363</b>	<b>3,127</b>	<b>2,108</b>	<b>1,619</b>	<b>2,151</b>	<b>2,812</b>	<b>15,180</b>										
<b>Total Capital Reinvestment Plan</b>			<b>3,369</b>	<b>12,372</b>	<b>9,402</b>	<b>10,732</b>	<b>9,904</b>	<b>8,923</b>	<b>8,833</b>	<b>60,166</b>										

## CIP Project Summary

### Capital Facilities Plan

Parks, Recreation and Open Space		Project Costs								Source of Funds										
		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beautif	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																				
115	Recreational Trail Connections	Open Space	0	89	90	91	93	95	0	458	0	0	0	0	0	0	0	0	458	0
Funded - New Project																				
116	Luther Burbank Playground Mosaic	Parks Improvements	0	26	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
117	Wall Murals at I-90/West Mercer Way on ramp	Parks Improvements	0	25	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	25
<b>Total Parks, Recreation and Open Space costs</b>			<b>0</b>	<b>140</b>	<b>90</b>	<b>91</b>	<b>93</b>	<b>95</b>	<b>0</b>	<b>509</b>										
Streets, Pedestrian and Bicycle Facilities		Project Costs								Source of Funds										
Project Description		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beautif	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																				
118	Pedestrian and Bicycle Facilities Plan Implementation	Pedestrian and Bicycle Facilities	45	0	0	45	45	45	45	180	0	180	0	0	0	0	0	0	0	0
119	Safe Routes to New Elementary School	Pedestrian and Bicycle Facilities	0	454	0	0	0	0	0	454	0	454	0	0	0	0	0	0	0	0
Funded - Modified																				
120	East Mercer Way Roadside Shoulders, Phases 9-11	Pedestrian and Bicycle Facilities	0	0	358	0	303	0	406	1,067	0	1,067	0	0	0	0	0	0	0	0
Funded - New Project																				
121	Safe Routes - Madrona Crest (86th Ave) Sidewalk	Pedestrian and Bicycle Facilities	0	170	0	0	340	0	0	510	0	510	0	0	0	0	0	0	0	0
122	West Mercer Way Roadside Shoulders (7400-6000 blk)	Pedestrian and Bicycle Facilities	0	0	417	0	0	0	0	417	0	417	0	0	0	0	0	0	0	0
123	84th Ave Path (SE 39th to Upper Luther Burbank Park)	Pedestrian and Bicycle Facilities	0	70	0	0	0	0	0	70	0	70	0	0	0	0	0	0	0	0
<b>Total Streets, Pedestrian and Bicycle Facilities costs</b>			<b>45</b>	<b>694</b>	<b>775</b>	<b>45</b>	<b>688</b>	<b>45</b>	<b>451</b>	<b>2,688</b>										
General Government		Project Costs								Source of Funds										
Project Description		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beautif	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																				
124	Small Technology/Equipment Items	Small Technology/Equipment	25	25	25	50	50	50	50	250	0	0	0	250	0	0	0	0	0	0
Funded - Modified																				
125	Car Port (Patrol Vehicles)	Public Buildings	0	76	0	0	0	0	0	76	38	0	0	0	0	0	0	0	0	38
126	Sustainability Project Investment	Public Buildings	0	25	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	0
Funded - Modified																				
127	Light Rail Station Planning	Planning and Design	0	0	0	50	0	0	0	50	0	0	0	0	50	0	0	0	0	0
<b>Total General Government costs</b>			<b>25</b>	<b>126</b>	<b>25</b>	<b>100</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>401</b>										



## V. CAPITAL FACILITIES GOALS AND POLICIES

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

**GOAL 1: Ensure that capital facilities and public services necessary to support existing and new development are available at locally adopted levels of service.**

- |     |   |      |  |
|-----|---|------|--|
| 1.1 | The Capital Improvement Plan (CIP) shall identify and plan for projects needed to maintain adopted levels of service for services provided by the City.   | 1.5  | Within the context of a biennial budget, the City shall update the six-year Capital Improvement Plan (CIP)   |
| 1.2 | The City shall schedule capital improvements in accordance with the adopted six-year Capital Improvement Program. From time to time, emergencies or special opportunities may be considered that may require a re-scheduling of projects in the CIP.  | 1.6  | The City's two-year capital budget shall be based on the six-year CIP.   |
| 1.3 | The CIP shall be developed in accordance with requirements of the Growth Management Act and consistent with the Capital Facilities Element of the City's Comprehensive Plan.  | 1.7  | The Capital Facilities Element shall be periodically updated to identify existing and projected level of service deficiencies and their public financing requirements, based on projected population growth. Capital expenditures for maintenance, upgrades and replacement of existing facilities should be identified in the biennial budget and six-year Capital Improvement Program. |
| 1.4 | If projected expenditures for needed capital facilities exceed projected revenues, the City shall re-evaluate the established service level standards and the Land Use Element of the Comprehensive Plan, seeking to identify adjustments in future growth patterns and/or capital investment requirements. | 1.8  | The City shall coordinate development of the capital improvement budget with the General Fund budget. Future operation costs associated with new capital improvements should be included in operating budget forecasts.  |
|     |   | 1.9  | The City shall seek to maintain its assets at a level adequate to protect capital investment and minimize future maintenance and replacement costs.  |
|     |   | 1.10 | Highest priority for funding capital projects should be for improvements that protect the public health and safety.  |
|     |   | 1.11 | The City will adopt a Hazard Mitigation Plan. This plan will be updated periodically and shall guide City efforts to maintain reliability of key infrastructure and address vulnerabilities and potential impacts associated with natural hazards.   |
|     |   | 1.12 | Maintenance of and reinvestment in existing facilities should be financed  |

- on a "pay as you go" basis using ongoing revenues.
- 1.13 Acquisition or construction of new capital assets should be financed with new revenues (such as voter approved taxes or external grants).
- 1.14 Water, sanitary sewer and storm water capital investments should be financed through utility user fees.
- 1.15 The City shall coordinate with other entities that provide public services within the City to encourage the consistent provision of adequate public services.
- 1.16 Develop and adopt new impact fees, or refine existing impact fees, in accordance with the Growth Management Act, as part of the financing for public facilities. Public facilities for which impact fees may be collected shall include public streets and roads; publicly owned parks, open space and recreation facilities; school facilities; and City fire protection facilities.
- 1.17 In accordance with the Growth Management Act, impact fees shall only be imposed for system improvements which are reasonably related to the new development; shall not exceed a proportionate share of the costs of system improvements reasonably related to the new development; and shall be used for system improvements that will reasonably benefit the new development.
- 1.18 The City adopts by reference the "standard of service" for primary and secondary education levels of service set forth in the Mercer Island School District's capital facilities plan, as adopted and periodically amended by the Mercer Island School District Board of Directors.
- 1.19 The School District's capital facilities plan, as amended yearly, is adopted
- by reference as Appendix D of this Comprehensive Plan for the purpose of providing a policy basis for collection of school impact fees
- 1.1620 -City operations should be optimized to minimize carbon footprint impacts, especially with respect to energy consumption and waste reduction. New Capital Facilities should incorporate and encourage the sustainable stewardship of the natural environment, and consider the benefit of creating cutting-edge, demonstration projects.
- 1.1721 City procurement should include consideration of total lifecycle costs, recycled content, and other common measures of product sustainability.
- 1.1822 Current City facilities are operated in an energy-efficient manner, and opportunities for improvement are implemented when feasible. New City facilities should explore meeting public and private-sector sustainable building certification standards, such as the 'BuiltGreen' system and the Leadership in Energy and Environmental Design (LEED) system.
- 1.1923 Parks & Open Space – Implement sustainability measures identified within the City's Parks and Recreation Management Plan, including special attention to direct sustainability measures, such as tree retention, preference for native vegetation and habitat creation, minimized use of chemicals, and reductions in energy and fuel use.
- 1.2024 Implement proposed projects in the City's Pedestrian and Bicycle Facilities Plan (PBF), with emphasis placed on quick and affordable early fixes that demonstrate the City's progress in providing safe alternative transportation modes to the public.



## VI. CAPITAL FACILITIES FINANCIAL FORECAST

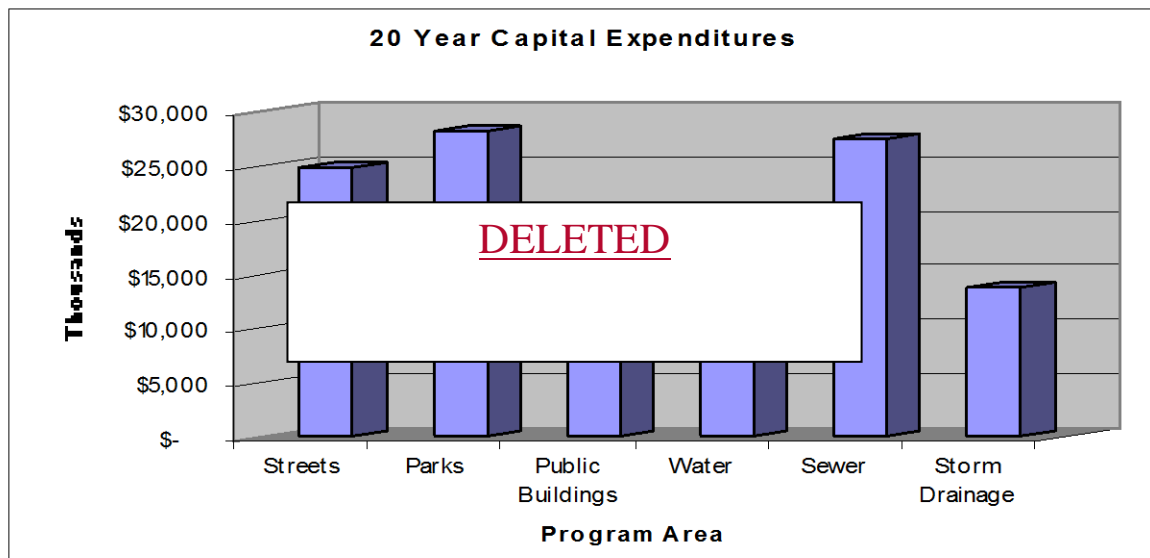
In analyzing the City's existing and projected expenditure and revenues for its capital facilities in light of the City's established Levels of Service standards (LOS) and capital financing policies (City Budget), a sustainable twenty year forecast emerges. **Figure 2** below shows the twenty year impacts of capital investments the City's infrastructure.

Figure 2 - Capital Facilities Forecast

Figures in Thousands \$\$

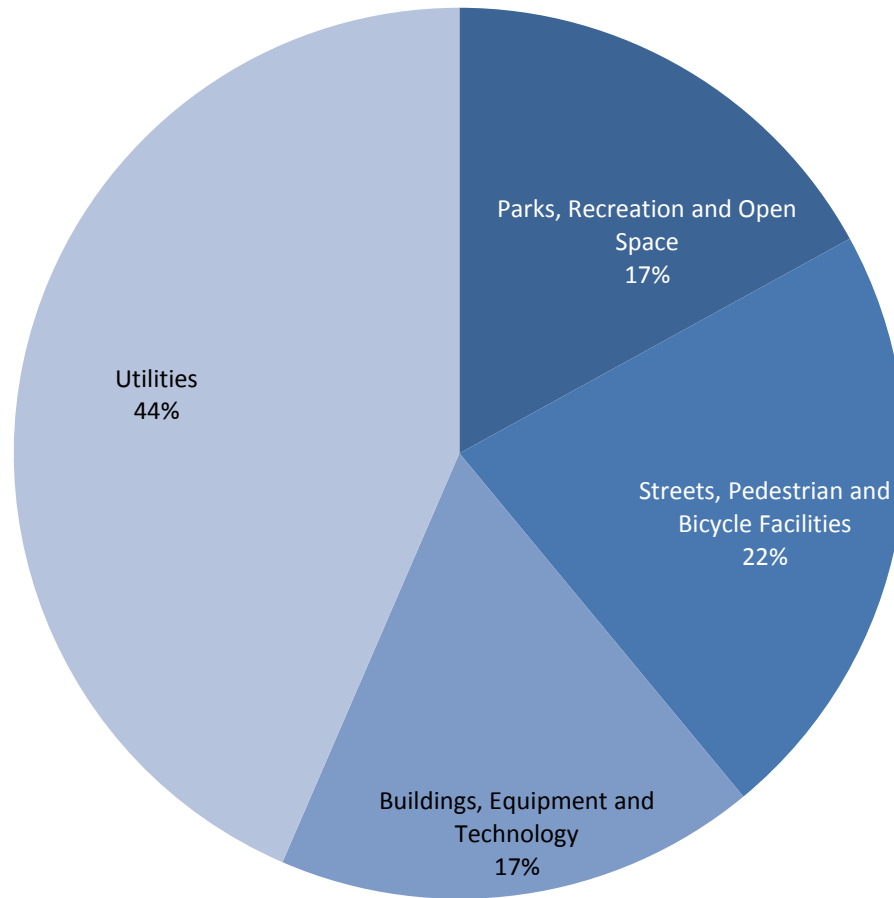
	20-Years Required Expenditure	20-Years Total Revenue	Revenue Surplus Shortfall	Discretionary		Restricted		Grants		Local—Untapped			
				Capital Reserve	Fuel Taxes	REET-1	REET-2	ISTEA	Other	Water Rates	Sewer Rates	Storm Drain Rates	Voted GO Debt
Available Revenue				5,000	1,000	1,000	1,000			1,100	4,000	450	—
Streets and Trails (PBF)	24,820	24,820			8,900		15,250	670					
Parks and Open Spaces	28,291	28,494	202			10,147	9,347						
Public Buildings	15,450	15,450	—	5,000		5,450							5,000
Water	16,838	16,838	—							16,838			
Sewer	27,493	27,493	—								27,493		
Storm Drainage	13,838	13,838	—									13,838	
<b>Total</b>	<b>126,731</b>	<b>126,933</b>	<b>202</b>	<b>5,000</b>	<b>8,900</b>	<b>24,597</b>	<b>24,597</b>	<b>670</b>		<b>16,838</b>	<b>27,493</b>	<b>13,838</b>	<b>5,000</b>

Figures in Thousands \$\$



	<u>Capital Costs</u>	<u>Revenue Sources</u>										
	<u>20 year est. capital expenditures</u>	<u>Reet 1</u>	<u>Reet 2</u>	<u>Grants</u>	<u>Fuel Taxes</u>	<u>Water Rates</u>	<u>Sewer Rates</u>	<u>Storm Drainage Rates</u>	<u>Levy</u>	<u>Debt</u>	<u>Transportation Benefit District</u>	<u>Other</u>
<u>Streets and Trails (PBF)</u>	<u>60,300,600</u>	-	<u>43,209,298</u>	<u>1,000,000</u>	<u>7,081,833</u>						<u>7,000,000</u>	<u>2,009,469</u>
<u>Parks &amp; Open Space</u>	<u>43,613,471</u>	<u>28,564,570</u>		<u>3,292,500</u>					<u>458,000</u>			<u>14,410,753</u>
<u>Public Buildings</u>	<u>19,039,743</u>	<u>14,644,728</u>		<u>3,292,500</u>						<u>1,560,000</u>		<u>2,835,015</u>
<u>Water</u>	<u>121,593,481</u>					<u>247,137,290</u>						
<u>Sewer</u>	<u>26,280,635</u>						<u>216,381,050</u>					
<u>Storm Drainage</u>	<u>28,072,472</u>			<u>150,000</u>				<u>50,135,809</u>				

## 2015-2016 Proposed CIP Budget by Project Category



## ~~VII. SUMMARY & CONCLUSIONS~~

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~~Mercer Island has made substantial past investments in its infrastructure. Most future investments will be for maintenance of existing capital assets. However, additional investments will be needed in transportation facilities, stormwater facilities, and sewage collection and conveyance over the twenty year planning period. The City will invest approximately \$12.4 million in the development of a new Community Center at Mercer View. This facility is expected to provide recreation and other services to meet community needs well beyond the 20 year planning period. Utility rate adjustments in all utilities will be required over time to support reinvestment in these aging facilities. When viewed over a twenty year period, Mercer Island will have sufficient funding capacity to achieve its LOS goals and construct and maintain its capital facilities.~~

~~To identify specific locations of future facilities, see the annually updated Six-Year Transportation Improvement Plan, 2004-2014 Comprehensive Parks, Recreation, Open Space, and Arts, Pedestrian and Bicycle Facilities Plan, 2014-01 Water System Plan, and 2003 General Sewer Plan. Specific storm drainage improvements will be identified as development and implementation of capital improvements to the public storm drainage utility (and drainage basins analyses) progress.~~

## **VIII. PROCESS FOR SITING PUBLIC FACILITIES**

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### **Background - State & County**

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The Growth Management Act requires that jurisdictions planning under its authority develop and adopt a process for identifying and siting essential public facilities, including those facilities typically difficult to site.

The State Office of Financial Management maintains a list of those essential State facilities that are required or likely to be built within the next six years. The list includes: airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling facilities; in-patient facilities including substance abuse facilities, mental health facilities and group homes; waste water treatment facilities; utility and energy facilities; and parks and recreation facilities.

King County Policies also identify the parameters for the siting of new public capital facilities of a county- or state-wide nature. The facilities shall be sited so as to support countywide land use patterns, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Public facilities development projects are also to be prioritized, coordinated, planned and sited through an inter jurisdictional process.

Interstate 90 represents the community's largest essential public facility of a regional or statewide nature. Given the lack of available land, the residential nature of Mercer Island and the comparatively high land and development costs, future siting of major regional or state facilities on Mercer

Island is most likely unrealistic and incompatible with existing land uses.

### **Mercer Island Facilities**

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At the local level, the City of Mercer Island identifies facilities as essential to the community: public safety facilities (fire and police), general administration and maintenance (City Hall), public library, public schools and facilities housing human services and recreation/community service programs. These facilities are not generally classified as “essential public facilities” as they do not have the same level of regional importance and difficulty in siting. Though not “essential” under GMA, these public facilities provide public services that are important to the quality of life on Mercer Island and should be available when and where needed.

The City of Mercer Island employs many methods in the planning for and siting of public facilities: land use codes, environmental impact studies, and compliance with state and federal regulatory requirements. In addition, the Transportation, Utilities and Capital Facilities Elements of the Comprehensive Plan identify existing and future local public facilities and require substantial public involvement in the siting of those facilities.

However, because the vast majority of Mercer Island's available land has been developed for residential uses (over 95%), siting most public facilities that are generally regarded as not compatible with residential land uses becomes problematic.



In the past, siting local public or human services facilities has produced a wide range of responses within the community. Community acceptance is a significant issue and nearly always has a strong influence on final site selection. Developing a basic framework for community involvement early in the facilities development process clearly enhances the whole siting process. The City should establish a public participation plan that involves the community during the siting and development processes and, if necessary, after operations begin at the facility.

In large part, the most effective facilities siting approaches include early community notification and ongoing community involvement concerning both the facilities and the services provided at the site. Use of these strategies creates opportunities to build cooperative relationships between the City, the adjacent neighbors and the broader community who use the services. They also help to clearly define the rights and responsibilities of all concerned.

### **Policies for Siting Public Facilities and Essential Public Facilities**

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

- 2.1 Essential public facilities should be sited consistent with the King County Countywide Planning Policies.
- 2.2 Siting proposed new or expansions to existing essential public facilities shall consist of the following:
  - a. An inventory of similar existing essential public facilities, including their locations and capacities;
  - b. A forecast and demonstration of the future need for the essential public facility;
  - c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
  - d. An analysis of the proposal's consistency with County and City policies;
  - e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
  - f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;
  - g. An analysis of environmental impacts and mitigation; and
  - h. Extensive public involvement consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.
- 2.3 Local public facility siting decisions shall be consistent with the Public Participation Principles outlined in the Introductory section of the Comprehensive Plan.

- 2.4 Local public facility siting decisions shall be based on clear criteria that address (at least) issues of service delivery and neighborhood impacts.
- 2.5 City departments shall describe efforts to comply with the Essential Public Facilities Siting process when outlining future capital needs in the Capital Improvements Program budget.
- 2.6 City departments shall develop a community notification and involvement plan for any proposed capital improvement project that involves new development or major reconstruction of an existing facility and which has been approved and funded in the biennial Capital Improvement Program budget.

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# Appendix A

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## Commute Trip Reduction Program



**CITY OF MERCER ISLAND  
ORDINANCE NO. 09C-10**

**AN ORDINANCE OF THE CITY OF MERCER ISLAND, WASHINGTON  
RESCINDING MERCER ISLAND CITY CODE CHAPTER 10.70,  
COMMUTE TRIP REDUCTION PLAN; ADOPTING MERCER ISLAND  
CITY CODE CHAPTER 10.71, COMMUTE TRIP REDUCTION PLAN**

WHEREAS, motor vehicle traffic is a major source of emissions that pollute the air, and air pollution causes significant harm to public health and degrades the quality of the environment; and

WHEREAS, increasing motor vehicle traffic aggravates traffic congestion in the Town Center of Mercer Island; and

WHEREAS, traffic congestion imposes significant cost on City business, government, and individuals in terms of lost working hours and delays in the delivery of goods and services as well as making the City a less desirable place to live, work, visit, and do business; and

WHEREAS, capital and environmental costs of fully accommodating the existing and projected motor vehicle traffic on roads and highways are prohibitive while decreasing the demand for vehicle trips is significantly less costly and is at least as effective in reducing traffic congestion and its impacts as constructing new transportation facilities; and

WHEREAS, employers have significant opportunities to encourage and facilitate the reduction of single-occupant vehicle commuting by employees; and

WHEREAS, in 1991 the state legislature enacted the State Commute Trip Reduction (CTR) Law, now known as the Commute Trip Reduction Efficiency Act, to require local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle commute trips; and

WHEREAS, in 2006 the state legislature updated the Commute Trip Reduction Efficiency Act, codified in RCW 70.94.521, to extend the effective date and to make other significant revisions to the Act; and

WHEREAS, state policy, as set forth in RCW 70.94.527 and the CTR Board Guidelines, requires the City of Mercer Island to develop and implement a plan to reduce single occupant vehicle commute trips and vehicle miles travelled; and

WHEREAS, the City of Mercer Island recognizes the importance of increasing individual citizens' awareness of air quality, energy consumption, and traffic congestion and the contribution individual actions can make toward addressing these issues, and

WHEREAS, the City of Mercer Island's Commute Trip Reduction Plan was approved by the Puget Sound Regional Council in October 2007 and the State CTR Board in January 2008; and

WHEREAS, this ordinance is consistent with the CTR Board guidelines and RCW 70.94.521 through RCW 70.94.551;

WHEREAS, the State of Washington's 2006 update to the Commute Trip Reduction Efficiency Act caused Chapter 10.70 MICC to be outdated and in need of substantial revisions;

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

**Section 1:** **MICC Chapter 10.70 Commute Trip Reduction (CTR) Plan.** MICC Chapter 10.70 "Commute Trip Reduction (CTR) Plan" is hereby rescinded.

**Section 2:** **MICC Chapter 10.71 Commute Trip Reduction (CTR) Plan.** MICC Chapter 10.71 "Commute Trip Reduction (CTR) Plan" is hereby adopted, as follows:

**10.71.010 Definitions**

For the purpose of this Chapter, the following definitions shall apply:

"Affected Employee" means a full-time employee who begins his or her regular work day at a single worksite for an effected employer between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least twelve continuous months. Seasonal agricultural employees, including seasonal employees of processors of agricultural products, are excluded from the count of affected employees.

"Affected Employer" means an employer that employs one hundred (100) or more full-time employees at a single worksite, within the City of Mercer Island, who are scheduled to begin their regular work day between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least twelve continuous months. Construction worksites, when the expected duration of the construction is less than two years, are excluded from this definition.

"Baseline measurement" means the survey of affected employers to determine the drive-alone rate and vehicle miles traveled per employee at the worksite. The City uses this measurement to develop commute trip reduction goals for the affected employer. The baseline measurement must be conducted in a manner that meets the requirements specified by City.

"Carpool" means a motor vehicle, including a motorcycle, occupied by two to six people of at least 16 years of age traveling together for their commute trip, resulting in the reduction of a minimum of one motor vehicle commute trip.

"City" means the City of Mercer Island.

"Commute Trips" mean trips made from a worker's home to an affected worksite on weekdays.

“CTR” is the abbreviation of Commute Trip Reduction.

“CTR Plan” or “Commute Trip Reduction Plan” means the City’s plan authorized by MICC 10.71.020.

"CTR Program" means an affected employer's City approved strategies to reduce employees' drive alone trips and average VMT per employee.

"Compressed Work Week" means an alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one work day every two weeks by working longer hours during the remaining days, resulting in fewer commute trips by the employee. This definition is primarily intended to include weekly and bi-weekly arrangements, the most typical being four 10-hour days or 80 hours in nine days, but may also include other arrangements.

“Drive Alone” or “Single-Occupant Vehicle” means a motor vehicle occupied by one (1) person for commute purposes, including a motorcycle.

“Employee Transportation Coordinator (ETC)” means a person who is designated as responsible for the development, implementation and monitoring of an employer's CTR program.

“Full-Time Employee” means a person, other than an independent contractor, whose position is scheduled on a continuous basis for 52 weeks for an average of at least 35 hours per week.

“Good Faith Effort” means that an employer has met the minimum requirements identified in RCW 70.94.531 and this Chapter, and is working collaboratively with the City to continue its existing CTR program or is developing and implementing program modifications likely to result in improvements to its CTR program over an agreed-upon length of time.

"Implementation" means active pursuit by an employer of the CTR goals of RCW 70.94.521-555 and this Chapter as evidenced by appointment of an employee transportation coordinator (ETC), distribution of information to employees regarding alternatives to drive alone trips, and commencement of other measures according to its approved CTR program and schedule.

"Proportion of Drive Alone Trips" or "Drive Alone Rate" means the number of commute trips over a set period made by employees in single-occupancy vehicles divided by the number of actual commute trips by employees working during that period.

“Single Worksite” means a building or group of buildings on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-way.

"Vehicle Miles Traveled (VMT) Per Employee" means the sum of the individual vehicle commute trip lengths in miles made by employees over a set period divided by the number of employees during that period.

### **10.71.020 City of Mercer Island CTR Plan**

The City Manager or his/her designee shall adopt and administer a Commute Trip Reduction Plan that will regulate affected employers' CTR programs, and set CTR goals for affected employers that are consistent with this Chapter. The City will review the CTR Plan each year and update the CTR Plan as necessary and at least once every 4 years.

### **10.71.030 Applicability**

The provisions of this Chapter shall apply to any affected employer within the corporate limits of the City of Mercer Island.

### **10.71.040 Baseline Survey and CTR Program**

A. Affected employers shall perform a baseline measurement within (90) days from the effective date of this Chapter or within 90 days of becoming an affected employer, whichever occurs later.

B. If an affected employer has performed a baseline measurement or equivalent thereto that was approved by the City pursuant to any previous Commute Trip Reduction Plan within three (3) years prior to the initial effective date of this Chapter, such measurement will be used as that employer's baseline measurement.

C. Affected employers shall identify themselves to the City within (90) days of becoming an affected employer.

D. Not more than 90 days after receiving written notification of the results of the baseline measurement from the City, an affected employer shall develop and submit a CTR Program to the City. The program will be developed in consultation with the City so as to be consistent with the goals of the CTR Plan. The program shall be implemented not more than 90 days after approval by the City.

E. If an affected employer has a City approved CTR Program in place at the time of the initial effective date of this Chapter, that Program shall remain effective until the Program's next scheduled update.

### **10.71.050 Change in Status as an Affected Employer**

A. If an employer initially designated as an affected employer no longer employs one hundred (100) or more employees and expects not to employ one hundred (100) or more affected employees for the next twelve (12) months, that employer may submit a written request to the City to no longer be treated as an affected employer. If the employer proves to the City's satisfaction that it will not employ one hundred or more employees for the next twelve months, that employer is no longer an affected employer.

B. If an employer satisfies the requirements in paragraph A of this Section and subsequently employs one hundred (100) or more affected employees within the same twelve (12) months, that employer will be considered an affected employer for the entire 12 months and will be required to continue its most recent approved CTR program.

C. If an employer satisfies the requirements in paragraph A of this Section and subsequently employs one hundred (100) or more affected employees twelve (12) or more months after its

change in status to an unaffected employer, that employer shall be treated as a newly affected employer and will be subject to the same program requirements as other newly affected employers.

#### **10.71.060 Requirements for Employers**

Every affected employer is required to make a good faith effort, as defined in RCW 70.94.534(2) and this Chapter, to develop and implement a CTR program that will encourage its employees to reduce VMT per employee and drive alone trips. Each affected employer's CTR program must include the mandatory elements as described in MICC 10.71.070 and the additional program elements as required in MICC 10.71.080.

#### **10.71.070 Mandatory Program Elements**

Each affected employer's CTR program shall include the following mandatory elements:

A. Employee Transportation Coordinator (ETC). The employer shall designate an ETC to administer the CTR program. The ETC and/or designee's name, location, and telephone number must be prominently displayed physically or electronically at each affected worksite. The ETC shall oversee all elements of the employer's CTR program and act as liaison between the employer and the City. The objective is to have an effective transportation coordinator presence at each worksite; an affected employer with multiple sites may have one ETC for all sites.

B. Information Distribution. Information about alternatives to drive alone trips as well as a summary of the employer's CTR Program shall be provided to employees at least once a year and to new employees at the time of hire. The summary of the employer's CTR Program shall also be submitted to the City with the employer's program description and regular report.

#### **10.71.080 Additional Program Elements**

In addition to the specific program elements described above, the employer's CTR program shall include additional elements as needed to meet CTR goals. Elements may include, but are not limited to, one or more of the following:

- A. Provision of preferential parking for high-occupancy vehicles
- B. Reduced parking charges for high-occupancy vehicles;
- C. Instituting or increasing parking charges for drive alone commuters;
- D. Provision of commuter ride matching services to facilitate employee ridesharing for commute trips;
- E. Provision of subsidies for rail, transit, or vanpool fares and/or transit passes;
- F. Provision of vans or buses for employee ridesharing;
- G. Provision of subsidies for carpools, walking, bicycling, teleworking, or compressed schedules;
- H. Provision of incentives for employees that do not drive alone to work;
- I. Permitting the use of the employer's vehicles for carpooling or vanpooling;
- J. Permitting flexible work schedules to facilitate employees' use of transit, carpools, or vanpools;
- K. Cooperation with transportation providers to provide additional regular or express service to the worksite;



- L. Construction of special loading and unloading facilities for transit, carpool, and vanpool users;
- M. Provision of bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work;
- N. Provision of a program of parking incentives such as a rebate for employees who do not use the parking facilities;
- O. Establishment of a program to permit employees to work part- or full-time at home or at an alternative worksite closer to their homes which reduces commute trips;
- P. Establishment of a program of alternative work schedules, such as a compressed work week, which reduces commute trips;
- Q. Implementation of other measures designed to facilitate the use of high-occupancy vehicles, such as on-site day care facilities, emergency taxi services, or guaranteed ride home programs;
- R. Charging employees for parking, and/or the elimination of free parking; and
- S. Other measures that the employer believes will reduce the number and length of commute trips made to the site.

#### **10.71.090 CTR Program Report and Description**

A. Affected employers shall review their program and file a biennial CTR Program Report and Description with the City in accordance with the format and schedule provided by the City. The CTR Program Report and Description outlines the strategies to be undertaken by an employer to achieve the commute trip reduction goals for the reporting period. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their location, site characteristics, business type, and employees' commuting needs. Employers are further encouraged to cooperate with each other to implement program elements.

B. At a minimum, the employer's CTR Program Report and Description must include:

1. A general description of the employment site location, transportation characteristics, employee parking availability, on-site amenities, and surrounding services;
2. The number of employees affected by the CTR program and the total number of employees at the site;
3. Documentation on compliance with the mandatory CTR program elements as described in MICC 10.71.070;
4. Description of any additional elements included in the employer's CTR program (as described in MICC 10.71.080; and
5. A statement of organizational commitment to provide appropriate resources to the program to meet the employer's established goals.

C. Document Review. The City shall review each affected employers' proposed CTR program within 90 days of receiving it from an affected employer. The City will approve, reject, or request modifications to the proposed CTR program within the 90 day review period unless the City provides written notification to the affected employer that the City will extend the review period by no more than 90 days. If the City does not expressly approve, reject, or request modifications to the proposed CTR program within the review period, the proposed CTR program will be deemed accepted. In the event the City requires modifications to the CTR program within a certain time frame or otherwise extends the review period, the implementation date for the employer's CTR program will be extended an equivalent number of days.

#### D. Modification of CTR Program Elements

1. Employer Requested Modifications. Any affected employer may submit a request to the City for modification of its approved CTR program. Such request may be granted if one of the following conditions exist:

- a. The affected employer can demonstrate it would be unable to comply with the CTR program elements for reasons beyond the control of the employer, or
- b. The affected employer can demonstrate that compliance with the program elements would constitute an undue hardship.

The City may ask the affected employer to substitute a program element of similar trip reduction potential rather than grant the employer's request.

#### 2. City Required Modifications.

a. If an affected employer meets either the drive alone or VMT goals established in the CTR Plan, the employer has satisfied the objectives of the CTR plan and will not be required to improve its CTR program;

b. If an affected employer makes a good faith effort, as defined in RCW 70.94.534(2) and this Chapter, but has not met the applicable drive alone or VMT goal, no additional modifications are required.

c. If an affected employer fails to make a good faith effort as defined in RCW 70.94.534(2) and this Chapter, and fails to meet the applicable drive alone or VMT reduction goal, the City shall direct the employer to revise its program within 30 days to come into compliance with the measures defined by RCW 70.94.534(2), including specific recommended program modifications. In response to the recommended modifications, the employer shall submit a revised CTR Program Report and Description, including the requested modifications or equivalent measures, within 30 days of receiving written notice to revise its program. The City shall review the revisions and notify the employer of acceptance or rejection of the revised program. If a revised program is not accepted, the City will send written notice to that effect to the employer within 30 days and, if necessary, require the employer to attend a conference with program review staff for the purpose of reaching a consensus on the required program. A final decision on the required program will be issued in writing by the City within 10 working days of the conference.

E. Extensions. An affected employer may request additional time to submit a CTR Program Description and Report, or to implement or modify a program. Such requests shall be via written notice directed to the City Manager or his/her designee at least 30 days before the due date for which the extension is being requested. Extensions not to exceed 90 days shall be considered for reasonable causes. The City shall grant or deny the employer's extension request by written notice within 10 working days of its receipt of the extension request. If there is no response issued to the employer, an extension is automatically granted for 30 days. Extensions shall not exempt an employer from any responsibility in meeting program goals. Extensions granted due to delays or difficulties with any program element(s) shall not be cause for discontinuing or failing to implement other program elements. An employer's regular reporting date shall not be adjusted permanently as a result of these extensions. An employer's biennial reporting date may be extended at the discretion of the City.

### **10.71.100 Biennial Measure of Employee Commute Behavior**

In addition to the baseline measurement, affected employers shall conduct a survey as a means of determining worksite progress toward meeting CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) to all affected employees at least once every two years, and strive to achieve at least a 70% response rate from affected employees in the City of Mercer Island.

#### **10.71.110 Record Keeping**

Affected employers shall maintain a copy of their approved CTR Program Description and Report, their CTR Program Employee questionnaire results, and all supporting documentation for the descriptions and assertions made in any CTR report to the City for a minimum of 48 months.

#### **10.71.120 Exemptions and Goal Modifications**

A. **Worksite Exemptions.** An affected employer may request the City to grant an exemption from any or all CTR program requirements or penalties for a particular worksite. The employer must demonstrate that it would experience undue hardship in complying with some or all the requirements of this Chapter as a result of the characteristics of its business, its work force, or its location(s). An exemption may be granted if, and only if, the affected employer demonstrates that it faces extraordinary circumstances, such as bankruptcy, and is unable to implement any measures that could reduce the proportion of drive alone trips and VMT per employee. Exemptions may be granted by the City at any time based on a written request provided by the affected employer. The request should clearly explain the conditions for which the affected employer is seeking an exemption from some or all the requirements of this Chapter. The City shall grant or deny the request within 30 days of receipt of the request. The City shall review annually all affected employers receiving exemptions, and shall determine whether the exemption will be in effect during the following program year.

B. **Employee Exemptions.** Employees who are required to drive alone to work as a condition of employment may be exempted from a worksite's CTR program. Exemptions may also be granted for employees who work variable shifts throughout the year and who do not rotate as a group to identical shifts. The City will use the criteria identified in the CTR Board Administrative Guidelines to assess the validity of affected employee exemption requests. The City shall grant or deny the request within 30 days of receipt of the request. The City shall review annually all employee exemption requests, and shall determine whether the exemption will be in effect during the following program year.

#### **C. Modification of CTR Program Goals**

1. An affected employer may request that the City modify its CTR program goals. Such requests shall be filed in writing at least 60 days prior to the date the worksite is required to submit its program description or biennial report. The goal modification request must clearly explain why the worksite is unable to achieve the applicable goal. The worksite must also demonstrate that it has implemented all of the elements contained in its approved CTR program.

2. The City will review and grant or deny requests for goal modifications in accordance with procedures and criteria identified in the CTR Board Guidelines.

3. An employer may not request a modification of the applicable goals until one year after City approval of its initial program description or biannual report.

#### **10.71.130 Civil Monetary Penalties**

A. Each day an affected employer violates this Chapter shall constitute a separate violation and shall be considered a Class I infraction pursuant to RCW 7.80.120. The penalty for a violation shall be \$50 per day.

B. No affected employer with an approved CTR program which has made a good faith effort will be required to pay a civil monetary penalty solely for its failure to reach its applicable drive alone or VMT goal;

C. An affected employer shall not be liable for civil monetary penalties if failure to implement an element of a CTR program was the result of an inability to reach agreement with a certified collective bargaining agent under applicable laws where the issue was raised by the employer and pursued in good faith. Unionized employers shall be presumed to act in good faith compliance if they:

1. Propose to a recognized union any provision of the employer's CTR program that is subject to bargaining as defined by the National Labor Relations Act; and

2. Advise the union of the existence of the statute and the mandates of the CTR program approved by the City and advise the union that the proposal being made is necessary for compliance with state law (RCW 70.94.531).

#### **10.71.140 Appeals**

A. Reconsideration of Decisions – Conference. Any affected employer wishing to appeal a decision regarding program approval, goal modifications, program modifications, or exemptions must request a conference with the City Manager or his or her designee to request a reconsideration of the decision. Such a conference must be requested within ten (10) City business days of the decision and shall be scheduled within thirty (30) days of the decision. The City shall issue a final decision on the reconsideration request within ten (10) City business days of the completion of the conference. Any action seeking judicial review of the final decision must be filed within (14) days from the date the decision is rendered.

B. Appeals of Notice of Infraction. Any appeal of a notice of infraction issued for a violation of this Chapter may be appealed pursuant to Chapter 7.80 RCW and rules of procedure governing the Mercer Island Municipal Court.

**Section 4: Ratification.** Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

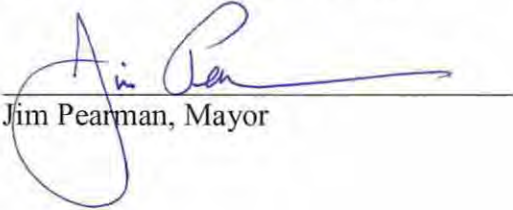
**Section 5: Severability/Validity.** The provisions of this ordinance are declared separate and severable. If any section, paragraph, subsection, clause or phrase of this ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance. The City Council hereby declares that they would have passed this ordinance and each

section, paragraph, subsection, clause or phrase thereof irrespective of the fact that any one or more sections, paragraphs, clauses or phrases were unconstitutional or invalid.

**Section 5: Effective Date.** This ordinance shall take effect and be in force thirty (30) days after its passage and publication.

PASSED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 7th day of December, 2009 and signed in authentication of its passage.

CITY OF MERCER ISLAND

  
Jim Pearman, Mayor

ATTEST:

  
Allison Spietz, City Clerk

Approved as to Form:

  
Katie Knight, City Attorney

Date of Publication: 12/16/09



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

**AB 5184  
June 6, 2016  
Public Hearing**

**2017-2022 TRANSPORTATION IMPROVEMENT  
PROGRAM PREVIEW & PUBLIC HEARING**

**Proposed Council Action:**

Review draft TIP and conduct public hearing

**DEPARTMENT OF**

Development Services Group (Patrick Yamashita)

**COUNCIL LIAISON**

n/a

**EXHIBITS**

1. MI School District Board of Directors Comment Letter
2. SE 40th St./86th Ave. SE Alternatives Analysis
3. Financial Information
4. Summary of Public Comments
5. Detail of Expenditures & Street Fund Balance
6. Neighbors in Motion Letter/Petition
7. Map - Prooposed 6-Year TIP Roadway & PBF Improvements
8. Project Descriptions

**APPROVED BY CITY MANAGER**

<b>AMOUNT OF EXPENDITURE</b>	\$	n/a
<b>AMOUNT BUDGETED</b>	\$	n/a
<b>APPROPRIATION REQUIRED</b>	\$	n/a

**SUMMARY**

**BACKGROUND**

The Six-Year Transportation Improvement Program (TIP) is a planning tool used to identify specific projects that work together to maintain, preserve, and maximize use of the existing roadway and trail systems. The TIP generally balances revenues and expenditures within the Street Fund through programming and phasing construction of projects.

RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to WSDOT and the Puget Sound Regional Council (PSRC). Updates to the TIP often reflect changes in priority, cost, resources, and needs. A public hearing is required by state law and is part of the process during the Council meeting. Once the TIP is approved, projects are budgeted and funded through the City's Capital Improvement Program (CIP) in the biennial budget. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements so that utility work can be budgeted and programmed to occur prior to roadway projects. All arterial streets must be included in the TIP to be eligible for state and federal funding.

The draft TIP is an update of the 2016-2021 TIP adopted by the City Council in June 2015. Individual projects/programs are linked together where feasible to create economies of scale for construction.

It includes transportation improvement projects and programs in the following seven categories for 2017-2022:

1. Residential Street Preservation
2. Town Center Street Improvements
3. Arterial Street Improvements
4. Pedestrian and Bicycle Facilities (PBF) – New Facilities
5. Pedestrian and Bicycle Facilities (PBF) - Unfunded
6. Other Transportation Projects
7. Other Transportation Activities & Management

The formal public comment period for the draft TIP was April 1 to April 30, 2016. Comments were solicited through the MI Weekly, Mercer Island Reporter, and the City's website. At the Council meeting, a public hearing will be held and the Council can provide feedback to staff regarding the draft TIP. Based on direction received from Council, staff will prepare an updated TIP for consideration and adoption on July 5, 2016.

## **KEY ISSUES**

### **School District Campus - Walking, Drop-Off and Pick-Up**

The School District campus has been a construction zone for the past two years. The expansion of the high school (HS) was completed last fall and construction of Northwood Elementary School (Northwood) will be completed this summer. In addition to the construction of buildings, the projects also included pedestrian and transportation related improvements. The completed work at the HS included:

- New bus drop off area, sidewalk and lighting on 92nd Ave. SE (SE 41st to SE 42nd St.).
- Vehicle circulation and student drop-off/pick-up improvements in the main parking lot off of SE 42nd St.
- Extension of the parking pullout and replacement of the sidewalk along the north side of SE 42nd St. adjacent to the high school.

The design and purpose of these improvements represents a collaboration between the City and the District's project team to:

1. Improve the efficiency of student drop-off/pick-up at the HS.
2. Encourage drivers to drop students off directly adjacent to the school or on school property rather than across the street.
3. Reduce congestion on SE 42nd Street during arrival and pick up times.

The Northwood site will also have pedestrian and drop-off/pick-up improvements based on a similar collaboration. These improvements include:

- New sidewalk on 86th Ave. SE along the school frontage and a queue lane leading to a drop-off/pick-up area on site. Northwood will staff this area to ensure safe and efficient operation.
- New sidewalk on SE 40th St. along the school frontage (86th to 88th Ave. SE) and realignment of curb east of 86th Ave. SE on the south side to accommodate the City's future roadway widening project [C5].
- School bus loop and staff parking lot off of SE 40th Street at 88th Ave. SE
- Student drop-off/pick-up loop, queue lane, parking lot off of 86th Ave. SE.

The sidewalk improvements will provide a safe place for students to walk to enter the school from the surrounding neighborhood while the circulation improvements provide efficient bus and parent drop-off/pick-

up to minimize impacts to traffic flow. The District will station crossing guards on SE 40th Street at 86th and 88th Ave. SE to help children safely cross the street at the signalized intersection and 4-way stop, respectively. Additionally, the District is working with Northwood's PTA to create "walking school bus" routes for the first several weeks of school. PTA volunteers will be stationed throughout the neighborhood and will provide parents with a resource to help students understand what the safe routes are, where to cross streets, and to help parents and students to feel secure in their choice to walk. This will be a trial program for the opening of Northwood but may very well be an activity that is undertaken at the beginning of each school year.

The TIPs adopted in 2014 & 2015 included six projects to support the schools and residents in the neighborhoods north and south of SE 40th St. Five are pedestrian facilities/Safe Routes to School projects and will be completed by the end of summer 2016 unless otherwise noted below:

1. Madrona Crest Neighborhood – Construct a new sidewalk along 86th Ave. SE from SE 39th to SE 40th Streets (currently under construction) and additional walking areas from SE 36th to SE 39th Streets (Phase 2 in 2019) if walking patterns show a clear need.
2. SE 40th Street – Improve sidewalk landings, ADA curb ramps, and crosswalks at key intersections along the SE 40th Street corridor between 88th and 92nd Ave. This work is planned for this summer.
3. 88th Ave. SE and SE 43rd Street - Upgrade the existing gravel trails along the east side of 88th Ave. (SE 42nd to SE 45th Streets) and SE 43rd Street (between 88th and 89th Ave.). These are both vital pedestrian links within the neighborhood. Work was completed in 2015.
4. 84th Ave. SE – Construct a gravel path along the roadway from upper Luther Burbank Park (SE 33rd St.) south to SE 39th Street. This project is the result of public input during the TIP process. Work was completed by City crews in 2015.
5. SE 42nd Street – Construct a trail connection between Island Crest Way (ICW) and 85th Ave SE to complete a gap in the east-west walking route between ICW and 92nd Ave. SE. This work is planned for construction in conjunction with the ICW Resurfacing Phase 2 project this summer.
6. SE 40th Street Corridor (E. of ICW) – Left turn lanes at 86th Ave. SE and related roadway widening scheduled for 2017.

### **SE 40th Street Corridor (E. of ICW)**

Staff was initially concerned that traffic volumes to Northwood would have major impacts on the SE 40th Street corridor LOS. In 2014, during the bond issue for the school projects, the Council commissioned a cumulative impacts analysis to quantify the existing traffic flow on SE 40th Street and the likely impacts of the school projects on the SE 40th Street corridor. The analysis performed by traffic consultant KPG was presented to Council in May 2014 (AB4948) as part of the draft TIP and public hearing. The analysis identified the following:

#### SE 40th/86th Intersection

- Limited east/west sight distance on SE 40th St. due to crest of hill at intersection. East/west lanes are slightly misaligned.
- Lack of left turn lanes on SE 40th. Westbound left turns in the morning can back up traffic to 88th Ave. SE from left turns at 86th Ave. SE and also backups from ICW.
- Northwood will increase westbound left turns for parent drop-offs (but after the morning and HS peak since bell time is 9:15).
- New left turn lane(s) with protected left turn signal phase will improve safety and circulation but will require right of way acquisition.



## SE 40th Street

- It is a bicycle corridor identified in the PBF Plan. Bike lanes/sharrows can be accommodated east of 86th Ave. SE by restricting on-street parking.
- Level of Service standard is currently C but D is proposed in the Comp Plan Update. LOS impacts from Northwood and HS projects are:
  - Much less than first anticipated due to removal of North Mercer Campus programs which impacted traffic during commute hours while new elementary school impact occurs after the morning commute. Overall decrease in impacts during commuter peak hours. Additionally, the HS and Northwood bell times are staggered so the impacts are spread out rather than additive/concurrent.
  - Three intersections on SE 40th St. forecasted to operate at LOS D in 2017 (ICW, Gallagher Hill Road, 92nd Ave. SE) but the projects do not worsen traffic volumes at ICW or GHR, only 92nd Ave. SE slightly for 15 minutes in the morning.

## KPG Recommendations

- Dedicated left turn lanes with roadway widening on SE 40th St. at 86th Ave. SE.
- Safe Routes to School Improvements along SE 40th St. and along 86th Ave. SE including concrete curbs, wheelchair ramps, and crosswalks at key intersections.
- Formalize bicycle facilities on SE 40th St.

While the school projects won't degrade traffic below the City's LOS standard, staff and consultant KPG recommended that creating a westbound to southbound left turn lane at the intersection of SE 40th St & 86th Ave. SE would improve traffic flow, reduce current and future traffic backups caused by left turning vehicles, and improve safety. The Council funded the project for 2017 with the understanding that staff would monitor the need for the improvement after Northwood is in full operation starting in fall 2016.

## **SE 40TH STREET ALTERNATIVES ANALYSIS**

During the public comment period for the TIP this year, staff received 15 requests to fund, design and implement the SE 40th Street left turn lane project in 2017 to improve safety. Requests were from residents, parents, PTA's and the School District's Board of Directors (refer to Exhibits 1 & 4). The concern was about pedestrian safety at the intersection, especially for children walking to Northwood when it opens in fall 2016.

In May 2016, KPG reviewed the SE 40th Street/86th Ave. SE intersection with fresh eyes to look at possible alternatives to the construction of the left turn lanes and roadway widening scheduled for 2017 including measures that would improve pedestrian and vehicle safety at the intersection. The intent of the analysis was to evaluate viable alternatives in light of the numerous public comments received. Refer to Exhibit 2 for the analysis.

The analysis considered the following alternatives:

**Baseline.** Keeps the intersection in its current configuration with no changes. There are potential conflicts between left turning vehicles and pedestrians.

**Left Turn Lanes.** Adds a westbound left turn lane with a protected left turn phase. This alternative would not require widening SE 40th Street, but is expected to negatively impact the traffic operations of the eastbound approach by consolidating the through and right turning vehicles to a single lane. The protected signal phases for eastbound and westbound left turns will remove the potential for conflicts between pedestrians and left turning vehicles.

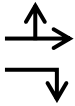

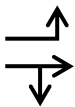
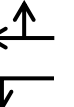


**Widen Intersection (currently in the Six Year Transportation Improvement Program).** Adds a westbound left turn lane with a protected left turn signal phase, and provides a separate eastbound through lane and right turn lane. This alternative would require widening the southwest corner of the intersection for approximately 100 feet in front of the church. The protected signal phases for eastbound and westbound left turns will remove the potential for conflicts between pedestrians and left turning vehicles.

**Split Phasing.** Maintains the current intersection layout and changes signal phasing to allow all the eastbound movements to go and then the phasing would switch and allow all of the westbound movements to go. This would provide a protected phase for the westbound left turn movement. Separating the eastbound and westbound through movements is expected to negatively affect traffic operations at the intersection. Split phasing will remove the potential for conflicts between pedestrians and left turning vehicles.

**Westbound Left Turn Restriction.** Maintains the current intersection channelization and restricts westbound left turns (a No Left Turn sign) from SE 40th Street to southbound on 86th Avenue SE. The left turn restriction could be applied throughout the day or limited to peak travel periods. With a left turn restriction, drivers would be required to use other routes to access the schools, homes and the Boys and Girls Club along 86th Avenue SE. This would increase traffic volumes on 92nd Avenue SE (comprised primarily of single-family homes) and SE 42nd Street, the primary access to the high school. This alternative would require ongoing education and focused enforcement efforts to discourage drivers from making westbound left turns.

The following matrix is intended to help provide a visual depiction of the alternatives and how they compare against various criteria. Colors are used to depict a positive (green), neutral (yellow), or negative (red) impact. The criteria include:

- Pedestrian Safety - Addresses the potential for conflicts between vehicles and pedestrians, in particular the westbound left turn movement.
- Vehicle Safety - Addresses the potential for conflicts between vehicles, in particular the westbound left turn movement.
- Intersection Delay - Vehicle delays at the SE 40th Street/86th Avenue SE intersection.
- Vehicle Queuing - Vehicle queuing at the SE 40th Street/86th Avenue SE intersection.
- Project Cost - Comparison of improvement costs between the alternatives.
- Neighborhood Impact - Assessment of whether an alternative will create additional traffic impacts on nearby streets.

Eastbound Lane Channelization	Westbound Channelization
Current Configuration 	Current Configuration 
Left Turn Lanes Alternative 	Left Turn Lanes Alternative 
Widen Intersection Alternative 	Widen Intersection Alternative 

Alternative	Pedestrian Safety	Vehicle Safety	Intersection Delay	Vehicle Queuing	Project Cost	Neighborhood Impact
Baseline						
Left Turn Lanes						
Widen Intersection						
Split Phasing						
WB LT Restriction						

Positive | Neutral | Negative

**Staff and KPG Recommendation**

SE 40th Street carries high volumes of traffic and larger numbers of pedestrians than any other east-west street, necessitating a more urban treatment to make both vehicle and pedestrian travel safe and efficient. It provides access to ICW, Gallagher Hill Road, I-90, the school district campus, Mary Wayte Pool, boys & girls club, library, churches, daycares, preschools, and Shorewood Apartments. To that end, staff and consultant recommend a phased approach to improving the intersection. The first phase could be constructed this summer and focus on safety improvements while the second phase would focus on improving traffic circulation, reducing vehicle queuing, and providing separation between the roadway and sidewalk. Based on the analysis, the Left Turn Lanes alternative will improve pedestrian and vehicle safety. This safety improvement can be done this year through the use of funds budgeted for preliminary design for SE 40th St. with the Council's approval of a motion tonight. While it improves safety, the downside is an increase to eastbound queues up to and possibly into ICW briefly during the morning commute. Staff recommends monitoring the queues and adjusting the signal timing to reduce these backups if needed. However, it must be balanced with minimizing additional delay/queue to the other legs of the intersection at 86th Ave. SE.

During the monitoring phase, staff will begin the design and right of way acquisition process for the SE 40th St. Corridor (E. of ICW) [Project C5] with construction planned for 2018. This allows time for right of way acquisition, design, and monitoring of the operations of the Left Turn Lanes improvement. With this phased approach, the safety improvements will be installed this year. The costs incurred by Phase 1 will largely support the future work in Phase 2 with little wasted.

**Staff and KPG recommend the following:**

1. Phase 1 - Left Turn Lanes Alternative: Modest design and construction effort in 2016 with target completion prior to September if approved on June 6. The actual timing depends on the availability of a contractor. (estimated cost of \$50K to \$75K)
2. Phase 2 - SE 40th St. Corridor (E. of ICW) [C5] Monitoring & design in 2017 (\$150,000), construction in 2018 (\$1,023K), a total of \$1,173K for the following components:
  - a. Create the complete intersection configuration including three lanes eastbound and two lanes westbound. This requires roadway widening west of 86th Ave. SE on the south side of SE 40th St., and right of way acquisition from the Holy Trinity Lutheran Church (approx. 10'x100'). (\$810K)
  - b. New concrete curb & gutter (85th to 88th Ave. SE) and sidewalk (86th to 88th Ave. SE) on the north side to provide vertical separation between the roadway and sidewalk. This mirrors the improvements across SE 40th Street constructed by the School District for Northwood. (\$260K) This would be an "add-on" to the project as originally scoped.
  - c. Asphalt roadway overlay (86th to 88th Ave. SE). (\$103K) This would be an "add-on" to the project as originally scoped.

**Town Center Visioning Process**

The Town Center visioning process that started in 2014 is scheduled to conclude at the June 6, 2016 City Council meeting. The Council is scheduled to adopt revisions to the Town Center development code.

Some of these changes could affect the public right of way, including streets, parking, pedestrian paths, bike lanes, and the overall streetscape design. Town Center projects included in future TIPs will be scoped to meet the intent of the updated Town Center vision and development code.

### **Comprehensive Plan Update**

First reading of the 2015 Periodic Comprehensive Plan Update occurred at the May 16, 2016 Council meeting. The update includes some changes to the Transportation Element. The most significant proposed change modifies the City's Level of Service (LOS) standard. It includes adopting LOS C for Town Center-area intersections and LOS D for other intersections. In comparison, most cities in Western Washington have LOS of D, E, or worse. Snoqualmie is LOS D. Newcastle, Issaquah and Burien are LOS D and lower in their town centers. Renton is LOS E. Tukwila and Des Moines are LOS D to F, depending on the street. Some of the most urbanized cities such as Seattle, Bellevue, Redmond, and Kirkland have complex standards that allow up to LOS F. A lowering of LOS from C to D balances the community's desire to travel on generally free flowing streets and a desire to minimize costly transportation improvements that address congestion which may only last an hour per day. The required LOS improvements often come with unintended consequences such as creating a more urbanized feel (roadway widening/more lanes of traffic, turn lanes, traffic signals, etc.) and right of way acquisition/condemnation resulting in traffic and pedestrians being closer to single family homes. The Council is scheduled to adopt the City's 2015 Comprehensive Plan update on June 6.

### **Street Funding**

The proposed 2017-2022 TIP is forecast to go negative (forecast expenditures exceed forecast revenue) starting in 2020 by close to \$400,000 and is forecast to be negative by close to \$740,000 by 2022 (see Exhibit 5). The TIP includes a funding mix which includes Real Estate Excise Tax (REET), Motor Vehicle Fuel Tax (MVFT), Vehicle License Fees (from the Mercer Island Transportation Benefit District), Transportation Impact Fees (approved by Council in January 2016), and Grants (when they are available). Of this funding mix all revenues are dedicated solely to the Street Fund, with the exception of REET. REET is shared between the Street Fund (including Street and PBF projects) and CIP Funds (including Park and City Building projects). In recent years the funding has been split evenly (50/50) between these two funds.

On June 20, the Council will be presented with the 2017-2022 Capital Improvement Program (CIP) Preview. One issue that will be considered is the funding need for Parks and Building projects. In order to fund some of these capital reinvestment needs, Council may want to consider shifting some additional REET to the CIP Fund (ex: 55% to the CIP Fund and 45% of REET to the Street Fund). To generate additional revenue for the Street Fund, one tool which Council may want to consider is increasing the Vehicle License Fee (from \$20 to \$40 per vehicle) starting in 2019.

For a detailed discussion of financial information about the 2017-2022 TIP, see Exhibit 3.

### **PUBLIC COMMENTS**

The public comment period for the TIP was April 1 to April 30, 2016. Notices advertising the opportunity for public comment were provided on the City's website (starting April 1), in the Mercer Island Weekly (March 30 and April 14) and in the Mercer Island Reporter (March 30 and April 6). Additional information was provided on the City's TIP webpage ([www.mercergov.org/TIP](http://www.mercergov.org/TIP)). The site provides users with easy access to TIP maps, FAQ's, and related information. It allows residents to conveniently learn more about the TIP process and to submit comments online. Most of the comments were received via the website or email. Exhibit 4 summarizes the comments received.

Public comment will also be taken at the June 6 Council public hearing. The legal notice for the public hearing was published in the Mercer Island Reporter on May 18 and 25. The TIP will be updated and presented to Council on July 5 for adoption following the public hearing and City Council's direction to staff.

The following table summarizes the number of comments received over the past seven years:

Year	2010	2011	2012	2013	2014	2015	2016
<b>Number of Comments</b>	4	13	19	5	30	53	63

Many of the comments received this year were related to:

- Sidewalks, paths, and bicycle facilities.
- Support of the SE 40th Street (E. of ICW) project [C5] with an emphasis on pedestrian safety.
- Congestion in the town center and at certain intersections across the Island such as ICW/SE 53rd Pl.
- Non-TIP Related Issues
  - Traffic operations/neighborhood traffic – Signage, visibility, vegetation trimming, pavement marking, parking, speed humps, etc. These are typically evaluated and addressed outside of the TIP process.
  - Park & Ride

Neighbors in Motion is a group of Mercer Island residents that support and advocate on behalf of Mercer Island cyclists and pedestrians to improve bicycle and pedestrian safety on the Island. This group has been working with staff for a number of years and this year has submitted a letter with a petition signed by 137 individuals supporting continued reinvestment in PBF and identifying four key areas of focus (refer to Exhibit 6). These key areas include:

- Priority Improvements to the I-90 Bike and Pedestrian Trail – identified needs including signage, lighting, bike storage and addressing areas of conflict. The proposed Aubrey Davis Park/I-90 Regional Trail Master Plan [D3] will help to identify and prioritize future projects.
- A dedicated North-South Bike and Pedestrian Trail across the Island – identified needs include paving gravel trails along Island Crest Way and on SE 62nd to provide a hard surface more suited to bicycling, and striping streets to provide a marked bike lane.
- Connecting existing bike paths on SE 40th St between 86th Ave SE and Island Crest Way – this section of SE 40th (Island Crest Way to 86th Ave SE) is identified as a missing link in this east-west bicycle route. The proposed SE 40th Street Corridor (E. of ICW) project [C5] may be able to address this need. However, limited public right-of-way may be an obstacle.
- Education/Signage and continued improvements to the Mercer Way Shoulders – identified continued support towards building out the shoulders on the Mercer Ways, with a specific request to add shoulders for uphill travel, and improve signage and road markings.

**PROGRAM ELEMENTS**

The following sections describe the TIP categories (Residential Streets, Town Center, Arterial Streets, etc.) and follow the same order as the Detail of Expenditures shown in Exhibit 5. For a map of these projects, refer to Exhibit 6. For descriptions of specific projects under each TIP category, refer to Exhibit 7.

**Residential Street Preservation Program [Category A]**

This program restores and resurfaces the City's 58 miles of public residential streets on a 35-year cycle. Over the last 6 years, approximately 9.1 miles of residential streets have been resurfaced with a Hot Mix

Asphalt (HMA) overlay and 2.2 miles have been resurfaced with a chip seal. This combined mileage accounts for nearly 20% of the residential street network. Currently, HMA overlay construction for residential streets costs approximately \$350,000 to \$400,000 per road mile. Chip seal and slurry seal, which cost significantly less (at least 50% less) per road mile, were added to the program in 2012. The residential program also improves substandard streets in public right-of-ways at the rate of roughly one per year. Selection and timing of residential resurfacing work is based upon Pavement Condition Index (PCI) ratings as well as planned water and stormwater utility work.

### **Town Center Street Improvements [Category B]**

The arterial streets located within the Town Center District serve as access to retail, commercial, office and residential uses in and around the Town Center. These streets account for 10% of the City's 26 miles of arterial roadways. A large portion of these streets were rebuilt in 1994 and 1996. Parts of others were rebuilt in 2008 and 2009 and one block was repaved in 2013. The current TIP plans for the resurfacing of portions of SE 27th Street, SE 29th Street, 76th Avenue, and 80th Avenue. Timing of these projects continue to be adjusted based on additional Town Center redevelopment projects, better-than-expected PCI ratings in 2013, the current Town Center visioning process, and for cash flow.

### **Arterial Street Improvements [Category C]**

This program provides preservation and improvement of the City's other 23.5 miles of arterial streets outside of the Town Center on a 25-year life cycle. Project priorities are based on pavement conditions, the need for underground utility improvements, condition of pedestrian and bicycle facilities, and timing of other large projects. These projects incorporate reinvestment in pedestrian and bicycle facilities. Residential street overlays are linked when feasible to arterial street projects to create an economy of scale. In the next six years, repaving projects are planned on portions of Island Crest Way, East Mercer Way, West Mercer Way, SE 40th Street, SE 53rd Place, SE 68th Street/SE 70th Place, and Gallagher Hill Road.

### **Pedestrian and Bicycle Facilities (PBF) – New Facilities [Category D]**

This program improves and adds to the PBF network. Specific projects are based primarily on those identified in the PBF Plan updated in 2010, including Safe Routes to School, Roadside Shoulder Development, crosswalk improvements, and PBF Plan Implementation. PBF “reinvestment” projects such as asphalt overlays of existing pedestrian paths adjacent to arterial street improvements are not included in this category. Rather, they are included in the scopes of their associated arterial street improvement projects. In the next six years, two roadside shoulder project are planned for East Mercer Way, two crosswalk improvements are planned at 3200 Island Crest Way and the SE 36th St/North Mercer Way intersection, and a new sidewalk improvement is proposed for Gallagher Hill Road.

### **Pedestrian and Bicycle Facilities (PBF) – Unfunded [Category D2]**

New pedestrian facilities are proposed in the Madrona Crest neighborhood (north of Northwood Elementary School) and on 92nd Ave. SE (north of the high school). These projects will be proposed for funding in the future if walking patterns in these neighborhoods support the need.

### **Other Transportation Projects/Other Transportation Activities and Management [Category E & F]**

These sections cover projects that do not fall within the previously described categories including the ongoing Pavement Marking Replacement, ROW Tree Maintenance and the Mobile Asset Data Collection. Pavement Marking Replacement is an annual program to replace worn, damaged, or missing pavement markings (i.e. crosswalks, stop bars, arrows, bike symbols, raised pavement markers) on the Island's road network. ROW Tree Maintenance is an on-going program to identify, evaluate, and remove hazardous trees within the public right-of-way. The budget for this program was reduced significantly in 2010, resulting in a shift from being a proactive program focused on reducing the number of downed trees on roadways during storm events to one that is largely reactionary given the limited funds. Metro Transit Shuttle Service is an on-going program to co-fund with King County, a Metro shuttle service to connect the Mercer Island community with downtown Seattle. Mobile Asset Data Collection is a recurring project to collect pavement distress information to produce Pavement Condition Index (PCI) ratings for the Island's road network.

These ratings are then used by staff to prioritize future roadway paving projects. Pavement data was previously collected in 2009 and 2013, and additional data will be collected in summer of 2016.

## **NEW PROJECTS AND CHANGES TO CONSIDER FROM THE PREVIOUS TIP**

The following is a summary of the noteworthy changes made to the approved 2016-2021 TIP to develop the draft 2017-2022 TIP.

### **1. Town Center Streets**

During the TIP Update in 2015, the Town Center Streets were moved from 2017 to 2019 based in part on the Town Center visioning process, which may result in changes to work scope and timing of future Town Center street improvements. This year, staff proposes to move the Town Center Streets again, to 2020, to help the Street Fund balance in the first half of the 6-year period. Staff does not plan to proceed with any further project development until the visioning process has been completed. The timing of these projects will be re-evaluated during the next TIP update when new pavement condition information will be available from the PCI data collection that is planned for this summer.

### **2. Arterial Streets Improvements**

Arterial projects vary in scope from substantial reconstruction (as seen on SE 40th Street west of ICW in 2015), to hot mix asphalt overlays, to chip seals (as seen on Mercerwood Drive in 2013). Staff utilizes PCI data to help determine the scope and timing of arterial street projects. With the successful chip sealing of Mercerwood Drive in 2013, staff believes that this less expensive resurfacing technique can be used effectively to preserve some of the arterial pavements that are in “fair” condition. While a chip seal may not last as long as a hot mix asphalt overlay (HMA), it can reduce the project cost by up to two thirds. In 2014, Staff recommended that the SE 53rd Place and East Mercer Way (from SE 70th Place to WMW) overlay projects be revised to chip seals, as they are in “fair” condition, have lighter traffic volumes than other Island arterials, and do not currently require extensive repairs. Not all roads are suitable for chip sealing however, and staff will continue to evaluate each arterial project for the appropriate pavement preservation method. Two new arterial projects are proposed:

- SE 40th Street (76th Ave to 78th Ave) [C9] – This portion of SE 40th would have been rebuilt in 2015, however, staff learned of three new home projects set for construction in 2015 and 2016, so this section was postponed. This proposed project will rebuild the failing asphalt pavement structure (PCI rating of “poor”) as well as replace concrete curbs on one side. The work is planned for 2019.
- Gallagher Hill Road Overlay [C11] – This project will resurface Gallagher Hill with a HMA overlay in 2021. Current PCI rating is “fair”, but is expected to drop in the coming years. This roadway was last repaved in 1988.

### **3. Pedestrian and Bicycle Facilities – Changes, New projects and Unfunded projects**

#### Changes

- Island Crest Way Crosswalk Enhancement – SE 32nd [D2] – This project was originally scoped as a pedestrian signal in the 2014-2019 TIP, then downgraded to a Rectangular Rapid Flashing Beacon (RRFB) in the 2015-2020 TIP. Upon further evaluation, staff determined that a RRFB is not an appropriate application for this location given the volume and speed of traffic and the number of lanes a pedestrian is required to cross. The project has been re-scoped and designed as a pedestrian signal with construction programmed for 2017.
- East Mercer Way Roadside Shoulders Phase 10 – 11 [D4] –Phase 9 was completed in 2016 and extended shoulders south beyond SE 70th Place, the furthest south connection to ICW. The intersection with SE 70th Place marks the end of the curved and heavily vegetated section of

EMW and traffic volume decreases significantly. Phase 10 will create shoulders from SE 71st Street to approximately the 7600 block. Phase 11 of this project, originally scheduled for 2020, has been moved to 2022 to help the Street Fund balance in the 6-year planning period. Shoulder projects on both East and West Mercer Ways will be proposed in future TIPs as funding becomes available.

#### New projects

- Aubrey Davis Park/I-90 Regional Trail Master Plan [D3] – New project in 2017 for a joint master planning effort with the Parks & Recreation Department to develop a comprehensive plan to guide future priorities and site improvements along this regional park trail.
- Crosswalk Improvement (SE 36th & North Mercer Way) [D5] – New project in 2019 to construct a pedestrian crossing on SE 36th Street including center median, striping, ADA improvements and a RRFB.
- Gallagher Hill Road Sidewalk [D6] – New project in 2022 to construct concrete curb, gutter and sidewalk on the southeast side of the street. This project will be constructed in conjunction with the resurfacing of Gallagher Hill Road [C11].

#### Unfunded projects

- Safe Routes – Madrona Crest (86th Ave) Sidewalk Phase 2 [D2.1] – This is an unfunded project shown in the TIP for planning purposes for design/construction in 2019. This will give staff time to evaluate walking patterns through the neighborhood to determine if this future phase is necessary. This project had originally been shown unfunded in 2018.
- Safe Routes – 92nd Ave SE (SE 40th to SE 41st) [D2.2] – This is a new unfunded project shown in the TIP for planning purposes for design/construction in 2019. When funded the project proposes to construct curb, gutter and sidewalk on the west side of 92nd Ave SE providing a 'safe walk route' and completing a missing link between SE 40th Street and the sidewalk recently constructed along the high school.

#### 4. Other Transportation Activities

- Transportation Manager/Engineer [F2] – Restores the position eliminated in the 2011-2012 Biennial Budget. Council approved in 2015, the funding of this position with 2014 General Fund surplus from late 2015 through 2016 and then through the Street Fund starting in 2017.

## **TRANSPORTATION STAFFING**

In the 2011-2012 Biennial Budget the Transportation Manager position was eliminated in response to the downturn in the economy. This was a temporary cost saving measure. The Council acknowledged the ongoing need and approved the restoration of a transportation engineer/manager position [F2] in summer 2015. Staff has been unsuccessful in recruiting to fill the position since last fall and a second recruitment process began this spring after repackaging the position. The strong employment market and economy has made it difficult to find good, qualified candidates. Staff remains optimistic the position will be filled by fall 2016. If unsuccessful, staff will update/return to Council for further discussion and consideration.

## **SUSTAINABLE PRACTICES**

The TIP and City maintenance practices continue to move toward creating a sustainable transportation system. Some components of developing Mercer Island's sustainable transportation system include:

- Low Impact Development (LID) techniques where feasible.
- Recycled asphalt pavement in road base, hot mix asphalt, and utility trenches where appropriate.



- Proactive maintenance of streets and drainage systems through ongoing street sweeping and catch basin cleaning programs to protect water quality.
- Reducing energy costs through efforts such as converting streetlights to LED where cost effective. The ornamental streetlights in the town center were converted to LED in 2013 and the remaining lights in the town center were converted in 2014-2015. All other new street light requests install LED fixtures.

Frequent street sweeping is a Best Management Practice (BMP) that helps protect water quality by capturing pollutant-containing grit before flowing into our streams or Lake Washington. The City's sweeper is out working at least three days a week, and that increases to five days a week during winter months due to vegetation and debris. The Town Center is swept at least weekly. The Mercer Ways and other arterials are swept on a similar schedule, particularly when storms create heavier than normal debris. Residential streets are swept a minimum of six times a year. Sweeping also is provided as requested when warranted by special conditions such as construction activities.

## **MOBILE ASSET DATA COLLECTION & PAVEMENT CONDITION RATINGS**

As part of the ongoing effort to improve the City's database of City assets, staff contracted for a pavement condition assessment in 2013 as part of the Mobile Asset Data Collection project (MADC). This update produced a Pavement Condition Index (PCI) value for each of the over 700 segments of pavement within the City's 83.5-mile public road network. This rating process is based on collecting visual pavement distress information and computing it into numerical deduction values which are subtracted from a highest possible score of 100, resulting in a PCI score between 0 and 100.

The health of Mercer Island's road network as a whole can be determined by three indicators: average network PCI, amount of backlog (defined as PCI below 50), and amount of network in "good" condition (defined as PCI over 85). The 2013 data set gives our network an average PCI of 77, which is an equivalent rating of "satisfactory". This is considered an above-average grade in the pavement rating industry. Our backlog of 7.8% is considered low (this should be below 15%) and our amount of "good" condition streets of 32% is considered high (this should be at least 15%).

Staff has used the 2013 PCI information as the basis for prioritizing street resurfacing projects within the TIP. Because pavement conditions change over time, data collection needs to be an ongoing process, and staff recommends that this occur every three years. The next PCI data collection project is currently scheduled for this summer. Staff anticipates this 2016 data will lead to some revisions in project timing in future TIP's.

Traffic Sign Retro Reflectivity (TSRR) and complete traffic sign inventory data will be collected in conjunction with the 2016 PCI project. This sign data will enable staff to prioritize traffic sign replacements to comply with the requirements of the Manual on Uniform Traffic Control Devices (MUTCD), the Federal standard for traffic control devices. The TSRR and sign inventory will be updated with each future MADC project.

## GUIDANCE FROM CITY COUNCIL – SE 40TH STREET CORRIDOR PROJECT

On June 6, staff will request specific direction from Council regarding the SE 40th St. Corridor (E. of ICW) project [C5] as described below. Due to timing and upcoming construction season, staff requests the following guidance on June 6 if immediate improvements are desired by the Council:

### 1. Which alternative do you support? (✓)

- Baseline - do nothing.
- Left Turn Lanes only – install this year (2016).
- Widen Intersection only [C5] – install in 2017 with no monitoring period.
- Combination of Left Turn Lanes (2016) with Widen Intersection [C5] in 2018 if needed based on monitoring of traffic queuing/backups. (This is the staff and KPG recommendation)

### 2. Do you support the staff recommended add-ons to the project? (✓)

- a) Concrete curb & gutter (85th to 88th Ave. SE) and concrete curb, gutter & sidewalk (86th to 88th Ave. SE) on the north side of SE 40th St.  Yes  No
- b) Asphalt overlay of SE 40th Street between 86th and 88th Ave. SE based on pavement condition?  Yes  No

## SUMMARY

Staff is seeking specific direction from Council on the two questions described above and on any other projects. Based on Council direction, staff will return with an updated TIP for adoption on July 5.

## RECOMMENDATION

*City Engineer*

- MOVE TO:
- 1. Receive comments from the public hearing for the 2017-2022 TIP and provide feedback to staff.
  - 2. Proceed immediately with the Left Turn Lanes alternative identified in the SE 40th St./86th Ave. SE Alternatives Analysis and fund the work through the existing budget for SE 40th Street Corridor (E. of ICW).



## MERCER ISLAND SCHOOL DISTRICT #400

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### BOARD OF DIRECTORS

April 7, 2016

Members of the City Council  
City of Mercer Island  
9611 SE 36<sup>th</sup> Street  
Mercer Island, WA 98040

Copy to: Steve Lancaster, City Manager

Re: 2017 – 2022 Transportation Improvement Plan (TIP) and Public Comment on 40<sup>th</sup> Avenue SE, East of ICW

Dear Honorable Members of City Council:

This communication represents the Board's input into your public process as you update and fund the 2017-2022 Transportation Improvement Plan (TIP). This communication will set in context essential benchmarks, which causes the Board to add to the public record on important safety matters.

As a required aspect of the development process for Northwood Elementary School in July 2014, the District provided the City with the Transportation Impact Analysis (TIA) for the new Northwood Elementary School. That report identified SE 40<sup>th</sup> Street as a "second arterial" route and noted that it serves as one of the primary east-west routes within the vicinity of the new Elementary project. That report indicated that the new Northwood Elementary School will draw traffic, for the most part, outside of the morning and evening peak hours.

The report states in part, "... *the intersection of SE 40<sup>th</sup> Street / 86<sup>th</sup> Avenue SE operates well from an LOS perspective but westbound queues are known to back [up] through this intersection typically related to either queues backing up from the signal at Island Crest Way or behind those waiting to make a west bound left [turn] from the shared through lane...*" As noted, these traffic concerns are already in place and unrelated to the new development of the new Northwood Elementary School.

It was reported to the Board in 2014 that the initial draft of the 2015-2020 TIP, City staff recommended the construction of a left turn lane off of SE 40<sup>th</sup> Street onto 86<sup>th</sup> Avenue SE heading westbound to help accommodate this traffic. The street frontage of our new Northwood Elementary School site along SE 40<sup>th</sup> Street has been designed to accommodate the widening of

Dr. Ralph Jorgenson  
President

David D'Souza  
Vice President

Dr. Adair Dingle  
AB 5184  
Exhibit 1  
Page 14

Tracy Drinkwater

Dr. Dave Myerson

SE 40<sup>th</sup> Street and to accommodate the additional turning lane. As has been previously shared with you, the Board, like the Council, views safety as a paramount concern.

The District expects to have between 150-200 students per day walking to and from the new Northwood Elementary School. Most will come from the neighborhoods north of SE 40<sup>th</sup> Street with lesser numbers walking to the site from the south.

There is ample evidence even now that our former tenants have vacated the site in question that SE 40<sup>th</sup> Street is backed up heading westbound. It has been noted that when westbound I-90 is backed up, some drivers use Gallagher Hill, SE 40<sup>th</sup> St., ICW or town center route in an attempt to save time.

The Board is concerned for the safety of students and believes the City should be taking steps to create a safe intersection at 86<sup>th</sup> Avenue SE and SE 40<sup>th</sup> Street. With the Island's growth that is projected as part of the Comprehensive Plan, we believe that traffic will only increase on the Island particularly at this intersection and not decrease. These improvements will only get more expensive in each passing year. The City's 2015-2020 TIP appears to reinforce this thought about circulation and safety [emphasis added]:


“SE 40<sup>th</sup> Street Corridor, East of ICW [C3]. This newly proposed project **will improve circulation and safety** at the SE 40<sup>th</sup> and 86<sup>th</sup> Avenue traffic signal by installing dedicated left turn pockets, which will require some roadway widening on SE 40<sup>th</sup> Street.”

The Board encourages the City Council to follow the initial recommendations of its professional staff and to fund, design and implement this intersection safety improvement during the first year of the TIP. The Mercer Island School District's Board of Directors approved this letter at their April 7, 2016 regular meeting.


Sincerely,



Ralph Jorgenson  
Board President



David D'Souza  
Board Vice President



Tracy Drinkwater  
Board Member



Adair Dingle  
Board Member



Dave Myerson  
Board Member

## Technical Memorandum

**To:** Patrick Yamashita, City of Mercer Island

**From:** Michael Lapham, John Davies and Joe Giacobazzi, KPG

**Date:** May 25, 2016

**Re:** Alternatives Analysis for the SE 40th Street/86th Avenue SE Intersection

The School District is expanding the high school and constructing a new elementary school at the southeast corner of the SE 40th Street/86th Avenue SE intersection. The two school projects will change traffic volumes and patterns in the area, and increase the need for pedestrian safety and mobility along SE 40th Street. The high school expansion was completed in fall 2015 and the elementary school is scheduled to open in the fall of 2016.

The signalized intersection of SE 40th Street/86th Avenue SE is located on the crest of a hill that limits sight distance for vehicles traveling eastbound and westbound on SE 40th Street. This limits the ability for westbound left turning vehicles to observe approaching eastbound traffic. The westbound approach has a single travel lane and the left turn movement has permitted phasing or a green ball showing on the signal head. This means that westbound left turning vehicles must yield to both eastbound traffic and pedestrians walking in the south leg crosswalk of the intersection.

**SE 40th Street Sight Distance - Looking West**



The single westbound lane can result in traffic queuing behind a vehicle waiting to turn left onto southbound 86th Avenue SE. To avoid waiting, drivers often go around the right side of the left turning vehicles, which can cause the passing vehicles to encroach into the north leg crosswalk.

This memorandum evaluates improvement alternatives at the intersection to address traffic operations, and vehicle and pedestrian safety issues related to the westbound left turn movement. The intersection alternatives either restrict the westbound left turn or provide protected phasing, meaning the westbound left turn would have a green arrow and vehicles could make a left turn without a conflict from eastbound traffic or pedestrians walking in the south leg crosswalk.

## New Elementary School

The new elementary school will have a capacity of 550 students and be located in the southeast corner of the SE 40th Street/86th Avenue SE intersection. The school is replacing an existing day care, preschools and youth theatre. Bus drop-off/pick-up activities and staff parking will occur on the east side of the school via the SE 40th Street/88th Avenue SE intersection.

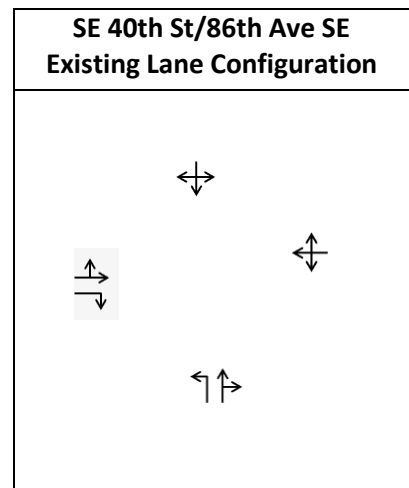
The parent drop-off/pick-up activities and visitor parking will utilize the existing two driveways along 86th Avenue SE. This parking lot will have one-way operations with the southern driveway being the entrance and the northern driveway being the exit. The exiting driveway is located 130 feet south of SE 40th Street and will be restricted to right turns only. The entrance driveway is located 520 feet south of SE 40th Street.

The school is constructing frontage improvements along 86th Avenue SE and SE 40th Street. The SE 40th Street frontage improvements include curb, gutter, planter strip buffer and wider sidewalk. These improvements are set back from the existing edge of pavement to provide for the addition of a future westbound left turn lane at the SE 40th Street/86th Avenue SE intersection.

## Intersection Configuration

Northbound traffic has an exclusive left turn lane and a shared through/right turn lane. For eastbound traffic there is a shared left turn/through lane and an exclusive right turn lane. The southbound and westbound approaches have a single lane that is shared by all movements.

The intersection's traffic signal provides a protected and permitted left turn phase for the northbound left turn movement to accommodate the high turning volumes. The southbound, eastbound and westbound approaches have permitted left turns that must yield to oncoming traffic and crossing pedestrians.

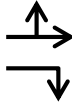


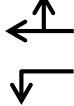
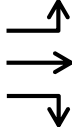
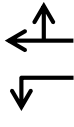


## Alternatives

To address the traffic operations and safety issues, KPG evaluated the current configuration (Baseline) and four improvement alternatives for the SE 40th Street/86th Avenue SE intersection. The diagram on the right shows the proposed channelization changes for the intersection's eastbound and westbound approaches.

**Baseline Alternative.** Keeps the intersection in its current configuration with no changes. The intersection would continue to have westbound operation issues because the westbound left turning vehicles block the westbound through movement and safety concerns related to the limited sight distance for westbound left turning vehicles. Because eastbound and westbound left turns occur at the same time as the pedestrian crossing phase, there are potential conflicts between left turning vehicles and pedestrians.

**Left Turn Lanes Alternative.** Adds a westbound left turn lane with a protected left turn phase. The existing eastbound approach of a shared left turn/through lane and right turn lane would be changed to create an exclusive left turn lane and a shared through/right turn lane. This alternative would not require widening SE 40th Street, but is expected to negatively impact the traffic operations of the eastbound approach by consolidating the through and right turning vehicles to a single lane. The westbound left turn pocket would eliminate the blocking of westbound through traffic and the encroachment of westbound vehicles into the north crosswalk. The protected signal phases for eastbound and westbound left turns will remove the potential for conflicts between pedestrians and left turning vehicles.

Eastbound Lane Channelization	Westbound Channelization
Current Configuration 	Current Configuration 
Left Turn Lanes Alternative 	Left Turn Lanes Alternative 
Widen Intersection Alternative 	Widen Intersection Alternative 

**Widen Intersection Alternative** (currently in the Six Year Transportation Improvement Program). Adds a westbound left turn lane with a protected left turn signal phase, and provides a separate eastbound through lane and right turn lane. To accommodate the new eastbound left turn lane and maintain east/west lane alignment through the intersection would require widening the southwest corner of the intersection for approximately 100 feet in front of the church. The resulting eastbound approach would be a 3-lane section with a left turn lane, through lane, and right turn lane. This alternative would address both the traffic operation and westbound left turn safety issues, but will have higher construction and right-of-way costs. The protected signal phases for eastbound and westbound left turns will remove the potential for conflicts between pedestrians and left turning vehicles.

**Split Phasing Alternative.** Maintains the current intersection layout and changes the eastbound and westbound signal phasing to split phases. Split phasing would allow all the eastbound movements to go by themselves and then the phasing would switch and allow all of the westbound movements to go by themselves. Separating the eastbound and westbound through movements is expected to negatively affect traffic operations at the intersection, resulting in longer delays and queues. Split phasing would provide a protected phase for the westbound and eastbound left turn movements that would eliminate the potential for conflicts between pedestrians and left turning vehicles.

**Westbound Left Turn Restriction Alternative.** Maintains the current intersection channelization and restricts westbound left turns (a No Left Turn sign) from SE 40th Street to southbound on 86th Avenue SE. The left turn restriction could be applied throughout the day or limited to peak travel periods. If applied to only peak travel periods, eastbound and westbound left turning vehicle-pedestrian conflicts and westbound blocking issues would continue to occur during the off-peak times. This alternative would require ongoing education and focused enforcement efforts to discourage drivers from making westbound left turns.

With a left turn restriction, drivers would be required to use other routes to access the schools, homes and the Boys and Girls Club along 86th Avenue SE. The block comprising the high school and new elementary school is a very large block with no through streets between 86th Avenue SE and 92nd Avenue SE. Drivers on SE 40th Street, previously making the westbound left turn at 86th Avenue SE, would instead turn southbound at 92nd Avenue SE, then turn right onto westbound SE 42nd Street, and then right onto northbound 86th Avenue SE. To access the elementary school's parent pick-up/drop-off driveway on 86th Avenue SE from Gallagher Hill Road, each vehicle would need to travel an additional 0.54 miles, and from 88th Avenue SE, drivers would need to travel an additional 0.84 miles. These re-routed trips would increase traffic and potentially cause new safety and operational issues along 92nd Avenue SE (comprised primarily of single-family homes) and SE 42nd Street, the primary access to the high school. Other drivers may use creative methods to bypass the westbound left turn restriction at 86th Avenue SE, such as making U-turns in the church parking lot, on 85th Avenue SE, or in the neighborhood to the north of SE 40th Street. This would create new impacts and complaints from the church and residents living on those streets.

### **Analysis Periods**

The traffic patterns and volumes at the SE 40th Street/86th Avenue SE intersection vary by the time of day and due to specific events such as the beginning and end of the elementary and high schools. The School District plans to stagger the elementary school and high school operating hours to minimize the traffic impacts during beginning and end of school. The Elementary School hours are proposed to begin weekday at 9:15 AM and end between 3:00 PM and 3:50 PM (except Wednesdays that will end between 2:00 PM and 2:20 PM). The High School operates between 8:00 AM and 3:00 PM, with a shorter day (8:45 PM to 2:50 PM) on Wednesdays.

The analysis considered four peak periods described below:

- 2017 AM Peak Hour (7:30 AM to 8:30 AM) that includes commute and high school traffic.
- Elementary School 2017 AM Peak Hour (8:15 AM to 9:15 AM) that corresponds with the start of the elementary school, following the morning commute.
- After School 2017 PM Peak Hour (3:00 PM to 4:00 PM) that spans the release times for both the elementary school and high school.
- 2017 PM Peak Hour (5:00 PM to 6:00 PM) that reflects the afternoon commute.

### **Analysis Volumes**

The analysis used the "2017 with project" traffic volumes from the Mercer Island Elementary School Traffic Impact Study (June 2014) and Mercer Island High School Expansion Traffic Impact Study (March 2014). These 2017 volumes are based on turning movement traffic counts conducted in October 2013 and May 2014 that were adjusted to reflect traffic growth to 2017 and the additional trips generated from the new elementary school and expanded Mercer Island High School. According to the June 2014 traffic impact study, the elementary school and high school expansion will add 78 new morning peak hour trips and 19 new trips during the school afternoon peak hour.



The highest traffic volumes at the intersection occur during the 15 minute period from 7:45 AM - 8:00 AM that precedes the high school start time. Traffic volumes during this 15-minute period were used in the analysis of queue lengths for the 2017 AM Peak Hour. A summary table of traffic volumes for the four peak periods is included in the Appendix.

### Vehicle Operations

KPG used Synchro 9 software to evaluate level of service (LOS) and delay at the SE 40th Street/86th Avenue SE intersection. The model includes the adjacent SE 40th Street/Island Crest Way intersection to reflect the interactions between the two traffic signals.

LOS is a measurement of the quality of traffic flow and intersection LOS is defined by the seconds of delay experienced by vehicles traveling through the intersection. The intersection LOS grading ranges from A to F, with LOS A assigned when minimal delays are present and LOS F when lengthy delays occur. **Table 1** shows the LOS criteria for signalized intersections.

**Table 1. Level of Service Criteria for Signalized Intersections**

Level of Service	Signalized Average Delay per Vehicle (seconds)
A	0 to 10
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	> 80

Source: 2010 Highway Capacity Manual

The traffic model used the 2017 traffic volumes and peak hour signal timing to evaluate each of the alternatives. **Table 2** shows the LOS and average delay at the SE 40th Street/86th Avenue SE intersection for each of the alternatives. The 2017 Baseline alternative operates at LOS C during the AM peak hour and two school peak hours, and LOS B during the PM peak hour.

The Left Turn Lane alternative and Widen Intersection alternative operate at LOS C during all four time periods, with the Widen Intersection performing slightly better each period. The Split Phasing alternative has the longest delays of the alternatives and operates at LOS D during all time periods.

**Table 2. 2017 Level of Service and Delay for SE 40th Street/86th Avenue SE**

Alternative	AM Peak Hour		Elementary School AM Peak Hour		After School PM Peak Hour		Commute PM Peak Hour	
	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)
Baseline	C	24	C	22	C	23	B	17
Left Turn Lanes	C	33	C	30	C	29	C	23
Widen Intersection	C	27	C	29	C	28	C	22
Split Phasing	D	42	D	50	D	48	D	51
WB Left Turn Restriction	C	24	C	21	C	22	B	17

Source: 2010 Highway Capacity Manual

### Vehicle Queues

For drivers, a component of congestion is the length of a vehicle queue at an intersection. KPG used the model to simulate traffic conditions for each alternative and to calculate the 95th percentile vehicle queue lengths for each intersection approach. The 95th percentile queue means that 95 percent of the time the queue would be this length or less, and 5 percent of the time the queue length would be longer.

The longest queues at the SE 40th Street/86th Avenue SE intersection occur in the morning, during the 15 minutes (7:45 AM and 8:00 AM) just before the start of the high school and coinciding with the morning commute. The 95th percentile queue lengths for this 15 minute AM peak period and the other time periods are included in the appendix.

Findings from the queue analysis include:

- The Baseline alternative would form long westbound queues (up to 380 feet) during the AM Peak Hour and Commute PM Peak Hour.
- The eastbound queues for the Left Turn Lanes alternative would extend back (520 feet) toward Island Crest Way and could result in blocking at that intersection.
- The Widen Intersection alternative result in moderate queues on all approaches.
- The Split Phasing alternative would form long queues during the Commute PM peak hour on both the eastbound (510 feet) and westbound (530 feet) approaches.
- The Westbound Left Turn Restriction alternative would reduce the length of the westbound queue.
- All alternatives will have northbound queues that extend back past the exit from the elementary school during all four time periods.

## Recommendations

KPG evaluated each of the alternatives to address the traffic operations and safety issues at the SE 40th Street/86th Avenue SE intersection. The Baseline, Restricted Left Turns, and Split Phasing alternatives could be done without widening the intersection, but would either not address the safety issues (Baseline), would cause undesirable delays (Split Phasing), or would result in enforcement issues, and long route detours that may cause issues at other locations (Restrict Westbound Left Turns). The analysis does not recommend these three alternatives.

The Left Turn Lanes alternative will meet the safety objectives for the intersection by adding a westbound left turn lane with protected signal phasing. This alternative will also reconfigure the eastbound approach to a left turn lane and shared through/right turn lane, resulting in longer eastbound queues. During the AM peak 15 minutes (7:45 AM – 8:00 AM) before the start of the high school, the eastbound queue lengths may extend back and cause blocking issues at the adjacent SE 40th Street/Island Crest Way intersection. This alternative would not require road widening, and could be constructed at a modest cost, requiring only lane restriping, new signal heads, and revised vehicle detection. These improvements may be able to be completed before the opening of the new elementary school in the fall of 2016 depending on when a decision can be made and contractor availability.

The Widening Intersection alternative meets the safety objectives and improves eastbound traffic operations by providing separate lanes for the left turn, through and right turn movements. This alternative would ensure the eastbound queues would not cause blocking issues at the SE 40th Street/Island Crest Way intersection. This alternative would require widening the southwest corner of the intersection for approximately 100 feet in front of the church. This alternative cannot be constructed in time for the opening of the elementary school due the additional design, construction and acquisition of right of way needed to widen the street.

KPG recommends constructing the Left Turn Lanes alternative this summer to be completed by the opening of the new elementary school, and selecting with the Widening Intersection alternative as the long term solution.

In addition, the School District has a role in the management of pedestrian crossings and traffic flows during the school arrival and departure times. These actions include:

- Crossing guards on SE 40th Street at the 86th Avenue SE and 88th Avenue SE intersections.
- Active management of the elementary school drop-off/pick-up loop to provide safety for kids and to maximize traffic operations on 86th Avenue SE.
- School administration working with PTA/parents to encourage opportunities for kids to walk to school, such as “walking school bus” programs.

# Appendix

2017 Turning Movement Volumes at SE 40th Street/86th Avenue SE by Time Period

TIME PERIOD	HOURS	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
AM Peak Hour	7:30-8:30 AM	256	10	82	25	15	5	5	250	258	47	354	14
Elementary School AM Peak Hour	8:15-9:15 AM	178	12	149	25	14	5	5	278	113	104	366	15
After School PM Peak Hour	3:00-4:00 PM	199	23	132	20	13	5	5	256	137	57	336	25
Commute PM Peak Hour	5:00-6:00 PM	165	11	96	20	12	5	5	312	192	47	554	28

## 95th Percentile Queue Lengths (2017 volumes) at the SE 40th St/86th Ave SE Intersection

### AM Peak 15 Minute (7:45 AM – 8:00 AM)

Alternative	95th Percentile Queue (feet)			
	Eastbound	Westbound	Northbound	Southbound
Baseline	220	380	240	150
Left Turn Lanes	520	310	250	180
Widen Intersection	300	290	260	160
Split Phasing	410	440	340	150
WB Left Turn Restriction	240	370	220	130
<b>Segment Length</b>	<b>570</b>	<b>480</b>	<b>1,260</b>	<b>420</b>

### Elementary School AM Peak Hour (8:15 AM – 9:15 AM)

Alternative	95th Percentile Queue (feet)			
	Eastbound	Westbound	Northbound	Southbound
Baseline	180	270	200	70
Left Turn Lanes	200	230	220	80
Widen Intersection	170	220	210	80
Split Phasing	300	400	210	100
WB Left Turn Restriction	120	230	190	80
<b>Segment Length</b>	<b>570</b>	<b>480</b>	<b>1,260</b>	<b>420</b>

### After School PM Peak Hour (3:00 PM – 4:00 PM)

Alternative	95th Percentile Queue (feet)			
	Eastbound	Westbound	Northbound	Southbound
Baseline	160	190	200	90
Left Turn Lanes	280	170	140	60
Widen Intersection	240	150	150	70
Split Phasing	270	430	220	80
WB Left Turn Restriction	130	170	210	80
<b>Segment Length</b>	<b>570</b>	<b>480</b>	<b>1,260</b>	<b>420</b>

### Commute PM Peak Hour (5:00 PM – 6:00 PM)

Alternative	95th Percentile Queue (feet)			
	Eastbound	Westbound	Northbound	Southbound
Baseline	180	330	150	70
Left Turn Lanes	340	270	150	60
Widen Intersection	280	250	120	70
Split Phasing	510	530	220	100
WB Left Turn Restriction	180	220	110	70
<b>Segment Length</b>	<b>570</b>	<b>480</b>	<b>1,260</b>	<b>420</b>

# SIX-YEAR TRANSPORTATION PROGRAM

## Financial Information (2017-2022)

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### Street Fund Revenues

The main revenues to the Street Fund for the six year planning period (2017-2022) are Real Estate Excise Taxes (REET), Fuel Taxes, Vehicle License Fees, and Transportation Impact Fees. Approximately 67% of the revenue to the Street Fund for the planning period is forecast to come from REET. An additional 18% is forecast to come from Fuel Taxes over the six year planning period. Vehicle license fees are forecast to make up 13% of the revenue to the Street Fund. The final 2% of revenue will be made up of payments from the City of Seattle (for Transit Shuttle Services), and Impact Fees. City staff has not shown any reliance on grant funds for the TIP, but intends to pursue grant opportunities when they become available, and if successful, these would be reflected in future TIPs.

### Real Estate Excise Tax

REET is the 0.5% tax paid by the seller in property transactions (sales of residential and commercial property). State law restricts the use of REET for specific capital purposes. REET 1 (the 1<sup>st</sup> quarter of 1% of the sales price) may be used for streets, parks, facilities or utilities. REET 2 (the 2<sup>nd</sup> quarter of 1% of the sales price) may be used for streets, parks, or utilities, but may not be used for facilities. Neither REET 1 nor REET 2 may be used for equipment or technology. City budget policies allocate all of REET 2 to the City's Street Fund. REET 1 is allocated to the City's CIP Fund for parks and facilities.

REET is a volatile revenue source since its base (home sales) is highly dependent on economic conditions and interest rates. REET revenues were very strong in 2006 and 2007. During this period, low interest rates and favorable economic conditions contributed to an unprecedented number of real estate sales, and resulted in exceptional REET revenue receipts contributing to a healthy Street Fund balance that allowed continued investment in new facilities while still reinvesting in existing facilities. However, in conjunction with the Great Recession, the number of property sales dropped significantly (2008 and 2009), followed by a slow recovery in the number of sales (2010-2012). During that same time period, the Street Fund balance was drawn down, as reinvestment in existing streets and investment in new Pedestrian and Bicycle facilities continued.

### **HISTORICAL REAL ESTATE EXCISE TAX (2006-2015)** Dollars in Thousands

Year:	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>Property Sales ≤\$5.0M:</b>										
Average sales price	\$963	\$1,072	\$1,237	\$854	\$994	\$916	\$899	\$1,046	\$1,119	\$1,182
Change in average sales price	6.4%	11.4%	15.4%	-30.9%	16.3%	-7.8%	-1.9%	16.4%	7.0%	5.6%
Number of property sales	545	429	260	267	318	367	418	492	493	499
REET Revenue	\$2,597	\$2,277	\$1,592	\$1,129	\$1,565	\$1,665	\$1,860	\$2,548	\$2,742	\$2,919
<b>Property Sales &gt;\$5.0M:</b>										
Number of Property Sales	3	14	5	3	3	5	6	2	9	10
REET Revenue	\$179	\$653	\$755	\$129	\$642	\$162	\$300	\$57	\$527	\$350
<b>Total REET Revenue</b>	<b>\$2,776</b>	<b>\$2,930</b>	<b>\$2,347</b>	<b>\$1,258</b>	<b>\$2,207</b>	<b>\$1,827</b>	<b>\$2,160</b>	<b>\$2,605</b>	<b>\$3,269</b>	<b>\$3,269</b>

Of particular note are the following:

- There were 4 large commercial property sales during 2006-2015. The sale of Island Corporate Center generated \$207,900 in REET (2007); the sale of Island Square generated \$554,820 in REET (2008); the sale of Shorewood Heights generated \$544,140 in REET (2010); and a property transaction for Farmers Insurance generated \$250,500 in REET (2014).
- The City's average home price reached a peak of \$1.24 million in 2008 then dropped almost 31% in 2009 to \$854,000, reflecting a major downturn in the real estate market. In 2015, the average home price was just \$55,000 below the 2008 peak price of \$1.24 million.
- The number of annual sales dropped from a high of 548 in 2006 to a low of 265 in 2008. The 10 year (2006-2015) annual average for the number of home sales is 415. Prior to 2008, the 10 year annual average was 500 home sales, with a high of 608 sales in 2004.

Following the low for sales in 2008 and 2009, the number of home sales has increased steadily in the following 4 years (2010-2013). During the last three years (2012-2015), the average home price has increased from \$899,000 in 2012 to \$1,182,000 in 2015. Staff will review and possibly revise the REET Forecast for the Preliminary 2017-2018 Budget (scheduled to be presented to Council in October 2016).

The 2016-2022 REET forecast is summarized in the table below:

**FORECASTED REAL ESTATE EXCISE TAX (2016-2022)**  
Dollars in Thousands

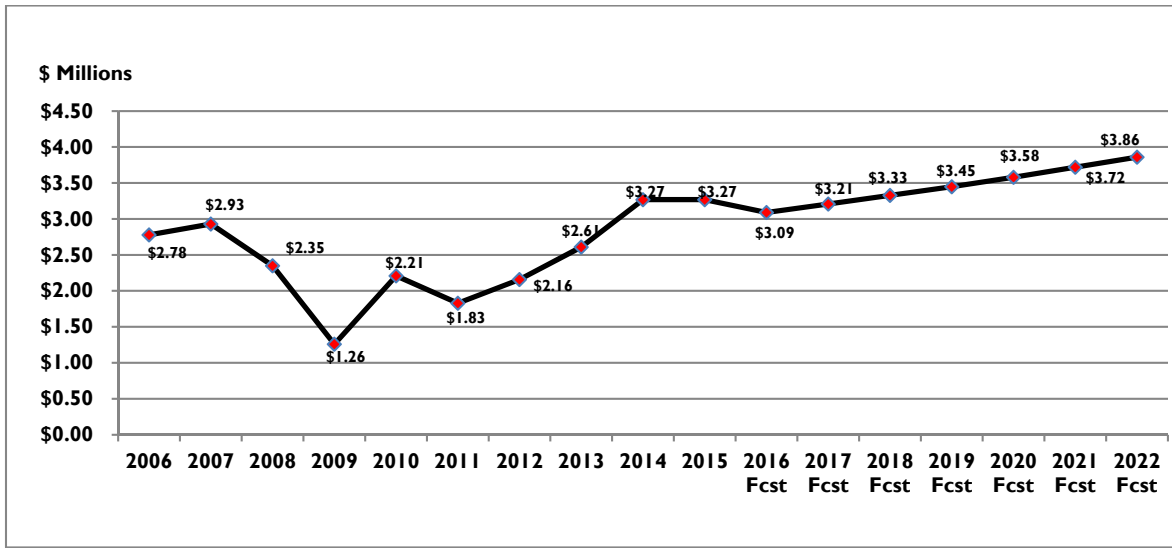
Year:	2016	2017	2018	2019	2020	2021	2022
<b>Property Sales ≤\$5.0M:</b>							
Forecasted average sales price	\$1,229	\$1,278	\$1,330	\$1,383	\$1,438	\$1,496	\$1,555
Change in average sales price	4%	4%	4%	4%	4%	4%	4%
Forecasted number of sales	475	475	475	475	475	475	475
<b>Forecasted REET Revenue</b>	<b>\$2,890</b>	<b>\$3,006</b>	<b>\$3,126</b>	<b>\$3,251</b>	<b>\$3,381</b>	<b>\$3,517</b>	<b>\$3,657</b>
<b>Property Sales &gt;\$5.0M:</b>	\$200	\$200	\$200	\$200	\$200	\$200	\$200
<b>Total REET Revenue</b>	<b>\$3,090</b>	<b>\$3,206</b>	<b>\$3,326</b>	<b>\$3,451</b>	<b>\$3,581</b>	<b>\$3,717</b>	<b>\$3,857</b>

The 2016-2022 REET forecast was based on the following assumptions:

- The average home sale price is projected to grow at an annual rate of 4% in 2016-2022.
- The number of property sales, which has been very close to 500 for the last 3 years, is expected to decrease to 475 in 2016-2022, based on a projected decline in the number of property listings.
- Staff's forecast was influenced by The Puget Sound ECONOMIC FORECASTER (December 2015), which predicts an increase in the average home sale price of 3.8% in 2016 and 2.9% in 2017 and a slight decline in the number of sales in 2016 and 2017.

Both historical REET (2006-2015) and forecasted REET (2016-2022) are presented in the graph below. **Note that 50% of the total REET forecast (REET 2) is revenue to the Street Fund.**

**REET Revenues  
2006-2015 Historical and 2016-2022 Forecast**



Motor Vehicle Fuel Tax (MVFT)

MVFT is a fixed tax, currently making up 44.5 cents of the per gallon price of gasoline, diesel, and other fuels. It is not based on the dollar amount of the fuel, but rather on the amount of fuel sold. Hence, there is no revenue benefit from higher gas prices. In addition, MVFT is a state shared revenue that is distributed to incorporated cities and towns based on population and other set allocation methods. Actual MVFT receipts for the past 10 years (2006-2015) are summarized in the following table.

**HISTORICAL MOTOR VEHICLE FUEL TAX (2006-2015)  
Dollars in Thousands**

Year:	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fuel Tax Revenue	\$ 506	\$ 530	\$ 509	\$ 493	\$ 492	\$ 472	\$ 467	\$ 470	\$ 469	\$ 492

Overall, the average annual growth in MVFT has been relatively flat over the last 10 years. Increases in fuel tax revenue in 2007 were the result of an increase in the fuel tax rate. When there is no increase in the fuel tax rate, Mercer Island’s fuel tax revenue tends to decline, as seen in 2008-2014.

The 2015 legislative session produced a transportation package adopted in 2ESSB 5987, resulting in an increase in the motor vehicle tax on August 1, 2015 from 37.5 cents to 44.5 cents per gallon. A second increase of 4.9 cents (to 49.4 cents per gallon) will take effect on July 1, 2016.

The 2016-2022 MVFT forecast is summarized in the table below.

**FORECASTED MOTOR VEHICLE FUEL TAX (2016-2022)  
Dollars in Thousands**

Year:	2016	2017	2018	2019	2020	2021	2022
Fuel Tax Revenue	\$ 498	\$ 503	\$ 490	\$ 478	\$ 466	\$ 454	\$ 443



The 2016-2022 MVFT forecast was based on the following assumptions:

- *Per Municipal Research and Services Center (MRSC), fuel tax revenue statewide is expected to increase by 1.2% in 2016 and 1.1% in 2017.*
- *Mercer Island's portion of the MVFT is expected to decline after 2017 due to annexations of unincorporated areas and to Mercer Island's slower population growth rate relative to other cities.*
- *Based on recent trends for Mercer Island, fuel tax is forecast to decline 2.5% per year in 2018-2022.*

#### Vehicle License Fees (Transportation Benefit District)

Vehicle license fees for the City's Transportation Benefit District (TBD) were estimated at \$350,000 per year at the time the TBD was formed (October 2014). The estimate was based on the 17,687 vehicles registered with the Department of Licensing (DOL) at the adopted fee of \$20 per vehicle, less the DOL's 1% administrative fee. Fee collection began in June 2015. After 10 months, the City has collected \$312,721. While the \$20 fee is in place, staff will continue to forecast revenue at \$350,000 per year.

The 2015 Legislature included within its large transportation funding bill, 2ESSB 5987, a number of changes to the laws governing transportation benefit districts (TBDs). One change allowed cities which share the same physical boundaries as the TBD to assume the TBD. The City Council approved the assumption of Mercer Island's TBD in December 2015. In addition, the legislation allowed for an increase in the TBD fee up to \$40 without a public vote provided that the \$20 fee has been in place for 24 months.

#### Transportation Impact Fees

The Council passed Ordinance 16C-01 on January 4, 2016 authorizing the collection of transportation impact fees starting in February 2016. Forecasting impact fee revenues is challenging given they are so new and there is a moratorium on Town Center development. Staff will monitor this revenue source in 2017 and 2018 and make budget adjustments as deemed appropriate.

#### Grant Opportunities

Grants occasionally become available for street projects. Given the current economic environment, competition for grants has increased significantly, and available funding has greater restrictions. However, staff will continue to pursue grant funding for any project deemed applicable.

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### **Street Fund Expenditures – Project Cost Estimates and Construction Costs**

High inflation in construction costs during 2006-2008 was driven by rising crude oil prices and cost of metals (copper, iron, steel). Increased worldwide construction activity and demand for construction materials contributed to this high inflation.

During 2009 through 2012 (the economic slowdown) and for the couple years following, the City continued to receive good bids on projects and has been able to complete projects for below or close to the originally forecast project cost. Looking forward is challenging at this point in time. The economy has recovered, by many measures. The ENR (Engineering News Record) Construction Cost Index for Seattle reflected inflation of 7.3% for 2013 and 4.15% for 2014, for all types of construction. The average inflation since 1990 is 3.0%. While some forecast higher inflation in future years, others believe that street costs have already jumped significantly upward, and are more likely to increase at a slower pace in future years. Staff looked at several reports of historical costs trends and forecasts for costs in the near future, and recommends a forecast of 5% per year (a little above the long term average

of the Construction Cost Index for Seattle). For the proposed TIP, street construction costs (based about 40% on the cost of hot mix asphalt) were inflated as shown in the table below, from 2016 costs.

***Suggested inflation factors used for the proposed 2017-2022 TIP***

<b>Year</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Annual Inflation	5%	5%	5%	5%	5%	5%	5%
Inflation over 2016	0%	5.0%	10.3%	15.8%	21.6%	27.6%	34.0%

The forecasted construction costs of Residential Streets, Arterial Streets (Town Center Streets, Arterial Improvements and associated Pedestrian and Bicycle Facilities) are estimated by comparing costs of recently completed projects which are similar in scope and complexity to the proposed project. Construction costs are estimated in today's dollars and then inflated to the year of anticipated construction.

**Street Fund Balance**

The Street Fund is forecast to start the planning period (2017) with a fund balance of \$1.58 million, and to end (2022) with a deficit (negative balance) of about \$740,000 (excluding reserves of \$200,000).

For working capital (cash flow) purposes, Council's policy is that \$200,000 be retained in the Street Fund. Because revenue is received on a monthly basis and the majority of expenditures occur in the summer and fall months, holding a minimum balance of \$200,000 in the fund has allowed for the cash flow fluctuations within the year.

**SUMMARY OF COMMENTS FROM 2017-2022 PUBLIC COMMENT PERIOD**

Comment No.	Category	Summary of Comment/Suggestion
1	Arterial Street	There are a few intersections on Mercer Island that (1) create significant traffic backups and (2) are potentially unsafe, particularly at the times schools start and end. These are: (1) the top of Gallagher Hill Rd. at SE 40th St., (2) the stop sign on SE 40th St. at Northwood Elementary School, and (3) the intersection of ICW and SE 53rd St/the entrance to Island Park Elementary (53rd ends at the top of a hill, with limited visibility for cars turning onto ICW). Some of these intersections require stoplights either 24/7, or during school opening/closing times (flashing the rest of the day).
2	Arterial Street	More lighting to improve visibility for many of us challenged with night vision weakness - solar/motion detector lights to reduce maintenance and cost?
3	Pedestrian and Bicycle Project	Street design/signs/flyers to notify bikers to be safety conscious and aware of cars and pedestrians sharing the roads e.g. obeying driver rules e.g. turn hand signal right of way at intersection avoid biking during hours of heavy traffic and bad weather)
4	Residential Street	Residential street intersecting Arterial street at corners where blind spots exists and certain time of day when sun is bright. Can't see on coming traffic around corner. Mirror on the arterial street for drivers to see around the corner may help.
5	Arterial Street	Cars and trucks parked beyond a blind spot corner on W. Mercer Way should be illegal - hazardous when car and bikers on the road pass corner then bikers turn into street to avoid parked cars and trucks.
6	Arterial Street	Intersection at Merrimont and Island Crest Way is more dangerous when cars on Island Crest way turns left onto Merrimont. Not really obvious that car is turning onto Merrimont going north especially when traffic in both direction is heavy.
7	Pedestrian and Bicycle Project	Add a cross walk at the corner of N. Mercer Way & 36th Ave. SE. (with flags or blinking light that can be turned on given proximity of Gallagher Hill). The sidewalk ends here (actually it continues along 36th on the N side but just for a few yards then stops). And across the street the sidewalk continues. There should be a safe crossing place to continue along the sidewalks. Also with Gallagher hill being so close it's important that cars coming down the hill see the crosswalk. People cross there anyway may as well make it safe w/ painted lines & ideally with flags &/or blinking lights. Thanks!
8	Arterial Street	Please improve the ability to access Island Crest Way from 53rd Place. It often backs up because left (south) turns are so difficult if not dangerous. A right turn lane would help congestion. A middle lane for partial left turns would be a big help. However that is already a left turn lane into Parkwood. 4 way stop signs? Traffic light?
9	Arterial Street	Please improve the ability to access Island Crest Way from 53rd Place. It often backs up because left (south) turns are so difficult if not dangerous. A right turn lane would help congestion. A middle lane for partial left turns would be a big help. However that is already a left turn lane into Parkwood. 4 way stop signs? Traffic light?
10	Pedestrian and Bicycle Project	This comment relates to the TIP's goal of reinvestment in PBF. The bike trail alongside I-90 is a wonderful asset. However there is a portion of the trail that has become dangerous and unpleasant. One stretch of the trail--starting at Shorewood Drive and running SE to where North Mercer Way turns S to cross I-90--is in great need of repair. Roots from trees have buckled the asphalt in many places creating hazards for bicyclists. The problem is worst at the bottom of the hill (moving from W to E) as you approach North Mercer Way's turn to the S. If a cyclist weren't aware of the problem it could cause that cyclist to crash. And even an aware cyclist will have an uncomfortable experience. If anyone doubts the severity of the problem I would ask that he/she ride a bike down the hill and experience it for him/herself. Thank you.

11	Pedestrian and Bicycle Project	In support of encouraging children to walk to school I would like to request a crosswalk/sign at SE 77th Place across ICW. Cars typically travel in excess of 25 mph in both directions. Children walking from points E of ICW need to cross to access the wonderful trail along the W side of ICW. The point at SE 77th is especially tricky/dangerous as cars coming up the hill don't stop for pedestrians. Thank you.
12	Pedestrian and Bicycle Project	Please consider painting a middle dividing line on the bike/walking path on the north side on the lid (coming downhill from the restroom). It is dark and hard to see the route in the winter especially. Please address the trigger for the bike logo on the road that is supposed to get the light to change at the north side of 86th Avenue SE and SE 40th (by the new North Mercer elementary). It does not trigger unless a car also comes to the intersection from the north side. It is very frustrating after a long wait to be denied a green light and have to go push the walk button for pedestrians - not to mention awkward to do that with a bike.
13	Arterial Street	Letter from M.I. School District Board of Directors encouraging the City Council to follow the initial recommendations of its professional staff and to fund, design and implement the (SE 40th St/86th Ave. SE left turn lane) intersection safety improvement during the first year of the TIP. The board is concerned for the safety of their students and believes the City should be taking steps to create a safe intersection. (copy of letter attached to agenda bill)
14	Pedestrian and Bicycle Project	The sidewalk on the north side of 40th Street between 86th Ave. SE and 90th Ave. SE consists of a narrow asphalt walkway separated from the roadway by a small dirt strip with no curb. Cars park on the dirt strip, often encroaching on the walkway itself. Many property owners have overgrown hedges that protrude into the walkway from the other side as well, often making the walkway impassable at places, requiring pedestrians to walk out around the cars into the street. This is right across the street from the new elementary school and will likely be used by many children walking to school even as traffic on 40th increases from people driving their children to school. A curb needs to be installed along this stretch to prevent cars from parking in the walkway, and property owners need to be required to trim back their encroaching foliage. If there is not room for parking along with a proper sidewalk, planting strip, curb, and shoulder/bike lane, then perhaps parking needs to be prohibited along the north side of 40th altogether.
15	Arterial Street	When accessing the main park and ride while heading eastbound on N. Mercer Way there should be a left turn lane into the western entrance of the park and ride. This would help westbound traffic avoid waiting at the stop light at 80th Ave SE to get into the park and ride.
16	Residential Street	If you can't get to it you can't use it. There is no bus service where I live and no parking at the park and ride. I'm a senior with limited mobility - so I can't ride a bike to the station.
17	Arterial Street	Mercer Island PTA Council urges the City Council to follow the 2014 recommendations of its professional staff and requests City Council to immediately fund, design and implement this (SE 40th St./86th Ave. SE left turn lane) intersection safety improvement.
18	Pedestrian and Bicycle Project	Mercer Island has a big problem concerning how people are getting around the Island. We need more and better sidewalks! This is a big issue. A lot of main roads on Mercer Island do not have sidewalks, or have sidewalks that aren't safe. Most of 78th Ave. and 40th Street don't have any sidewalks! This is a big problem because of safety. I walk around the island a lot and cars zoom right past me and I don't feel safe because there aren't any sidewalks. There should at least be a sidewalk in every major road. Before funding other programs like MICA you should think about our citizen's safety.
19		The PTA Executive Committee strongly urges the City Council to follow the 2014 recommendations of its professional staff and requests City Council to immediately fund, design and implement this (SE 40th St./86th Ave. SE left turn lane) intersection safety improvement.
20	Arterial Street	The West Mercer PTA Board of Directors urges the City Council to follow the 2014 recommendations of its professional staff and requests City Council to immediately fund, design and implement this (SE 40th St./86th Ave. SE left turn lane) intersection safety improvement.

21	Arterial Street	Supports the SE 40th St./86th Ave. SE left turn lane project.
22	Arterial Street	Install a stop light at Island Crest and Merrimount
23	Arterial Street	Replace the four lanes on Island Crest to help reduce the congestion and slow traffic.
24	Arterial Street	I am concerned about the increasing traffic backups through the central business district particularly on 27th. The congestion often runs from I-90 almost all the way back to 76th Ave. The problems are happening not only around 4:30 when I assume Farmer's must discharge a lot of workers but at other times as well. The last time I encountered it was around 11:30. More people are finding ways around by staying on 76th to 29th but those roads aren't well suited to heavy traffic. I am particularly concerned about how much worse the traffic could get when the project under construction on 76th is completed bringing many more residents to the area and with the idea of further large residential construction in the district.
25	Other Transportation Project	I know you don't want to hear about the ST project but the loss of the 77th Street HOV ramp will effect the traffic using the arterial streets. Do you understand that if they take away the HOV ramp it will leave only 1 single lane for SOV HOV buses and trucks to get onto the I-90 going West from North Mercer Way which will either mean a huge backup on the arterial streets leading to the ramp or it will mean people will be using the backstreets to get to the West Mercer ramp which is also not a good solution. As far as their mitigation to install traffic lights there are traffic lights but because of pedestrians crossing only 1 or 2 cars can turn at once and until someone can tell me what the purpose of those additional traffic lights will do they will be a waste of money. Do you know what the purpose of those traffic lights is for? With regard to the current traffic buildup for cars getting onto the I-90 East do you understand that when traffic is bad on the I-90 cars turning from Island Crest Way onto the I-90 only 5 or 6 cars max can go because the road is short and then you have cars wanting to come onto Island Crest Way from the I-90 freeway but because you have the cars blocking the left lane the cars can't come onto Island Crest Way and then you have 12 to 14 cars that can get onto the freeway from the road by Tully's even with a traffic light at that Tully's intersection the light will change but when no cars are moving the light will not do anything and the pollution from all the cars just builds up which is just bad all round for both pedestrians and drivers and that is before anymore developments are added. Are you aware that ST's Final EIS Report is what governs and that in that Report they have said that there will be a failure of level of service and/or the level of service will not be met. And with every traffic light comes another unsightly utility box so will you please do what you can to make sure that the utility boxes are condensed or even better put underground. I don't know what the answer is to alleviate traffic apart from putting everything underground.
26	Residential Street	Hi I am very concerned with the increasing volume of traffic on North Mercer Way - way too many speeding commuters cutting through during rush hour. Would love to see a toll for non-Island residents instated. Also highly concerned about the loss of HOV and the impact on the Island. Although realize this is not included in this survey. Thank you.
27	Arterial Street	SE 29th and 78th Ave SE there is no stop sign on 78th. I have seen a bunch of cars go through 78th putting pedestrians using the crosswalk in harms way. There should be a 3 way stop at that intersection.
28	Arterial Street	Please take care of the left turn lanes by the new school! It's dangerous with high school drivers pre-school and elementary drop off. This should have been done before the school was built.
29	Arterial Street	The very busy 40th will be even more busy when Northwood Elem opens in the fall. Priority should be given to create appropriate turn lanes install possibly new signals at the intersection of 40th and the Northwood Elem school and lanes into the new school so that traffic can smoothly flow on 40th when the school opens in the fall. Safety should be priority. Children walking to and from the school and parents picking up and dropping off their children should be able to see that there are safe streets and sidewalks to navigate.
30	Arterial Street	40th st and 86th Ave SE...the new left turn lane must have a "smart" traffic light.
31	Other Transportation Project	Stop allowing 5 to 7 story apartments in downtown mercer Island. The streets can not handle the extra traffic. Stop the train project and increase the bus service. The train is reckless. Gove us back our commuter lanes.

32	Arterial Street	I live on 90th at 40th. Getting out of 90th onto 40th going west is difficult at peak times. Drivers rarely completely stop at top of Gallagher Hill this its constant flow of traffic not permitting me to merge until the line of cars up Gallagher subsides. My perception that there is heavy cut through traffic coming up Gallagher too as I have followed cars who go down to ICW and then get back on Frwy to Seattle! Let's think how to curb cut through traffic for sake of our neighbor hoods. Also concerned abt traffic flow ard the new elementary school and my neighborhood. Concerned that it will become difficult to get out or get home at certain times unless they widen the streets substantially and add signals to accommodate the increased volume. Thanks for listening.
33	Pedestrian and Bicycle Project	Biking is becoming a major selection choice for Islanders to get to work in either Seattle or Bellevue. It is thus important for the route across the north end of the island to be well marked for cyclists to know how to get from one side of the island to the other without having to bicycle on sidewalks or pedestrian trails. Thanks for all your work Jim
34	Arterial Street	Rather than parallel parking angled parking like Highland Park Shopping Center and Knox Street in Dallas TX or Palo Alto CA would facilitate ingress and egress would encourage parking and walking from store to store and would create a sense of activity.
35	Residential Street	We live on 89th behind the High School. We already have trouble leaving our street in the morning and late afternoons unless a gracious driver going East lets us in. (No hope of turning West.) So all I can say is please don't do anything that will make 40th MORE insane than it already is. Are buses going to come down 40th and turn across traffic into the new school? All-in-all I can't imagine how anything on 40th is going to be improved with the new school there especially if parents drive their children to school. But then I suppose no one at the City really cares about half a dozen people in houses on our street huh? But I'll put my 2 cents in anyhow. Anything to move the traffic faster on 30th would help. A smarter light at 40th & 86th so we don't have to keep sitting on 40th when there is no one on 86th but it stays green? And if you'd like to put back the No Parking sign that resided for years and years behind our driveway so that the HS students don't keep parking there - there are no no parking on school day signs on that side of our narrow street - it would light up our day.
36	Pedestrian and Bicycle Project	The TIP needs to be adjusted to conform to the Bike-Ped plan from 2010. Projects required in the plan are not yet in the TIP. The TIP needs to include improvements to develop a bike lane/path/trail from Luther Burbank to Lakeridge to allow for families and school children to safely go north-south on the Island. The TIP also needs to include improvements/modifications to eliminate conflicts between cyclists and bus riders at the North Mercer Park & Ride.
37	Other Transportation Project	Please work with the town center planning committee. With all the extra development and discussion of adding floors to apartment/condo I am concerned about the traffic parking and pollution this is going to cause in the town center. Also please continue to work on the interior bike lane on Mercer Way this is a great help! Thank you!
38	Residential Street	please install no parking signs on the the SE 40th st. it's a major street used to move east-west on mercer island and it's essential that it always has 2 lanes open. Lately I have seen residents parking along it (between 80th ave se and west mercer)
39	Arterial Street	My concerns involve flow through traffic along North Mercer Way during I-90 back ups and how that will worsen with the closure of the center roadway. My children catch the school bus along North Mercer Way and the increased traffic and speeds are a real concern. My other issue is the traffic back up onto MI streets that will occur with closing of the center roadway. Even now if there is an issue with I-90 or 520 is closed (even during non-peak hours) the traffic backs up into the town center. Much of this back up will be buses idling. This will make it very difficult for citizens to drive through the town center especially if they live in the north part of the Island and commute regularly to and from the schools.

40	Arterial Street	40th Street between Gallagher and ICW both directions are a mess during peak commute hours. While I can't provide a specific cause I believe that "cut through traffic" from I-90 along with the normal resident choices as to where to best access I-90 along with local access to the school megablock are all factors. Can you please investigate adding a center lane for turning and signals to reduce the time it takes to travel from ICW to Gallagher?
41	Arterial Street	Please immediately fund the safety improvement recommended by the engineers to ensure that our children have safe routes to and from their new school. Your consideration is appreciated.
42	Residential Street	SE 71st St (between 84th Ave and 78th Ave) is increasingly being used as a quick alternative to 72nd St especially at the times of IMS school entry/exit - to avoid 20mph limit or police. since there is a high number of young children living along the street it would be very useful to plan for few simple speed bumps. thanks for your consideration best.
43	Pedestrian and Bicycle Project	The infrequent use of ICW by bicycles does not warrant ICW having had lanes reduced. Put signal in at Merrymore and return ICW lanes. This lack of use is evident to motorists and even bicyclist.
44	Arterial Street	I would like to see a stop sign placed on the NE corner of 81st Avenue SE and SE 24th Street. The flow of vehicle and bicycle traffic heading westbound on SE 24th during rush hour especially when traffic is backed up westbound on I-90. Both bicyclist and vehicles speed down SE 24th. This is only going to get worse with time.
45	Residential Street	82nd Ave SE between Island Crest Way and 40th a small neighborhood street is increasingly being used as a cut through for large trucks and passenger cars. One speed bump would help solve this and slow the speed of cut throughs. Many of the neighbors have spoken and are in favor of this. Children walk to West Mercer on this street and it needs to be a safer way to school.
46	Pedestrian and Bicycle Project	Bicyclists are repeatedly blocking West Mercer Way ( especially on weekends ) by illegally traveling in groups 3 4 and 5 bikes abreast and 30-40 bikes long. Either MI needs to have DESIGNATED Bike lanes - OR - MIPD needs to ACTIVELY the traffic laws. Bicyclist need to be LICENSED and a FEE PAID for OFF-Island residents who flock to MI ( due to lax enforcement ?). If a police officer can regularly sit near I-90's westbound ramp for hours not ticketing many drivers would that time not be more effectively used to protect drivers and pedestrians from mobs of OFF-Island bicyclists?
47	Arterial Street	The Northwood Elementary PTA Board of Directors urges the City Council to follow the 2014 recommendations of its professional staff and requests City Council to immediately fund, design, and implement this (SE 40th St./86th Ave. SE left turn lane) intersection safety improvement.
48		The Northwood Elementary PTA urges the City Council to follow the 2014 recommendations of its professional staff and requests the City Council to immediately fund, design, and implement this (SE 40th St./86th Ave. SE left turn lane) intersection safety improvement.
49	Arterial Street	There are only 3 primary arterials connecting EMW to ICW 40th 53rd and 68th. Both 40th and 68th have a controlled access via 4-way stop or signalization. What can be done about 53rd access to Southbound ICW? During peak hours turning north or south from 53rd can take in excess of 5 minutes. My suggestion I'm sure there are others is to add a left turn (or right turn) only lane from 53rd to at least reduce the wait time when there is an opening to merge an allow 2 cars to cross the northbound lane (one into center lane the other onto northbound) at a time.
50	Arterial Street	The Island Park PTA Executive Committee strongly urges the City Council to follow the 2014 recommendations of its professional staff and requests City Council to immediately fund, design, and implement the (SE 40th St./86th Ave. SE left turn lane) intersection safety improvement.

51	Pedestrian and Bicycle Project	Neighbors in Motion (NIM) has supported and advocated on behalf of MI cyclists and pedestrians to improve bicycle and pedestrian safety on MI. Worked with Cascade Bicycle Club to hold public meetings, conduct survey sent to 500 MI residents, and polled residents at Leap for Green about attitudes and priorities concerning transportation issues. Based on the results and their own experience, shared recommendations for changes needed to improve the safety, enjoyment and transportation efficiency on MI. The letter is four pages long and speaks about 1) Priority Improvements to the I-90 Bike and Pedestrian Trail, 2) A Dedicated North-South Bike and Pedestrian Trail Across the Island, and 3) Education/Signage and Continue Improvements to the Mercer Way Shoulders.
52	Other Transportation Project	The major threat to our current lifestyle on Mercer Island is light rail. It will not ease the transportation problems but will be much more expensive than buses. There is no evidence that light rail on the bridge will be safe. David Magaram M.D.
53	Arterial Street	I am writing to encourage the City to fund design and build the left turn lane from westbound SE 40th Street onto 86th Ave SE as soon as possible. With Northwood Elementary opening in August having parent drop off on 86th and buses loading via 40th many more vehicles will be making that turn every day. In the current configuration a single turning vehicle will stop all westbound traffic until there is a break in the cars coming east from Island Crest over the blind hill. Many of us living east of the high school block rely on 40th to reach Island Crest Way. 40th already backs up past Gallagher Hill Road regularly adding several minutes to westbound trips. With new school traffic residential construction and I-90 reconfiguration the use of 40th will only increase. In addition impatient drivers on 40th will be more likely to make rash decisions at the same time more kids will be crossing the street to reach the school and playgrounds adjacent to and after school hours.
54	Other Transportation Project	the park 'n ride should really allow at least half of it to be for ONLY MI residents. it's so unfair that if you aren't at the bus stop by 7:15am in the morning you can't park your car there because it's FULL... most of the drivers are coming from Issaquah and Bellevue and parking their cars there.
55	Arterial Street	The Boys and Girls Clubs of King County - Mercer Island Branch strongly supports the proposed improvement at the intersection of SE 40th St. and 86th Ave. SE including a left turn lane off westbound 40th to 86th. We believe this improvement is a critical step to improve the traffic flow and safety at the intersection. The alternatives...do not resolve the safety and traffic issues and, in some situations, create alternative issues that might be even more severe than the current situation. The Club urges the City Council to immediately fund and implement this safety improvement.
56	Pedestrian and Bicycle Project	First I would like to thank the city for improving bicycle infrastructure on Mercer Island. The more riders that are on the road the safer it is. I would like to encourage the city to continue to expand separate lanes for bikes where possible. These are the safest and most pleasant. Thank you!
57	Arterial Street	This comment addresses all of the above suggested comment categories and then some. This streets in the business district are overcrowded the majority of commuting and business hours. Specifically it often takes two cycles to get through one light controlled intersection. Then there is usually a minimum of one other such intersections that you need to transverse. I don't understand what the plan is to alleviate such traffic backups. Adding density to the area strikes me as a way to increase traffic. Does the city feel that choking vehicular traffic will force most cars off the road and on to mass transit or is an outcry by residents for a lovely parking structure the desired outcome. What steps are being planned to mitigate air pollution in the CBD? Cars traveling through on I90 often divert to our surface streets to bypass some of the interstates traffic backups. Is the city panning on addressing this behavior and the subsequent backup on the streets we live on and utilize for commuting. How are you going to deal with the increased congestion for a minimum of seven years while ST is spending a few billion dollars installing light rail? If 77th is reconfigured to add parking is there an alternative bikeway planned? Is there any effort to protect the quality of life of island residents. Most of us need to get off island on a regular basis. Often we have loads the mass transit can't or won't accommodate. When we try to take the bus and later the train how can islanders get on mass transit already full from riders who have filled said vehicle prior to stopping on the island?



58	Residential Street	Hello Thank you all for taking your free time to work on this project. We live at the corner of 86th and SE 44th St. with our family and are very concerned about the impact Northwood will have on traffic and moreover safety in the neighborhood. Currently the neighborhood is not pedestrian friendly and in my opinion dangerous to walkers young and old. While the City spends freely accommodating development in downtown it seems to have forgotten the basics in this neighborhood. Why are there no clearly defined CROSSWALKS around the library where kids from local schools go to learn. Yes there are no clearly defined crosswalks around one of the main buildings on the Island. And as you would expect if there are no crosswalks there are obviously almost no sidewalks. The City management has already chosen not to spend a very minimal amount of funds to paint lines on the street despite the number of cars from the high school boys and girls club admin offices and churches and buses driving down 86th. And it is dangerous on the streets in the area around the start and end of school. I've experienced and also watched at intersections around the area when cars whiz by without yielding to pedestrians at intersections. If there is not a crosswalk or stop sign most cars do not yield to pedestrians. So what can we expect as the traffic greatly expands with the new elementary school? Where is the plan to create a neighborhood where parents and kids can safely walk to school and reduce the impact on the environment? My guess is that we will be let down again as a City management rushes to accommodate growth but not the environment or safety.
59	Arterial Street	I live on 90th at 40th. Getting out of 90th onto 40th going west is difficult at peak times. Drivers rarely completely stop at top of Gallagher Hill this is constant flow of traffic not permitting me to merge until the line of cars up Gallagher subsides. My perception that there is heavy cut through traffic coming up Gallagher too as I have followed cars who go down to ICW and then get back on Frwy to Seattle! Let's think how to curb cut through traffic for sake of our neighborhoods. Also concerned about traffic flow and the new elementary school and my neighborhood. Concerned that it will become difficult to get out or get home at certain times unless they widen the streets substantially and add signals to accommodate the increased volume. Thanks for listening.
60	Residential Street	Two items of concern. 1. It is deeply concerning that all of the trenches that are created for the numerous private house building projects are not repaired to the road surface previous quality and often result in dangerous bumps and divits in the roadway. A typical example of this is on WMW by the Fleury Trail. 2. I am not impressed with the quality of the roads that have been replaced with chip seal surfacing (84th from 78th St to IMS). From a cost benefit perspective is the cheaper cost merely delaying more substantial road re-surfacing investment?
61	Arterial Street	I strongly support the proposed improvement at the intersection of 40th St. and 86th. Ave. including a left turn lane from 40th heading west onto 86th Ave. I believe that improving this intersection is critical to traffic flow and safety. With Northwood Elementary opening in August it is essential that these improvements occur as soon as possible.
62	Other Transportation Project	Petition for a speed bump or traffic control circle on 88th Ave. SE (the street running north & south between the Shorewood Apartments and the new elementary school on SE 40th). I would appreciate a response that it has been received and will be reviewed.

63	Pedestrian and Bicycle Project	<p>As a new mom on Mercer Island living on 40th Street, I've been unpleasantly surprised by the lack of safe sidewalks to take my babies out on. To get from my house to local parks involves working on main roads with no sidewalks and no lighting. Even when just on a dog walk without my babies at night, it was impossible to feel really safe walking in the dark with cars zooming past me and no physical barrier. A quick google search reveals some alarming stats around pedestrian safety. From this site, <a href="http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_trifold/">http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_trifold/</a>, we get that "Annually, around 4,500 pedestrians are killed in traffic crashes with motor vehicles in the United States.1 Pedestrians killed while "walking along the roadway" account for almost 8 percent of these deaths.2 Many of these tragedies are preventable. Providing walkways separated from the travel lanes could help to prevent up to 88 percent of these "walking along roadway crashes."" I get that statistically this gives us low likelihood for deaths on the island, but if we can save any of our island residents from injury or death, I can't understand why we wouldn't take simple safety measures that are considered common sense measures in most cities. The site also mentions, more convincingly, how sidewalks "Reduces numerous crash types including the following: Head on crashes (15%–75% reported reduction)8 Sideswipe crashes (15%–41%)8 Fixed object crashes (29%–49%)8 Pedestrian (walking along roadway) crashes (71%)8". These are such large numbers I don't really know how the city can responsibly ignore them. If the argument is that the streets that don't have sidewalks have cars going at slow speeds, even those slow speeds can be deadly- <a href="http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/factsheets/safety">http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/factsheets/safety</a> "Eighty percent of pedestrians struck by a car going 40 mph will die; at 30 mph the likelihood of death is 40 percent. At 20 mph, the fatality rate drops to just 5 percent." While many of the streets without sidewalks do have reasonable speed limits on them, the reckless drivers most likely to hit someone probably aren't likely to be following these limits too closely :) I understand that the main opposition point of view is that some people want Mercer Island to have a small village feel, and that they feel that sidewalks and lighting get in the way of this. I think that having our residents be safe has to be prioritized over the aesthetic preferences of some of the cities residents. A lot of people pushed back on seat belts when they first came out, but safety triumphed and I think it should here too. This issue is obviously very important to me :) Can one of you please let me know how next steps will be handled and how I can advocate for my case further? Apologies for the disorganized email, it's 1am and I'm due to be up soon with my twins. Just a tired worried mom hoping someone will make her babies safer in their home neighborhood!</p>
	Pedestrian and Bicycle Project	<p>Letter from Neighbors in Motion Mercer Island and petition signed by 137 individuals. Requests acceleration of support for bike and pedestrian solutions. Recommends build out of "backbone" biking and walking corridors including 1) priority improvements to the I-90 bike and pedestrian trail, 2) a dedicated north-south bike and pedestrian trail across the island, 3) connecting existing bike paths between SE 40th St. and 86th Ave. SE (the "40th Street Link", and 4) education/signage and continued improvements to the Mercer Way shoulders. (Letter attached to agenda bill)</p>

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## SIX-YEAR TRANSPORTATION PROGRAM

### Detail of Expenditures for 2017 - 2022

	PROJECTS	STATUS	COMMENTS	UTIL WORK	PRI	2017	2018	2019	2020	2021	2022
<b>A.</b>	<b>Residential Streets Preservation Program</b>										
1	Residential Street Resurfacing		Project includes hot mix overlays and seal coats	Water / Storm	High	563,648	789,107	897,609	579,993	989,614	639,443
	<b>Sub-total Residential Street Preservation Program</b>					<b>\$563,648</b>	<b>\$789,107</b>	<b>\$897,609</b>	<b>\$579,993</b>	<b>\$989,614</b>	<b>\$639,443</b>
<b>B.</b>	<b>Town Center Street Improvements</b>										
1	Town Center Streets - North	Modified	Deferred 1 year for cash flow					<del>505,880</del>	546,644		
2	Town Center Streets - South	Modified	Deferred 1 year for cash flow	Water / Storm				<del>469,650</del>	507,494		
	<b>Sub-total Town Center Street Reconstruction</b>					<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,054,138</b>	<b>\$0</b>	<b>\$0</b>
<b>C.</b>	<b>Arterial Streets Improvements</b>										
1	Arterial Preservation Program				High	70,000	70,000	70,000	70,000	70,000	70,000
2	Island Crest Way (3100 Block to SE 27th)					390,722					
3	Preservation - WMW (I-90 to Roanoke Way)					151,947					
4	North Mercer Way Rechannelization at 77th Ave SE	Modified	Add RRFB Crosswalk improvement			90,000					
5	SE 40th Street Corridor (E. of ICW)	Modified	Add Scope: Conc Curb 85th-88th; Conc S/W & Roadway Overlay 86th-88th			150,000	1,023,485				
6	SE 53rd Place (ICW to EMW)		Chip seal (no PBF improvement)				153,154				
7	East Mercer Way (SE 70th Pl. to WMW)		Chip seal				395,650				
8	East Mercer Way (SE 44th - 70th Pl.)	Modified	Two Phases. Includes approximately \$100K in PBF reinvestment					708,913		781,576	
9	SE 40th Street (76th Ave. to 78th)	New	New curb on North side and rebuild roadway					334,264			
10	SE 68th Street and SE 70th Pl. (ICW-EMW)								540,257		
11	Gallagher Hill Road (SE 36th to 40th)	New	Overlay. Will be done in conjunction with PBF project D6								558,480
	<b>Sub-total Arterial Street Improvements</b>					<b>\$852,669</b>	<b>\$1,642,289</b>	<b>\$1,113,177</b>	<b>\$610,257</b>	<b>\$851,576</b>	<b>\$628,480</b>
<b>D.</b>	<b>Pedestrian and Bicycle Facilities (PBF) - New Facilities</b>										
1	PBF Plan Implementation				Pol	45,000	45,000	45,000	45,000	45,000	45,000
2	Island Crest Way Crosswalk Enhancement - SE 32nd St.	Modified	Change back to Ped Signal from RRFB (Rectangular Rapid Flash Beacon)			350,000					
3	Aubrey Davis Park/I-90 Regional Trail Master Plan	New	Master Planning process (Trail portion only / Parks in CIP Fund)			200,000					
4	East Mercer Way Roadside Shoulders - Phase 10 -11	Modified	Phase 11 delayed for cash flow		Pol		309,114		<del>422,128</del>		465,400
5	Crosswalk Improvement (SE 36th and NMW)	New	RRFB. Refuge Island and Rechannelization					65,000			
6	Gallagher Hill Sidewalk Improvement (SE 36th to 40th)	New	Sidewalk Improvements. Will be done in conjunction with overlay project C11								466,615
	<b>Sub-total Pedestrian &amp; Bicycle (PBF) - New Facilities</b>					<b>\$595,000</b>	<b>\$354,114</b>	<b>\$110,000</b>	<b>\$45,000</b>	<b>\$45,000</b>	<b>\$977,016</b>
<b>D2</b>	<b>Pedestrian and Bicycle Facilities (PBF) - Unfunded</b>										
1	SRTS - Madrona Crest (86th Ave.-SE 36th to 39th) Ph 2	Modified	UNFUNDED until need for impvt is confirmed after Northwood opens				<del>340,000</del>	340,000			
2	SRTS - 92nd Ave SE (SE 40th to 41st)	New	UNFUNDED until need for impvt is confirmed after Northwood opens					200,000			
	<b>Sub-total Pedestrian &amp; Bicycle (PBF) - Unfunded</b>					<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>E.</b>	<b>Other Transportation Projects</b>										
1	Pavement Marking Replacement				High	72,929	76,577	80,406	84,426	88,647	93,080
2	ROW - Tree Maintenance				High	118,245	120,610	123,022	125,482	127,992	130,552
	<b>Sub-total Other Transportation Projects</b>					<b>\$191,175</b>	<b>\$197,186</b>	<b>\$203,427</b>	<b>\$209,907</b>	<b>\$216,638</b>	<b>\$223,630</b>
<b>F.</b>	<b>Other Transportation Activities and Management</b>										
1	Transportation Management Expenses		Staff/management costs not directly associated with construction projects		High	218,824	229,765	241,254	253,316	265,982	279,281
2	Transportation Manager/Engineer	Modified	Restored FTE starting in Oct. 2015 / GF Surplus to fund in 2015 and 2016			129,111	135,566	142,345	149,462	156,935	164,782
3	Metro Transit Shuttle Service		Council voted to add Metro Shuttle Service in Apr 2015 (AB5058)			80,000	80,000	80,000	80,000	80,000	80,000
4	DSG - Right of Way Inspections				High	31,265	32,828	34,469	36,193	38,003	39,903
5	Mobile Asset Data Collection and Technology Projects	Modified	Pavement Condition, Asphalt Thickness, Sign Inventory (3 yr cycle)			6,875		126,284			134,013
	<b>Sub-total Other Transportation Activities &amp; Management</b>					<b>\$466,075</b>	<b>\$478,160</b>	<b>\$624,352</b>	<b>\$518,971</b>	<b>\$540,920</b>	<b>\$697,979</b>
	<b>TOTAL PROJECT COSTS</b>					<b>\$2,668,566</b>	<b>\$3,460,856</b>	<b>\$2,948,565</b>	<b>\$3,018,267</b>	<b>\$2,643,748</b>	<b>\$3,166,548</b>

# SIX-YEAR TRANSPORTATION PROGRAM

## Street Fund Balance

2017 - 2022

RESOURCES	2017	2018	2019	2020	2021	2022
<b>Beginning Fund Balance</b>	\$ 1,575,731	\$ 1,250,848	\$ 332,993	\$ (21,572)	\$ (392,838)	\$ (334,586)
<b>Revenues</b>						
Real Estate Excise Tax	1,603,000	1,663,000	1,726,000	1,791,000	1,858,000	1,929,000
Fuel Tax	503,000	490,000	478,000	466,000	454,000	443,000
MI Transportation Benefit District	350,000	350,000	350,000	350,000	350,000	350,000
City of Seattle	40,000	40,000	40,000	40,000	40,000	40,000
<b>Total Revenues</b>	\$ 2,496,000	\$ 2,543,000	\$ 2,594,000	\$ 2,647,000	\$ 2,702,000	\$ 2,762,000
<b>Total Street Fund Resources</b>	\$ 4,071,731	\$ 3,793,848	\$ 2,926,993	\$ 2,625,428	\$ 2,309,162	\$ 2,427,414

EXPENDITURES	2017	2018	2019	2020	2021	2022
A. Residential Streets Preservation Program	\$563,648	\$789,107	\$897,609	\$579,993	\$989,614	\$639,443
B. Town Center Street Reconstruction	\$0	\$0	\$0	\$1,054,138	\$0	\$0
C. Arterial Street Improvements	\$852,669	\$1,642,289	\$1,113,177	\$610,257	\$851,576	\$628,480
D. Pedestrian & Bicycle Facilities - New Facilities	595,000	354,114	110,000	45,000	45,000	977,016
D2. Pedestrian & Bicycle Facilities - Unfunded	-	-	-	-	-	-
E. Other Transportation Projects	191,175	197,186	203,427	209,907	216,638	223,630
F. Other Transportation Activities and Management	466,075	478,160	624,352	518,971	540,920	697,979
<b>Total Expenditures</b>	\$ 2,668,566	\$ 3,460,856	\$ 2,948,565	\$ 3,018,267	\$ 2,643,748	\$ 3,166,548
<b>FUND RESERVES AND DESIGNATIONS</b>						
Working Capital Reserve	200,000					
<b>Ending Fund Balance</b>	\$ 1,250,848	\$ 332,993	\$ (21,572)	\$ (392,838)	\$ (334,586)	\$ (739,134)

UNFUNDED						
Safe Routes to School - Madrona Crest Phase 2			340,000			
Safe Routes to School - 92nd Ave			200,000			

PETITION SIGNED  
BY 137 INDIVIDUALS

**Neighbors in Motion**  
**Mercer Island**  
NeighborsinMotion.org

May 10, 2016

Anne Tonella-Howe  
Mercer Island Engineering Dept.

Re: 2017-2022 TIP Comments

Hello Anne,

This letter supplements our previous letter to the Traffic Engineering Department concerning the TIP Comment period. The original letter outlined a number of proposed bicycling and pedestrian improvements for the Island. After speaking with fellow cyclists, parents of school age children and other interested parties, we identify the following as the highest priority improvements. These items are addressed more in depth in our previous letter (attached).

- I-90 Trail Improvements
  - **Park & Ride Conflict** (bikes and pedestrian paths crossing at the bus stop)
  - **I-90 Conflict** (freeway traffic intersecting the I-90 Trail at the off ramp)
  - **Lighting Issue** (the lack of lighting along the I-90 Trail)
- A dedicated **North-South Route** connecting the two commercial districts and Island schools
- Completion of the **40th Street Link** to connect bicycle and pedestrian traffic adjacent to the North end schools.

We believe these are the highest priorities because they address serious safety issues for Islander pedestrians and cyclists. In addition, the **North South Route** and **40 Street Link** routes, would serve a wide group of Islanders who use the roads for commuting to the city center, travel to off Island destinations and to and from schools.

Neighbors in Motion looks forward to working with the City of Mercer Island to achieve these goals and implement these specific projects. We are happy to meet with City staff and council members on these issues and their solutions.

Respectfully,

**Neighbors in Motion, Mercer Island**

Jim Stanton, Kirk Griffin, Jeff Koontz,  
Robert Olson and Mark Clausen

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**Neighbors in Motion**  
**Mercer Island**  
NeighborsinMotion.org

May 10, 2016

Dear Mercer Island City Staff

Re: 2017-2022 TIP Comments

Background

For five years Neighbors in Motion (NIM), a group of Mercer Island residents, has supported and advocated on behalf of Mercer Island cyclists and pedestrians to improve bicycle and pedestrian safety on Mercer Island.<sup>1</sup> Working in cooperation with the Cascade Bicycle Club, NIM recently held public meetings, conducted a survey sent to 500 Mercer Island residents, and polled residents at Leap For Green about attitudes and priorities concerning transportation issues. Based on the results of these efforts and our own experience, we wish to share recommendations for changes needed to improve the safety, enjoyment and transportation efficiency on Mercer Island.

Future Growth

In the next several years bicycle traffic on and across Mercer Island will increase substantially due to continued population growth, new investments in non-motorized infrastructure, and other factors. Moreover, cross Island bicycle traffic will grow even faster resulting from:

- Increased automobile congestion and commute times on the I-90 floating bridge due to the closing of the express lanes in June 2017;
- Increased bicycle traffic and parking requirements to support the light rail station and potential bus turnaround on the Island;
- Increased investments in bicycle and pedestrian infrastructures in the Seattle and Eastside communities;
- Increased emphasis by area employers on alternatives to single-occupancy vehicle commuting to and from work;
- New commitments by the Seattle School District to teach bicycle education classes in its elementary and middle schools;

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<sup>1</sup> NIM wrote the Mercer Island Best Road Safety Practices (<http://www.mercergov.org/Page.asp?NavID=2225>) and regularly meets with City Engineering staff to discuss bike and pedestrian issues.

## Accelerating Action

Since 2000 the City has sponsored two pedestrian/bicycle plans<sup>2</sup> and the gradual build out of pedestrian and bicycle infrastructure. While we appreciate these efforts, we believe that for the reasons cited above the City must accelerate its support for bike and pedestrian solutions. A key pillar of the 2010 Plan is that we provide “safe and convenient connections among neighborhoods and key destinations,”<sup>3</sup> which requires the build out of “backbone” biking and walking corridors across and around the Island. In order to enhance transportation options and provide for the safety of our citizens, we recommend the following “backbone” projects be given the highest priority.

### **1. Priority Improvements to the I-90 Bike and Pedestrian Trail**

Even at current volumes the current I-90 Bike and Pedestrian trail is inadequate to ensure safety at all times. The expected growth in bicycle and pedestrian traffic will exacerbate these problems and risks. NIM recommends the following projects for inclusion in the TIP:

- **Bike, Pedestrian and Bus conflicts at the MI Park and Ride (“Park & Ride Conflict”)**. The I-90 Trail runs through an intensively used bus stop in front of the MI Park and Ride that has led to a number of near misses between cyclists and pedestrians. **Action:** NIM recently met with MI traffic engineer Anne Tonella-Howe and Seattle engineer Dongho Chang regarding the Park and Ride and discussed several options. We urge the city to include one of these options in the next year.
- **Bike, Pedestrian and Auto conflicts at SE 26<sup>th</sup> Street and North Mercer Way (“I-90 Conflict”)**. This intersection joins the I-90 Trail, North Mercer Way, the I-90 automobile exit, and Island Crest Way. Cars exiting I-90 are not required to stop in some directions, making this intersection dangerous and unpredictable. **Action:** At that same meeting with NIM, MI traffic engineer Anne Tonella-Howe, and Seattle engineer Dongho Chang, we discussed several options. We urge the city to include one of these options in the plan next year.
- **Lighting on the I-90 Trail between the Shorewood Apartments and the MI Park and Ride (“Lighting Issue”)**. The Trail is inadequately lit and narrow. This Trail section is frequently used by pedestrians with strollers, runners, pets and small children, making it dangerous for pedestrians to share with bikes during darkness. Some Shorewood residents have resorted to driving and parking at the MI Park and Ride, increasing the demand for parking space. **Action:** The installation of overhead or side lights along the I-90 Trail, perhaps on WSDOT power poles.
- **Bike Traffic Along North Mercer Way**. Cyclists traveling across Mercer Island either East or West have the option of taking the I-90 Trail or parts of North Mercer Way. Similar to East and West Mercer Way, there are sections of North Mercer Way that are narrow and lack shoulder space leading to the potential for conflict with cars. **Action:** Evaluate and add a bike lane for cyclist on

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<sup>2</sup> See City of Mercer Island Pedestrian and Bicycle Facilities Plan (2010) found at <http://www.mercergov.org/files/MI%20PBF%2007012010%20web.pdf>. Hereafter referred to as the “2010 Plan.” The 2010 Plan is an update of a similar plan completed in 1996.

<sup>3</sup> See 2010 Plan, Section 2 (Vision Goals and Policies), page 5.



this major East-West route. Doing so would lessen the pressure on the I-90 Trail, allowing it to be utilized more for pedestrians, and novice and family biking.

- **Bike Storage/Secure Parking at the MI Park and Ride.** Bike storage is currently insufficient to meet current demand (there is a waiting list) and there is no parking protected from weather or secure parking available to cyclists. **Action:** Dedicate additional storage lockers as well as covered and secure parking within or adjacent to the Park and Ride. **If the City is unable to fund this project, these improvements should be included in negotiations with Sound Transit.**
- **Signage.** There are many instances of inconsistent or poor signage on the Island. For example, we should have signs directing bicycles and pedestrians to City facilities, schools, and commercial areas, and our signs should be consistent with Seattle and Bellevue. We should also more liberally use “sharrows” on the bicycle corridors to provide notice to cars and bikes regarding the shared nature of the roadway. **Action:** Implement a consistent signage plan that coordinates with the rest of the region. Consider kiosk signage when entering the Island that identifies Mercer Island riding trails, preferred routes, Island facilities and commercial areas. Implement the use of sharrows along East, West and North Mercer Ways to alert traffic and bikes to each other.

## **2. A Dedicated North-South Bike and Pedestrian Trail Across the Island.**

While we are fortunate to have a dedicated East-West route in the I-90 Trail, we do not have a similar North-South Trail. We need this backbone in order to connect South end neighborhoods with Island schools, the City Center and off Island transportation networks.

- **A Complete North-South Route (“North-South Route”).** The 2010 Plan identifies options for completing a **North-South Route** on the Island, noting that Island Crest Way and 84<sup>th</sup> Ave. S.E. are “key” corridors that may be utilized. The City has partially implemented the plan for part of the route, marking the roadway with sharrows and signs beginning at 90<sup>th</sup> Ave. SE and running through neighborhoods to the North end/City Center. However, this route is poorly marked and does not extend South beyond Island Park School. Absent a direct, paved and safe trail running from the South End, the Island will not achieve its goals of connecting its neighborhoods, providing a safe, alternative transportation option for citizens and students. **Action:** Prioritize the development of a complete South-North bicycle and pedestrian trail that is optimized for directness and safety and efficiently ties together schools, parks, transportation facilities and commercial areas.<sup>4</sup> Priority projects include:
  - Mark bike lanes on 78<sup>th</sup> Avenue SE between SE 32<sup>nd</sup> Street and SE 40<sup>th</sup> to connect the City’s two existing bike lanes.
  - Pave the current dirt trail along the west side of Island Crest Way from Island Park School to the north end of Pioneer Park—and widen it if possible—to provide the ‘missing link’ of a north to south bike and pedestrian trail.
  - Pave the existing city trail that connects the paved portions of SE 62<sup>nd</sup>, from Island Crest Way about one block west (just south of the former Stevens property).

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<sup>4</sup> The 2010 Plan primarily discusses a route utilizing 84<sup>th</sup> Ave. SE with new trail to be added through Island Crest Park. See 2010 Plan, pages 39-40. An alternative plan would be dedicated (and ideally separated) bike trail along Island Crest Way either running the length of Island Crest to SE 40<sup>th</sup> Street or to the existing neighborhood route beginning on 90<sup>th</sup> Ave. SE.

- o Mark bike lanes on 84<sup>th</sup> Avenue between SE 62<sup>nd</sup> Street and Islander Middle School.

**3. Connecting Existing Bike Paths Between 40<sup>th</sup> Street and 86 Ave. SE (the “40<sup>th</sup> Street Link”).** The City has bike paths (dedicated bike lanes and sharrowed streets) running north and south on 86<sup>th</sup> Ave. SE and east and west on 40<sup>th</sup> street, presumably to serve the nearby elementary school at West Mercer, the new elementary school and the High School. However, these paths are not connected between 86<sup>th</sup> Ave. SE and 40<sup>th</sup> Street (across Island Crest) creating an unsafe zone for school children and other Island cyclists using these routes. To both extend a portion of the **North-South Route** and to safely serve Islander school children, these two bike paths should be linked.

#### **4. Education/Signage and continued improvements to the Mercer Way Shoulders.**

We appreciate all the work the City has done to improve the road shoulders along East and West Mercer Way. While the shoulders are shared by pedestrians, parked cars and bicycles, they provide opportunities for bicyclists move out of the way of passing cars. In particular, families cycling around the Island and novice riders benefit from the potential riding space offered by the shoulders. Priority projects to improve safety should include:

- Finish the build out of the Mercer Way Shoulders. **Action:** For the reasons cited above, we support building out of shoulders that completely circles Mercer Island, as a walking area for pedestrians and a buffer area for bicyclists.
- Review and revise the location of uphill shoulders. **Action:** On long uphill road sections, particularly on West Mercer Way south of 32<sup>nd</sup> Street, relocate shoulders to the uphill side to provide room for slow, uphill cyclists to move out of the way of passing cars.
- Improve signage, road markings and begin education. There are numerous examples of dangerous interactions between bicycles, cars and pedestrians along the Mercer Ways.<sup>5</sup> We should take steps to alleviate these issues through education and signage. The use of sharrows to indicate bike and car usage of the roadway; signage noting blind corners where cars may not pass; signage encouraging cars and bikes to watch for and yield to pedestrians in the shoulders; and signage or education campaigns encouraging cycling etiquette are all examples of important education that should occur.<sup>6</sup> **Action:** Evaluate bike, car and pedestrian conflicts on the Mercer Ways, and use of signs or education campaigns to address these issues.

In summary, we are encouraged by the City’s work to enhance bicycling and pedestrian opportunities for Mercer Island, but we believe that we need to accelerate our efforts to keep up with the population growth and the regional investments being made in bike and pedestrian infrastructure. In addition to being a wonderful place to ride and walk, Mercer Island is a gateway to our neighboring cities. Pedestrians and bicyclists will be traveling on and across our Island in increasing numbers. We need to plan and build for this future now or face transportation and safety issues for our citizens in the future.

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<sup>5</sup> To identify a few of the complaints: 1) bikes take too much of the road and hold up traffic; 2) cars dangerously pass on blind corners; 3) cars expect bikes must stay on shoulders; 4) pedestrian and bikes traveling in opposite directions in the shoulders.

<sup>6</sup> See the 2010 Plan pg. 40 (education), pg. 42 (parking on shoulders); pg. 54 (strategies to reduce conflict)

Neighbors in Motion looks forward to working with the City of Mercer Island to achieve these goals and implement these specific projects. We are happy to meet with City staff and council members on these issues and their solutions.

Respectfully,

**Neighbors in Motion, Mercer Island**

Jim Stanton, Kirk Griffin, Jeff Koontz,  
Robert Olson and Mark Clausen

# North/South Bike Route Recommendation

## North South Bike Route recommendation - NIM

Directions from 2700-2712 77th Ave SE, Mercer Island, WA 98040, USA to 8214 SE 72nd St, Mercer Island, WA 98040, USA

**B**  
8900-8904 SE 45th St, Mercer Island, WA 98040, USA

**A**  
2700-2712 77th Ave SE, Mercer Island, WA 98040, USA

**C**  
8899 SE 47th St, Mercer Island, WA 98040, USA

**D**  
5437 Island Crest Way, Mercer Island, WA 98040, USA

**E**  
8214 SE 72nd St, Mercer Island, WA 98040, USA

Directions from 7799 SE 27th St, Mercer Island, WA 98040, USA to 8900-8904 SE 45th St, Mercer Island, WA 98040, USA

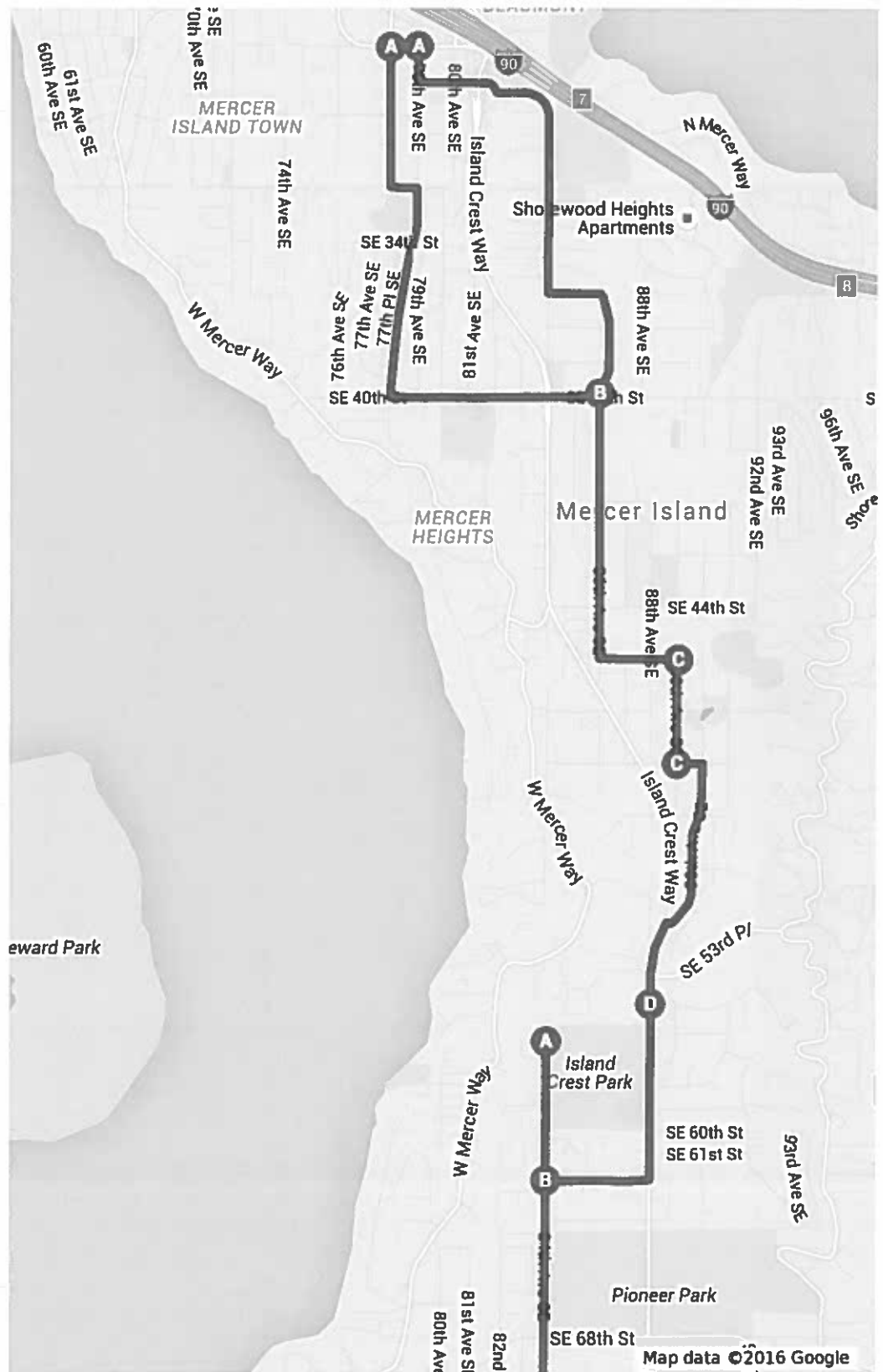
**A**  
7799 SE 27th St, Mercer Island, WA 98040, USA

**B**  
3931 86th Ave SE, Mercer Island, WA 98040, USA

**C**  
8900-8904 SE 45th St, Mercer Island, WA 98040, USA

Directions from 5635 84th Ave SE, Mercer Island, WA 98040, USA to 6124-6198 84th Ave SE, Mercer Island, WA 98040, USA

**A**  
5635 84th Ave SE, Mercer Island, WA 98040, USA



City Centre to IMS via Northwood and Island Park



6124-6198 84th Ave SE,  
Mercer Island, WA 98040, USA

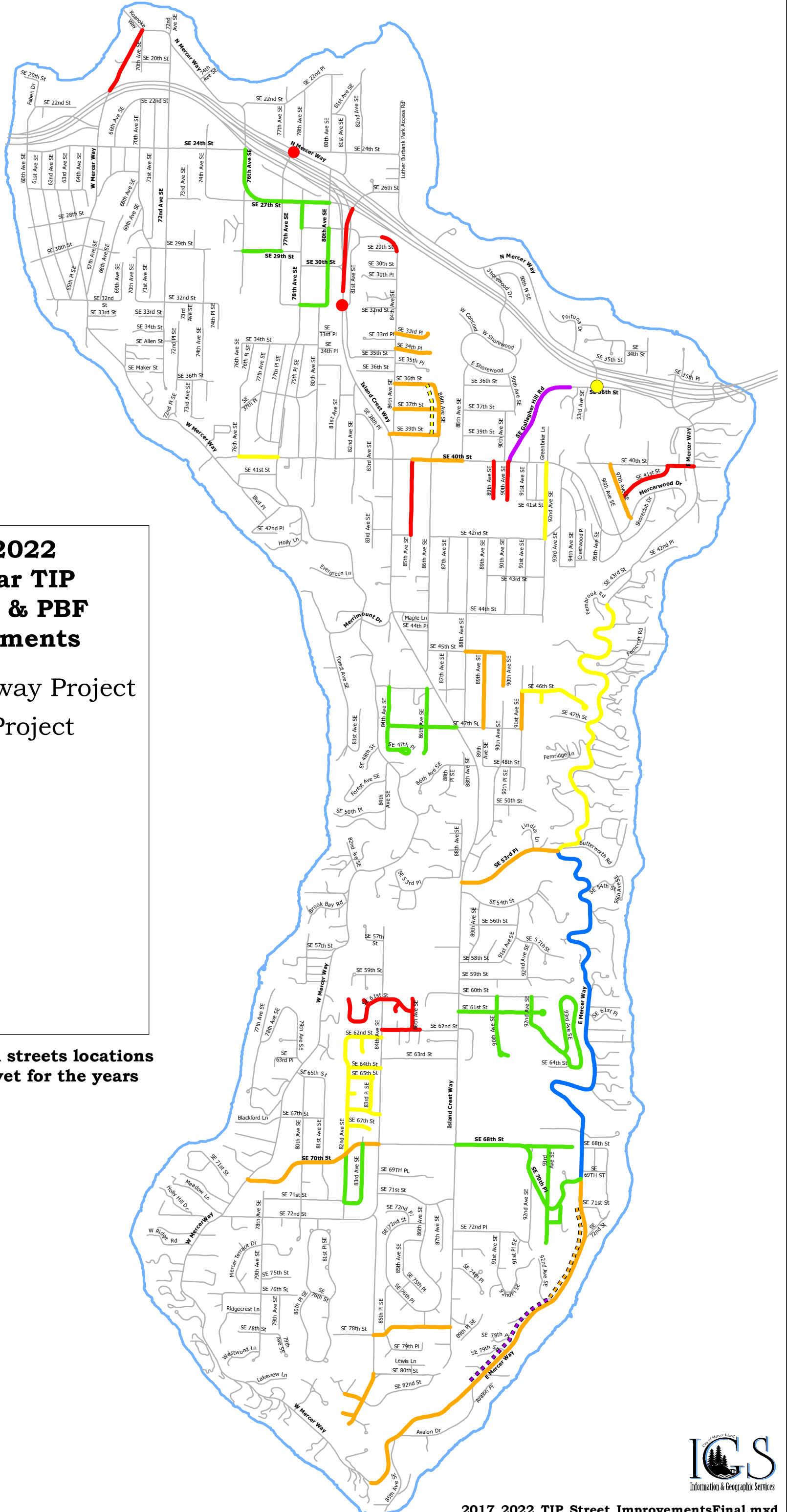
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# 2017-2022 Six - Year TIP Roadway & PBF Improvements

- Roadway Project
- - - PBF Project
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022

**Note: No Residential streets locations have been selected yet for the years 2021 and 2022**



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# SIX-YEAR TRANSPORTATION PROGRAM

## Project Descriptions

### (2017-2022)

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#### ***Residential Street Preservation Program***

Historically, this program has consisted of hot mix asphalt (HMA) overlays on an average of 1.5 miles of residential streets annually. Recently, the city has added chip sealing as another tool for street pavement preservation. To date, two chip seal projects have been performed, covering 2.2 miles of streets. The Residential Street Preservation Program also improves about one substandard street per year, as the need arises.

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 and is scheduled to be collected again in 2016. When PCI falls below a score of 70, staff begins to consider a roadway for some form of resurfacing. For roadways with a resurfacing need that also have pending utility work (storm drainage, new watermain, etc.), these roadways are typically scheduled for paving in the year following that major utility work. The timing and limits of residential street resurfacing work in future TIP's may change, as determined by updated pavement condition information.

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

- For 2017, 85<sup>th</sup>, 89<sup>th</sup>, and 90<sup>th</sup> Avenues lying south of SE 40<sup>th</sup> Street are scheduled to be repaved as well as SE 41<sup>st</sup> Street in the Mercerwood area (PCI's of "fair" and "failed"). These areas received new watermains in 2015 and 2016. Additionally, SE 61<sup>st</sup> Street from 82<sup>nd</sup> to 86<sup>th</sup> Avenues will be resurfaced (PCI's of "failed").
- For 2018, the Madrona Crest West neighborhood (SE 36<sup>th</sup>, SE 37<sup>th</sup>, SE 39<sup>th</sup>, 86<sup>th</sup> Ave) is planned for repaving following new watermain construction in 2016 and storm drainage work in 2017. SE 33<sup>rd</sup> Place and SE 34<sup>th</sup> Place will be repaved and several roadways around Ellis Pond are planned for chip sealing. Farther south, SE 78<sup>th</sup> (84<sup>th</sup> Ave to ICW) and 84<sup>th</sup> Ave (south of SE 80<sup>th</sup>) are planned for repaving and SE 70<sup>th</sup> Street will receive a chip seal.
- In 2019, the neighborhood bounded by 82<sup>nd</sup> Ave, 83<sup>rd</sup> Place, SE 62<sup>nd</sup>, and SE 70<sup>th</sup> Street is planned for repaving.
- In 2020, the neighborhood streets comprised of SE 61<sup>st</sup>/90<sup>th</sup> Ave/92<sup>nd</sup> Ave/93<sup>rd</sup> Ave/94<sup>th</sup> Ave east of Island Crest Way, and portions of 82<sup>nd</sup> and 83<sup>rd</sup> Avenues are planned for resurfacing. Current PCI's of these roads range from "fair" to "poor". This work may be a combination of HMA overlays and chip seals.
- No streets have been identified yet for 2021 or 2022 resurfacing work.



## ***Town Center Street Improvements***

- **Town Center Streets – North [B1]** installs hot mix overlays on several existing streets impacted by commercial development projects. Since 2004, multiple large scale development projects have required significant underground utility work within these roadways. Town Center streets will be resurfaced with HMA through a “grind and overlay” process at their current widths. No widening or revision to lane configurations is planned.

Streets are planned to be resurfaced in 2020 and include 76<sup>th</sup> Avenue (from SE 24<sup>th</sup> to SE 27<sup>th</sup> Streets), SE 27<sup>th</sup> Street (from 76<sup>th</sup> to 80<sup>th</sup> Avenues), and 78<sup>th</sup> Avenue (from SE 27<sup>th</sup> to SE 28<sup>th</sup> Streets) at an estimated cost of \$546,644. Staff has previously deferred this project due to stable PCI values, continued redevelopment projects, and the recent Town Center visioning process.

- **Town Center Streets – South [B2]** involves the repair and resurfacing of several roadways that were not part of the repaving work done during the 1994 and 1996 Town Center Street Improvement projects. These “south” streets, which have not been resurfaced since the mid 1980’s, include 80<sup>th</sup> Avenue (from SE 28<sup>th</sup> to SE 32<sup>nd</sup> Streets), SE 32<sup>nd</sup> Street (from 80<sup>th</sup> to 78<sup>th</sup> Avenues), and 29<sup>th</sup> Street (from 76<sup>th</sup> to 77<sup>th</sup> Avenues). The condition of these streets has remained relatively stable over the past decade. Resurfacing work for these streets may be a slurry seal treatment rather than a hot mix overlay. Additional project scope includes repair of existing sidewalks where needed, and upgrade of sidewalk ramps to meet current ADA requirements. This work is also proposed for 2020.

## ***Arterial Street Improvements***

- **Arterial Preservation Program [C1]** work continues annually. The purpose of this program is to extend the life of arterial streets proactively, through the repair of small pavement failure areas (approximately \$35,000 per year) and crack sealing (approximately \$35,000 per year). Crack sealing extends the life of existing pavements by sealing out water intrusion.
- **Island Crest Way from SE 27<sup>th</sup> Street to 3100 Block [C2]** emerged during the 2013 PCI rating project as a resurfacing need. This roadway was constructed by WSDOT between 1988 and 1991 as part of Interstate 90’s Island Crest Way freeway interchange improvement. The asphalt paving is now over 20 years old, is showing fatigue and age cracking, and has a PCI rating of “fair”. It was crack sealed in 2011 and 2014 and now needs a HMA overlay. Staff has scheduled it in 2017 at a cost of \$390,722.
- **Preservation Overlay of West Mercer Way from I-90 to Roanoke Way [C3]**. This project is also a result of the 2013 PCI data project. This road’s 2013 PCI rating was “poor”, which was a substantial drop from its 2009 condition rating. Staff has placed this street in 2017 as a HMA overlay at a cost of \$151,947.
- **North Mercer Way Rechannelization at 77<sup>th</sup> Ave SE [C4]**. This project, scheduled in 2017, will construct improvements for level of service (LOS) and an enhanced pedestrian crossing. A receiving lane on North Mercer Way for northbound left turning vehicles from 77<sup>th</sup> Avenue will be created through new pavement markings and channelization and a Rectangular Rapid

Flashing Beacon (RRFB) will be installed for the crossing of North Mercer Way. Project budget is \$90,000.

- **SE 40<sup>th</sup> Street Corridor, East of ICW [C5].** This project, proposed during the 2014 TIP update, will improve circulation and safety at the SE 40<sup>th</sup> and 86<sup>th</sup> Avenue traffic signal by installing dedicated left turn pockets, which will require some roadway widening on SE 40<sup>th</sup> Street. Additionally, the project will install concrete curbs from 85<sup>th</sup> to 88<sup>th</sup> Avenues, construct a new sidewalk on the north side from 86<sup>th</sup> to 88<sup>th</sup> Avenues, and repave SE 40<sup>th</sup> Street between 86<sup>th</sup> and 88<sup>th</sup> Avenues. Design work is planned to begin in 2017 at a budget of \$150,000 and construction is planned for 2018 at an estimated cost of \$1,023,485.
- **SE 53<sup>rd</sup> Place from Island Crest Way to East Mercer Way [C6]** is proposed for a chip seal in 2018 at an estimated cost of \$153,154. This roadway, last resurfaced in 1989, is showing pavement distresses and some patching has been performed. Its PCI rating is “fair”. This project was previously scoped as an HMA overlay, but staff recommended changing to chip seal in an effort to reduce costs within the TIP. Additionally, PBF improvements previously scoped in conjunction of the overlay project were deleted during the 2014 TIP update.
- **East Mercer Way Resurfacing from 4400 block to West Mercer Way [C7 and C8]** is proposed for 2018 and 2019. Last repaved in 1992, East Mercer Way is showing pavement fatigue and advanced wear. Patching and crack sealing has been done in recent years and additional sealing and patching is planned for 2016 and 2017. Pavement segments within these limits range from “satisfactory” to “fair”. The scope of this project includes a chip seal from SE 70<sup>th</sup> Place to WMW in 2018 at a cost of \$395,650, a HMA overlay from the 4400 block to SE 53<sup>rd</sup> Place in 2019 at a cost of \$708,913, and a HMA overlay from SE 53<sup>rd</sup> Place to SE 70<sup>th</sup> Place in 2021 at a cost of \$781,576. These projects will also resurface the adjacent paved shoulder areas. Staff changed the southern portion of this area to chip seal to reduce costs within the TIP.
- **SE 40<sup>th</sup> Street (76<sup>th</sup> to 78<sup>th</sup> Avenues) [C9].** This portion of SE 40<sup>th</sup> would have been rebuilt in 2015 with the other SE 40<sup>th</sup> improvements from 78<sup>th</sup> Ave to Island Crest Way; however, staff learned of three new home projects set for construction in 2015 and 2016, so work on this section of SE 40<sup>th</sup> was postponed. This proposed project will rebuild the failing asphalt pavement structure (PCI rating of “poor”) as well as replace concrete curbs on one side. The work is planned for 2019 at a budget of \$334,264.
- **SE 68<sup>th</sup> Street and SE 70<sup>th</sup> Place from Island Crest Way to East Mercer Way [C10]** is an emerging need that was added to the TIP in 2013 as a resurfacing project. The pavement on SE 68<sup>th</sup> Street is older than 1985 and SE 70<sup>th</sup> Place was last resurfaced in 2001. Pavement cracking on SE 70<sup>th</sup> Place was sealed in 2011 and will be sealed again in 2016. This project has been scheduled for 2020 at a cost of \$540,257. The timing of this project may be changed in future TIP’s, depending upon changes in pavement condition. It is currently rated as “satisfactory”; however, staff believes its rating will decline in the 2016 PCI data collection process.
- **Gallagher Hill Road [C11]** is a newly proposed project to resurface this roadway with a HMA overlay in 2022. Last repaved in 1988, Gallagher Hill Road’s 2013 PCI rating is “fair”, and staff believes that by 2021, its rating will fall to “poor”. The estimated cost of this repaving project is \$558,480. As with SE 68<sup>th</sup> and SE 70<sup>th</sup> Place [C10], the timing of this project may change based upon 2016 PCI data.

## ***Pedestrian and Bicycle Facilities – New Facilities***

- **PBF Plan Implementation [D1]** is recommended to continue to be funded at \$45,000 per year. Specific projects for this program have not yet been identified or prioritized for construction in 2017-2022. Staff proposes to focus on continuing the conversion of arterial street striping from raised pavement markers to painted fog lines (along areas of paved shoulder being used by bicyclists). Other projects for consideration include: implementation of signage and pavement markings to support sharing of the road by all users and completion of missing links in sidewalk or trails to fill gaps in the PBF system.
- **Island Crest Way Crosswalk Enhancement – SE 32<sup>nd</sup> St [D2]** will upgrade this existing crossing by adding a Pedestrian Signal to the crossing, similar to those installed at SE 42<sup>nd</sup> St and at SE 47<sup>th</sup> St on Island Crest Way. This project was originally scoped as a pedestrian signal in 2014-2019 TIP, then downgraded to an RRFB in the 2015-2020 TIP as a cost savings measure. Staff have since completed guidelines for the installation of RRFB's and established that streets with traffic volumes greater than 17,000 vehicles per day is not a preferred location for an RRFB and that a Pedestrian Signal is the better, more appropriate application. This area of Island Crest Way is five lanes wide and has among the highest traffic volumes on the Island. A pedestrian signal at this location will enhance the crossing and improve accessibility and circulation of pedestrians travelling to and from the Town Center. The design for this project is complete. The estimated cost of construction in 2017 is \$350,000.
- **Aubrey Davis Park/I-90 Regional Trail Master Plan [D3]** is a joint master planning effort with the Parks & Recreation Department to develop a guiding document for future priorities and site improvements along this regional park trail to meet the needs of the many user groups. The street contribution to this planning effort in 2017 is \$200,000.
- **East Mercer Way Roadside Shoulders [D4]** have been under construction in phases since 2004. A Roadside Shoulder Development Program was established in 2002 to construct new paved shoulders along the Mercer Ways for pedestrian and bicycle use (constructed independently from roadway improvement projects). Council has continued to approve and fund additional projects along East Mercer Way, which to date total 3.5 miles of paved roadside shoulder (73% of its 4.8 mile length). Each new phase of construction builds between 2000 and 2500 linear feet of new paved shoulder. Additional phases of work are planned along East Mercer Way that will extend the asphalt shoulder south from its current ending point:
  1. Phase 10 (2018) - from SE 71<sup>st</sup> Street to possibly reach the 7600 block, at a budget of \$309,114.
  2. Phase 11 (2022) - from the end of Phase 10 to possibly reach Avalon Drive, at a budget of \$465,400. This phase has been moved from 2020.
- **Crosswalk Improvement (SE 36<sup>th</sup> and North Mercer Way) [D5]** is a new project proposed for 2019 to construct a pedestrian crossing including a refuge island, channelization, ADA improvements and an RRFB at the intersection to establish a crossing between the residential and commercial on the south side of SE 36<sup>th</sup> St and the I-90 trail system on the north side. The estimated cost of this project is \$65,000.

- **Gallagher Hill Road Sidewalk [D6]** is a new project proposed for 2022 to build concrete curb and gutter and sidewalk along the east side of the roadway. This project is budgeted at \$466,615 and will be constructed in conjunction with the resurfacing of Gallagher Hill Road [C11].

### ***Pedestrian and Bicycle Facilities – Unfunded Facilities***

- **Safe Routes – Madrona Crest (86<sup>th</sup> Ave) Sidewalk** phase 2 work is penciled in for 2019 at an estimated cost of \$340,000. This will give staff time to evaluate walking patterns through the neighborhood to determine if this future phase is necessary. Phase 1, being constructed in 2016, will provide new curb, gutter and sidewalk on the east side of 86<sup>th</sup> Avenue between SE 40<sup>th</sup> and SE 39<sup>th</sup> Streets as a ‘safe walk route’ to the new Northwood Elementary School.
- **Safe Routes – 92<sup>nd</sup> Ave SE (SE 40<sup>th</sup> to SE 41<sup>st</sup>)** is penciled in for 2019 at an estimated cost of \$200,000. This project proposes to install curb, gutter and sidewalk along the west side of 92<sup>nd</sup> Avenue to provide a ‘safe walk route’ for Northwood Elementary, the High School and a bus stop location for the Middle School. This project will complete a missing link on 92<sup>nd</sup> Avenue matching to the sidewalk the School District constructed in 2015 along the High School frontage from SE 42<sup>nd</sup> to SE 41<sup>st</sup> Streets.

### ***Other Transportation Projects/Activities***

- **Pavement Marking Replacement [E1].** Funding for this annual program was increased slightly beginning in 2015. The progressive shift to painted fog lines (white edge lines) along the Mercer Way shoulders and other Island streets, as well as increased amounts of thermoplastic markings, has increased the quantity of pavement markings needing to be replaced each year. This program’s purpose is to maintain existing pavement markings by replacing them as they wear out or become damaged.
- **ROW Tree Maintenance [E2].** Mercer Island has 275 acres of public Right of Way (ROW) – an area comparable to the number of acres of open space on the Island. The ROW makes up about 19% of the Island’s total land mass and provides 14% of its tree canopy. This program continues to support a variety of activities, including the evaluation and removal of hazard trees, oversight of PSE’s line-clearing work, the removal of invasive plants such as ivy and noxious weeds, the removal and replacement of trees in conjunction with construction projects in the ROW, and the enforcement of elements of the Tree Ordinance such as view pruning requests that impact the ROW.
- **Metro Transit Shuttle Service [F3]** is an ongoing service to co-fund the Metro shuttle connecting the Mercer Island community with downtown Seattle via Seattle’s First Hill. Council approved this service and authorized the funding enhancement on April 20, 2015 (AB 5058).
- **Mobile Asset Data Collection [F5]** projects will continue to update and improve the City’s pavement condition index database. Staff plans to collect pavement condition data every three years. This pavement data will aid staff in determining which streets are deteriorating most rapidly, which streets are conducive to less expensive preservation techniques such as chip sealing, and which streets are trending towards more costly rehabilitation.



# CITY COUNCIL PLANNING SCHEDULE

All meetings are held in the City Hall Council Chambers unless otherwise noted.  
 Special Meetings and Study Sessions begin at 6:00 pm. Regular Meetings begin at 7:00 pm.  
 Items listed for each meeting are not in any particular order.

<b>JUNE 6 – 6:00 PM</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Executive Session (6:00-7:00 pm)</i>	To discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 50 minutes	50
<i>Consent Calendar</i>	Arts Council Annual Report & Work Plan – A. Britton	--
<i>Consent Calendar</i>	Mercer Island Youth and Family Services Foundation Donation to Fund Thrift Shop Staffing Pilot Project – C. Goodwin	--
<i>Consent Calendar</i>	2016 Summer Celebration Fireworks Permit Approval – S. Heitman	--
<i>Consent Calendar</i>	2016 Fireworks Sales Permit Approval – S. Heitman	--
<i>Regular Business</i>	Town Center Vision and Development Code Update (2nd Reading) – S. Greenberg	45
<i>Regular Business</i>	Periodic Comprehensive Plan Update (2nd Reading) – S. Greenberg	15
<i>Public Hearing</i>	Public Hearing: Council Preview of 2017-2022 Transportation Improvement Program – P. Yamashita	120

<b>JUNE 11 (SATURDAY)</b>		
	<b>Mini-Planning Session (MICEC)</b>	

<b>JUNE 20 – 6:30 PM</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Executive Session (6:30-7:00pm)</i>	To discuss with legal counsel pending or potential litigation pursuant to RCW 42.30.110(1)(i) for 30 minutes	30
<i>Consent Calendar</i>	Island Crest Way Resurfacing Phase 2 Bid Award – C. Morris	
<i>Consent Calendar</i>	Calkins Landing Stormwater and Park Improvements Project Closeout – A. Sommargren	--
<i>Regular Business</i>	School Bus Cameras ILA & Ordinance (1st Reading) – C. Schuck & D. Jokinen	20
<i>Regular Business</i>	Preview of Preliminary 2017-2022 Capital Improvement Program – C. Corder & F. Lake	90
<i>Regular Business</i>	2015 General Fund & REET Surplus Disposition – C. Corder	30
<i>Regular Business</i>	DSG Fee Resolution – K. Taylor	30
<i>Regular Business</i>	Six Year Sustainability Plan – R. Freeman	30

<b>JULY 5 (TUESDAY) – 6:00 PM</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Regular Business</i>	School Bus Cameras ILA & Ordinance (2 <sup>nd</sup> Reading) – C. Schuck	15
<i>Regular Business</i>	Adoption of the 2017-2022 Transportation Improvement Program – P. Yamashita	30
<i>Regular Business</i>	Planning Commission Rules of Procedure – S. Greenberg	30

**JULY 19 (TUESDAY) – 6:00 PM**

Item Type	Topic/Presenter	Time
<i>Study Session</i>	Fire Sprinkler Requirements for 1 & 2 Family Dwellings – S. Heitman	60
<i>Regular Business</i>	CenturyLink Cable Franchise (1st Reading) – K. Sand	45
<i>Regular Business</i>	Title 19 Code Amendments to Add Comprehensive Plan Amendment Process (1 <sup>st</sup> Reading) – S. Greenberg	45

**AUGUST 1**

Item Type	Topic/Presenter	Time
<i>Special Business</i>	Women’s Equality Day Proclamation	5
<i>Regular Business</i>	CenturyLink Cable Franchise (2nd Reading) – K. Sand	15
<i>Regular Business</i>	Water System Plan Update – J. Kintner	30
<i>Regular Business</i>	2015 Mercer Island Report Card – C. Corder	60
<i>Regular Business</i>	Title 19 Code Amendments to Add Comprehensive Plan Amendment Process (2nd Reading) – S. Greenberg	30

**AUGUST 15**

Item Type	Topic/Presenter	Time
	<i>Potentially canceled</i>	

**SEPTEMBER 6 (TUESDAY)**

Item Type	Topic/Presenter	Time
<i>Regular Business</i>	2 <sup>nd</sup> Quarter 2016 Financial Status Report & Budget Adjustments – C. Corder	45

**SEPTEMBER 19 – 6:00 PM**

Item Type	Topic/Presenter	Time
<i>Study Session</i>	Residential Development Standards – S. Greenberg	60
<i>Regular Business</i>	Title 10 Code Amendments and Comprehensive Plan Amendment for National Pollutant Discharge Elimination System (NPDES) Update (1 <sup>st</sup> Reading) – P. Yamashita	60

**OCTOBER 3 – 6:00 PM**

Item Type	Topic/Presenter	Time
<i>Study Session</i>	Emergency Management & Communities That Care/Healthy Youth Initiative Updates – J. Franklin & C. Goodwin	60
<i>Regular Business</i>	2017-2018 Preliminary Budget Presentation & Distribution – C. Corder	60
<i>Regular Business</i>	Title 10 Code Amendments and Comprehensive Plan Amendment for National Pollutant Discharge Elimination System (NPDES) Update (2 <sup>nd</sup> Reading) – P. Yamashita	30

**OCTOBER 17 – 6:00 PM**

Item Type	Topic/Presenter	Time
<i>Regular Business</i>	2017-2018 Preliminary Budget: Operating Budget Review – C Corder	180

**NOVEMBER 7 – 6:00 PM**

Item Type	Topic/Presenter	Time
<i>Regular Business</i>	2017-2018 Preliminary Budget: Capital Improvement Program Review – C. Corder	180

**NOVEMBER 21**

Item Type	Topic/Presenter	Time
<i>Regular Business</i>	2017-2018 Preliminary Budget: Finalize Changes to Budget, Pass 2017 NORCOM Budget Resolution, Pass 2017 Utility Rate Resolutions, and Adopt 2017 Property Tax Levy Ordinances – C. Corder	90
<i>Regular Business</i>	Residential Development Standards (1 <sup>st</sup> Reading) – S. Greenberg	60

**DECEMBER 5**

Item Type	Topic/Presenter	Time
<i>Regular Business</i>	3 <sup>rd</sup> Quarter 2016 Financial Status Report & Budget Adjustments – C. Corder	30
<i>Regular Business</i>	General Sewer Plan Update – J. Kintner	30
<i>Regular Business</i>	2017-2018 Final Budget Adoption – C. Corder	15
<i>Regular Business</i>	Residential Development Standards (2 <sup>nd</sup> Reading) – S. Greenberg	60
<i>Regular Business</i>	2017 Legislative Agenda – K. Taylor	20

**DECEMBER 19**

Item Type	Topic/Presenter	Time
	<i>Potentially Canceled</i>	

**OTHER ITEMS TO BE SCHEDULED:**

- I-90 Loss of Mobility Negotiations (Q2) – S. Lancaster
- Light Rail Station Design Oversight (Q2) – K. Taylor
- Mercer Island Center for the Arts (MICA) (Q2) – K. Sand
- Interlocal Agreement for Counseling Services (Q3) – C. Goodwin
- City Manager Recruitment (Q4) – K. Segle
- King County Sewer Project (Q4) – J. Kintner
- MICEC Master Plan (Q4) – B. Fletcher
- Planning Commission 2017 Work Plan (Q4) – S. Greenberg
- PSE Electric Franchise (Q4) – K. Sand
- Zayo Telecom Franchise (Q4) – K. Sand
- Code Amendments Regarding Fireworks Sales Permit Approval (MICC 8.35.020) (2<sup>nd</sup> Reading) – S. Heitman

**COUNCILMEMBER ABSENCES:**

- Bertlin: June 6 & July 19
- Wisenteiner: July 19



# Memorandum

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## *Mayor Bruce Bassett*

**TO:** Councilmembers Dan Grausz, Jeff Sanderson, Wendy Weiker, David Wisenteiner, Benson Wong, and Deputy Mayor Debbie Bertlin

**FROM:** Mayor Bruce Bassett

**DATE:** May 27, 2016

**RE:** 2016 Boards and Commissions Appointments

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Attached are the 2016 appointments to the City's Boards and Commissions, submitted to you for confirmation. These appointments fill most of the vacancies and terms expiring.

The good news is we continue to have a large pool of interested and talented citizens anxious to serve our community. The bad news is we cannot appoint everyone. Accordingly, some will be disappointed. However, we should urge all to reapply in the future, as we need a steady flow of new talent each year.

While our goal was to fill every position, there are four positions that will remain vacant as we do further recruitment.

I recommend this strong group of talented and diverse citizens to you for confirmation.

Copies of the applications are on file in the City Clerk's Office.



## 2016 Boards and Commissions Appointments

BOARD OR COMMISSION	POS	CURRENT MEMBER	MAYOR APPOINTMENT	NEW TERM
Arts Council	4	Rene Stratton	Rene Stratton	2020
	5	Paulette Bufano	Amy Barnes	2020
Community Services Board (Adult)	5	Linda Paddor	Linda Paddor	2019
	6	Jon Hanlon	Kerra Melvin	2019
	8	Stephanie Parmenter	Stephanie Parmenter	2019
Community Services Board (Youth)		Cole Comstock (2018)	Cole Comstock (2018)	2018
		Zack Gottesman (2018)	Zack Gottesman (2018)	2018
		Jessica Waller (2018)	Jessica Waller (2018)	2018
		Allison Bunker (2018)	Allison Bunker (2018)	2018
		Brandon Wong (2019)	Brandon Wong (2019)	2018
		Auden Finch (2020)	Auden Finch (2020)	2018
Design Commission	3	Tami Szerlip	Tami Szerlip	2020
	4	Daniel Hubbell	Anthony Perez	2020
Library Board	1	Bryan Cairns	Richard Winslow	2016
Open Space Trust	1	Aric Weiker	Craig Olson	2020
	6	Tina Lanzinger	Thomas Hildebrandt	2020
Planning Commission	3	Craig Olson	Daniel Hubbell	2020
	4	Jon Friedman	Lucia Pirzio-Biroli	2020
Utility Board	1	William Pokorny	William Pokorny	2020
	2	Kwan Wong	Kwan Wong	2020