



# CITY OF MERCER ISLAND

## CITY COUNCIL MEETING AGENDA

Monday  
May 4, 2015  
6:00 PM

**Mayor Bruce Bassett**

**Deputy Mayor Dan Grausz**

**Councilmembers Debbie Bertlin, Jane Brahm,  
Mike Cero, Joel Wachs, 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

### STUDY SESSION, 6:00 PM

- (1) AB 5064 Cross-Connection Control Program Update

### CALL TO ORDER & ROLL CALL, 7:00 PM

#### SPECIAL BUSINESS

Staff Recognition

- (2) Safe Boating Week Proclamation  
Blue Planet Recycling Award

#### APPEARANCES

#### MINUTES

- (3) Regular Meeting Minutes of March 16, 2015  
Regular Meeting Minutes of April 20, 2015

#### CONSENT CALENDAR

- (4) Payables: \$1,297,857.68 (04/23/15) & \$287,258.00 (04/30/15)  
Payroll: \$755,384.27 (05/01/15)
- (5) AB 5061 1% for the Arts Funding Approval for Sculpture Purchase

#### REGULAR BUSINESS

- (6) AB 5068 Update on Sound Transit Bus Intercept Proposal and Commuter Parking
- (7) AB 5067 2015 Periodic Comprehensive Plan Update (1st Reading)

#### OTHER BUSINESS

Councilmember Absences  
Planning Schedule  
Board Appointments  
Councilmember Reports

#### EXECUTIVE SESSION

To discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency pursuant to RCW 42.30.110(1)(i)

#### ADJOURNMENT



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

**AB 5064  
May 4, 2015  
Study Session**

**CROSS CONNECTION CONTROL PROGRAM  
UPDATE**

**Proposed Council Action:**  
Receive report.

**DEPARTMENT OF** Finance (Francie Lake) and City Attorney (Christina Schuck)

**COUNCIL LIAISON** n/a

- EXHIBITS**
1. WAC 246-290-490 Table 9
  2. Map of Lakefront Properties
  3. Map of Commercial Properties
  4. Letter to All Island Residents

**APPROVED BY CITY MANAGER**

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

**SUMMARY**

Following the boil water advisory event in fall 2014, City staff has been working to update elements of the City’s Cross Connection Control Program. On Monday night, staff will present an overview of the City’s current cross connection control program and introduce next steps in the update process.

**CROSS CONNECTION CONTROL FUNDAMENTALS**

A cross connection is any physical connection between a drinking water system and any other non-potable substance (liquid, solid, or gas). It can be a permanent connection (such as an irrigation system or fire sprinkler system) or a temporary connection (such as a hose in a bucket). An unprotected cross connection can lead to contamination of the City’s drinking water.

Backflow occurs when water or other substances flow in the opposite direction than intended allowing contaminants to enter the public water system or the plumbing of a home, business, or other building. There are two types of backflow: backsiphonage and backpressure. Backsiphonage may occur when water demand exceeds what the system can provide, resulting in lower water pressures in the supply line. For example, during a fire event where more water is drawn than the main or pumps can provide, water can be “sucked” from neighboring homes or businesses which do not have backflow prevention devices.

Backpressure can occur when the potable water supply is connected to another system operated at a higher pressure. Some devices which can create this situation include booster pumps, pressure vessels, and elevated plumbing. A backflow incident involving backsiphonage or backpressure may cause injury, illness or death.

To protect our drinking water, state law requires public water systems to develop and implement Cross Connection Control Programs (CCCP). A CCCP requires specified water system customers to install backflow prevention assemblies. Backflow preventers are mechanical devices installed on water service lines (or at plumbing fixtures such as irrigation systems, fire sprinkler systems, and boilers) to prevent backflow of contaminants into drinking water through cross connections. Two pictures of backflow prevention devices located at Mercer Island properties follow. Backflow preventers must be tested by a certified backflow assembly tester at the time of installation and annually thereafter.



DCVA – Double check valve assembly



RPBA – Reduced pressure backflow assembly

Where a high health cross connection hazard exists additional protection in the form of premises isolation is required. Examples of high health hazards are provided later in this report. Premises isolation is achieved by installing a higher level backflow prevention device (ex: RPBA shown above) on the customer's property close to the meter, preventing a backflow from anywhere on the property into the public water system.

## **BACKGROUND**

The City of Mercer Island has had a Cross Connection Control Program for close to 30 years. In accordance with WAC 246-290-490, the City passed Ordinance A-38 in June 1985. This ordinance declares cross connections to the City's water system which endanger water quality to be unlawful, requires backflow prevention devices in certain cases and adopts state standards for water supply and cross connection regulations. The ordinance also requires annual testing of installed backflow devices.

In 1992, a postcard survey was sent to all Island residents to identify customers owning one of 10 items potentially requiring backflow devices, such as irrigation systems, fire sprinkler systems, hot tubs, swimming pools and dock hose connections. The City used this survey data to develop a database to start tracking backflow devices. Through follow-up contacts and education, customers were encouraged to install backflow prevention devices where needed.

In early 2001, coordination of the CCCP moved from the Development Services Department (Permits) to the Finance Department (Meter Reader). In conjunction with reading meters, the presence of irrigation systems was noted and compared to backflow prevention devices already identified in the device tracking database. Staff followed-up with customers who were not already in the CCCP database. At the same time (2001), the Meter Reader position was reclassified to be the Water Services and Cross Connection Control Specialist, dedicating 20% of the position's time to the CCCP. By comparison, other similarly sized utilities have a full-time position devoted to the CCCP.

In 2004, the City purchased an “off the shelf” backflow prevention device tracking system, to track the growing number of backflow devices. The system is still used today to send reminder letters to customers for annual testing of their devices and to track the results of annual testing. The system also generates required annual reports to the Department of Health (DOH).

## **THE CITY’S CURRENT PROGRAM**

The City is working to regulate cross connections and prevent backflow events in three ways: (1) making sure plumbing and other piping is installed properly in conjunction with permitted new construction; (2) working with homeowners and businesses to get approved backflow prevention devices installed on water lines where hazardous cross connections exist or are likely to occur; and (3) working to insure annual testing is completed on installed backflow prevention devices.

Residents with active plumbing or water supply related permits receive information alerting them to backflow prevention assembly requirements. The ideal time to install a device is at the time a water service line is put in during construction. Newly installed backflow devices are required to be tested by a certified backflow assembly tester and inspected by City staff before the permit receives final approval.

It is an ongoing challenge to identify changes to property which require installation of an approved backflow prevention device. Staff is usually able to identify newly installed irrigation systems as meters are read. Other newly installed systems or devices which are connected to the City’s water system may go unnoticed. One way to assess the need for backflow prevention devices is through periodic surveys. Another way is to educate customers about the importance of backflow prevention devices and the need to register those devices with the City.

The annual testing program for backflow prevention devices is administered by the City’s Utility Billing Team. Currently 4,614 backflow prevention devices (at 3,257 sites) are tracked and require annual testing. To give some perspective, the water utility has 7,418 customers. An annual letter is sent to customers to remind them to have their backflow prevention devices tested. Letters are timed to arrive before irrigation systems are turned on in spring. If the testing deadline is not met, a reminder (second) letter is sent to those who have not yet reported test results.

During the boil water advisory, the City worked quickly to get a (third) letter out to the 370 customers identified as having untested backflow prevention devices at the time of the event. Many responded quickly. In addition, by making follow-up phone calls, the list of untested backflow devices was reduced from 370 to 69 (or 1.5% of the tracked devices). DOH wants 100% compliance with annual testing. City staff will need to use enforcement tools (including fines and shutting off customer’s water, if necessary) to achieve full compliance on annual testing in the future.

## **RESPONSE TO BOIL WATER ADVISORY**

Although the cause of the contamination of the City’s water system last fall is unknown, an unprotected cross-connection is one possibility. Following the boil water advisory, one of five after action items from the DOH was: *“Need survey of customers with unprotected high hazard risks (e.g. irrigation systems drawing from Lake Washington) and install appropriate backflow prevention devices. Need timeline and report to DOH.”*

The Washington Administrative Code 246-290-490, Table 9 identifies severe and high health cross connection hazard premises which require premises isolation. A copy of Table 9 is included as Exhibit 1. Of particular note, Table 9 classifies premises with an unapproved auxiliary water supply (ex: irrigating with lake, stream or reclaimed water inter-connected with the City’s water system) and piers and docks as high risk. Lakefront properties, which have not been fully reviewed by City staff, represent one of the City’s



highest risk areas, because there is the potential for lake water to be cross connected with the City's water system.

It should be noted that staff attempted to identify lakefront property owners who purchased water rights (the right to use Lake Washington for irrigation) when 51 shares of water rights were made available to purchase by Water District No. 1 in October 2007. Water rights are tracked by the Department of Ecology (DOE), but data from DOE is not easily tied to specific properties. Only a few properties were identified through this effort.

DOH has also requested that the CCCP be updated for the 2015 Water System Plan review currently in process. In response, a team has been formed to review and update the City's CCCP.

**CCCP REVIEW AND UPDATE**

In response to the boil water advisory event and recommendations from the Department of Health, a team has been formed to review and update the City's CCCP. A multi-departmental team has focused on 3 areas: 1) Ordinance and Program Update, 2) Property Surveys, and 3) Education.

**1. Ordinance and program update**

WAC 246-290-490 defines 10 elements which are required in a CCCP. One of those elements is passage of an ordinance. The City's CCCP ordinance was adopted in 1985, but needs to be updated. A first reading of an updated CCCP ordinance is scheduled for May 18. In addition, this group will be working with a consultant to develop formal documentation of the City's CCCP, which serves as the standard operating procedure guidelines and covers the 10 required elements of the City's CCCP program in detail.

**2. Surveys**

The survey group has been working to identify and map all known high health hazard sites. Two maps have been developed: 1) lakefront properties, and 2) commercial properties. The map of lakefront properties is attached as Exhibit 2. A summary of the backflow prevention status of lakefront properties (excluding City parks and rights of way) is shown in the following table.

<b>Backflow Prevention Status (Lakefront Properties)</b>	<b># of Properties</b>	<b>% of Total</b>
Properties that have premises isolation	136	18.8%
Properties that have at least one backflow prevention device, but no premises isolation	299	41.2%
Properties that the City has no backflow information currently	213	29.4%
Properties that are believed to be drawing water from the lake without premises isolation	77	10.6%
<b>Total lakefront properties</b>	<b>725</b>	<b>100.0%</b>

It should be noted that the data regarding properties that are believed to be drawing water from the lake is based on prior customer contacts with the City. Staff has also developed a survey to be sent to all lakefront property owners (where high health cross connection hazards are likely to exist). This survey focuses on potential cross-connections between lake water and the city's water system, including irrigating from the lake, water operated boat lifts, and other uses of lake water. Surveys

typically get a limited response, so staff is working on incentives for completing the survey, as well as planning to send follow-up mailings of the survey.

The “high health cross connection hazard” businesses on the Island include medical, dental, and veterinary facilities, dry cleaners, and one car wash. Premises isolation is currently in place on about 20 buildings, as shown in the map attached as Exhibit 3. Staff is continuing to work with several businesses to get premises isolation in place. The biggest challenge that staff faces with commercial properties is when there is a change in commercial tenants from a low risk to a high risk cross connection hazard. Responsibility for installing premises isolation must be worked out between the tenant and the building owner. In addition, some of the newer mixed use buildings in the town center are built out to the sidewalk, thereby making the installation of premises isolation more challenging and more costly.

### **3. Education**

This group produced the post-boil water advisory event letter which was sent to every address on the Island on March 13, 2015. A copy is attached as Exhibit 4. Staff’s goal was to update the community on what is known about the event, what work is being done on the water system, and to introduce the topic of cross connection control protection.

In addition, this group is continuing to add information to the City’s website on backflow prevention. The website can be accessed at: [www.mercergov.org/backflow](http://www.mercergov.org/backflow). This work group is currently focused on providing example photos and information specific to cross connection risks from lakefront properties.

This group also plans to develop several bill stuffers or direct mailing brochures directed at backflow prevention education. One example would target cross-connection risks from irrigation systems, addressing timing of annual testing and tips for winterizing irrigation systems.

### **UTILITY BOARD REVIEW**

At its February 5, 2015 meeting an update on the CCCP was presented to the Utility Board which was very similar to this Agenda Bill. After providing an overview of the City’s current CCCP and the need to update the program, including the City’s ordinance, staff sought input on key issues involving lakefront, commercial, and mixed use properties and enforcement.

After discussing the current and potential risks associated with lakefront properties, the Board rejected the most risk averse option, which would have required all lakefront properties to have premises isolation. Instead, they recommended that premises isolation be required for only those lakefront properties that have a cross connection between the City’s water system and the lake. Regarding commercial and mixed use properties, the Board recommended that premises isolation be required for: 1) all future construction, and 2) any tenant improvements to existing properties that are identified as hazards in Table 9. Finally, the Board recommended that fines and discontinuation of water service be used for violations of the CCCP ordinance (both failure to install devices when needed and failure to comply with annual testing requirements).

The Board also encouraged staff to focus on educational outreach to create more awareness within the community and to use the CCCP software program to track lakefront properties to make future (possibly annual) surveys of this high risk property group easier.

At its March 10, 2015 meeting, the Utility Board reviewed the draft update CCCP ordinance. The Utility Board’s review and suggestions have been incorporated into the current draft of the ordinance which will be presented to Council on May 18<sup>th</sup>.

## **NEXT STEPS**

City staff is reviewing all 10 elements of its cross connection control program. The ordinance and education efforts are 2 of the 10 elements. Other elements include procedures and schedules for evaluating degree of hazard, plans for eliminating or controlling cross-connections, plans to ensure backflow preventers are inspected or tested, developing and implementing a backflow prevention assembly testing quality assurance program, procedures for responding to a backflow incident, and a system for maintaining cross-connection control records. The City's program already incorporates all 10 elements, but needs to be updated in a few places and better documented.

Proposed changes to the City's CCCP Ordinance will be brought to Council for a first reading on May 18. The ordinance is not long, but is the key element of the City's CCCP to address to what properties the program applies. It also defines the enforcement tools that will be used to reach full compliance with annual testing.

Surveys will be mailed to lakefront property owners following this Study Session. The survey will be mailed with a cover letter which includes educational information about the high health hazard risks of lake water back-flowing into the City's system and information about possible types of cross-connections that might be present on the property.

## **RECOMMENDATION**

*Deputy Finance Director and Assistant City Attorney*

Receive report and presentation.

**TABLE 9**

**SEVERE\* AND HIGH HEALTH CROSS-CONNECTION HAZARD PREMISES  
REQUIRING PREMISES ISOLATION BY AG OR RPBA**

Agricultural (farms and dairies)

Beverage bottling plants

Car washes

Chemical plants

Commercial laundries and dry cleaners

Premises where both reclaimed water and potable water are provided

Film processing facilities

Food processing plants

Hospitals, medical centers, nursing homes, veterinary, medical and dental clinics, and blood plasma centers

Premises with separate irrigation systems using the purveyor's water supply and with chemical addition<sup>+</sup>

Laboratories

Metal plating industries

Mortuaries

Petroleum processing or storage plants

Piers and docks

Radioactive material processing plants or nuclear reactors<sup>\*</sup>

Survey access denied or restricted

Wastewater lift stations and pumping stations

Wastewater treatment plants<sup>\*</sup>

Premises with an unapproved auxiliary water supply interconnected with the potable water supply

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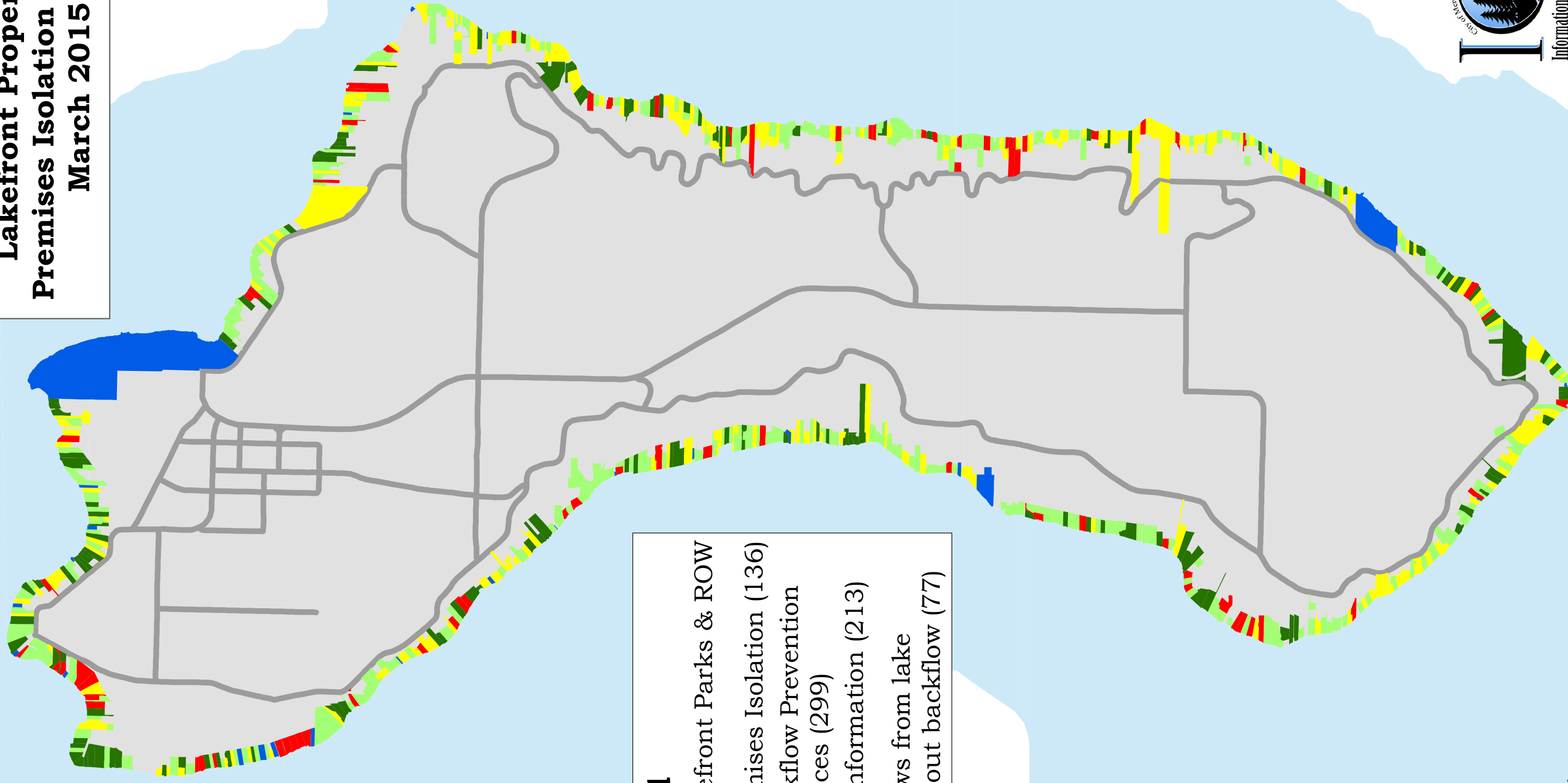
<sup>+</sup> For example, parks, playgrounds, golf courses, cemeteries, estates, etc.

<sup>\*</sup> RPBA's for connections serving these premises are acceptable only when used in combination with an in-plant approved air gap; otherwise, the purveyor shall require an approved air gap at the service connection.

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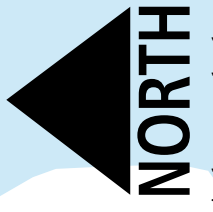


# Lakefront Properties Premises Isolation Status March 2015



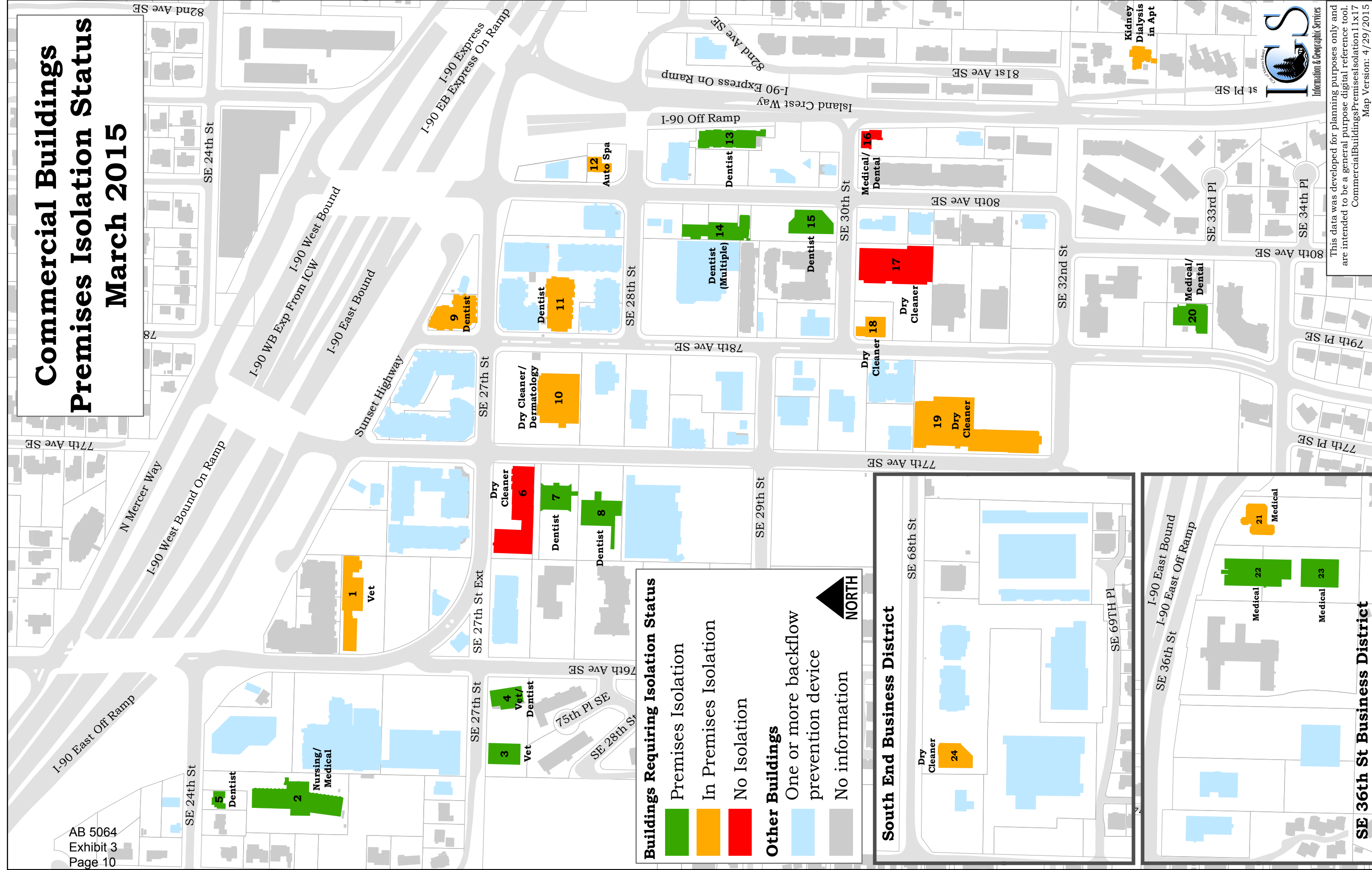
**Legend**

- Lakefront Parks & ROW
- Premises Isolation (136)
- Backflow Prevention Devices (299)
- No information (213)
- Draws from lake without backflow (77)



This data was developed for planning purposes only and is intended to be a general purpose digital reference tool.

# Commercial Buildings Premises Isolation Status March 2015



This data was developed for planning purposes only and are intended to be a general purpose digital reference tool.  
CommercialBuildingsPremisesIsolation1.1x17  
Map Version: 4/29/2015



City of Mercer Island, Washington  
City Manager  
9611 SE 36<sup>th</sup> Street  
Mercer Island, WA 98040

March 13, 2015

Dear Mercer Island Resident,

Since *E. coli* was discovered in Mercer Island's water system last September, the City has been working hard to prevent a recurrence. We've maintained elevated chlorine levels throughout the system, as strongly recommended by the state Department of Health (DOH), while we have searched in every direction for the cause of the contamination. We know the boil water event was very difficult for many of you. We apologize for the difficulty and thank you for the patience, support, and community spirit displayed through the event.

We have also continued monitoring the water system very closely. More than 1205 samples have been taken and evaluated over the past few months. Up until the last week of January, we were collecting 50 samples each week from a mix of existing and temporary locations. We are now in a new phase of testing called Transition Monitoring where we sample 7-8 sites during the week. Soon we'll be building 9 new monitoring stations to expand the network of the 5 we already have. This will provide a monitoring network that gives us a more complete, accurate and timely picture of what's happening inside the water supply system across the Island. With this information, our crews will be able to maintain more effective chlorine levels throughout the system.

**Despite our best efforts and those of experts who carefully studied the situation, no obvious cause of last year's contamination has been found. As a result, we're now in the process of eliminating potential pathways that could allow contamination to enter and travel through the system. Once we've made sufficient progress, we will begin evaluating, in consultation with DOH, when to bring the chlorine levels in our system back down to where they were before last September's event.**

**The 120 underground vaults of the water system represent one potential pathway.** Work is currently underway to replace the old plumbing in 60 vaults that contain devices called Pressure Reducing Valves (PRVs) and Air Vacuum Release Valves (Air-Vacs). There is a remote potential for air-vacs to allow runoff water back into the water system, if water accumulates in the vaults during a heavy rain storm. A second phase of construction later this winter will target the remaining vaults that contain only air-vacs.

**Any cross-connection with the City's water system represents another potential pathway.** Staff is undertaking a comprehensive update of the City's Cross Connection Control Program, which requires that backflow prevention devices be installed and annually tested wherever a cross-connection to the water system exists (such as with irrigation systems, especially those using lake or reclaimed water). Backflow prevention devices stop contaminated water (from private or public property) from flowing back into the water system. We plan to have proposed changes (including penalties for non-compliance to the program) ready for City Council consideration by June.



In addition, we are in the process of identifying Island properties that are considered a cross-connection "high risk". Examples include waterfront properties, medical and dental offices, nursing facilities, dry cleaners and car washes. A letter survey will be sent out to all waterfront property owners soon. You will hear more from us in the coming months about the importance of installing and regularly testing backflow prevention devices.

**As a homeowner, you are responsible for ensuring that you have a backflow prevention device for each irrigation, fire or other system that is connected to the City's water system.** For more information about the City's cross-connection control program, please visit the City's website at [www.mercergov.org/backflow](http://www.mercergov.org/backflow)

The cost of the added water supply system maintenance work is significant. We believe it's a necessary investment for our citizens now and in the future to ensure safe drinking water. To this end, the City's water utility rates were increased 12.8% effective January 1, 2015, with most of this increase funding the plumbing work on the vaults, the installation of 9 new monitoring stations, and the changes to the City's cross connection control program, which were noted above. Thereafter, the City will make other water system improvements, if deemed cost effective, and will enhance the water main capital maintenance and replacement programs. For a typical homeowner, the total bi-monthly utility bill (including water, sewer, storm water and EMS) increased 8.0%, or \$21.41, in 2015.

**During the boil water event, we also learned a lot about the City's emergency notification system.** Of particular concern was the poor performance of the "Reverse-911" telephone system, which failed to automatically call all residents in a timely manner. In partnership with King County Emergency Services, the City is in the process of developing a new alerting system. Please note that the City cannot automatically call residents who don't have a landline at home. If you only have a cell phone, you must provide that cell number to the City if you wish to receive emergency calls. We will keep you posted when our new phone alerting system is ready for residents to opt in.

Remember that in an emergency, the City's website, [www.mercergov.org](http://www.mercergov.org) will provide additional information (including links to press releases, social media posts, and phone hotlines), as demonstrated during the boil-water incident.

Thank you again for your patience and support during the boil water event. This truly is a great community and we are honored to serve you all.



Noel Treat, City Manager



Ben Levie, Utility Board Chairman



City of Mercer Island, Washington

# Proclamation

**WHEREAS** on average, 700 people die each year in boating related accidents in the U.S., with the vast majority of those accidents caused by human error and poor judgment and not by the boat, equipment, or environmental factors; and

**WHEREAS** a significant number of boaters who lose their lives by drowning each year would be alive today had they worn their life jackets; and

**WHEREAS** Washington State experienced 22 boating related fatalities in 2014, an increase from 17 reported in 2013; and

**WHEREAS** the City of Mercer Island is completely surrounded by Lake Washington; and

**WHEREAS** a large number of Mercer Island's residents of all ages engage in recreational boating; and

**WHEREAS** the mission of United States Coast Guard Auxiliary, as well as the Mercer Island Police Department's Marine Patrol unit is to promote and improve recreational boating safety by teaching boating safety courses and conducting vessel safety checks.

**NOW, THEREFORE**, I, Dan Grausz, Deputy Mayor of Mercer Island, do hereby proclaim May 16-20, 2015 as

## **MERCER ISLAND SAFE BOATING WEEK**

and encourage all of Mercer Island's residents to dedicate themselves to learning about and practicing safe boating, including wearing life jackets.

**APPROVED**, this 4th day of May 2015

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Dan Grausz, Deputy Mayor





# CITY COUNCIL MINUTES

## REGULAR MEETING

### MARCH 16, 2015

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#### EXECUTIVE SESSION

At 6:00 pm, Mayor Bassett convened the Executive Session to discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency pursuant to RCW 42.30.110(1)(i) for approximately 60 minutes.

The Mayor adjourned the Executive Session at 6:55 pm.

#### CALL TO ORDER & ROLL CALL

Mayor Bruce Bassett called the meeting to order at 7:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Councilmembers Debbie Bertlin, Jane Brahm, Mike Cero, Joel Wachs, Benson Wong, Deputy Mayor Dan Grausz, and Mayor Bruce Bassett were present.

#### SPECIAL BUSINESS

##### King County Councilmember Jane Hague Presentation

King County Councilmember Jane Hague spoke to the Council about current issues facing King County and her focus in 2015 on infrastructure, equality, and the quality of life. She spoke about solid waste, transportation, the emerging eastside rail corridor, Mercer Island's voice on opposing I-90 tolling, the upcoming special election for a tax lid lift to replace the first responder radio system, the Metro bus service contract and new low-income fare, and the Factoria transfer station construction. She also spoke about the issues facing the State legislature and the impacts on King County services.

#### APPEARANCES

Tom Acker, 2427 84<sup>th</sup> Ave SE, thanked Deputy Mayor Grausz for their discussion regarding social media. He stated that while he hates social media he has learned a lot about it. He noted that Save Our Suburbs will soon be launching their new Facebook page, thanked everyone for getting him engaged in the process, and presented a Save Our Suburbs sign to Council.

Ira Appelman, 4436 Ferncroft Road, objects to the stakeholder group method of designing the Town Center as this method has failed in the past. He questioned how much population the City is required to accept under the Growth Management Act. He spoke about Senator Horn stating that the City was not required to accept any more population under GMA, just that they must consider it. He stated that actual public involvement in the process is missing and, in the end, the City should rely on island wide surveys and an island wide advisory vote to determine the future of the town center.

David Brondstetter, 3742 77<sup>th</sup> Place SE, spoke about the Stakeholder Group Meeting. He read from a Harvard study article on overcoming opposition to multi-family rental housing. He stated that the large majority of the stakeholders were hand-selected and is curious as to how they were chosen. He believes they were selected because they are predictable and have a vested interest, and he would like to hit the reset button.

Paul Manor, 2222 78<sup>th</sup> Ave SE, spoke about the Town Center and pointed out the unique setting of Mercer Island. He also spoke about how the Hines projects buildings look and their public amenities. He asked what the rush

is when there is currently no demand. He spoke about the Seattle real estate bubble and that the market will soften right when Mercer Island is building more apartments. He stated that downtown development should look like something that Mercer Island can be proud of.

Bob Medved, 7238 SE 32<sup>nd</sup> Street, asked the Council to really look at the facts critically. He spoke about a rolling changing story which does not seem to be based on facts, but on good intentions. He asked Council that once public comments are closed, to please do not go making up new facts.

Wayne Perryman, 2760 76<sup>th</sup> Ave SE, spoke about his sons wanting to co-author a book with him about when their grandma was a little girl. He spoke about the differences between his generation and his sons' generation. He stated that legislation is dictating the quality of life. He has heard that someone has applied for a license to have a marijuana store on Mercer Island and stated that Council has to have an answer about the changing quality of life on Mercer Island.

## MINUTES

### Regular Meeting Meetings of March 2, 2015

It was moved by Brahm; seconded by Bertlin to:

**Adopt the Revised Regular Meeting Meetings of March 2, 2015 as written.**

It was moved by Cero; seconded by Wong to:

**Amend the previous motion as follows:**

**Amend Page 4, AB 5045, add as the 2<sup>nd</sup> paragraph:**

**Councilmember Cero asked for clarification on the one facility per lot requirement. The intent was not to deny a property owner of the ability to construct a dock if a neighbor's dock happened to overlap or infringe upon the Islander's property.**

Failed 0-7

AGAINST: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Wachs, Wong)

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Wachs, Wong)

The Council discussed Councilmember Cero's reason for the amendment and directed City Manager Treat to issue a code interpretation to clarify the one facility per lot requirement in the Shoreline Master Program.

## CONSENT CALENDAR

### **Payables: \$716,812.50 (02/26/15) & \$119,718.19 (03/05/15)**

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

### **Payroll: \$734,753.03 (03/06/15)**

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

### **AB 5035 King County Regional 2014 Hazard Mitigation Plan Update**

**Recommendation:** Pass Resolution No. 1479, adopting the King County Regional 2014 Hazard Mitigation Plan Update.

It was moved by Bertlin; seconded by Brahm to:

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

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Wachs, Wong)

## REGULAR BUSINESS

### AB 5055 Continuation of Public Hearing on Moratorium Regarding Town Center Building Permits

City Attorney Katie Knight provided a history of the moratorium regarding the Town Center Building Process. She noted that this is the continuation of the public hearing from March 3, 2015, that there are two proposed ordinances: Version A and Version B, and that a previous ordinance can only be amended by adopting another ordinance. She also noted that Version A continues with the exceptions from the March 3 ordinance while Version B removes the exceptions.

At 7:38 pm, Mayor Bassett re-opened the public hearing.

Dick Winslow, 3761 77th Ave SE, noted that the word vibrant, as it relates to the Town Center, is supposed to convey a positive meaning, but to him it means busy, crowded, noisy, and urban. He would like a modest Town Center, and suggested using words like modest or friendly instead of vibrant. He asked if the majority of people are silent, how you could know what they think. He noted that Council appropriately changed their approach when they got feedback on the library reconstruction and the paving over of Kite Hill, and urged Council to do the same for the Town Center moratorium. He asked Council to do an island-wide survey to get a large number of Islander responses.

Toni Okada, 2909 84<sup>th</sup> Ave SE, urged the Council to apply the building moratorium to everyone and not make an exception for the Hines Project. She is a member of the Stakeholder Group and has heard that people want to preserve the small town feeling and would love a town square with green space where people could meet and gather. She stated that the visioning process has resulted in a consistent vision which describes how to handle growth and development, however the intent has not been carried out for the results that the citizens would like to see. She would like to get back to that vision and stated that the moratorium should include all developers.

Sean Sussex, 8401 SE 33rd Place, spoke in support of the Hines development as it would bring new retail and new liveliness to the area. He thinks that additional free parking and new grocery stores would be great, and that as it gets denser new amenities will come. He also thinks that a denser city center will bring the types of retail that he would like to see and be able to walk to and is excited about the potential for this project.

Kayla Burtness, 9057 Shorewood Drive, stated that Mercer Island is a great place to live but wishes there were more things to go to in the downtown area. She noted that she leaves the Island to go grocery shopping and that the Park and Ride is packed with cars. She would like more parking and more amenities downtown.

Dan Kezner, 7248 SE 27<sup>th</sup> Street, grew up on Mercer Island and does not understand why people would not want the Hines development or why anyone would want to keep that block in its current state. He thanked Council and staff for working on the issue and stated that there are difficult decisions ahead. He spoke about the old places on the island and that the accessibility was not good. He noted that the increased Town Center density has made it easier to walk around and would not go to the Town Center as often if the density had not increased. He believes the Hines project will enhance the village feel of the Town Center and that Council should take advantage of this opportunity and grant them an exemption.

Marc Clausen, 6107 SE 32<sup>nd</sup> Street, suggested that there be no exceptions to the moratorium unless the legal opinion is that Hines has a vested right to a permit under the existing code. His personal concern is to have an attractive Town Center. He stated the importance of knowing where you want to end up because if you don't, you will end up with a piece-meal unattractive Town Center. He noted the importance of getting the aesthetics right and would like to see attractive buildings rather than what is currently in the Town Center.

Marc Meinzinger, 5915 80<sup>th</sup> Ave SE, spoke about the concept of a walkable downtown and noted that whatever is done downtown affects the whole island. He loves the concept of a walking environment but people also need to be able to park cars and drive through the Town Center.

Austin Cohn, 7853 27<sup>th</sup> Ave SE, spoke about his grandparents living on Mercer Island and about spending a good deal of time on the Island. His current job involves retail leasing in and around the Seattle Area and is often asked by Mercer Island residents why there is not more retail on Mercer Island. He stated that an anchor is needed and a Whole Foods on Mercer Island could be the anchor for the Town Center. He spoke about Whole Foods stores that have become anchors in other communities.

Carrie Scull, 4035 80<sup>th</sup> Ave SE, spoke about the indoor/outdoor Pybus Market in Wenatchee which created a core for the community. She thinks the area by Mercerdale Park would be a great place for a market like the one in Wenatchee and believes Mercer Island could use something like that.

Emerson Fruehling, 7360 Island Crest Way, spoke about the expansion in the Town Center attracting more families which will increase crowding at the middle school and high school. He is concerned that one-on-one time with teachers will be compromised. He spoke about construction in the Town Center and believes the City needs to halt or slow down the number of families moving here.

David Witman, 6114 92<sup>nd</sup> Ave SE, spoke in support of the development of the Town Center and the exception of the Hines project. He thinks the City needs to move forward or we will be right back where we are now and it will cost a lot more money. He is afraid that stopping the momentum will send a message to future developers and retailers that the City of Mercer Island is moving backwards.

Nancy Hewitt Spaeth, 8320 SE 34<sup>th</sup> Street, read the definition of village. She believes that Mercer Island needs to stay smaller than a town and that Mercer Island can grow, but needs to do so beautifully. She would like to attract other small businesses but the rent is too high and there are not enough people walking around downtown. She noted that building is okay just don't make the buildings so high.

Beatrice Rauch, 6010 93<sup>rd</sup> Ave SE, would like to see in writing that Whole Foods has agreed to come to Mercer Island. She agreed with the comments of Nancy Hewitt Spaeth and hopes the Council votes in favor of a moratorium.

Meg Lippert, 4052 94<sup>th</sup> Ave SE, wants a walkable downtown that she really wants to walk to, does not need a Whole Foods on Mercer Island, is not afraid to lose Hines, and thanked Council for voting for the moratorium. She does not want Council to make an exception for Hines. She thinks it is important to remember that the silent majority has a vote and that a small stakeholders group does not necessarily represent the whole community. She thinks the community should be surveyed and allowed to vote as it is more important to get it right rather than get it done quickly.

Salim Nice, 5619 89<sup>th</sup> Ave SE, is a member of the Stakeholders Group and sees the depth and breadth of work to be done. His understanding of the moratorium was to slow the process down but now he is not sure if this is the right path to go down. He spoke about 2012 school enrollment data being used in 2014 and about some of the apartment buildings not being included. He thinks the process is too rushed and the moratorium should give the City the time to sort things out.

Lynn Fruehling, 7360 Island Crest Way, supports a complete moratorium as she would like a more community and friendly based downtown area. She encouraged Council to look at the Pybus Market in Wenatchee as a model as it is a private/public partnership with a lot of small retail. She stated that Mercer Island needs a real gathering place and does not need any more housing or a huge market like Whole Foods. She noted that Mercer Island needs to support smaller local businesses and that there is a lot of talent on Mercer Island.

Marc Glasser, 3467 77<sup>th</sup> Place SE, lives close to the Town Center and supports the Hines exemption as he would like more options for services on Mercer Island. He stated that Hines has been very receptive and is listening to what the community wants. He believes the City needs to seize this opportunity to put a development on that property so that residents will have more choices. He also believes that not being able to afford a home on Mercer Island should not preclude your children from going to school on Mercer Island.

Ty Bennion, 2624 E Aloha St, Seattle, Senior Managing Director for Hines spoke about the impact on the Mercer Island School District. He noted that the information provided by Superintendent Plano and Dean Mack of the MISD stated that the Hines project would add approximately 18 students, not 206 students, to the school populations. He noted that the discussions with Whole Foods are ongoing and that there has been significant interest from other retailers which would enliven the Town Center. Hines believes that the proper solution is not a moratorium but to require projects to provide the promised benefits required under the City code.

Claus Jensen, 9325 SE 57<sup>th</sup> Street, noted that 20% of Mercer Island's population are seniors and urged Council to remember that many live on fixed incomes. He stated that developers need to pay their fair share so that there is not a tax increase for those that can least afford it. He urged Council to serve all citizens, to not cave in to a developer, and to be open and transparent about it. He asked Council to not manipulate the system

and vote for the moratorium without an exemption.

Andy Albrecht, 3234 110<sup>th</sup> Ave SE, Bellevue, Managing Director of Asset Management for Hines spoke about opponents claiming that Hines is an out-of-town, out-of-touch multi-national corporation that does not understand Mercer Island or care about the community. He noted that he grew up on Mercer Island, continues to spend time on the island, and is proud to call Mercer Island his childhood home. He also noted that his two partners, Ty Bennion and Evan Kaseguma, are Seattle natives with long standing roots in the community. This project is of the utmost importance to his firm and to him personally. He is encouraged by the progress in the Town Center, hopes that Mercer Island continues to move forward, and asked Council to please exempt Hines from the moratorium.

Tom Acker, 2427 84<sup>th</sup> Ave SE, noted that the people who work for Hines are great people. He stated that since this development is in the heart of the Town Center, everything will be impacted. He asked what this project will do for future generations, and stated that it is unknown because we do not have all of the facts and data and do not have the codes to protect our community. He stated that there is no reason or benefit to Mercer Island by making an exemption for Hines. He spoke about the risk to the community and that the mitigation fees do not sustain the proposed growth and development. He noted that Whole Foods in Bellevue is only 8 minutes away and read quotes from Whole Foods and Howard Schultz.

Tom King, 4117 83<sup>rd</sup> Ave SE, spoke in support of the Hines exemption from the moratorium. He noted that Hines has been working with the City and with his family on what needs to be done and is concerned that, if they are not exempted from the moratorium, two years of work will be lost. He asked Council to keep the ordinance as currently written.

John Houlihan, 3401 Evanston Ave N, Seattle, represents Dollar Development and requested that his client's property (Cassan/Mercer) be exempted from the moratorium. He spoke about the legal risks associated with exempting and not exempting certain developments. He presented a map of the Town Center showing large blocks with no connections between streets. He stated that the City has time as there is no cavalcade of development projects coming to Mercer Island. He noted that there are alternatives, such as eliminating and repealing the moratorium or modifying the moratorium by changing the boundaries.

Meredith Tall, 7853 SE 27<sup>th</sup> Street, spoke in favor of seeing the Hines development go through as a Whole Foods would be good for Mercer Island. She noted that it is very hard to sustain small businesses on Mercer Island and that having an anchor tenant would do a lot to get some really great business on the island.

Ira Appelmam, 4436 Ferncroft Road, spoke about the agreement that there should be a visioning process and questioned why Council would allow a big property to be developed when things are still wrong with the Town Center. He also questioned how Hines can be so committed to the project and yet will walk away if they are not exempted. He stated that there is no relationship between Hines and Mercer Island, that the relationship is between the King family and Mercer Island, and that the whole process is about money. He asked for a vote as to what Islanders think about massive five story buildings. He would like to know if Judy Clibborn did intervene in the process and asked for Council to come clean and describe their relationships with the King family.

Teresa King Goesling, 1730 W Lake Sammamish Pkwy SE, Bellevue, spoke about her connection to the Island and about trying to make things better for the community. She noted that Hines has been working hard to put a nice building on the property. She spoke about the mudslinging directed at the King family, their difficulties in developing the property, and how hard it is to be a property owner in the Town Center. She stated that her family is trying to do the best thing for the community and has really been hurt by some of the public comments.

Ben Anderson, 8750 N Mercer Way, has not seen good information convincing him that these large developments are in the long term interest of the community. He is concerned about the schools being overloaded which may ultimately decrease property values. He has not seen drawings of a place that he would really like to go and noted that most of the people who are here now will not be enjoying these building in 20 years. He noted that the purpose of a moratorium is to be really convincing and that it seems like the City is making a decision about something in a vacuum. He also noted that the Council needs to be confident that this is something the community will be proud of 20 years from now.



Lloyd Gilman, 80<sup>th</sup> Ave SE, would like a Town Center with two story buildings, retail, and office space. He suggested that Council take the advice of the City Attorney who said think about strict scrutiny, fix the current ordinance, extend the moratorium, and exclude the special interests.

Evan Kaseguma, Hines, spoke about going before the Design Commission and about the City asking Hines to look at providing public parking. He noted that Hines could have said no, but instead agreed to work with the City in good faith. Hines put their project on hold and spent money even though it was not cost effective. He stated that if Hines is not exempted, the land assemblage dies and the public benefits will be killed. He noted that killing a project of this magnitude sends a message to the region and to retailers that Mercer Island is closed for business and tells future developers that good faith negotiations with Mercer Island may not be in good faith. He asked that Council keep the Hines property exempted from the moratorium.

David Brondstetter, 3742 77<sup>th</sup> Place SE, stated that the issue is about a lack of information, what the Town Center looks like, and what the amenities are. He noted that a consistent theme at the stakeholders meeting was a need for more data on impact fees, traffic, GMA, ADU's, school impact, and impact of infrastructure. He spoke about focusing on the qualitative such as commute, Town Center experience, island schools, children's education, and quality of life for all Mercer Island residents. He noted that people who support a more vibrant Town Center still want Council to hit the pause button to extend the moratorium and include Hines, and that it is wrong to exempt one family and one developer for their financial benefit.

Cynthia Winiski, 2750 68<sup>th</sup> Ave SE, stated that the reason a City passes a moratorium is to take a time-out in order to update its codes. She does not understand why the City would enact a moratorium and then exempt a significant project both in size and location.

Carla Anderson, 6004 SE 32<sup>nd</sup> Street, thinks the moratorium is great, feels the exclusion should be upheld for the Hines project, and appreciates that Hines is willing to incorporate parking. She believes the increase in number of students that Hines stated is realistic.

Bob Medved, 7238 SE 32<sup>nd</sup> Street, questioned whether the City had a clean opinion that the Hines exemption was legal. He noted that, in a moratorium, an exemption must be related to the purpose of the statute, which in this case is to take a time out and that letting one developer build is against the purpose of the statute. He spoke about the findings of fact & conclusions of law, and that the concerns for litigation gives no facts and omits the Dollar Development project and the 2411 project, and that those projects would have legal claims under equal protection. He urged Council to stick to the facts and believes there is no way to justify an exemption.

The Mayor closed the public hearing at 9:00 pm.

Mayor Bassett spoke about the process of deciding which version of the moratorium ordinance the Council would like to adopt. The Council agreed to 1) ask questions of staff, 2) engage in discussion and debate, 3) thumbs up/thumbs down vote on which version of the moratorium ordinance to adopt, and 4) discuss Councilmember edits to the ordinance.

Councilmembers asked questions about the School District's recommendation to change the SEPA mitigation fees, if Hines would be subject to a new impact fee ordinance, what the public input opportunities are as a project goes through the review process, and the differences between parking agreements and development agreements.

Following lengthy discussion, there was Council consensus to move forward with version A of the moratorium ordinance (retaining the Hines exemption). The Councilmembers who had proposed edits to the ordinance agreed that they would dispense with their changes in the interest of time.

It was moved by Bertlin; seconded by Grausz to:

**Adopt Ordinance No. 15-05 (Version A) providing Findings of Fact for the moratorium regarding the acceptance and processing of building permits in the Town Center.**

Passed 5-2

FOR: 5 (Bassett, Bertlin, Grausz, Wachs, Wong)

AGAINST: 2 (Brahm, Cero)

## **AB 5049 Discussion of GMA Impact Fees and SEPA Mitigation Fees**

DSG Director Scott Greenberg provided information to the Council regarding SEPA mitigation fees and GMA impact fees. He noted that the City collects mitigation fees under the State Environmental Policy Act (SEPA) for school, transportation, and parks projects, which requires a project by project environmental impact analysis. He noted that there is limited applicability of the fees as any development of four housing units or less is exempt from SEPA. He provided statistics on the City's SEPA determinations since 2010 and which projects were eligible to pay transportation and/or school mitigation fees.

Dean Mack, Chief Financial/Operating Officer, Mercer Island School District clarified that the District's intent is to seek mitigation fees within the Town Center. Director Greenberg also spoke about the increasing trend in the number of MISD students in the Town Center over the past nine years in relation to the increase in total MISD student population.

Director Greenberg then spoke about GMA impact fees and that they can only be used for system improvements reasonably related to the new development. He noted that the possible uses of impact fees are limited to public streets and roads, publically owned parks, open spaces and recreational facilities, school facilities, and fire protection facilities. He explained how GMA impact fees are administered and that they need to be adopted by local ordinance to be implemented. He noted that the City may want to charge impact fees to pick up all of the single family development that is not subject to SEPA mitigation fees.

Staff recommended that Council direct staff to hire a consultant to look at schools, parks (and open space and recreational facilities), and transportation impact fees. The consultant would identify eligible projects and costs related to growth, compare projected revenues from SEPA mitigation fees and GMA impact fees, and advise City Council and staff on options.

## **AB 5052 Town Center Design Guidelines Update Budget Authorization**

DSG Director Scott Greenberg presented information regarding an appropriation for increased funding for the consultants to update the Town Center Development and Design guidelines.

It was moved by Grausz; seconded by Brahm to:

**Appropriate \$51,610 for the Town Center Development and Design Guidelines update using 2014 General Fund surplus.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Wachs, Wong)

## **OTHER BUSINESS**

### **Councilmember Absences**

Deputy Mayor Grausz will be absent August 3.

Councilmember Brahm will be absent May 18.

Councilmember Wachs will be absent April 20.

### **Planning Schedule**

City Manager Treat noted that the Mini-Planning Session is set for Saturday, June 27 and there will be a Study Session on April 20 on the Growth Management Act.

Councilmembers stated that it would be good to know where Mercer Island can challenge and push back on growth management and to know what the options are for the island. It was also requested that there be a public question and answer piece to the Study Session.

### **Board Appointments**

It was moved by Brahm; seconded by Grausz to:

**Affirm the appointments of Joy Langley to Position #3 (expiring May 2015) and Rene Stratton to Position #4 (expiring May 2016) on the Arts Council, Rory Westberg to Position #4 (expiring May 2018) on the Open Space Conservancy Trust, and Lea Reule to Position #3 (expiring May 2016) and Bart Dawson to Position #8 (expiring May 2016) on the Mercer Island Library Board.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Wachs, Wong)

**Councilmember Reports**

Councilmember Brahm noted that the Arts Council met on March 11 and selected the art for Mostly Music in the Park, that the damaged gateway art has been assessed and will be repaired soon, and that the fire station dedication will be the weekend after Summer Celebration. She also spoke about attending the Transportation Policy Board meeting and a number of Town Center meetings.

Deputy Mayor Grausz spoke about the first Stakeholders Group meeting, noting that the group is off to a good start and is hopeful that the upcoming meetings will be productive.

Councilmember Cero spoke about attending 3 of the 4 public outreach meetings and that attendance could have been better. He asked about public outreach with Save our Suburbs. He also spoke about the need to get the state transportation package passed.

**ADJOURNMENT**

The Regular Meeting adjourned at 11:45 pm.

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Bruce Bassett, Mayor

Attest:

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Allison Spietz, City Clerk



## CITY COUNCIL MINUTES REGULAR MEETING APRIL 20, 2015

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### STUDY SESSION

Mayor Bruce Bassett called the meeting to order at 5:30 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Councilmembers Debbie Bertlin, Jane Brahm, Mike Cero, Benson Wong, Deputy Mayor Dan Grausz, and Mayor Bruce Bassett were present. Councilmember Joel Wachs was absent.

### AB 5062 Growth Management Act Presentation and Discussion

DSG Director Scott Greenberg introduced two experts on the WA State Growth Management Act (GMA), Joe Tovar, Tovar Planning and Attorney Susan Drummond, and spoke about the nine questions collected from the public regarding the GMA.

Joe Tovar gave a brief overview of the GMA noting that there are a wide range of local choices. He spoke about when and why the legislature adopted the GMA, the GMA reflecting diverse geographic, economic, and political landscapes, and Mercer Island being in the middle of a global Metropolitan Region. He stated that the GMA is a state law which consists of planning goals and GMA requirements. He spoke about the definitions of comprehensive plan and development regulations, the GMA planning goal 11 regarding public participation, and highlighted three other GMA planning goals, 1 Urban growth, 3 Transportation, and 4 Housing. He noted the GMA requirement that all land must be designated as one of five mutually exclusive types and that the GMA requires periodic updates of plans and codes. He spoke about how to formulate and implement a comprehensive plan, county-wide planning policies and multi-county planning policies, comprehensive plan elements, and how cities have broad discretion to designate use and density on a Future Land Use Map in the Comprehensive Plan. He also spoke about goals and policies, the town center subarea concept, the GMA requirement regarding essential public facilities, and zoning codes.

Susan Drummond noted an overarching theme in cases regarding the GMA is how jurisdictions protect what matters to them in terms of their community. She noted the key components in making land use decisions include understanding the legal structure, having a solid decision containing facts, and having a good public process. She spoke about the legal structure of the GMA, providing adequate infrastructure for growth, that the local jurisdiction makes the final call on plans and regulations, and the implications of not complying with the GMA. She reiterated the importance of a good public process and crafting a very solid decision.

Council asked questions regarding zoning capacity, clarification on whether Mercer Island can choose not to accept the growth factors allocated by King County, how level of service intersects with density and GMA requirements, if Mercer Island is still in compliance if they push developers past their willingness to build, what will happen in 2017 with the new allocations, what happens when zoning is downsized in terms of litigation, what factors are used or considered when numbers are allocated to a particular city and what factors Mercer Island can use, expanding the urban growth boundary, land capacity in the Central Business District, and if a government has ever argued successfully for a reduction in their population target.

City Manager Treat spoke briefly about the questions received from the public.

The Study Session adjourned at 6:56 pm.

### CALL TO ORDER & ROLL CALL

Mayor Bruce Bassett called the meeting to order at 7:07 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Councilmembers Debbie Bertlin, Jane Brahm, Mike Cero, Benson Wong, Deputy Mayor Dan Grausz, and Mayor Bruce Bassett were present. Councilmember Joel Wachs was absent.

Mayor Bruce Bassett asked for a moment of silence to observe the passing of longtime Mercer Island residents Homer Lupton and Phil Flash.

## APPEARANCES

Dick Winslow, 3761 77<sup>th</sup> Ave SE, thanked Council for re-establishing a commuter bus system.

Frank Sorba, 8113 SE 74<sup>th</sup> Place, spoke in favor of the fireworks permit, provided a history of fireworks, and believes the fireworks booth provides a service to the community by selling safe and sane fireworks. He noted that the proceeds from fireworks sales have preserved and restored the VFW which is used often by the community.

John Gebhart, 7360 81<sup>st</sup> Place SE, with Mercer Island Masonic Lodge, spoke in support of the fireworks permit and about safety, noise, hours of operation, community support, and profits staying on the Island.

Vann Lanz, 4118 96<sup>th</sup> Ave SE, requested that the Council initiate a street vacation procedure for a portion of Wharton Road.

Jenny Mechem, 8451 SE 36<sup>th</sup> Street, thanked the City for the walkway along NE 86<sup>th</sup> Street. She asked why the decision was made to make it a gravel path as opposed to a concrete sidewalk. She noted that there is no physical demarcation between the path, the gravel driveways, and the roadway. She asked Council to consider putting in a concrete sidewalk with curbs.

## MINUTES

### 2015 City Council Planning Session Minutes of January 23-24, 2015

It was moved by Brahm; seconded by Cero to:

**Adopt the 2015 City Council Planning Session Minutes of January 23-24, 2015 as written.**

Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

### Regular Meeting Minutes of March 30, 2015

It was moved by Brahm; seconded by Wong to:

**Adopt the Regular Meeting Minutes of March 30, 2015 as written.**

Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

## CONSENT CALENDAR

**Payables: \$418,135.17 (04/02/15), \$222,613.76 (04/09/15), & \$317,664.32 (04/15/15)**

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

**Payroll: \$776,725.41 (04/03/15) & \$765,102.77 (04/17/15)**

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

It was moved by Bertlin; seconded by Wong to:

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

Passed 6-0



FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)  
ABSENT: 1 (Wachs)

## REGULAR BUSINESS

### **AB 5051 Mercer Island Masonic Lodge Fireworks Sales Permit**

Chief Steve Heitman presented the Mercer Island Masonic Lodge Fireworks Sales Permit. He spoke about the sale and discharge dates, the City being named as an additional insured for indemnification, and the location of the fireworks stand.

It was moved by Brahm; seconded by Wong to:

**Approve the Mercer Island Masonic Club's permit application to allow the retail sale of "consumer" fireworks in conjunction with Independence Day 2015.**

It was moved by Wong; seconded by Grausz to:

**Amend the previous motion as follows:  
...and stop sales at 10:00 pm on July 4th.**

Motion to Amend Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

Amended Motion Passed 5-1

FOR: 5 (Bassett, Brahm, Cero, Grausz, Wong)

AGAINST: 1 (Bertlin)

ABSENT: 1 (Wachs)

### **AB 5058 Metro Mercer Island Shuttle Service Between Mercer Island and Seattle Agreement**

Assistant City Manager Kirsten Taylor spoke about Metro bus service being cut dramatically last year as part of budget and service reductions made by King County. She noted that the City immediately started looking for alternatives and possible solutions.

Ashley Arai, Transportation Planner with King County Metro's Service Planning Division, spoke about the Mercer Island commuter shuttle timeline, the survey statistics from December, the commuter shuttle operations and costs, the addition of more park and ride spaces, the highlights of the transit service funding agreement, and next steps.

It was moved by Brahm; seconded by Bertlin to:

**Authorize the City Manager to enter into a Mercer Island Alternative Transit Service Funding Agreement and authorize expenditures of \$47,000 in 2015 and \$80,000 in 2016 from the Street Fund.**

Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

It was moved by Brahm; seconded by Bertlin to:

**Authorize the City Manager to enter into an agreement with the City of Seattle to receive half the cost of the Mercer Island-Seattle shuttle service.**

Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

### **AB 5065 Update on Sound Transit Bus Intercept Proposal and Commuter Parking**

City Manager Noel Treat provided an update on Sound Transit's bus intercept proposal and commuter parking. He noted that, in regards to the bus intercept proposal, Sound Transit is in the process of preparing a draft EIS addendum, soliciting public comment, and will hold at least one community meeting. He explained that discussions with Sound Transit are on-going, and the City is reviewing agreements that Sound Transit has entered into with the University of Washington and the City of Bellevue regarding litigation around light-rail stations in terms of mitigation and compensation. In regards to commuter parking, he spoke about the discussions that are

underway with Hines for inclusion of Islander commuter parking, the funding discussions with Sound Transit, and about the timeline.

### **AB 5063 4th Quarter 2014 Financial Status Report & 2015-2016 Budget Adjustments**

Finance Director Chip Corder presented the 4th Quarter 2014 Financial Status Report & 2015-2016 Budget Adjustments. He spoke about the General Fund including surplus, revenues, utility tax, sales tax, development activity, expenditures, and fund balance. He also spoke about the Utility Funds including the water fund, the sewer fund, and the storm water fund, and presented highlights from the Street Fund, the Criminal Justice Fund, the Youth & Family Services Fund, the Capital Improvement Fund, the Technology & Equipment Fund, the Fire Station 92 Construction Fund, the Capital Reserve Fund, and the Equipment Rental Fund. He spoke about the Capital Improvement Program including REET, presented some project highlights, and gave a brief overview of the Budget Adjustments.

It was moved by Brahm; seconded by Bertlin to:

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

Passed 5-1

FOR: 5 (Bassett, Bertlin, Brahm, Grausz, Wong)

AGAINST: 1 (Cero)

ABSENT: 1 (Wachs)

It was moved by Brahm; seconded by Bertlin to:

**Adopt Ordinance No. 15-07, amending the 2015-2016 Budget.**

Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

### **OTHER BUSINESS**

#### **Councilmember Absences**

Councilmember Wachs' absence was excused.

#### **Planning Schedule**

City Manager Treat noted that bus intercept and commuter parking will be added.

#### **Board Appointments**

There were no appointments.

#### **Councilmember Reports**

Councilmember Wong spoke about the SCA PIC meeting on April 8 and King County's Best Starts for Kids Levy.

Councilmember Cero spoke about hearing Michael Medved back on the radio. He also spoke about the complaints he has been hearing regarding public records requests. City Manager Treat responded.

Councilmember Brahm spoke about the Arts Council meeting on April 8. She noted that the Mostly Music in the Park brochure is out, there will be two summer movie nights, the film series is over and was very successful, and the weekend closure of I-90 went much better than two weeks ago.

### **EXECUTIVE SESSION**

**To discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency pursuant to RCW 42.30.110(1)(i).**

At 9:54 pm, Mayor Bassett convened the Executive Session to discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency pursuant to RCW 42.30.110(1)(i) for approximately 30 minutes.

At 10:24 pm, Mayor Bassett extended the Executive Session for an additional 10 minutes.

At 10:34 pm, Mayor Bassett adjourned the Executive Session.

It was moved by Grausz; seconded by Brahm to:

**Approve the settlement of the AT&T Mobility v. Mercer Island lawsuit for \$25, 315.52.**

Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

It was moved by Grausz; seconded by Brahm to:

**Authorize the City Manager to sign the settlement agreement between the City and the McDonald Family Trust.**

Passed 6-0

FOR: 6 (Bassett, Bertlin, Brahm, Cero, Grausz, Wong)

ABSENT: 1 (Wachs)

## **ADJOURNMENT**

The Regular Meeting adjourned at 10:37 pm.

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Bruce Bassett, Mayor

Attest:

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Karin Roberts, Deputy City Clerk

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	175121-175247	04/23/15	\$ 1,297,857.68
			<b>\$ 1,297,857.68</b>

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175121	04/15/2015	GET Program PAYROLL EARLY WARRANTS		OH004673	04/17/2015	871.00
00175122	04/15/2015	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		OH004672	04/17/2015	138.75
00175123	04/15/2015	POLICE ASSOCIATION PAYROLL EARLY WARRANTS		OH004674	04/17/2015	2,511.24
00175124	04/15/2015	TEXAS CHILD SUPPORT SDU 7006031251891052S/JAMES BLAIR		OH004670	04/15/2015	225.00
00175125	04/15/2015	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		OH004675	04/17/2015	151.07
00175126	04/15/2015	WSCCCE AFSCME AFL-CIO PAYROLL EARLY WARRANTS		OH004671	04/17/2015	1,947.35
00175127	04/20/2015	CEDAR RIVER WATERSHED EDU CTR Leadership Retreat May 7 - 8,	P86314	2319438	04/13/2015	1,775.00
00175128	04/20/2015	COOK, KEVIN FRLEOFF1 Retiree Medical Expen	P86315	OH004676	04/20/2015	179.96
00175129	04/22/2015	CORP INC CONSTRUCTION FS 92 BUILDING CONTRACTOR	P80919	13	01/31/2015	217,424.94
00175130	04/23/2015	AABCO BARRICADE COMPANY INC Lite tower unit for Egg Hunt	P86331	98744	04/07/2015	166.42
00175131	04/23/2015	AINSWORTH, JOSEPH Contract 20231 cancelled, retu	P86271	OH004682	04/15/2015	497.62
00175132	04/23/2015	AIRGAS USA LLC Oxygen/Fire	P86302	9926228529	03/31/2015	146.07
00175133	04/23/2015	AMERICAN EXPRESS (YFS) Costco - operating and	P86286	93311MAR2015	03/30/2015	1,017.84
00175134	04/23/2015	AMERICAN FOREST MANAGEMENT Tree condition evaluation at I	P85893	78327	04/02/2015	572.50
00175135	04/23/2015	ARC - PACIFIC NORTHWEST COPY CHARGES FEB 12&18, 2015	P86284	598385/598988	02/12/2015	14.98
00175136	04/23/2015	BEN'S CLEANER SALES INC PRESSURE WASHER PARTS	P86213	258683	04/03/2015	205.72
00175137	04/23/2015	BLUELINE GROUP 2015 WATER SYSTEM IMPROVEMENT	P85675	9997	04/06/2015	4,640.00
00175138	04/23/2015	BMW CLUB OF AMERICA Contract 19986 completed, depo	P86266	19986	04/14/2015	150.00
00175139	04/23/2015	BONNER BROTHERS CONST INC PRV STATIONS MODIFICATIONS PRO	P85063	1	04/02/2015	127,007.21
00175140	04/23/2015	CANTERBURY INTERNATIONAL INVENTORY PURCHASES (BALANCE)	P85791	00010134	04/15/2015	2,511.00
00175141	04/23/2015	CDW GOVERNMENT INC 2015 Police MDC Replacements 6	P85948	TQ29208	04/06/2015	3,378.32
00175142	04/23/2015	CEDAR GROVE COMPOSTING INC LANDSCAPE MULCH (30 YDS)	P86207	0000216906	03/19/2015	1,024.27
00175143	04/23/2015	CESSCO INVENTORY PURCHASES	P86211	3679/3752	03/26/2015	135.18
00175144	04/23/2015	CHINA TOMORROW EDU FOUNDATION Contract 20366 complete, depos	P86270	20366	04/15/2015	350.00
00175145	04/23/2015	COLE, DONALD FLEX SPEND REIMB		17APRIL2015	04/17/2015	547.21
00175146	04/23/2015	CONFLUENCE ENGINEERING GRP LLC MICROBIAL OCCURENCE RESPONSE &	P84834	030315MIWQP	04/03/2015	12,908.76

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175147	04/23/2015	CORP INC CONSTRUCTION AND REPLACE WARRANT 175129		13REPLACEMENT	04/23/2015	217,424.94
00175148	04/23/2015	CULLIGAN Water Service/Fire	P86308	OH004685	03/31/2015	165.80
00175149	04/23/2015	DEPT OF ENTERPRISE SERVICES PRINTING - PERMANENT & TEMP SE	P85137	73132810	04/01/2015	619.72
00175150	04/23/2015	DEPT OF LICENSING N. Allerdice Notary Applicatio	P86301	OH004687	04/17/2015	30.00
00175151	04/23/2015	DIRECT MATTERS Forms - Order on Criminal Moti	P86191	53631	04/02/2015	392.02
00175152	04/23/2015	DMD & ASSOCIATES LTD Island Crest Park Athletic Fie	P85923	4835152DM	04/07/2015	15,906.00
00175153	04/23/2015	DROLL LANDSCAPE ARCH, ROBERT W Conceptual design analysis	P86336	1406502	03/25/2015	2,800.00
00175154	04/23/2015	DUNBAR ARMORED APRIL15 Armored Car Service	P86288	3565451	04/01/2015	1,577.09
00175155	04/23/2015	ECCOS DESIGN LLC Landscape architectural	P85207	1219	04/01/2015	1,360.00
00175156	04/23/2015	ELLIS, WILLIAM COMMUNICATION ACADEMY 2015		OH004697	04/14/2015	55.00
00175157	04/23/2015	ELSOE, RONALD LEOFF1 Retiree Medical Expense	P86325	OH004695	04/20/2015	11.18
00175158	04/23/2015	EPSCA MONTHLY RADIO ACCESS FEES 44 R	P85018	8130	04/01/2015	3,510.95
00175159	04/23/2015	EXCEL SUPPLY COMPANY INVENTORY PURCHASES	P86163	74050	04/01/2015	310.43
00175160	04/23/2015	FLETCHER, BRUCE FLEX SPEND REIMB		17APRIL2015	04/17/2015	367.52
00175161	04/23/2015	GRAINGER INVENTORY PURCHASES	P86164	9705768019	04/01/2015	719.64
00175162	04/23/2015	HDR ENGINEERING INC 2015 WATER SYSTEM PLAN UPDATES	P80918	004401258H	04/07/2015	1,292.24
00175163	04/23/2015	HEDEEN & CADITZ PLLC Legal Services Fire Station In	P86334	7861	04/08/2015	26,284.00
00175164	04/23/2015	HOME DEPOT CREDIT SERVICE SNAP SPREADER	P86323	0174407263933/99	04/17/2015	185.19
00175165	04/23/2015	HONEYWELL, MATTHEW V Public Defender Inv #850	P86347	852	04/21/2015	850.00
00175166	04/23/2015	JOHNSON, SCOTT D. Legal Services Inv #289	P86173	289	04/01/2015	1,425.00
00175167	04/23/2015	KASER, MICHAEL PER DIEM REIMB ACCIS CONFERENC		OH004700	04/22/2015	439.50
00175168	04/23/2015	KC PET LICENSES KC PET LICENSES FEES COLLECTED	P85306	OH004701	03/31/2015	30.00
00175169	04/23/2015	KC RECORDER SEWER LIEN 2746 73RD AVE SE	P86335	OH004698	04/21/2015	32.00
00175170	04/23/2015	KING CO PROSECUTING ATTORNEY COURT REMITTANCE KC CRIME VICT	P85305	OH004702	03/31/2015	440.02
00175171	04/23/2015	KING COUNTY FINANCE MONTHLY SEWER JAN-DEC 2015	P85017	30009353	04/01/2015	371,755.35
00175172	04/23/2015	KING COUNTY FINANCE STREET SIGNAL REPAIRS	P86269	5797057971	03/31/2015	319.10

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175173	04/23/2015	LEOFF HEALTH & WELFARE TRUST ,MAY 2015 FIRE RETIREES		OH004680	04/17/2015	59,934.83
00175174	04/23/2015	M & M BALLOON CO 2015 Helium refills at MICEC	P85393	24821	04/01/2015	20.81
00175175	04/23/2015	MATHESON, SHAWN FLEX SPEND REIMB		17APRIL2015	04/17/2015	396.26
00175176	04/23/2015	MCWATTERS, BRIAN FLEX SPEND REIMB		17APRIL2015	04/17/2015	300.00
00175177	04/23/2015	METRON-FARNIER LLC INVENTORY PURCHASES	P85730	20342	04/03/2015	240.90
00175178	04/23/2015	METROPRESORT Printing and Mailing March 201	P85663	471206/471372/47	03/17/2015	2,335.45
00175179	04/23/2015	MICROFLEX March 2015 Tax Audit Program	P86290	00021825	04/07/2015	872.20
00175180	04/23/2015	MIRACLE ISLAND PLLC REPLACE WARRANT 174983		15649REPLACEMENT	04/15/2015	570.50
00175181	04/23/2015	MISD FOOD SERVICE 2015 Senior Meals	P86274	0331151/52	03/31/2015	475.00
00175182	04/23/2015	MUNRO, ALEC PARTS FOR RESCUE TRAILER		OH004677	04/16/2015	140.89
00175183	04/23/2015	NORTHWEST SAFETY CLEAN Bunker Cleaning (Novak/Bastrom	P86344	151524	04/06/2015	502.00
00175184	04/23/2015	O'REILLY AUTOMOTIVE INC Misc. Apparatus Parts	P86310	OH004689	03/28/2015	98.75
00175185	04/23/2015	OGDEN MURPHY WALLACE PLLC Legal Services Inv #717975	P86300	717975	03/06/2015	13,627.40
00175186	04/23/2015	ON SITE FITNESS LLC Quarterly Exercise Equip Maint	P86343	3768/3773	04/01/2015	792.79
00175187	04/23/2015	OUTDOORS FOR ALL Rental cancelled day of. Retur	P86272	OH004688	04/15/2015	4.00
00175188	04/23/2015	OVERLAKE OIL 283 GAL DIESEL DELIVERY - MAIN	P86273	0170744IN/45IN	04/08/2015	3,571.00
00175189	04/23/2015	PACIFIC RIM EQUIPMENT RENTAL EXCAVATOR RENTAL	P86332	9470A	04/16/2015	2,630.40
00175190	04/23/2015	PACIFICA LAW GROUP LLP Legal Services Inv #22408	P86333	22408	04/09/2015	1,267.00
00175191	04/23/2015	PEBBLE @ MIPC, THE Preschool scholarships and tui	P85077	OH004690	04/20/2015	990.10
00175192	04/23/2015	PETERSEN, CHRISTOPHER FLEX SPEND REIMB		OH004678	04/17/2015	570.00
00175193	04/23/2015	PHILEN, SUZANNE FLEX SPEND REIMB		17APRIL2015	04/17/2015	413.54
00175194	04/23/2015	PROJECT A INC INTRANET ANNUAL SUPPORT	P86181	151164	04/01/2015	3,000.00
00175195	04/23/2015	PUBLIC SAFETY SUPPORT SERVICES Zone One Coordinator Services	P86289	MERCERISLAFY1309	04/07/2015	8,333.33
00175196	04/23/2015	PUGET SOUND ENERGY Utility Assistance for EA clie	P85081	OH004703	04/20/2015	383.21
00175197	04/23/2015	PUGET SOUND SPECIALTIES INC. Fall slow release for parks an	P85884	24766	04/02/2015	6,656.51
00175198	04/23/2015	QUADRANT SYSTEMS INC ANNUAL SOFTWARE SUPPORT	P86296	150423	05/01/2015	1,350.00

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175199	04/23/2015	REMOTE SATELLITE SYSTEMS INT'L Sat phone service	P86257	00072052	04/06/2015	48.95
00175200	04/23/2015	REPUBLIC SERVICES #172 12 YRD DISPOSAL/REYCLING	P86279	6372871/6373071	03/31/2015	2,344.01
00175201	04/23/2015	RESERVE ACCOUNT POSTAGE REFILL	P86283	OH004691	04/16/2015	2,500.00
00175202	04/23/2015	RICOH USA INC (FIRE) Copier Rental/Fire	P86307	94459870	04/03/2015	319.42
00175203	04/23/2015	ROBARGE, JAMES H FLEX SPEND REIMB		17APRIL2015	04/17/2015	639.50
00175204	04/23/2015	ROMAINE ELECTRIC CORP Battery for 1606	P86303	1035445	04/01/2015	172.28
00175205	04/23/2015	SCHUCK, CHRISTINA FLEX SPEND REIMB		17APRIL2015	04/17/2015	130.00
00175206	04/23/2015	SCORE March jail bill 5 days	P86292	1238	04/13/2015	725.00
00175207	04/23/2015	SEA WESTERN INC SCBA tests and repair	P86341	183585/183078/18	03/25/2015	830.67
00175208	04/23/2015	SEATTLE AUTOMOTIVE DIST INC Misc. Apparatus Parts	P86305	OH004692	04/01/2015	266.90
00175209	04/23/2015	SEATTLE, CITY OF Mar 15 Water Purchases	P86324	OH004684	03/27/2015	84,998.94
00175210	04/23/2015	SOUND SAFETY PRODUCTS MISC. WORK CLOTHES	P86221	333478701	04/07/2015	32.80
00175211	04/23/2015	STARBUCK'S TOWING Tow B92 to Redmond	P86304	71705	03/26/2015	245.01
00175212	04/23/2015	STERICYCLE INC On-Call Charges	P86309	3002976900	03/31/2015	10.36
00175213	04/23/2015	STORAGE COURT OF MERCER ISLAND FS 92 APPARATUS STORAGE THRU S	P80331	OH004707	04/14/2015	2,250.00
00175214	04/23/2015	SYLVETSKY, LESLIE SENIOR SOCIAL SUPPLIES		OH004706	04/20/2015	518.58
00175215	04/23/2015	T-MOBILE 2015 services for boat launch	P85281	OH004693	04/09/2015	49.99
00175216	04/23/2015	T2 SYSTEMS CANADA INC 2015 monthly charges for servi	P85273	217088	04/01/2015	82.13
00175217	04/23/2015	THOMSON REUTERS - WEST CIS intel database	P86294	831576330	04/01/2015	174.23
00175218	04/23/2015	TREAT, NOEL FLEX SPEND REIMB		17APRIL2015	04/17/2015	181.82
00175219	04/23/2015	UNDERWATER SPORTS INC. Dry suit equip	P86291	20008621/622	12/22/2014	202.52
00175220	04/23/2015	UNITED SITE SERVICES 2015 Portable toilet rentals a	P85006	1142849231/32/33	04/10/2015	565.45
00175232	04/23/2015	US BANK CORP PAYMENT SYS MARSHALLS #0221		2476197507828627	04/06/2015	26,701.27
00175233	04/23/2015	VAN GORP, ALISON FLEX SPEND REIMB		17APRIL2015	04/17/2015	192.31
00175234	04/23/2015	VERIZON WIRELESS Cell Charges/MDCs/Fire	P86311	9743498924	04/06/2015	904.34
00175235	04/23/2015	VIBRANT PLANTS INC MISC. PLANTS, BUSHES & TREES	P86327	4026132	04/15/2015	3,347.26



**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175236	04/23/2015	VOLKMANN, SHANTI Returning withdrawal fee error	P86328	591074	04/21/2015	10.00
00175237	04/23/2015	WA ST REVENUE 1ST QTR LEASEHOLD EXCISE TAX 2	P85312	OH004708	03/31/2015	4,381.03
00175238	04/23/2015	WANIC SKILLS CENTER Campership for EA client CH (S	P86261	OH004694	04/14/2015	100.00
00175239	04/23/2015	WASHINGTON AWARDS Service Plaque for officer	P86293	59457	04/06/2015	82.13
00175240	04/23/2015	WASHINGTON FITNESS SERV INC Service call and parts for wei	P86329	W15285	04/09/2015	506.36
00175241	04/23/2015	WCIA N. Allerdice Notary Bond	P86299	101226	04/14/2015	50.00
00175242	04/23/2015	WELLS FARGO ACCT#3632432377 FS 92 RETAINAGE	P80916	13RETAINAGE	04/21/2015	19,972.49
00175243	04/23/2015	WESCOM Witness fees	P86346	22074	04/14/2015	180.00
00175244	04/23/2015	WILLING, ROBERT MILEAGE EXPENSE		OH004679	04/16/2015	17.25
00175245	04/23/2015	WMCA AS & KR Membership Dues	P86298	01198/01205	04/10/2015	150.00
00175246	04/23/2015	XEROX CORPORATION Monthly lease charges for Xero	P85479	078973649	04/01/2015	4,274.53
00175247	04/23/2015	YSI INC WATER PRESSURE DATA LOGGERS	P86267	178779	03/31/2015	1,423.18
					Total	<u>1,297,857.68</u>

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P85312	00175237	WA ST REVENUE	1ST QTR LEASEHOLD EXCISE TAX 2	2,356.99
P86271	00175131	AINSWORTH, JOSEPH	Contract 20231 cancelled, retu	497.62
P85305	00175170	KING CO PROSECUTING ATTORNEY	COURT REMITTANCE KC CRIME VICT	440.02
P86270	00175144	CHINA TOMORROW EDU FOUNDATION	Contract 20366 complete, depos	350.00
P86266	00175138	BMW CLUB OF AMERICA	Contract 19986 completed, depo	150.00
P85306	00175168	KC PET LICENSES	KC PET LICENSES FEES COLLECTED	30.00
P86328	00175236	VOLKMANN, SHANTI	Returning withdrawal fee error	10.00
P86272	00175187	OUTDOORS FOR ALL	Rental cancelled day of. Retur	4.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P85255	00175140	CANTERBURY INTERNATIONAL	INVENTORY PURCHASES (BALANCE)	2,430.00
P86223	00175161	GRAINGER	INVENTORY PURCHASES	374.36
P86164	00175161	GRAINGER	INVENTORY PURCHASES	317.99
P86163	00175159	EXCEL SUPPLY COMPANY	INVENTORY PURCHASES	310.43
P85730	00175177	METRON-FARNIER LLC	INVENTORY PURCHASES	240.90
P86211	00175143	CESSCO	INVENTORY PURCHASES	102.49
<i>Org Key: 814072 - United Way</i>				
	00175125	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	151.07
<i>Org Key: 814074 - Garnishments</i>				
	00175124	TEXAS CHILD SUPPORT SDU	7006031251891052S/JAMES BLAIR	225.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00175122	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	138.75
<i>Org Key: 814076 - City &amp; Counties Local 21M</i>				
	00175126	WSCCCE AFSCME AFL-CIO	PAYROLL EARLY WARRANTS	1,947.35
<i>Org Key: 814077 - Police Association</i>				
	00175123	POLICE ASSOCIATION	PAYROLL EARLY WARRANTS	2,511.24
<i>Org Key: 814085 - GET Program Deductions</i>				
	00175121	GET Program	PAYROLL EARLY WARRANTS	871.00
<i>Org Key: CA1100 - Administration (CA)</i>				
P86300	00175185	OGDEN MURPHY WALLACE PLLC	Legal Services Inv #717975	13,627.40
P86173	00175166	JOHNSON, SCOTT D.	Legal Services Inv #289	1,425.00
P86333	00175190	PACIFICA LAW GROUP LLP	Legal Services Inv #22408	1,267.00
	00175232	US BANK CORP PAYMENT SYS	ACT*WASHINGTON STATE A	190.00
	00175232	US BANK CORP PAYMENT SYS	TACOMA ONSTREET PARKING	2.00
<i>Org Key: CA1200 - Prosecution &amp; Criminal Mngmnt</i>				
P86275	00175165	HONEYWELL, MATTHEW V	Public Defender Inv #849	400.00
P86347	00175165	HONEYWELL, MATTHEW V	Public Defender Inv #852	250.00
P86276	00175165	HONEYWELL, MATTHEW V	Public Defender Inv #850	200.00
P86346	00175243	WESCOM	Witness fees	180.00
<i>Org Key: CM1100 - Administration (CM)</i>				
	00175232	US BANK CORP PAYMENT SYS	GOAT HILL GARAGE 8125	16.00
<i>Org Key: CM1200 - City Clerk</i>				
	00175232	US BANK CORP PAYMENT SYS	INTERNATIONAL INSTITUTE O	575.00

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00175232	US BANK CORP PAYMENT SYS	HILTON VANCOUVER WA	564.40
P86298	00175245	WMCA	AS & KR Membership Dues	150.00
<i>Org Key: CM1400 - Communications</i>				
	00175232	US BANK CORP PAYMENT SYS	BACKUPIFY	4.99
<i>Org Key: CO6100 - City Council</i>				
	00175232	US BANK CORP PAYMENT SYS	QDOBA MEXICAN GRILL-390	227.63
	00175232	US BANK CORP PAYMENT SYS	PAYPAL *SCA	50.00
	00175232	US BANK CORP PAYMENT SYS	PAYPAL *SCA	50.00
<i>Org Key: CR1100 - CORe Admin and Human Resources</i>				
	00175232	US BANK CORP PAYMENT SYS	REI 20 REDMOND	200.00
	00175232	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	75.00
	00175232	US BANK CORP PAYMENT SYS	QFC #5839	55.95
	00175232	US BANK CORP PAYMENT SYS	CRAIGSLIST.ORG	25.00
<i>Org Key: CT1100 - Municipal Court</i>				
P86190	00175151	DIRECT MATTERS	Forms - Order on Criminal Moti	240.91
P86189	00175246	XEROX CORPORATION	March Copier Charges	157.21
P86191	00175151	DIRECT MATTERS	Forms - Payment Plan	151.11
<i>Org Key: DS1100 - Administration (DS)</i>				
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	275.00
	00175232	US BANK CORP PAYMENT SYS	AMAZON.COM	161.53
	00175232	US BANK CORP PAYMENT SYS	MBP.COM MERCHANT FEE	54.10
P86299	00175241	WCIA	N. Allerdice Notary Bond	50.00
P86301	00175150	DEPT OF LICENSING	N. Allerdice Notary Applicatio	30.00
	00175232	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
P86284	00175135	ARC - PACIFIC NORTHWEST	COPY CHARGES FEB 12&18, 2015	14.98
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	6.99
<i>Org Key: DS1200 - Bldg Plan Review &amp; Inspection</i>				
P85137	00175149	DEPT OF ENTERPRISE SERVICES	PRINTING - PERMANENT & TEMP SE	619.72
	00175232	US BANK CORP PAYMENT SYS	ADOBE SYSTEMS, INC.	21.71
<i>Org Key: DS1300 - Land Use Planning Svc</i>				
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	780.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	780.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	780.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	780.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	780.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	400.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	369.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	338.00
	00175232	US BANK CORP PAYMENT SYS	AMERICAN PLANNING ASSOCI	275.00
<i>Org Key: FN1100 - Administration (FN)</i>				
	00175232	US BANK CORP PAYMENT SYS	GFOA PENSION ACCTG	15.00
<i>Org Key: FN2100 - Data Processing</i>				
P86296	00175198	QUADRANT SYSTEMS INC	ANNUAL SOFTWARE SUPPORT	1,350.00
<i>Org Key: FN4501 - Utility Billing (Water)</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P85663	00175178	METROPRESORT	Printing and Mailing March 201	462.60
P85663	00175178	METROPRESORT	Printing and Mailing March 201	315.88
<i>Org Key: FN4502 - Utility Billing (Sewer)</i>				
P85663	00175178	METROPRESORT	Printing and Mailing March 201	462.60
P85663	00175178	METROPRESORT	Printing and Mailing March 201	315.89
P86335	00175169	KC RECORDER	SEWER LIEN 2746 73RD AVE SE	32.00
<i>Org Key: FN4503 - Utility Billing (Storm)</i>				
P85663	00175178	METROPRESORT	Printing and Mailing March 201	462.60
P85663	00175178	METROPRESORT	Printing and Mailing March 201	315.88
<i>Org Key: FNBE01 - Financial Services</i>				
P86290	00175179	MICROFLEX	March 2015 Tax Audit Program	872.20
<i>Org Key: FR1100 - Administration (FR)</i>				
P86343	00175186	ON SITE FITNESS LLC	Quarterly Exercise Equip Maint	792.79
	00175232	US BANK CORP PAYMENT SYS	RED LION ON THE RIVER	439.68
	00175232	US BANK CORP PAYMENT SYS	NORTHWEST CHAPTER LERA	325.00
P86307	00175202	RICOH USA INC (FIRE)	Copier Rental/Fire	319.42
	00175232	US BANK CORP PAYMENT SYS	MF ATHLETIC & PERFORM BE	284.34
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	205.26
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	197.73
P86308	00175148	CULLIGAN	Water Service/Fire	165.80
	00175232	US BANK CORP PAYMENT SYS	PAYPAL *AMAZONEXOTI	68.15
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	66.63
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	39.95
	00175232	US BANK CORP PAYMENT SYS	USPS 54530602535107903	39.20
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	33.45
	00175232	US BANK CORP PAYMENT SYS	USPS 54530602535107903	25.55
	00175232	US BANK CORP PAYMENT SYS	CHEVRON 00090706	23.38
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	23.13
<i>Org Key: FR2100 - Fire Operations</i>				
P85018	00175158	EPSCA	MONTHLY RADIO ACCESS FEES 44 R	1,343.32
	00175232	US BANK CORP PAYMENT SYS	IN *HID KIT PROS	963.08
P86345	00175234	VERIZON WIRELESS	Cell Charges/MDCs/Fire	872.35
	00175232	US BANK CORP PAYMENT SYS	HID KIT PROS	613.09
P86341	00175207	SEA WESTERN INC	Bunker Gear - Leather Fronts,	556.75
P86344	00175183	NORTHWEST SAFETY CLEAN	Bunker Cleaning (Novak/Bastrom)	502.00
	00175232	US BANK CORP PAYMENT SYS	IN *HID KIT PROS	350.18
P86305	00175208	SEATTLE AUTOMOTIVE DIST INC	Misc. Apparatus Parts	266.90
P86304	00175211	STARBUCK'S TOWING	Tow B92 to Redmond	245.01
P86303	00175204	ROMAINE ELECTRIC CORP	Battery for 1606	172.28
P86341	00175207	SEA WESTERN INC	Handwheel Kit	130.40
	00175182	MUNRO, ALEC	RESCUE TRAILER SHELF MATERIAL	110.26
P86310	00175184	O'REILLY AUTOMOTIVE INC	Misc. Apparatus Parts	98.75
	00175232	US BANK CORP PAYMENT SYS	RITE AID STORE 5197	32.17
P86311	00175234	VERIZON WIRELESS	Cell Charges/Fire (Backups on	31.99
	00175182	MUNRO, ALEC	PARTS FOR RESCUE TRAILER	30.63
	00175232	US BANK CORP PAYMENT SYS	TACOMA SCREW PROD INC	21.39

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: FR2500 - Fire Emergency Medical Svcs</i>				
P86306	00175132	AIRGAS USA LLC	Oxygen/Fire	74.39
P86302	00175132	AIRGAS USA LLC	Oxygen/Fire	71.68
P86309	00175212	STERICYCLE INC	On-Call Charges	10.36
<i>Org Key: FR4100 - Training</i>				
	00175192	PETERSEN, CHRISTOPHER	EMT ASSESSMENT EXPENSE	70.00
<i>Org Key: GGM001 - General Government-Misc</i>				
P86181	00175194	PROJECT A INC	INTRANET ANNUAL SUPPORT	3,000.00
P86314	00175127	CEDAR RIVER WATERSHED EDU CTR	Leadership Retreat May 7 - 8,	1,775.00
P86288	00175154	DUNBAR ARMORED	APRIL15 Armored Car Service	448.60
	00175232	US BANK CORP PAYMENT SYS	MOS PIZZA	186.93
	00175232	US BANK CORP PAYMENT SYS	ISLANDER	80.50
	00175232	US BANK CORP PAYMENT SYS	QFC #5821	26.16
<i>Org Key: GGM004 - Gen Govt-Office Support</i>				
P86283	00175201	RESERVE ACCOUNT	POSTAGE REFILL	2,500.00
P86197	00175246	XEROX CORPORATION	CM'S COPY & SCAN CHARGES	629.09
P86196	00175246	XEROX CORPORATION	MAIL ROOM COPY CHARGES 2/21-3/	538.38
P86264	00175246	XEROX CORPORATION	DSG COPY & SCAN CHARGES 2/21-3	188.94
<i>Org Key: GGM005 - Genera Govt-LI Retiree Costs</i>				
	00175173	LEOFF HEALTH & WELFARE TRUST	,MAY 2015 FIRE RETIREES	6,571.22
	00175232	US BANK CORP PAYMENT SYS	OMNICARE *PHARMACY	297.95
P86315	00175128	COOK, KEVIN	FRLEOFF1 Retiree Medical Expen	90.00
P86315	00175128	COOK, KEVIN	FRLEOFF1 Retiree Medical Expen	89.96
P86325	00175157	ELSOE, RONALD	LEOFF1 Retiree Medical Expense	11.18
<i>Org Key: GX9997 - Employee Benefits-Fire</i>				
	00175173	LEOFF HEALTH & WELFARE TRUST	MAY 2015 FIRE ACTIVE	53,363.61
<i>Org Key: IS1100 - IGS Mapping</i>				
	00175232	US BANK CORP PAYMENT SYS	FRED-MEYER #0031	31.55
<i>Org Key: IS2100 - IGS Network Administration</i>				
	00175232	US BANK CORP PAYMENT SYS	EDMONDS COMMUNITY COLLEG	784.10
	00175232	US BANK CORP PAYMENT SYS	RED LION ON THE RIVER	439.68
	00175167	KASER, MICHAEL	MILEAGE EXPENSE	312.80
	00175232	US BANK CORP PAYMENT SYS	FRY'S ELECTRONICS #30	173.49
	00175232	US BANK CORP PAYMENT SYS	SOUTHWES 5262490660941	143.10
	00175167	KASER, MICHAEL	PER DIEM REIMB ACCIS CONFERENC	126.70
	00175232	US BANK CORP PAYMENT SYS	WASHINGTON AWARDS INC	117.71
	00175232	US BANK CORP PAYMENT SYS	ALASKA AIR 0272165809968	115.60
	00175232	US BANK CORP PAYMENT SYS	AMAZON.COM	79.99
	00175232	US BANK CORP PAYMENT SYS	FRY'S ELECTRONICS #30	60.19
	00175232	US BANK CORP PAYMENT SYS	SUSHI JOA	59.01
	00175232	US BANK CORP PAYMENT SYS	FRY'S ELECTRONICS #30	49.26
	00175232	US BANK CORP PAYMENT SYS	FRY'S ELECTRONICS #30	49.26
	00175232	US BANK CORP PAYMENT SYS	PLURALSIGHT LLC	49.00
	00175232	US BANK CORP PAYMENT SYS	THE UPS STORE 1081	33.01
<i>Org Key: IS3101 - GIS Analyst Water Fund</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00175232	US BANK CORP PAYMENT SYS	SERVICE AWARD	30.00
<i>Org Key: IS3102 - GIS Analyst Sewer Fund</i>				
	00175232	US BANK CORP PAYMENT SYS	SERVICE AWARD	30.00
<i>Org Key: MT2100 - Roadway Maintenance</i>				
P86269	00175172	KING COUNTY FINANCE	STREET SIGNAL REPAIRS	319.10
	00175232	US BANK CORP PAYMENT SYS	GOURMET TERIYAKI	63.61
<i>Org Key: MT2500 - ROW Administration</i>				
P86279	00175200	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLE	987.17
P86279	00175200	REPUBLIC SERVICES #172	12 YRD DISPOSAL/REYCLING	150.30
<i>Org Key: MT3150 - Water Quality Event</i>				
P84834	00175146	CONFLUENCE ENGINEERING GRP LLC	MICROBIAL OCCURENCE RESPONSE &	12,908.76
P86267	00175247	YSI INC	WATER PRESSURE DATA LOGGERS	1,408.17
P86267	00175247	YSI INC	FREIGHT	15.01
<i>Org Key: MT3300 - Water Associated Costs</i>				
P86279	00175200	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLE	109.69
P86221	00175210	SOUND SAFETY PRODUCTS	MISC. WORK CLOTHES	32.80
	00175244	WILLING, ROBERT	MILEAGE EXPENSE	17.25
<i>Org Key: MT3600 - Sewer Associated Costs</i>				
P86279	00175200	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLE	109.69
	00175232	US BANK CORP PAYMENT SYS	RITE AID STORE #4065	2.40
<i>Org Key: MT3800 - Storm Drainage</i>				
	00175232	US BANK CORP PAYMENT SYS	PAYPAL *ECO 3	600.00
<i>Org Key: MT4150 - Support Services - Clearing</i>				
P86240	00175246	XEROX CORPORATION	MAINT. DEPT METER AND BASE CHA	333.73
	00175232	US BANK CORP PAYMENT SYS	TAP PLASTICS #31	163.31
	00175232	US BANK CORP PAYMENT SYS	WA DOL VITAL CHEK	47.25
	00175232	US BANK CORP PAYMENT SYS	ISLANDER	35.87
P85018	00175158	EPSCA	MONTHLY RADIO ACCESS FEES 1 RA	30.53
	00175232	US BANK CORP PAYMENT SYS	WA DOL VITAL CHEK SERVICE	2.00
<i>Org Key: MT4210 - Building Landscaping</i>				
P86279	00175200	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLE	109.68
<i>Org Key: MT4300 - Fleet Services</i>				
P86273	00175188	OVERLAKE OIL	800 GAL. UNLEADED DELIVERY - F	1,938.24
P86273	00175188	OVERLAKE OIL	417 GAL. DIESEL DELIVERY- FIRE	972.66
P86273	00175188	OVERLAKE OIL	283 GAL DIESEL DELIVERY - MAIN	660.10
<i>Org Key: MT4402 - Customer Response-Right-of-Way</i>				
	00175232	US BANK CORP PAYMENT SYS	TUSCAN STONE PIZZA #1	9.83
<i>Org Key: MT4403 - Customer Response - Water</i>				
	00175232	US BANK CORP PAYMENT SYS	TUSCAN STONE PIZZA #1	9.83
<i>Org Key: MT4404 - Customer Response - Sewer</i>				
	00175232	US BANK CORP PAYMENT SYS	TUSCAN STONE PIZZA #1	9.83

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: MT4405 - Customer Response - Storm</i>				
	00175232	US BANK CORP PAYMENT SYS	TUSCAN STONE PIZZA #1	9.82
<i>Org Key: MT4501 - Water Administration</i>				
P86324	00175209	SEATTLE, CITY OF	Mar 15 Water Purchases	84,998.94
<i>Org Key: MT4502 - Sewer Administration</i>				
P85017	00175171	KING COUNTY FINANCE	MONTHLY SEWER JAN-DEC 2015	371,755.35
<i>Org Key: MTBE01 - Maint of Medians &amp; Planters</i>				
P85791	00175140	CANTERBURY INTERNATIONAL	HINGES FOR CBD RECEPTACLES (BA	81.00
<i>Org Key: PO1100 - Administration (PO)</i>				
	00175232	US BANK CORP PAYMENT SYS	Governing for Racial Equity	750.00
	00175232	US BANK CORP PAYMENT SYS	DUCKYS-BELLEVUE	217.90
P86293	00175239	WASHINGTON AWARDS	Service Plaque for officer	82.13
	00175232	US BANK CORP PAYMENT SYS	CHEVRON 00090706	20.78
	00175232	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00175232	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00175232	US BANK CORP PAYMENT SYS	WALGREENS #3733	4.37
<i>Org Key: PO1350 - Police Emergency Management</i>				
P86289	00175195	PUBLIC SAFETY SUPPORT SERVICES	Zone One Coordinator Services	8,333.33
P85018	00175158	EPSCA	MONTHLY RADIO ACCESS FEES 13 R	396.89
	00175156	ELLIS, WILLIAM	COMMUNICATION ACADEMY 2015	55.00
P86257	00175199	REMOTE SATELLITE SYSTEMS INT'L	Sat phone service	48.95
	00175232	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	38.33
<i>Org Key: PO1600 - Regional Radio Operations (CJ)</i>				
P85018	00175158	EPSCA	MONTHLY RADIO ACCESS FEES 57 R	1,740.21
<i>Org Key: PO1700 - Records and Property</i>				
P86245	00175246	XEROX CORPORATION	Records copier	369.61
	00175232	US BANK CORP PAYMENT SYS	Records Training Conference	259.58
P86245	00175246	XEROX CORPORATION	Admin copier	210.00
<i>Org Key: PO1900 - Jail/Home Monitoring</i>				
P86292	00175206	SCORE	March jail bill 5 days	725.00
<i>Org Key: PO2100 - Patrol Division</i>				
	00175232	US BANK CORP PAYMENT SYS	AMAZON.COM	67.50
	00175232	US BANK CORP PAYMENT SYS	WWW.WSNIA.ORG	-195.00
<i>Org Key: PO2200 - Marine Patrol</i>				
P86295	00175207	SEA WESTERN INC	SCBA tests and repair	143.52
<i>Org Key: PO2201 - Dive Team</i>				
P86291	00175219	UNDERWATER SPORTS INC.	Dry suit equip	153.30
P86291	00175219	UNDERWATER SPORTS INC.	Dry suit equip	49.22
<i>Org Key: PO3100 - Investigation Division</i>				
P86294	00175217	THOMSON REUTERS - WEST	CIS intel database	174.23
	00175232	US BANK CORP PAYMENT SYS	Office Supplies for case work	24.08
	00175232	US BANK CORP PAYMENT SYS	CIS office supplies	10.49

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PO3300 - School Resource Officer (CJ)</i>				
	00175232	US BANK CORP PAYMENT SYS	School Resource training	345.00
	00175232	US BANK CORP PAYMENT SYS	Annual SRO membership	40.00
<i>Org Key: PO4100 - Training</i>				
	00175232	US BANK CORP PAYMENT SYS	Ammunition for Firearms School	118.11
<i>Org Key: PR0000 - Parks &amp; Recreation-Revenue</i>				
P85312	00175237	WA ST REVENUE	1ST QTR LEASEHOLD EXCISE TAX 2	2,024.04
<i>Org Key: PR1100 - Administration (PR)</i>				
	00175232	US BANK CORP PAYMENT SYS	HOMEGROWN MOTO	515.20
P85479	00175246	XEROX CORPORATION	Use charges for 2/20/15 - 3/21	297.91
P85479	00175246	XEROX CORPORATION	2015 Lease charges for Color C	160.26
P85438	00175246	XEROX CORPORATION	2015 Lease charges for Upstair	143.64
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	90.10
	00175232	US BANK CORP PAYMENT SYS	MICROSOFT - 6 BELLEVUE	43.79
	00175232	US BANK CORP PAYMENT SYS	AMAZON.COM	34.05
	00175232	US BANK CORP PAYMENT SYS	DISPLAYS AND HOLDERS	30.94
	00175232	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
P85438	00175246	XEROX CORPORATION	Use charges for 2/21/15 to 3/2	17.76
	00175232	US BANK CORP PAYMENT SYS	AMAZON.COM	15.74
	00175232	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
	00175232	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	15.00
<i>Org Key: PR1500 - Urban Forest Management</i>				
	00175232	US BANK CORP PAYMENT SYS	AMERICAN TRAILS	635.00
	00175232	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	175.38
	00175232	US BANK CORP PAYMENT SYS	AMERICAN TRAILS	100.00
	00175232	US BANK CORP PAYMENT SYS	ALDERBROOK RESORT	91.72
	00175232	US BANK CORP PAYMENT SYS	PAYPAL *QMP INC	39.98
	00175232	US BANK CORP PAYMENT SYS	THE HOME DEPOT 4711	19.68
<i>Org Key: PR2100 - Recreation Programs</i>				
	00175180	MIRACLE ISLAND PLLC	REPLACE WARRANT 174983	570.50
	00175232	US BANK CORP PAYMENT SYS	STAPLES 00113357	139.48
	00175232	US BANK CORP PAYMENT SYS	STAPLES 00113357	74.27
	00175232	US BANK CORP PAYMENT SYS	STAPLES 00113357	67.58
	00175232	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	46.07
	00175232	US BANK CORP PAYMENT SYS	MARSHALLS #0221	42.17
	00175232	US BANK CORP PAYMENT SYS	FACEBOOK 9VVR7SDP2	40.00
<i>Org Key: PR2101 - Youth and Teen Camps</i>				
	00175232	US BANK CORP PAYMENT SYS	SEATTLE STORM	100.00
<i>Org Key: PR2104 - Special Events</i>				
	00175232	US BANK CORP PAYMENT SYS	COOL GLOW NOVELTY	195.86
P86331	00175130	AABCO BARRICADE COMPANY INC	Lite tower unit for Egg Hunt	166.42
	00175232	US BANK CORP PAYMENT SYS	R AND R RENTALS RENTON	109.50
	00175232	US BANK CORP PAYMENT SYS	TOYS R US #8011	77.54
	00175232	US BANK CORP PAYMENT SYS	ISLANDER	72.25
	00175232	US BANK CORP PAYMENT SYS	LOWES #02420*	36.31



**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00175232	US BANK CORP PAYMENT SYS	LOWES #02420*	23.75
P85393	00175174	M & M BALLOON CO	2015 Helium refills at MICEC	20.81
	00175232	US BANK CORP PAYMENT SYS	ORIENTAL TRADING CO	15.96
	00175232	US BANK CORP PAYMENT SYS	LOWES #02420*	15.05
	00175232	US BANK CORP PAYMENT SYS	LAKESHORE LEARNING #09	11.96
<i>Org Key: PR2108 - Health and Fitness</i>				
	00175232	US BANK CORP PAYMENT SYS	LOWES #02420*	22.10
	00175232	US BANK CORP PAYMENT SYS	SPORTS AUTHORI00005538	21.87
	00175232	US BANK CORP PAYMENT SYS	QFC #5806	16.41
<i>Org Key: PR3500 - Senior Services</i>				
P86274	00175181	MISD FOOD SERVICE	2015 Senior Meals	475.00
	00175214	SYLVETSKY, LESLIE	SENIOR SOCIAL LUNCH	300.25
	00175214	SYLVETSKY, LESLIE	SENIOR SOCIAL SUPPLIES	103.37
	00175214	SYLVETSKY, LESLIE	SENIOR SOCIAL LUNCH	95.08
	00175232	US BANK CORP PAYMENT SYS	CREATIVE FORCASTING INC	60.00
	00175232	US BANK CORP PAYMENT SYS	COST PLUS WLD #70	42.81
	00175232	US BANK CORP PAYMENT SYS	QFC #5839	40.14
	00175232	US BANK CORP PAYMENT SYS	ALBERTSONS #450	32.95
	00175232	US BANK CORP PAYMENT SYS	C&C SMART FOOD52105830	20.73
	00175214	SYLVETSKY, LESLIE	SENIOR SOCIAL SUPPLIES	19.88
	00175232	US BANK CORP PAYMENT SYS	QFC #5839	17.69
P85459	00175246	XEROX CORPORATION	Use charges for 2/20/15 - 3/21	16.62
<i>Org Key: PR4100 - Community Center</i>				
P86329	00175240	WASHINGTON FITNESS SERV INC	Service call and parts for wei	506.36
P86288	00175154	DUNBAR ARMORED	APRIL15 Armored Car Service	448.60
	00175232	US BANK CORP PAYMENT SYS	YELPINC*BIZSERVICES	350.00
	00175232	US BANK CORP PAYMENT SYS	GOOGLE *ADWS8116428157	325.87
P85459	00175246	XEROX CORPORATION	2015 Lease charges for copier	311.12
P85459	00175246	XEROX CORPORATION	Use charges for 2/20/15 - 3/21	245.55
	00175232	US BANK CORP PAYMENT SYS	ANNEX	193.50
	00175232	US BANK CORP PAYMENT SYS	AMAZON.COM	162.45
	00175232	US BANK CORP PAYMENT SYS	SPORTS IMPORTS	89.80
	00175232	US BANK CORP PAYMENT SYS	AMZ*WEBSTRAURANTSTORE C	63.01
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	5.95
	00175232	US BANK CORP PAYMENT SYS	ANNEX	5.88
<i>Org Key: PR6100 - Park Maintenance</i>				
P85884	00175197	PUGET SOUND SPECIALTIES INC.	Fall slow release for parks an	1,664.13
P86327	00175235	VIBRANT PLANTS INC	MISC. PLANTS, BUSHES & TREES	872.28
P85893	00175134	AMERICAN FOREST MANAGEMENT	Tree condition evaluation at I	572.50
P86222	00175235	VIBRANT PLANTS INC	MISC. PLANTS, BUSHES & TREES	609.03
P86279	00175200	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLE	438.74
	00175232	US BANK CORP PAYMENT SYS	THE KNOX COMPANY	304.41
P86213	00175136	BEN'S CLEANER SALES INC	PRESSURE WASHER PARTS	154.30
	00175232	US BANK CORP PAYMENT SYS	SAHARA PIZZA	94.52
P86211	00175143	CESSCO	SHARPEN MOWER BLADES	32.69
P86223	00175161	GRAINGER	MASONRY DRILL BITS	27.29
P86313	00175164	HOME DEPOT CREDIT SERVICE	SNAP SPREADER	16.41

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
P85884	00175197	PUGET SOUND SPECIALTIES INC.	Fall slow release for parks an	1,664.12
P86213	00175136	BEN'S CLEANER SALES INC	PRESSURE WASHER PARTS	51.42
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P86327	00175235	VIBRANT PLANTS INC	MISC. PLANTS, BUSHES & TREES	348.91
P86323	00175164	HOME DEPOT CREDIT SERVICE	HYDRAULIC TILLER RENTAL	168.78
<i>Org Key: PR6600 - Park Maint-School Related</i>				
P85884	00175197	PUGET SOUND SPECIALTIES INC.	Fall slow release for parks an	1,664.13
P86222	00175235	VIBRANT PLANTS INC	MISC. PLANTS, BUSHES & TREES	384.65
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P85884	00175197	PUGET SOUND SPECIALTIES INC.	Fall slow release for parks an	1,664.13
P86207	00175142	CEDAR GROVE COMPOSTING INC	LANDSCAPE MULCH (30 YDS)	1,024.27
P86222	00175235	VIBRANT PLANTS INC	MISC. PLANTS, BUSHES & TREES	609.04
P86327	00175235	VIBRANT PLANTS INC	MISC. PLANTS, BUSHES & TREES	523.35
P86279	00175200	REPUBLIC SERVICES #172	25 YARD DISPOSAL/RECYCLE	438.74
P85006	00175220	UNITED SITE SERVICES	2015 Portable toilet rental an	338.65
P85006	00175220	UNITED SITE SERVICES	2015 Portable toilet rentals a	151.20
P85273	00175216	T2 SYSTEMS CANADA INC	2015 monthly charges for servi	82.13
P85281	00175215	T-MOBILE	2015 services for boat launch	49.99
<i>Org Key: PR6800 - Trails Maintenance</i>				
	00175232	US BANK CORP PAYMENT SYS	FORESTRY SUPPLIERS	306.68
	00175232	US BANK CORP PAYMENT SYS	WDFW HYDRAULIC PERMITS	150.00
<i>Org Key: PY4615 - Flex Admin 2015</i>				
	00175203	ROBARGE, JAMES H	FLEX SPEND REIMB	639.50
	00175145	COLE, DONALD	FLEX SPEND REIMB	547.21
	00175192	PETERSEN, CHRISTOPHER	FLEX SPEND REIMB	500.00
	00175193	PHILEN, SUZANNE	FLEX SPEND REIMB	413.54
	00175175	MATHESON, SHAWN	FLEX SPEND REIMB	396.26
	00175160	FLETCHER, BRUCE	FLEX SPEND REIMB	367.52
	00175176	MCWATTERS, BRIAN	FLEX SPEND REIMB	300.00
	00175233	VAN GORP, ALISON	FLEX SPEND REIMB	192.31
	00175218	TREAT, NOEL	FLEX SPEND REIMB	181.82
	00175205	SCHUCK, CHRISTINA	FLEX SPEND REIMB	130.00
<i>Org Key: WG105R - Community Center Bldg Repairs</i>				
P85207	00175155	ECCOS DESIGN LLC	Landscape architectural	1,360.00
<i>Org Key: WG110T - Computer Equip Replacements</i>				
P85948	00175141	CDW GOVERNMENT INC	2015 Police MDC Replacements 6	3,378.32
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	34.99
	00175232	US BANK CORP PAYMENT SYS	AMAZON MKTPLACE PMTS	9.99
<i>Org Key: WG130E - Equipment Rental Vehicle Repl</i>				
	00175232	US BANK CORP PAYMENT SYS	Floor mats vehicle (#479)	213.51
<i>Org Key: WP107R - Island Crest Park Repairs</i>				
P85923	00175152	DMD & ASSOCIATES LTD	Island Crest Park Athletic Fie	15,906.00
<i>Org Key: WP122P - Open Space - Pioneer/Engstrom</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P85006	00175220	UNITED SITE SERVICES	Portable toilet rental and ser	75.60
<i>Org Key: WP122R - Vegetation Management</i>				
	00175232	US BANK CORP PAYMENT SYS	SER	65.00
	00175232	US BANK CORP PAYMENT SYS	STEWART LUMBER	4.89
<i>Org Key: WP506R - Swim Beach Repairs</i>				
P86336	00175153	DROLL LANDSCAPE ARCH, ROBERT W	Conceptual design analysis	2,800.00
<i>Org Key: WW101P - Water System Plan</i>				
P80918	00175162	HDR ENGINEERING INC	2015 WATER SYSTEM PLAN UPDATES	1,292.24
<i>Org Key: WW312R - ICW and 85th Ave Water Impv</i>				
P85675	00175137	BLUELINE GROUP	2015 WATER SYSTEM IMPROVEMENT	3,026.75
<i>Org Key: WW524R - 93rd Water System Improvements</i>				
P85675	00175137	BLUELINE GROUP	015 WATER SYSTEM IMPROVEMENT	1,613.25
<i>Org Key: WW535A - PRV Air Vac Replacements</i>				
P85063	00175139	BONNER BROTHERS CONST INC	PRV STATIONS MODIFICATIONS PRO	127,007.21
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P80919	00175129	CORP INC CONSTRUCTION	FS 92 BUILDING CONTRACTOR	217,424.94
	00175147	CORP INC CONSTRUCTION AND	REPLACE WARRANT 175129	217,424.94
P86334	00175163	HEDEEN & CADITZ PLLC	Legal Services Fire Station In	26,284.00
P80916	00175242	WELLS FARGO ACCT#3632432377	FS 92 RETAINAGE	19,972.49
P80331	00175213	STORAGE COURT OF MERCER ISLAND	FS 92 APPARATUS STORAGE THRU S	2,250.00
	00175232	US BANK CORP PAYMENT SYS	EXAM TABLE FS92	1,743.75
	00175232	US BANK CORP PAYMENT SYS	MECHROOM PIPE COVER	99.00
<i>Org Key: XR542C - 84th Avenue Path</i>				
P86332	00175189	PACIFIC RIM EQUIPMENT RENTAL	EXCAVATOR RENTAL	2,630.40
<i>Org Key: YF1100 - YFS General Services</i>				
P85479	00175246	XEROX CORPORATION	Use charges for 2/20/15 - 3/21	319.36
	00175232	US BANK CORP PAYMENT SYS	FISHERIES SUPPLY WHOLESA	234.55
	00175232	US BANK CORP PAYMENT SYS	WEST MARINE #360	229.83
P86288	00175154	DUNBAR ARMORED	APRIL15 Armored Car Service	228.66
P85071	00175246	XEROX CORPORATION	Monthly lease charges for Xero	175.09
P85479	00175246	XEROX CORPORATION	2015 Lease charges for Color C	160.26
	00175232	US BANK CORP PAYMENT SYS	SAHARA PIZZA	103.90
	00175232	US BANK CORP PAYMENT SYS	IN *SHIFTBOARD INC.	54.75
	00175232	US BANK CORP PAYMENT SYS	USPS 54530602535107903	47.72
	00175232	US BANK CORP PAYMENT SYS	C&C SMART FOOD52105517	36.80
	00175232	US BANK CORP PAYMENT SYS	CHEVRON 00092003	24.75
	00175232	US BANK CORP PAYMENT SYS	OPENTIP.COM, ATAF.A.COM	22.35
	00175232	US BANK CORP PAYMENT SYS	SQ *MERCER ISLAND ROTARY	20.00
	00175232	US BANK CORP PAYMENT SYS	WSCC PFD PARKING	7.00
	00175232	US BANK CORP PAYMENT SYS	WEST MARINE #360	-229.83
<i>Org Key: YF1200 - Thrift Shop</i>				
P86286	00175133	AMERICAN EXPRESS (YFS)	Costco - operating and	1,017.84
P86288	00175154	DUNBAR ARMORED	APRIL15 Armored Car Service	451.23
	00175232	US BANK CORP PAYMENT SYS	SQ *SEATTLE STORE FIXTURE	181.17

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
	00175232	US BANK CORP PAYMENT SYS	8009441126BROOKLYNBATTERY	64.93
	00175232	US BANK CORP PAYMENT SYS	TS SINK	63.70
	00175232	US BANK CORP PAYMENT SYS	REGISTER.COM*12BBABEFJ	52.00
	00175232	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	43.81
	00175232	US BANK CORP PAYMENT SYS	FONTS COM	27.38
	00175232	US BANK CORP PAYMENT SYS	BROWN BEAR CARWASH 1031	14.00
	00175232	US BANK CORP PAYMENT SYS	WWW.ROBLY.COM	10.50
<b>Org Key: YF2100 - School/City Partnership</b>				
	00175232	US BANK CORP PAYMENT SYS	WELLSPRING FAMILY SERVICE	175.00
<b>Org Key: YF2300 - VOICE Program</b>				
	00175232	US BANK CORP PAYMENT SYS	IN *SHIFTBOARD INC.	262.80
	00175232	US BANK CORP PAYMENT SYS	IDEALIST.ORG	80.00
	00175232	US BANK CORP PAYMENT SYS	SYMPPLICITY CORP	10.00
	00175232	US BANK CORP PAYMENT SYS	CITY OF MERCER ISLAND	1.00
	00175232	US BANK CORP PAYMENT SYS	CITY OF MERCER ISLAND	1.00
	00175232	US BANK CORP PAYMENT SYS	CITY OF MERCER ISLAND	-1.00
	00175232	US BANK CORP PAYMENT SYS	CITY OF MERCER ISLAND	-1.00
	00175232	US BANK CORP PAYMENT SYS	FGA*LA CHARTCNTR-22009	-415.00
<b>Org Key: YF2500 - Family Counseling</b>				
	00175232	US BANK CORP PAYMENT SYS	WELLSPRING FAMILY SERVICE	175.00
<b>Org Key: YF2600 - Family Assistance</b>				
P85077	00175191	PEBBLE @ MIPC, THE	Preschool scholarships and tui	990.10
P85081	00175196	PUGET SOUND ENERGY	Utility Assistance for EA clie	383.21
	00175232	US BANK CORP PAYMENT SYS	PAYPAL *PLAYWELLTEK	149.00
	00175232	US BANK CORP PAYMENT SYS	SHELL OIL 57424192508	100.00
P86261	00175238	WANIC SKILLS CENTER	Campership for EA client CH (S	100.00
	00175232	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	94.00
	00175232	US BANK CORP PAYMENT SYS	ACT*MERCER IS PARKS	67.00
	00175232	US BANK CORP PAYMENT SYS	SHELL OIL 57424192508	50.00
	00175232	US BANK CORP PAYMENT SYS	SHELL OIL 57424192508	50.00
	00175232	US BANK CORP PAYMENT SYS	QFC #5839	50.00
<b>Org Key: YF2800 - Fed Drug Free Communities Gran</b>				
	00175232	US BANK CORP PAYMENT SYS	BIG SKY LODGING	186.03
	00175232	US BANK CORP PAYMENT SYS	CTC*CONSTANTCONTACT.COM	79.87
	00175232	US BANK CORP PAYMENT SYS	EIG*HOMESTEAD	20.99
Total				1,297,857.68

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	175248-175332	04/30/15	\$ 287,258.00
			<b>\$ 287,258.00</b>

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175248	04/28/2015	AWC COBRA Payment May 2015 W. Sans	P86380	OH004710	04/27/2015	1,547.64
00175249	04/29/2015	KC RECORDS EASEMENT RECORDING FEE		OH004711	04/28/2015	78.00
00175250	04/30/2015	ACCESS DATA STORAGE, CONTAINER P/U-DE	P86364	0944128	03/31/2015	272.00
00175251	04/30/2015	ACF WEST INC CATCH BASIN SOCKS, ULTRA-DRAIN	P86277	I0203255	04/08/2015	355.88
00175252	04/30/2015	ALLIED STEEL FABRICATORS INC Shelving for New Rescue Traile	P86212	22054	04/19/2015	1,670.92
00175253	04/30/2015	ANCHOR QEA LLC Calkin's Point design revision	P85505	41658	03/24/2015	795.00
00175254	04/30/2015	ANDERSON, LAURA MARIE Instruction services for Power	P86353	15378/15384	04/23/2015	1,531.60
00175255	04/30/2015	ARGOSY CRUISES Summer Celebration! Boat Rides	P86260	2329241	03/04/2015	1,900.00
00175256	04/30/2015	ARONSON SECURITY GROUP INC Key supplies for Parks	P86377	WSEA11816	04/23/2015	146.90
00175257	04/30/2015	ART OF LIVING Contract 19682, deposit return	P86394	19682	04/28/2015	80.00
00175258	04/30/2015	AUTOMATED GATES & EQUIPMENT MAINT GATE REPAIR	P86366	206855	03/31/2015	483.45
00175259	04/30/2015	AUTONATION FORD BELLEVUE REPLACE WARRANT 174439		420845REPLACEME N	04/28/2015	2,045.80
00175260	04/30/2015	AWC 2015 AWC Retro Group for L&I	P85898	34757	05/09/2015	22,334.45
00175261	04/30/2015	AWC MAY 2015		OH004712	04/24/2015	288.50
00175262	04/30/2015	AXIS SURVEY & MAPPING SUB BASIN 27A.9 SEWER DRAINAGE	P84733	8085	03/31/2015	2,400.00
00175263	04/30/2015	BLUELINE GROUP SUB BASIN 27A.9 SEWER & DRAINAGE	P85542	10000	04/06/2015	9,245.00
00175264	04/30/2015	BRAKE & CLUTCH SUPPLY INC REPAIR PARTS FOR FL-0380	P86268	543752	04/10/2015	169.66
00175265	04/30/2015	BUBBLES BELOW Dive equip maint. Unit 14	P86382	41680/41705/4171	03/30/2015	1,124.42
00175266	04/30/2015	CDW GOVERNMENT INC Adobe Creative Cloud for teams	P86226	TR85193	04/09/2015	4,057.12
00175267	04/30/2015	CENTURYLINK PHONE USE APRIL 2015		OH004719	04/16/2015	1,895.19
00175268	04/30/2015	CESSCO INVENTORY PURCHASES	P86326	3753	04/14/2015	144.49
00175269	04/30/2015	CINTAS CORPORATION #460 2015 rug cleaning services for	P85005	460342481	04/09/2015	73.92
00175270	04/30/2015	COLUMBIA FORD FACILITIES VEHICLE REPLACEMENT	P85062	3F1482	04/27/2015	19,618.90
00175271	04/30/2015	COMCAST CITY HALL HIGH SPEED INTERNET	P86460	OH004728	04/17/2015	273.39
00175272	04/30/2015	COMCAST Internet Charges/Fire	P85302	OH004696	04/11/2015	202.01
00175273	04/30/2015	COMMERCIAL LANDSC SUPPLY INC INVENTORY PURCHASES	P86355	190323/190404	04/14/2015	246.30

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175274	04/30/2015	CRYSTAL SPRINGS Coffee supplies for MICEC	P86392	13123243041715	04/17/2015	346.82
00175275	04/30/2015	DAVIS, SUZANNA Instruction services for Belly	P86410	15548	04/29/2015	590.80
00175276	04/30/2015	DEDOMINICIS, AMY E FS 92 Project Management	P76634	501424	04/08/2015	2,100.00
00175277	04/30/2015	EASTSIDE EXTERMINATORS CITY HALL EXTERMINATOR	P86391	230091	03/27/2015	216.26
00175278	04/30/2015	EMEDCO "KEEP AREA CLEAR" 3" ADHESIVE	P86209	9327191831	03/19/2015	156.73
00175279	04/30/2015	FELIX, JIM MILEAGE EXPENSE		OH004713	04/27/2015	55.20
00175280	04/30/2015	FIRE PROTECTION INC FIRE ALARM MONITORING	P86373	24620	04/02/2015	788.18
00175281	04/30/2015	GAVIGLIO, MIKE MILEAGE EXPENSE		OH004714	04/23/2015	59.80
00175282	04/30/2015	GET Program PAYROLL EARLY WARRANTS		OH004720	05/01/2015	652.00
00175283	04/30/2015	GRAINGER INVENTORY PURCHASES	P86319	9714970739	04/13/2015	840.06
00175284	04/30/2015	GRAYBAR FS92 RELAY FOR ALERTING	P86371	978137098	04/02/2015	55.85
00175285	04/30/2015	H D FOWLER INVENTORY PURCHASES	P86358	I3889722	04/14/2015	16,596.93
00175286	04/30/2015	HANSEN, MIKE TRAINING REGISTRATION FEE		OH004715	04/13/2015	137.14
00175287	04/30/2015	HOME DEPOT CREDIT SERVICE TORCH & SHOP VAC	P86357	0247780015731	04/24/2015	203.34
00175288	04/30/2015	HUGHES FIRE EQUIPMENT INC Apparatus Parts - E91	P86456	494005/493983	04/13/2015	143.27
00175289	04/30/2015	HYLAND SOFTWARE Sire License renewal: Agenda P	P86414	263761	02/03/2015	13,010.79
00175290	04/30/2015	INGALLINA'S BOX LUNCH INC COOKIE TRAYS FOR TOWN VISIONIN	P86464	01224455	04/21/2015	61.21
00175291	04/30/2015	INTERIOR FOLIAGE CO, THE CITY HALL INTERIOR LANDSCAPING	P86368	33808	04/01/2015	271.34
00175292	04/30/2015	INTERNATIONAL CODE COUNCIL CERTIFICATION RENEWAL - MARCY	P86398	OH004716	04/28/2015	75.00
00175293	04/30/2015	INTERNATIONAL CODE COUNCIL INC 2015 Dues/Heitman	P86458	3044990	04/03/2015	135.00
00175294	04/30/2015	JOHNSON, CURTIS FRLEOFF1 Retiree Medical Expen	P86316	OH004717	04/20/2015	40.00
00175295	04/30/2015	KC SHERIFF'S OFFICE LnX maintenance fees	P86352	150093	03/30/2015	2,125.24
00175296	04/30/2015	KROESENS INC MP uniform shirt	P86466	259941	04/24/2015	2,327.11
00175297	04/30/2015	LPD ENGINEERING PLLC Engineering services for West	P86409	4377	04/28/2015	922.50
00175298	04/30/2015	McLENDON HARDWARE INC INVENTORY PURCHASES	P86312	4226122	04/17/2015	88.52
00175299	04/30/2015	METROPRESORT 600 GREEN NON PAYMENT DOOR TAG	P86378	472219	04/21/2015	1,619.70

**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175300	04/30/2015	MI EMPLOYEES ASSOC PAYROLL EARLY WARRANTS		OH004721	05/01/2015	138.75
00175301	04/30/2015	MICHAEL SKAGGS ASSOCIATES JANITORIAL SERVICE MARCH 2015	P86387	15197	03/31/2015	2,079.00
00175302	04/30/2015	MILLER HULL PARTNERSHIP LLC FIRE STATION 92 - DESIGN	P77577	0000021/0000022	03/06/2015	86,718.18
00175303	04/30/2015	NATURAL SYSTEMS DESIGN SUB-BASIN 6 PHASE II DRAINAGE	P80435	2015119	04/06/2015	8,790.75
00175304	04/30/2015	PACIFIC AIR CONTROL INC COMM CNTR HVAC REPAIR	P86388	178772	03/25/2015	2,568.88
00175305	04/30/2015	PACIFIC PLANTS INC 4 Acer Ginnala Trees	P86030	74625	04/09/2015	392.01
00175306	04/30/2015	PACIFICA LAW GROUP LLP Legal Services Inv #22409	P86411	22409	04/09/2015	17,832.50
00175307	04/30/2015	PART WORKS INC. PARTS	P86278	402567	04/10/2015	311.59
00175308	04/30/2015	PERRONE CONSULTING INC PS ENGINEERING CONSULTATION -5045	P86400	1511501	04/20/2015	3,349.01
00175309	04/30/2015	PLATT ELECTRIC FUSES FOR ELEC SHUT OFFS	P86369	G182359	03/20/2015	61.78
00175310	04/30/2015	POT O' GOLD INC COFFEE SUPPLIES	P86463	263144	04/30/2015	341.07
00175311	04/30/2015	PUGET SOUND ENERGY ENERGY USE APRIL 2015		OH004722	04/23/2015	19,202.31
00175312	04/30/2015	RAIN MASTER 2015 Irrigation Maintenance Se	P86401	0819700115113	04/28/2015	388.70
00175313	04/30/2015	REDMOND, CITY OF Quarterly Apparatus Maintenanc	P86342	00001235	04/08/2015	6,180.26
00175314	04/30/2015	RODDA PAINT CITY HALL PAINT	P86370	19858678	04/08/2015	93.90
00175315	04/30/2015	SANDERSON SAFETY SUPPLY INVENTORY PURCHASES	P85753	613358501	04/09/2015	353.16
00175316	04/30/2015	SEA WESTERN INC Bunker Gear (Helmet/Boots)	P86038	183849	04/28/2015	4,031.41
00175317	04/30/2015	SEATTLE CoARTS Contract 19805 completed, depo	P86393	19805	04/28/2015	50.00
00175318	04/30/2015	SPORTSLABS USA Gmax Testing for Synthetic Tur	P85755	INV526	03/09/2015	3,140.00
00175319	04/30/2015	STORAGE COURT LLC FS 92 TEMP HOUSING JAN-SEPT 20	P80761	OH004718	04/24/2015	2,500.00
00175320	04/30/2015	SYLVETSKY, LESLIE SR SOCIAL SUPPLIES		OH004723	04/28/2015	273.39
00175321	04/30/2015	SYSTEMS DESIGN Transport Billing Fees	P86467	MIFD0415	04/27/2015	1,239.84
00175322	04/30/2015	T&L NURSERY INC HANGING FLOWER BASKETS	P86362	227762	04/23/2015	2,090.35
00175323	04/30/2015	TEXAS CHILD SUPPORT SDU 70060312518910521S/JAMES BLAIR		OH004724	04/29/2015	225.00
00175324	04/30/2015	UNDERWATER SPORTS INC. Dive wetsuit gear	P86381	20009240A	04/17/2015	654.21
00175325	04/30/2015	UNITED SITE SERVICES Volunteer event portable toile	P85569	1142872371	04/21/2015	110.76



**Accounts Payable Report by Check Number**

Check No	Check Date	Vendor Name/Description	PO #	Invoice #	Invoice Date	Check Amount
00175326	04/30/2015	UNITED WAY OF KING CO PAYROLL EARLY WARRANTS		OH004725	05/01/2015	151.07
00175327	04/30/2015	UPS SHIPPING FEE		0000T6781T165	04/18/2015	28.94
00175328	04/30/2015	VIBRANT PLANTS INC MISC. TREES	P86408	4026832	04/22/2013	450.97
00175329	04/30/2015	WA WILDLIFE & REC COALITION 2015 Membership Dues	P86350	41615	04/16/2015	125.00
00175330	04/30/2015	WALTER E NELSON CO INVENTORY PURCHASES	P86318	482593	04/14/2015	2,338.68
00175331	04/30/2015	WATERSHED COMPANY, THE Environmental consulting servi	P85379	20150399	04/09/2015	3,460.00
00175332	04/30/2015	WETHERHOLT AND ASSOCIATES INC FS 92 ROOF INSPECTION SERVICE	P83972	41184	03/27/2015	987.20
Total						<u>287,258.00</u>

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: 001000 - General Fund-Admin Key</i>				
P86394	00175257	ART OF LIVING	Contract 19682, deposit return	80.00
P86393	00175317	SEATTLE CoARTS	Contract 19805 completed, depo	50.00
<i>Org Key: 402000 - Water Fund-Admin Key</i>				
P86214	00175285	H D FOWLER	INVENTORY PURCHASES	10,247.13
P86217	00175285	H D FOWLER	INVENTORY PURCHASES	1,864.56
P85947	00175285	H D FOWLER	INVENTORY PURCHASES	1,695.76
P86227	00175330	WALTER E NELSON CO	INVENTORY PURCHASES	1,570.37
P86318	00175330	WALTER E NELSON CO	INVENTORY PURCHASES	768.31
P85753	00175315	SANDERSON SAFETY SUPPLY	INVENTORY PURCHASES	293.13
P86355	00175273	COMMERCIAL LANDSC SUPPLY INC	INVENTORY PURCHASES	246.30
P85943	00175283	GRAINGER	INVENTORY PURCHASES	137.19
P86326	00175268	CESSCO	INVENTORY PURCHASES	122.59
P86312	00175298	McLENDON HARDWARE INC	INVENTORY PURCHASES	88.52
P86231	00175283	GRAINGER	INVENTORY PURCHASES	28.65
<i>Org Key: 814072 - United Way</i>				
	00175326	UNITED WAY OF KING CO	PAYROLL EARLY WARRANTS	151.07
<i>Org Key: 814074 - Garnishments</i>				
	00175323	TEXAS CHILD SUPPORT SDU	70060312518910521S/JAMES BLAIR	225.00
<i>Org Key: 814075 - Mercer Island Emp Association</i>				
	00175300	MI EMPLOYEES ASSOC	PAYROLL EARLY WARRANTS	138.75
<i>Org Key: 814083 - Vol Life Ins - States West Lif</i>				
	00175261	AWC	MAY 2015	288.50
<i>Org Key: 814085 - GET Program Deductions</i>				
	00175282	GET Program	PAYROLL EARLY WARRANTS	652.00
<i>Org Key: CA1100 - Administration (CA)</i>				
P86411	00175306	PACIFICA LAW GROUP LLP	Legal Services Inv #22409	17,832.50
<i>Org Key: CM1400 - Communications</i>				
P86249	00175266	CDW GOVERNMENT INC	Adobe Creative Cloud for teams	525.60
<i>Org Key: DS1200 - Bldg Plan Review &amp; Inspection</i>				
P86430	00175308	PERRONE CONSULTING INC PS	ENGINEERING CONSULTATION -5045	2,317.76
<i>Org Key: DS1400 - Development Engineering</i>				
P85753	00175315	SANDERSON SAFETY SUPPLY	CLASS III JACKET (LG)	60.03
<i>Org Key: FN1100 - Administration (FN)</i>				
P86365	00175299	METROPRESORT	600 GREEN NON PAYMENT DOOR TAG	134.20
P86365	00175299	METROPRESORT	CREDIT FOR OVERBILLING	-17.75
<i>Org Key: FNBE01 - Financial Services</i>				
P86378	00175299	METROPRESORT	ANNUAL 2015 REMINDER BACKFLOW	1,503.25
<i>Org Key: FR1100 - Administration (FR)</i>				
P86467	00175321	SYSTEMS DESIGN	Transport Billing Fees	1,239.84
	00175267	CENTURYLINK	PHONE USE APRIL 2015	287.94
P86458	00175293	INTERNATIONAL CODE COUNCIL INC	2015 Dues/Heitman	135.00

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P86454	00175271	COMCAST	Internet Charges/Fire	104.08
P86453	00175272	COMCAST	Internet Charges/Fire	68.67
P86460	00175271	COMCAST	Internet Charges/Fire	60.13
<i>Org Key: FR2100 - Fire Operations</i>				
P86342	00175313	REDMOND, CITY OF	Quarterly Apparatus Maintenanc	6,180.26
P86466	00175296	KROESENS INC	Uniforms/Stalker	1,208.22
P86465	00175316	SEA WESTERN INC	Bunker Gear (Helmet/Boots)	739.24
P86456	00175288	HUGHES FIRE EQUIPMENT INC	Apparatus Parts - E91	143.27
<i>Org Key: FR2400 - Fire Suppression</i>				
P86038	00175316	SEA WESTERN INC	MSA 5 Gas Detector	2,294.00
P86212	00175252	ALLIED STEEL FABRICATORS INC	Shelving for New Rescue Traile	1,670.92
P86038	00175316	SEA WESTERN INC	Can Cal Gas	450.00
P86038	00175316	SEA WESTERN INC	Tax	285.62
P86038	00175316	SEA WESTERN INC	Cal Gas Regulator	195.00
P86038	00175316	SEA WESTERN INC	Shipping	67.55
<i>Org Key: GGM001 - General Government-Misc</i>				
P86385	00175310	POT O' GOLD INC	COFFEE SUPPLIES	313.69
P85016	00175271	COMCAST	CITY HALL HIGH SPEED INTERNET	109.18
P86464	00175290	INGALLINA'S BOX LUNCH INC	COOKIE TRAYS FOR TOWN VISIONIN	61.21
P86463	00175310	POT O' GOLD INC	APRIL EQUIPMENT RENTAL	27.38
<i>Org Key: GGM005 - Genera Govt-L1 Retiree Costs</i>				
P86316	00175294	JOHNSON, CURTIS	FRLEOFF1 Retiree Medical Expen	40.00
<i>Org Key: GX9995 - Employee Benefits-General</i>				
P85898	00175260	AWC	2015 AWC Retro Group for L&I	10,999.74
P86380	00175248	AWC	COBRA Payment May 2015 W. Sans	778.67
<i>Org Key: GX9996 - Employee Benefits-Police</i>				
P85898	00175260	AWC	2015 AWC Retro Group for L&I	4,076.03
<i>Org Key: GX9997 - Employee Benefits-Fire</i>				
P85898	00175260	AWC	2015 AWC Retro Group for L&I	3,629.34
<i>Org Key: GX9998 - Employee Benefits-Maintenance</i>				
P85898	00175260	AWC	2015 AWC Retro Group for L&I	3,629.34
P86380	00175248	AWC	COBRA Payment May 2015 T. Deac	768.97
<i>Org Key: IS2100 - IGS Network Administration</i>				
P86414	00175289	HYLAND SOFTWARE	Sire License renewal: Agenda P	13,010.79
	00175267	CENTURYLINK	PHONE USE APRIL 2015	1,137.30
P86364	00175250	ACCESS	DATA STORAGE, CONTAINER P/U-DE	272.00
<i>Org Key: MT2100 - Roadway Maintenance</i>				
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	271.74
P86326	00175268	CESSCO	STIHL EDGER BLADES	21.90
<i>Org Key: MT2300 - Planter Bed Maintenance</i>				
P86359	00175328	VIBRANT PLANTS INC	MISC. TREES	208.57
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	12.35
<i>Org Key: MT3000 - Water Service Upsizes and New</i>				

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P86160	00175285	H D FOWLER	2" CARBIDE CUTTER PART# 351-01	304.85
P86160	00175285	H D FOWLER	2" HSS CARBIDE TIP HOLES AW	206.66
<i>Org Key: MT3100 - Water Distribution</i>				
P86230	00175283	GRAINGER	36V DEWALT BATTERIES	399.02
P86358	00175285	H D FOWLER	1" PRV & PIPE FITTINGS	309.65
P86160	00175285	H D FOWLER	2" CARBIDE CUTTER PART# 351-01	304.85
P86160	00175285	H D FOWLER	2" HSS CARBIDE TIP HOLES AW	206.66
P86231	00175283	GRAINGER	PIPE WRENCHES	162.97
	00175327	UPS	SHIPPING FEE	28.94
P86214	00175285	H D FOWLER	CREDIT- RETURNED PIPE COUPLERS	-1,031.65
<i>Org Key: MT3120 - Hydrant Maintenance</i>				
P86320	00175285	H D FOWLER	COMPLETE NOZZLE SECTION FOR M&	898.52
<i>Org Key: MT3150 - Water Quality Event</i>				
	00175281	GAVIGLIO, MIKE	MILEAGE EXPENSE	59.80
	00175279	FELIX, JIM	MILEAGE EXPENSE	55.20
<i>Org Key: MT3200 - Water Pumps</i>				
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	1,900.56
	00175267	CENTURYLINK	PHONE USE APRIL 2015	59.42
<i>Org Key: MT3500 - Sewer Pumps</i>				
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	3,021.06
P86357	00175287	HOME DEPOT CREDIT SERVICE	TORCH & SHOP VAC	203.34
<i>Org Key: MT4200 - Building Services</i>				
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	4,709.57
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	3,143.59
P86374	00175280	FIRE PROTECTION INC	MAINT FIRE ALARM GUAGES	490.56
P86366	00175258	AUTOMATED GATES & EQUIPMENT	MAINT GATE REPAIR	483.45
P86368	00175291	INTERIOR FOLIAGE CO, THE	CITY HALL INTERIOR LANDSCAPING	271.34
P86391	00175277	EASTSIDE EXTERMINATORS	CITY HALL EXTERMINATOR	216.26
P86375	00175307	PART WORKS INC.	PARTS	174.48
P86367	00175280	FIRE PROTECTION INC	FIRE ALARM MONITORING	84.75
P86398	00175292	INTERNATIONAL CODE COUNCIL	CERTIFICATION RENEWAL - MARCY	75.00
P86369	00175309	PLATT ELECTRIC	FUSES FOR ELEC SHUT OFFS	61.78
P86372	00175284	GRAYBAR	FS92 RELAY FOR ALERTING	32.85
P86371	00175284	GRAYBAR	FS92 ALERTING	23.00
<i>Org Key: MT4300 - Fleet Services</i>				
	00175259	AUTONATION FORD BELLEVUE	REPLACE WARRANT 174439	2,045.80
P86268	00175264	BRAKE & CLUTCH SUPPLY INC	REPAIR PARTS FOR FL-0380	169.66
<i>Org Key: MT4501 - Water Administration</i>				
	00175267	CENTURYLINK	PHONE USE APRIL 2015	46.08
<i>Org Key: MTBE01 - Maint of Medians &amp; Planters</i>				
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	807.50
<i>Org Key: PO1350 - Police Emergency Management</i>				
	00175286	HANSEN, MIKE	TRAINING REGISTRATION FEE	110.00
	00175286	HANSEN, MIKE	MILEAGE EXPENSE	27.14

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
<i>Org Key: PO1800 - Contract Dispatch Police</i>				
P86352	00175295	KC SHERIFF'S OFFICE	LInX maintenance fees	2,125.24
<i>Org Key: PO2200 - Marine Patrol</i>				
P86384	00175296	KROESENS INC	MP uniform Voos	240.86
P86384	00175296	KROESENS INC	MP uniform shirt	63.35
<i>Org Key: PO2201 - Dive Team</i>				
P86381	00175324	UNDERWATER SPORTS INC.	Dive wetsuit gear	654.21
P86382	00175265	BUBBLES BELOW	Dive equip maint Unit 6	293.98
P86382	00175265	BUBBLES BELOW	Dive equip maint Unit 4	219.51
P86382	00175265	BUBBLES BELOW	Dive equip maint Unit 10	219.49
P86382	00175265	BUBBLES BELOW	Dive equip maint. Unit 14	198.73
P86382	00175265	BUBBLES BELOW	Dive equip maint Unit 5	192.71
<i>Org Key: PO4100 - Training</i>				
P86384	00175296	KROESENS INC	32 cans pepper spray	543.12
P86384	00175296	KROESENS INC	16 cans pepper spray	271.56
<i>Org Key: PR1100 - Administration (PR)</i>				
P86249	00175266	CDW GOVERNMENT INC	Adobe Creative Cloud for teams	1,576.80
P86249	00175266	CDW GOVERNMENT INC	Adobe Creative Cloud for teams	618.20
P86377	00175256	ARONSON SECURITY GROUP INC	Key supplies for Parks	146.90
P86350	00175329	WA WILDLIFE & REC COALITION	2015 Membership Dues	125.00
<i>Org Key: PR2108 - Health and Fitness</i>				
P86353	00175254	ANDERSON, LAURA MARIE	Instruction services for Power	877.80
P86353	00175254	ANDERSON, LAURA MARIE	Instruction services for Power	653.80
P86410	00175275	DAVIS, SUZANNA	Instruction services for Belly	590.80
<i>Org Key: PR3500 - Senior Services</i>				
	00175320	SYLVETSKY, LESLIE	SR SOCIAL LUNCH	205.17
	00175320	SYLVETSKY, LESLIE	SR SOCIAL SUPPLIES	68.22
<i>Org Key: PR4100 - Community Center</i>				
P86387	00175301	MICHAEL SKAGGS ASSOCIATES	JANITORIAL SERVICE MARCH 2015	2,079.00
P86388	00175304	PACIFIC AIR CONTROL INC	ADMIN OFFICE DAMPER REPAIR	1,093.91
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	1,020.53
P86390	00175304	PACIFIC AIR CONTROL INC	COMM CNTR HVAC REPAIR	880.38
P86389	00175304	PACIFIC AIR CONTROL INC	COMM CNTR TEMP SENSOR	594.59
P86392	00175274	CRYSTAL SPRINGS	Coffee supplies for MICEC	346.82
P86373	00175280	FIRE PROTECTION INC	SPRINKLER PARTS FOR COMM CNTR	212.87
P85302	00175272	COMCAST	2015 high speed internet and c	133.34
P86319	00175283	GRAINGER	DISPOSABLE LATEX GLOVES (ALL S	112.23
	00175267	CENTURYLINK	PHONE USE APRIL 2015	45.00
<i>Org Key: PR5900 - Summer Celebration</i>				
P86260	00175255	ARGOSY CRUISES	Summer Celebration! Boat Rides	1,900.00
<i>Org Key: PR6100 - Park Maintenance</i>				
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	2,895.28
P86362	00175322	T&L NURSERY INC	HANGING FLOWER BASKETS	203.67
P86362	00175322	T&L NURSERY INC	HANGING FLOWER BASKETS	179.03

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P86278	00175307	PART WORKS INC.	CARTRIDGE 900 VALVES (SLOAN)	52.12
<i>Org Key: PR6200 - Athletic Field Maintenance</i>				
	00175267	CENTURYLINK	PHONE USE APRIL 2015	88.75
<i>Org Key: PR6500 - Luther Burbank Park Maint.</i>				
P86362	00175322	T&L NURSERY INC	HANGING FLOWER BASKETS	1,289.91
P86362	00175322	T&L NURSERY INC	HANGING FLOWER BASKETS	417.74
	00175267	CENTURYLINK	PHONE USE APRIL 2015	230.70
P86278	00175307	PART WORKS INC.	SENSOR EXCELATOR	32.88
P85005	00175269	CINTAS CORPORATION #460	2015 rug cleaning services for	24.64
P85005	00175269	CINTAS CORPORATION #460	2015 rug cleaning services for	24.64
P45681	00175269	CINTAS CORPORATION #460	Weekly floor mat service at Lu	24.64
<i>Org Key: PR6600 - Park Maint-School Related</i>				
P85755	00175318	SPORTSLABS USA	Gmax Testing for Synthetic Tur	3,140.00
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	580.84
P86278	00175307	PART WORKS INC.	CARTRIDGE 900 VALVES (SLOAN)	52.11
<i>Org Key: PR6700 - I90 Park Maintenance</i>				
P86405	00175285	H D FOWLER	POP-UP IRRIGATION HEADS	716.13
P86401	00175312	RAIN MASTER	2015 Irrigation Maintenance Se	388.70
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	314.08
P86408	00175328	VIBRANT PLANTS INC	MISC. PLANTS	203.62
<i>Org Key: WD312C - Sub Basin 6 Watercour Ph 2</i>				
P80435	00175303	NATURAL SYSTEMS DESIGN	SUB-BASIN 6 PHASE II DRAINAGE	8,790.75
<i>Org Key: WD531C - Sub Basin 27a</i>				
P84733	00175262	AXIS SURVEY & MAPPING	SUB BASIN 27A.9 SEWER DRAINAGE	2,400.00
<i>Org Key: WG101R - City Hall Building Repairs</i>				
P86370	00175314	RODDA PAINT	CITY HALL PAINT	93.90
<i>Org Key: WG130E - Equipment Rental Vehicle Repl</i>				
P85062	00175270	COLUMBIA FORD	FACILITIES VEHICLE REPLACEMENT	19,618.90
<i>Org Key: WPI22R - Vegetation Management</i>				
P85569	00175325	UNITED SITE SERVICES	Volunteer event portable toile	110.76
<i>Org Key: WP303R - Luther BB Shoreline Phase 2</i>				
P85505	00175253	ANCHOR QEA LLC	Calkin's Point design revision	795.00
<i>Org Key: WS512R - Sewer Repair at Sub-Basin 27</i>				
P85542	00175263	BLUELINE GROUP	SUB BASIN 27A.9 SEWER & DRAINAGE	9,245.00
<i>Org Key: WW524R - 93rd Water System Improvements</i>				
	00175249	KC RECORDS	EASEMENT RECORDING FEE	78.00
<i>Org Key: WW535A - PRV Air Vac Replacements</i>				
P86360	00175328	VIBRANT PLANTS INC	MISC. PLANTS	38.78
<i>Org Key: XG300R - Fire Station 92 Replacement</i>				
P77577	00175302	MILLER HULL PARTNERSHIP LLC	FIRE STATION 92 - DESIGN	86,718.18
P80761	00175319	STORAGE COURT LLC	FS 92 TEMP HOUSING JAN-SEPT 20	2,500.00

**Accounts Payable Report by GL Key**

PO #	Check #	Vendor:	Transaction Description	Check Amount
P76634	00175276	DEDOMINICIS, AMY E	FS 92 Project Management	2,100.00
P86226	00175266	CDW GOVERNMENT INC	UPS for Server Rack	1,089.03
P83972	00175332	WETHERHOLT AND ASSOCIATES INC	FS 92 ROOF INSPECTION SERVICE	987.20
P86226	00175266	CDW GOVERNMENT INC	UPS Management Adapter	247.49
<i>Org Key: XP520R - Recreational Trail Connections</i>				
P86400	00175308	PERRONE CONSULTING INC PS	Engineering consultation servi	1,031.25
<i>Org Key: XP710R - Luther Burbank Minor Improvemt</i>				
P86409	00175297	LPD ENGINEERING PLLC	Engineering services for West	922.50
P86317	00175285	H D FOWLER	6" SD PVC PIPE, CATCH BASIN, F	873.81
P86030	00175305	PACIFIC PLANTS INC	4 Acer Ginnala Trees	392.01
P86277	00175251	ACF WEST INC	CATCH BASIN SOCKS, ULTRA-DRAIN	355.88
<i>Org Key: XP720R - KC Levy Projects</i>				
P85379	00175331	WATERSHED COMPANY, THE	Environmental consulting servi	3,460.00
<i>Org Key: YF1200 - Thrift Shop</i>				
	00175311	PUGET SOUND ENERGY	ENERGY USE APRIL 2015	525.21
P86209	00175278	EMEDCO	"KEEP AREA CLEAR" 3" ADHESIVE	156.73
Total				287,258.00



**CITY OF MERCER ISLAND  
CERTIFICATION OF PAYROLL**

**PAYROLL PERIOD ENDING**

**4/24/2015**

**PAYROLL DATED**

**5/1/2015**

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		Date	Amount
Payroll Checks	62826004 - 62826015		21,223.73
Direct Deposits			469,810.87
Void/Manual Adjustments			11,067.50
Tax & Benefit Obligations			253,282.17
Total Gross Payroll		5/1/15	755,384.27





## CITY OF MERCER ISLAND PAYROLL SUMMARY

PAYROLL PERIOD ENDING	4/24/2015
PAYROLL DATED	5/1/2015
Net Cash	491,034.60
Net Voids/Manuals	11,067.50
Federal Tax Deposit - Key Bank	88,223.30
Social Security and Medicare Taxes	43,430.74
Medicare Taxes Only (Fire Fighter Employees)	1,896.63
Public Employees Retirement System 1 (PERS 1)	368.02
Public Employees Retirement System 2 (PERS 2)	17,569.15
Public Employees Retirement System 3 (PERS 3)	3,859.28
Public Employees Retirement System 2 (PERSJBM)	480.23
Public Safety Employees Retirement System (PSERS)	155.64
Law Enforc. & Fire fighters System 2 (LEOFF 2)	24,358.78
Regence & LEOFF Trust - Medical Insurance	14,303.49
Domestic Partner/Overage Dependant - Insurance	1,719.27
Group Health Medical Insurance	1,216.36
Health Care - Flexible Spending Accounts	2,831.56
Dependant Care - Flexible Spending Accounts	2,075.30
United Way	151.07
ICMA Deferred Compensation	43,523.09
ROTH IRA	50.00
Child Support/Garnishment Payments	2,094.24
MI Employees' Association	138.75
Cities & Towns/AFSCME Union Dues	(49.30)
Police Union Dues	0.00
Fire Union Dues	1,862.10
Fire Union - Supplemental Dues	145.00
AWC - Voluntary Life Insurance	31.20
Unum - Long Term Care Insurance	1,326.00
AFLAC - Supplemental Insurance Plans	767.77
GET - Guarantee Education Tuition of WA	652.00
Coffee Fund	40.00
Transportation	62.50
Miscellaneous	0.00

<b>TOTAL GROSS PAYROLL</b>	<b>\$ 755,384.27</b>
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**BUSINESS OF THE CITY COUNCIL  
CITY OF MERCER ISLAND, WA**

**AB 5061  
May 4, 2015  
Consent Calendar**

**1% FOR THE ARTS FUNDING APPROVAL FOR  
SCULPTURE PURCHASE**

**Proposed Council Action:**

Approve the purchase of Twin Foxes sculpture, a pedestal/base & a plaque from the 1% for Arts Fund.

**DEPARTMENT OF**

Parks and Recreation (Diane Mortenson) and Mercer Island Arts Council (Chair Paulette Bufano)

**COUNCIL LIAISON**

Jane Brahm

**EXHIBITS**

1. Photo of Twin Foxes

**APPROVED BY CITY MANAGER**

<b>AMOUNT OF EXPENDITURE</b>	\$	3,300.00
<b>AMOUNT BUDGETED</b>	\$	0
<b>APPROPRIATION REQUIRED</b>	\$	3,300.00

**SUMMARY**

Mercer Island's Sister City, Thonon-les-Bains is celebrating their 15 year relationship with Mercer Island. In July French delegates including the Thonon-les-Bains Mayor will be visiting Mercer Island. The Mercer Island Sister City Association would like to recognize and celebrate our 15 year relationship in a special way. A re-dedication of the Sister City relationship will take place on Saturday, July 11 at the Summer Celebration festival.

During the delegation's visit the Mercer Island Sister City Association will present a Twin Foxes sculpture by Georgia Gerber to the French delegate in honor of our 15 year relationship. The sculpture will travel to Thonon-les-Bains where it will be installed honoring our two cities.

The Mercer Island Sister City purchased the Twin Foxes sculpture. They requested from the Mercer Island Arts Council that a second Twin Foxes sculpture be acquired and purchased through the 1% for arts fund. The second sculpture would remain on Mercer Island and installed in a public location.

At the March 11, 2014 Arts Council meeting it was approved to move forward with seeking approval from the Mercer Island City Council to use the 1% for Art Funds to purchase the Twin Foxes sculpture, a base and a plaque. The plaque will include an inscription recognizing the 15 year Sister City relationship with Thonon-les-Bains.

## RECOMMENDATION

*Mercer Island Arts Council Chair and Recreation Superintendent*

MOVE TO: Approve the purchase of Twin Foxes sculpture, a pedestal/base, and a plaque from the 1% for Arts Fund in the amount of \$3,300.00.

**Twin Foxes by Georgia Gerber**

12.5"H x 13"W x 10"D





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

**AB 5068  
May 4, 2015  
Regular Business**

**UPDATE ON SOUND TRANSIT BUS  
INTERCEPT PROPOSAL AND SOUND TRANSIT  
FUNDING UPDATE**

**Proposed Council Action:**

Receive update. No action required.

**DEPARTMENT OF**

City Manager (Noel Treat/Kirsten Taylor)

**COUNCIL LIAISON**

n/a

**EXHIBITS**

1. Memo from City Council Town Center Sound Transit/Parking Subcommittee regarding the Bus Intercept and Sound Transit Funding Update.

**APPROVED BY CITY MANAGER**

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

**SUMMARY**

Staff and the Council subcommittee will provide a brief update on the status of the Sound Transit proposal for a bus intercept on Mercer Island, and current discussions and proposed negotiations regarding mitigation for loss of mobility. See Exhibit 1.

**RECOMMENDATION**

*City Manager*

Receive update. No action required.



# MEMORANDUM

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*City of Mercer Island*

**DATE:** April 28, 2015  
**TO:** City Council  
**FROM:** City Council Town Center Sound Transit/Parking Subcommittee  
(Mayor Bruce Bassett, Deputy Mayor Dan Grausz, Councilmember Debbie Bertlin)  
**RE:** Bus Intercept and Sound Transit Funding Update

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This is a follow-up to our prior report of March 26, 2015. Since that report, the City of Bellevue and Sound Transit have reached agreement on various issues involving East Link Light Rail. There are aspects of that agreement as well as the 2009 Agreement between Sound Transit and the University of Washington that may be relevant to further discussions between Mercer Island and Sound Transit.

In addition, on April 23 the Sound Transit Board of Directors approved the 60% Base Line budget for East Link. The budget assumes the construction of a Bus Intercept on Mercer Island. Sound Transit documentation acknowledges that progress would continue on the basis of concurrence with the City, and Sound Transit continuing discussions of funding additional commuter parking on Mercer Island. The Subcommittee has repeatedly made it clear to Sound Transit that Council has not approved Bus Intercept.

On April 20, 2015, members of the Subcommittee and City Manager met with Sound Transit and King County Metro staff to receive an update on the Bus Intercept project. The Subcommittee requested this meeting as we felt our community and Council had been dealing for too long with insufficient information and ambiguity on a number of fronts regarding the potential impacts of the proposed project. We acknowledge this meeting was held before Sound Transit and Metro had fully developed their proposal. The information provided, however, was sufficient to enable us to unanimously conclude that Bus Intercept, as presented by Sound Transit and Metro, is not a basis for further negotiations. The following paragraphs describe what was shown.

1. **The physical construct:** We were shown a computerized model still under development that Sound Transit and Metro have been working on for the purpose of providing Islanders an approximate representation. The model provided us with a visual depiction of the actual operations of Bus Intercept and included the flow of buses into, out of and within the facility as well as on City streets through Town Center and along North Mercer Way. Automobile traffic was also modeled. The representation, though incomplete, did convey a sufficient sense of the magnitude of the Bus Intercept's physicality:
  - a. Three lanes for buses on the west side of 80<sup>th</sup> Ave. with the western most lane having five spaces for loading/unloading, the eastern most lane having four layover spaces, and

the center lane used for buses to enter and exit the facility as well as go into and out of the loading/unloading and layover spaces.

- b. Two holding spaces on the 80<sup>th</sup> Ave. off-ramp from I-90 westbound that could be used temporarily if for some reason it was not possible for an arriving bus to immediately enter the facility.
- c. Expansion of the bus pull-out area on the south side of North Mercer Way to accommodate up to 4 buses.

The proposal would result in a substantial facility on 80<sup>th</sup> Ave. and a net increase of at least 12 bus spaces on Mercer Island.

2. **Operational Parameters:** Metro has not yet provided firm operational parameters or data that would sufficiently inform us as to bus volumes, bus routes on Mercer Island, how many buses would travel through the Town Center, or the number of buses parked or driving on Mercer Island at different times of day. Consequently, we are unable to come to definitive conclusions as to these issues. We have, however, made it clear to Sound Transit and Metro that under any construct, an agreement acceptable to Council will include firm and enforceable limits on key operational parameters such as these.
3. **Traffic flow:** There would be two general purpose traffic lanes on 80<sup>th</sup> Ave. (one in each direction). Traffic flow through the area would be controlled by programmed traffic lights at North Mercer Way and SE 27<sup>th</sup> that would enable buses to cross both lanes of general traffic over 80<sup>th</sup> Ave. as needed, from and to I-90. Although the supplement to the FEIS is still not released, it was communicated by Sound Transit that Level of Service C could be maintained at both intersections. As traffic flow is a topic of keen concern to our citizens, we anticipate close Council scrutiny of LOS assumptions and resulting data should new constructs be proposed.
4. **Pedestrian, bicycle flow and safety:** Sound Transit and Metro had not yet sufficiently developed the model to show how the flow of pedestrians and bicycles would be handled through the area. They did confirm there would be a pedestrian walkway of unspecified width to the west of the loading/unloading lane. Assuming this would also serve as the place that passengers use for purposes of getting on and off the buses, we can envision adverse impacts on passenger and bicycle mobility on 80<sup>th</sup> Avenue.

We recognize and appreciate the diligent efforts of Sound Transit and Metro in developing a Bus Intercept concept that they had hoped would be acceptable to the Council and Islanders. We further appreciate that transit service is of regional importance, that Islanders have consistently supported light rail at the ballot and that Islanders use existing bus service and will be significant users of light rail once it becomes operational.

Based on what we were shown, however, we have serious doubts as to the viability of Bus Intercept on Mercer Island as presented. There does not seem to be any combination of minor revisions and mitigating efforts that could lead us to recommend its consideration or anticipate its approval by the City Council.

The magnitude of the proposed facility and the operating flexibility that Sound Transit and Metro seem to require make it more important than ever that these and all relevant agencies revisit other options to locating Bus Intercept on Mercer Island. An operation and physical infrastructure of the scale that was

presented would not be compatible with the available physical area, existing road/pedestrian/bicycle network or surrounding uses, nor would it bring any obvious benefit to Islanders.

More broadly, Council and Subcommittee discussions with Sound Transit to date have considered both Bus Intercept and mitigation for loss of mobility. Since the Subcommittee believes the Bus Intercept as presented is not tenable, for the present we recommend the two issues should be separated for the purposes of negotiations. Negotiations regarding loss of mobility will necessarily involve both Sound Transit and WSDOT, be complex, and likely require retaining outside legal counsel and transportation experts to assist us in that effort. The Subcommittee recommends this effort be initiated immediately.

With the Council's concurrence, we will communicate these two messages to Sound Transit and Metro:

1. The Bus Intercept as reflected in the simulation and discussions is untenable on the basis of its physicality; lack of acceptable operational limitations; and traffic, pedestrian, and bicycle impacts.
2. We propose negotiations regarding mitigation for loss of mobility for the present be a separate and distinct effort (apart from the proposed Bus Intercept).





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

**AB 5067  
May 4, 2015  
Regular Business**

**2015 PERIODIC COMPREHENSIVE PLAN  
UPDATE (1<sup>ST</sup> READING)**

**Proposed Council Action:**

Provide staff with any requested changes and advance Ordinance No. 15C-03 to a second reading on June 15, 2015.

**DEPARTMENT OF**

Development Services Group (Scott Greenberg)

**COUNCIL LIAISON**

n/a

**EXHIBITS**

1. Plan Update Scope of Work
2. Memorandum from the Planning Commission to the City Council dated November 19, 2015
3. Proposed Ordinance No.15C-08
4. Planning Commission Findings of Fact and Conclusions of Law

**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**

Pursuant to Chapter 36.70A.040 of the Revised Code of Washington (RCW), the City of Mercer Island is required to plan under the Washington State Growth Management Act (GMA). Per RCW 36.70A.130(1), the City of Mercer Island shall take legislative action to review and, if needed, revise its Comprehensive Plan and development regulations to comply with the requirements in the GMA, which are found in Chapter 36.70A RCW. The update must also be consistent with the Countywide Planning Policies and other regional planning documents. Section 36.70A.130(5) RCW establishes a continuing evaluation and review process by mandating that the City update its Comprehensive Plan every eight years. The periodic revisions to the Comprehensive Plan currently in process shall be completed no later than June 30, 2015.

The first step of the City's Comprehensive Plan periodic update process commenced on February 3, 2014 when the City Council reached consensus to move forward with the proposed scope of work and timeline for updating the City's Comprehensive Plan. On July 21, 2014, the Council formally accepted the scope of work as part of the Planning Commission's 2014 Work Program. See Exhibit 1.

The Council requested a "review light" of the Plan to reduce staff time and dollars spent on the update. The scope of work encouraged minimal changes by focusing predominantly on updating data and information throughout the Comprehensive Plan. Policy changes were proposed only where necessary to maintain or achieve consistency with State, regional, and countywide policies. Detailed below are proposed policy-based amendments.

## **PROPOSED AMENDMENTS**

The scope of work accepted by the City Council emphasized a de minimus update to the Comprehensive Plan to revise background information and incorporate current data. Below is a summary of substantive proposed changes to the City's Comprehensive Plan by element.

### **Table of Contents and Introduction**

- Updated background information.
- Added new Community Value of "Fiscal responsibility."

### **Land Use Element**

- Updated background information, including data and maps.
- Updated housing and employment growth targets and zoned capacity.
- Added sustainability information and policies.
- Added new policy advocating for more limited future growth targets.

### **Housing Elements**

- Revised element to acknowledge the role of Accessory Dwelling Units (ADUs) in helping to achieve housing goals.
- Updated housing growth targets and zoned capacity.
- Added a new policy to support housing options for seniors, low income, and other special needs populations.
- Added a new policy encouraging the allowance of one innovative housing project.
- Added a policy to encourage energy efficiency and sustainability in housing.

### **Transportation Element**

- Updated background information, including data and maps.
- Added a policy to encourage Transportation Demand Management (TDM) strategies.
- Added a policy to prioritize investments in the Town Center.
- Added a policy to promote a multi-modal transportation system.
- Added a policy to comply with state climate change initiatives.
- Added a policy to coordinate with other agencies to develop strategies to protect and recover from disasters.
- Changed the City's minimum Level of Service (LOS) from "C" to "D".

### **Utilities Element**

- Updated background information, including data and maps.
- Added a policy to encourage wireless providers to increase the battery life of large cell sites.

### **Capital Facilities Element**

- Updated background information, including data and maps.
- Added sustainability information.
- Added policies to encourage City operations to minimize their carbon footprint and be more energy efficient.
- Added a new policy to implement proposed projects in the City's Pedestrian and Bicycle Facilities Plan.

Staff is proposing several edits to the Planning Commission's recommended Comprehensive Plan. These changes shown in yellow highlighting on Exhibit 3 will correct errors and omissions in the document. The changes include:

- Updated data to reflect 999 housing units permitted since 2006
- Added Accessory Dwelling Units back into Table 4 on page 11 of the Land Use Element
- Corrected typographical errors and formatting issues

Staff also added an acknowledgements page (no yellow highlighting) and incorporated the newly adopted Shoreline Master Program policies (per Ordinance No. 13C-12) (also, no yellow highlighting).

## **PROCEDURAL REQUIREMENTS**

A Comprehensive Plan amendment is a legislative action as set forth in Mercer Island City Code (MICC) Section 19.15.010(E). Applicable procedural requirements for a legislative action are contained within MICC 19.15.020, including the Planning Commission conducting an open record public hearing and forwarding a recommendation to the City Council. The decision criteria by which a Comprehensive Plan amendment request is evaluated are contained in MICC 19.15.020(G)(1). As the decision making authority for legislative actions, the City Council subsequently conducts a public meeting and takes final action.

The City issued a Public Notice of Application and Open Record Hearing, which were published in the City's weekly permit bulletin on October 6, 2014. The Notice was also published in the Mercer Island Reporter on October 29, 2014. The initial public comment period ran from October 6, 2014 through 5:00 P.M. on November 12, 2014. The City received no written comments concerning the proposed amendment during the comment period.

A State Environmental Policy Act (SEPA) review for a non-project action as defined by WAC 197-11-704(2)(b)(ii) is required for a proposed Comprehensive Plan amendment. A SEPA checklist was prepared for this proposal. The SEPA Responsible Official determined that this proposal would not have a probable significant adverse impact on the environment, and a SEPA Determination of Non-Significance (DNS) was issued on November 17, 2014.

The Planning Commission held eight public meetings and one open record public hearing to consider the draft Comprehensive Plan changes. Formal review of the proposed Comprehensive Plan revisions by the Planning Commission began on July 16, 2014 with an initial look at the draft Housing Element, which continued through the August 6, 2014 meeting. On August 20, 2014 and September 3, 2014, the Planning Commission reviewed the draft Land Use Element followed by amendments to the Transportation Element on September 17, 2014 and October 1, 2014. The Capital Facilities Element was considered by the Commission on October 15, 2014. On November 5, 2014, the Planning Commission reviewed proposed changes to the Introduction, Utilities Element, and Capital Facilities Element. The Planning Commission held an open record public hearing on November 19, 2014 on the proposed periodic Comprehensive Plan update. No members of the public requested to speak during the open record public hearing. The Commission recommended an updated Comprehensive Plan, which is included as Exhibit 2-B to this agenda bill. The Planning Commission included a cover letter (Exhibit 2) and adopted findings of fact and conclusions of law to support their recommendation (Exhibit 4).

## **CITY COUNCIL REVIEW**

As described above, the City Council is the final decision making authority on legislative actions within the City. Two readings of Ordinance No. 15C-08 to consider the Planning Commission's recommendation on the 2015 periodic Comprehensive Plan updates are scheduled in front of the City Council. The first reading will be held on May 4, 2015 and the second reading is anticipated on June 15, 2015.

As required by MICC 19.02.020(F)(1), “only one open record hearing shall be required prior to action on all discretionary and legislative actions.” As stated previously, the Planning Commission held an open record public hearing on November 19, 2014. Furthermore, MICC 19.02.010(E) stipulates that the City Council considers legislative actions in a public meeting. Consequently, public testimony is not typically taken during the City Council meeting regarding the Comprehensive Plan update. However, to encourage public participation, members of the public should be provided with an opportunity to speak during the public meeting after the staff presentation. Planning Commission Vice-Chair Richard Weinman will attend the City Council meeting to answer any questions about the Planning Commission’s recommendation.

The City Council may take action on the proposed 2015 periodic Comprehensive Plan updates after the second reading on June 15, 2015 by approving the Planning Commission’s recommendation, approving with conditions, or denying the recommendation.

## **RECOMMENDATION**

*Development Services Group Director*

MOVE TO: Set Ordinance No. 15C-08 for second reading and adoption at the June 15, 2015 meeting.

## 2015 COMPREHENSIVE PLAN UPDATE

### SCOPE OF WORK

February 3, 2014

1. All Elements
  - a. Review and amend for consistency with Growth Management Act and applicable State laws; Vision 2040; Transportation 2040; and King County Countywide Planning Policies.
  - b. Update all maps and graphics as needed.
  - c. Update all demographic information and statistics.
  - d. Review and consider policies related to sustainability.
  
2. Land Use Element
  - a. Update buildable lands analysis.
  - b. Update growth target numbers.
  - c. Update land use map to reflect projected twenty-year growth, if needed.
  - d. Update critical area policies, including conservation or protection measures necessary to preserve or enhance anadromous fisheries.
  - e. Identify lands useful for public purposes.
  - f. Update economic development policies, if needed.
  - g. Consider health and active living policies.
  
3. Housing Element
  - a. Update inventory and analysis of existing and projected housing needs.
  - b. Identify sufficient land for housing.
  - c. Analyze housing needs for various economic segments.
  - d. Update Housing Strategy Plan.
  
4. Transportation Element
  - a. Update transportation facility and service inventory.
  - b. Update existing Level of Service (LOS).
  - c. Update LOS projection based on growth targets, if needed.
  - d. Update LOS policy, if needed.
  - e. Identify actions to bring transportation facilities and services to established LOS.
  - f. Update CIP to fund transportation projects to help meet LOS standards, as needed.
  
5. Utilities Element
  - a. Update general location and capacity of existing and proposed utilities: water utility, sewer utility, stormwater, solid waste, electricity, natural gas, telecommunications.
  
6. Capital Facilities Element
  - a. Update inventory of capital facilities: public streets and roads, pedestrian and bicycle facilities, parks and open space, public buildings, public schools, water system, sewer system, storm water system.
  - b. Update existing capital facilities Level of Service (LOS).

- c. Update forecast of future capital needs.
  - d. Update LOS standard based on future needs.
  - e. Update LOS policy if needed.
  - f. Identify deficiencies (if any) and actions to bring transportation facilities and services to established LOS.
  - g. Update capital facilities financing sources.
  - h. Update 6-year CIP and 20-year capital facilities financial forecast to recognize proposed capital facility projects.
7. Shorelines Element
- a. Incorporate adopted new Shoreline Master Program goals and policies.
8. Development Regulations
- a. Update critical area regulations, if needed.
  - b. Update regulations for consistency with any Comprehensive Plan changes, if needed.



# Memorandum

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To: City Council  
From: Planning Commission  
Subject: 2015 Comprehensive Plan Update  
Date: November 19, 2014

Enclosed is the Planning Commission's recommendation for the required 2015 Comprehensive Plan update. During the update process, the Planning Commission recognized the limited scope of work, due to schedule and time. We also understand that the Town Center Visioning Subcommittee is working on visioning, and later, changes to the development regulations and potential Comprehensive Plan amendments.

Based on these factors, the Planning Commission would request that the following to be considered as future work program items, as time and budget allows:

- a) Complete an update that provides for a more cohesive flow of language and chronology of events, and which takes into consideration the various updates overtime;
- b) Provide a matrix of action items that are in the Comprehensive Plan;
- c) Ensure the Comprehensive Plan is consistent with any new goals developed by the Town Center Visioning Subcommittee;
- d) Consider policy revisions throughout the document, not just with the updated information reflecting the most recent Countywide Planning Policies;
- e) Ensure that the development code, when updated is consistent with the comprehensive plan;
- f) Examine future parking supply and demand, and traffic flow, in the Town Center in the context of the planned light rail station, anticipated growth.

After eight meetings working on the 2015 Comprehensive Plan Update, we hope that the City Council will find our recommendation of help.

**CITY OF MERCER ISLAND  
ORDINANCE NO. 15C-08**

**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 City of Mercer Island is required to plan under the State Growth Management Act, pursuant to RCW 36.70A.040; 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 Chapter 36.70A RCW; and

WHEREAS, RCW 36.70A.115 requires Mercer Island to comply with the Countywide Planning Policies; and

WHEREAS, there have amendments to the State Growth Management Act, and the Countywide Planning Policies; 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. Based on this analysis, it was concluded updates are needed to comply with Chapter 36.70A RCW. On February 3, 2014, the City Council reviewed the draft scope of work, and gave approval; and

WHEREAS, the scope of work for the Comprehensive Plan was forwarded to the Planning Commission on November 19, 2014, which recommended the City Council approved the scope of work as part of Planning Commission's 2014 work program; and

WHEREAS, the Planning Commission held eight public meeting on the update of the Comprehensive Plan; and

WHEREAS, the Planning Commission held an open record public hearing on November 19, 2014 on a draft Comprehensive Plan update; and

WHEREAS, the Planning Commission provided a recommended Comprehensive Plan to the City Council on November 19, 2014; 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, the City Council conducted a first reading and public hearing on the recommended update on May 4, 2015; and

WHEREAS, the City Council conducted a second reading and adopted the comprehensive plan update on June 15, 2015.

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 Agenda Bill \_\_\_\_\_ dated June 15, 2015.

**Section 2. Revision of Sections Existing Comprehensive Plan Elements.**

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 contained in Exhibit A to this Ordinance, incorporated herein by this reference as if set forth in full: 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 these changes 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 herein.

**Section 4. Transmittal to State.**

Pursuant to RCW 36.70A.106, this Ordinance shall be transmitted 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 or any municipal code section amended hereby should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause or phrase of this ordinance or the amended code section.

**Section 7: Ratification.**

Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

**Section 8: Effective Date.**

This Ordinance shall take effect and be in force 5 days after its passage and publication.

PASSED by the City Council of the City of Mercer Island, Washington at its regular meeting on the 15<sup>th</sup> day of June, 2015 and signed in authentication of its passage.

CITY OF MERCER ISLAND

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

Approved as to Form:

ATTEST:

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

\_\_\_\_\_  
Christina Schuck, Assistant City Attorney

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



2015 - 2035



*Planning for Generations*

# CITY OF MERCER ISLAND COMPREHENSIVE PLAN



*Mercer Island, WA*

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

# ACKNOWLEDGEMENTS

## City Council

Bruce Bassett, Mayor  
Dan Grausz, Deputy Mayor  
Debbie Bertlin  
Jane Brahm  
Mike Cero  
Joel Wachs  
Benson Wong

## Planning Commission

Jon Frieman, Chairperson  
Richard Weinman, Vice Chairperson  
Bryan Cairns  
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# TABLE OF CONTENTS

<b>Introduction</b> .....	Introduction -
Introduction .....	2
Vision Statement .....	4
Citizen Participation.....	10
<b>Land Use Element</b> .....	Land Use -
Introduction .....	2
Existing Conditions & Trends .....	5
Growth Forecast .....	7
Land Use Issues.....	12
Land Use Policies .....	13
Action Plan.....	21
<b>Housing Element</b> .....	Housing -
Introduction .....	2
Accommodating Growth .....	4
Neighborhood Quality .....	8
Housing Supply .....	10
Housing Options .....	19
Implementation/Tracking .....	24
<b>Transportation Element</b> .....	Transportation -
Introduction .....	2
Transportation Goals & Policies .....	6
Transportation System – Existing Conditions .....	15
Transportation System – Future Needs .....	31
Financial Analysis .....	45
Implementation Strategies.....	48
Consistency with Other Plans & Requirements .....	50
<b>Utilities Element</b> .....	Utilities -
Introduction .....	2
Water Utility .....	3
Sewer Utility .....	7
Stormwater .....	10
Solid Waste .....	13
Electricity .....	16
Natural Gas.....	19
Telecommunications .....	21

<b>Capital Facilities</b> .....	<b>Capital Facilities -</b>
Introduction .....	2
Capital Facilities Inventor .....	3
Level of Service & Forecast of Future Needs .....	8
Capital Facilities Financing.....	10
Capital Facilities Goals & Policies .....	15
Capital Facilities Financial Forecast .....	17
Process for Siting Public Facilities.....	21
<b>Mercer Island Shoreline Goals and Policies</b> .....	<b>Shoreline -</b>
Introduction.....	3
Lake Washington Regional Goals .....	5
Designated Environment .....	6
Shoreline Uses and Activities .....	7
Conservation Element .....	9
Public Access Element .....	11
Recreation Element .....	12
Residential Element.....	14
Economic Development Element .....	15
Circulation Element .....	16
Components .....	18
Landfill and Dredging .....	19
Shoreline Protective Structures .....	20
Piers and Moorages .....	21
Utilities.....	23
Parking .....	24
Boat Launching Facilities .....	24
Signs.....	25
<b>Appendices</b>	
Appendix A – Commute Trip Reduction Program	
Appendix B – Consistency with Plans and Regulations	
Appendix C – Mercer Island Human Services Strategic Plan (Placeholder)	



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# Introduction

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# INTRODUCTION

<b>I. INTRODUCTION .....</b>	<b>2</b>
BACKGROUND.....	2
OVERVIEW .....	3
IMPLEMENTATION.....	3
<b>II. VISION STATEMENT .....</b>	<b>4</b>
INTRODUCTION.....	4
COMMUNITY VALUES .....	5
HOW THE VALUES ARE MANIFESTED .....	6
REGIONAL ROLE .....	6
COMMUNITY LEADERSHIP .....	6
ENVIRONMENT.....	6
TOWN CENTER.....	7
COMMUNITY SERVICES.....	7
RESIDENTIAL LAND USE.....	8
HOUSING.....	8
TRANSPORTATION .....	9
POPULATION .....	9
<b>III. CITIZEN PARTICIPATION .....</b>	<b>10</b>
INTRODUCTION .....	10
COMMITMENT TO PUBLIC INVOLVEMENT .....	10
PUBLIC PARTICIPATION PRINCIPLES .....	10
CITIZEN PARTICIPATION & THE COMPREHENSIVE PLAN .....	11
AMENDING THE COMPREHENSIVE PLAN .....	12
PROCESS FOR AMENDING THE COMPREHENSIVE PLAN .....	12



# 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 consisting of approximately 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 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 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~~are 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 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~~2040, ~~Destination-2030~~Transportation 2040 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 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 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**

**Representative Government**

**Strong Leadership**

**Citizen Involvement**

### 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.

### 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~~ 25,200 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 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 conflict will exist and must be resolved.
- 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 to 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 2014, the 2005 update was the only substantial update.

The City continues to be committed to public participation in its ~~2004~~ 2015

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. ~~Public involvement included the use of a stakeholder group composed of citizens representing a range of interests.~~

## 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~~ After the January City Council Planning session, the Planning Commission shall prepare an annual report to the City Council on the ~~status of the plan and progress made in implementation~~ proposed Planning Commission annual work program.
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

- I. INTRODUCTION .....2**
- II. EXISTING CONDITIONS AND TRENDS .....5**
  - TOWN CENTER ..... 5
  - AREAS OUTSIDE THE TOWN CENTER ..... 6
- III. GROWTH FORECAST .....7**
  - RESIDENTIAL AND EMPLOYMENT 20-YEAR GROWTH TARGETS ..... 7
  - EMPLOYMENT AND COMMERCIAL CAPACITY ..... 7
  - RESIDENTIAL GROWTH ..... 8
    - Housing Capacity* ..... 8
    - Housing Targets* ..... 9
    - Housing and Population Forecast* ..... 9
    - Housing Density* ..... 10
- IV. LAND USE ISSUES .....12**
  - TOWN CENTER ..... 12
  - OUTSIDE THE TOWN CENTER ..... 12
- V. LAND USE POLICIES .....13**
  - TOWN CENTER ..... 13
  - ECONOMIC DEVELOPMENT POLICIES ..... 16
  - LAND USE POLICIES OUTSIDE THE TOWN CENTER ..... 17
  - NATURAL ENVIRONMENT POLICIES ..... 18
  - PARKS AND OPEN SPACE POLICIES ..... 20
- VI . ACTION PLAN .....21**
  - TOWN CENTER STREETScape MASTER PLAN ..... 21

# 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 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 elementary schools, one middle school and a high school owned and operated by the Mercer Island School District. In addition, there are several private schools at the elementary and secondary education levels.

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 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 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 continue to implement the Town Center vision.

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. ~~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 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 constructed.



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

In 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 2015, 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.

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.



## 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)**

Total Land Area	76.5 acres
Total Net Land Area (excludes public right-of-way)	62.2 acres
Total Floor Area (includes all uses)	1,657,482 square feet (27% office, 22% retail, 49% residential, 2% public)
Total Floor Area – Ratio	0.61
Total Housing Units	796
Total Net Residential Density	13 units/acre (Approx. 60 units/acre on sites with residential uses)
Total Employment	4,300

Notes: This table includes two mixed-use projects ~~currently under~~ **which were under** construction as of June 2005 (i.e. Island Market Square and Building A of The Mercer.) ~~Several additional significant projects are in the development pipeline and are tentatively expected to begin construction on or before 2007.~~

## Areas Outside the Town Center

Single family residential zoning accounts for ~~90~~ **88%** of the Island's land use. There are ~~3,705~~ **3,534** acres zoned for single family residential development. This compares to ~~76~~ **77** acres in the Town Center zones, 19 acres for Commercial Office zone, and ~~99~~ **103** acres in multi-family zones (Table 2). City Hall is located in a Commercial Office zone, while other key civic buildings such as the Post Office and the Main Fire Station are located in the Town Center and City Hall. Many of the remaining public buildings, schools, recreational facilities and places of religious worship are located in residential or public 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~~ **3,534** acres in these zones, approximately 145 remain unimproved. Most unimproved lots are small parcels and/or are platted building lots within previously developed

neighborhoods. Some additional capacity exists in larger lots which can be subdivided. However, during the planning horizon, the City expects an average of roughly six subdivisions a year, the majority of which will be short plats of four or fewer lots.

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

<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 **2020-2040**. 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 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 ~~2012-2009~~<sup>2003-2003</sup>, 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~~<sup>1,437</sup> new housing units and ~~1,000~~<sup>800</sup> new jobs over the ~~2001–2022~~ 2006 and 2031 planning period. 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>

**Table 3 - Growth Targets**

#### Housing Growth Target (in units)

<del>Original growth target, 2006-2031</del> <sup>2022</sup> <b>GMPC Targets</b>	<del>2,000</del>
<del>Adjusted growth target, 2006-2035</del> <b>Housing Target</b>	<del>2,320</del> <sup>1,437</sup> <b>addition at housing units</b>

<b>Job-Target</b>	<b>800 additional jobs</b>
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#### Employment Growth Target (in jobs)

<del>Original growth target, 2006-2031</del>	<del>1,000</del>
<del>Adjusted growth target, 2006-2035</del>	<del>1,160</del>

#### Employment and Commercial Capacity

According to the ~~2002-Puget Sound Regional Council, as of March 2010 Eastside Economic Forum Report,~~ there are approximately ~~7,883~~<sup>6,622</sup> 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~~<sup>2,373</sup> 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.

<sup>1</sup> Housing Analysis Appendix, Exhibit J-1, page A-17.

## Residential Growth

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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

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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~~~~022002~~ 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~~~~022002~~ Buildable Lands Report, the City of Mercer Island has the capacity for ~~2,271~~~~2,004~~ additional housing units on properties designated for residential uses through new development on vacant lands and/or through redevelopment of underutilized lands. Based on zoning and redevelopment assumptions done in ~~2012~~~~022002~~ for the Buildable Lands Report, about ~~1,279~~~~614~~ new housing units could be accommodated in single family zones, ~~143~~~~41~~ new housing units could be accommodated in multifamily zones and

~~1247~~~~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~~~~bases~~~~based~~ on a preliminary ~~an~~ analysis of those parcels which currently have an improvement to land value ratio of .5 or less and are not in public or utility ownership. Additionally, townhomes and condominium properties were not considered redevelopable, and only those properties allowing 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 a similar methodology to that 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~~<sup>2022</sup> housing target of ~~2,320~~<sup>1,437</sup> 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~~<sup>the Puget Sound Regional Council (PSRC)</sup>, ~~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~~<sup>PSRC</sup> anticipates an increase in housing units at an average annual growth rate of approximately ~~0.25~~<sup>1.0</sup>% between ~~2010~~<sup>2000</sup> and ~~2042~~<sup>2020</sup>, for a total ~~housing unit increase of approximately 21% over this 20-year period.~~ This represents an increase of approximately ~~1,856~~<sup>453</sup> housing units and ~~1,495~~<sup>4,193</sup> people over ~~30~~<sup>20</sup> 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 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.

~~average Island-wide allowed density would still be approximately 4.8 dwelling units per acre.~~

### **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 ~~99.16~~81 units per acre. Since there is no maximum density in the Town Center and density is controlled instead by height limits and other requirements, the figure of ~~99.16~~81 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~~

Table 4 – 2010/~~2030~~/~~2020~~ Housing Unit and Population Forecast

Year	Overall Household Size <del>(1)</del>	SFR Units <del>(2)</del>	Multifamily Units <del>(3)</del>	Legal ADUs	Total Increase in units per decade	Total Housing Units	Population
<del>1990-2010</del> (Census)	2. <del>48</del> <sup>59</sup>	6, <del>873</del> <sup>702</sup>	<del>2,236</del> 1,619	<del>221</del>	N/A	<del>8,321</del> 9,109	<del>22,699</del> 20,816
<del>2020</del> (Census) <del>Forecast</del> (Census)	2.58	<del>7,400</del> 6,840	<del>2,253</del> 1,813	<del>272</del>	<del>485</del> 544	<del>9,653</del> 8,806	<del>24,991</del> 22,036
<del>2030</del> (Forecast)	2. <del>58</del> <sup>51</sup>	<del>7,474</del> 7,002	<del>2,261</del> 2,523	<del>323</del>	<del>959</del> 82	<del>9,735</del> 9,765	<del>25,243</del> 24,510

Notes:

- ~~1. Forecasts of average household size were obtained from Puget Sound Regional Council (2003). 2010 household size data obtained from the 2010 Census. Accessory Dwelling Unit (ADU) ADU data is from the City of Mercer Island. Forecasts of ADUs are based on a trend line projection of ADU permits issued since 2005. All other data is from PSRC, using their 2013 Forecast- parcel-based land use model using Urban Sim.~~
- ~~2. 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.~~
- ~~3. 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.~~
- ~~4. 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 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 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.
3. 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.
4. 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

### Town Center

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.

#### **GOAL 1 Create a mixed-use Town Center with pedestrian scale and connections.**

- 1.1 A 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.
- 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**

**GOAL 6: Continue to encourage vitality and growth through the support of economic development activities on Mercer Island.**

- 6.1 Establish the Town Center as an active and attractive commercial node, including the use of gateways, wayfinding and signage, and links to transit.

- 6.2 Maintain a diversity of downtown land use designations.

~~6.3~~ 6.3 Support economic growth that accommodates the required 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.

- 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 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.

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.

- 7.3 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.
- 7.4 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.

## Land Use Policies Outside the Town Center

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### **GOAL 7: Mercer Island should remain principally a low density, single family residential community.**

- 7.1 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.
- 7.2 Residential densities in single family areas will generally continue to occur at 3 to 5 units per acre, commensurate with current zoning. However, some

### **GOAL 8 Achieve additional residential capacity in single family zones through flexible land use techniques.**

- 8.1 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.
- 8.2 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.

8.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.

8.4 Promote accessory dwelling units in single-family districts subject to specific development and owner occupancy standards.

8.5 ~~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 9: With the exception of allowing residential development, commercial designations and permitted uses under current zoning will not change.**

9.1 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.

9.2 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.

9.3 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.

9.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the island. Development regulation should reflect the desire to retain viable and healthy social, recreational, educational, and religious organizations as community assets which are essential for the mental, physical and spiritual health of Mercer Island.

## **Natural Environment Policies**

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**GOAL 10: 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.**

10.1 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.

10.2 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.

10.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.

10.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.

10.5 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.

10.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.

10.7 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.

10.8 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.

10.9 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**

**GOAL 11: Continue to maintain the Island's unique quality of life through open space preservation, park and trail development and well-designed public facilities.**

11.2 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.

11.3 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.

11.4 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover.



- 11.5 Future land use decisions should encourage the retention of private club recreational facilities as important community assets.
- 11.6 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.
- 11.7 Provide a system of attractive, safe, and functional parks, and park facilities.
- 11.8 Preserve natural and developed open space environments and trails for the benefit of all existing and future generations.
- 11.9 Provide a broad representation of public art through cooperation with the Mercer Island Arts Council.
- 11.10 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.
- 11.11 Promptly investigate open space acquisition opportunities as they become available.
- 11.12 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.**

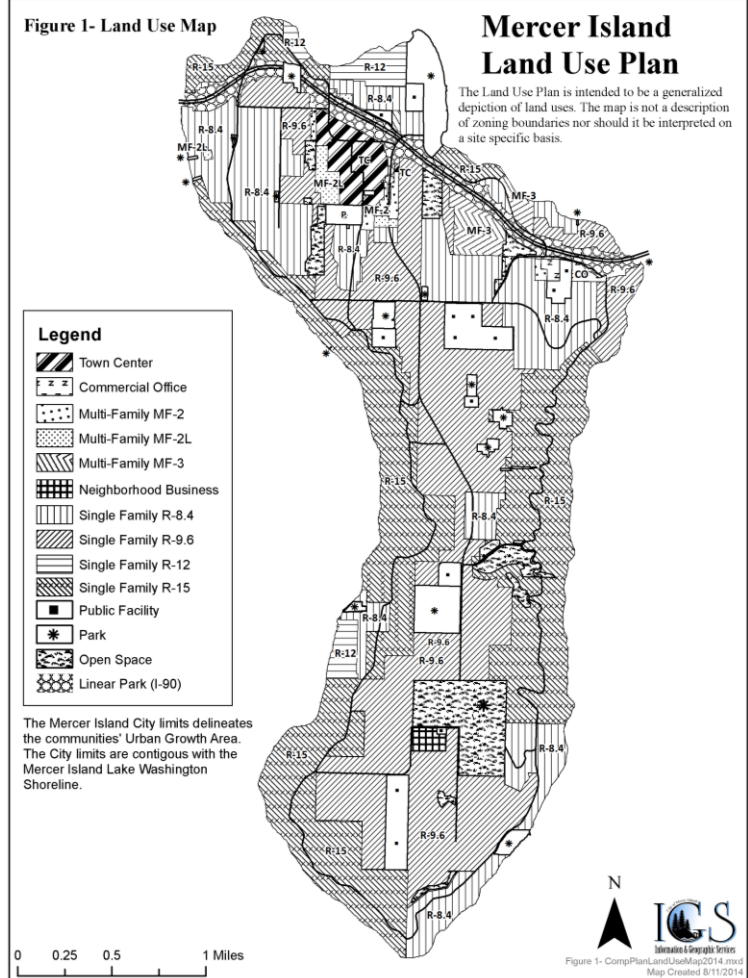
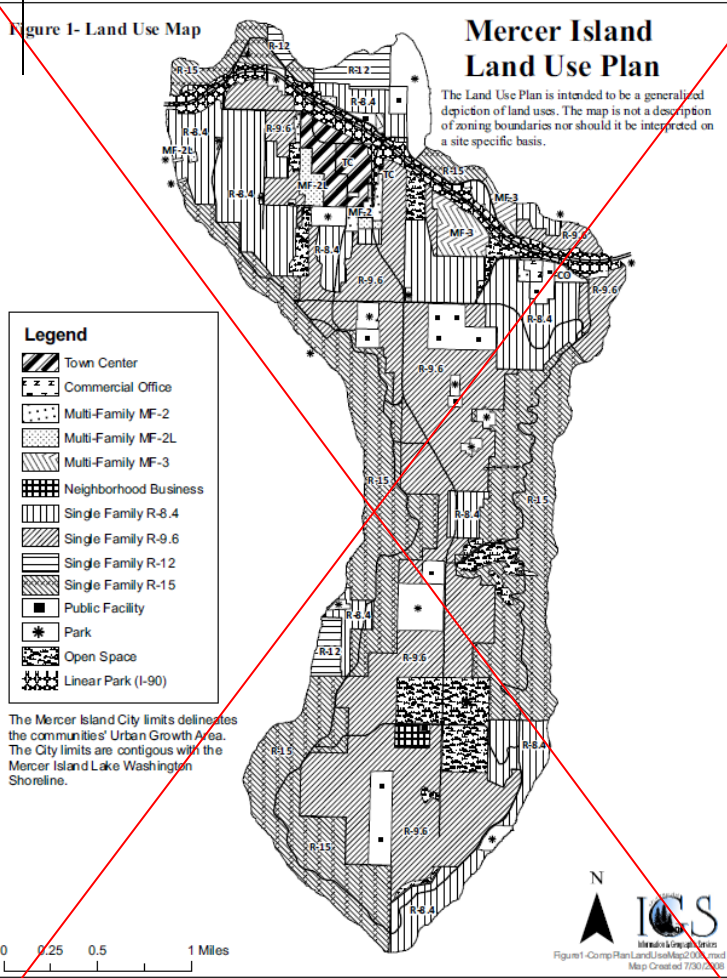
- 1.1 To focus implementation of the Comprehensive Plan on those issues of highest priority to the City Council and community: Town Center development, storm drainage, critical lands protection, and a diversity of housing needs including affordable housing.
- 1.2 To create opportunities for housing, multi-modal transportation, and development consistent with the city'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. Build out of the City is approaching, and could occur by 2035 or shortly thereafter. In the future, therefore, the City will advocate for future growth allocations from the GMPC which reflect 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

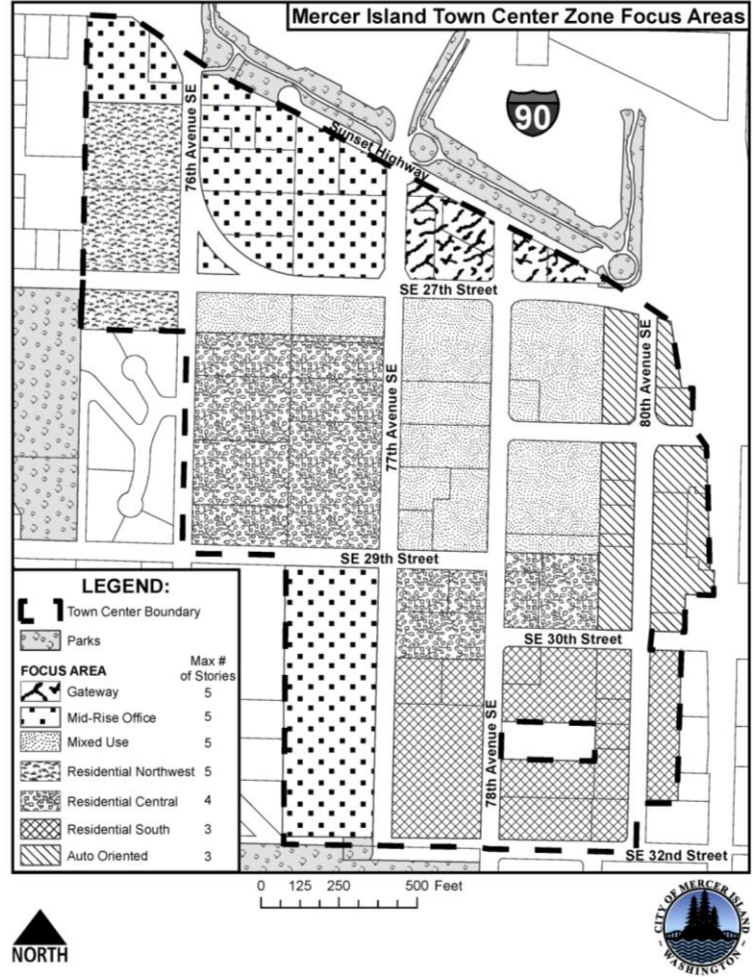
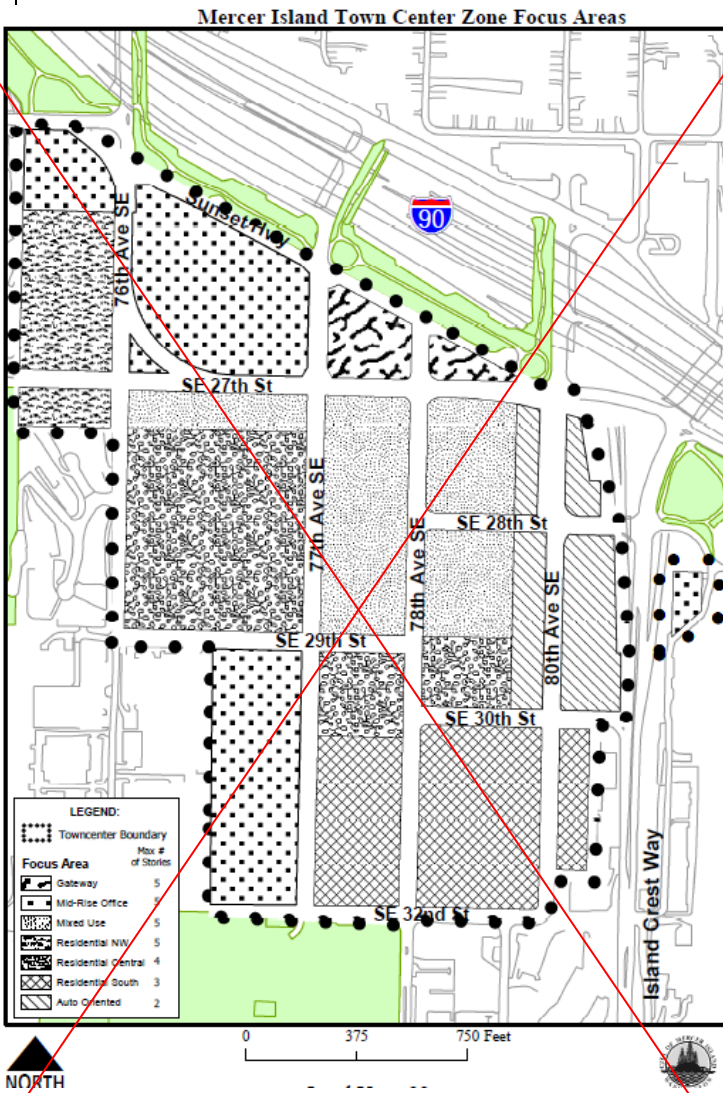
In 1994, a master plan was developed for the Town Center downtown streetscape after active citizen input in the visioning process. The master plan resulted in wider sidewalks along 78<sup>th</sup> Avenue, and placement of planters and street furniture on a pedestrian-friendly scale. The plan also requires 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



Current Map (to be replaced)

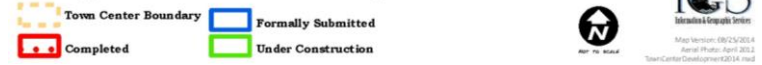
Updated Map



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

<b>I. INTRODUCTION .....</b>	<b>2</b>
GROWTH MANAGEMENT ACT .....	2
COUNTYWIDE PLANNING POLICIES .....	2
<b>II. ACCOMMODATING GROWTH .....</b>	<b>4</b>
LAND USE ASSUMPTIONS .....	4
TARGETED HOUSING GROWTH .....	5
HOUSING CHARACTERISTICS.....	5
<b>III. NEIGHBORHOOD QUALITY .....</b>	<b>8</b>
<b>IV. HOUSING SUPPLY .....</b>	<b>10</b>
DEMOGRAPHIC CHANGES .....	10
HOUSING AFFORDABILITY & AVAILABILITY .....	11
JOBS/HOUSING BALANCE - REGIONAL CONTEXT .....	17
<b>V. HOUSING OPTIONS.....</b>	<b>19</b>
HOUSING OPTIONS .....	19
LOCAL RESOURCES FOR HOUSING .....	20
AFFORDABLE HOUSING POLICIES .....	17
SPECIAL NEEDS / FAIR HOUSING POLICIES .....	20
<b>VI. IMPLEMENTATION/TRACKING .....</b>	<b>24</b>
HOUSING STRATEGIES .....	24
IMPLEMENTATION POLICIES.....	25



# 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 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 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~~ 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.~~ 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

### Land Use Assumptions

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.

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 2014 Buildable Lands Report identifies capacity for 2,271 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.

The 2,004 unit capacity has been reduced by the permitting of 345 net new housing units between 2012 and the end of 2014. The remaining capacity is 1,659 units.

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 65.71% of the City's total housing supply. 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.

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>1</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>2</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 number of group homes, however, ~~???~~ 279~~

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<sup>1</sup> 2014 Buildable Lands Report

<sup>2</sup> ~~In addition to the Point Cities, Newcastle (15% MF) and Sammamish (38% MF) were equal or less than Mercer Island (ARCH permit survey).~~

people indicated that they lived in group quarters in the 2010 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 EKC 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>3</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 ~~rings~~ 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> 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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- 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 city'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 areas 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 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 services and 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 city 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 city 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%. This implies smaller households, which is reflected in the city'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>4</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. As in other “maturing suburbs” (typically incorporated before 1990, little or no annexation), the city 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.

The Mercer Island population is expected to increase by about 10% to 19% between

2000 and 2020.<sup>5</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 households with children also decreased from 42% in 1980 to 35% in 2000 (30% MI

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<sup>5</sup>Puget Sound Regional Council, Residential Forecasts 12/18/03, City of Mercer Island local housing and population forecast 12/3/04.

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<sup>4</sup>1980, 2000 and 2010 Census

~~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>6</sup>~~

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 for renters.

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<sup>6</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 20007.~~

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~~

<sup>2</sup>2000 Census

~~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. Virtually none of the city's multi-family housing built since 1994 was affordable to moderate-income households. 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-income households, compared to 41% in EKC.~~

~~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. Nevertheless, "housing cost-burden" 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". 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 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%. 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). 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.

~~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 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 167~~214 dwelling units between 1993 and ~~201~~202, ~~more than twice the number of any other Eastside city~~considerably more than any other East King County city.

Including the affordable housing that the city has helped fund outside of Mercer Island, the city has met 23% of its 2012 low-income affordable housing target, and 120% of its moderate-income target. (A majority of the latter is accessory dwelling units (ADUs) in Mercer Island.) Overall, 5% of the city'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). 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.

Mercer 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 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>8</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

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<sup>8</sup> 1990 and 2000 Census

elderly, 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 homesThe City considered a cottage housing project on a city-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.

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.

Certain employment-related information about Mercer Island's work force could have 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. 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>9</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 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

<sup>9</sup> The average does not include public-sector wages.

development over time to ensure policies are effective.

community asset which provides a substantial portion of affordable housing.

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.

~~2.9~~ 2.9 ~~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)~~

2.6 Promote accessory dwelling units in single-family ~~districts~~ zones subject to specific development and owner occupancy standards.

~~◆ 244 units would be needed for those with incomes between 50 and 80% of County median income (17% of new units).~~

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.

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.

2.8 Promote the continued use of existing affordable apartments as a



## 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~~8~~% 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~~00~~, 81~~0~~% of the Island's population, 2,280 ~~persons~~ including nearly 27~~8~~% of the senior population, were reported as disabled<sup>10</sup>.

~~Relative to King County with 15% disabled population and other Eastside cities that average 12.5% disabled population<sup>11</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>10</sup> 2010 Census

<sup>11</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 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 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**

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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 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 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

~~3.20~~<sup>18</sup> 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).

~~3.21~~<sup>19</sup> 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.

~~3.22~~<sup>0</sup> Support and plan for special needs housing using federal or state aid and private resources.

~~3.23~~<sup>1</sup> Encourage development of emergency, transitional, and permanent supportive housing with appropriate on site services for special needs populations.

~~3.24~~<sup>2</sup> 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 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

- I. INTRODUCTION..... 2**
  - OBJECTIVES OF THE TRANSPORTATION ELEMENT ..... 2
  - TRANSPORTATION TODAY..... 3
  - UPCOMING CHANGES ..... 3
  - LAND USE ASSUMPTIONS – THE COMPREHENSIVE PLAN..... 4
  - Town Center Plan ..... 5
- II. TRANSPORTATION GOALS AND POLICIES..... 6**
- III. TRANSPORTATION SYSTEM - EXISTING CONDITIONS ..... 15**
  - TRAVEL PATTERNS - HOW MERCER ISLANDERS MOVE ABOUT ..... 15
  - ROADWAY NETWORK..... 15
  - LEVEL OF SERVICE STANDARDS ..... 22
  - TRAFFIC OPERATIONS..... 22
  - PARKING ..... 22
  - BICYCLE AND PEDESTRIAN FACILITIES ..... 24
  - PUBLIC TRANSPORTATION ..... 25
  - PARK AND RIDE..... 26
  - SCHOOL TRANSPORTATION ..... 30
  - RAIL SERVICES & FACILITIES ..... 30
  - AIR TRANSPORTATION ..... 30
  - WATER TRANSPORTATION..... 30
- IV. TRANSPORTATION SYSTEM - FUTURE NEEDS..... 31**
  - FUTURE TRAVEL DEMAND..... 35
  - BASELINE TRAFFIC OPERATIONS ..... 35
  - RECOMMENDED IMPROVEMENTS..... 36
  - TRAFFIC OPERATIONS – WITH RECOMMENDED IMPROVEMENTS..... 40
- V. FINANCIAL ANALYSIS ..... 45**
- VI. IMPLEMENTATION STRATEGIES ..... 48**
  - TRANSPORTATION SYSTEM - STREETS, TRANSIT, NON-MOTORIZED ..... 48
  - PLANNING - STANDARDS, POLICIES, PROGRAMS ..... 48
  - FINANCIAL STRATEGIES ..... 48
  - TRANSIT PLANNING ..... 49
- VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS..... 50**
  - OTHER PLANS ..... 50
  - PLAN REQUIREMENTS ..... 51

# 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, Perteet 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~~ a city must adopt specific standards for the acceptable levels of congestion on its streets; these standards are called level of service (LOS) standards.

At the federal level, ~~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, is an exception to this rule because it is a principal feeder route to I-90. East ~~and~~ West Mercer Way ring the island and provide 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. 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. 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.

### **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. In addition, carpools and other high occupancy vehicles (HOV) will no longer 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.

LocalThe 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~~2006 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 will be maintained with low forecasted changes in household growth.

## **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, 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

The Town Center Plan for Mercer Island was developed in 1994 through a cooperative effort of City staff, consultants and the Town Center Streets Citizens Design Task Force. 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.

**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 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, 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; and;
  - improving pedestrian access to transit with on and off road pedestrian improvements;

- 4.4 ~~The City of Mercer Island will~~ Investigate opportunities for constructing and 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 boundaries that may have an impact on the 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 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'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) ~~"C" defined~~ shall be a minimum of "D" 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 its~~ Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements.

~~10.5~~ Revise the Transportation Element if the Land Use and/or Capital Facilities Element of the Comprehensive Plan are changed to maintain a balanced and consistent plan.

~~10.6~~ ~~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 to~~ 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 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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Mercer 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~~ When 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, ~~17~~ 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~~ 23 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~~ is 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 limited 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

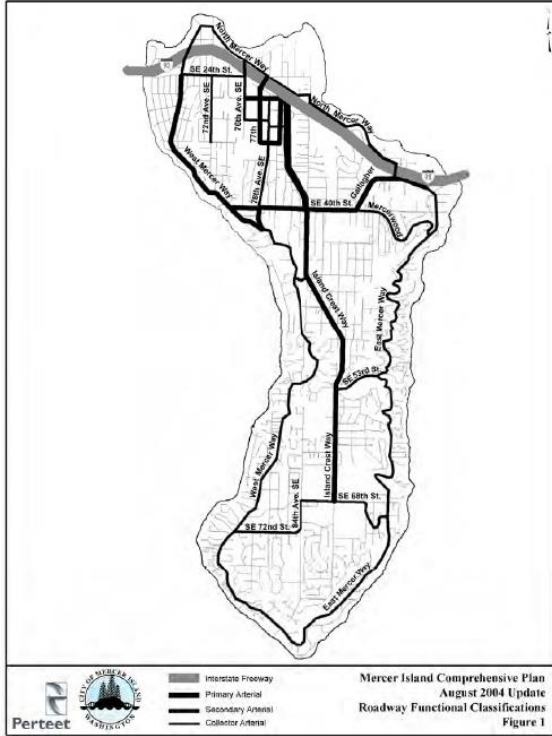
typically have low traffic volumes and carry little through traffic.

- 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.

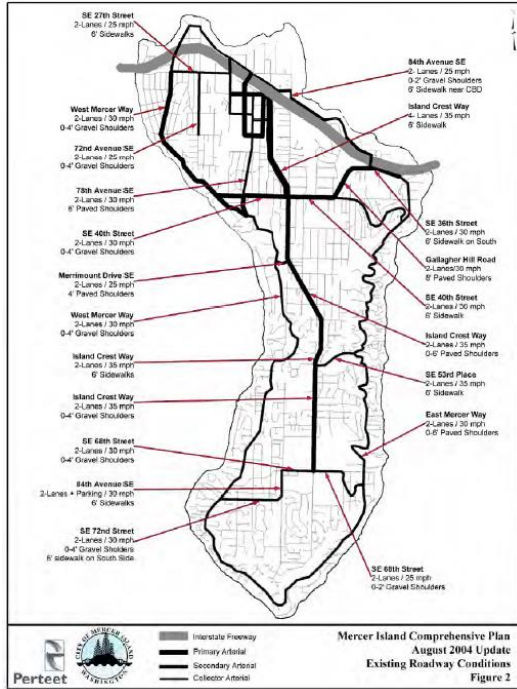
~~Figure 1 illustrates the system and its classifications. Figure 2 shows existing 2014 roadway conditions, features describing the shoulder types and sidewalk locations. Figure 3 shows the number of travel lanes and, posted speed limits, and the location of 12 signalized intersections and four signalized 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~~

~~these 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.]~~

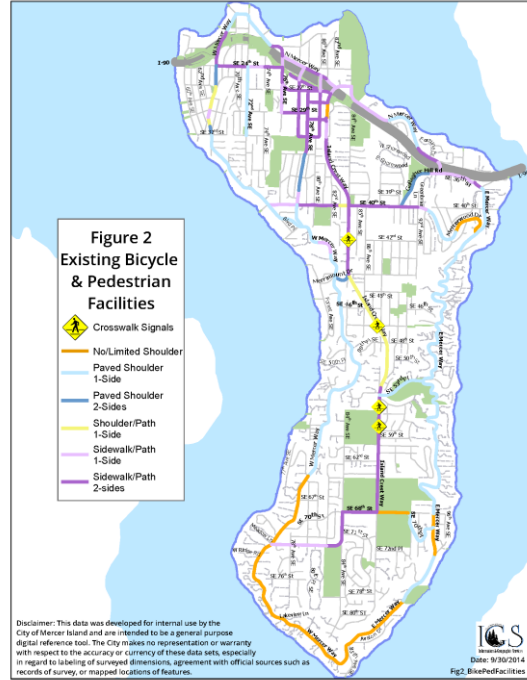


Current Map (to be replaced)

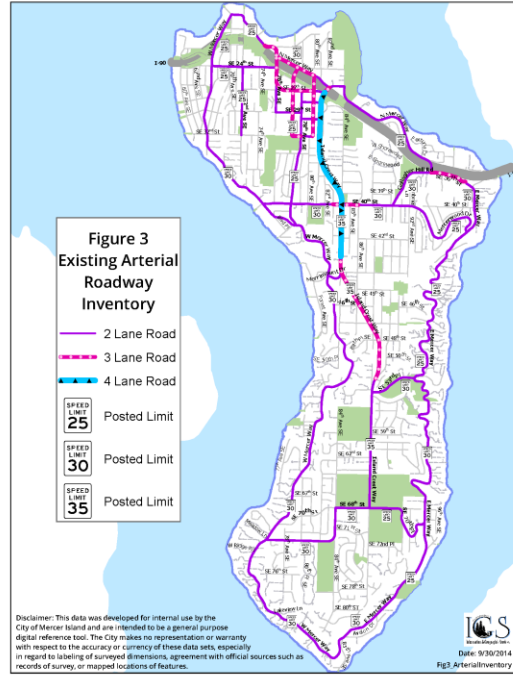
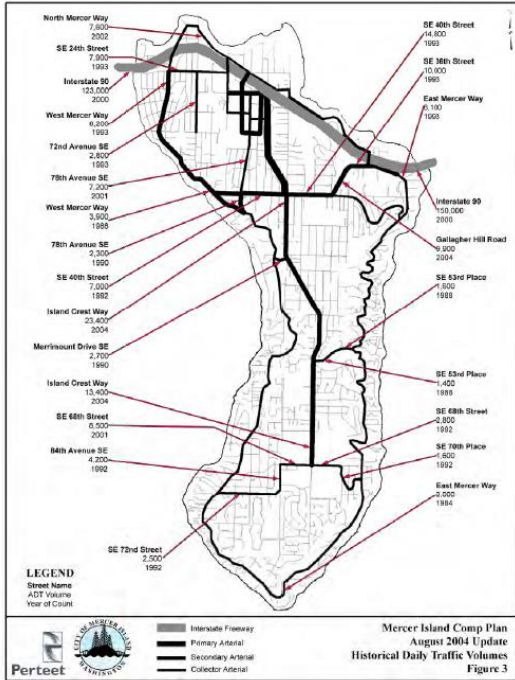
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Current Map (to be replaced)



Updated Map



Current Map (to be replaced)

Updated Map

## 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 as LOS D at intersections of two arterial streets. This standard applies to the operation during either the AM or PM peak periods.

This LOS D standard is consistent with the WSDOT standard for Interstate 90 and its ramp intersections. I-90 is designated as a Highway of Statewide Significance under RCW 47.06.140.

## Traffic Operations

For transportation planning purposes, traffic operations are typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. On Mercer Island, the peak hour of traffic operations 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.

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 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. 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 existing 2014 LOS at key intersections during the morning and afternoon peak hours.

## 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 streets~~ 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 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, 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. 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%).

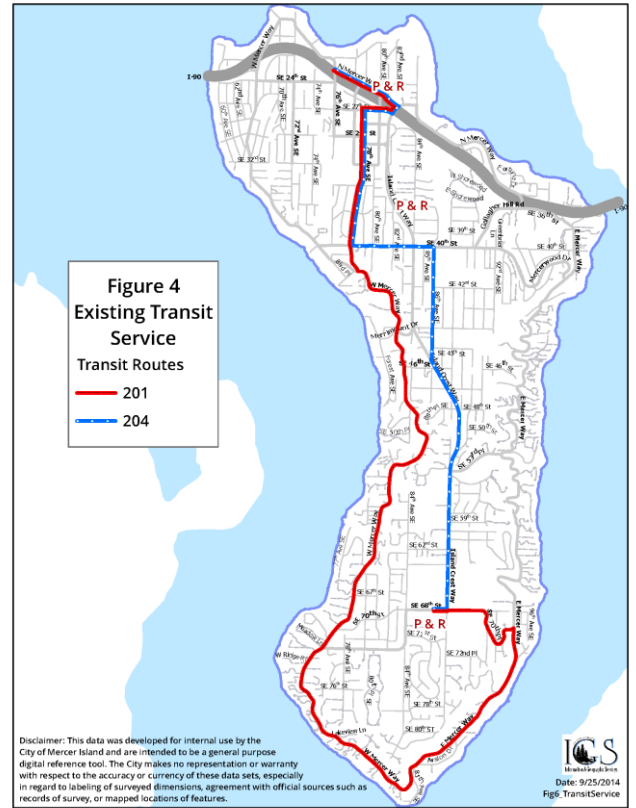
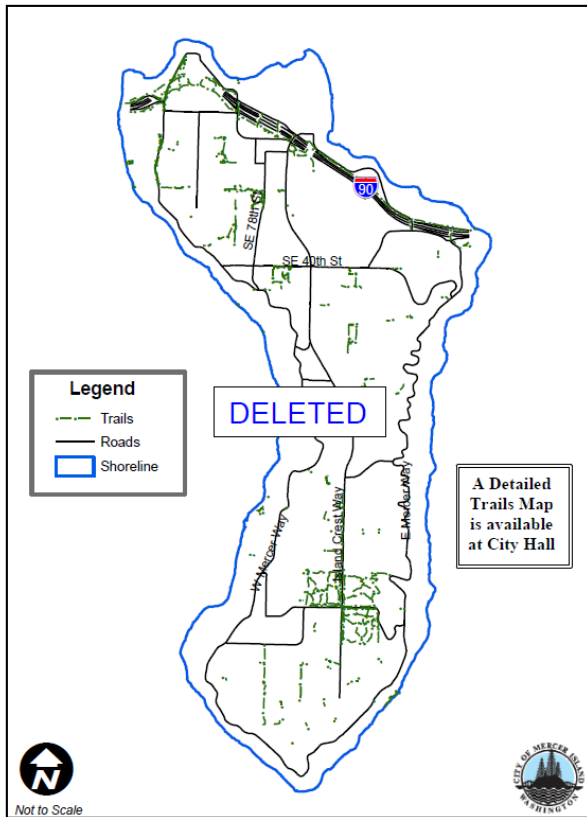
Fourth Quarter 2013 Park and Ride Utilization Report prepared by King

County, shows the Mercer Island lot is typically fully occupied during weekdays.

To supplement park and ride capacity on the island, Metro has leased ~~two~~three private parking lots for use as park and ride lots, located at the Mercer

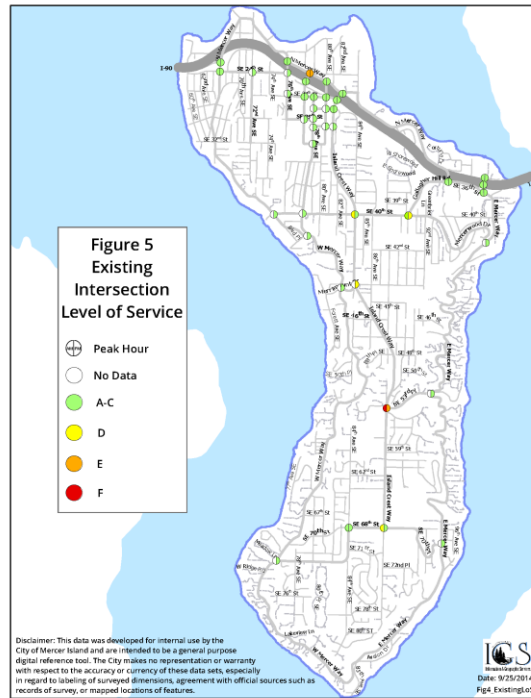
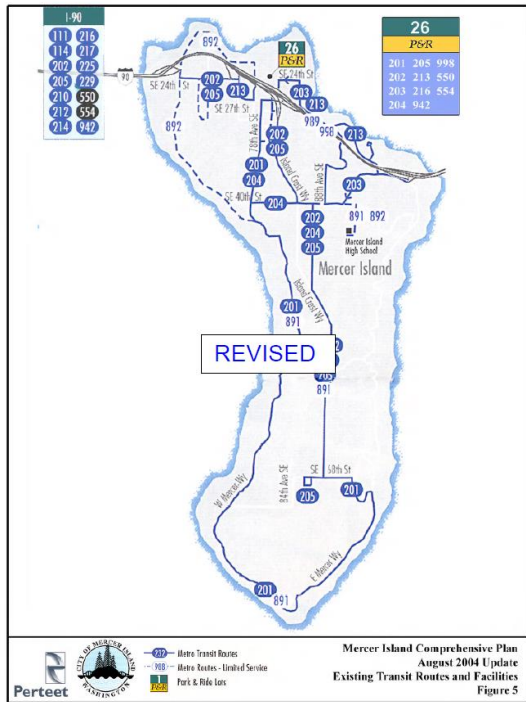
Island Presbyterian Church~~and the~~, Mercer Island United Methodist Church~~,~~ and at the Mercer Village Center. These lots are described in ~~Table 3~~ Table 1. Together, they provide an additional ~~60~~69 parking spaces for use by Island residents.

Figure 4 - Comprehensive Trail Plan



Current Map (to be replaced)

Updated Map



Current Map (to be replaced)

Updated Map

**Table 31: 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>67</del> 72%
Merger Village Center	84th Ave SE & SE 68th St.	21	5	24%

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, Pertect 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.

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## **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 additional travel option between the Town Center and regional destinations. The potential tolling on the I-90 bridge would 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. 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.

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 intersections would operate at LOS E or F 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 operate at LOS E or F during either the AM or PM peak hours, without improvements. Outside of the Town Center the intersections of SE 53rd Place/Island Crest Way would operate at LOS F 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 .

Figure 6 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, 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 7 shows the recommended transportation projects for the next 20 years. Table 2 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 analysis identifies a total of \$51.6 million dollars of transportation improvements over the next 20 years. About 78 percent (\$40.0 million) of the total is for street preservation and resurfacing projects to maintain the existing street system. Another 9 percent (\$4.6 million) is for non-motorized system improvements. About

10 percent (\$5.0 million) is for traffic operational improvements at intersections to maintain LOS operations.

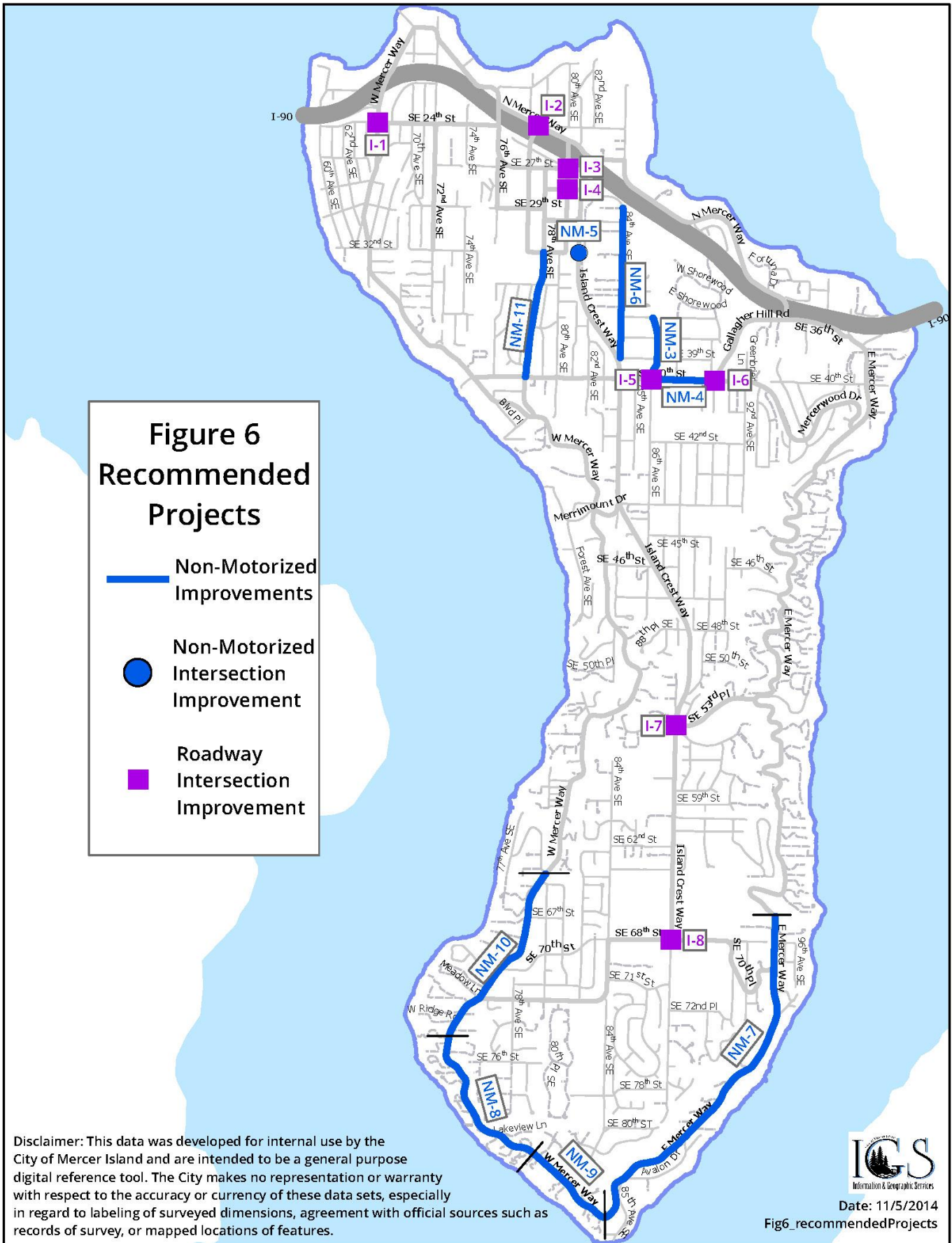
**Table 2. Recommended Project List 2015-2035**

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.	PBFP: <del>Project WMW 8.</del>	<del>422,400</del> 1,035,800
NM-10	West Mercer Way Roadside Shoulders (6500 to 7400 block)	Add a paved shoulder (east side) for non-motorized users.	PBFP: <del>Project WMW 7.</del>	<del>3,306,000</del> 676,800

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.	East Link/Fails to meet LOS Standard	854,900
I-5	SE 40th Street Corridor (East of Island Crest Way)	Install dedicated left turn signal phase and turn pocket.	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>51,620,200</b> <del>54,862,800</del>

\*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

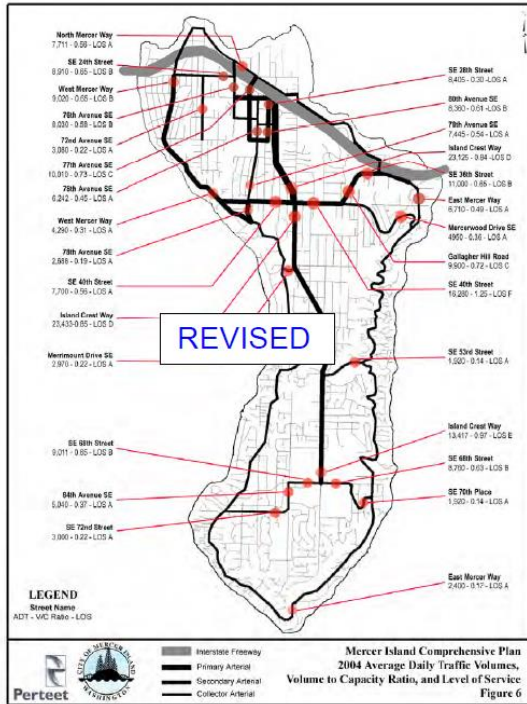
focused in the Town Center, where residents can be easily served by high capacity transit. **Table 3** compares the 2035 intersection study locations with baseline and with the recommended improvements for each of the AM and PM study locations. The baseline improvements includes the roadway and intersection 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.



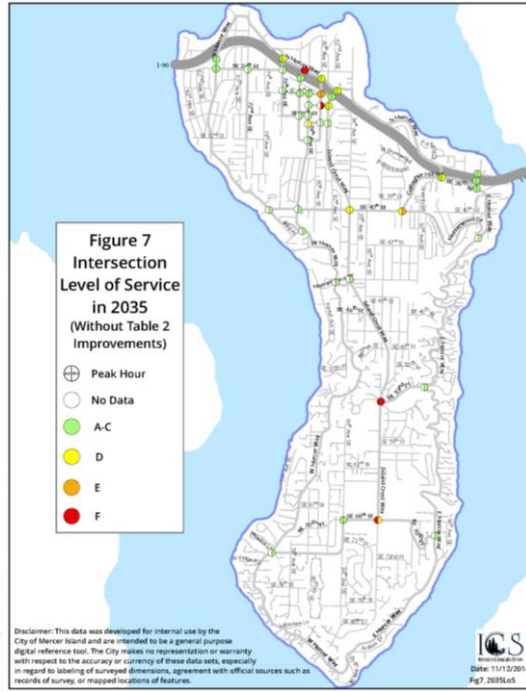
**Table 3. 2035 Intersection Operations - Baseline and Recommended Improvements**

Intersection	2035 AM Peak Hour		2035 PM Peak Hour	
	With Baseline Improvements	With Recommended Improvements	With Baseline Improvements	With Recommended Improvements
I-90 EB ramps/W Mercer Way	A	A	B	B
SE 24th St/W Mercer Way	B	B	C	C
SE 24th St/72nd Ave SE	--	--	B	B
SE 24th St/76th Ave SE	C	C	C	C
N Mercer Way/76th Ave SE	C	C	D	D
N Mercer Way/77th Ave SE	F	A	F	A
N Mercer Way-Park & Ride/80th Ave SE	C	C	D	D
N Mercer Way/Island Crest-SE 26th St	C	C	D	D
I-90 EB off-ramp/77th Ave SE	B	B	A	A
SE 27th St/76th Ave SE	--	--	A	A
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 27th St/Island Crest Way	C	C	C	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	D	D
SE 29th St/77th Ave SE	--	--	B	B
SE 29th St/78th Ave SE	--	--	C	C
SE 30th St/78th Ave SE	--	--	D	D
SE 30th St/80th Ave SE	--	--	B	B
SE 30th St/Island Crest Way	--	--	A	A
SE 32nd St/78th Ave SE	--	--	C	C
SE 36th St/N Mercer Way	C	C	D	D
SE 36th St/100th Ave SE-E Mercer Way	B	B	B	B
I-90 EB off-ramp/100th Ave SE	A	A	A	A
I-90 WB ramps/100th Ave SE	B	B	C	C
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	--	--	D	D
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	B	B	A	A
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

### 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 a Transportation Benefit District that will add a \$20 per vehicle fee to provide an estimated \$350,000 annually to support transportation needs. Combined the City anticipates approximately \$2.3 million to \$2.6 million in annual

~~revenues. \$1.2 million per year to the City Street Fund.~~

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 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.

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.

## 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; 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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City of Mercer Island

Comprehensive Plan

# UTILITIES ELEMENT

<b>I. INTRODUCTION .....</b>	<b>2</b>
<b>II. WATER UTILITY .....</b>	<b>3</b>
FUTURE NEEDS.....	3
WATER UTILITY POLICIES .....	4
<b>III. SEWER UTILITY .....</b>	<b>7</b>
FUTURE NEEDS.....	7
SEWER UTILITY POLICIES .....	8
<b>IV. STORMWATER.....</b>	<b>10</b>
FUTURE NEEDS.....	10
STORMWATER POLICIES .....	11
<b>V. SOLID WASTE .....</b>	<b>13</b>
FUTURE NEEDS.....	13
SOLID WASTE POLICIES .....	14
<b>VI. ELECTRICITY .....</b>	<b>16</b>
FUTURE NEEDS.....	16
ELECTRICITY POLICIES .....	16
<b>VII. NATURAL GAS .....</b>	<b>19</b>
FUTURE NEEDS.....	19
NATURAL GAS POLICIES .....	19
<b>VIII. TELECOMMUNICATIONS.....</b>	<b>21</b>
FUTURE NEEDS.....	22
TELECOMMUNICATIONS POLICIES .....	23

# 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 2062~~1~~. ~~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. The Mercer Crest system was intertwined 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 ~~21~~<sup>5</sup> 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~~ <sup>115</sup> 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~~ <sup>78</sup> 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 city also constructed an emergency well, which was designed and permitted to provide 5 gallons per day for each person on the island for a period of 7 to 90 days.

In 2014, the city took significant action to ensure high water quality standards after two boil water advisory alerts, including additional expanded collection of water quality samples, injection of additional chlorine, research into potential equipment upgrades and improvements, and a thorough review of the City's cross-contamination program, including the best means of overseeing the registration of certification of backflow prevention devices.

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In ~~2004~~ <sup>2013</sup>, the City's total number of water customers was ~~7,400~~ <sup>7,376</sup>.

## 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 land-use 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. 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'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 land-use 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.

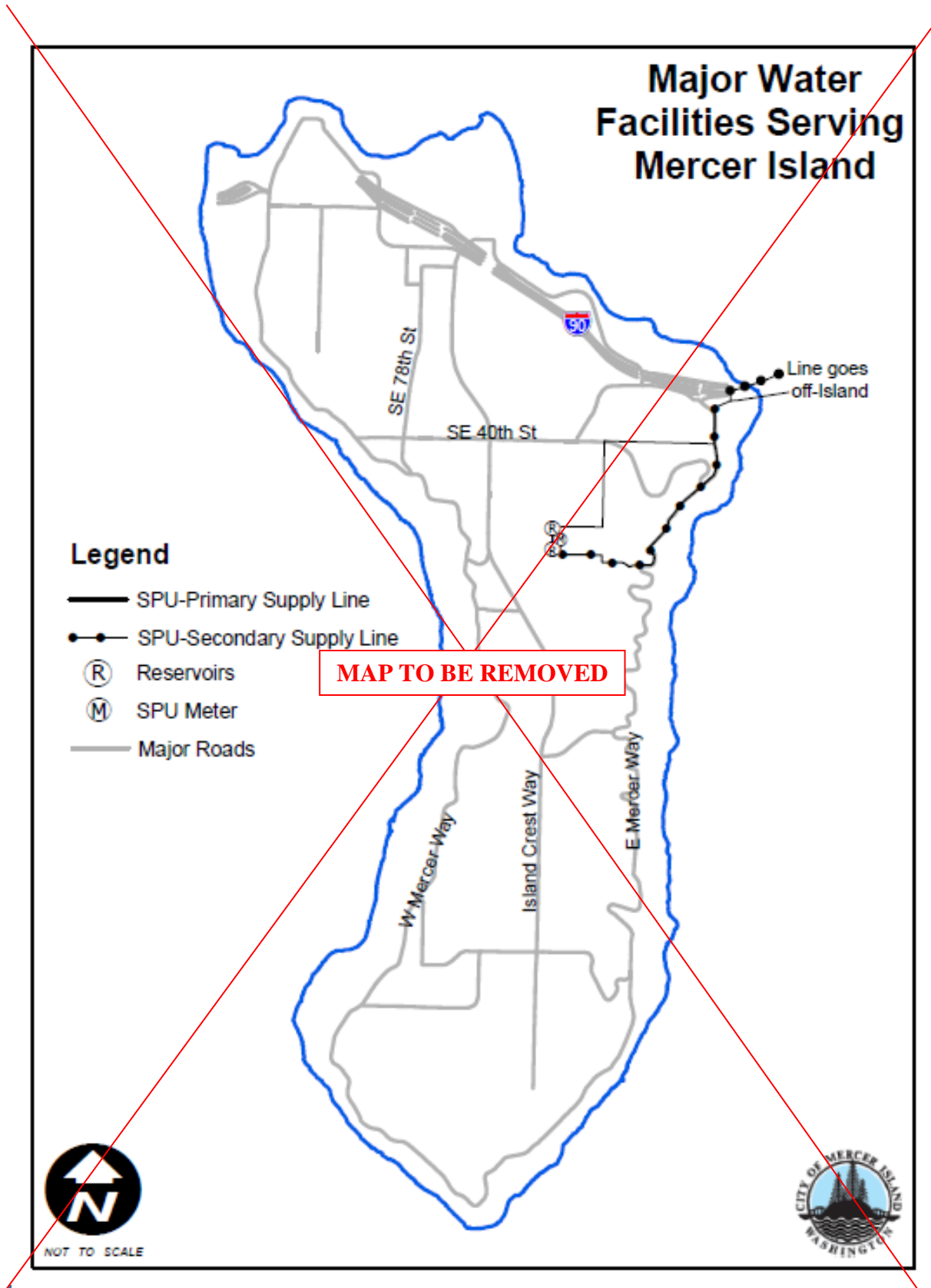
~~2.7 The City will continue to prepare the Consumer Confidence Report (CCR) which provides Mercer Island water customers with information about the source, treatment, and distribution of their drinking water. This CCR will be updated and distributed annually in accordance with the Safe Drinking Water Act, and will also be available on the City's website.~~

~~2.8~~<sup>7</sup> 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

---

New development on Mercer Island, as anticipated in the 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. The General Sewer Plan identifies a variety of

needs that will be addressed during the next several years. These include replacing portions of the sewer lake line along the northwest shoreline, collection system improvements, pump station improvements, and replacement 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 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 is scheduled for a feasibility project in 2020 to evaluate the condition of the remaining asbestos concrete 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 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.

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.

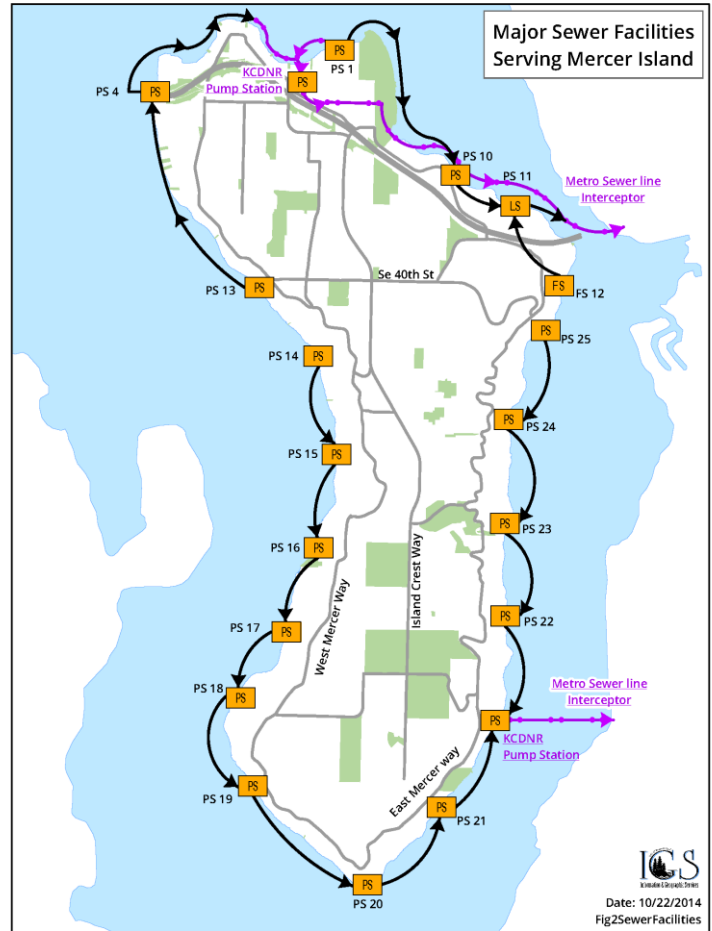
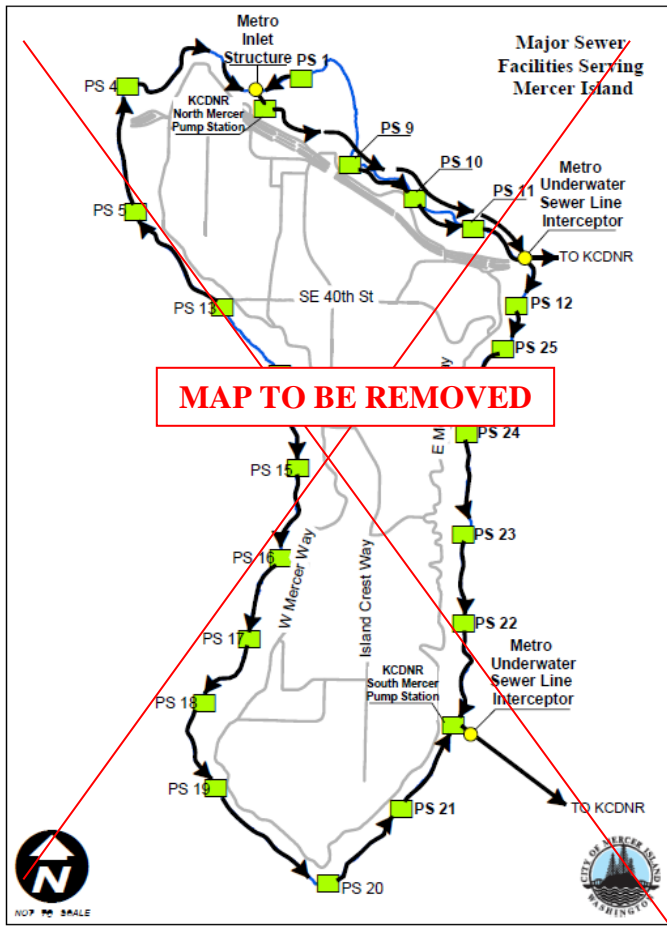
3.6 The City shall design and implement programs to reduce infiltration/inflow wherever these programs can be shown to significantly increase the capacity of the sewer system at a lower cost than other types of capacity improvements.

## **Policies - Sewer Utility**

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 shall be required to connect to the sewer system.

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 stormwater on Mercer Island. The catalyst for this effort is 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 20~~04~~ 05, the ~~utility 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.

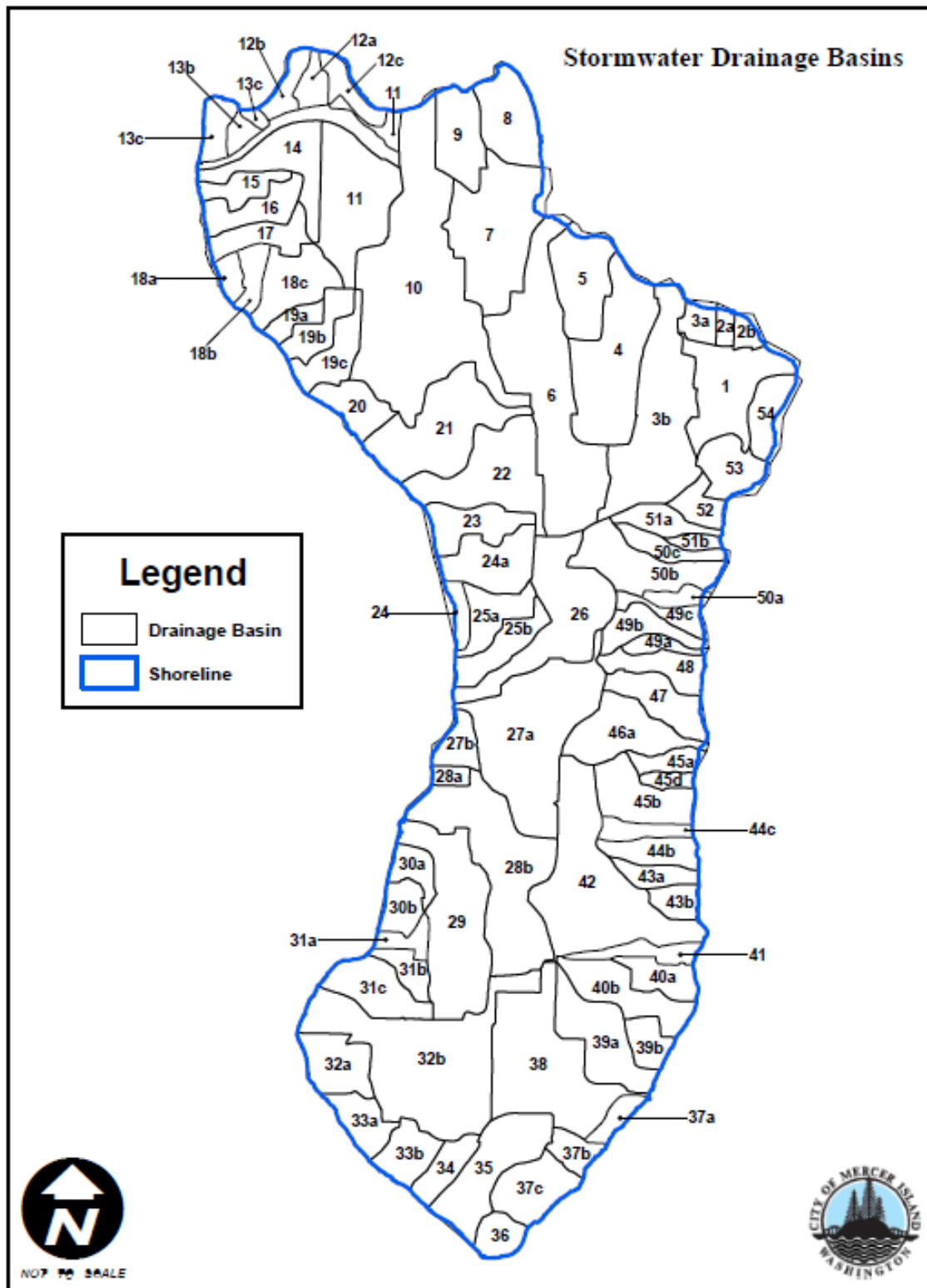
be based on standards developed by the state Department of Ecology and shall be consistent with the policies in the Land-Use Element of this plan and the goals and policies of the City's Development Services Group.

## **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 plans and ordinances requiring stormwater controls for new development and re-development. The ordinances shall

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 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 2000 to 2014.

Achieving these goals has helped lengthen the lifespan of the Cedar Hills Regional Landfill and avoid the need to find alternative disposal locations for Mercer Island's garbage.

The overall amount of waste generated on Mercer Island is not expected to increase significantly due to new development anticipated in the land-use element of this plan. However, the amount of recyclables and yard waste being diverted from Mercer Island's waste stream should continue increasing over the next few years. Private facilities (~~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, the existing Factoria Transfer Station began construction in late 2014.~~

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

---

All of the electricity consumed on Mercer Island is provided by Puget Sound Energy (Puget) under a franchise agreement with the City of Mercer Island. ~~An~~ new agreement was approved in early 1994 that ~~will run through the year 2014~~ is valid until a new agreement is reached. Puget'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. In fact, 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 total electricity consumed was 174,352,420/KWH, or an average of 18,234/KWH per customer.

~~The capacity of the PSE system on Mercer Island is adequate to handle growth anticipated in the 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 be 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.

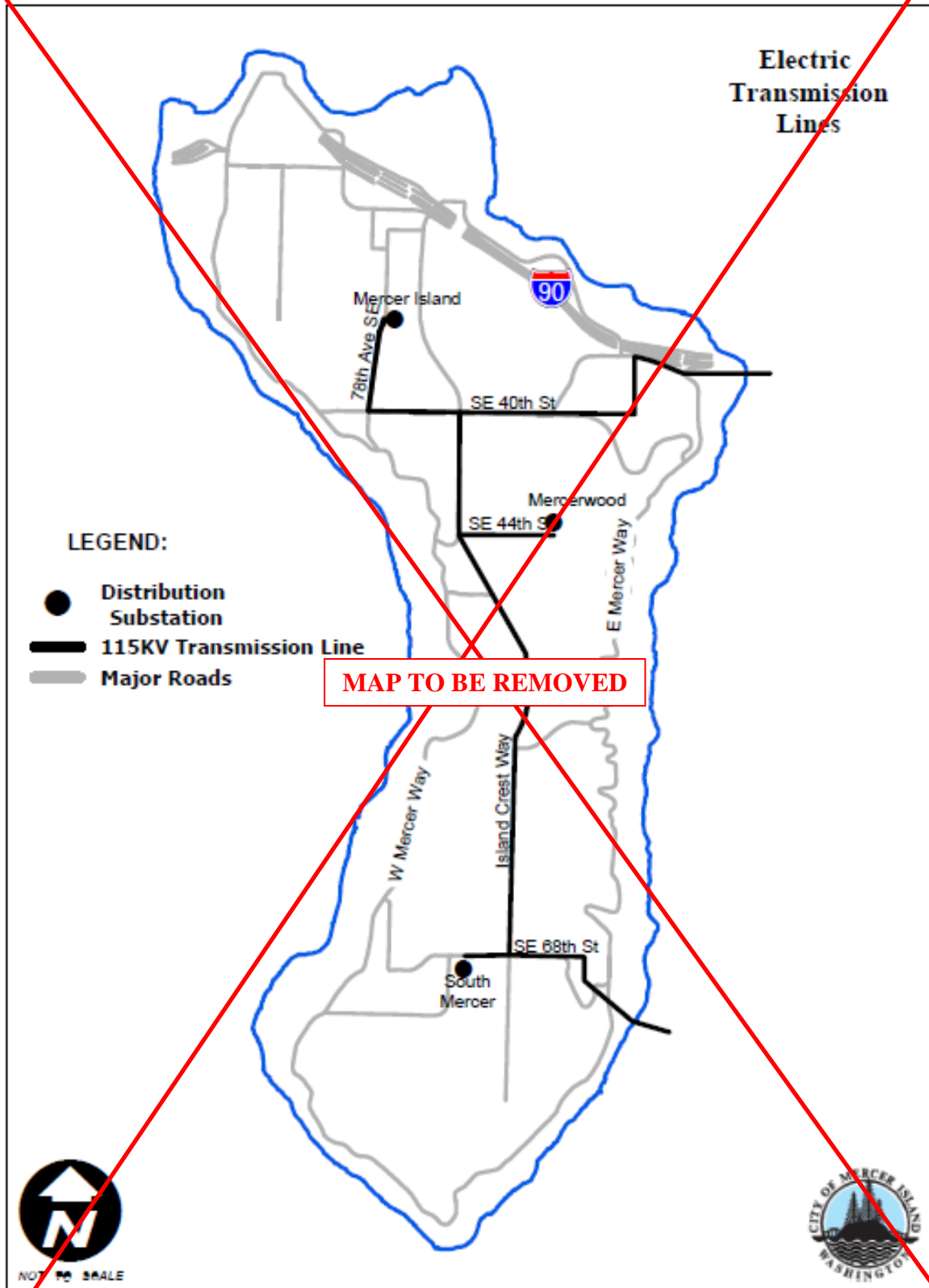
The issue of system reliability, which is the subject of a Memorandum of Agreement (MOA) between the City of Mercer Island and PSE, will require considerable attention over the next several years. The MOA ~~(see Utility Appendix)~~ sets policies for identifying locations where power lines should be relocated underground and describes strategies for funding undergrounding projects. There is a reoccurring issue of unreliability which 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

---

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 element of this plan, is not expected to significantly affect the number of gas customers on Mercer Island.

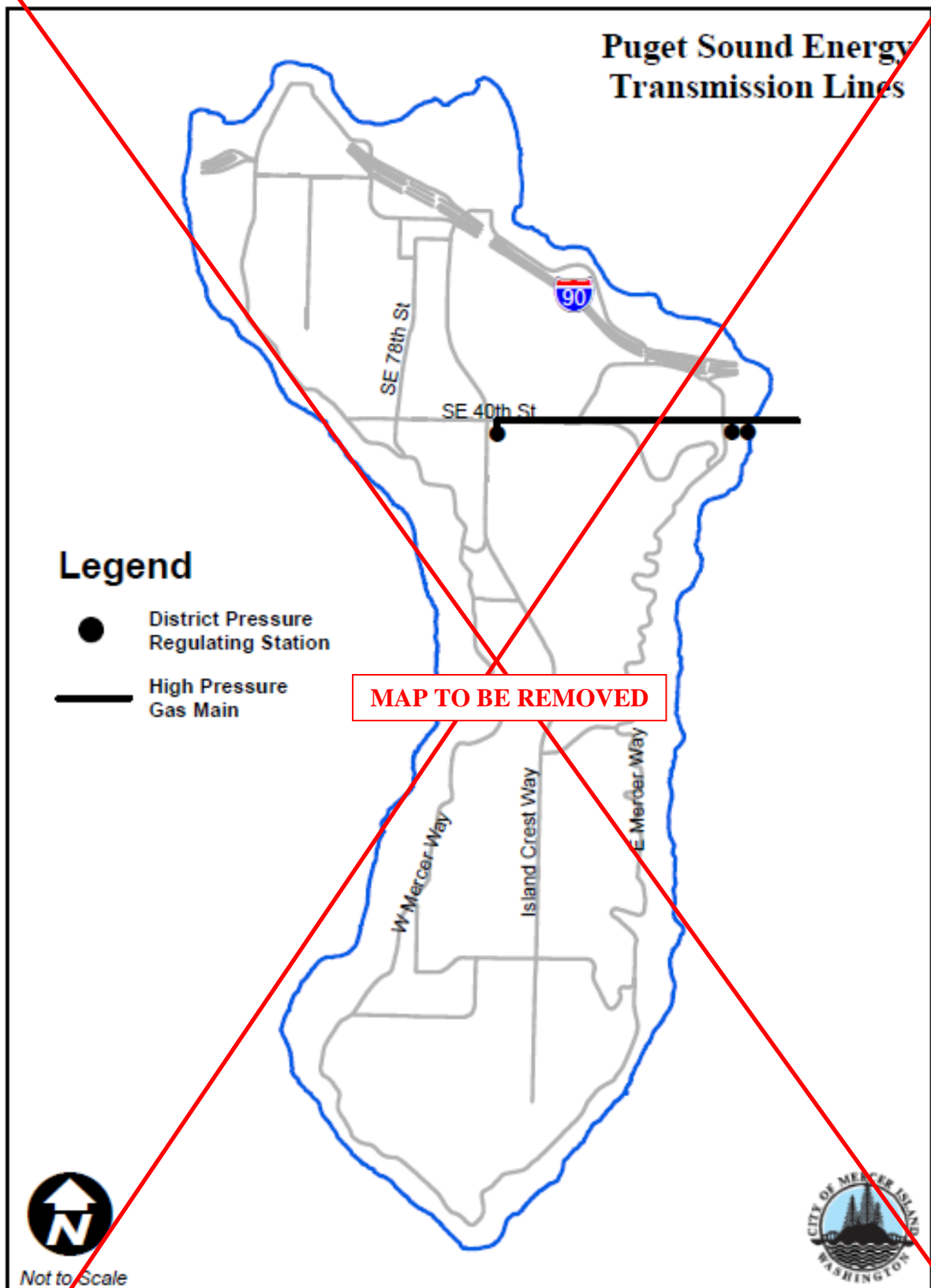
### Policies - Natural Gas

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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. 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

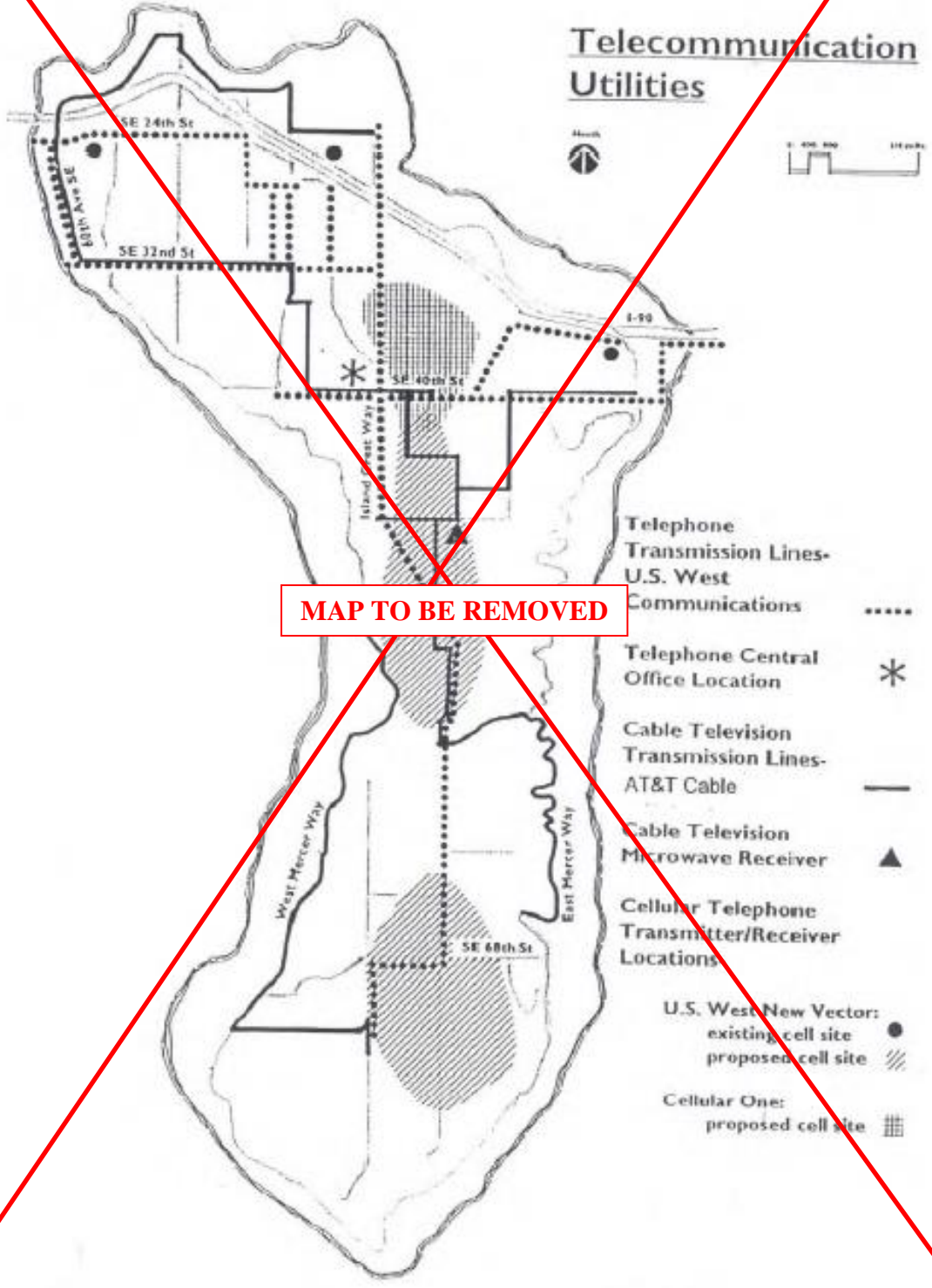
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- 8.1 The City shall encourage the consolidation and shared use of utility and communication facilities where feasible. Examples of shared facilities include towers, poles, antennae, substation sites, cables, trenches and easements.
- 8.2 The City 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~~.

~~8.6~~8.7 The City shall encourage and work with WCF providers to increase the battery life of large cell sites.

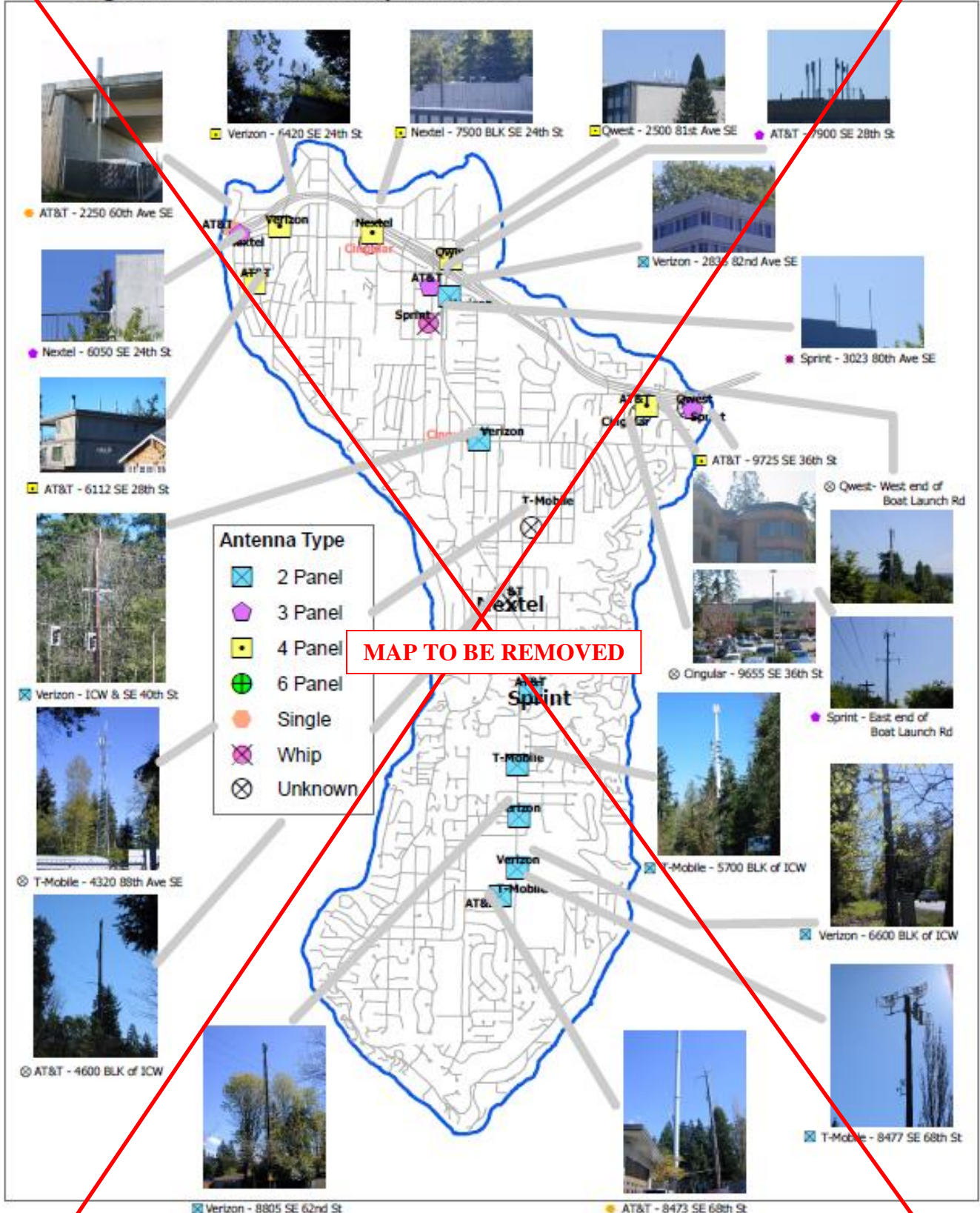
Figure 6 - Telecommunication Utilities



MAP TO BE REMOVED



**Figure 7 - Wireless Facility Locations**

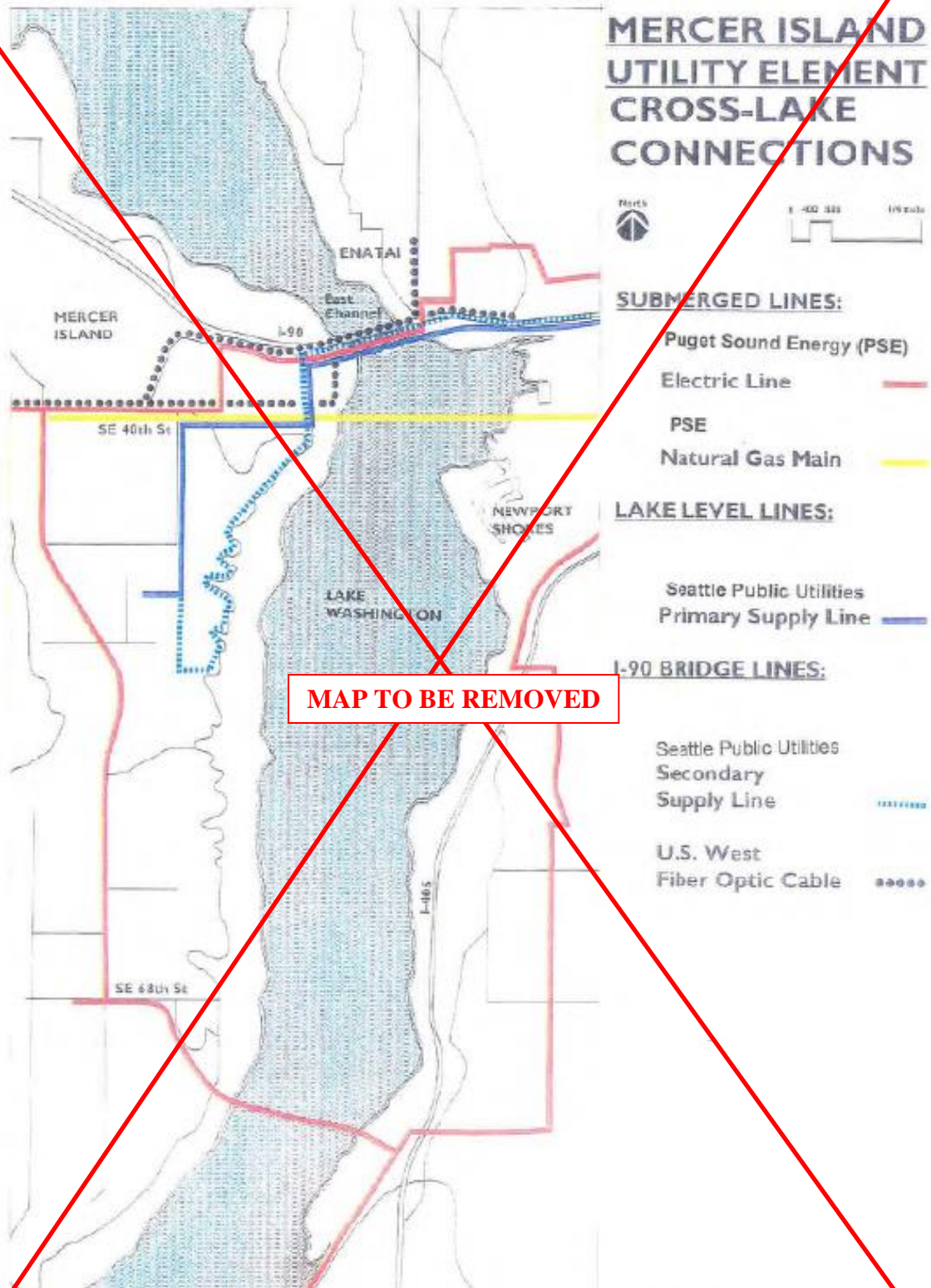


Map created Sept 9, 2004  
GIS@City of Mercer Island

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

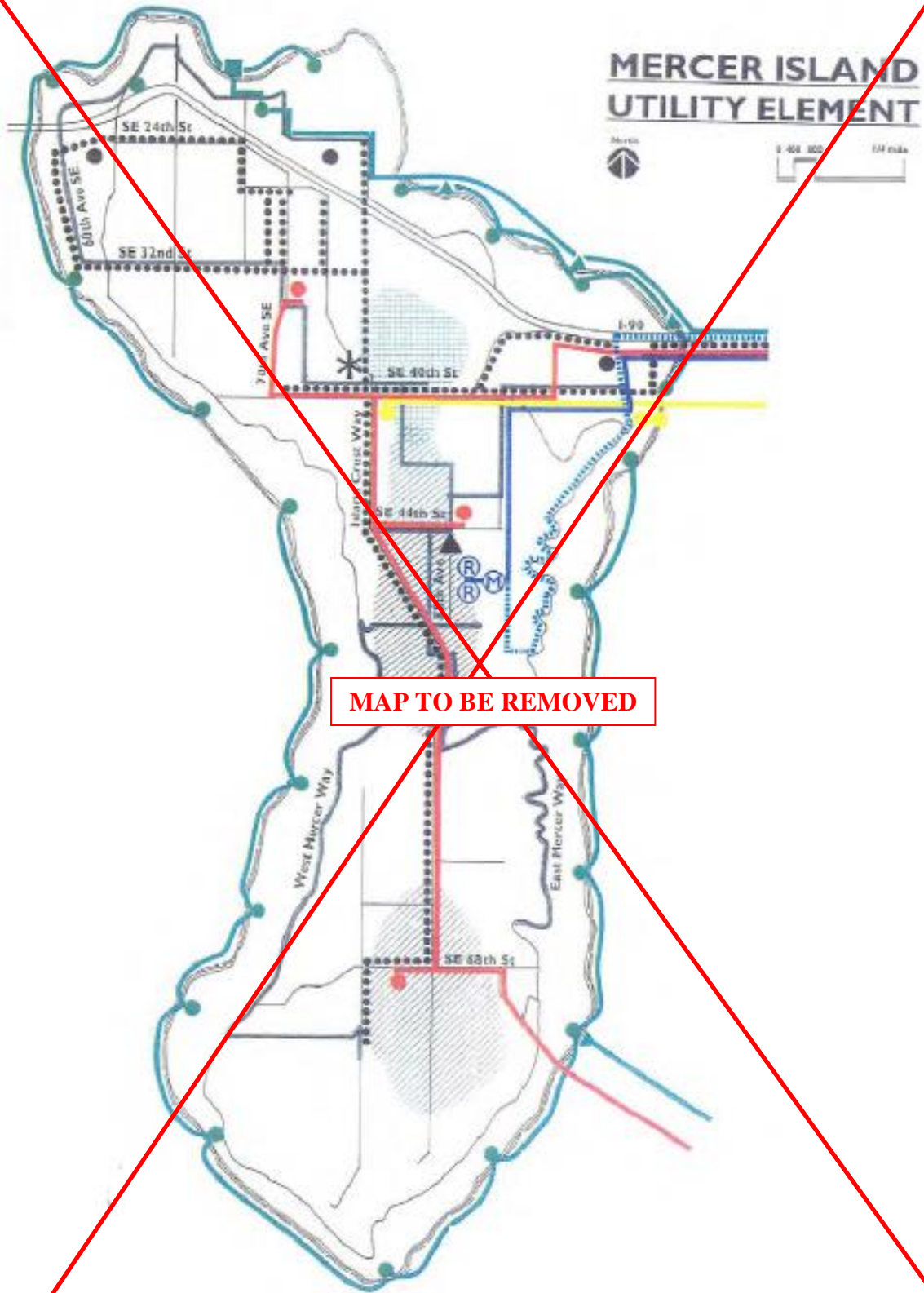
- 115KV  
Transmission Line 
- Distribution  
Substations 

## TELECOMMUNICATIONS UTILITY

- Telephone  
Transmission Lines-  
U.S. West Communications 
- Telephone Central  
Office 
- 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**



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# Capital Facilities

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City of Mercer Island

Comprehensive Plan

# CAPITAL FACILITIES ELEMENT

<b>I. INTRODUCTION .....</b>	<b>2</b>
LAND USE & CAPITAL FACILITIES .....	2
SUSTAINABILITY .....	2
<b>II. CAPITAL FACILITIES INVENTORY .....</b>	<b>3</b>
PUBLIC STREETS & ROADS .....	3
PEDESTRIAN AND BICYCLE FACILITIES .....	3
PARKS & OPEN SPACE .....	3
PUBLIC BUILDINGS .....	4
PUBLIC SCHOOLS.....	5
WATER SYSTEM.....	6
SEWER SYSTEM .....	6
STORM WATER SYSTEM .....	6
<b>III. LEVEL OF SERVICE &amp; FORECAST OF FUTURE NEEDS .....</b>	<b>8</b>
<b>IV. CAPITAL FACILITIES FINANCING .....</b>	<b>10</b>
REVENUE SOURCES .....	10
THE CAPITAL IMPROVEMENT PROGRAM .....	11
<b>V. CAPITAL FACILITIES GOALS AND POLICIES .....</b>	<b>15</b>
<b>VI. CAPITAL FACILITIES FINANCIAL FORECAST.....</b>	<b>17</b>
<b>VII. PROCESS FOR SITING PUBLIC FACILITIES .....</b>	<b>21</b>
BACKGROUND - STATE & COUNTY .....	21
MERCER ISLAND FACILITIES .....	21
POLICIES FOR SITING PUBLIC FACILITIES AND ESSENTIAL PUBLIC FACILITIES .....	22

# 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"~~ infill 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 Policies 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 2015, 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, and in 2014, Fire Station 92 began construction at the south end of the Island.

## 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> <u>Community and Events Center</u>	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-island 8815 SE 40th St.	7,500 s.f.
U.S. Post Office	Postal Service	Central Business District 3040 78th Ave. SE	10,000 s.f.
King County Library (KCLS)	Public Library - Branch of KCLS	Mid-island 4400 88th Ave SE	14,6700 s.f.



## Public Schools

The Mercer Island School District owns and operates one high school, one middle school and three elementary schools. 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 ~~2004~~ 2014 school population of ~~4,000~~ 4,310 students in approximately 461,000 total square feet of "educational" space. ~~In addition to educational/athletic facilities, the District also owns and leases space to private non-profit groups at the North Mercer Campus.~~

~~During the 1990s, the District completed a major capital improvement program to remodel its schools. In 1993, the voters passed a \$10.9 million bond issue to modernize Islander Middle School. The latest remodel of the Islander Middle School occurred in 2000, when the school completed an addition to the multi-purpose room and seven new classrooms. In 1994, the voters again 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 \$26.7 million bond issue to modernize the High School. The total cost of the renovation, which included some new construction, was \$37.2 million. In ~~May 2002~~ February 2010, the community approved a ~~2-year capital fund levy, and a 12-year bond to replace the Mercer Island High School track and field. In February 2004, the community approved a four~~ six year capital levy for nearly \$~~14.9~~ million per year, targeting minor capital replacement costs and improvements at each school site. Included in the levy ~~are~~ 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, ~~repair and~~ replacement of the turf field and repair of the track at ~~Islander Middle School and major tennis court renovation at the high school.~~ Mercer Island High School, painting, re-roofing, pavement overlays, security improvements, etc and other improvements.

~~Despite a lack of enrollment loss in 2003-2004, School District enrollment is in a population decline cycle. 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. 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 245 students over the next eight 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 ~~avoid overcrowding and 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 and the City will work together to review the District's enrollment projections and capacity needs, and will examine whether appropriate school facilities are available.~~ The District is engaged in an ongoing long-range planning process to examine maintain updated enrollment projections, house anticipated student enrollment projections, school capacity, financing options, and school facility options, and provide adequate school facilities.

## **Water System**

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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**

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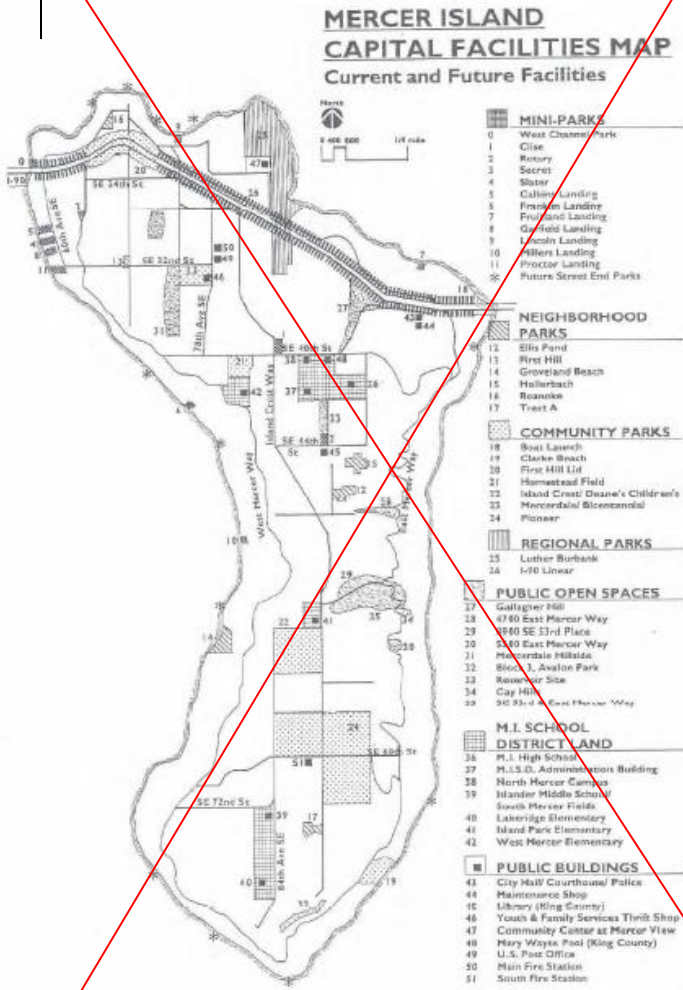
The Mercer Island sewer utility is made up ~~98~~ 104 miles of collection lines which serve over 7,200 customers. The collection system is linked to ~~18~~ 17 pump stations, 2 flushing stations, and more than ~~98~~ 113 miles of gravity and pressure pipelines, ranging in diameter from 3 to 24 inches 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**

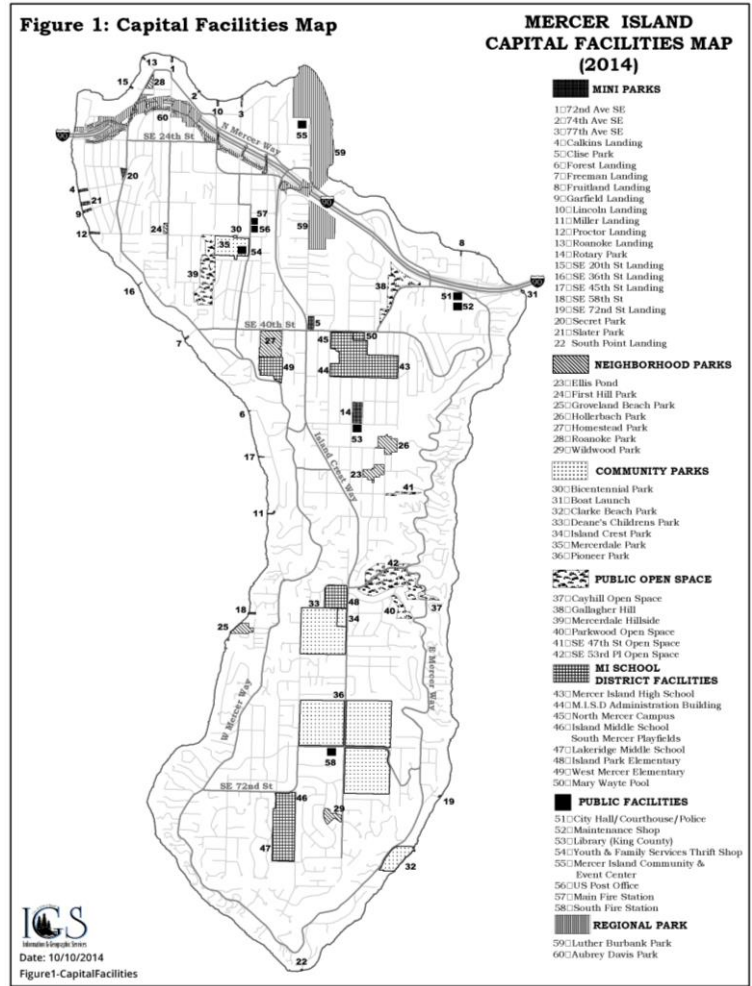
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The Island's storm water system is made up of a complex network of interconnected public and private conveyances for surface water. The system serves ~~54~~ 88 separate drainage basins. The major components of the system include more than ~~22~~ 15 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 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> " " <u>D</u> " None LOS " <del>C</del> " " <u>D</u> "	4 locations identified None <del>None</del> 4 locations identified	<del>To be determined</del> <u>\$3,322,900</u> \$0 <del>\$0</del> <u>\$1,712,900</u>	<del>\$800,000</del> <u>1,061,000</u> /yr + <del>\$684,350,000</del> /yr <u>\$166,000</u>
<b>Parks &amp; Open Space</b>	<del>Will be established in the Revised</del> Park and Open Space Plan	<u>Dock Infrastructure, Safe Facilities, Open Space, Trails and Athletic Fields</u>	<del>To be assessed</del> <u>\$8 million</u>	<del>\$250,000</del> /yr <u>\$1.3 million</u> . 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</del> <u>Shoulder improvements, 78<sup>th</sup> Ave. pedestrian and bike improvements, safe routes to school</u>	<u>\$8 million</u> <del>N/A</del>	<u>\$375,000</u> <del>130,000</del>
Open Space	<del>Will be Established in the revised</del> <u>See</u> Park and Open Space Plan	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 <u>Energy Supply Line</u> None None	None <u>\$1.2 mill.</u> <u>\$121,500,000</u> None None	<del>\$500,00</del> <u>from Utility Rates</u> <u>\$4.8 million</u>
Storm & Surface Water System	Washington DOE Stormwater Manual	Multiple	<del>\$350,000</del> <u>\$425,000</u> from Utility Rates on average goes to one major basin improvement project annually	<u>\$150,000</u> <u>from Utility Rates</u> <u>\$1.1 million</u>
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches <u>3/4</u>	<del>\$13</del> <u>\$26</u> million	<del>\$500,000</del> <u>\$1 million</u>
Schools	MISD	Maintenance of existing buildings, <u>new elementary school, middle school and high school expansions</u>	<u>Major Renovations Completed</u> <u>\$98.8 million bond</u>	<u>\$1.9 million</u> /yr. levy passed February 20 <u>10</u> <del>04</del>
<b>Parking Facilities*</b>	<u>To be assessed*</u>	<u>To be assessed*</u>	<u>To be assessed*</u>	<u>To be assessed*</u>

\*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 ~~City~~ 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. Because future growth outside the Town Center is expected to be relatively minor and Mercer Island is a mature community with well developed infrastructure, Mercer Island will not finance capital improvements through development impact fees. The City will use substantive authority under the State Environmental

Policy Act (SEPA) to require mitigation for new development that is directly related and proportional to the impacts of that development.

#### 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.

**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



information. The Capital Reinvestment Program is divided into four functional programmatic areas: streets and pedestrian and bicycle facilities, park and recreational facilities, general government (buildings, equipment and technology), and utilities - water, sewer and storm water drainage.

park and recreation facilities, general government (buildings, equipment and technology), and utilities - water, sewer and storm water drainage. Like the CRP, the plan for new facilities provides easy access for the public. Each project in the plan is described briefly and the total cost and appropriation for the next six years is stated.

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

Funding for CFP projects will be identified in the Capital Facilities Element. However, final funding strategies will be decided simultaneously with the approval of the projects. This may involve a bond issue, special grant or a source of revenue that is outside the available cash resources of the City.

### Capital Facilities Plan (CFP)

The CFP is a six-year plan to outline proposed new capital projects. The CFP is also divided into four component parts: streets and pedestrian and bicycle facilities,

## CIP Project Summary

### Capital Reinvestment Plan

Project Description		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																					
23	Recurring Park Projects		120	120	130	130	130	130	760	760	0	0	0	0	0	0	0	0	0	0	0
24	Luther Burbank Park Minor Improvements		110	110	110	110	110	110	660	0	0	0	0	0	0	0	0	660	0	0	0
Funded - Modified																					
25	Open Space - Vegetation Management		421	403	431	444	458	473	488	2,697	1,845	0	0	0	0	0	0	852	0	0	0
26	Aubrey Davis Park Improvements		0	0	291	165	100	40	596	446	0	0	0	0	0	0	0	0	0	0	150
27	Homestead Field - Minor Improvements		0	0	114	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0
28	MICEC Master Plan		0	25	0	79	0	0	104	79	0	0	0	25	0	0	0	0	0	0	0
29	Swim Beach Repairs and Renovations		0	935	55	16	110	0	110	1,226	1,226	0	0	0	0	0	0	0	0	0	0
Funded - New Project																					
30	Mercerdale Park Improvements		0	0	0	134	104	0	238	238	0	0	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded/Modified																					
31	Small Parks, Street Ends and Other Improvements		0	0	40	150	325	189	704	229	0	0	0	300	0	100	75	0	0	0	0
32	Island Crest Park Improvements		0	800	0	400	64	0	1,264	214	0	0	0	0	0	550	500	0	0	0	0
33	South Mercer Playfields Park Improvements		0	100	0	112	570	0	782	139	0	0	0	0	0	0	73	0	0	0	570
34	Luther Burbank Major Improvements		0	35	85	424	52	152	38	786	434	0	0	0	0	0	200	0	0	0	152
35	Island Crest Park Ballfield Lights Replacement		0	500	0	0	0	0	500	455	0	0	0	0	0	0	45	0	0	0	0
Total Parks, Recreation and Open Space costs		421	3,028	801	2,160	1,943	1,394	1,105	10,431												

### Streets, Pedestrian and Bicycle Facilities

Project Description		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																					
36	Arterial Preservation Program		80	70	90	70	70	70	70	440	0	440	0	0	0	0	0	0	0	0	0
37	Pavement Marking Replacement		47	66	70	72	75	78	81	442	0	442	0	0	0	0	0	0	0	0	0
38	Island Crest Way Resurfacing Phase 2		0	0	1,355	0	0	0	0	1,355	0	1,355	0	0	0	0	0	0	0	0	0
39	SE 40th Street (76th Ave. to ICW)		0	692	0	0	0	0	0	692	0	692	0	0	0	0	0	0	0	0	0
Funded - Modified																					
40	Residential Street Overlays		496	738	472	806	516	872	558	3,967	0	3,967	0	0	0	0	0	0	0	0	0
41	Town Center Streets - South		0	170	0	223	0	0	0	393	0	393	0	0	0	0	0	0	0	0	0
42	Arterial Street Improvements (2017 - 2020)		0	0	538	539	1,378	520	2,975	0	2,975	0	0	0	0	0	0	0	0	0	0
43	Town Center Streets - North		0	0	0	468	0	0	0	468	0	468	0	0	0	0	0	0	0	0	0
Funded - New Project																					
44	Island Crest Way Crosswalk Enhancement - SE 32nd		0	25	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0
45	SE 40th St Corridor (East of ICW)		50	0	0	759	0	0	759	0	759	0	0	0	0	0	0	0	0	0	0
Total Streets, Pedestrian and Bicycle Facilities costs		673	1,761	1,992	2,177	1,959	2,398	1,229	11,516												

### CIP Project Summary

General Government		Project Costs								Source of Funds										
Project Description		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	0
47 High Accuracy Orthophotos	Technology	0	30	0	0	30	0	0	60	0	0	0	60	0	0	0	0	0	0	0
48 Firefighting Equipment	Small Technology/Equipment	29	36	35	32	40	30	36	209	0	0	0	209	0	0	0	0	0	0	0
49 Website Redesign	Technology	0	0	0	0	39	0	0	39	0	0	0	39	0	0	0	0	0	0	0
50 Financial System Upgrades	Technology	67	0	0	0	0	93	0	93	0	0	19	74	0	0	0	0	0	0	0
51 Server Software Updates	Technology	120	0	0	0	0	120	120	240	0	0	0	240	0	0	0	0	0	0	0
52 Mobile Asset Data Collection	Technology	0	0	84	0	0	84	0	168	0	168	0	0	0	0	0	0	0	0	0
53 City Information via Web Based GIS	Technology	0	0	0	55	0	0	55	110	0	0	0	110	0	0	0	0	0	0	0
54 Fuel Clean Up	Other Equipment	79	80	60	82	82	0	0	324	0	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	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	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	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	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	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	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	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	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	0
64 Fire Apparatus Replacements	Other Equipment	0	338	0	0	745	0	0	1,083	0	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	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	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	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	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	0
70 Telemetry Communications Replacement	Technology	0	47	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0
Unfunded or Partially Funded/Modified																				
71 MICEC Technology & Equipment Replacement	Small Technology/Equipment	0	175	58	93	50	43	51	470	0	0	0	470	0	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>2,658</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										
Project Description		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	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	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	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	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	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	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	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	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	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	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	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										
Project Description		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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	200	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	0	0	210	0	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	0	0	600	0	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	26
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										
		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										
		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	City 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 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.

1.17 City procurement should include consideration of total lifecycle costs, recycled content, and other common measures of product sustainability.

1.18 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.

1.19 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.

1.20 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

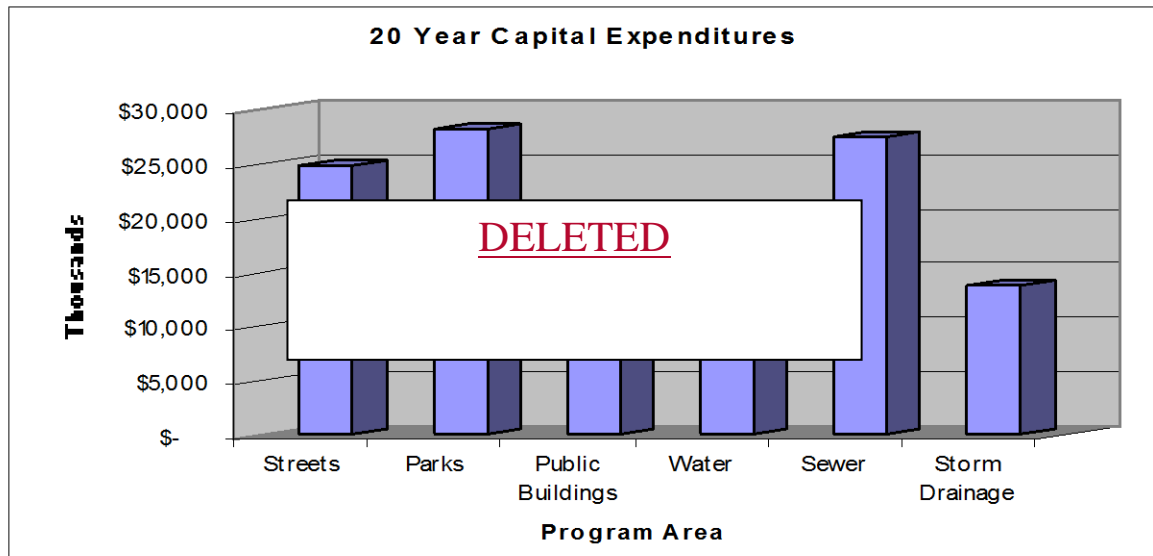
In analyzing the City's existing and projected expenditure and revenues for its capital facilities in light of the City's established Levels of Service standards (LOS) and capital financing policies (City Budget), a sustainable twenty year forecast emerges. **Figure 2** below shows the twenty year impacts 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	Fuel Taxes	Restricted		Grants		Local—Untapped			Voted GO Debt
				Capital Reserve		REET-1	REET-2	ISTEA	Other	Water Rates	Sewer Rates	Storm Drain Rates	
Available Revenue				5,000	1,000	1,000	1,000			1,100	4,000	450	—
Streets and Trails (P&T)	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>

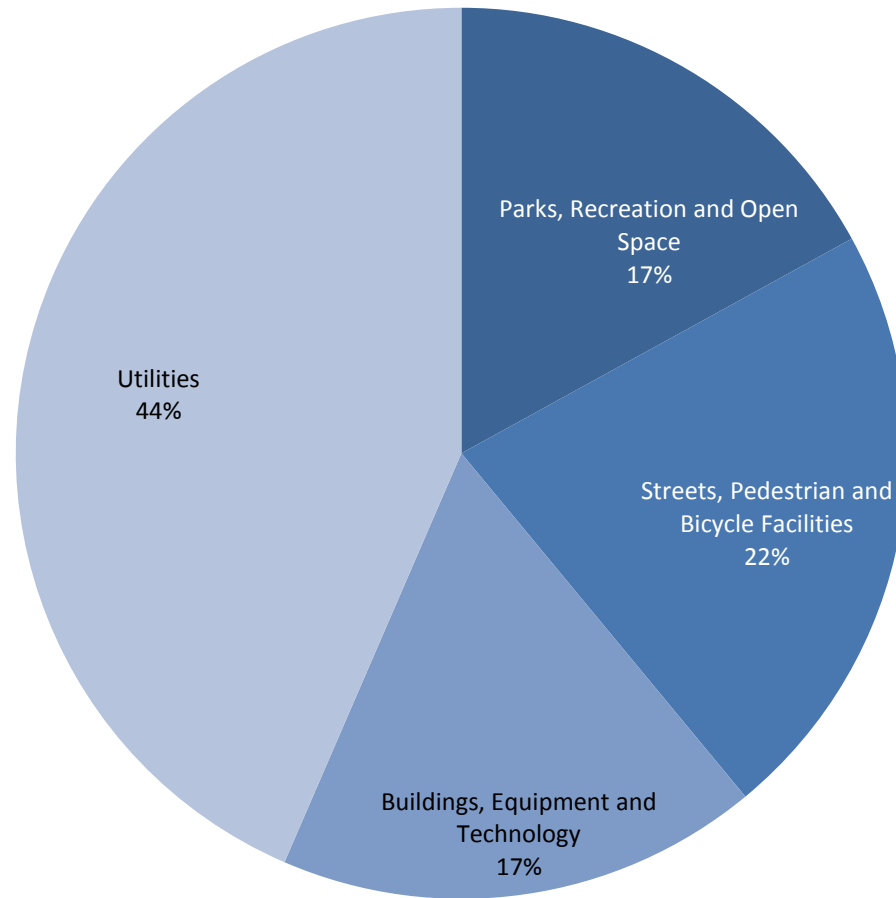
Figures in Thousands \$\$



	<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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# Shorelines

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City of Mercer Island

Comprehensive Plan

# Shoreline Master Program Policies

## INTRODUCTION

The purpose of this document is four-fold:

1. To fulfill the requirements of the Shoreline Management Act (SMA) of 1971, Chapter 286, Laws of 1971, Chapter 90.58. RCW and Chapter 173- 26 WAC by developing a Master Program to guide the future use and development of Mercer Island's shoreline.
2. To recognize the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan.
3. To provide guidelines for revising local ordinances and zoning codes.
4. To provide a basis for evaluating applications for shoreline permits on Mercer Island.

The State of Washington Shoreline Management Act of 1971 recognizes that the shorelines of the state are among our most valuable and fragile natural resources and directs all local governments to develop a Master Program for the management of these shorelines. The Law specifies that all lakes over 1,000 acres in surface area are Shorelines of Statewide Significance. Lake Washington is such a shoreline and in our planning we must, as the Shoreline Management Act specifies, provide for uses in the following order of preference: those which

1. Recognize and protect the state-wide interest over local interest;
2. Preserve the natural character of the shoreline;
3. Result in long term over short term benefit;
4. Protect the resources and ecology of the shoreline;
5. Increase public access to publicly owned areas of the shoreline;
6. Increase recreational opportunities for the public in the shoreline;
7. Provide for any other element deemed appropriate or necessary.

## PROLOGUE

Mercer Island was originally utilized as a source of timber, and although proposed as a "regional park" in its entirety at one time, it became a recreational and, later, a prime residential area. Until 1940, boat and ferry travel was the primary means of reaching the Island from Seattle. In 1940 the Lake Washington floating bridge was completed. At this time the population of the Island and, subsequently, the complexion of development changed rapidly. Developers took advantage of the relatively easy access and relatively close proximity to Seattle's employment centers, and land quickly changed from forest to subdivision.

Planning during this time and up until the early 1960's was conducted by King County. Since accepting the County zoning upon incorporation of the City in 1960, few changes affecting shoreline uses have occurred, with single-family residential and recreation constituting the primary shoreline uses.



The City developed its first Shoreline Master Program in 1974. Key considerations within this plan included conservation, public access to the shoreline, residential development, and the guidance for recreational uses along the Mercer Island shoreline. These initial policy objectives are reflected in today's protection of the City's shoreline, which includes approximately 6,000 lineal feet of publicly owned shoreline, developed as waterfront recreation areas. Included in these publicly owned lands are nineteen street ends; Groveland Beach Park; Clarke Beach Park; and Luther Burbank Park, which was transferred in 2003 from King County to the City of Mercer Island via an Intergovernmental Land Transfer Agreement.

During the 35 years since the City adopted its first SMP, the Mercer Island has matured to the point where it is largely developed with the priority uses planned for in the first SMP. For example, an inventory of the shoreline prepared as part of this SMP update identified only 30 shoreline properties that are currently undeveloped.

Since 1990, when the state enacted the Growth Management Act, state policy has promoted greater density in urban areas, such as the City of Mercer Island and the other cities that surround Lake Washington. In addition, the increased land values on the Island have created pressures for more intense use of lands during redevelopment.

The City's and region's development during this time has impacted the shoreline. Docks and bulkheads, impervious surfaces in shoreline area and in adjacent areas have impacted the shoreline environment, including salmonid habitat. In 1999, Chinook salmon and bull trout were listed as "Threatened" under the Federal Endangered Species Act. New scientific data and research has improved our understanding of shoreline ecological functions and their value in terms of fish and wildlife, water quality, and human health. Scientific information, however, remains incomplete and sometimes inconsistent in some areas important to Mercer Island's development pattern.

## **INTENT**

To address changes in the shoreline environment, comply with the mandates of the Shoreline Management Act, and enable the City to plan for emerging issues, the City has initiated an extensive update of its Shoreline Master Program. The new program is intended to respond to current conditions and the community's vision for the future.

The largely built out character of the shoreline, as well as the increasing protections under state and federal law for shoreline habitat are two factors that have strongly influenced the Update's direction. In updating the program, the City's primary objectives are to:

- Enable current and future generations to enjoy an attractive, healthy and safe waterfront.
- Protect the quality of water and shoreline natural resources to preserve fish and wildlife.
- Protect the City's investments, as well as those of property owners along and near the shoreline.

- Produce an updated Shoreline Master Program (SMP) that is supported by Mercer Island’s elected and appointed officials, citizens, property owners, the State of Washington, and other key groups with an interest in the shoreline.
- Fairly allocate the responsibilities for increased shoreline protection among new development and redevelopment.
- Assure that regulatory or administrative actions do not unconstitutionally infringe upon private property rights

The City of Mercer Island, through adoption of the Shoreline Master Program, intends to implement the Washington State Shoreline Management Act (RCW 90.58) and its policies, including protecting the State’s shorelines and their associated natural resources, planning for and fostering all reasonable and appropriate uses, and providing opportunities for the general public to have access to and enjoy shorelines.

The City of Mercer Island’s Shoreline Master Program represents the City’s participation in a coordinated planning effort to protect the public interest associated with the shorelines of the State while, at the same time, recognizing and protecting private property rights consistent with the public interest. The Program preserves the public’s opportunity to enjoy the physical and aesthetic qualities of shorelines of the State and protects the functions of shorelines so that, at a minimum, the City achieves a ‘no net loss’ of ecological functions, as evaluated under the Final Shoreline Analysis Report issued in July 2009. The Program also promotes restoration of ecological functions where such functions are found to have been impaired, enabling functions to improve over time.

The goals and policies of the SMA constitute one of the goals for growth management as set forth in RCW 36.70A.020 and, as a result, the goals and policies of this SMP serve as an element of Mercer Island’s Comprehensive Plan and should be consistent with other elements of the Comprehensive Plan. In addition, other portions of the SMP adopted under chapter 90.58 RCW, including use regulations, are considered a part of the city's development regulations.

## **I. DESIGNATED ENVIRONMENTS**

WAC 173-26-211 states, “Master programs shall contain a system to classify shoreline areas into specific environment designations. This classification system shall be based on the existing use pattern, the biological and physical character of the shoreline, and the goals and aspirations of the community as expressed through comprehensive plans as well as the criteria in this section. Each master program's classification system shall be consistent with that described in WAC 173-26-211 (4) and (5) unless the alternative proposed provides equal or better implementation of the act.”

WAC 173-26-211(4)(c) allows for local governments to establish a designation system, provided it is consistent with the purposes and policies of WAC 173-26-211 and WAC 173-26-211(5).

Mercer Island contains two distinct shoreline designations, pursuant to WAC 173-26-211(4)(c): urban residential, and urban park.

This system is designed to encourage uses in each environment which enhance the character of that environment. The basic intent of this system is to utilize performance standards which regulate use activities in accordance with goals and objectives defined locally. Thus, the particular uses or type of developments placed in each environment should be designed and located so that there are no effects detrimental to achieving the objectives of the environment designations and local development criteria. This approach provides an ‘umbrella’ environment class over local planning and zoning on the shorelines. Since every area is endowed with different resources, has different intensity of development and attaches different social values to these physical and economic characteristics, the enforcement designations should not be regarded as a substitute for local planning and land-use regulations.”

### **1. Urban Residential**

The purpose of the urban residential environment is to accommodate residential development and appurtenant structures that are consistent with this chapter. An additional purpose is to provide appropriate public access and recreational uses.

Designation Criteria: Areas that are predominantly single-family or multifamily residential development or are planned and platted for residential development.

#### Management Policies:

1. Standards for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality should be set to assure no net loss of shoreline ecological functions, taking into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.
2. Development of multifamily, recreational and residential subdivisions of five or more lots should provide public access and joint use for community recreational facilities, except when there are constitutional or other legal constraints.
3. Access, utilities, and public services should be available and adequate to serve existing needs and/or planned future development.
4. Non-commercial recreational areas should be allowed.

### **2. Urban Park Environment**

The purpose of the urban park environment is to protect and restore ecological functions in urban and developed settings, while allowing public access and a variety of park and recreation uses.

Designation Criteria: An urban park environment designation will be assigned to publicly owned shorelands, including all parks, street ends and public access points.

Management policies:

1. Uses that preserve the natural character of the area or promote preservation of open space, or sensitive lands either directly or over the long term should be the primary allowed uses. Uses that result in restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the environment and the setting.
2. Standards should be established for shoreline stabilization measures, vegetation conservation, water quality, and shoreline modifications within the urban park designation. These standards should ensure that new development does not result in a net loss of shoreline ecological functions.
3. Public access and public recreation objectives should be implemented whenever feasible and significant ecological impacts can be mitigated.
4. Water-oriented uses should be given priority over nonwater-oriented uses. Water-dependent uses should be given highest priority.

## II. GENERAL GOALS AND POLICIES

### 1. PUBLIC ACCESS

The following goal and policies address the ability of the public to reach, touch, view, and travel on Lake Washington and to view the water and the shoreline from public places

#### GOAL

*Increase and enhance public access to and along the Mercer Island Shoreline where appropriate and consistent with public interest, provided public safety, private property rights, and unique or fragile areas are not adversely affected.*

#### POLICIES

1. Public access to and along the water's edge should be consistent with the public safety, private property rights, and conservation of unique or fragile areas.
2. Public access to and along the water's edge should be available in publicly owned shoreline areas.
3. When substantial modifications or additions are proposed to substantial developments, the developer should be encouraged to provide for public access to and along the water's edge if physically feasible provided that no private property be taken involuntarily without due compensation.

4. In new developments on the shoreline, the water's edge should be kept free of buildings.
5. Where publicly owned shoreline areas are available for public pedestrian pathways, these should be developed as close to the water's edge as reasonable.
6. Views of the shoreline and water from shoreline and upland areas should be preserved and enhanced. Enhancement of views should not be construed to mean excessive removal of vegetation.
7. Rights-of-way on the shoreline should be made available for public access where appropriate.
8. Access onto shoreline public street ends should be enhanced.
9. Consideration should be given to the handicapped, disabled, and elderly when developing public access to shoreline areas.

## **2. CONSERVATION AND WATER QUALITY**

The following goal and policies address the protection of the resources of the shoreline.

### **GOAL**

*The resources and amenities of Lake Washington are to be protected and preserved for use and enjoyment by present and future generations.*

### **POLICIES**

1. Existing natural resources should be conserved, consistent with private property rights.
  - a. Aquatic habitats, particularly spawning grounds, should be protected, improved and, if feasible, increased.
  - b. Wildlife habitats should be protected, improved and, if feasible, increased.
  - c. Critical areas have been mapped. Access and use should be restricted if necessary for the conservation of these areas. The type and degree of development to be allowed should be based upon such factors as: slope, soils, vegetation, geology and hydrology.

- d. Water quality should be maintained at a level to permit recreational use (specifically swimming), provide a suitable habitat for desirable forms of aquatic life and satisfy other required human needs.
2. Existing and future activities on Lake Washington and its shoreline should be designed to minimize adverse effects on the natural systems.
3. Uses or activities within all drainage basins related to Lake Washington should be considered as an integral part of shoreline planning.
  - a. Developers should be required to bear the cost of providing safeguards to prevent storm drainage damage resulting from their development.
  - b. Excessive soil erosion and sedimentation and other polluting elements should be prevented from entering and adversely affecting the Lake and its constituent watercourses.
  - c. Restoration of natural systems adversely affected by sedimentation and pollution should be encouraged.
  - d. The destruction of watercourses feeding into Lake Washington should be discouraged.
  - e. The planning and control of surface drainage water from Mercer Island into Lake Washington should be based on such factors as the quality and quantity of water, rate of flow and containment, etc. The latest applicable data should be used in the implementation of a storm drainage system.
4. Shoreline areas having historical, archaeological, cultural, educational or scientific value should be protected and restored.
  - a. Public and private cooperation should be encouraged in site preservation and protection.
  - b. Suspected or newly discovered archaeological sites should be kept free from intrusion until their value is determined.
5. Festivals and temporary uses involving public interest and not substantially or permanently impairing water quality or unique and fragile areas should be permitted.
6. Protect, conserve and establish vegetation along the shoreline edge, especially native vegetation.

7. Critical areas should be protected at a level at least equal to that provided by the City's critical area regulations adopted pursuant to the Growth Management Act.

### **III. SHORELINE MODIFICATIONS**

#### **1. SHORELINE STABILIZATION**

The following policy addresses shoreline stabilization.

##### **POLICY**

1. Non-structural stabilization measures are preferred over "soft" structural measures. Soft structural measures are preferred over hard structural measures.

#### **2. PIERS AND MOORAGES**

The following policies address piers and moorages.

##### **POLICIES**

1. New piers and docks should be allowed only for water-dependent uses or public access. Piers and docks associated with single family residences are considered a water-dependent use.

2. New piers and docks should be designed and constructed to avoid or, if that is not possible, to minimize and mitigate the impacts to ecological functions.

3. The repair, renovation, and replacement of existing piers and docks should be allowed.

4. Property owners who repair, renovate or replace existing piers and docks should be provided information on the best materials and methods for environmental enhancement.

#### **3. LANDFILL AND DREDGING**

Landfill is usually contemplated in locations where the water is shallow and where rooted vegetation often occurs. In their natural condition these same areas provide suitable habitat for fish and wildlife feeding, breeding and shelter. Biologically the shallow vegetation areas tend to be highly productive portions of the Lake. For these reasons governmental agencies and scientific experts have generally taken a stand against landfill.



In most cases when dredging is done it also occurs in shallow areas and may disturb the environment in the following ways: 1) temporary reduction of water clarity from suspended sediments, 2) losses in aquatic plants and animals by direct removal or from the sedimentation of suspended materials, 3) alteration in the nutrient and oxygen levels of the water column, and 4) suspension of toxic materials from the sediments into the water column.

## POLICIES

1. Fills should be located, designed, and constructed to protect shoreline ecological functions and ecosystem-wide processes, including channel migration.
2. Fills waterward of the ordinary high-water mark should be allowed only when necessary to support: water-dependent use, public access, cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan, disposal of dredged material considered suitable under, and conducted in accordance with the Dredged Material Management Program of the Department of Natural Resources, expansion or alteration of transportation facilities of statewide significance currently located on the shoreline and then only upon a demonstration that alternatives to fill are not feasible, mitigation action, environmental restoration, beach nourishment or enhancement project . Fills waterward of the ordinary high-water mark for any use except ecological restoration should require a conditional use permit.
3. Dredging and dredge material disposal should be done in a manner which avoids or minimizes significant ecological impacts and impacts which cannot be avoided should be mitigated in a manner that assures no net loss of shoreline ecological functions.
4. New development should be sited and designed to avoid or, if that is not possible, to minimize the need for new and maintenance dredging. Dredging for the purpose of establishing, expanding, or relocating or reconfiguring navigation channels and basins should be allowed where necessary for assuring safe and efficient accommodation of existing navigational uses and then only when significant ecological impacts are minimized and when mitigation is provided. Maintenance dredging of established navigation channels and basins should be restricted to maintaining previously dredged and/or existing authorized location, depth, and width.
5. Dredging waterward of the ordinary high-water mark for the primary purpose of obtaining fill material should not be allowed, except when the material is necessary for the restoration of ecological functions. When allowed, the site where the fill is to be placed must be located waterward of the ordinary high-water mark. The project must be either associated

with a MTCA or CERCLA habitat restoration project or, if approved through a shoreline conditional use permit, any other significant habitat enhancement project.

#### **4. BREAKWATERS AND SIMILAR FEATURES**

##### **POLICY**

1. The use of new breakwaters and other similar structures should be limited.

#### **5. SHORELINE HABITAT AND NATURAL SYSTEMS ENHANCEMENT PROJECTS**

##### **POLICY**

1. Foster habitat and natural system enhancement projects that are consistent with the City's Shoreline Restoration Plan and whose primary purpose is restoration of the natural character and ecological functions of the shoreline.

### **IV. SPECIFIC SHORELINE USES AND ACTIVITIES**

The following goal and policy address the general distribution, location, and extent of all uses within shoreline jurisdiction.

##### **GOAL**

*Ensure that the land use patterns within shoreline areas are compatible with shoreline environment designations and will be sensitive to and not degrade habitat, ecological systems, and other shoreline resources.*

##### **POLICY**

1. All activities, development and redevelopment within the City's shoreline jurisdiction should be designed to ensure no net loss of shoreline ecological functions.

#### **1. BOATING FACILITIES**

The following policies address boating facilities.

## POLICIES

1. New boating facilities should be designed to meet health, safety, and welfare requirements; mitigate aesthetic impacts; minimize impacts to neighboring uses; provide public access; assure no net loss of ecological functions and prevent other significant adverse impacts; and protect the rights of navigation and access to recreational areas.

## 2. RECREATIONAL DEVELOPMENT

Mercer Island has approximately 15 miles of shoreline most of which is devoted to low density single family residences. It could be said that almost 100% of the developed shoreline of Mercer Island is devoted to water-dependent recreation, assuming that the waterfront residents find both active and passive enjoyment from their shoreline location. The remainder of the shoreline is set aside for public or semi-public water-related recreation except for a fraction which is utilized for bridge crossings and utilities. The latter, in some cases, is also available for public access to the water.

The City presently owns approximately 6,000 feet of shoreline which is developed as waterfront parks with facilities for swimming, fishing and car-top boat launching. Beaches at Luther Burbank Park and Groveland Beach Park are staffed with lifeguards during the summer season. Unguarded designated swimming areas also exist at Calkins Landing and Clarke Beach Park. Dock facilities that serve fishing and other activities are located at Luther Burbank Park and Proctor Landing, and seasonally at Clarke and Groveland Beaches. The City manages several summer camps for youth and adult with instruction on sailing and kayaking based at Luther Burbank Park.

Nineteen street ends of widths varying from 30' to 75' add an additional 600 lineal feet of shoreline to the public domain and provide the potential for considerable access to the water's edge in all segments of the Island. Development of some street ends has been undertaken as a cooperative effort between the city and the adjacent neighborhoods. Some provide swimming access, others offer car-top launching access, others provide minimal access solely for passive enjoyment because of the limitation of size or topography, and lack of neighborhood interest and availability of funds. Three street ends were re-developed in 2003, which included eliminating bulkheads and enhancing near shore habitat.

There are two private waterfront clubs owning a combined 1,194 feet of frontage. They provide swimming, moorage, and boat launching facilities to a significant portion of the Island's families.

Covenant Shores, a continuing care retirement community, owns approximately 650 feet of shoreline which serves as open space, swimming, picnicking, and moorage for its residential units. Numerous private neighborhood waterfront "parks," with shared access for neighboring residences, exist along the shoreline.

Regarding waterfront recreation, The City of Mercer Island Parks and Recreation Plan,

adopted in 2007, calls for Capital improvements at 2 waterfront facilities to enhance recreation opportunities. Shoreline restoration, swim beach enhancements and dock area improvements are anticipated at Luther Burbank Park, and improved boat launching and retrieval is anticipated with planned improvements at the Mercer Island Boat Launch. Future development of Luther Burbank Park is also subject to the Luther Burbank Master Plan.

#### GOAL

*Water-dependent recreational activities available to the public are to be encouraged and increased on the shoreline of Mercer Island where appropriate and consistent with the public interest.*

#### POLICIES

1. Provide additional public water-oriented recreation opportunities.
2. Locate public recreational uses in shoreline areas that can support those uses without risks to human health, safety, and/or security, while minimizing effects on shoreline functions, private property rights, and/or neighboring uses.
3. Priority should be given to recreational development for access to and use of the water.

### **3. RESIDENTIAL DEVELOPMENT**

Present residential zoning on Mercer Island's shoreline is for single family residential uses, and conditional uses that are complementary to the single family environment, such as public parks, private recreational areas, retirement homes located on properties used primarily for a place of worship, and noncommercial recreational areas. It should be noted that some of the shoreline is not yet developed as intensely as it could be under existing zoning. Several large shoreline properties now used by one family could be subdivided to allow from one to three additional residences.

#### GOAL

*Existing residential uses are to be recognized, and new residential construction will be subject to certain limitations where applicable.*

#### POLICIES

1. Existing single-family residential uses will be protected. New construction or modifications should be allowed within the framework of the policies in this document and City Ordinance.

2. In single-family developments within the shoreline, the water's edge should be kept free of buildings.
3. Public access does not include the right to enter upon private residential property without the permission of the owner.
4. New overwater residential dwellings should not be permitted.
5. Single family residences should be identified as a priority use.

#### **4. TRANSPORTATION FACILITIES**

##### **A. CIRCULATION**

Principal transportation routes on Mercer Island include Inter-State 90, a highway that crosses Lake Washington via Mercer Island and two connecting bridges, and a series of arterial roads that follow the shoreline around the Island a short distance inland.

Thus, shoreline-related roads form an important element of principal transportation routes on the Island. In addition, numerous lateral roads connect the shoreline following arterials with properties along the water's edge, and frequently provide public access to the lake through developed and undeveloped street ends as well as visual access to the lake.

A rudimentary system of pedestrian and bicycle ways has gradually developed along portions of the shoreline following arterials; more definitive development of such ways is planned via the City's Pedestrian and Bicycle Facility Plan. Buses provide important modes of on-Island transportation as well as access to neighboring municipalities and employment centers.

##### **GOAL**

*A balanced transportation system for moving people and goods is to be encouraged within existing corridors.*

##### **POLICIES**

1. Develop efficient circulation systems in a manner that assures the safe movement of people and goods while minimizing adverse effects on shoreline use, developments and shoreline ecological functions.
2. Provide and/or enhance physical and visual public access to shorelines along public roads in accordance with the public access goals.

3. Encourage shoreline circulation systems that provide alternative routes and modes of travel. Within the I-90 corridor, allow movement of people by means of transit.

## **B. PARKING**

The following policies address parking.

### **POLICIES**

1. Parking facilities for motor vehicles or boat trailers should be minimized in the shoreline area.
  - a. Parking facilities should not be permitted along the water's edge.
  - b. Upland parking facilities for shoreline activities should provide adequate pedestrian access to the shoreline.
  - c. Upland parking facilities should be designed and landscaped to minimize adverse impacts on the shoreline and adjacent lands.
  - d. Parking facilities should be planned, located and designed where they will have the least possible adverse effect on unique or fragile shoreline features, and will not result in a net loss of shoreline ecological functions or adversely impact existing or planned water-dependent uses.
  - e. Parking facilities in shorelines should minimize the environmental and visual impacts.

## **5. UTILITIES**

The following policies address utilities.

### **POLICIES**

1. Utility facilities should be designed and located to assure no net loss of shoreline ecological functions, preserve the natural landscape, and minimize conflicts with present and planned land and shoreline uses while meeting the needs of future populations.
2. Utilities should be located in existing rights of way and corridors whenever possible.

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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.

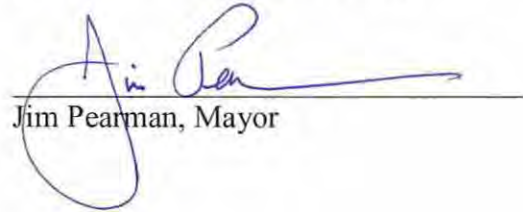
**Section 5: Severability/Validity.** The provisions of this ordinance are declared separate and severable. If any section, paragraph, subsection, clause or phrase of this ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining 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.

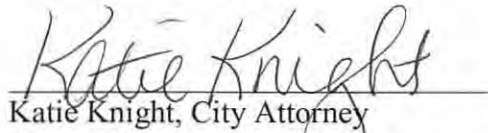
CITY OF MERCER ISLAND

  
Jim Pearman, Mayor

ATTEST:

  
Allison Spietz, City Clerk

Approved as to Form:

  
Katie Knight, City Attorney

Date of Publication: 12/16/09



**CITY OF MERCER ISLAND  
PLANNING COMMISSION  
FINDINGS OF FACT AND  
CONCLUSIONS OF LAW**

**Agenda Item: 1  
Nov. 19, 2014**

File Numbers:	CPA14-001/SEP14-026
Description:	An Open Record Public Hearing on the Comprehensive Plan amendment to comply with the state required update, per RCW 36.70A.130
Applicant:	City of Mercer Island
Locations:	Citywide
Staff Contact:	George Steirer, Principal Planner
Exhibits:	<ol style="list-style-type: none"><li>1. Draft Comprehensive Plan Update</li><li>2. Draft Memorandum to City Council, from the Planning Commission</li><li>3. Draft Ordinance Amending Mercer Island City Code Title 19</li><li>4. Previous Public Comments</li></ol>

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## **I. SUMMARY**

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Pursuant to Revised Code of Washington (RCW) 36.70A.130(5), the Washington State Growth Management Act (GMA) requires the City of Mercer Island to update the Comprehensive Plan by June 30, 2015. The update, must comply with the GMA requirements, which includes consistency with the Countywide Planning Policies (CPP's). After eight Planning Commission meetings, and an open house, a complete draft is included for review (Exhibit 1).

A Comprehensive Plan amendment is a legislative action as set forth in MICC 19.15.010(E). Applicable procedural requirements for a legislative action are contained within MICC 19.15.020 including having the Planning Commission conduct an open record public hearing and forward a recommendation to the City Council. As the final decision making authority for legislative actions, the City Council will then conduct a public hearing and take action.

The decision criteria by which a Comprehensive Plan amendment request is evaluated is contained in MICC 19.15.020(G)(1). The criteria addresses both amendment requests that affect the city as a whole as well as site specific amendment requests.

A State Environmental Policy Act (SEPA) review for a non-project action as defined by WAC 197-11-704(2)(b)(ii) is required for a proposed Comprehensive Plan amendment. A SEPA checklist has been prepared for this proposal. A determination of Non-significance was issued on November 17, 2014.

The City issued a Public Notice of Application and Open Record Hearing, which was published in the City's weekly permit bulletin on October 6, 2014. The Notice was also published in the Mercer Island Reporter on October 29, 2014. The initial public comment period ran from October 6, 2014 through

5:00 P.M. on November 12, 2014. The City received no written comments concerning the proposed amendment during the comment period. Comments received prior to the formal comment period have previously been forwarded to the Planning Commission. The comments are also included as Exhibit 4.

The SEPA Responsible Official determined that this proposal would not have a probable significant adverse impact on the environment, and a SEPA Determination of Non-Significance (DNS) was issued on November 17, 2014.

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## **II. PLANNING COMMISSION FINDINGS, ANALYSIS AND CRITERIA FOR REVIEW**

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Following is the criteria (**in bold**) outlined in MICC 19.15.020(G)(1) and included as Attachment 2 that the Planning Commission must use in making a recommendation to the City Council. Planning Commission analysis and findings (*in italics*) describe how the proposal relates to the code criteria for a Comprehensive Plan amendment. Planning Commission findings are based on the information used in forming the proposal, professional judgment based on accepted planning principals, and the goals, regulations and policies of the Unified Land Development Code and Comprehensive Plan.

### **19.15.020(G)(1) Comprehensive Plan Amendment**

#### **a. There exists obvious technical error in the information contained in the comprehensive plan;**

*Planning Commission Analysis and Findings:*

*This proposed update of the Comprehensive Plan would replace outdated information with current information. As the current document is outdated, they consist of technical errors.*

#### **b. The amendment is consistent with the Growth Management Act, the Countywide planning policies; and the other provisions of the Comprehensive Plan and City policies;**

*Planning Commission Analysis and Findings:*

*The adopted 2005 Comprehensive Plan was consistent with the Growth Management Act, Countywide Planning Policies and other requirements. However, due to updates in the GMA and Countywide Planning Policies (such as required housing and employment targets) the current adopted Comprehensive Plan is not entirely consistent. The draft update is proposed to be consistent with the changes in the GMA and CPP's.*

#### **c. The amendment addresses changing circumstances of the city as a whole;**

*Planning Commission Analysis and Findings:*

*Yes, the proposed updates to the Comprehensive Plan address changing circumstances of the city as a whole. This application reflects a non-project, citywide legislative update. The proposed updates include the following:*

- 1. Updated population, housing and forecast projections reflecting the allocations determined by the Growth Management Planning Council and in support of the regional growth strategy.*
- 2. A traffic study and subsequent change to the level of service (LOS) of arterial street intersections, plus a list of capital transportation improvements needed to maintain LOS standards.*
- 3. Consideration of a "complete streets" policy emphasizing choice in transportation modes and multimodal, complete arterial streets.*

4. *New policies addressing climate change and greenhouse gas emissions, in concert with Puget Sound Regional Council's Transportation 2040 and Vision 2040 plans.*

- d. If the amendment is directed at a specific property, the following additional findings shall be determined:**

*Planning Commission Analysis and Findings:*

*This provision is not applicable, as the draft update to the Plan is citywide, with no changes to property zoning, uses, or development standards. Therefore, the other criterion in 19.15.020(G)(1)(d) is not applicable.*

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### **III. PLANNING COMMISSION RECOMMENDATION**

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Based on the analysis and findings included herein, the Planning Commission hereby recommends that the City Council approve the Comprehensive Plan update as provided as Exhibit 1, and to authorize the Chair of the Planning Commission to sign the recommendation to the City Council on behalf of the Planning Commission.



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Jon Friedman  
Planning Commission Chair

November 19, 2014  
Date



# 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.

<b>MAY 4</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Study Session</i>	Cross-Connection Control Program Update – F. Lake & C. Schuck	60
<i>Special Business</i>	Staff Recognition – E. Holmes	5
<i>Special Business</i>	Safe Boating Week Proclamation – E. Holmes	5
<i>Special Business</i>	Blue Planet Recycling Award – R. Freeman	10
<i>Consent Calendar</i>	1% for the Arts Funding Approval for Sculpture Purchase – D Mortenson	--
<i>Regular Business</i>	Update on Sound Transit Bus Intercept Proposal and Commuter Parking	45
<i>Regular Business</i>	2015 Periodic Comprehensive Plan Update (1st Reading) –S. Greenberg	60
<i>Executive Session (after Regular Mtg)</i>	To discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency pursuant to RCW 42.30.110(1)(i)	30

<b>MAY 18</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Consent Calendar</i>	Arts Council 2014 Annual Report and 2015 Work Plan – A Britton	--
<i>Regular Business</i>	Electrical Code Adoption (1st Reading) – D. Cole	30
<i>Regular Business</i>	Cross-Connection Control Program Code Update (1 <sup>st</sup> Reading) – F. Lake & C. Schuck	30
<i>Regular Business</i>	1 <sup>st</sup> Quarter 2015 Financial Status Report & 2015-2016 Budget Adjustments – C. Corder	30
<i>Regular Business</i>	Public Hearing: Council Preview of 2016-2021 Transportation Improvement Program – P. Yamashita	90

<b>JUNE 1</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Consent Calendar</i>	SE 40th Street Overlay Bid Award – C. Morris	--
<i>Consent Calendar</i>	PSERN Memorandum of Agreement – S. Heitman	--
<i>Consent Calendar</i>	Open Space Conservancy Trust Board 2014 Annual Report and 2015 Work Plan – P. West	--
<i>Regular Business</i>	2014 General Fund & REET Surplus Disposition – C. Corder	30
<i>Regular Business</i>	Public Hearing on Town Center Moratorium -	120
<i>Regular Business</i>	Town Center Visioning Update – S. Greenberg	60

<b>JUNE 15</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Consent Calendar</i>	2015 Residential Street Overlays Bid Award – C. Morris	--
<i>Regular Business</i>	Acquisition & Lease Purchase Financing of a Midi Pumper Fire Truck – C. Corder	30
<i>Regular Business</i>	Adoption of the 2016-2021 Transportation Improvement Program – P. Yamashita	30
<i>Regular Business</i>	Electrical Code Adoption (2nd Reading & Adoption) – D. Cole	15
<i>Regular Business</i>	Cross-Connection Control Program Code Update (2 <sup>nd</sup> Reading) – F. Lake & C. Schuck	15
<i>Regular Business</i>	2015 Comprehensive Plan Update (2nd Reading) – S. Greenberg	60

<b>JUNE 27 (SATURDAY)</b>		
	<b>2015 Mini-Planning Session</b>	

<b>JULY 6</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Study Session</i>	Wireless Small Cell Site Information Session – S. Restall	60
<i>Regular Business</i>	2014 Mercer Island Dashboard Report – C. Corder	60

<b>JULY 20</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>

<b>AUGUST 3</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Regular Business</i>	Public Hearing on Town Center Code Amendments (1 <sup>st</sup> Reading)	90

<b>AUGUST 17</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
	<i>Potentially Canceled</i>	

<b>SEPTEMBER 8 (TUESDAY)</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Regular Business</i>	2 <sup>nd</sup> Quarter 2015 Financial Status Report & 2015-2016 Budget Adjustments – C. Corder	30
<i>Regular Business</i>	Public Hearing on Town Center Code Amendments (2 <sup>nd</sup> Reading)	90

<b>SEPTEMBER 21 – 6:00 PM</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Regular Business</i>	6-year Sustainability Plan Placeholder – R Freeman	45

<b>OCTOBER 5</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Study Session</i>	Reserves 101 – C. Corder	45

<b>OCTOBER 19</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Study Session</i>	Communities That Care & Emergency Management Updates	60

<b>NOVEMBER 2</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>

<b>NOVEMBER 16</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
<i>Regular Business</i>	Mid-biennial budget review (3 <sup>rd</sup> Quarter 2015 Financial Status Report, 2015-2016 budget adjustments, 2016 utility rates, and 2016 property tax levy) – C. Corder	45

<b>DECEMBER 7</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>

<b>DECEMBER 21</b>		
<b>Item Type</b>	<b>Topic/Presenter</b>	<b>Time</b>
	<i>Potentially Canceled</i>	

**OTHER ITEMS TO BE SCHEDULED:**

- Sister City Presentation – K. Taylor
- WRIA 8 Presentation – B. Bassett
- Comcast Franchise – K. Knight
- PSE Electric Franchise – K. Knight
- Zoning Code Amendment by the Planning Commission for Definition of ‘Tract’ – S. Greenberg
- Clarke Beach Conversion Property – P. West/ J. Kintner
- Planning Commission Work Program – S. Greenberg
- Pioneer Park Off Leash Dog Policy – J. Kintner

**COUNCILMEMBER ABSENCES:**

- Bassett: May 4
- Brahm: May 18
- Grausz: August 3
- Wong: August 17