

City of Mercer Island **COMPREHENSIVE PLAN**

**Planning
for Generations
2015 - 2035**

**Mercer Island, WA
www.mercergov.org**

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A photograph of a park area with a concrete path leading to a fenced-in green field. In the background, there is a body of water and a forested hillside under a clear blue sky.

Comprehensive Plan **INTRODUCTION**

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INTRODUCTION

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I. INTRODUCTION

Background

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 re-enforcing 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 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. Between 2004 and 2014, eight mixed use projects were constructed in the Town Center, consisting of approximately 850 housing units.

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

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

Overview

The Comprehensive Plan is organized into six elements: **Land Use, Housing, Transportation, Utilities, Capital Facilities, and Shorelines**. Each of the elements contains the following:

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

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

Implementation

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

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

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

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

This Vision Statement should satisfy (at least) the following three purposes: 1) City Boards, Commissions and Staff will use the Council's explicit guidance in determining

the priority and degree of evaluation of existing elements in the City's Growth Management Act Policy & Planning Work Plan; 2) City employees will be guided in the provision of quality municipal services; 3) Most importantly, the Council, its advisory bodies and the community-as-a-whole will proceed with a common understanding of the quality of life values or themes that will shape our community for years to come.

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

Paul Theroux

Community Values

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 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 their municipal services in light of limited resources and heightened competition for revenues.

Education is the Key

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

Livability is Paramount

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

Cherish The Environment

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

Sustainable Community

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

How the Values Are Manifested

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

Livability

Stewardship

Regional Role

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

**Representative
Government**

Strong Leadership

**Citizen
Involvement**

Community Leadership

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

Leadership

Stewardship

"Green Equity"

Destiny Control

**Citizen
Involvement**

Environment

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

Community Scale

Bounded

Residential

Quality Services

Town Center

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

Pride & Spirit

**Excellence in
Education**

**Recreational &
Cultural
Opportunities**

Community Services

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

**Residential
Most 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 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, landfills 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**

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) 25,243 persons by 2030.
- Within that population base, the Island will see changes in age profiles, along with their respective needs and expectations for municipal services. The provision of human services and facilities must be updated from time to time to address 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

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

Mercer Island City government is committed to good public process. That commitment is reflected in efforts to enhance and optimize

the way in which City decisions are made to include the broadest possible range of Island residents. The City's mission and values are understood by the Council and serve as the unifying principles that guide its decisions.

As the City undertakes its initiative to enhance its overall public participation framework, the following specific objectives have been defined:

- Increased openness and responsiveness of City government to its constituents.
- Better City decisions considering expert opinion as well as a full range of citizen perspectives and information.
- Informed consent of various stakeholder groups in decision-making processes, recognizing that conflicts may exist despite efforts to resolve them.
- Streamlined decision making with broadened public input and participation, visible public acceptance and support for Council decisions.

Public Participation Principles

- 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

Foreseeing the need to initiate "early and continuous citizen involvement" for the Comprehensive Plan, the City focused its expanded model for public participation on development of the Central Business District (CBD) Vision -- the place where nearly all of

Mercer Island's Growth Management issues are focused. In August, 1992, the City launched the Town Center "visioning" process that relied upon the broadest range of community "stakeholders". Over 80 active participants worked between October, 1992 and June, 1993 to develop the document entitled "Your Mercer Island Citizen Designed Downtown". A newsletter mailing list of over 150 persons was built to maintain continual communication to interested individuals.

August 1993 marked another major step in the Council's commitment to the role of public participation in the implementation of the Town Center vision and preparation of the Comprehensive Plan. The City Council created the GMA Commission to serve as the primary citizen body to oversee the drafting of the draft plan.

Consistent with the adopted public involvement strategy, the GMA Commission consisted of citizen "stakeholders", representing standing City boards and commissions, citizens, downtown property owners, and business community groups. The GMA Commission oversaw and coordinated the preparation of all comprehensive plan elements, ultimately passing them on the City Planning Commission for formal review and public hearings.

Prior to making formal recommendations to the City Council, the Planning Commission will conduct meeting, hearings and/or workshops to obtain further public input. Providing another avenue for public input, environmental review of the draft plan's impacts is integrated into the Planning Commission's hearing and review process.

The Land Use Element of the Comprehensive Plan was adopted by the City Council in December, 1993 after GMA Commission review and discussion, Planning Commission review and approval, SEPA review and City Council workshops and public hearings. Adoption of the remaining four planning elements occurred in October, 1994.

Between 1994 and 2016, the 2005 update was the only substantial update. The City continues to be committed to public participation in its 2016 Comprehensive Plan Update. The City held several meetings and an open house to discuss proposed amendments to the Comprehensive Plan prior to City Council public meetings.

Concurrent with the Comprehensive Plan update, the City conducted a Town Center Visioning process to assess growth in the Town Center and prepare new design standards. Public involvement throughout the Town Center Visioning process has incorporated the efforts of two citizen stakeholder groups, a liaison group of Councilmembers, Planning Commissioners and Design Commissioners. The Stakeholder Group's recommendations were reviewed by the Planning and Design Commissions meeting jointly, followed by consideration by the City Council. In 2015 and 2016, the City held 69 meetings, including 9 public input meetings or public hearings, public meetings and received over 350 comments from approximately 225 people.

Amending the Comprehensive Plan

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

1. In January of each calendar year, the Planning Commission shall prepare an annual report to the City Council on the status of the plan and progress made in implementation.
2. Any requests for a Comprehensive Plan amendment shall be submitted to the Planning Commission by June of each year and action taken by the City Council by the end of the calendar year.
3. Amendments to the Comprehensive Plan shall follow the notice and hearing requirements specified for adoption of the plan.



Comprehensive Plan
LAND USE

**Planning
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LAND USE ELEMENT

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LAND USE ELEMENT

I. INTRODUCTION

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

Parks, open spaces, educational and recreational opportunities are highly valued and consume a large amount of land. The Island has 472 acres of park and open space lands including small neighborhood parks and trails as well as several larger recreational areas, including Luther Burbank Park and Aubrey Davis Park above the Interstate 90 tunnel. One hundred 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 four elementary schools (one scheduled to open in fall 2016), one middle school and a high school owned and operated by the Mercer Island School District. In addition, there are several private schools at the elementary and secondary education levels.

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

development regulations also attempt to balance views and tree conservation.

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

In 1992 the City of Mercer Island undertook a major "citizen visioning" process that culminated in a broad new vision and direction for future Town Center development as presented in a document entitled "Town Center Plan for the City of Mercer Island", dated November 30, 1994. The City used an outside consultant to help lead a five-day citizen design charrette involving hundreds of Island residents and design professionals. This citizen vision became the foundation for new design and development standards within the Town Center and a major part of the new Comprehensive Plan that was adopted in the fall of 1994. At the same time, the City invested about \$5 million in street and streetscape improvements to create a central pedestrian street, along 78th Avenue

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

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

- Expanding sidewalk widths along the pedestrian spine of 78th Avenue between Mercedale Park on the south and the Sculpture Garden Park on the north;
- Identifying opportunity sites at the north end of 78th for increased public spaces;
- Requiring that new projects include additional public amenities in exchange for increased building height above the two-story minimum; and

- Increasing the number of visual interest design features required at the street level to achieve pedestrian scale.

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

The effects of the City's efforts to focus growth and revitalize the Town Center through targeted capital improvements, development incentives and design standards to foster high quality development are now materializing. Between 2001 and 2007, 510 new housing units, and 115,922 square feet of commercial area were constructed in the Town Center. Between 2007 and August 2014, 360 new housing units, and 218,015 square feet of new commercial area were constructed.

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

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

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

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 2016, which will guide the City’s internal and external actions while taking into account the interrelated issues of climate change, population change, land use, public infrastructure, natural resources management, quality of life, public health, and economic development.

II. EXISTING CONDITIONS AND TRENDS

Town Center

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

Mercer Island's downtown is located only 3 miles from Seattle and 1 mile from Bellevue via I-90. I-90 currently provides critical vehicular, bicycle and pedestrian access to the Town Center as well as the rest of the Island. Regional transportation plans anticipate future development of a high capacity transit system in the I-90 corridor. In light of recent and potential future public transportation investments in the I-90 corridor and in keeping with the region's emerging growth philosophy, redevelopment and moderate concentration of future growth into Mercer Island's Town Center represents the wisest and most efficient use of the transportation infrastructure.

As required by the Growth Management Act of 1990, the Land Use Element presents a practical and balanced set of policies that

address current and future land use issues. An inventory of existing land uses (Table 1) and 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 (May 2015)

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

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

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

Areas Outside the Town Center

Single family residential zoning accounts for 88% of the Island's land use. There are 3,534 acres zoned for single family residential development. This compares to 77 acres in the Town Center zones, 19 acres for Commercial Office zone, and 103 acres in

multi-family zones (Table 2). City Hall is located in a Commercial Office zone, while other key civic buildings such as the Post Office and the Main Fire Station are located in the Town Center and City Hall. Many of the remaining public buildings, schools, recreational facilities and places of religious worship are located in residential or public zones.

Table 2. Land Use Zones and Acreage (2014)

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

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

Approximately 95% 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, 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 3,534 acres in these zones, approximately 145 remain unimproved. Most unimproved lots are small parcels and/or are platted building lots within previously developed neighborhoods. Some additional capacity exists in larger lots which can be subdivided. However, during the planning horizon, the City expects an average of roughly six subdivisions a year, the majority of which will be short plats of four or fewer lots.

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

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

Generally, Mercer Island's oldest neighborhoods are situated on a fairly regular street grid with homes built on comparatively small lots 40 to 60 years ago. Interspersed among the older homes are renovated homes and new homes that are often noticeably larger. Newer

developments tend to consist of large homes on steeply pitched, irregular lots, with winding narrow private roads and driveways. Many residential areas of Mercer Island are characterized by large mature tree cover. Preservation of this greenery is an important community value.

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

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

For land use and transportation planning purposes, Mercer Island has not been designated as an Urban Center in the Puget Sound Regional Council's Vision 2020. As such, Mercer Island will not share in the major growth of the region, but will continue to see new employment and residential development, most of which will be concentrated in the Town Center. Employment will continue to grow slowly and will be significantly oriented towards serving the local residential community.

Transit service will focus on connecting the Island to other metropolitan and sub-regional centers via Interstate 90 and the region's high capacity transit system.

III. GROWTH FORECAST

Residential and Employment 20-year Growth Targets

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

Table 3 - Growth Targets

Housing Growth Target (in units)	
Original growth target, 2006-2031	2,000
Adjusted growth target, 2006-2035	2,320
Employment Growth Target (in jobs)	
Original growth target, 2006-2031	1,000
Adjusted growth target, 2006-2035	1,160

Employment and Commercial Capacity

According to the Puget Sound Regional Council, as of March 2010 there are approximately 6,622 jobs on Mercer Island¹. The City's analysis completed to inform the 2014 King County Buildable Lands Report shows that Mercer Island has the capacity for a total of 2,373 new jobs; well in excess of the 1,160 growth target for which Mercer Island must have sufficient zoned land to accommodate.

Residential Growth

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

Housing Capacity

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

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

¹ Housing Analysis Appendix, Exhibit J-1, page A-17.

about the redevelopment potential of other properties that could accommodate additional development.

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

Redevelopable land in the Town Center was determined based on an analysis of those parcels which currently have an improvement to land value ratio of .5 or less and are not in public or utility ownership. Additionally, townhomes and condominium properties were not considered redevelopable, and only those properties allowing 2.5 residential units or more are included in the analysis. Future assumed densities for this preliminary figure were based on the density of recently permitted projects (2/3 mixed-use, 1/3 commercial only). This methodology used in the 2014 Buildable Land Analysis is a similar methodology used in the 2007 Buildable Lands Report.

Housing Targets

As mentioned above, the City has a King County Growth Management Planning Council (GMPC) 2035 housing target of 2,320 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

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

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

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

Given the uncertainty of future market forces, periodic reviews of housing and population forecasts should be made to evaluate the future growth assumptions. Adjustments to this forecast will also be necessary if the projections on household size and population growth vary significantly

from those forecasted. Planning staff predict that PSRC’s multifamily unit growth estimates for the period through 2030 are likely to be surpassed as early as 2020. This prediction is based on the established pattern of larger, mixed use developments adding 100-200 units at a time to the City’s multifamily housing supply and projects that are now in the development pipeline. The City will continue to monitor housing unit, population growth and market trends, and adjust land use, transportation, and capital facilities planning as necessary prior to the next major Comprehensive Plan update in 2023.

Housing Density

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

Table 4 – 2010-2030 Housing Unit and Population Forecast

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

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

IV. LAND USE ISSUES

Town Center

1. 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 many one story strip centers, surrounded by vast parking lots (FAR of only 0.23); a typical suburban sprawl-like development.
2. In 1994, the City made significant street improvements in the Town Center, which have resulted in a more pedestrian-friendly environment. However, more needs to be done on the private development side to design buildings with attractive streetscapes so that people will have more incentive to park their car and walk between shopping areas.
3. The Town Center is poorly identified. The major entrance points to the downtown are not treated in any special way that invites people into the business district.

Outside the Town Center

1. The community needs to accommodate two important planning values -- maintaining the existing single family residential character of the Island, while at the same time planning for population and housing growth.
2. Accessory housing units are allowed by City zoning regulations, and offer a 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

TOWN CENTER VISION

MERCER ISLAND TOWN CENTER SHOULD BE...

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

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

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

LAND USE AND DEVELOPMENT

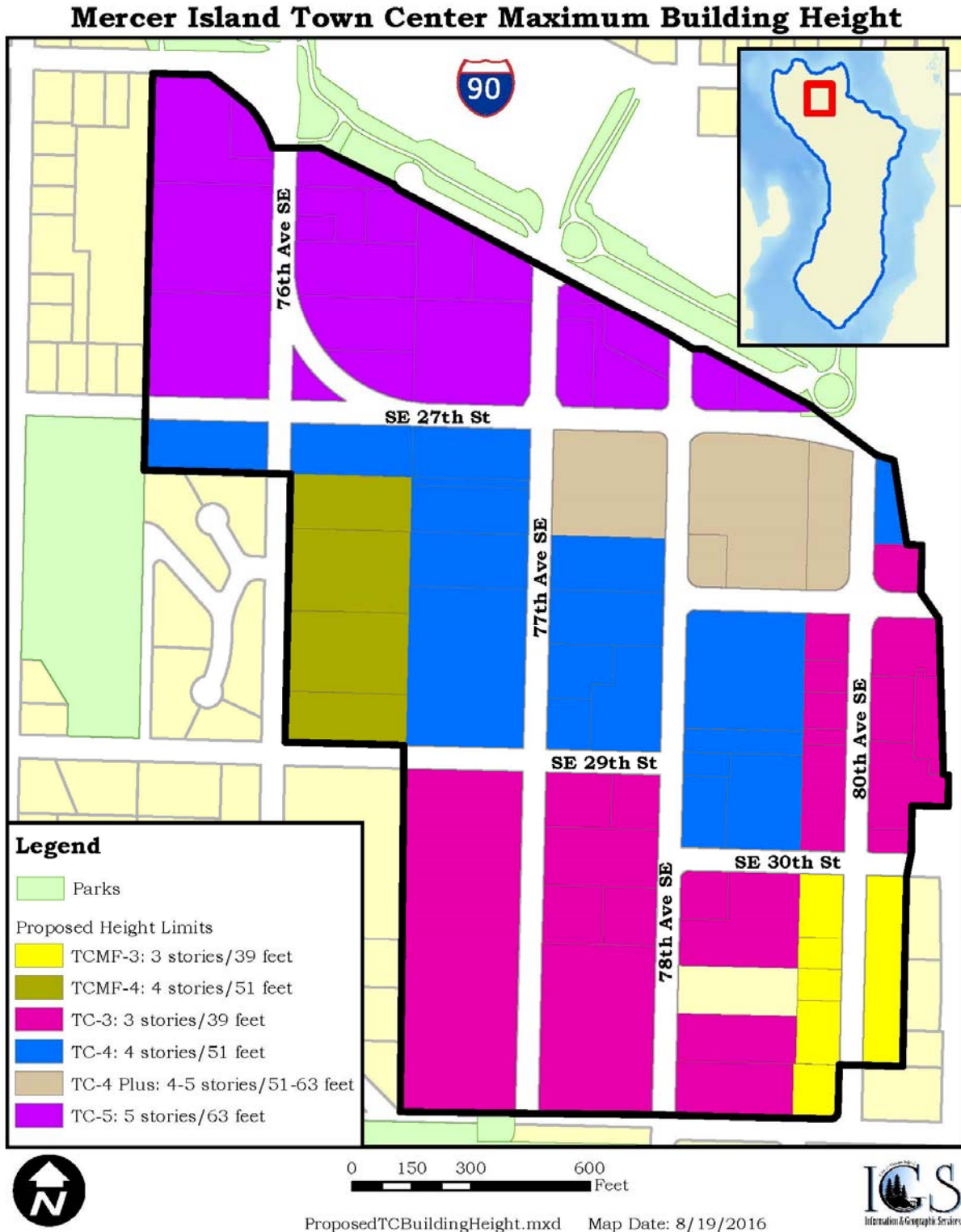
GOAL 2 Create a policy and regulatory structure that will result in a diversity of uses that meets Islanders' daily needs and helps create a vibrant, healthy Town Center serving as the City's business, social, cultural and entertainment center.

- 2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center.

GOAL 3 Have a mixture of building types, styles and ages that reflects the evolution of the Town Center over time, with human-scaled buildings, varied height, set-backs and step-backs and attractive facades.

- 3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided.
- 3.2 Locate taller buildings on the north end of the Town Center and step down building height through the center to lower heights on the south end, bordering Mercerdale Park. See Figure TC-1.

Figure TC-1: Town Center subareas and height limits



- 3.3 Calculate building height on sloping sites by measuring height on the lowest side of the building.
- 3.4 Mitigate the “canyon” effect of straight building facades along streets through use of upper floor step-backs, façade articulation, and similar techniques.
- 3.5 Buildings on larger parcels or with longer frontage should provide more variation of the building face, to allow for more light and create the appearance of a smaller scale, more organic, village-like development pattern. Building mass and long frontages resulting from a single user should be broken up by techniques such as creating a series of smaller buildings (like Island Square), providing public pedestrian connections within and through a parcel, and use of different but consistent architectural styles to create smaller building patterns.
- 3.6 Building facades should provide visual interest to pedestrians. Street level windows, minimum building set-backs, on-street entrances, landscaping, and articulated walls should be encouraged.

GOAL 4 Create an active, pedestrian-friendly retail core.

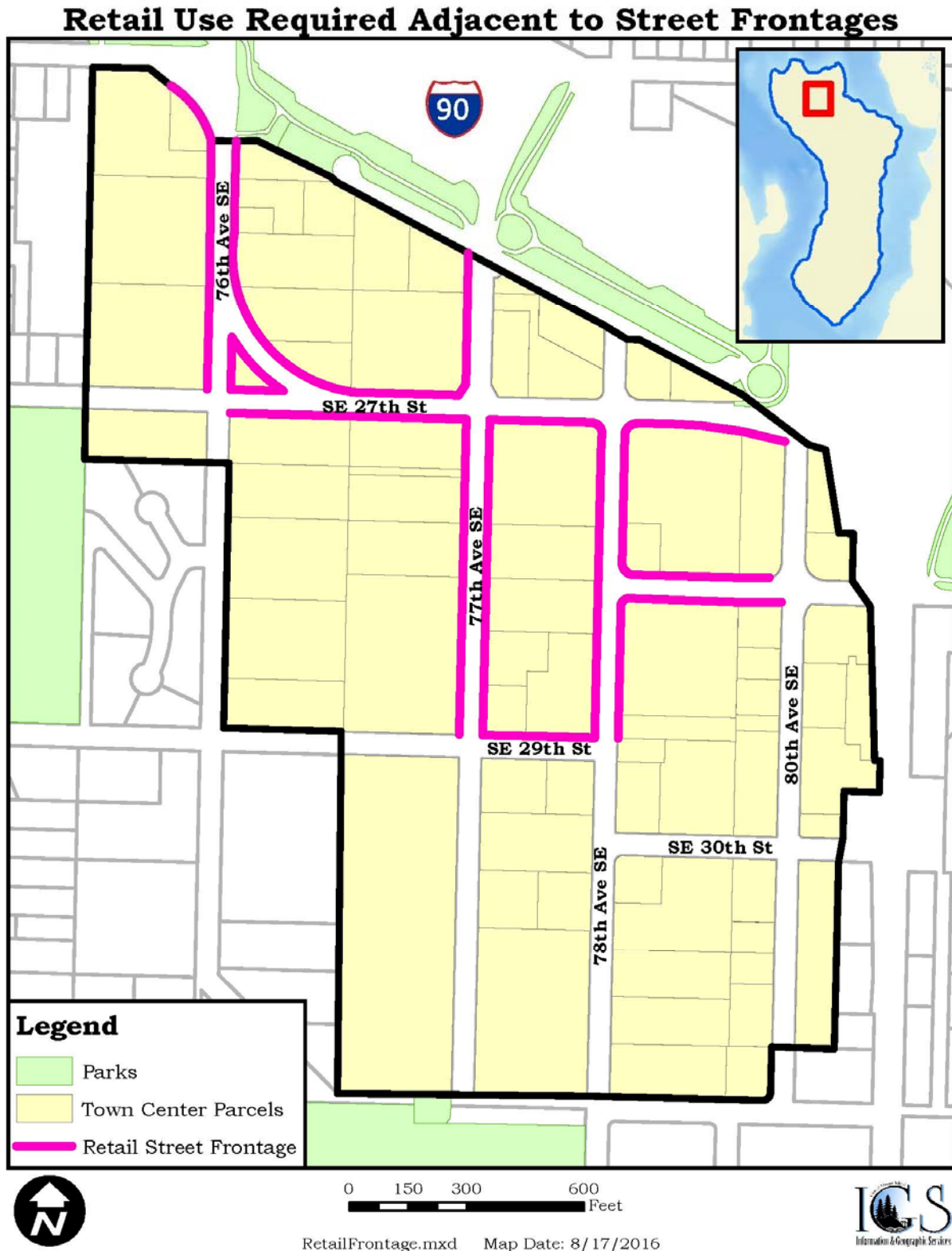
- 4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.

- 4.2 Retail street frontages (Figure TC-2) should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services also encouraged to a more limited extent.

GOAL 5 Encourage a variety of housing forms, including townhomes, apartments and live-work units attractive to families, singles, and seniors at a range of price points.

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

Figure TC-2: Required Retail Frontage Types



CIRCULATION AND PARKING

GOAL 6 Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.

GOAL 7 Town Center streets should be viewed as multiple-use facilities, providing for the following needs:

- Access to local businesses and residences
- Access for emergency vehicles
- Routes for through traffic
- Transit routes and stops
- On-street parking
- Pedestrian and bicycle travel
- Sidewalk activities, including limited advertising and merchandising and restaurant seating.
- Occasional special events and outdoor entertainment

7.1 All Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.

7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to “stroll or roll”, and cross streets safely.

7.3 78th Avenue SE should be the primary pedestrian corridor in the Town Center, with ample sidewalks, landscaping and amenities.

7.4 77th Avenue SE should serve as the primary bicycle corridor connecting the

regional bicycle network along I-90 and the planned light rail station with Mercedale Park and the rest of the Island south of the Town Center.

GOAL 8 Be pedestrian-friendly, with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.

8.1 Provide convenient opportunities to walk throughout Town Center.

8.2 Create safe pedestrian routes that break-up larger city blocks.

GOAL 9 Have ample parking, both on-street and off, and the ability to park once and walk to a variety of retail shops.

9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. If open-air, parking lots should be behind buildings.

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

9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.

- 9.4 On and off-street parking should be well-lit, convenient and well-signed so that drivers can easily find and use parking.
- 9.5 Develop long-range plans for the development of additional commuter parking to serve Mercer Island residents.
- 9.6 Prioritize parking for Mercer Island residents within the Town Center.

GOAL 10 Prioritize Town Center transportation investments that promote multi-modal access to regional transit facilities.

GOAL 11 Promote the development of pedestrian linkages between public and private development and transit in and adjacent to the Town Center.

PUBLIC REALM

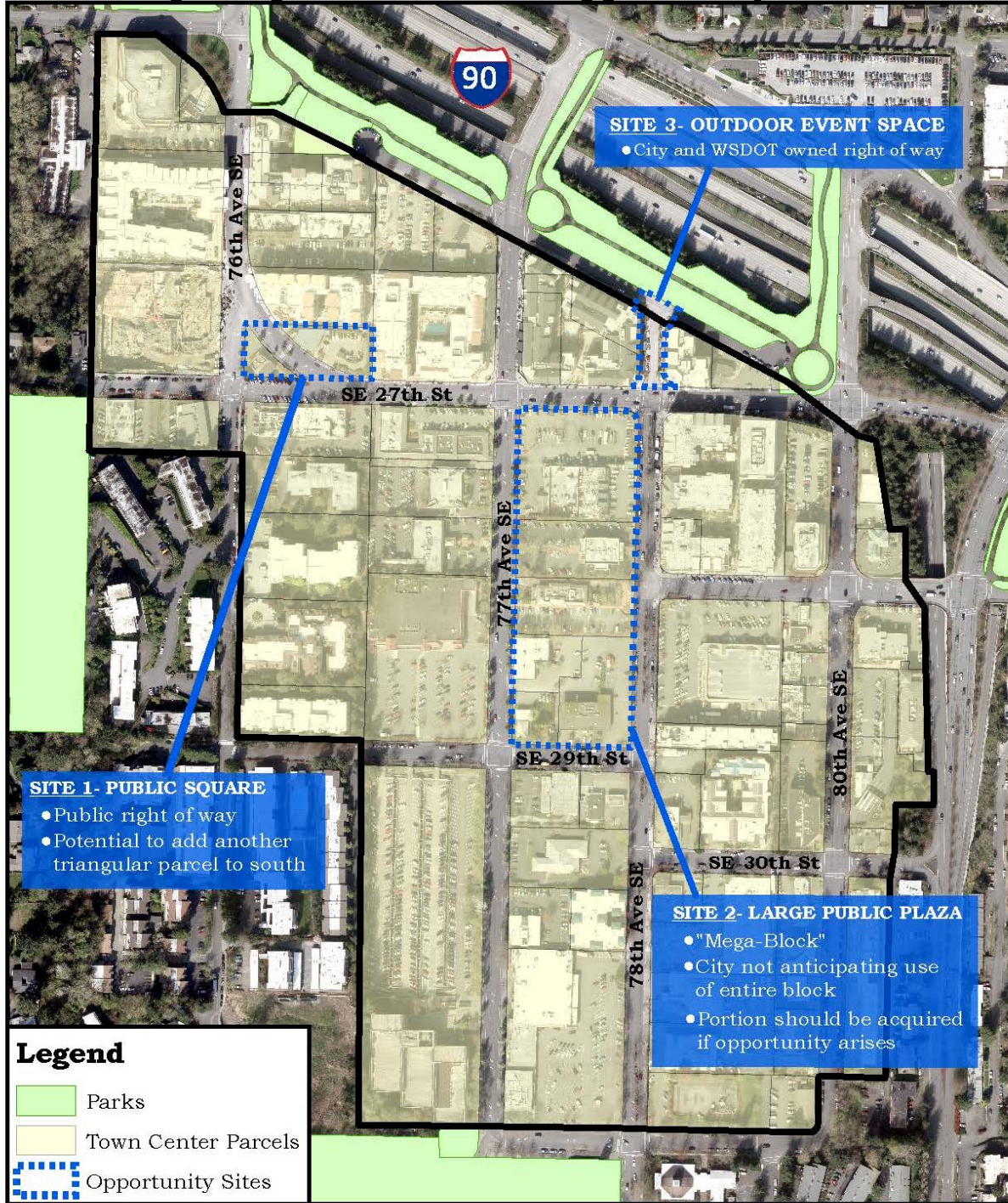
GOAL 12 Have inviting, accessible outdoor spaces with seating, greenery, water features, and art that offer settings for outdoor entertainment and special

events as well as for quiet contemplation.

- 12.1 Outdoor public spaces of various sizes in Town Center are important and should be encouraged.
- 12.2 Encourage the provision of on-site open space in private developments but allow development agreements and payment of a calculated amount of money as an option to dedication of land. In addition, encourage aggregation of smaller open spaces between parcels to create a more substantial open space.
- 12.3 Investigate potential locations and funding sources for the development (and acquisition if needed) of one or more significant public open space(s) that can function as an anchor for the Town Center’s character and redevelopment. Identified “opportunity sites” are shown in Figure TC-3 and described below. These opportunity sites should not preclude the identification of other sites, should new opportunities or circumstances arise.

Figure TC-3: Possible locations for significant public open space

Open Space- Potential Opportunity Sites



0 150 300 600 Feet

PotentialOpenSpaceSites.mxd Map Date: 8/18/2016



SUSTAINABILITY

GOAL 13 Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices as well as exhibiting other innovative green features, above and beyond what is required by the existing Construction Code.

ECONOMIC DEVELOPMENT

GOAL 14 Continue to encourage vitality through the support of economic development activities in the Town Center.

- 14.1 Establish the Town Center as an active and attractive commercial node, including the use of gateways, wayfinding and signage, and links to transit.
- 14.2 Maintain a diversity of downtown land uses.
- 14.3 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of 1,228 new jobs from 2006-2035, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies.
- 14.4 Investigate formation of a business improvement area (BIA), or other mechanism authorized by state law, to help promote Island businesses, to support Town Center activities, and to finance improvements and amenities. Identify a staff person

who will help coordinate economic development activities.

- 14.5 Support public and private investment in existing properties, infrastructure, and marketing to help maintain longstanding businesses and attract new ones.
- 14.6 Create a healthy economic environment where Town Center businesses can serve the needs of Mercer Island residents as well as draw upon broader retail and commercial market areas.

Outside the Town Center

GOAL 15 Mercer Island should remain principally a low density, single family residential community.

- 15.1 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.
- 15.2 Residential densities in single family areas will generally continue to occur at 3 to 5 units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative housing types, such as accessory dwelling units and compact courtyard homes at slightly higher densities as outlined in the Housing Element.

- 15.3 Multi-family areas will continue to be low rise apartments and condos and duplex/triplex designs, and with the addition of the Commercial/Office (CO) zone, will be confined to those areas already designated as multi-family zones.
- 15.4 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 landfills, correctional facilities, zoos and airports. Compatible permitted uses such as education, recreation, open spaces, government social services and religious activities will be encouraged.
- GOAL 16 Achieve additional residential capacity in single family zones through flexible land use techniques.**
- 16.1 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.
- 16.2 Through zoning and land use regulations provide adequate development capacity to accommodate Mercer Island’s projected share of the King County population growth over the next 20 years.
- 16.3 Promote a range of housing opportunities to meet the needs of people who work and desire to live in Mercer Island.
- 16.4 Promote accessory dwelling units in single-family districts subject to specific development and owner occupancy standards.
- 16.5 Infill development on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill is compatible with the surrounding neighborhoods.
- GOAL 17 With the exception of allowing residential development, commercial designations and permitted uses under current zoning will not change.**
- 17.1 The Planned Business Zone uses on the south end of Mercer Island are compatible with the surrounding single family zone needs. All activities in the PBZ are subject to design review. Supplemental design guidelines have been adopted.
- 17.2 Commercial uses and densities near the I-90/East Mercer Way exit and SE 36th Street are appropriate for that area. All activities in the CO zone are subject to design review and supplemental design guidelines may be adopted.
- 17.3 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.
- 17.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect the desire to retain viable and healthy social, recreational, educational, and religious organizations as community assets which are essential for the mental, physical and spiritual health of Mercer Island.

watercourses and Lake Washington water quality.

- 18.3 New development should be designed to avoid increasing risks to people and property associated with natural hazards.
- 18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development.
- 18.5 The City shall utilize best available science during the development and implementation of critical areas regulations. Regulations will be updated periodically to incorporate new information and, at a minimum, every eight years as required by the Growth Management Act.

Natural Environment Policies

GOAL 18 The protection of the natural environment will continue to be a priority in all Island development. Protection of the environment and private property rights will be consistent with all state and federal laws.

- 18.1 The City of Mercer Island shall protect environmentally sensitive lands such as watercourses, geologic hazard areas, steep slopes, shorelines, wildlife habitat conservation areas, and wetlands. Such protection should continue through the implementation and enforcement of critical areas and shoreline regulations.
- 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of

- 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.
- 18.7 Services and programs provided by the City with regards to land use should encourage residents to minimize their own personal carbon footprint, especially with respect to energy consumption and waste reduction.
- 18.8 The City's development regulations should encourage long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens.

18.9 Outreach campaigns and educational initiatives should inform residents of the collective impact of their actions on local, county, and state greenhouse gas emissions reduction goals.

equal opportunities for use by all Mercer Island residents while considering the needs of non-Mercer Island residents.

Parks and Open Space Policies

GOAL 19 Continue to maintain the Island's unique quality of life through open space preservation, park and trail development and well-designed public facilities.

19.2 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.

19.7 Provide a system of attractive, safe, and functional parks, and park facilities.

19.8 Preserve natural and developed open space environments and trails for the benefit of all existing and future generations.

19.9 Provide a broad representation of public art through cooperation with the Mercer Island Arts Council.

19.10 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.

19.3 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.

19.11 Promptly investigate open space acquisition opportunities as they become available.

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

19.12 Pursue state and federal grant funding for parks and open space improvements.

19.5 Future land use decisions should encourage the retention of private club recreational facilities as important community assets.

19.6 Provide recreation and leisure time programs and facilities that afford

VI. ACTION PLAN

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. However, build out of the City is approaching, and could occur before 2035 or shortly thereafter. In the future, the City will advocate for future growth allocations from the GMPC which will be consistent with its community vision, as reflected in the Comprehensive Plan and development regulations; environmental constraints; infrastructure and utility limitations; and its remaining supply of developable land.

Figure 1- Land Use Map

Mercer Island Land Use Plan

The Land Use Plan is intended to be a generalized depiction of land uses. The map is not a description of zoning boundaries nor should it be interpreted on a site specific basis.

Legend

-  Town Center
-  Commercial Office
-  Multi-Family MF-2
-  Multi-Family MF-2L
-  Multi-Family MF-3
-  Neighborhood Business
-  Single Family R-8.4
-  Single Family R-9.6
-  Single Family R-12
-  Single Family R-15
-  Public Facility
-  Park
-  Open Space
-  Linear Park (I-90)

The Mercer Island City limits delineates the communities' Urban Growth Area. The City limits are contiguous with the Mercer Island Lake Washington Shoreline.

0 0.25 0.5 1 Miles

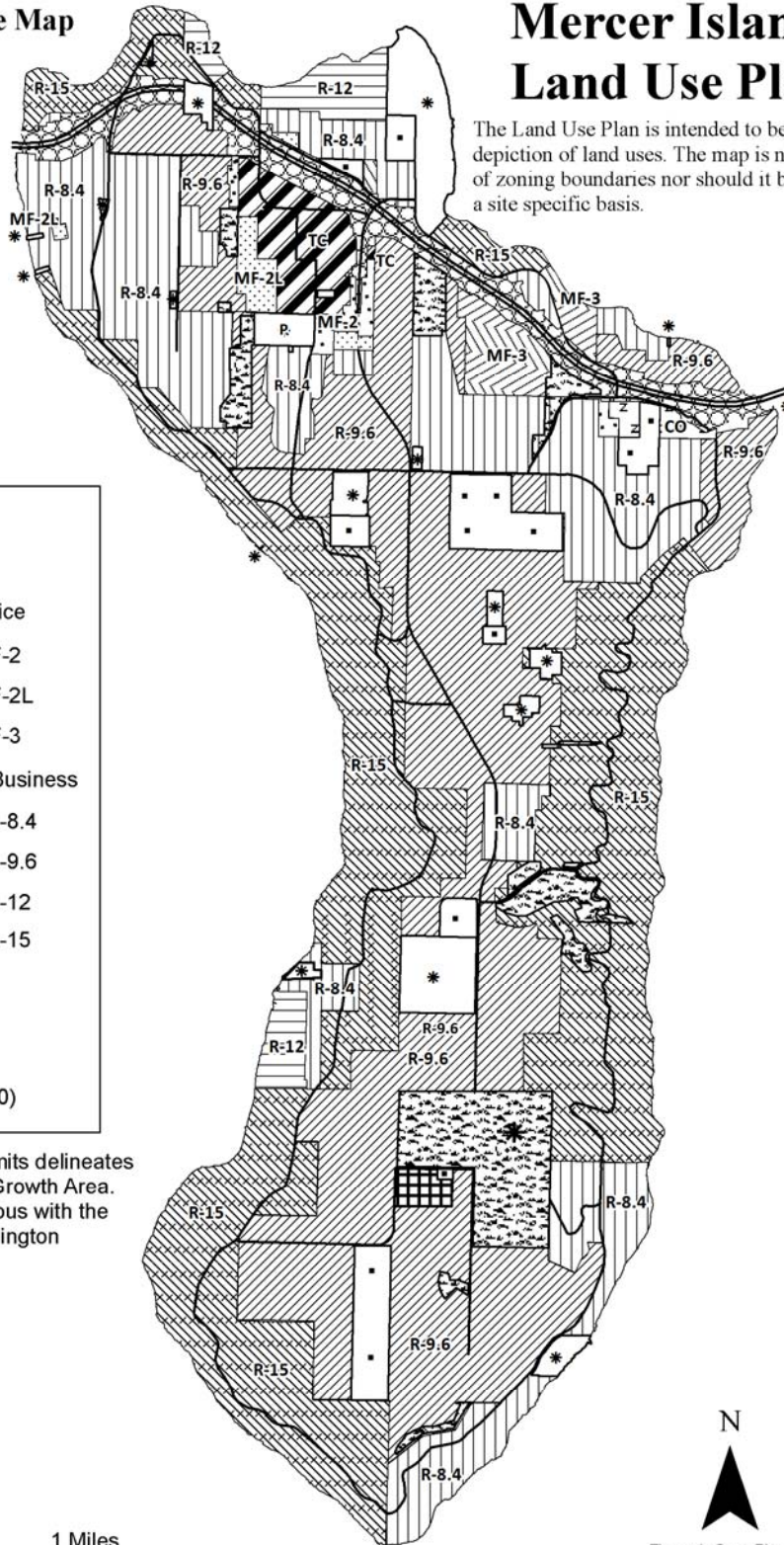


Figure 1- CompPlanLandUseMap2014.mxd
Map Created 8/11/2014

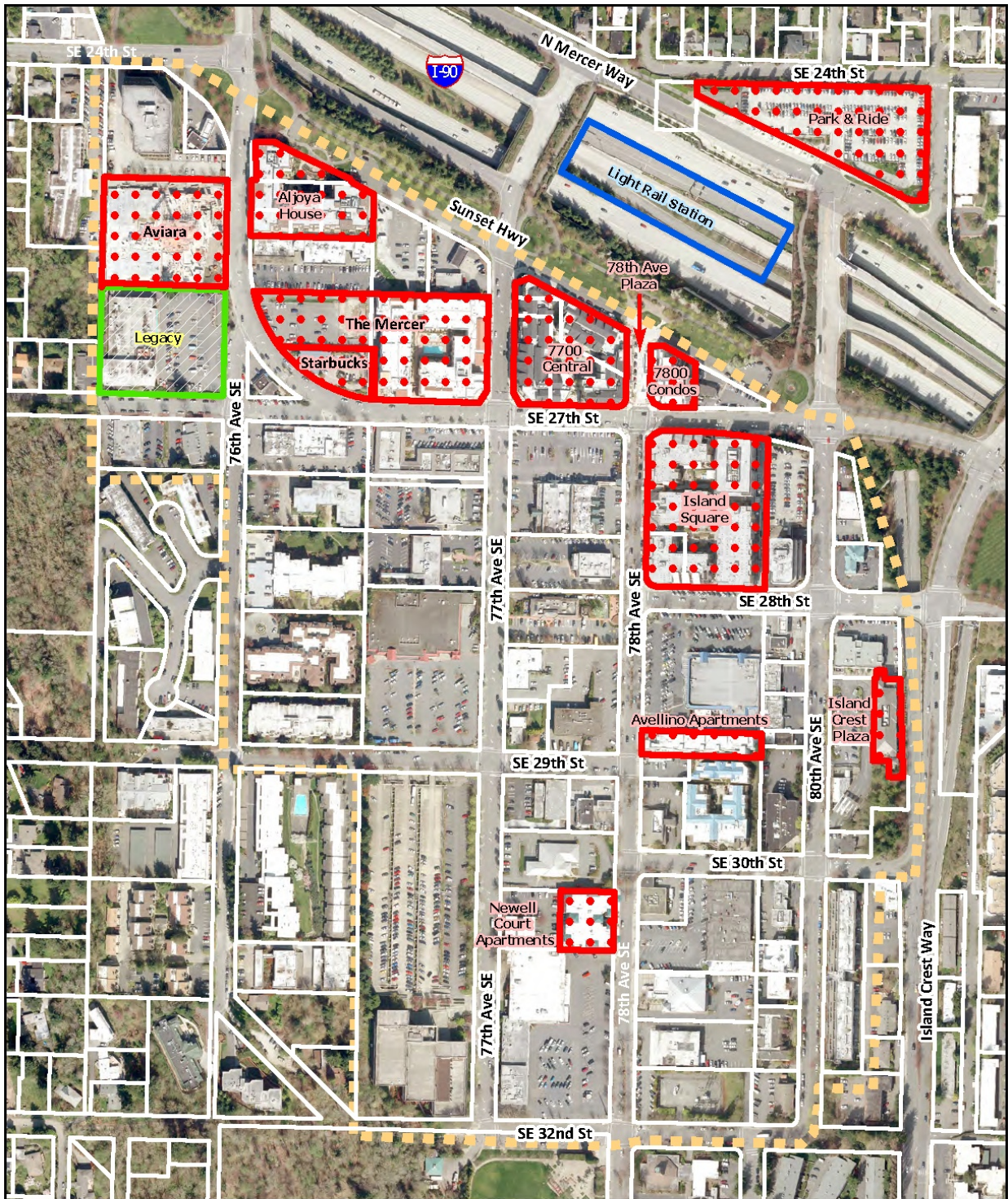


Figure 3: Town Center Development & Business- 2014

-  Town Center Boundary
-  Completed
-  Formally Submitted
-  Under Construction



Map Version: 08/25/2014
 Aerial Photo: April 2012
 TownCenterDevelopment2014.mxd



Comprehensive Plan **HOUSING**

**Planning
for Generations
2015 - 2035**

Mercer Island, WA
www.mercergov.org

HOUSING ELEMENT

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HOUSING ELEMENT

I. INTRODUCTION

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.

Growth Management Act

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 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.”

In order to accomplish this goal, Mercer Island must promote secure and well maintained residential single family and multi-family areas, while 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 parts of the Town Center, development can be four or five stories tall, provided significant amenities or major site features are integral to the site design. These two policies are examples of how Mercer Island's policies support the state's housing goal.

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.

Overarching Goal: The housing needs of all economic and demographic groups are met within all jurisdictions.

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.

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 describes Mercer Island's strategies and progress in addressing the need for housing

affordable to households at all income levels.

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.

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 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 original growth target of 2,000 new housing units (2006- 2031) set by the Growth Management Planning Council. Because the Growth Management Act requires jurisdictions to plan for 20 years of growth, the planning horizon and the growth target was extended to 2035 with the units to accommodate increasing to 2,320.

Planning to accommodate the City's growth target of 2,320 units by 2035 through growth in the community's housing stock is consistent with regional land use and transportation plans.

Between 2006 and 2012, 698 new housing units were constructed, counting against the growth target of 2,320 and resulting in 1,622 units that the City must plan to accommodate through 2035.

The 2014 Buildable Lands Report identifies capacity for 2,004 new housing units on Mercer Island, which is sufficient to meet the City's household growth target. 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.

Targeted Housing Growth

One strategy of this housing element is to focus a significant percentage of the Island's projected growth into the Town Center. This strategy puts less growth pressure on existing single family neighborhoods; provides opportunities to address some of the community's changing demographics (e.g. smaller households, aging population); and multifamily development can help meet the City's housing affordability goals.

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 70 percent of the City's 20-year growth target was achieved with multifamily units as predicted in the 2014 Buildable Lands Report, the overall proportion of single family housing would only decrease from about 72% to 65% of the City's total

housing supply¹. 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.

Housing Characteristics

Of the 9,930 housing units reported by the 2010 Census, 73.9% are single family and 26.1% are multifamily units. Between 2006 and 2012, 74% of new permits issued in Mercer Island were for multifamily housing², consistent with the housing strategy since 2005 of focusing much of the housing growth in the Town Center and multifamily zones.

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 overall³. This corresponds to the development of mixed-use multi-family housing in the Town Center. Consequently, single-family detached homes have declined as a share of the City's total housing stock, but are still greater than in most east King County cities.

The bulk of Mercer Island's housing was built during the 1950's and 1970's. Prior to 1959, 2,783 units existed. In the next two decades

(1960-1979), 3,966 units were added. Another 1,655 housing units were added between 1980 and March 2000. By 1990, housing development had slowed and shifted from large subdivisions to infilling of already built neighborhoods. After Town Center regulations underwent a significant update in 2006 and the post-recession economic pickup in the late 2000's, several buildings were constructed in the Town Center. Between 2006 and 2012, 472 new multifamily units were constructed in the Town Center⁴, primarily in mixed-use buildings.

Generally, the oldest housing areas have a regular street grid pattern, and homes are on lots of 8,400 to 9,600 sq. ft. They are located on the most level terrain, including East Seattle and First Hill, north and south of I-90, and along Island Crest Way. The newer housing and the largest lot sizes (15,000 sq. ft. and up) are along the east and west sides of the Island on narrow, curving roads, many of which are private. These neighborhoods often contain steep slopes, deep, narrow ravines and small watercourses. Due to the environmentally sensitive nature of these areas, careful development and engineering requirements make this land difficult and expensive to develop.

Most multifamily housing is located in and around the Town Center. In addition, two large complexes straddle I-90 and abut single family neighborhoods.

¹ ARCH East King County Housing Analysis (ARCH EKC HA) Appendix, Exhibit L-1

² 2014 Buildable Lands Report

³ ARCH EKC HA Appendix, Exhibit L-1

⁴ Mercer Island permitting activity prepared for the King County 2014 Buildable Lands Report 2014 Buildable Lands Report

III. NEIGHBORHOOD QUALITY

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 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 automobiles as the primary transportation to jobs, transit stations, and commercial goods and services. Current and future provision and maintenance of roads, utilities and other public services are necessary to maintain residential access to all amenities.

Mercer Island single family neighborhoods pride themselves on their narrow, quiet streets and dense plantings. The City protects these neighborhoods through development regulations and other 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.

GOAL 1: 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.

IV. HOUSING SUPPLY

Demographic Changes

Mercer Island's population changed very little (just 3%) from 2000 to 2010, but the number of households grew by 15%⁵. 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.⁶

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 households⁷. 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.

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 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. An accessory unit built into an existing home can provide a separate living unit that provides additional income to the home owner as well as more affordable living or variety in lifestyle choice for renters.

⁵ ARCH EKC HA Appendix, Exhibits A and B

⁶ 1980, 2000 and 2010 Census

⁷ ARCH EKC HA Appendix, Chart M-1, Needs Analysis Supplement and Appendix, Exhibit B

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

Mercer Island has the challenge of supplying housing affordable to all economic segments of the population. "Housing affordability" is relative to household income. 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.

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 expensive⁸. Virtually none of the City's multi-family housing built since 1994 was affordable to moderate-income households⁹. 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 EKC¹⁰.

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 2011¹¹. Nevertheless, "housing cost-burden"¹² 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"¹³. 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).

⁸ ARCH EKC HA Appendix, Exhibit P-2

⁹ ARCH EKC HA Appendix, Exhibit N-2

¹⁰ ARCH EKC HA Appendix, Exhibit M-2

¹¹ ARCH EKC HA Appendix, Exhibit F-1

¹² See Section I, page I-10, for definitions of housing cost burden and severe cost burden.

¹³ ARCH EKC HA Appendix, Exhibit H-4

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%¹⁴. 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)¹⁵. 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 County¹⁶.

Mercer Island has made significant contributions toward its affordable housing targets 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 214 dwelling units between 1993 and 2012, considerable 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 are 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)¹⁷. Future strategies for achieving affordability and more diverse housing types may include 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 implement 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.

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.

¹⁴ 2000 and 2010 Census, ARCH EKC HA Appendix Exhibits P-1 and P-2,

¹⁵ ARCH EKC HA Appendix, Exhibit P-1

¹⁶ ARCH EKC HA Appendix, Exhibit M-2

¹⁷ ARCH EKC HA Appendix, Exhibits M-1 and M-2

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, seniors, single parents, and people with special needs.

While it is not likely that density or zoning will change in the single family neighborhoods, housing opportunities can be established there 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, as a demonstration project. The 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

Until recently the Eastside cities primarily acted as bedroom communities -- providing housing for people who traveled to Seattle and elsewhere in the region for work. This trend has changed dramatically as the Eastside has attracted large and small businesses and significantly increased its employment base. An increased job sector brings economic vitality and demand for

housing. More and more, Eastside jurisdictions are faced with balancing the need for jobs with the need for appropriate housing for the persons filling those jobs. The balance is referred to as a jobs/housing balance.

Chart 5 of the Needs Analysis Supplement shows that East King County's jobs-housing ratio has increased from well below 1.0 in 1970 to 1.3 in 2006. While Mercer Island's ratio has also increased during this period, it remains below 1.0, indicating that the supply of housing on the Island exceeds demand generated by employment. Anticipated growth in Mercer Island through the year 2031 would slightly reduce its jobs-housing ratio, while the East King County ratio would continue to increase¹⁸.

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 city¹⁹. 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. A household at the average services wage on the Island (\$39,722) would be able to afford housing costs of \$993 per month.

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

¹⁸ ARCH EKC HA Appendix, Exhibit 1

¹⁹ ARCH EKC HA Appendix, Exhibit J-1

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 Emphasize housing opportunities, including mixed-use development, affordable housing, and special needs housing, in the Town Center.
- 2.4 Encourage residential development in mixed use zones through regulatory tools, infrastructure improvements and incentives. Track residential development over time to ensure policies are effective.

2.5 Use the addition of housing in the Town Center, PBZ and CO zones to create new, vibrant neighborhoods that complement the character of existing development. Consider allowing additional types of multifamily housing in the CO zone.

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

2.7 Encourage infill development on vacant or under-utilized sites that are outside of critical areas and ensure that the infill is compatible with the scale and character of the surrounding neighborhoods.

2.8 Promote the continued use of existing affordable apartments as a community asset which provides a substantial portion of affordable housing.

2.9 Through a mix of new construction and the preservation of existing units, strive to meet Mercer Island’s proportionate amount of the countywide need for housing affordable to households with moderate, low, and very low incomes, including those with special needs.

V. HOUSING OPTIONS

Housing Options

Mercer Island's population is expected to increase about 8% through 2031 depending on market factors and other conditions; perhaps more important are demographic and economic changes occurring in our community. The population of adults age 65 and over, accounting for over 19% of Mercer Island's 2010 population will age and may have increased mobility limitations or health care needs. In 2010, 8% of the Island's population, including nearly 27% of the senior population, were reported as disabled²⁰.

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.

It is imperative that the community avoid displacing its current residents because of a lack of appropriate housing types. 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 adults wishing to begin home ownership in the community where they grew up. The City should provide a mechanism to allow for a "turnover" of existing single family homeowners to new, and perhaps, younger, homeowners and ways to increase the variety of ownership opportunities for young families.

The Island has a need for more diverse housing types. These can be encouraged by several means. Density bonuses, flexible parking and development standards, or reduced development regulations or fees, might be allowed in exchange for the provisions of affordability or other public benefit. 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.

²⁰ 2010 Census

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 Commerce).

Local Resources for Housing

Local resources can be a critical part of developing or preserving affordable housing. This is especially true in housing for individuals and families who cannot 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 neediest 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 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.
- 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.
- 3.9 Use regulatory and financial incentives in the Town Center and PBZ/CO districts such as density bonuses, fee waivers, and property tax reductions to encourage residential development for a range of household and ownership types and income levels.
- 3.10 Provide incentives for first-time and more affordable ownership housing opportunities to meet local needs, such as condominiums and compact courtyard homes.
- 3.11 Consider allowing the development of one innovative housing project, e.g. compact courtyard housing, attached single family housing or smaller lot housing, to examine the feasibility and desirability of additional housing options to address the changing demographics on Mercer Island. The demonstration project should include smaller single family units, common open space and other amenities, and be subject to strict design review. Following completion of the project, the City

- will engage in a policy discussion about expanding innovative housing opportunities.
- 3.12 Consider establishing a means to provide non-cash subsidies such as credit enhancements and City bonding to support development of affordable housing.
- 3.13 If City-owned property is no longer required for its purposes, it shall be evaluated for its suitability for affordable housing.
- 3.14 Waive, defer, or reduce building, planning, or mitigation fees in exchange for a contractual commitment to affordable housing.
- 3.15 Continue to provide Community Development Block Grant (CDBG) funds for housing projects which serve low and moderate income households.
- 3.16 Maintain housing developed or preserved using local public resources 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 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 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 Support and plan for special needs housing using federal or state aid and private resources.
- 3.23 Encourage development of emergency, transitional, and permanent supportive housing with appropriate on site services for special needs populations.
- 3.24 Identify regulatory methods and coordinated assistance for improving housing opportunities for frail elderly and other special needs populations in Mercer Island.

VI. IMPLEMENTATION/TRACKING

Housing Strategies

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 periodic report to the Council. 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;
- 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 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 periodic Housing Strategy and Work Plan 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 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 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 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 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.



Comprehensive Plan **TRANSPORTATION**

**Planning
for Generations
2015 - 2035**

**Mercer Island, WA
www.mercergov.org**

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TRANSPORTATION ELEMENT

I. INTRODUCTION

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

The Transportation Element provides an inventory of 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

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

- develop multi-modal goals, policies, programs and projects which support implementation of the Land Use Element of the Comprehensive Plan,
- define policies and projects that encourage the safe and efficient development of the transportation system, and
- comply with legislative requirements for multi-modal 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, a city must adopt specific standards for the acceptable levels of congestion on its streets; these standards are called level of service (LOS) standards.

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

Other legislative requirements addressed by the Transportation Element include the King County 2012 Countywide Planning Policies, the 1991 Commute Trip Reduction Act, the Americans with Disabilities Act (ADA) and the 1990 federal Clean Air Act

Amendments. Each of these laws emphasizes closer coordination between a jurisdiction's land use planning and its approach to transportation planning.

Transportation Today

Most of Mercer Island's streets are two lane residential streets with low to moderate volumes of traffic. Island Crest Way, a north-south arterial which runs the length of the Island, is an exception 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 in the north-central portion of the Island. In addition to arterial streets, the local street network provides access to other streets and private residences and properties. Public transit serves the Park and Ride lot in the I-90 corridor and along Island Crest Way.

Mercer Island has over 56 miles of trails, sidewalks and bicycle lanes for non-motorized travel. A regional trail runs across the north end of the Island along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

Upcoming Changes

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 other cities that are part of the Sound Transit system. In addition, commencing in the summer of 2017, Mercer Island residents will no longer have access to the center reversible lanes, but will instead access new dedicated HOV lanes. 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

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

The transportation forecasts used in this element are based on Mercer Island growth targets for housing and employment, regional traffic forecasts by the Puget Sound Regional Council, and local traffic counts. Within the 2015

to 2035 planning period, the City's growth target is 2,320 new housing units and 1,160 new jobs to be generated on the Island during this 20-year period.

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 forecasted housing units and jobs will be located in and around the downtown core. Outside of the Town Center, the lower density residential nature of the remainder of the Island will be maintained with low forecasted changes in household growth.

Town Center Plan

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

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

II. TRANSPORTATION GOALS AND POLICIES

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

parking, signals and other traffic control measures.

GOAL 1: Encourage the most efficient use of the transportation system through effective management of transportation demand and the transportation system.

GOAL 2: Receive the maximum value and utility from the City's investments in the transportation system.

- 1.1 Encourage measures to reduce vehicular trips using Transportation Demand Management strategies such as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of information and promotion of non-motorized travel, transit and ridesharing options.
- 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.
- 1.3 Employ transportation system management (TSM) techniques to improve the efficient operation of the transportation system including, but not limited to: traffic through and turn lanes, management of street

- 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights of way.
- 2.2 Continue to prioritize expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities.
- 2.3 Pursue opportunities for private sector participation in the provision, operation and maintenance of the transportation system.
- 2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity.
- 2.5 Explore all available sources for transportation funding, including grants, impact fees and other local options as authorized by the state legislature.
- 2.6 Prioritize transportation investments in the Town Center

that promote mixed-use and compact development and provide multi-modal access to regional transit facilities.

GOAL 3: Minimize negative transportation impacts on the environment.

- 3.1 Use sound design, construction and maintenance methods to minimize negative impacts related to water quality, noise, and neighborhood impacts.
- 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities.
- 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation.

GOAL 4: Provide transportation choices for travelers through the provision of a complete range of transportation facilities, and services.

- 4.1 Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:
 - maintain existing and encourage new public transit service on the Island;
 - maintain convenient transit connections to regional activity centers, including the

Seattle CBD, Bellevue, University of Washington and other centers;

- provide convenient transit service for travel on Mercer Island and enhance connections to regional transit stations including the proposed Link light rail station; and
 - investigate potential new services including demand responsive transit for the general public, subscription bus, or custom bus services.
- 4.2 Provide for and encourage non-motorized travel modes consistent with the Park and Recreation Plan and Pedestrian and Bicycle Facilities Plan.
 - 4.3 Support opportunities to facilitate transfers between different travel modes through strategies such as:
 - providing small park and ride facilities throughout the Island; and
 - improving pedestrian access to transit with on and off road pedestrian improvements.
 - 4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.
 - 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit.
 - 4.6 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: Comply with local, regional, state and federal requirements related to transportation.

- 5.1 Comply with the requirements of the federal and state Clean Air Acts, and work with other jurisdictions in the Puget Sound region to achieve conformance with the State Implementation Plan.
- 5.2 Meet the requirements of the Americans with Disabilities Act (ADA) and apply these standards to development of the transportation system.
- 5.3 Comply with the Commute Trip Reduction requirements through the continued implementation of a CTR plan.
- 5.4 Assist regional agencies in the revisions and implementation of the Transportation 2040 (PSRC), WSDOT Highway System Plan, and the 2007-2026 Washington Transportation Plan and subsequent versions of these documents.
- 5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate

transportation planning for the Eastside subarea.

- 5.6 Comply with state initiatives and directives related to climate change and greenhouse gas reduction. Identify implementable actions that improve air quality, reduce air pollutants and promote clean transportation technologies.

GOAL 6: Ensure coordination between transportation and land use decisions and development.

- 6.1 Ensure compatibility between transportation facilities and services and adjacent land uses, evaluating aspects such as:
- potential impacts of transportation on adjacent land use;
 - potential impacts of land development and activities on transportation facilities and services; and
 - need for buffering and/or landscaping alongside transportation facilities.
- 6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.
- 6.3 In the project development review process, evaluate transportation implications including:
- congestion and level of service;
 - connectivity of transportation facilities and

- services from a system perspective;
 - transit needs for travelers and for transit operators; and
 - non-motorized facilities and needs.
 - 6.4 Ensure that transportation improvements, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years.
 - 6.5 As part of a project's SEPA review, review the project's impact on transportation and require mitigation of on-site and off-site transportation impacts. The City shall mitigate cumulative impacts of SEPA-exempt projects through implementation of the Transportation Improvement Program.
 - 6.6 Develop standards and procedures for measuring the transportation impact of a proposed development and for mitigating impacts.
 - 6.7 Participate in the review of development and transportation plans outside the City boundaries that may have an impact on the Island and its transportation system, and consider the effect of the City's transportation plans on other jurisdictions.
 - 6.8 Encourage transit, bicycle and pedestrian principles in the design of projects including:
 - locating structures on the site in order to facilitate transit and non-motorized travel modes;
 - placing and managing on-site parking 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.
 - 6.9 Require adequate parking and other automobile facilities to meet anticipated demand generated by new development.
- GOAL 7: Provide a safe, convenient and reliable transportation system for Mercer Island.**
- 7.1 Include in the City's roadway design standards, requirements for facilities to safely accommodate travel by all travel modes.
 - 7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities.
 - 7.3 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 Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.
 - 7.5 Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings.
 - 7.6 Verify the policies, criteria and a process to determine when, and under what conditions, private roads and privately maintained roads in the public right of way should be accepted for public maintenance and improvement.
 - 7.7 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.

GOAL 8: 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.

- 8.2 Continue to recognize I-90 as a highway of statewide significance.
- 8.3 Work with King County Metro and Sound Transit to ensure mobility and adequate levels of transit service linking Mercer Island to the rest of the region.
- 8.4 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 Continue to maintain an effective role in regional transportation planning, decisions-making and implementation of transportation system improvements.

GOAL 9: Balance the maintenance of quality Island neighborhoods with the needs of the Island's transportation system.

- 9.1 Strive to 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 multifamily developments.
- 9.3 Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.

- 9.4 Work with King County Metro to provide public transit vehicles and services that are more in scale with the City's neighborhoods and its local road network.
- 9.5 Maintain comprehensive street design guidelines and standards that determine the appropriate function, capacity, and improvement needs for each street/roadway, while minimizing construction and neighborhood impacts.

GOAL 10: Maintain acceptable levels of service for transportation facilities and services on Mercer Island.

- 10.1 The City of Mercer Island Level of Service (LOS) at arterial street intersections shall be a minimum of "C" within and adjacent to the Town Center and "D" for all other intersections.
- 10.2 Use the level of service standard to evaluate the performance of the transportation system and guide future system improvements and funding. Emphasize projects and programs that focus on the movement of people and provide alternatives to driving alone.
- 10.3 Implement the following strategy when vehicle capacity or funding is insufficient to maintain the LOS standard: (1) seek additional funding for capacity improvements, (2) explore alternative, lower-cost

methods to meet level-of-service standards (e.g., transportation demand management program, bicycle corridor development or other strategies), (3) reduce the types or size of development, (4) restrict development approval, , and (5) reevaluate the level of service standard to determine how it might be adjusted to meet land use objectives.

- 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements.
- 10.5 Revise the Transportation Element if the Land Use and/or Capital Facilities Element of the Comprehensive Plan are changed to maintain a balanced and consistent plan.

GOAL 11: Ensure parking standards support the land use policies of the Comprehensive Plan.

- 11.1 Continue to implement flexible parking requirements for Town Center development based on the type and intensity of the proposed development; site characteristics; likelihood for parking impacts to adjacent uses; opportunities for transit, carpooling and shared parking; and potential for enhancements to the pedestrian environment.
- 11.2 Maintain the current minimum parking requirements of three off-street spaces for single family residences, but may consider future code amendments that allow for the reduction of one of

the spaces, provided that the quality of the environment and the single family neighborhood is maintained.

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

GOAL 12: Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks within the City.

- 12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders, which are to be distinguished from designated bicycle lanes.
- 12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for non-motorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.
- 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

This section describes and inventories the current travel patterns and transportation system serving Mercer Island, including land, water and air transportation. Major transportation modes serving Mercer Island include automobiles, non-motorized modes such as walking and biking, and public and school transit.

Travel Patterns - How Mercer Islanders Move About

Mercer Island has relatively high levels of vehicle ownership and personal mobility. Approximately two-thirds of the households on Mercer Island have two or more vehicles, while less than four percent of households have no vehicle at all. Comparing the 2012 American Community Survey (US Census) data with the 2000 US Census data a number of changes are observed.

The percent of Mercer Island residents who commute to work by driving alone has dropped from 76 percent to 71 percent, those who take a bus or carpool to work decreased from 17 percent to 14 percent, and those who work at home increased from 7 percent to 10 percent. The average travel time to work for Mercer Island residents is 20 to 23 minutes, which is below the regional average of 27 minutes.

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

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. Access to the I-90 on-ramps and off-ramps is provided at West Mercer Way, 76th Avenue SE, 77th Avenue SE, 80th Avenue SE, Island Crest Way, and East Mercer Way.

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. 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 is comprised of 2-lane local streets serving the Island's residential areas. Arterial roadways comprise approximately 25 miles, or one third, of the system. In addition to public roads, there are numerous private roads serving individual neighborhoods and developments on the Island.

Roadways on the Island are classified into different categories according to their purpose and physical characteristics. The categories are:

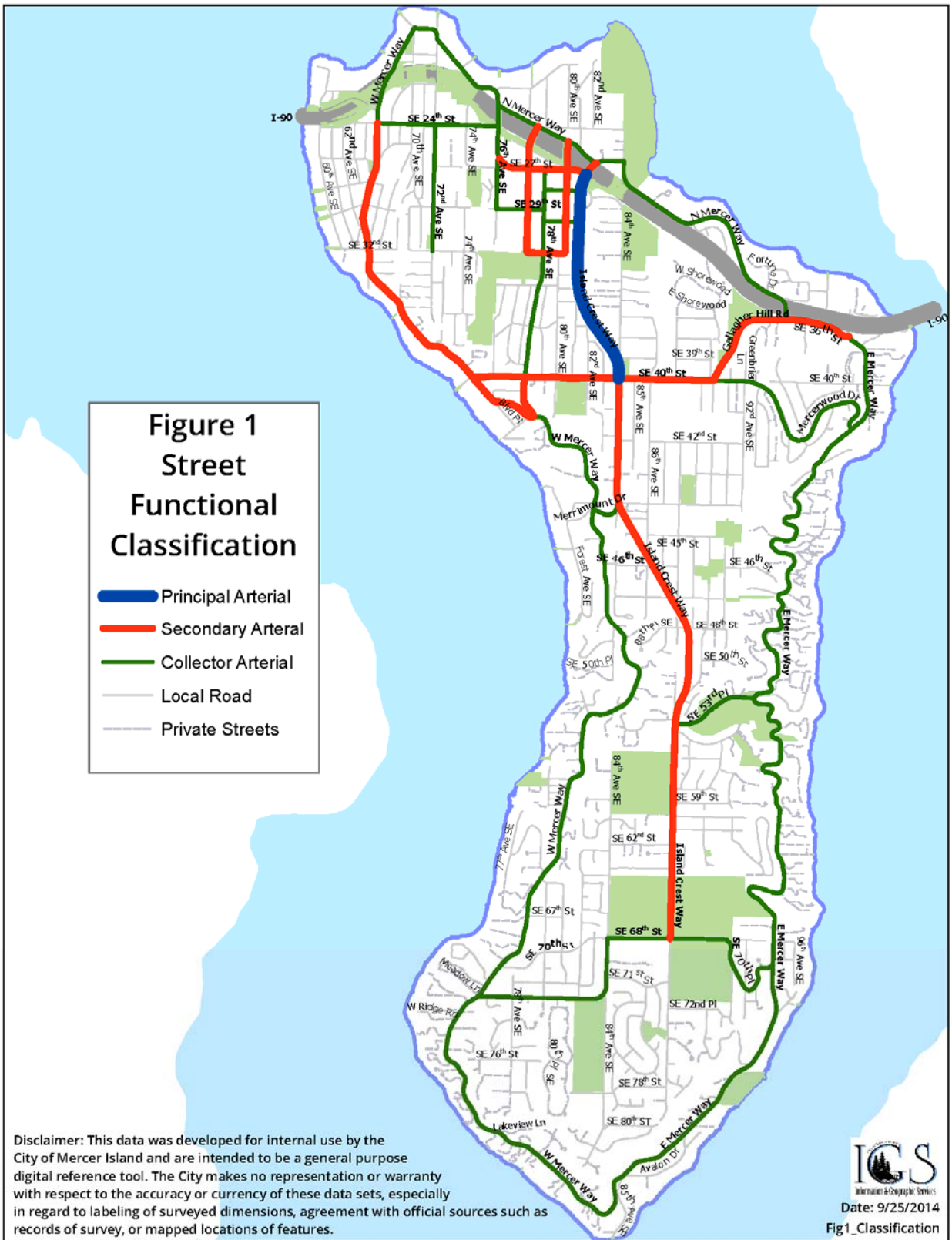
- *Principal Arterials* carry the highest volumes of traffic and

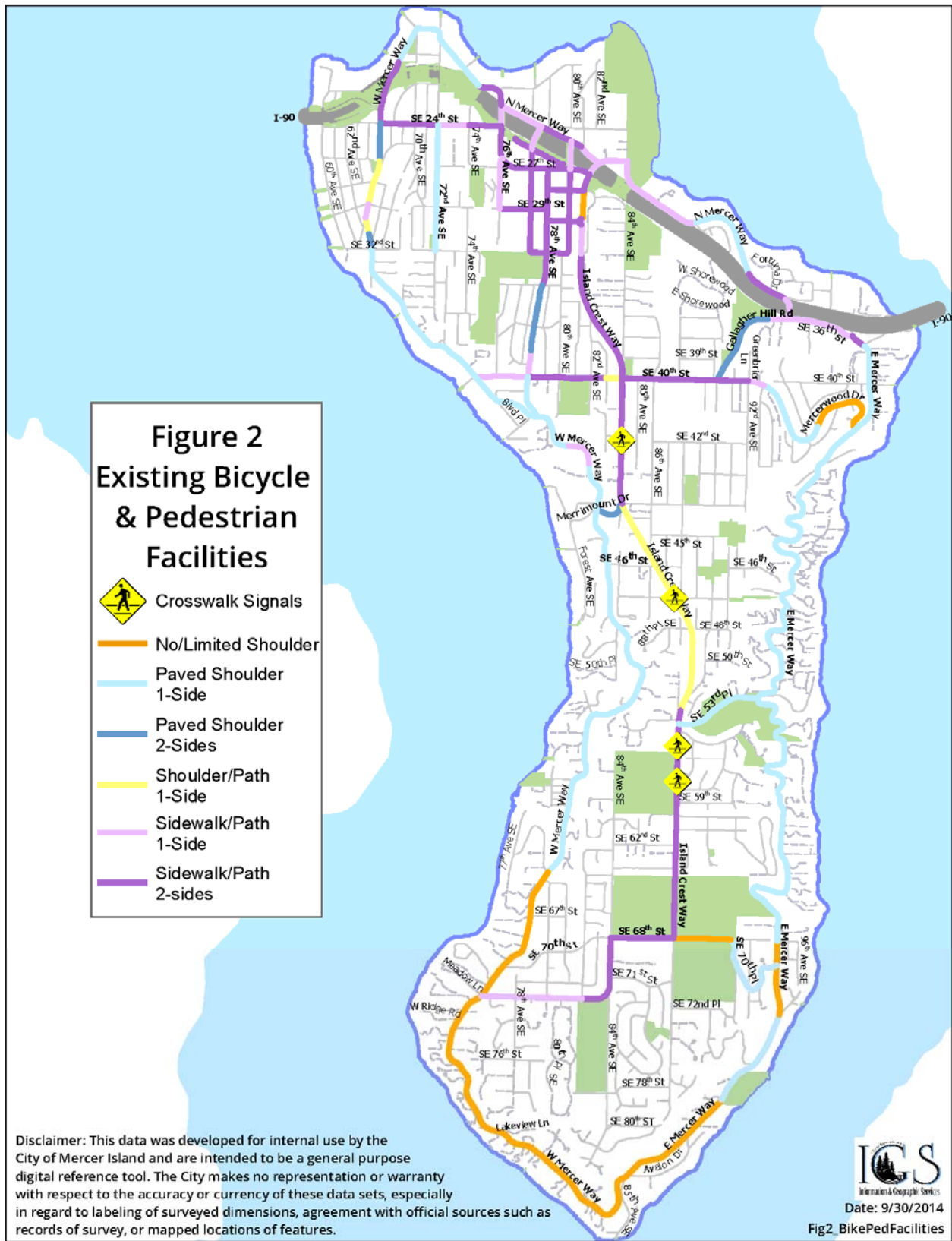
provide the best mobility in the roadway network. These roads generally have higher speed limits, higher traffic volumes, and limit access to adjacent land uses.

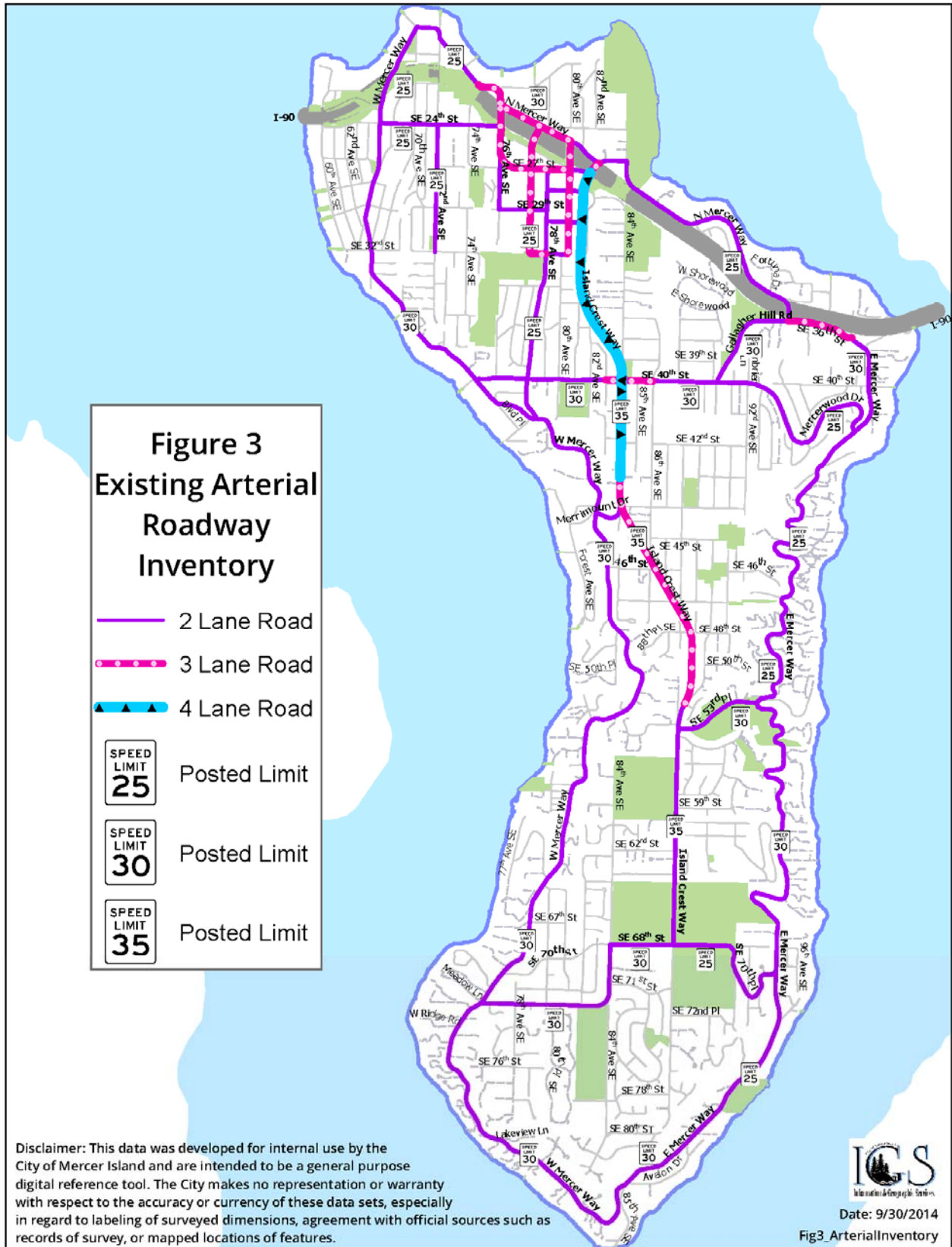
- *Secondary Arterials* connect with and augment principal arterials and generally have a higher degree of access to adjacent land, lower traffic volumes and lower travel speeds.
- *Collector Arterials* provide for movement within neighborhoods, connecting to secondary and principal arterials; and typically have low traffic volumes and carry little through traffic.
- *Local Streets* provide for direct access to abutting properties and carry low volumes of traffic at low travel speeds. Local streets are usually not intended for through traffic.

Individual streets are assigned classifications based on several criteria, including the type of travel to be served, the role of the street in the overall street network and transportation system, physical characteristics, traffic characteristics, and adjacent land uses. Based on City Staff recommendations, the City Council periodically reviews and updates the street classification system, its criteria and specific street classification designations.

Figure 1 shows the street functional classifications. **Figure 2** shows 2014 roadway features describing the shoulder types and sidewalk locations. **Figure 3** shows the number of travel lanes, posted speed limits.







Level of Service Standard

Level of Service (LOS) is a measurement of the quality of traffic flow and congestion at intersections and roadways. LOS is defined by the amount of delay experienced by vehicles traveling through an intersection or on a roadway. LOS is based on an A-F scale with LOS A representing little or no delay to LOS F representing extreme delay.

Under the Growth Management Act, each local jurisdiction is required to establish a minimum threshold of performance for its arterial roadways. Cities use this standard to identify specific actions to maintain the adopted LOS standard. The City of Mercer Island has established its Level of Service standard at intersections of two arterial streets as LOS C within and adjacent to the Town Center and LOS D elsewhere. This standard applies to the operation during either the AM or PM peak periods. The intersection of SE 53rd Place/Island Crest Way, which does not have sufficient volume to warrant a signal, will be exempt from the LOS D standard until traffic volumes increase and signal warrants are met.

To be consistent with the WSDOT standard for Interstate 90 and its ramp intersections, the city will accept a LOS D at those intersections. I-90 is designated as a 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

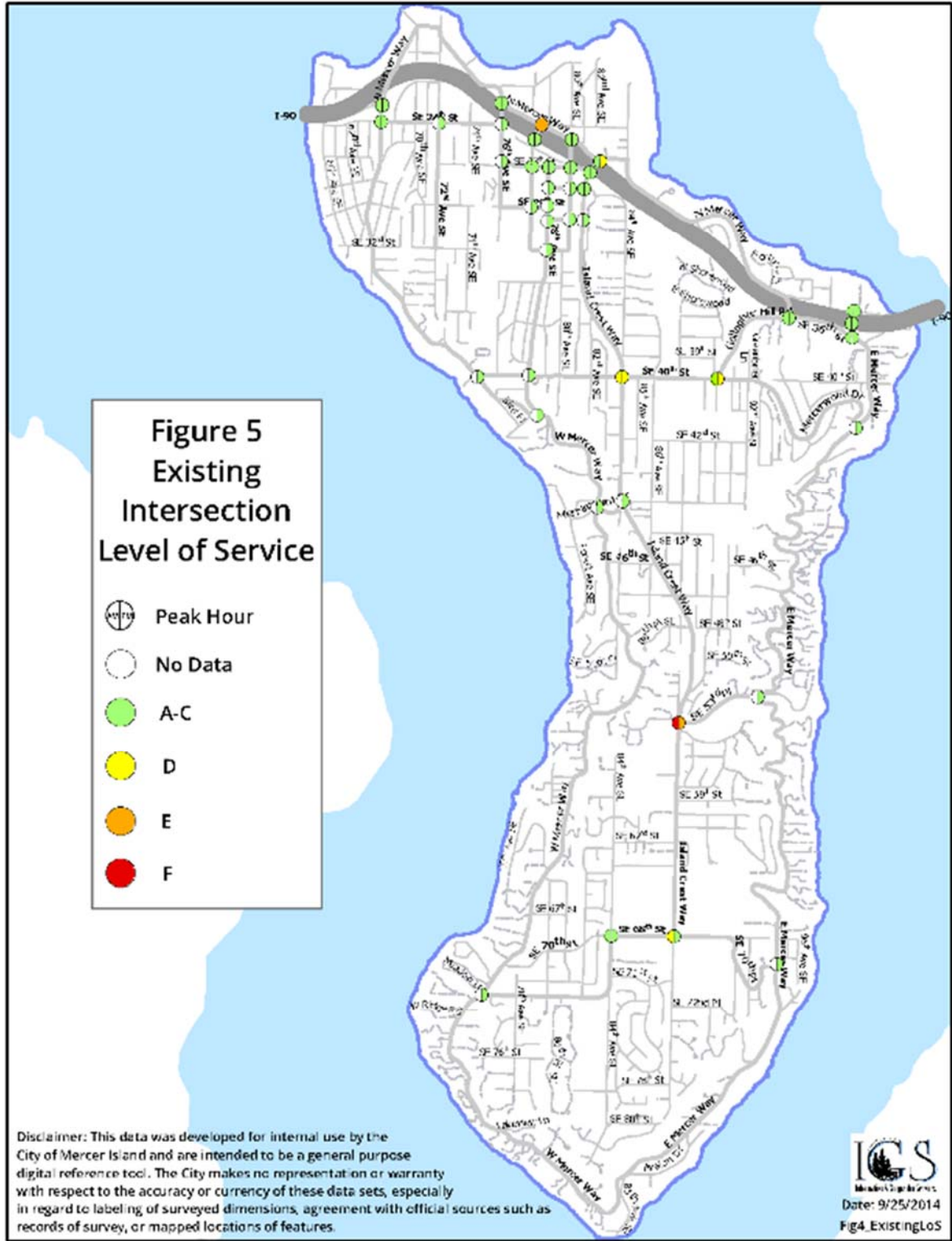
Selected counts for the AM peak hour were also collected to provide an understanding of the transportation system during the morning commute, which typically peaks between 7:30 AM and 8:30 AM.

Table 1 shows the AM and PM peak hour operations for each of the study intersections. Outside of the Town Center, the analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for 2014 conditions, except the intersection of SE 53rd Place/Island Crest Way operates at LOS F during the morning peak hour and at LOS E during the afternoon peak hour.

Within the Town Center, where the LOS C standard applies, the intersection of N Mercer Way/77th Avenue SE operates at LOS E during the morning and afternoon peak hours. **Figure 5** shows the 2014 LOS at key intersections during the morning and afternoon peak hours.

Table 1. 2014 Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
Town Center Intersections (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	E	E
N Mercer Way/Park & Ride/80th Ave SE	B	C
SE 27th St/76th Ave SE	--	B
SE 27th St/77th Ave SE	B	B
SE 27th St/78th Ave SE	A	A
SE 27th St/80th Ave SE	B	B
SE 28th St/78th Ave SE	--	B
SE 28th St/80th Ave SE	--	C
SE 28th St/Island Crest Way	B	C
SE 29th St/77th Ave SE	--	B
SE 29th St/78th Ave SE	--	C
SE 30th St/78th Ave SE	--	C
SE 30th St/80th Ave SE	--	B
SE 30th St/Island Crest Way	--	A
SE 32nd St/78th Ave SE	--	B
WSDOT Intersections (LOS D Standard)		
I-90 EB off-ramp/W Mercer Way	B	A
I-90 WB on-ramp/N Mercer Way/76th Ave SE	B	C
I-90 WB off-ramp/N Mercer Way/Island Crest Way	C	D
I-90 EB off-ramp/77th Ave SE	B	B
I-90 EB on-ramp/SE 27th St/Island Crest Way	C	C
I-90 EB on-ramp/SE 36th St/E Mercer Way	A	B
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	A
I-90 WB ramps/100th Ave SE	B	C
Outside of Town Center Intersections (LOS D) Standard		
SE 24th St/W Mercer Way	B	B
SE 24th St/72nd Ave SE	--	B
SE 36th St/N Mercer Way	C	C
SE 40th St/W Mercer Way	--	A
SE 40th St/78th Ave SE	--	B
SE 40th St/Island Crest Way	D	D
SE 40th St/SE Gallagher Hill Rd	C	D
Mercerwood Dr/E Mercer Way	--	B
W Mercer Way/78th Ave SE	--	B
Merrimount Dr/W Mercer Way	--	B
Merrimount Dr/Island Crest Way	--	C
SE 53rd Place/Island Crest Way	F	E
SE 53rd Place/E Mercer Way	--	A
SE 72nd St/W Mercer Way	--	A
SE 68th St/84th Ave SE	C	B
SE 68th St/Island Crest Way	D	C
SE 68th St/E Mercer Way	--	A



Parking

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

In 2001, the City implemented a permit parking program for on-street parking in the Town Center in response to overflow conditions at the Mercer Island Park and Ride lot. This program preserves selected public on-street parking spaces for Mercer Island resident use, between the hours of 7:00 AM and 9:00 AM, Monday through Friday. All Mercer Island residents are eligible for a Town Center District permit which will allow them to park on Town Center streets during the specified hours.

An additional permit parking program was developed for residential streets north of the park and ride lot on North Mercer Way. This program only allows residents of the area to park on City streets between 7:00 AM and 4:00 PM, weekdays.

Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are a valuable asset for the residents of Mercer Island. These facilities are used for basic transportation, recreation, going to and from schools, and the facilities contribute to our community's quality of life. In 1996, the City developed a *Pedestrian and Bicycle Facilities Plan* to provide a network of bicycle and pedestrian facilities. The plan focused on encouraging non-motorized

travel and improving the safety of routes near the Island's elementary schools. Of the 47 projects identified in the plan, 38 of the projects were either fully or partially completed during the first 12 years of the plan.

A 2010 update to the plan included vision and guiding principles, goals and policies, an existing and future network, a list of completed projects, revised facility design standards, and a prioritized list of projects. The plan emphasizes further development of safe routes to schools, completion of missing connections, and application of design guidelines.

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

The bicycle network is made up of designated bicycle facilities including bicycle lanes and sharrows, and shared non-motorized facilities including shared use pathways, off-road trails, and paved shoulder areas. **Figure 2** shows the pedestrian and bicycle facilities on the Island as identified by the Pedestrian and Bicycle Facilities Plan.

Public Transportation

The King County Department of Metropolitan Services (Metro) and the

regional transit agency Sound Transit provide public transportation services for Mercer Island and throughout King County. There are four major types of service offered on the Island: local fixed route service, regional express service, 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. 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 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.

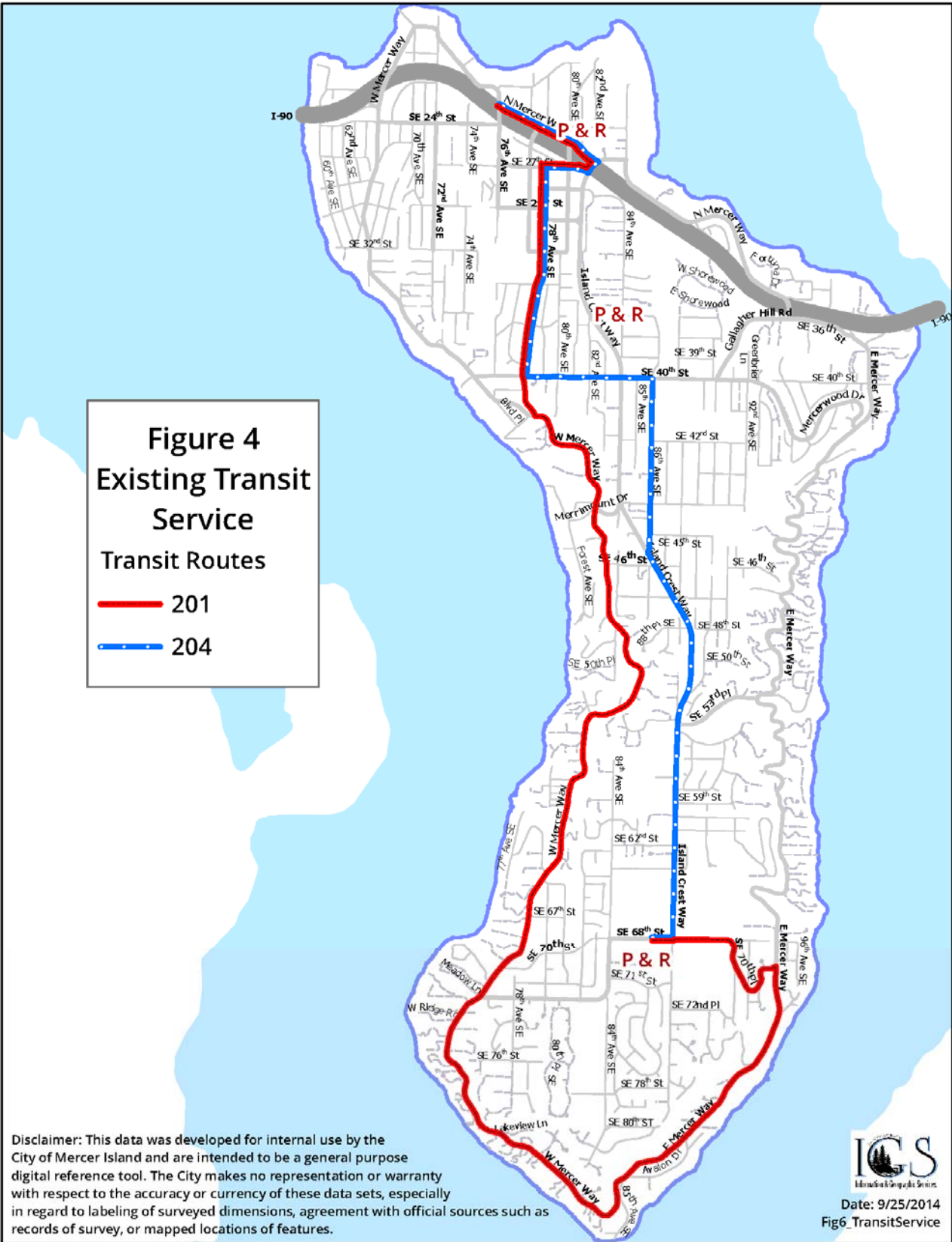
Custom bus service includes specially designed routes to serve specific travel markets, such as major employers, private schools, or other special destinations. These services are typically provided during peak commute hours, and operate on fixed routes with limited stops. Custom bus service is currently provided between the Mercer Island Park and Ride and Lakeside School and University Prep in Seattle.

Access Service provides door-to-door transportation to elderly and special needs populations who have limited ability to use public transit. Access covers trips within the King County Metro transit service area.

Figure 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

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.

Fourth Quarter 2013 Park and Ride Utilization Report prepared by King County, the Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island.

To supplement park and ride capacity on the Island, Metro has leased three private parking lots for use as park and ride lots, located at the Mercer Island Presbyterian Church, Mercer Island United Methodist Church, and at the Mercer Village Center. These lots are described in **Table 2**. Together, they provide an additional 69 parking spaces for use by Island residents.

School Transportation

The Mercer Island School District (MISD) provides bus transportation for public Kindergarten through 12th grade students on Mercer Island. The MISD operates approximately 40 scheduled bus routes during the morning and afternoon. In addition, the District provides free Orca cards to high school students who live more than one mile from Mercer Island High School and 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.

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
Mercer Island Park and Ride	7800 N Mercer Way	447	447	100%
Mercer Island Presbyterian Church	84th Ave SE & SE 37th St.	30	15	50%
United Methodist Church	70th Ave SE & SE 24th St.	18	13	72%
Mercer Village Center	84th Ave SE & SE 68th St.	21	5	24%

Source: Metro Transit P&R Utilization Report Fourth Quarter 2013.

Air Transportation

Mercer Island does not have any air transportation facilities or services. Scheduled and chartered passenger and freight air services are provided at Seattle-Tacoma International Airport in SeaTac, and at the King County International Airport in south Seattle.

Water Transportation

Mercer Island does not have any public water transportation services. The City's public boat launch is on the east side of the Island, off of East Mercer Way, under the East Channel Bridge.

IV. TRANSPORTATION SYSTEM – FUTURE NEEDS

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

Future Travel Demand

The future traffic volumes were forecast for the year 2035 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.

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 seven intersections would operate below the LOS standards by 2035 if improvements are not made to the intersections. In the vicinity of the Town Center, the three intersections of N Mercer Way/77th Avenue SE, SE 27th Street/80th Avenue SE, and SE 28th Street/80th Avenue SE, would operate at LOS D or worse during the either AM or PM peak hours, without improvements. Outside of the Town Center the intersection of SE 40th Street/SE Gallagher Hill Road, SE 53rd Place/Island Crest Way and SE 68th Street/Island Crest Way would operate below the LOS D standard during either the AM or PM peak hours, without improvements; The WSDOT intersection at the I-90 eastbound on-ramp/SE 27th St/Island Crest Way intersection would operate at LOS E during 2035 PM peak hour. The City will work with the WSDOT to explore improvements at this intersection.

Figure 7 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 TIP, a future needs analysis developed a list of recommended improvements. The future needs analysis identified select projects from the City's Pedestrian and Bicycle Plan to improve non-motorized safety and connectivity. Additional roadway and intersection improvement projects were identified based on the operational and safety needs through 2035. **Figure 6** shows the recommended transportation projects for the next 20 years. **Table 3** provides a map identification, describes the location and details for each of the projects, and estimates a project cost. The table is divided into two main categories of project types:

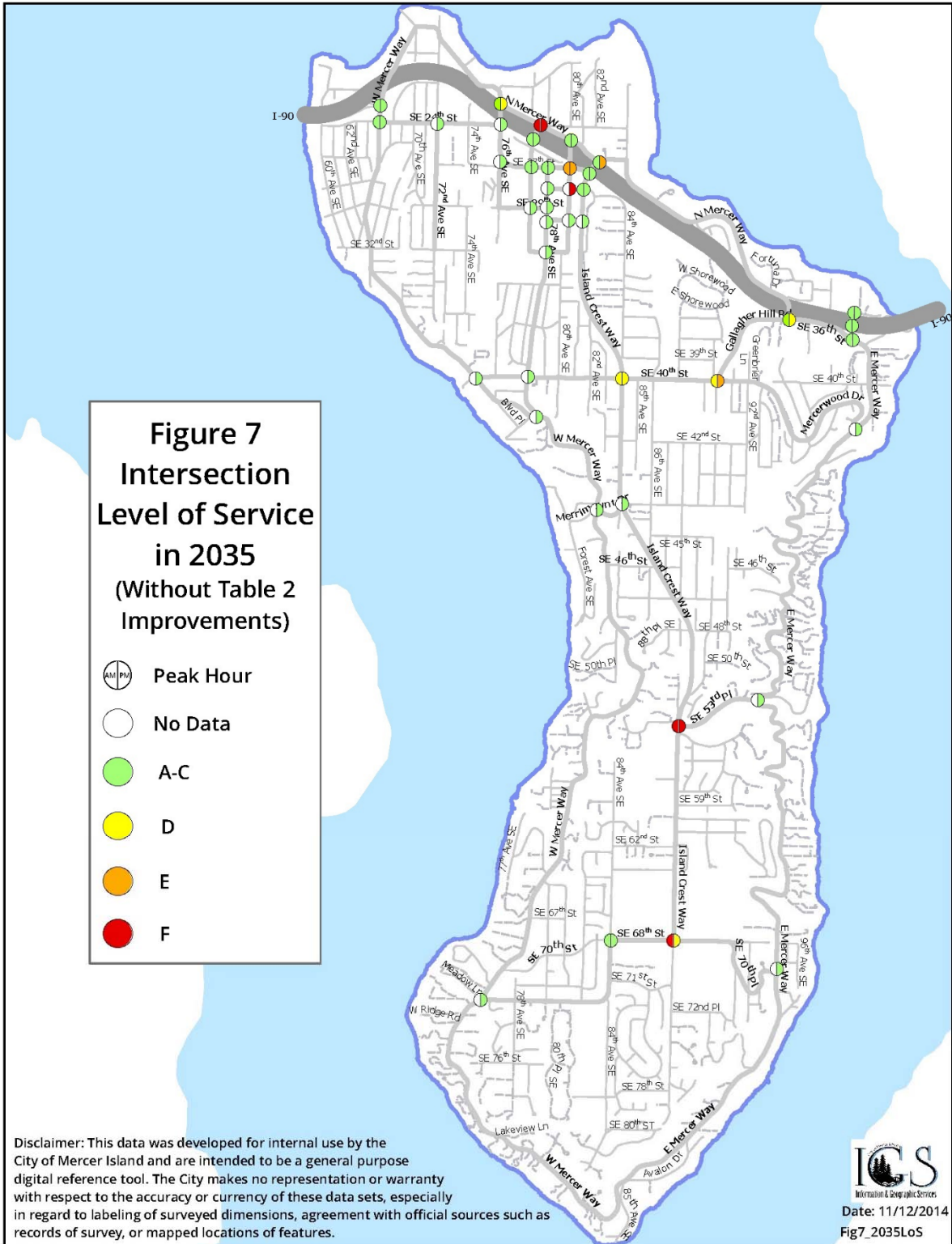
Non-Motorized Projects – The listed projects include new crosswalk improvements and pedestrian and bicycle facilities. These projects are identified projects from the City's Pedestrian and Bicycle Plan that connects residential areas to schools, parks, regional transit and other destinations.

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

The recommended improvements identify 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.

Traffic Operations – with Recommended Improvements

With the recommended improvements, the intersection operations will meet the City's LOS standard for intersection operation and the transportation system will provide a better network for pedestrian and bicycle travel, allowing greater mobility for Island residents. In addition, improvements to regional transportation facilities will accommodate growth in housing and employment, which will to be focused in the Town Center, where residents can be easily served by high capacity transit. **Table 4** 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 include 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.



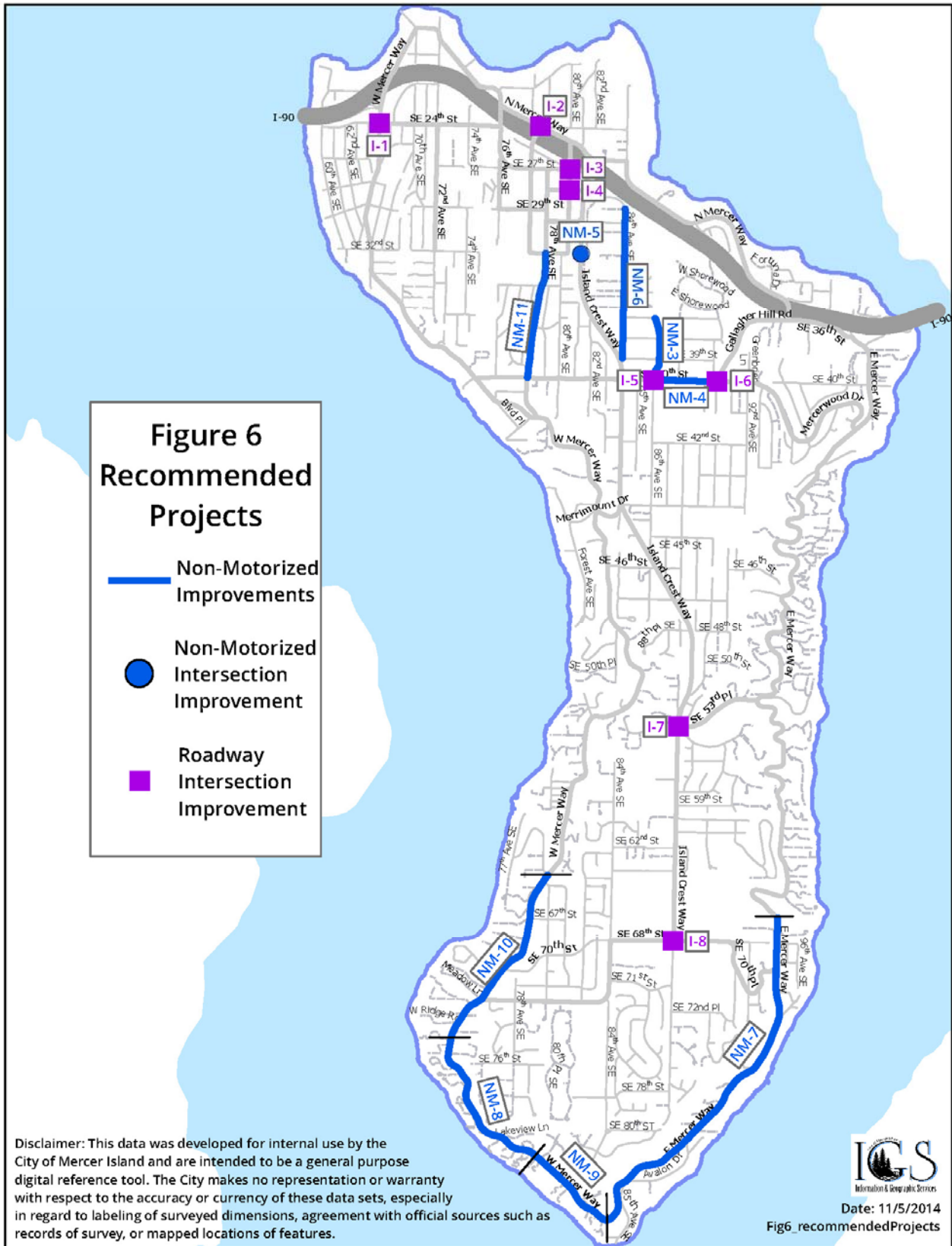


Table 3. Recommended Project List 2015-2035

MAP ID	LOCATION	DESCRIPTION	JUSTIFICATION	COST (\$)
Non-Motorized Projects (NM)				
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.	422,400
NM-10	West Mercer Way Roadside Shoulders (6500 to 7400 block)	Add a paved shoulder (east side) for non-motorized users.	PBFP	676,800
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
Intersection Projects (I) / Road Projects (R)				
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.	Fails to meet LOS Standard	854,900
I-5	SE 40th Street/86th Avenue SE	Add westbound and eastbound left turn pockets and dedicated left turn signal phase.	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
Total 2015-2035 Projects				51,620,200

*Cost estimate reflects higher cost option of alternative actions.

Table 4. 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
Town Center Intersections (LOS C Standard)				
SE 24th St/76th Ave SE	--	--	C	C
N Mercer Way/77th Ave SE	F	A	F	A
N Mercer Way/Park & Ride/80th Ave SE	C	C	C	C
SE 27th St/76th Ave SE	--	--	B	B
SE 27th St/77th Ave SE	C	C	C	C
SE 27th St/78th Ave SE	B	B	C	C
SE 27th St/80th Ave SE	E	B	E	C
SE 28th St/78th Ave SE	--	--	C	C
SE 28th St/80th Ave SE	--	--	F	C
SE 28th St/Island Crest Way	B	B	C	C
SE 29th St/77th Ave SE	--	--	B	B
SE 29th St/78th Ave SE	--	--	C	C
SE 30th St/78th Ave SE	--	--	C	C
SE 30th St/80th Ave SE	--	--	B	B
SE 30th St/Island Crest Way	--	--	A	A
SE 32nd St/78th Ave SE	--	--	C	C
WSDOT Intersections (LOS D Standard)				
I-90 EB off-ramp/W Mercer Way	B	B	B	B
I-90 WB on-ramp/N Mercer Way/76th Ave SE	C	C	D	D
I-90 WB off-ramp/N Mercer Way/Island Crest Way	C	C	E	E
I-90 EB off-ramp/77th Ave SE	B	B	B	B
I-90 EB on-ramp/SE 27th St/Island Crest Way	C	C	C	C
I-90 EB on-ramp/SE 36th St/E Mercer Way	B	B	B	B
I-90 EB off-ramp/100th Ave SE/E Mercer Way	B	B	A	A
I-90 WB ramps/100th Ave SE	B	B	C	C
Outside of Town Center Intersections (LOS D) Standard				
SE 24th St/W Mercer Way	B	B	C	C
SE 24th St/72nd Ave SE	--	--	B	B
SE 36th St/N Mercer Way	C	C	D	D
SE 40th St/W Mercer Way	--	--	A	A
SE 40th St/78th Ave SE	--	--	B	B
SE 40th St/Island Crest Way	D	D	D	D
SE 40th St/SE Gallagher Hill Rd	D	C	E	D
Mercerwood Dr/E Mercer Way	--	--	B	B
W Mercer Way/78th Ave SE	--	--	B	B
Merrimount Dr/W Mercer Way	--	--	B	B
Merrimount Dr/Island Crest Way	--	--	C	C
SE 53rd Place/Island Crest Way	F	B	F	A
SE 53rd Place/E Mercer Way	--	--	A	A
SE 72nd St/W Mercer Way	--	--	A	A
SE 68th St/84th Ave SE	C	C	B	B
SE 68th St/Island Crest Way	F	C	D	A
SE 68th St/E Mercer Way	--	--	B	B

V. FINANCIAL ANALYSIS

Since incorporation in 1960, the City has consistently made (or required through private development) transportation investments that have preceded and accommodated population 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.

In 2014, the City established a Transportation Benefit District that added a \$20 per vehicle fee to provide an estimated \$350,000 annually to support transportation needs. Combined the City anticipates approximately \$2.3 to \$2.6 in annual revenues. In 2016, the City adopted

transportation impact fees to provide another funding source.

Combined with supplemental federal and state grant funding, Mercer Island has sufficient resources to maintain and improve its transportation system over the next twenty years 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 and improve the transportation system to meet the forecasted housing and employment growth targets.

VI. IMPLEMENTATION STRATEGIES

The following actions by the City of Mercer Island and other jurisdictions will be necessary to effectively implement the 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 Transportation System Management techniques to control traffic impacts.

Planning - Standards, Policies, Programs

- Periodically update the City's inventory of transportation conditions, functioning level of service and projected levels of service.
- Complete the plan for non-motorized transportation improvements consistent with the City's Comprehensive Plan, including a review of the Pedestrian and Bicycle Facilities Plan and its design standards.

- Develop a neighborhood parking program to address parking overflow impacts from schools, businesses, parks and multi-family housing
- Revise design standards as necessary to comply with ADA requirements.
- Continue to involve the public in transportation planning and decisions.
- 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 should be accepted for public maintenance and improvement.
- Implement the City's adopted Commute Trip Reduction program.

Financial Strategies

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

Transit Planning

- Work with Metro to reinstate and improve fixed route transit services. Work with Metro to explore alternative methods of providing service to island residents, such as developing a demand responsive service throughout the Island.
- Work with Metro and Sound Transit to site, design and construct high capacity transit and parking facilities consistent with Land Use and Transportation Policies contained in the Comprehensive Plan that will be available for use by Mercer Island residents.

VII. CONSISTENCY WITH OTHER PLANS & REQUIREMENTS

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

Other Plans

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

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

King County and Multicounty Planning Policies — Mercer Island's proposed transportation policies are fully consistent with PSRC's multi-county and King County's countywide planning policies.

Vision 2040— Vision 2040 builds upon 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 and Transportation Elements supports this strategy by accommodating new growth in the Town Center which is near existing and proposed future

transportation improvements along the I-90 corridor.

Metropolitan Transportation Plan — The Puget Sound Regional Council (PSRC) has updated its long-term vision of the future transportation system through the Vision 2040 and Transportation 2040 plans. The Transportation Element is consistent with these plans.

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

Plan Requirements

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

Growth Management Act — The Growth Management Act, enacted by the Washington State Legislature in 1990 and amended in 1991, requires urbanized counties and cities in Washington to plan for orderly growth for 20 years into the future. Mercer Island's Transportation Element conforms to all of the components of a comprehensive transportation element as defined by GMA.

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

Air Quality Conformity — Amendments to the federal Clean Air Act made in 1990 require Washington and other states to develop a State Implementation Plan (SIP) which will reduce ozone and carbon monoxide air pollutants so that national standards may be attained. The Central Puget Sound area, including King County and Mercer Island, currently meets the federal standards for ozone and carbon monoxide. The area is designated as a carbon monoxide maintenance area, meaning the area has met federal standards, but is required to develop a maintenance plan to reduce mobile sources of pollution.



Comprehensive Plan
UTILITIES

**Planning
for Generations
2015 - 2035**

Mercer Island, WA
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UTILITIES ELEMENT

I. INTRODUCTION

The Growth Management Act requires this comprehensive plan to include the general location and capacity of all existing and proposed utilities on Mercer Island (RCW 36.70A.070). The following element provides that information for water, sewer, stormwater, solid waste, electricity, natural gas and telecommunications.

One main goal of the utilities element is to describe how the policies contained in other elements of this comprehensive plan and various other City plans will be implemented through utility policies and regulations.

The Land Use element of this plan allows limited development that will not have a significant impact on utilities over the next 20 years. For that reason, many of the policies in this element go beyond the basic GMA requirements and focus on issues related to reliability rather than capacity.

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.

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

II. WATER UTILITY

Mercer Island obtains its water from the Seattle Public Utilities (SPU). The City of Mercer Island purchases and distributes most of the water consumed on the Island under a new long-term contract with SPU that guarantees an adequate supply through the year 2062. In 1997, the City assumed the Mercer Crest Water Association that for many years had been an independent purveyor of SPU. It served a largely residential base with customers residing in the neighborhoods south of the Shorewood Apartments, and east and west of the Mercer Island High School campus areas of the Island. The Mercer Crest system was 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 wholesale customers (Cascade Water Alliance and 20 neighboring cities and water districts) of SPU.

The bulk of the Island's water supply originates in the Cedar River watershed and is delivered through the Cedar Eastside supply line to Mercer Island's 30-inch supply line. Mercer Island also is served periodically through the South Fork of the Tolt River supply system.

Water is distributed by the City through 115 miles of mains (4-, 6-, and 8-inch) and transmission lines (10- to 30-inch) constructed, operated and maintained by the City. The City's distribution system also includes two 4-million-gallon storage reservoirs, two pump stations, and 86 pressure-reducing valve stations.

Minimizing supply interruptions during disasters is a longstanding priority in both

planning efforts and the City's capital improvement program. The City completed an Emergency Supply Line project in 1998-99. In 2001 following the Nisqually Earthquake, SPU strengthened sections of the 16-inch pipeline.

The year before the earthquake, the City completed extensive seismic improvements to its two storage reservoirs. As a result, neither was damaged in the earthquake. The improvements were funded through a hazard mitigation grant from the Federal Emergency Management Agency.

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.

In 2013, the City's total number of water customers was 7,376.

Future Needs

Both the water supply available to the City and the City's distribution system are adequate to serve growth projected for Mercer Island. From 2007 to 2013, the

number of water customers increased by 31. New development, as anticipated by the Land-Use element of this plan, will increase the City's total number of water customers by approximately 500, 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.

The City does not plan to implement an aquifer protection program because there are no known aquifers in the vicinity of Mercer Island that are utilized by the City or any other water supplier.

Although aquifer protection is not a factor for future needs, species protection may be. On March 24, 1999 the National Marine Fisheries Service issued a final determination and listed the Puget Sound Chinook salmon as threatened or endangered under the Endangered Species Act (ESA). Like all communities in the Puget Sound region, Mercer Island will need to address a number of land use, capital improvement and development process issues that affect salmon habitat. However, Mercer Island may be better positioned to respond to the ESA listing than some due to the Island's small, unique environment with a lack of continuous rivers or streams,

minimal amounts of vacant land available for new development, progressive critical areas regulations and previous attention to stormwater detention.

Water Utility Policies

- 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 shall aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.

III. SEWER UTILITY

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. At the Renton plant, the sewage receives primary and secondary treatment.

The City's system includes a total of 17 pump stations, 2 flushing pump stations, and more than 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. See Figure 1 – Major Sewer Facilities Service Mercer Island.

As of 2014, a total of 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 149 since 2004 and is expected to increase according to housing unit projections outlined in the 2002 King County Buildable Lands Report.

A General Sewer Plan was developed in February 2003 as an update to the 1994 Sewer System Comprehensive Plan. This plan is scheduled for updating in late 2016. The 2003 General Sewer Plan identified a

variety of needs that were addressed during the next several years. These included replacing portions of the sewer lake line along the northwest shoreline, making collection system improvements, making pump station improvements, and replacing 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 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 AC main located in Reach 4, and evaluate options for replacement. After the condition is assessed, a determination will be made on the schedule for replacement.

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

The City must serve the sewer needs of its planned growth, much of which will be focused in the Town Center. While most of the Town Center's sewer system is adequate to meet future demand, some pipelines may exceed their capacity during extreme storms and will require monitoring to determine if larger diameter pipelines are warranted. The City will use substantive authority under the State Environmental Policy Act (SEPA) to require mitigation for proposed projects that generate flows that exceed sewer system capacity.

All future improvements to the sewer system will be addressed through a capital improvements plan developed in conjunction with the updated General Sewer Plan and/or CIP budget.

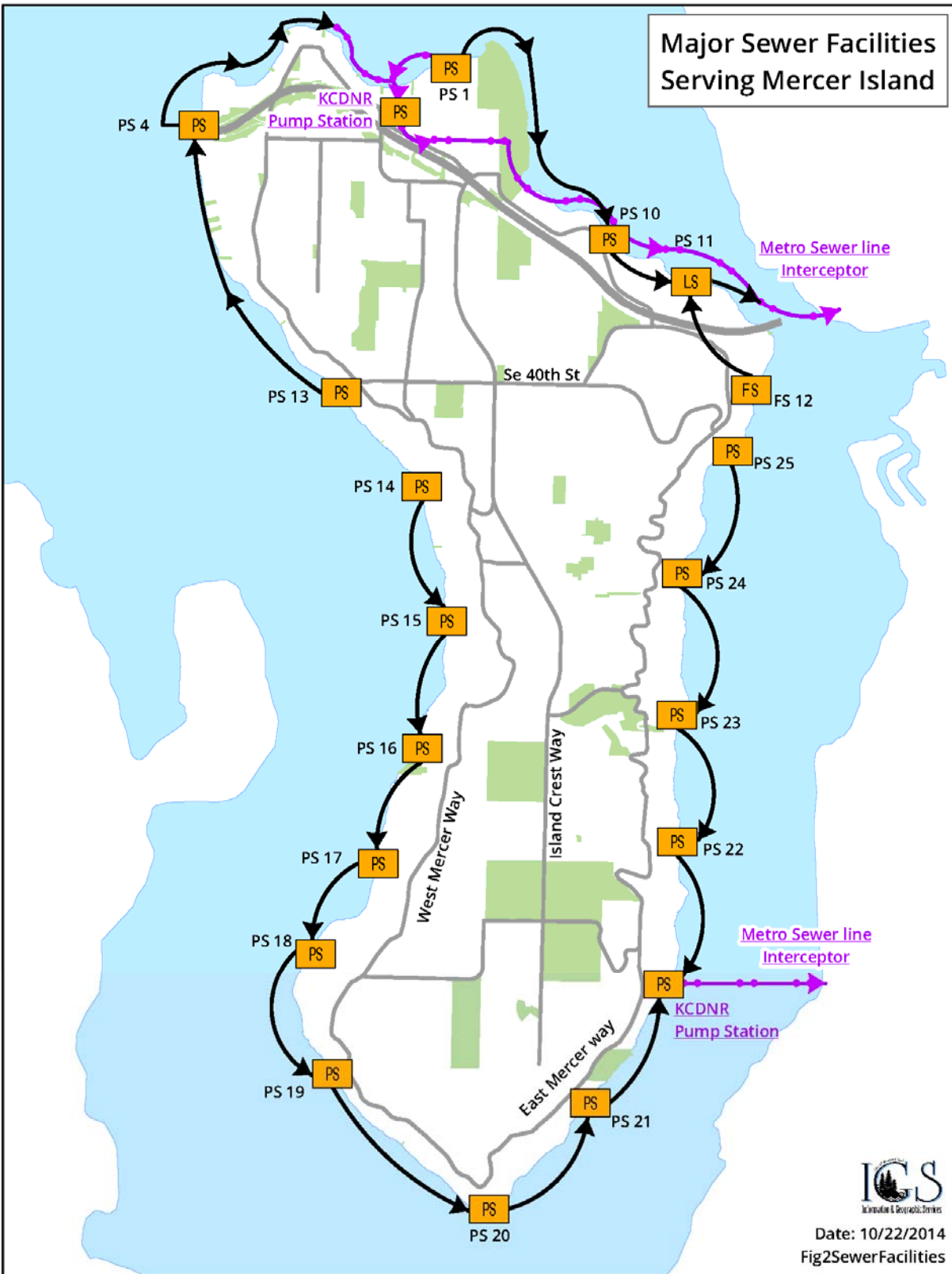
Sewer Utility Policies

- 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.
- 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.

Figure 1 – Major Sewer Facilities Service Mercer Island



IV. STORMWATER

Mercer Island's stormwater system serves a complex network of 88 drainage basins. The system relies heavily on "natural" conveyances. There are more than 15 miles of ravine watercourses that carry stormwater, and 26 miles of open drainage ditches. 40 percent of the ravine watercourses are privately owned, while roughly 70 percent of the drainage ditches are on public property. See Figure 2 – Stormwater Drainage Basins.

The artificial components of the system include 58 miles of public storm drains, 59 miles of private storm drains, and more than 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 managed stormwater on Mercer Island. The catalyst for this effort was new regional, state and federal requirements.

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

quality problems, and to evaluate the effectiveness of various education tools.

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

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

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

The City is in compliance with all applicable federal and state stormwater requirements, Western Washington Phase II Municipal (NPDES) Permit issued by the Washington State Dept. of Ecology. In 2005, the City developed a Comprehensive Basin Review that examined the City's storm and surface water programs, focusing on capital needs, capital priorities, and utility policies. The capital priorities are updated regularly in conjunction with the capital budget process. Mercer Island is urban/residential in nature

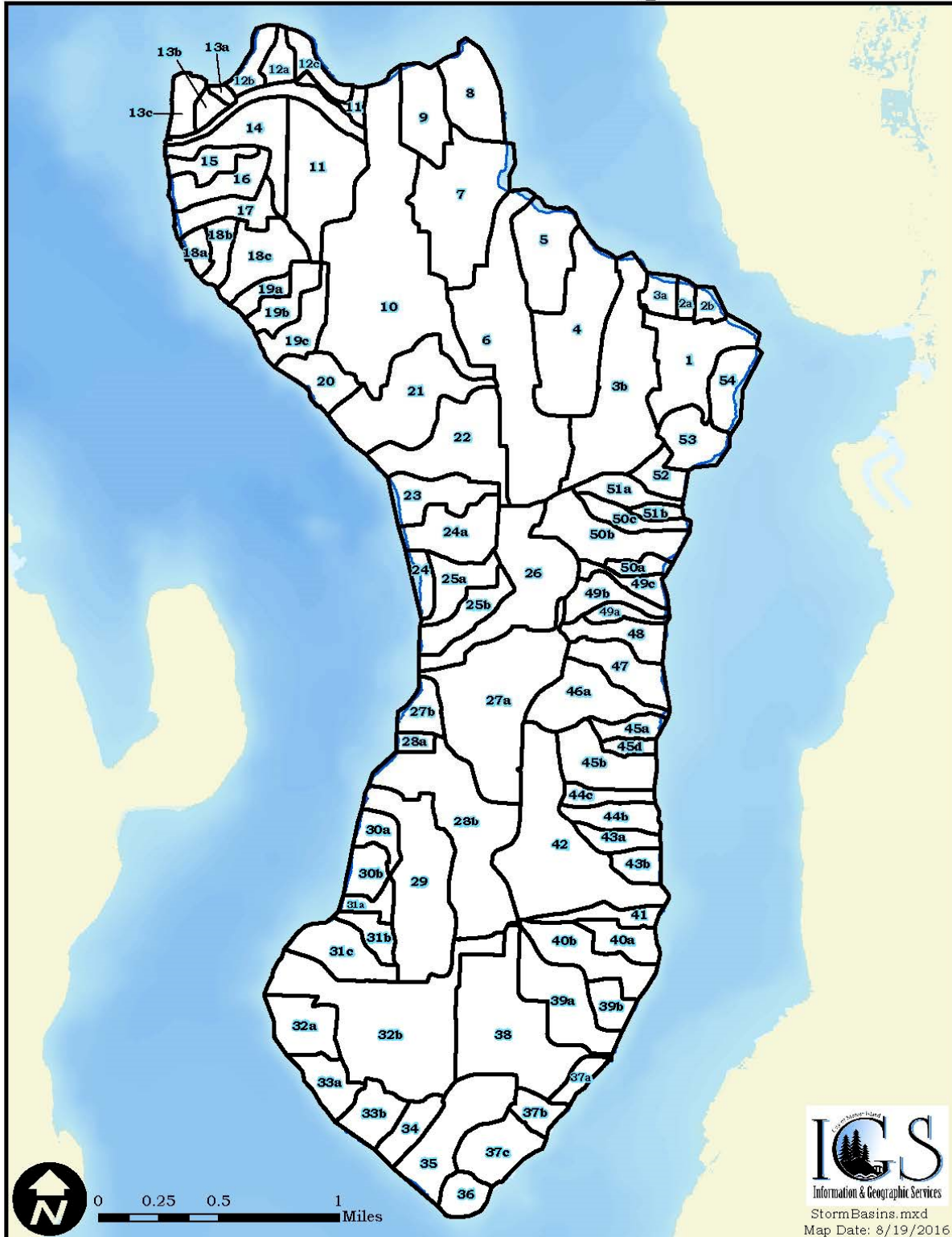
and all of the Island's stormwater eventually ends up in Lake Washington. The prevention of nonpoint pollution is a major priority.

Stormwater Policies

- 4.1 The City shall continue to implement programs and projects designed to meet the goals and requirements of the 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 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.

Figure 2 – Stormwater Drainage Basins

Mercer Island Storm Drainage Basins



V. SOLID WASTE

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 Republic Services. Republic Services collects residential and commercial garbage, and also collects residential recyclables and residential yard waste. Businesses that recycle select their own haulers. In 2014, Republic Services was serving a total of 6,748 residential and commercial customers on Mercer Island.

A new contract for collection of solid waste was approved by the City Council for 2009 to 2016. This contract replaces the former license agreement dating back to 1999. Rates are adjusted each year based on the Seattle-area Consumer Price Index (CPI). The cost of providing solid waste services on Mercer Island is covered entirely through the rates charged by haulers.

Republic Services transports garbage from Mercer Island to 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.

Future Needs

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 countywide targets for resident and employee disposal rates. As of 2014, King County was working on an update of the Comprehensive Solid Waste Management Plan. As a plan participant, Mercer Island met the original King County goal of 35 percent waste reduction and recycling in 1992. By late 1993, Mercer Island was diverting nearly 50 percent of its waste stream. Subsequent goals called for reducing the waste stream 50 percent in 1995 and 65 percent by the year 2000. Mercer Island has consistently diverted an average of 65% of its waste stream annually from 2000 to 2014.

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

The overall amount of waste generated on Mercer Island is not expected to increase significantly due to new development anticipated in the Land Use element of this plan. However, the amount of recyclables and yard waste being diverted from Mercer Island's waste stream should continue increasing over the next few years. Private facilities (Republic Services and Cedar Grove Composting) have the capacity to absorb this increase. Any additional garbage produced due to growth will be collected through a private hauler licensed by the City. To increase capacity, expansion of the existing Factoria Transfer Station began in late 2014 and is scheduled to open in late 2017. The City's existing solid waste program of offering two special collection

events per year is expected to remain adequate. These events, at which yard waste and hard-to-recycle materials are collected by private vendors, are designed to assist households in further reducing the waste stream.

The collection of household hazardous waste on Mercer Island is available once a year over a two-week period through the Household Hazardous Wastemobile, a program of the Seattle-King County Local Hazardous Waste Management Plan. Mercer Island households and businesses help fund the Plan through a surcharge on their garbage bills.

Solid Waste Policies

- 5.1 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 (PSE) under a franchise agreement with the City of Mercer Island. An agreement was approved in early 1994 that is valid until a new agreement is reached. PSE's rates are set by the Washington Utilities and Transportation Commission (WUTC).

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.

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

The demand for electricity on Mercer Island is not expected to increase significantly during the period covered by this plan. While the Island's total electricity consumption was 164,713,778 KWH in 1998, the Island's total electricity consumed was 174,352,420/KWH, or an average of 18,234/KWH per customer, in 2013.

PSE's planning analysis has identified five alternative solutions to address transmission capacity deficiency identified in the "Eastside Needs Assessment Report – Transmission System King County" dated October 2013. Each of these five solutions fully satisfies the needs identified in the Eastside Needs Assessment Report and satisfies the solution longevity and constructability requirements established

by PSE. These five solutions include two 230 kV transmission sources and three transformer sites, outside of Mercer Island. PSE states construction is anticipated to begin in 2017 and completed in 2018.

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

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

Electricity Policies

- 6.1 PSE, or the current provider, shall be 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.

VII. NATURAL GAS

Natural gas is provided to Mercer Island by Puget Sound Energy (PSE) under a franchise agreement with the City. The current 15 year agreement expires in the year 2028, with the City having the right to grant a five year extension. The delivery of natural gas is regulated by the Federal Energy Regulation Commission, the National Office of Pipeline Safety, and the Washington Utilities and Transportation Commission (WUTC). These agencies determine service standards, and safety and emergency provisions. The WUTC also sets rates.

Natural gas is delivered to Mercer Island via an interstate pipeline system that is owned and operated by Northwest Pipeline Corp. The pipeline connects to PSE’s regional distribution network. Natural gas consumed in the Pacific Northwest comes from a variety of sources in the United States and Canada.

Future Needs

While natural gas is not considered a utility that is essential to urban development, it is an important alternative energy source that helps reduce reliance on electricity.

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.

Natural Gas Policies

- 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

VIII. TELECOMMUNICATIONS

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.

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.

CenturyLink Communications provides local exchange telephone service for all of Mercer Island. In early 1999, (then) U S WEST was serving an increasing number of access lines (telephone numbers) in the Mercer Island exchange area. This growth is more fully discussed below in the “Future Needs” section. CenturyLink and its predecessor have served communities in Washington for more than 100 years. CenturyLink is regulated by the Washington Utilities and Transportation Commission and the Federal Communications Commission.

Mercer Island has seen its wireless communications service providers grow from two in 1995, to an excess of four in 2015. As of the 2014 there are 34 wireless communications facilities installed on the Island. These installations are regulated by the FCC.

Cellular communication involves transmitting and receiving radio signals on frequencies reserved for cellular use. Signals to and from cellular phones are routed along a series of low-powered transmitting antennas located at “cell sites.”

In 1999, AT&T was serving approximately 6,318 customers on Mercer Island through 65.9 distribution miles of overhead lines and 26.2 distribution miles of underground

lines. In 2004, Comcast served 6,700 cable customers and 3,530 high-speed internet customers. In 2014, Comcast served 8,900 customers.

The data services offered by Comcast originate at a primary transmitter site in Bellevue. Comcast's receiving apparatus on Mercer Island is contained in facilities located at 4320 – 88th Avenue SE.

The cable industry was deregulated by Congress in 1984, launching an almost 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

As a telecommunications utility, CenturyLink is required to provide services on demand. The industry has experienced a tremendous explosion in the demand for telecommunications services. CenturyLink customers, especially customers on Mercer Island, are routinely asking for multiple lines into their homes for computers, separate business lines and separate lines for children.

Comcast has sufficient capacity to provide cable communications services to any new development on Mercer Island. During its franchise, Viacom replaced the coaxial cable in its trunk-line system on Mercer Island with fiber-optic cable. This 1993 undertaking was a major step toward meeting customer demand for an expanded number of channels and improved reliability.

The FCC has mandated Enhanced-911 (E-911), which seeks to improve the effectiveness and reliability of wireless 911 service by requiring Automatic Location Identification (ALI). ALI will allow emergency dispatchers to know the precise location of cell phone users to within 50-100 meters.

Telecommunications Policies

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



Comprehensive Plan
**CAPITAL
FACILITIES**

**Planning
for Generations
2015 - 2035**

Mercer Island, WA
www.mercergov.org

CAPITAL FACILITIES ELEMENT

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CAPITAL FACILITIES ELEMENT

I. INTRODUCTION

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 infill where public facilities have long been established.

As a "mature community", Mercer Island has made substantial investments in public infrastructure over the last 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 2016, 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

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 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

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 2010 Pedestrian and Bicycle Facilities Plan.

Parks & Open Space

Mercer Island has 472 acres of City parks and open space lands. This acreage comprises about 12% of the Island. Eleven

City parks, open spaces and playfields are over 10 acres in size. Three parks exceed 70 acres (Luther Burbank, Pioneer Park, and Aubrey Davis Park). Island residents enjoy 20.8 acres of publicly-owned park and open space lands per 1,000 population. This compares with neighboring jurisdictions as follows: Bellevue – 21.8 acres/1000 pop.; Kent – 15.5 acres/1000 pop.; Redmond – 28.0 acres/1000 pop.; Kirkland - 19.1 acres/1000 pop. In addition to City park lands, approximately two-thirds of the Mercer Island School District grounds are available to Island residents. And, an additional 40 acres of private open space tracts are available for residents of many subdivisions on the Island. See Figure 1 for the locations and geographical distributions of the community's parks, open space lands, street end parks, school district lands, I-90 facilities and private/semi-public facilities.

Public Buildings

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

During 2001, construction of a new Main Fire Station and a 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. The Mercer Island Community and Events Center was completed in 2006. The construction of Fire Station 92 at the south end of the Island began in 2014 and was completed in 2015.

Table 1. Facility uses, locations and sizes

Facility	Use	Location	Approx. Size
City Hall	Police, Dispatch & General 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.
Community and Events Center	Comm. Mtgs., Recreation Programs Gymnasium and Fitness Senior adult and Youth Programs	North MI 8236 SE 24th St.	42,500 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 Center. 8473 SE 68th St.	7,940 s.f.
Youth and Family Services Thrift Shop	Sales-Fundraising: Recycled Household Goods	Central Business District 7710 SE 34th St.	5,254 s.f.
Luther Burbank Park Admin. Bldg.	Mercer Island Parks and Recreation Youth and Family Services Depts.	Luther Burbank Park 2040 – 84 th 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	14,600 s.f.

Public Schools

The Mercer Island School District owns and operates one high school, one middle school and three elementary schools. A fourth elementary school is scheduled to open in 2016. Altogether, the School District owns 108.6 acres of land, including those lands dedicated to parks, open space and recreational uses. The District served a 2014 school population of 4,316 students in approximately 461,000 total square feet of "educational" space.

In 1994, the voters approved a \$16.4 million bond issue to modernize the three Elementary Schools. All these schools underwent \$6 million remodels that were completed in September 1995. In 1996 voters approved a bond issue to modernize the High School. The total cost of the renovation, which included some new construction, was \$37.2 million. In February

2010, the community approved a six year capital levy for nearly \$4.9 million per year, targeting minor capital replacement costs and improvements at each school site. Included in the levy were funds for the addition of music and orchestra rooms at Mercer Island High School, portable classrooms for elementary and middle schools, hard play area resurfacing at the elementary schools, replacement of the turf field and repair of the track at Mercer Island High School, painting, re-roofing, pavement overlays, security improvements, and other improvements.

After months of public discussions, meetings and work by the Mercer Island community, school board and district, a bond proposal was approved by the board in September 2013 to address overcrowding in Mercer Island schools. It was then approved by more than 74 percent of Mercer Island voters in

February 2014. The targeted facilities projects include:

- building a fourth elementary school on the district-owned North Mercer campus;
- expanding Islander Middle School, including 14 new classrooms and lab spaces, commons and cafeteria, gymnasiums, music rooms and administrative space; and
- building 10 additional classrooms at Mercer Island High School, including four lab spaces and six general education classrooms.

Annually, the District develops projections primarily utilizing the historical enrollment trends tracked each October for the past five years. In addition to the cohort derived from that historical database, the District looks at much longer "real growth" trends as well as birth rates and female population patterns. Current enrollment projections show an anticipated increase of approximately 356 students over the next six years, in addition to an increase of approximately 250 students over the last six years.

Provision of an adequate supply of K-12 public school facilities is essential to enhance the educational opportunities for our children and to avoid overcrowding. A variety of factors can contribute to changes in K-12 enrollment, including changes in demographics, the resale of existing homes, and new development. The District is engaged in an ongoing long-range planning process to maintain updated enrollment projections, house anticipated student enrollment, and provide adequate school facilities. Future needs, including proposed improvements and capital expenditures are

determined by the District, which has prepared a separate Capital Facilities Plan.

Water System

The City's Water Utility consists of 115 miles of water mains and transmission lines which serve over 7,640 water meters. In addition, the system includes two 4 million gallon storage reservoirs, two pump stations, 86 pressure reducing valve stations and an emergency well completed in 2010. The City purchases water from Seattle Public Utilities and Tolt River watersheds.

Sewer System

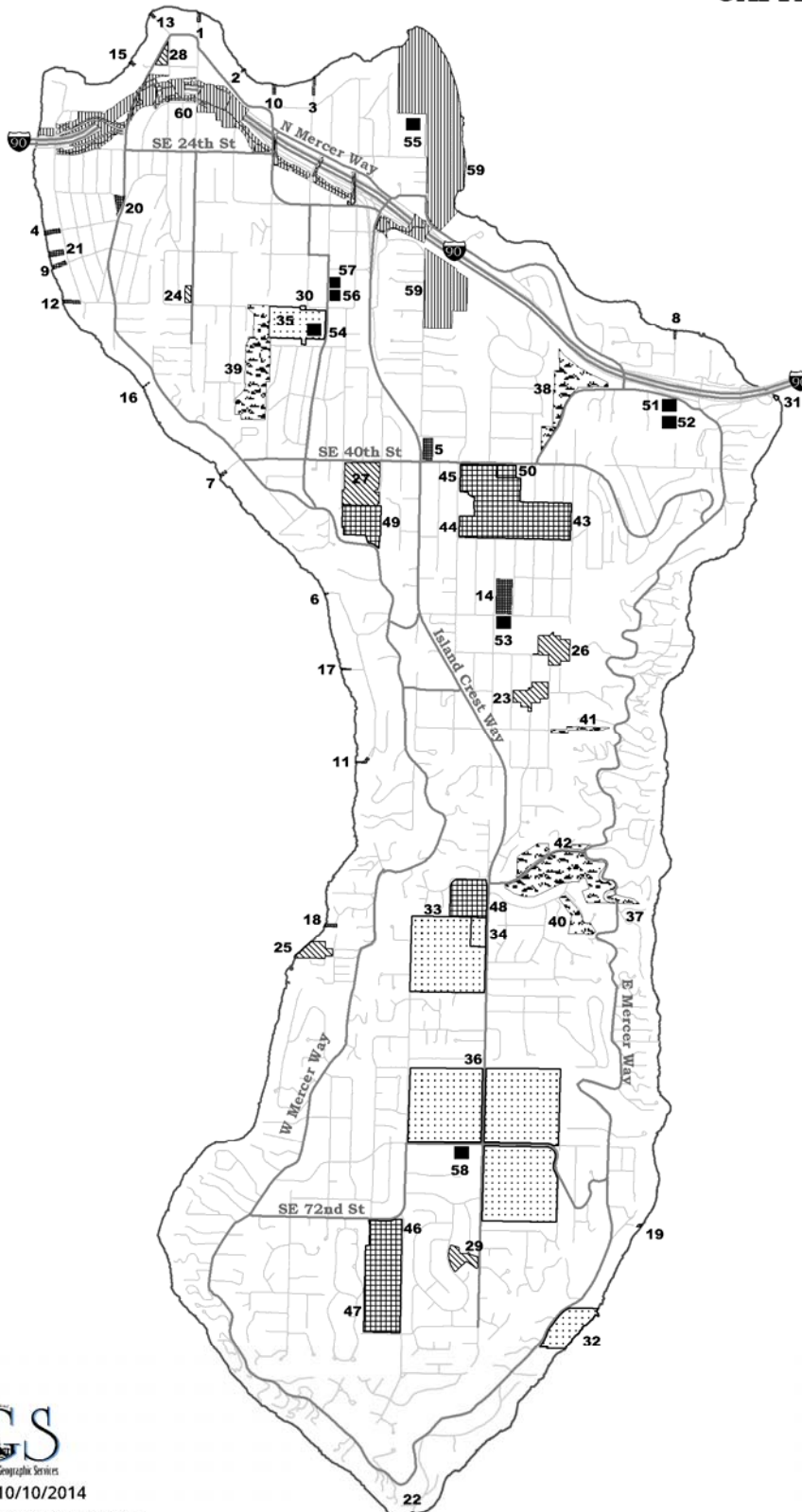
The Mercer Island sewer utility is made up 104 miles of collection lines which serve over 7,200 customers. The collection system is linked to 17 pump stations, 2 flushing stations, and more than 113 miles of gravity and pressure pipelines, ranging in diameter from 3 to 24 inches which ultimately flow into King County Department of Natural Resources (KCDNR) facilities for treatment and disposal at the South Treatment Plant in Renton.

Storm Water System

The Island's storm water system is made up of a complex network of interconnected public and private conveyances for surface water. The system serves 88 separate drainage basins. The major components of the system include more than 15 miles of natural watercourses, 60 percent of these are privately owned; 26 miles of open drainage ditches, 70 percent of which are on public property; 58 miles of public storm drains; 59 miles of private storm drains; more than 4,500 City owned catch basins; and over 3,300 non City owned catch basins.

Figure 1: Capital Facilities Map

**MERCER ISLAND
CAPITAL FACILITIES MAP
(2014)**



MINI PARKS

- 1 □ 72nd Ave SE
- 2 □ 74th Ave SE
- 3 □ 77th Ave SE
- 4 □ Calkins Landing
- 5 □ Clise Park
- 6 □ Forest Landing
- 7 □ Freeman Landing
- 8 □ Fruitland Landing
- 9 □ Garfield Landing
- 10 □ Lincoln Landing
- 11 □ Miller Landing
- 12 □ Proctor Landing
- 13 □ Roanoke Landing
- 14 □ Rotary Park
- 15 □ SE 20th St Landing
- 16 □ SE 36th St Landing
- 17 □ SE 45th St Landing
- 18 □ SE 58th St
- 19 □ SE 72nd St Landing
- 20 □ Secret Park
- 21 □ Slater Park
- 22 □ South Point Landing

NEIGHBORHOOD PARKS

- 23 □ Ellis Pond
- 24 □ First Hill Park
- 25 □ Groveland Beach Park
- 26 □ Hollerbach Park
- 27 □ Homestead Park
- 28 □ Roanoke Park
- 29 □ Wildwood Park

COMMUNITY PARKS

- 30 □ Bicentennial Park
- 31 □ Boat Launch
- 32 □ Clarke Beach Park
- 33 □ Deane's Childrens Park
- 34 □ Island Crest Park
- 35 □ Mercerdale Park
- 36 □ Pioneer Park

PUBLIC OPEN SPACE

- 37 □ Cayhill Open Space
- 38 □ Gallagher Hill
- 39 □ Mercerdale Hillside
- 40 □ Parkwood Open Space
- 41 □ SE 47th St Open Space
- 42 □ SE 53rd Pl Open Space

MI SCHOOL DISTRICT FACILITIES

- 43 □ Mercer Island High School
- 44 □ M.I.S.D Administration Building
- 45 □ North Mercer Campus
- 46 □ Island Middle School
- South Mercer Playfields
- 47 □ Lakeridge Middle School
- 48 □ Island Park Elementary
- 49 □ West Mercer Elementary
- 50 □ Mary Wayte Pool

PUBLIC FACILITIES

- 51 □ City Hall/Courthouse/Police
- 52 □ Maintenance Shop
- 53 □ Library (King County)
- 54 □ Youth & Family Services Thrift Shop
- 55 □ Mercer Island Community & Event Center
- 56 □ US Post Office
- 57 □ Main Fire Station
- 58 □ South Fire Station

REGIONAL PARK

- 59 □ Luther Burbank Park
- 60 □ Aubrey Davis Park



Date: 10/10/2014
Figure1-CapitalFacilities

III. LEVEL OF SERVICE & FORECAST OF FUTURE NEEDS

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, and public buildings -- and project future needed investments to reach those service targets. In this case, "Level of Service" refers to the quantitative measure for a given capital facility. See Table 2. In establishing 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
Capital Facility	Level of Service Standard	Capital Needs	New Capital Cost (To address deficiency)	Annual Reinvestment Cost
Streets-Arterials - Residential - CBD	LOS "D" None LOS "C"	4 locations identified None 4 locations identified	\$3,322,900 \$0 \$1,712,900	\$1,061,000 \$684,000 \$166,000
Parks & Open Space	Expenditure per capita	Dock Infrastructure, Safe Facilities, Open Space, Trails and Athletic Fields	\$8 million	\$1.3 million. Parks & Open Space CIP
Recreational Facilities	See Park & Open Space Plan	None	None	None
Existing and New Pedestrian and Bicycle Facilities	Pedestrian and Bicycle Facilities Plan	Shoulder improvements, 78 th Ave. pedestrian and bike improvements, safe routes to school	\$8 million	\$375,000
Open Space	Expenditure per capita	Standard to be set	To be assessed	None
Water System Supply Storage Distribution Fire Flow	6.7 mill. Gal/day 8.0 mill. Gal > 30 psi Multiple	None None None None	None \$121,500,000 None None	\$4.8 million
Storm & Surface Water System	Washington DOE Stormwater Manual	Multiple	\$425,000 from Utility Rates on average goes to one major basin improvement project annually	\$1.1 million
Sanitary Sewer System	0 - Sewer Overflows	Inflow & Infiltration Sewer Lakeline-portion of reaches	\$26 million	\$1 million
Schools	Established in the Mercer Island School District No. 400 Six Year Capital Facilities Plan as may be amended.	Maintenance of existing buildings, new elementary school, middle school and high school expansions	\$98.8 million bond	\$9 million. levy passed February 2010
Parking Facilities*	To be assessed*	To be assessed*	To be assessed*	To be assessed*

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

[Note: More detailed LOS standards for capacity, operational reliability, and capital facilities needs can be found in the following documents: Transportation Improvement Plan, Water System Plan, General Sewer Plan, Comprehensive Storm Basin Review, Park and Open Space Plan, Pedestrian and Bicycle Facilities Plan, Open Space Vegetation Plan, Parks and Recreation Plan 2014-2019, Luther Burbank Master Plan, Ballfield Use Analysis, and the Transportation Element of this Comprehensive Plan.

IV. CAPITAL FACILITIES FINANCING

The community should expect most funding for future capital improvements to come from local public sources. Substantial investments in transportation facilities-- including parking, sewage collection and conveyance, and stormwater facilities will be needed over the 20 year planning period. Funding for open space acquisition and parks improvements may also be needed to meet community expectations. Private development will finance some minor new capital improvements, such as stormwater facilities, sewage conveyance improvements, and transportation improvements where proposed development will exceed adopted levels of service. Impact fees on new development will also generate some revenue to offset the impact of such growth on Mercer Island's public schools, parks and open space, and transportation facilities.

Revenue Sources

The City's capital program is funded by a variety of revenue sources ranging from largely unrestricted, discretionary sources like General Funds and REET 1 to very restricted sources like fuel taxes and grants. Listed below is a description of the major capital funding sources used by the City.

General Fund Revenues - Revenues from property, sales and utility taxes as well as licenses and permit fees, other user fees, and state shared revenues. Funds can be used for any municipal purpose and are generally dedicated to the operation of the City's (non-utility) departments and technology and equipment upgrades.

Real Estate Excise Taxes (1 & 2) - Taxes imposed on the seller in real estate

transactions. Both REET 1 & 2 taxes are levied at 1/4 of 1% of the sale price of the property. Revenues must be used on the following types of projects:

- **REET 1** - only to projects identified in the City's Capital Facilities Element. Funds can be used for planning, acquisition, construction and repair of streets, roads, sidewalks, streets and road lighting, traffic signals, bridges, water systems storm and sanitary sewer systems, parks, recreational facilities, trails and public buildings.
- **REET 2** - planning, acquisition, construction and repair of streets, roads, sidewalks, streets and road lighting systems, traffic signals, bridges, water systems, storm and sanitary sewer systems, parks, and planning, construction, repair or improvement of parks.

Fuel Taxes - City's share of fuel taxes imposed and collected by the state. Revenues must be used for maintenance and construction of the City's arterial and residential streets.

Voted Debt - General Obligation bonds issued by the City and paid for by a voter-approved increase in property taxes.

User Fees - Utilities

Fee for the purchase of a City-provided service or commodity (e.g. water, storm and sanitary sewage collection/treatment). Fees usually based on quantity of service or commodity consumed. Revenues (rates) can be used for any operating or capital project related to the delivery of the utility service or commodity.

Impact Fees

The Growth Management Act (GMA) authorizes cities to impose certain types of impact fees on new development. These fees should pay for the development's proportionate share of the cost of providing the public facilities needed to serve the development. Impact fees can be collected for schools, streets, parks and open space, and fire protection.

The Capital Improvement Program

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

Capital Reinvestment Plan (CRP)

The CRP's purpose is to organize and schedule repair, replacement and refurbishment of public improvements for the City of Mercer Island. The CRP is a six-year program setting forth each of the proposed maintenance projects, the cost and funding source. 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.

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

Capital Facilities Plan (CFP)

The CFP is a six-year plan to outline proposed new capital projects. The CFP is also divided into four component parts: streets and pedestrian and bicycle facilities, parks and recreation facilities, general government (buildings, equipment and technology), and utilities - water, sewer and storm water 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.

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.

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	Beaufit	Fees	Contrib'	Grants	Levy	Debt	Other
Funded - No Changes																			
23 Recurring Park Projects	0	120	120	130	130	130	130	760	760	0	0	0	0	0	0	0	0	0	0
24 Luther Burbank Park Minor Improvements	0	110	110	110	110	110	110	660	0	0	0	0	0	0	0	0	660	0	0
Funded - Modified																			
25 Open Space - Vegetation Management	421	428	455	444	458	473	468	2,697	1,845	0	0	0	0	0	0	0	852	0	0
26 Aubrey Davis Park Improvements	0	0	0	291	165	100	40	596	446	0	0	0	0	0	0	0	0	0	150
27 Homestead Field - Minor Improvements	0	0	0	114	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0
28 MICEC Master Plan	0	25	0	79	0	0	0	104	79	0	0	0	25	0	0	0	0	0	0
29 Swim Beach Repairs and Renovations	0	935	55	16	110	0	110	1,220	1,220	0	0	0	0	0	0	0	0	0	0
Funded - New Project																			
30 Mercerside Park Improvements	0	0	0	0	134	104	0	238	238	0	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded/Modified																			
31 Small Parks, Street Ends and Other Improvements	0	0	0	40	150	325	189	704	229	0	0	0	300	0	100	75	0	0	0
32 Island Crest Park Improvements	0	0	0	400	64	0	0	1,264	214	0	0	0	0	0	560	500	0	0	0
33 South Mercer Playfields Park Improvements	0	100	0	112	570	0	0	782	139	0	0	0	0	0	0	73	0	0	570
34 Luther Burbank Major Improvements	0	35	85	424	52	152	38	786	434	0	0	0	0	0	0	200	0	0	152
35 Island Crest Park Ballfield Lights Replacement	0	500	0	0	0	0	0	500	455	0	0	0	0	0	0	0	45	0	0
Total Parks, Recreation and Open Space costs	421	2,253	826	2,160	1,943	1,384	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	Beaufit	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	652	0	0	0	0	0	652	0	652	0	0	0	0	0	0	0	0	0
Funded - Modified																			
40 Residential Street Overlays	490	738	477	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	0	538	539	1,378	520	2,975	0	2,975	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 33rd	0	25	0	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded/Modified																			
45 SE 40th St Corridor (East of ICW)	50	0	0	0	759	0	0	759	0	759	0	0	0	0	0	0	0	0	0
Total Streets, Pedestrian and Bicycle Facilities costs	673	1,761	1,962	2,177	1,959	2,388	1,229	11,516											

CIP Project Summary

Project Description	Project Costs										Source of Funds								
	2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beaufort	Fees	Contrib'	Grants	Levy	Debt	Other
General Government																			
Funded - No Changes																			
46 Computer Equipment Replacements	207	112	105	142	131	122	122	734	0	0	0	0	0	0	0	0	0	0	0
47 High Accuracy Orthophotos	0	30	0	0	30	0	0	60	0	0	0	60	0	0	0	0	0	0	0
48 Firefighting Equipment	29	36	35	32	40	30	36	209	0	0	0	209	0	0	0	0	0	0	0
49 Website Redesign	0	0	0	0	39	0	0	39	0	0	0	39	0	0	0	0	0	0	0
50 Financial System Upgrades	67	0	0	0	0	63	0	63	0	0	19	74	0	0	0	0	0	0	0
51 Server Software Updates	120	0	0	0	0	120	240	0	0	0	240	0	0	0	0	0	0	0	0
52 Mobile Asset Data Collection	0	0	84	0	0	94	0	168	0	168	0	0	0	0	0	0	0	0	0
53 City Information via Web Based GIS	0	0	0	55	0	0	55	110	0	0	0	110	0	0	0	0	0	0	0
54 Fuel Clean Up	79	80	60	82	82	0	324	0	0	0	0	0	0	0	0	0	0	0	324
55 Self Contained Breathing Apparatus Replacement	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	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	67	166	143	350	206	128	131	1,144	1,144	0	0	0	0	0	0	0	0	0	0
58 Maintenance Building Repairs	35	50	64	94	108	204	72	592	147	0	445	0	0	0	0	0	0	0	0
59 Thrift Shop Repairs	56	63	46	49	32	37	35	262	0	0	0	0	0	0	202	0	0	0	0
60 North Fire Station Repairs	58	56	46	60	77	112	142	463	0	0	0	0	0	0	0	0	0	0	0
61 South Fire Station Repairs	0	0	0	30	30	42	42	144	144	0	0	0	0	0	0	0	0	0	0
62 Luther Burbank Admin Building Repairs	103	95	79	145	31	169	78	627	627	0	0	0	0	0	0	0	0	0	0
63 Mil Community and Event Center Building Repairs	110	175	162	191	218	180	346	1,302	1,257	0	0	0	45	0	0	0	0	0	0
64 Fire Apparatus Replacements	0	338	0	0	745	0	0	1,083	0	0	0	0	0	0	0	0	0	0	1,083
65 Maintenance Management System	0	0	0	166	0	0	0	166	0	0	150	49	0	0	0	0	0	0	0
66 Fleet Replacements	414	684	539	1,136	681	262	673	4,255	0	0	0	0	0	0	4,255	0	0	0	0
Funded - New Project																			
67 Disaster Recovery	0	65	38	0	0	0	0	123	0	0	0	123	0	0	0	0	0	0	0
68 Public Infrastructure Data Projects	0	67	68	0	0	0	0	135	0	0	0	135	0	0	0	0	0	0	0
69 Recreation and Facility Booking System	0	0	186	0	0	0	0	186	0	0	0	186	0	0	0	0	0	0	0
70 Telemetry Communications Replacement	0	47	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0
71 Dedicated EOC Space	0	138	0	0	0	0	0	138	138	0	0	0	0	0	0	0	0	0	0
Unfunded or Partially Funded/Modified																			
72 MICEC Technology & Equipment Replacement	0	175	58	93	50	43	51	470	0	0	0	470	0	0	0	0	0	0	0
Total General Government costs	1,374	2,417	1,763	2,658	2,786	1,719	2,203	13,546											

CIP Project Summary

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
Sewer Utility																			
Funded - No Changes																			
73 General Sewer System Improvements	0	300	350	400	400	400	400	2,350	0	0	2,250	0	0	0	0	0	0	0	0
74 Sewer System Emergency Repairs	50	50	50	50	50	50	50	300	0	0	300	0	0	0	0	0	0	0	0
75 Sewer System Generator Replacement	0	0	180	0	170	0	0	330	0	0	330	0	0	0	0	0	0	0	0
76 Sewer System Pump Station Improvements	60	65	65	65	65	65	65	360	0	0	360	0	0	0	0	0	0	0	0
77 Street Related Sewer CIP Projects	50	30	30	30	30	30	30	180	0	0	180	0	0	0	0	0	0	0	0
Funded - Modified																			
78 East Mercer Way Sewer Replacement	0	0	0	500	0	0	0	500	0	0	500	0	0	0	0	0	0	0	0
79 General Sewer Plan - 20 year Capital Plan Update	50	75	0	0	0	0	0	75	0	0	75	0	0	0	0	0	0	0	0
Funded - New Project																			
80 Backyard Sewer System Improvements	0	25	175	25	175	25	175	600	0	0	600	0	0	0	0	0	0	0	0
81 Sewer System Special Catch Basins	0	150	150	0	0	0	0	300	0	0	300	0	0	0	0	0	0	0	0
82 Sewer Main Repair in Sub-Basin 27 Watercourse	0	315	0	0	0	0	0	315	0	0	315	0	0	0	0	0	0	0	0
83 Reach 4 Lake Line Replacement - Feasibility & Assess	0	0	0	0	0	0	0	150	150	0	0	0	0	0	0	0	0	0	0
Total Sewer Utility costs	210	1,010	980	1,070	890	570	870	5,350											
Storm Drainage Utility																			
Funded - No Changes																			
84 Neighborhood Spot Drainage Improvements	80	85	85	90	90	95	95	540	0	0	540	0	0	0	0	0	0	0	0
85 Watercourse Condition Assessments	25	15	25	15	25	15	25	120	0	0	120	0	0	0	0	0	0	0	0
Funded - Modified																			
86 Drainage System Replacements (2017-2020)	0	0	0	125	125	125	125	500	0	0	500	0	0	0	0	0	0	0	0
87 Watercourse Minor Repairs/Maintenance	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0	0
88 Watercourse Stabilization Projects (2017-2020)	0	0	0	289	427	416	329	1,461	0	0	1,461	0	0	0	0	0	0	0	0
89 Sub-Basins 51a, 1162, 1 Watercourse Stabilization Proje	0	0	183	0	0	0	0	183	0	0	183	0	0	0	0	0	0	0	0
90 Sub-Basin 405 Watercourse Stabilization Project	0	0	256	0	0	0	0	256	0	0	256	0	0	0	0	0	0	0	0
91 Sub-Basin 27a Ph. 1- Watercourse Stabilization	0	341	0	0	0	0	0	341	0	0	341	0	0	0	0	0	0	0	0
92 Drainage System Video Inspection Program	30	60	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	0	0
93 Drainage System Emergency Repairs	15	20	20	20	20	20	20	120	0	0	120	0	0	0	0	0	0	0	0
Funded - New Project																			
94 Sub-Basin 18c Drainage System Extension	0	175	0	0	0	0	0	175	0	0	175	0	0	0	0	0	0	0	0
95 Sub-Basin 6 Drainage System Extension	0	100	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0
96 Sub-Basin 14 Drainage System Extension	0	115	0	0	0	0	0	115	0	0	115	0	0	0	0	0	0	0	0
97 Sub-Basin 27a Culvert Replacement-4500 ICW	0	0	150	0	0	0	0	150	0	0	150	0	0	0	0	0	0	0	0
Total Storm Drainage Utility costs	165	931	739	569	707	691	614	4,241											

CIP Project Summary

Water Utility	Project Description	Project Costs							Source of Funds										
		2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beauf	Fees	Contrib	Grants	Levy	Debt
Funded - No Changes																			
	98 Water Model Update/ Fire Flow Analysis	25	0	25	0	25	0	25	75	0	0	75	0	0	0	0	0	0	0
	99 Water System Plan Update	60	0	0	0	0	0	60	60	0	0	60	0	0	0	0	0	0	0
	100 10th & 85th Ave. Water System Improvements	0	1,747	0	0	0	0	1,747	0	0	1,747	0	0	0	0	0	0	0	0
	101 SE 26th Street Water System Improvements	0	0	0	0	54	314	368	0	0	368	0	0	0	0	0	0	0	0
	102 85th, 86th, & 90th Ave SE Water System Improvement	168	971	0	0	0	0	971	0	0	971	0	0	0	0	0	0	0	0
	103 Street Related Water CIP Projects	200	150	200	200	200	200	1,150	0	0	1,150	0	0	0	0	0	0	0	0
	104 Water System Components Replacement	30	35	35	35	35	35	210	0	0	210	0	0	0	0	0	0	0	0
	105 3838 WNW Water System Improvements	0	0	65	377	0	0	442	0	0	442	0	0	0	0	0	0	0	0
Funded - Modified																			
	106 Hydrant Replacements	0	0	300	0	300	0	300	900	0	0	900	0	0	0	0	0	0	0
	107 Meter Replacement Program	45	100	100	100	100	100	600	0	0	600	0	0	0	0	0	0	0	0
	108 EMW 5400 to 8000 Block Watermain & PRV Stations	0	0	219	1,276	0	0	1,495	0	0	1,495	0	0	0	0	0	0	0	0
	109 Madrona Crest West Addition Water Sys Improvements	0	280	1,022	0	0	0	1,002	0	0	1,002	0	0	0	0	0	0	0	0
Funded - New Project																			
	110 62nd Ave & Forest Ave Water System Improvements	0	0	0	120	695	0	815	0	0	815	0	0	0	0	0	0	0	0
	111 SE 22nd St - SE 22nd Pl Water System Improvement	0	0	0	0	142	823	965	0	0	965	0	0	0	0	0	0	0	0
	112 9700 Block SE 41st St Water System Improvements	0	80	461	0	0	0	541	0	0	541	0	0	0	0	0	0	0	0
	113 76th Ave SE Water System Improvements	0	0	0	0	68	394	462	0	0	462	0	0	0	0	0	0	0	0
	114 Madrona Crest East Addition Water Sys Improvements	0	0	0	0	0	285	2,092	2,377	0	2,377	0	0	0	0	0	0	0	0
	115 Reservoir Generator Replacement	0	0	100	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0
	116 Water Advisory Action Plan Follow-up	0	550	578	0	0	0	1,128	0	0	1,128	0	0	0	0	0	0	0	0
Total Water Utility costs		526	3,913	3,705	2,108	1,619	2,151	2,812	16,398										
Total Capital Reinvestment Plan		3,369	12,265	10,005	10,732	9,504	8,923	8,833	61,432										

CIP Project Summary

Capital Facilities Plan

Project Description	Project Costs										Source of Funds								
	2014	2015	2016	2017	2018	2019	2020	Total	REET	Street	Utilities	General	Beaufit	Fees	Contrib'	Grants	Levy	Debt	Other
Parks, Recreation and Open Space																			
Funded - No Changes																			
117 Recreational Trail Connections	0	89	90	91	93	95	0	458	0	0	0	0	0	0	0	0	458	0	0
Funded - New Project																			
118 Luther Burbank Playground Mosaic	0	26	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	26
119 Wall Mural at 1400 West Mercer Way on ramp	0	25	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	25
Total Parks, Recreation and Open Space costs	0	140	90	91	93	95	0	569	0	0	0	0	0	0	0	0	458	0	0
Streets, Pedestrian and Bicycle Facilities																			
Funded - No Changes																			
120 Pedestrian and Bicycle Facilities Plan Implementation	45	0	0	45	45	45	45	180	0	180	0	0	0	0	0	0	0	0	0
121 Safe Routes to New Elementary School	0	454	0	0	0	0	0	454	0	454	0	0	0	0	0	0	0	0	0
Funded - Modified																			
122 East Mercer Way Roadside Shoulders, Phases 9-11	0	0	358	0	303	0	406	1,067	0	1,067	0	0	0	0	0	0	0	0	0
Funded - New Project																			
123 Safe Routes - Madonna Crest (8th Ave) Sidewalk	0	170	0	0	340	0	0	510	0	510	0	0	0	0	0	0	0	0	0
124 West Mercer Way Roadside Shoulders (7400-8000 blk)	0	0	417	0	0	0	0	417	0	417	0	0	0	0	0	0	0	0	0
125 84th Ave Path (SE 38th to Upper Luther Burbank Park)	0	70	0	0	0	0	0	70	0	70	0	0	0	0	0	0	0	0	0
Total Streets, Pedestrian and Bicycle Facilities costs	45	694	775	45	688	45	451	2,658	0	2,658	0	0	0	0	0	0	0	0	0
General Government																			
Funded - No Changes																			
128 Small Technology/Equipment Items	25	25	25	50	50	50	50	250	0	0	0	0	250	0	0	0	0	0	0
Funded - Modified																			
127 Car Port (Patrol Vehicles)	0	76	0	0	0	0	0	76	38	0	0	0	0	0	0	0	0	0	38
128 Sustainability Project Investment	0	25	0	0	0	0	0	25	0	0	0	0	25	0	0	0	0	0	0
Funded - Modified																			
129 Light Rail Station Planning	0	0	0	50	0	0	0	50	0	0	0	0	0	50	0	0	0	0	0
Total General Government costs	25	126	25	100	50	50	50	401	38	0	0	0	25	50	0	0	0	0	38

CIP Project Summary

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
Storm Drainage Utility																			
Funded - Modified																			
130 Basins 10 & 32h Dissolved Metals Source Identification	40	40	40	20	20	0	0	120	0	0	120	0	0	0	0	0	0	0	0
131 Water Quality Treatment Improvements	75	0	0	75	0	75	0	150	0	0	150	0	0	0	0	0	0	0	0
132 Street Related Drainage Improvements	75	95	95	100	100	105	105	600	0	0	600	0	0	0	0	0	0	0	0
Funded - New Project																			
133 Drainage System Extensions (2017-2020)	0	0	0	125	125	125	125	500	0	0	500	0	0	0	0	0	0	0	0
Total Storm Drainage Utility costs	190	135	135	320	245	305	230	1,370											
Water Utility																			
Funded - Modified																			
134 New Pressure Reducing Valve (PRV) Stations	0	0	0	0	0	50	400	450	0	0	450	0	0	0	0	0	0	0	0
Total Water Utility costs	0	0	0	0	0	50	400	450											
Total Capital Facilities Plan																			
	260	1,085	1,025	556	1,076	545	1,131	5,428											
Grand Total	3,629	13,380	11,030	11,288	10,980	9,468	9,964	66,110											

V. CAPITAL FACILITIES GOALS AND POLICIES

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

- | | | |
|--|------|--|
| | | growth patterns and/or capital investment requirements. |
| | 1.5 | Within the context of a biennial budget, the City shall update the six-year Capital Improvement Plan (CIP) |
| GOAL 1: Ensure that capital facilities and public services necessary to support existing and new development are available at locally adopted levels of service. | 1.6 | The City's two-year capital budget shall be based on the six-year CIP. |
| | 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. |
| 1.1 The Capital Improvement Plan (CIP) shall identify and plan for projects needed to maintain adopted levels of service for services provided by the City. | | |
| 1.2 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. | 1.8 | 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. |
| 1.3 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. | 1.9 | The City shall seek to maintain its assets at a level adequate to protect capital investment and minimize future maintenance and replacement costs. |
| 1.4 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 | 1.10 | Highest priority for funding capital projects should be for improvements that protect the public health and safety. |

- 1.11 The City will adopt a Hazard Mitigation Plan. This plan will be updated periodically and shall guide City efforts to maintain reliability of key infrastructure and address vulnerabilities and potential impacts associated with natural hazards.
- 1.12 Maintenance of and reinvestment in existing facilities should be financed on a "pay as you go" basis using ongoing revenues.
- 1.13 Acquisition or construction of new capital assets should be financed with new revenues (such as voter approved taxes or external grants).
- 1.14 Water, sanitary sewer and storm water capital investments should be financed through utility user fees.
- 1.15 The City shall coordinate with other entities that provide public services within the City to encourage the consistent provision of adequate public services.
- 1.16 Develop and adopt new impact fees, or refine existing impact fees, in accordance with the Growth Management Act, as part of the financing for public facilities. Public facilities for which impact fees may be collected shall include public streets and roads; publicly owned parks, open space and recreation facilities; school facilities; and City fire protection facilities.
- 1.17 In accordance with the Growth Management Act, impact fees shall only be imposed for system improvements which are reasonably related to the new development; shall not exceed a proportionate share of the costs of system improvements reasonably related to the new development; and shall be used for system improvements that will reasonably benefit the new development.
- 1.18 The City adopts by reference the "standard of service" for primary and secondary education levels of service set forth in the Mercer Island School District's capital facilities plan, as adopted and periodically amended by the Mercer Island School District Board of Directors.
- 1.19 The School District's capital facilities plan, as amended yearly, is adopted by reference as Appendix C of this Comprehensive Plan for the purpose of providing a policy basis for collection of school impact fees
- 1.20 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.
- 1.21 City procurement should include consideration of total lifecycle costs, recycled content, and other common measures of product sustainability.
- 1.22 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.

- 1.23 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.
- 1.24 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 and Table 3 below shows the twenty-year impacts of capital investments the City's infrastructure.

Figure 2 - Capital Facilities Forecast

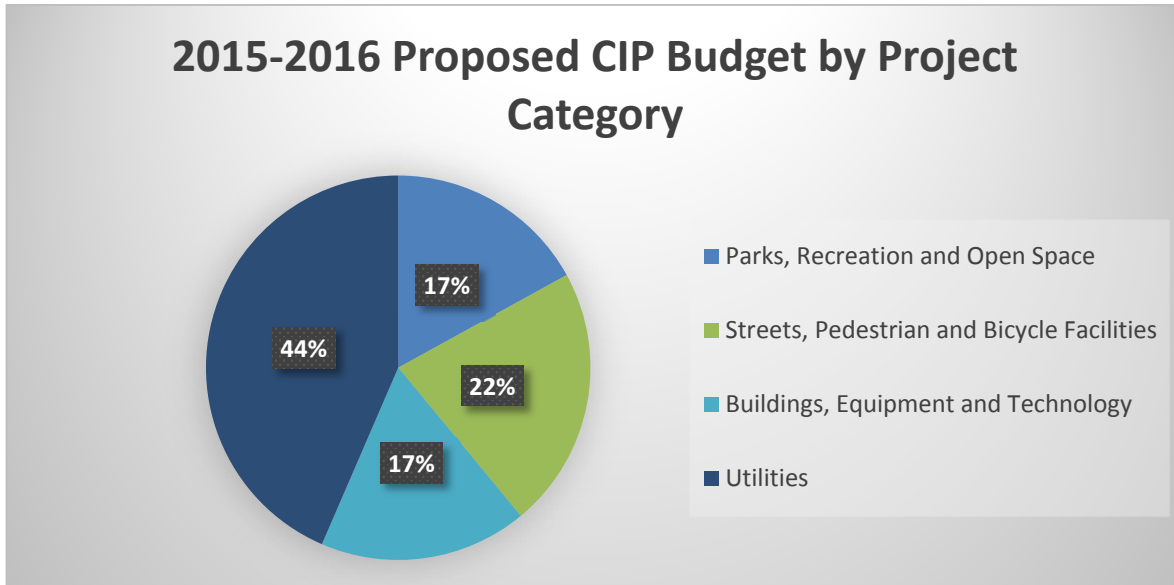


Table 3 - Capital Facilities Forecast

CAPITAL COSTS		Streets and Trails (PBF)	Parks & Open Space	Public Buildings	Water	Sewer	Storm Drainage
	20-year est. capital expenditures	60,300,600	43,613,471	19,039,743	121,593,481	26,280,635	28,072,472
REVENUE SOURCES	REET 1		28,564,570	14,644,728			
	REET 2	43,209,298					
	Grants	1,000,000	3,292,500	3,292,500			150,000
	Fuel Taxes	7,081,833					
	Water Rates				247,137,290		
	Sewer Rates					216,381,050	
	Storm Rates						50,135,809
	Levy		458,000				
	Debt			1,560,000			
	TBD	7,000,000					
	Other	2,009,469	14,410,753	2,835,015			

VII. PROCESS FOR SITING PUBLIC FACILITIES

Background - State & County

The Growth Management Act requires that jurisdictions planning under its authority develop and adopt a process for identifying and siting essential public facilities, including those facilities typically difficult to site.

The State Office of Financial Management maintains a list of those essential State facilities that are required or likely to be built within the next six years. The list includes: airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling facilities; in-patient facilities including substance abuse facilities, mental health facilities and group homes; waste water treatment facilities; utility and energy facilities; and parks and recreation facilities.

King County Policies also identify the parameters for the siting of new public capital facilities of a county- or state-wide nature. The facilities shall be sited so as to support countywide land use patterns, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Public facilities development projects are also to be prioritized, coordinated, planned and sited through an inter jurisdictional process.

Interstate 90 represents the community's largest essential public facility of a regional or statewide nature. Given the lack of available land, the residential nature of Mercer Island and the comparatively high land and development costs, future siting of major regional or state facilities on Mercer Island is most likely unrealistic and incompatible with existing land uses.

Mercer Island Facilities

At the local level, the City of Mercer Island identifies facilities as essential to the community: public safety facilities (fire and police), general administration and maintenance (City Hall), public 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

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.



Comprehensive Plan
**SHORELINE MASTER
PROGRAM POLICIES**

**Planning
for Generations
2015 - 2035**

Mercer Island, WA
www.mercergov.org

SHORELINE MASTER PROGRAM POLICIES

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SHORELINE MASTER PROGRAM POLICIES

I. 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.
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.

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;

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.

II. 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.”

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.

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.

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.

III. GENERAL GOALS AND POLICIES

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.

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.
 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.
 - 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.

IV. SHORELINE MODIFICATIONS

Shoreline Stabilization

The following policy addresses shoreline stabilization.

POLICY

Non-structural stabilization measures are preferred over “soft” structural measures. Soft structural measures are preferred over hard structural measures.

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.

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.

Breakwaters and Similar Features

POLICY

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

Shoreline Habitat and Natural Systems Enhancement Projects

POLICY

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.

V. 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

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

Boating Facilities

The following policies address boating facilities.

POLICY

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.

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.

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.

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.

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.



Comprehensive Plan
APPENDIX A

Ordinance No. 09C-01
Commute Trip Reduction Plan

**Planning
for Generations
2015 - 2035**

Mercer Island, WA
www.mercergov.org

**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.

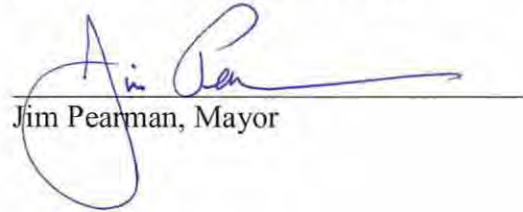
Section 5: Severability/Validity. The provisions of this ordinance are declared separate and severable. If any section, paragraph, subsection, clause or phrase of this ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion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

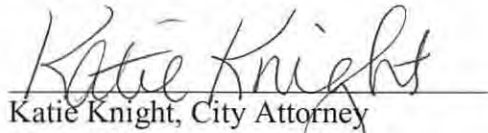
CITY OF MERCER ISLAND


Jim Pearman, Mayor

ATTEST:


Allison Spietz, City Clerk

Approved as to Form:


Katie Knight, City Attorney

Date of Publication: 12/16/09



Comprehensive Plan
APPENDIX B
Consistency with Plans
and Regulations

**Planning
for Generations
2015 - 2035**

Mercer Island, WA
www.mercergov.org

PLANS

Mercer Island Comprehensive Plan

Mercer Island's Comprehensive Plan, of which the Transportation Element is a part, must be internally consistent. This means that the various requirements of the various elements may not contradict one another. Of particular importance is the relationship between the Transportation Element and the Land Use Element.

The Land Use Element defines Mercer Island's strategy for managing growth and physical land development for the next 20 years. 1990 population was just under 21,000. Mercer Island expects to reach its "maximum" population capacity at 25,000 people, likely within the next 20 years. The traffic forecasts developed as part of this transportation element are consistent with this rate of population growth.

Proposed transportation improvements, policies and programs are also consistent with the vision of the Land Use Element. The land use vision emphasizes reorientation of development in the central business district area to create a true "town center." Most of the forecast housing units needed to accommodate additional population will be located in and around the downtown core. The lower density residential nature of the remainder of the island will be maintained.

King County Countywide Planning Services

The Growth Management Act of 1990 (GMA) and 1991 Amendments mandate that policies developed by jurisdictions participating in the comprehensive planning process be coordinated. This coordination

occurs at several levels. First, counties are to set overall planning policies to guide policy development and implementation in all jurisdictions within the county. Second, these "countywide planning policies" are to be coordinated with similar policies developed in adjacent counties through a set of "multi-county planning policies." Third, local jurisdictions' policies must conform to the requirements of countywide and multi-county planning policies.

All of these requirements mean that Mercer Island's transportation policies should not conflict with the policies of the region or adjacent local jurisdictions. Where conflicts exist, GMA encourages informal coordination between jurisdictions, and provides formal mechanisms for resolving inconsistencies through Growth Management Hearings Boards.

Mercer Island's proposed transportation policies are fully consistent with King County's countywide and multi-county planning policies. Major policy areas addressed by the countywide policies include provisions for high capacity transit, non-motorized modes, road system mobility maintenance, level of service, updating plans, transportation financing, the State's role in providing transportation facilities and services, and siting regional and countywide facilities.

However, the application of Policy T-10 to Mercer Island needs further discussion. Policy T-10 requires that local jurisdictions establish "mode split" goals (for serving more trips by transit, HOV, and other non single occupant vehicles). The mode split

goals developed for Mercer Island by the PSRC appear to be too optimistic.

In 1990, 86.5 percent of work trips destined for Mercer Island were made by single occupant vehicle (SOV). A little over 13 percent were made by HOV, and about 0.2 percent were made by transit. The PSRC forecasts for 2010, which take into account the potential effects of CTR efforts, indicate that SOV trips will account for 77.7 percent, and that carpools and transit will serve about 18 percent and about 4.3 percent respectively.

Mercer Island would like the PSRC to revise these forecasts for the following reasons. First, work trips to Mercer Island are relatively insignificant when compared to work trips from Mercer Island. The island has very few employers. Achievement of higher transit and carpool shares should be focused on the large number of commute trips made off-island.

Vision 2020

Vision 2020 articulates a coordinated long-range land use and transportation growth strategy for the Puget Sound region. It combines a public commitment to a growth vision with the transportation investments and programs needed to support that vision. Vision 2020 calls for the containment of growth, limiting the extent of sprawl into surrounding farmlands, forests and open spaces. It concentrates new employment in one regional center (Seattle), five metropolitan centers (Bellevue, Bremerton, Everett, Renton and Tacoma), and several sub regional centers. The concept connects the centers with a regional rapid transit system. Areas outside of the centers are

classified as activity clusters, pedestrian pockets and small towns.

The central business area of Mercer Island is classified as an activity cluster. The island is not a focus of regional growth, but may still accommodate some population growth, especially in the activity cluster area. Vision 2020 envisions this area as an area of mixed-use employment and housing, with a pedestrian focus. Local transit services would link the island's neighborhoods with the regional transit system. Express transit service would be provided between the activity cluster area (the downtown) and regional centers. Commuter parking could also be provided to enhance transit ridership.

Net residential density is envisioned to average about 12 dwelling units per acre in the central business area, and about six units per acre around the rest of the island. Employment would focus on serving the needs of the island's residents; major employment concentrations are not envisioned for Mercer Island.

Mercer Island Comprehensive Plan's Land Use Element supports this concept of how Mercer Island fits into the regional growth strategy. The focus of the Comprehensive Plan on downtown area development and minimizing growth in existing residential areas mirrors Vision 2020's concept for Mercer Island. Further, the transportation element of the Comprehensive Plan directly supports Mercer Island's land use vision, and is therefore consistent with Vision 2020.

Metropolitan Transportation Plan

The Puget Sound Regional Council (PSRC) is currently developing a Metropolitan

Transportation Plan (MTP) to implement Vision 2020. This plan, as an outgrowth of Vision 2020, will replace the 1982 Regional Transportation Plan as the basis for approval of state and federal transportation expenditures in the region.

The MTP is being developed in strict conformance with the policy and conceptual direction of Vision 2020. Therefore, Mercer Island's Comprehensive Plan Transportation Element will be consistent with the MTP since both will be consistent with Vision 2020.

Regional Transit System Plan

The Regional Transit System Plan (RTP) lays out the Puget Sound region's plans for constructing and operating a regional high capacity transit system. The RTP is an outgrowth of Vision 2020, meant to address the public transportation element of that regional plan. The current plan, endorsed by the region's elected officials, calls for a regional rapid rail system and supporting commuter rail, regional bus, and local transit services. A Regional Transit Authority (RTA) has been appointed by the governing bodies of the participating counties (King, Snohomish and Pierce) to oversee detailed system planning and development, obtain financing, and construct, operate and maintain the system. The RTA is currently revising the System Plan to reflect recent changes in preparation for a public vote to approve or disapprove new tax measures to fund the system.

Mercer Island will be directly affected by the regional transit system. Interstate 90, which crosses the north end of Mercer Island, is proposed as a main east-west HCT corridor. Rapid rail and increased regional bus

services would operate in this corridor, and Mercer Island would be served by a major rail station near the downtown area.

The City of Mercer Island has actively participated in RTP planning from its inception. Both land use and transportation plans for Mercer Island directly support development of regional transit service and facilities, and are consistent with the regional public transportation vision that will be implemented by 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. The plan was developed in coordination with the Regional Transit Project to reflect the supporting service concepts of the regional transit system. However, the *Long Range Policy Framework for Public Transportation* goes beyond support for the RTP, and details local area service concepts based on current and future transit needs.

The long range plan calls for:

- access to the regional rail system at a station located at I-90 and 77th/80th Streets;
- primary service focus at the rail station;
- expanded local route service periods and increased frequencies;
- expanded demand response services for the island's special needs population;
- increase peak hour service frequencies;

- construction of a bus transfer facility at the rail station;
- improved pedestrian facilities along transit routes;
- expanded park and ride capacity to meet both local and regional needs;
- provision of bicycle facilities at park and ride lots; and
- consideration of smaller buses for neighborhood feeder service.

issue can be worked out between the jurisdictions as service changes are considered and implemented.

Metro's service concept for Mercer Island and overall policy framework are consistent with the policies and recommendations of Mercer Island Comprehensive Plan Transportation Element. However, Mercer Island's plan stresses demand response service more than Metro's plan does. This

REQUIREMENTS

Growth Management

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. The Act has a number of requirements, including a set of mandatory "elements" that must be included in each jurisdiction's comprehensive plan. One of the mandatory elements is a comprehensive transportation plan that supports and is supported by the land use element.

Mercer Island's transportation element conforms to all of the components of a comprehensive transportation element as defined by GMA, including:

- land use assumptions used in estimating future travel;
- inventories of air, water and land transportation facilities and services;
- level of service standards for arterials and transit routes;
- specific actions for bringing into compliance any facilities or services that are below
- adopted level of service standards;
- ten year forecasts of traffic based on the land use plan;
- identification of system expansion needs and transportation system management needs to
- meet current and future demands;
- an analysis of funding capability to judge needs against probable funding resources;
- a multi-year financing plan based on identified needs;

- identification of intergovernmental coordination efforts and consistency with other plans; and
- demand management strategies

Commute Trip Reduction

In 1991, the Washington State Legislature enacted the Commute Trip Reduction Law. The law requires implementation of transportation demand management (TDM) programs to reduce work trips. The law requires employers with 100 or more employees at a single site to develop and implement ways to reduce the number of work trips made to the site by employees using single occupant vehicles. Specifically, the law requires that vehicle miles traveled (VMT) related to work trips be reduced 15 percent by 1995, 25 percent by 1997, and 35 percent by 1999.

In response to these requirements, Mercer Island has developed its own CTR program to reduce work trips by City employees. There are two other affected employers on the island; both have developed CTR programs.

Air Quality Conformity

Amendments to the federal Clean Air Act made in 1990 require states with areas that exceed national ambient air quality standards for ozone and carbon monoxide to develop plans for each area that, when implemented, will reduce air pollutants so that standards may be attained. These attainment plans must be adopted by the state and submitted to the Environmental Protection Agency (EPA) as amendments to the State Implementation Plan (SIP). The Central Puget Sound area, including King

County and Mercer Island, are currently designated as "non-attainment" areas for both ozone and carbon monoxide.

Air quality attainment is a regional process. A combined effort of state agencies, the Puget Sound Air Quality Control Agency (PSAPCA), and the Puget Sound Regional Council (PSRC) has resulted in attainment plans for both pollutants. Mercer Island, as a member of the PSRC, has agreed to assist in implementation of the SIPs at the local level to help achieve regional air quality standards. Key elements of the SIPs are:

- emission inventories;
- expanded and enhanced vehicle inspection and maintenance programs;
- oxygenated fuel program;
- forecasts and methods for tracking vehicle miles traveled;
- contingency measures if the Puget Sound area exceeds forecast vehicle miles traveled;
- reporting requirements for point sources of volatile organic compounds and nitrogen oxide;
- an interagency coordination process for identifying transportation control measures (TCMs);
- demonstration of carbon monoxide standard attainment by 1995;
- contingency measures for failure to attain the ozone and carbon monoxide standards by statutory deadlines;
- revisions to rules for major new sources; and
- regulations to require conformity of transportation plans and projects with adopted air quality standards and the SIP.

In most cases, implementation of required control strategies is presumed to be all that

will be needed to attain standards. However, for carbon monoxide, the Central Puget Sound region must demonstrate that adopted TCMs will be sufficient to attain standards. Preliminary modeling results indicate that the prescribed measures should provide sufficient emission reductions to achieve attainment.

The plans, programs and projects included in this transportation element of the Mercer Island Comprehensive Plan are consistent with the requirements of the Central Puget Sound SIPs for ozone and carbon monoxide.



Comprehensive Plan
APPENDIX C
Mercer Island School District
Capital Facilities Plan

**Planning
for Generations
2015 - 2035**

Mercer Island, WA
www.mercergov.org

MERCER ISLAND SCHOOL DISTRICT NO. 400

**SIX-YEAR CAPITAL FACILITIES PLAN
2015 - 2020**



Mercer Island School District No. 400 hereby provides to the City of Mercer Island this Capital Facilities Plan documenting the present and future school facility requirements of the District. The Plan contains all elements required by the State of Washington's Growth Management Act, including a six (6) year financing plan component.

Adopted on June 11, 2015

MERCER ISLAND SCHOOL DISTRICT NO. 400

2015-2020
SIX-YEAR CAPITAL FACILITIES PLAN

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For information about this plan, call the District Business Services Office
(206)236-4522

**Mercer Island School District No. 400
Mercer Island, Washington
(206) 236-3330**

Board of Directors

	<u>Position Number</u>	<u>Term</u>
Brian Emanuels, President	3	12/2/2011 - 12/2/2015
Ralph Jorgenson, Vice-President	5	Appointed 5/14/2015 - 12/2/2015
Adair Dingle	4	12/2/2013 - 12/2/2017
Dave Myerson	2	12/2/2013 - 12/2/2017
Pat Braman	1	12/2/2011 - 12/2/2015

Central Office Administration

Superintendent	Gary Plano
Executive Director of Learning & Technology Services	Jennifer Wright
Chief Financial and Operations Officer	Dean Mack

Mercer Island School District No. 400
Mercer Island, Washington

Administration Building
4160 86th Ave. SE
Mercer Island, WA 98040
(206)2361-3300
Gary Plano, Superintendent

Mercer Island High School
9100 SE 42nd
Mercer Island, WA 98040
(206) 236-3350
Vicki Puckett, Principal

Lakeridge Elementary
8215 SE 78th
Mercer Island, WA 98040
(206) 236-3415
Jenny Gibbs, Principal

Islander Middle School
8225 SE 72nd
Mercer Island, WA 98040
(206) 236-3413
Mary Jo Budzius, Co-Principal
Aaron Miller, Co-Principal

West Mercer Elementary
4141 81st Ave
Mercer Island, WA 98040
(206) 236-3430
Carol Best, Principal

Island Park Elementary
5437 Island Crest Way
Mercer Island, WA 98040
(206) 236-3410
David Hoffman, Principal

Elementary No. 4
4030 86th Ave
Mercer Island, WA 98040
(206) 236-3330
Aimee Batliner-Gillette, Principal

Section 1 - Executive Summary

The Mercer Island School District is located wholly within the incorporated City of Mercer Island. This Six-Year Capital Facilities Plan (the "Plan") has been prepared by the Mercer Island School District (the "District") as the organization's primary facility planning document, in compliance with the requirements of the State of Washington's Growth Management Act. This plan was prepared using data available in spring of 2015 and is consistent with prior capital facilities plans adopted by the District. However, it is not intended to be the sole plan for all of the organization's needs.

Pursuant to the requirements of the Growth Management Act and the local implementing ordinance, this plan will be updated on an annual basis with any changes in the fee schedule adjusted accordingly. See Appendix A for the current single family residence and multi-family residence calculations.

The District's Plan establishes a "standard of service" in order to ascertain current and future capacity. This standard of service is reflective of current student/teacher ratios that the District hopes to be able to maintain during the period reflected in this Capital Facilities Plan. While the District would strive to be able to attain lower class sizes district-wide, prolonged and ongoing reductions in funding from the State have significantly impacted our ability to do so. The District has, and will continue to make budgetary decisions in order to attempt to protect class size through reduction in other programs and services, where possible. Future state and other funding shortfalls could impact future class sizes.

It should also be noted that although the State Superintendent of Public Instruction establishes square foot guidelines for capacity funding criteria, those guidelines do not account for the local program needs in the District. The District has made adjustments to the standard of service based on the District's specific needs.

In general, the District's current standard provides the following (see Section 2 for additional information):

School Level	Target Average Student/Teacher Ratio
Elementary	19.5 Students
Middle	26 Students
High	28 Students

School capacity is based on the District standard of service and use of existing inventory. Existing inventory includes both permanent and relocatable classrooms (i.e. portable classroom units). The District's current overall permanent capacity is 3,483 students (with an additional 604 student capacity available in portable classrooms). October enrollment for the 2014-15 school year was 4,316 students. Enrollment is projected to increase by 8.2%, to 4,672 by 2020. Washington State House Bill 2776, which was enacted in 2010, requires all kindergarten classes in the State to convert to full day kindergarten by 2018. The district currently provides a tuition based full-day kindergarten program to 92% of kindergarten students.

Approximately 25% of the growth on the Island is the result of the King County Growth Management Act and policy choices for high density development in the Town Center. The City of Mercer Island is anticipating significant further development within the Town Center as a result of commitments under the Growth Management Act. The other 75% of growth comes from redevelopment of property (in many cases occurring where existing lots are subdivided and several new homes are constructed) and from a higher rate of homes being sold by seniors to a younger population that is just starting or might already have young families.

This sustained growth continues to create the need for additional classroom inventory. The district passed a bond issue in February 2014 for \$98.8 million dollars. The bond issue was designed to fund three targeted facility projects to address current overcrowding in Mercer Island Schools and to provide permanent capacity for the future growth of the student population over the next ten years. These bonds will enable the district to build a fourth elementary school, expand Islander Middle School with twelve classrooms for basic education and special education programs. In addition the bonds provide for the addition of ten classrooms at Mercer Island High School, which provide adequate space for basic education and special education programs; and allow for STEM (science, technology, engineering and math), with a focused delivery of instruction.

Section 2 - Current District "Standard of Service"

Mercer Island School District has established a "standard of service" in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors (determined by the district), which would best serve the student population. Relocatables (i.e. portable classroom units) may be included in the capacity calculation using the same standards of service as the permanent facilities.

The standard of service outlined below reflects only those programs and educational opportunities provided to students that directly affect the capacity of the school buildings. The special programs listed below require classroom space; thus, the permanent capacity of some of the buildings housing these programs has been reduced in order to account for those needs. The standard of service has been updated to incorporate anticipated class size reduction at the K-3 level as outlined in House Bill (HB 1351), which was approved by voters in November 2014.

Standard of Service for Elementary Students

- Average target class size for grades K - 3: 17 students
- Average target class size for grades 4 - 5: 25 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 10 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- Resource rooms
- Computer rooms
- English Language Learners (ELL)
- Education for disadvantaged students (Title I)
- Gifted education (Hi-C)
- District remediation programs
- Learning assisted programs
- Severely behavior disordered
- Transition room
- Mild, moderate and severe disabilities
- Preschool programs
- Before and After School Day Care Programs

It is not possible to achieve 100% utilization of regular teaching stations because of scheduling conflicts for student programs, the need for specialized rooms for certain programs, the need for teachers to have a work space during their planning periods, and due to the fact that the same number of sections or classes is required every period. In

addition the district is in the process of building classrooms to meet the demand of development over the next five to seven years. Based on actual utilization due to these considerations, the district has determined a standard utilization rate of 95% for elementary schools.

Standard of Service for Secondary Students

- Average target class size for grades 6 – 8: 26 students
- Average target class size for grades 9 – 12: 28 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 10 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- English Language Learners (ELL)
- Computer rooms
- Education for disadvantaged students (Title I)
- District remediation programs
- Learning assisted programs
- Resource rooms (for special remedial assistance)
- Severely behavior disordered
- Mild, moderate and severe disabilities
- Transition room

Room Utilization at Secondary Schools

It is not possible to achieve 100% utilization of regular teaching stations because of scheduling conflicts for student programs, the need for specialized rooms for certain programs, the need for teachers to have a work space during their planning periods, and due to the fact that the same number of sections or classes is required every period. One example is a period when band or orchestra is offered and over 100 students can be taken out of the mix; this can reduce the demand on the number of classrooms required. Based on actual utilization due to these considerations, the district has determined a standard utilization rate of 88% (just over 6 out of 7 periods per day) for secondary schools.

Section 3 – Inventory and Evaluation of Current Permanent Facilities

The District's current permanent capacity is 3,483 students. The current enrollment on October 1, 2014 was 4,316 students or 833 student's more than permanent capacity. Student enrollment is expected to increase by an additional 8.2% over the next five to six years. In addition, the Washington State Legislature has action pending to reduce student/teacher ratios at grades K-3 to 17:1 in the next two school years. This Plan incorporates these reduced student/teacher ratios. The Legislature is also considering implementation of Initiative 1351, which reduces class sizes at all grade levels. In the next Plan update, the District will update any facilities changes required if the Legislature funds and implement these reduced student/teacher ratios.

Calculations of elementary, middle, and high school capacities have been made in accordance with the current standards of service. Due to changes in instructional programs, student needs (including special education) and other current uses, some changes in building level capacity have occurred at some schools. An inventory of the District's schools arranged by level, name, and current permanent capacity are summarized in the following table.

Inventory of School Facilities and Permanent Capacity*						
Facility	Grade Span	Permanent Classroom Capacity @ 100%	Special Education Capacity	Total Permanent Capacity @ 95%, 88%, 88%	Estimated Oct. 1, 2015 Enrollment	Over (Short) Permanent Capacity
Elementary Schools (Permanent Capacity @ 95%)						
Island Park Elementary	K - 5	332	10	325	585	(260)
Lakeridge Elementary	K - 5	370	0	352	631	(280)
West Mercer Elementary	K - 5	390	10	380	655	(275)
Total Elementary Capacity		1,092	20	1,056	1,871	(815)
Middle School (Permanent Capacity @ 88%)						
Islander Middle School	6 - 8	1,118	50	1,028	1,108	(80)
High School (Permanent Capacity @ 88%)						
Mercer Island High School	9 - 12	1,540	50	1,399	1,414	(15)
Total District Capacity (EL 95% MS, HS 88%)		3,750	120	3,483	4,393	(910)
* For Details on Use of Portables see Appendix D						

Section 4 - Relocatable Classrooms

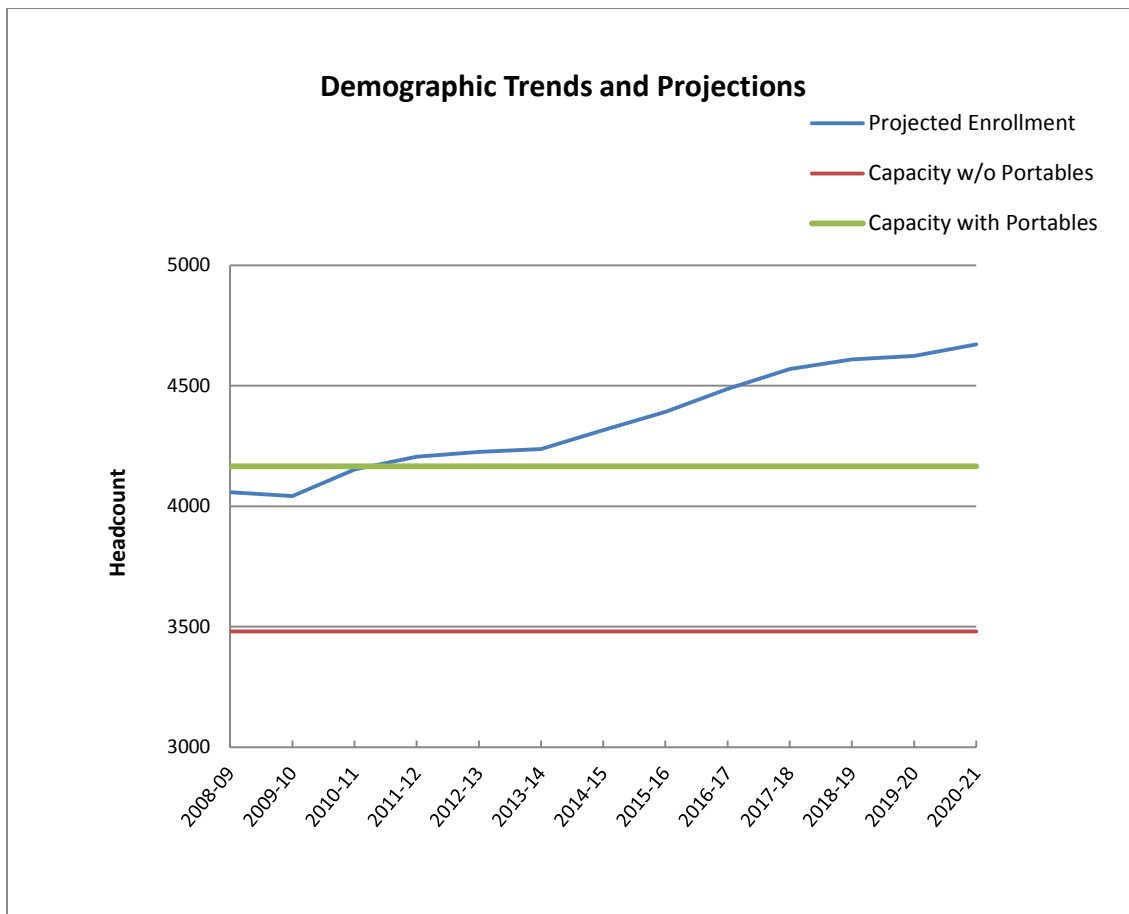
The District's inventory of classrooms includes 30 portable classrooms that provide standard capacity and special program space as outlined in Section 2. The District inventory of portables provides approximately 14.5% of capacity district-wide. Based on projected enrollment growth, proposed legislative actions, and timing of anticipated permanent facilities, the district anticipates the need to acquire additional relocatables at the elementary school level during the next six-year period.

As enrollment fluctuates, relocatables provide flexibility to accommodate immediate needs and interim housing. Because of this, new and modernized school sites are all planned to accommodate the potential of adding relocatables to address temporary fluctuations in enrollment. In addition, the use and need for relocatables will be balanced against program needs. Relocatables are not a solution for housing students on a permanent basis, and the District would like to reduce the percentage of students that are housed in relocatable classrooms.

The cost of relocatables also varies widely based on the location and intended use of the classrooms. Currently, two of the portables in our inventory are not intended for regular classroom use and have not been included in the capacity to house student enrollment.

Section 5 – Six Year Enrollment Projections

The District enrollment projections are based on historic growth trends, future building plans and availability, birth rates, as well as economic and various other factors that contribute to overall population growth. Based on these projections, enrollment is anticipated to increase by approximately 356 students over the next six years. This represents an increase of 8.2% over the current population.



Section 6 – Six-Year Plan for Housing Students

Applying the enrollment projections, current capacity, and added capacity from construction plans discussed in previous sections above, the following table summarizes permanent and portable projected capacity to serve our students during the periods of this Plan.

As demonstrated in the following table, the District has continuing permanent capacity needs at ALL levels. The district passed a bond proposition for \$98.8 million dollars in February 2014 to address student overcrowding across the district and to provide space for additional growth over the next six years. The bonds will build one additional elementary school and provide additional permanent capacity at both the middle school (ten classrooms and two special education spaces) and high school (eight classrooms and two special education spaces). Our Six-Year Finance Plan includes the addition of portable classrooms by the 2020-21 school year.

Enrollment continues to grow all grade levels. While the additional elementary school and classroom additions at the middle and high school levels, along with portable capacity, will provide needed capacity for our District, there may be additional needs within the timeframe of the Plan. State law currently will require class sizes of 17 students for grades K-3 by 2018 and the legislature could move this date forward. This represents an approximate 27% reduction in current K-3 class sizes and corresponding increase in needed classroom capacity. The District’s current Plan does not include consideration for any potential additional capacity needs as a result of these changes. Future updates to the Plan will address this matter as necessary.

Projected Capacity to House Students							
School Years	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Permanent Capacity @100%	3870	3870	4114	4844	4844	4844	4844
Added Capacity @ 100%							
Elementary School (19.5)			450				
Middle School (26)			280				
High School (28)		244					
Total Permanent Capacity @ 100%	3870	4114	4844	4844	4844	4844	4844
Total Permanent Capacity @ 95%, 88%, 88% *	3483	3698	4371	4371	4371	4371	4371
Portables @ 95%, 88%, 88% *	604	604	222	222	222	222	259
Total Capacity with Portables @ 95%, 88%, 88% *	4087	4302	4593	4593	4593	4593	4630
Projected Enrollment Headcount **	4316	4393	4487	4569	4610	4624	4672
Capacity (Surplus/Deficit) @ 95%, 88%, 88% *	-833	-695	-116	-198	-239	-253	-301
Capacity with Portables (Surplus/Deficit) @95%, 88%, 88% *	-229	-91	106	24	-17	-31	-42
* Capacity calculations are based on the 95% utilization for Elementary School and 88% utilization for Middle/High School (see Appendix D)							
** 2014-15 Actual October 1st enrollment head counts							
The number of planned portables may be reduced if permanent capacity is increased by a future bond issue. Alternatively the number of portables may increase as necessary to address capacity.							

Section 7 - Impact Fees and the Finance Plan

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The following impact fee calculations examine the costs of housing the students generated by each new single family or multi-family dwelling unit. These are determined using student generation factors, which indicate the number of students that each dwelling produces based on recent historical data. The student generation factor is applied to the anticipated school construction costs (construction cost only, not total project cost), which is intended to calculate the construction cost of providing capacity to serve each new dwelling unit during the six year period of this Plan. The formula does not require new development to contribute the costs of providing capacity to address needs created by existing housing units.

The construction cost, as described above, is reduced by any state match dollars anticipated to be awarded to the District and the present value of future tax payments of each anticipated new homeowner, which results in a total cost per new residence of additional capacity during the six year period of this Plan.

The finance plan below demonstrates how the Mercer Island School District plans to finance improvements for the years 2015 through 2020. The financing requirements of this plan have been secured.

For the purposes of this Plan's construction costs, the District is using the value of each projects contract as it was bid and authorized, with estimated adjustments for change orders during actual construction. The impact fee calculation uses only those costs allocable to the new capacity being added at Islander Middle School (with the finance plan showing the total project costs).

The District has also updated State Match availability estimates from OSPI. A district can be eligible for potential State matching funds for 1) New Construction, and 2) Modernization/New-in-Lieu Construction. The State Match program has authorized \$3,078,826.89 for the Islander Middle School Expansion Project, which the district is front funding.

Six-Year Finance Plan											
BUILDING	NM*	2014	2015	2016	2017	2018	2019	2020	Cost to Complete	SECURED LOCAL/STATE*	UNSECURED LOCAL***
Elementary No. 4	N	\$1,350,397	\$35,000,000	\$2,511,321	\$0	\$0	\$0	\$0	\$38,861,718	\$38,861,718	\$0
Islander Middle School *****	M	\$2,138,194	\$38,000,000	\$2,778,080	\$0	\$0	\$0	\$0	\$42,916,274	\$42,916,274	\$0
Mercer Island High School	M	\$1,492,215	\$7,500,000	\$208,783	\$0	\$0	\$0	\$0	\$9,200,998	\$9,200,998	\$0
Portables****	M	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS		\$4,980,806	\$80,500,000	\$5,498,184	\$0	\$0	\$0	\$200,000	\$91,178,990	\$91,178,990	\$0

* N = New Construction M = Modernization/Rebuild
 ** Mercer Island School District has front funded these projects.
 *** School impact fees may be utilized to offset front funded expenditures associated with the cost of new facilities. Impact fees are currently collected from the City of Mercer Island.
 **** The number of portables may increase as necessary to address capacity. Funds for portable purchases may come from impact fees, state matching funds, interest earnings, capital levies or future bond sale elections.
 ***** The cost allowed for new capacity at Islander Middle School is \$10,288,148

Estimated School Impact Fee Calculation						
Based on King County Code 21.A.43						
Single Family Residence ("SFR")						
<u>School Site Acquisition Cost:</u>						
	<u>Facility</u>	<u>Cost/</u>	<u>Facility</u>	<u>Site Cost/</u>	<u>Student</u>	<u>Cost/</u>
	<u>Acreage</u>	<u>Acre</u>	<u>Size</u>	<u>Student</u>	<u>Factor</u>	<u>SFR</u>
Elementary	10	\$0	482	\$0	0.2941	\$0
Middle	20	\$0	280	\$0	0.0588	\$0
High School	40	\$0	244	\$0	0.1176	\$0
				TOTAL		\$0
<u>School Construction Cost:</u>						
	<u>Percent</u>	<u>Construction</u>	<u>Facility</u>	<u>Bldg. Cost/</u>	<u>Student</u>	<u>Cost/</u>
	<u>Permanent</u>	<u>Cost</u>	<u>Size</u>	<u>Student</u>	<u>Factor</u>	<u>SFR</u>
Elementary	100%	\$38,861,718	482	\$80,626	0.2941	\$21,342
Middle	100%	\$10,288,148	280	\$36,743	0.0588	\$1,945
High School	100%	\$9,200,998	244	\$37,709	0.1176	\$3,993
				TOTAL		\$27,280
<u>Temporary Facility Cost:</u>						
	<u>Percent</u>	<u>Construction</u>	<u>Facility</u>	<u>Bldg. Cost/</u>	<u>Student</u>	<u>Cost/</u>
	<u>Temporary</u>	<u>Cost</u>	<u>Size</u>	<u>Student</u>	<u>Factor</u>	<u>SFR</u>
Elementary	0%	\$0	22	\$0	0.2941	\$0
Middle	0%	\$0	28	\$0	0.0588	\$0
High School	0%	\$0	28	\$0	0.1176	\$0
				TOTAL		\$0
<u>State Assistance Credit Calculation:</u>						
	<u>Const Cost</u>	<u>Sq. Ft./</u>	<u>Funding</u>	<u>Credit/</u>	<u>Student</u>	<u>Cost/</u>
	<u>Allocation</u>	<u>Student</u>	<u>Assistance</u>	<u>Student</u>	<u>Factor</u>	<u>SFR</u>
Elementary	200.40	90.0	0.00%	\$0	0.2941	\$0
Middle	200.40	117.0	20.00%	\$4,689	0.0588	\$276
High School	200.40	130.0	0.00%	\$0	0.1176	\$0
				TOTAL		\$276
<u>Tax Payment Credit Calculation:</u>						
Average SFR Assessed Value			\$1,195,878			
Current Capital Levy Rate (2014)/\$1000			\$0.83			
Annual Tax Payment			\$992.58			
Years Amortized			10			
Current Bond Interest Rate			3.68%			
Present Value of Revenue Stream			\$8,180			
<u>Impact Fee Summary for Single Family Residence:</u>						
Site Acquisition Cost			\$0			
Permanent Facility Cost			\$27,280			
Temporary Facility Cost			\$0			
State Match Credit			(\$276)			
Tax Payment Credit			(\$8,180)			
Sub-Total			\$18,824			
Local Share (Adjustment)		25%	\$4,705.95			
SFR Impact Fee			\$14,117.84			

**Estimated School Impact Fee Calculation
Based on King County Code 21.A.43**

Multiple Family Residence ("MFR")

School Site Acquisition Cost:

	Facility Acreage	Cost/ Acre	Facility Size	Site Cost/ Student	Student Factor	Cost/ MFR
Elementary	10	\$0	482	\$0	0.0622	\$0
Middle	20	\$0	280	\$0	0.0274	\$0
High School	40	\$0	244	\$0	0.0460	\$0
				TOTAL		\$0

School Construction Cost:

	Percent Permanent	Construction Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/ MFR
Elementary	100%	\$38,861,718	482	\$80,626	0.0622	\$4,513
Middle	100%	\$10,288,148	280	\$36,743	0.0274	\$906
High School	100%	\$9,200,998	244	\$37,709	0.0460	\$1,561
					TOTAL	\$6,981

Temporary Facility Cost:

	Percent Temporary	Construction Cost	Facility Size	Bldg. Cost/ Student	Student Factor	Cost/ MFR
Elementary	0%	\$0	22	\$0	0.0622	\$0
Middle	0%	\$0	28	\$0	0.0274	\$0
High School	0%	\$0	28	\$0	0.0460	\$0
					TOTAL	\$0

State Assistance Credit Calculation:

	Const Cost Allocation	Sq. Ft./ Student	Funding Assistance	Credit/ Student	Student Factor	Cost/ MFR
Elementary	200.40	90.0	0.00%	\$0	0.0622	\$0
Middle	200.40	117.0	20.00%	\$4,689	0.0274	\$128
High School	200.40	130.0	0.00%	\$0	0.0460	\$0
					TOTAL	\$128

Tax Payment Credit Calculation:

Average MFR Assessed Value	\$305,844
Current Capital Levy Rate (2014)/\$1000	\$0.83
Annual Tax Payment	\$253.85
Years Amortized	10
Current Bond Interest Rate	3.68%
Present Value of Revenue Stream	\$2,092

Impact Fee Summary for Multiple Family Residence:

Site Acquisition Cost	\$0
Permanent Facility Cost	\$6,981
Temporary Facility Cost	\$0
State Match Credit	(\$128)
Tax Payment Credit	(\$2,092)
Sub-Total	\$4,760
Local Share (Adjustment)	10% \$476.01
MFR Impact Fee	\$4,284

Student Generation (Single Family Residence)									
Single Family Development	STUDENTS					AVERAGE PER UNIT			
	Units	K-5	6-8	9-12	Total	K-5	6-8	9-12	Total
6316 77TH AVE SE	1				0				
9976 SE 38TH ST	1				0				
6917 93RD AVE SE	1	2			2				
4551 87TH AVE SE	1	2			2				
2229 77TH AVE SE	1				0				
4811 90TH AVE SE	1				0				
7646 SE 72ND PL	1				0				
7427 E MERCER WAY	1				0				
6002 E MERCER WAY	1				0				
4899 FOREST AVE SE	1	3	1		4				
4041 W MERCER WAY	1				0				
8429 SE 39TH ST	1				0				
4212 88TH AVE SE	1			2	2				
5235 88TH AVE SE	1				0				
9940 SE 38TH ST	1				0				
7825 SE 70TH ST	1	1			1				
9420 SE 47TH ST	1				0				
8612 SE 36TH ST	1	2			2				
7656 RIDGRECREST LN	1				0				
7238 92ND AVE SE	1				0				
8421 SE 46TH ST	1				0				
4525 90TH AVE SE	1				0				
7851 SE 71ST ST	1		1	2	3				
3838 E MERCER WAY	1				0				
6408 E MERCER WAY	1				0				
6822 96TH AVE SE	1				0				
6406 E MERCER WAY	1				0				
9960 SE 38TH ST	1				0				
9954 SE 38TH ST	1				0				
9948 SE 38TH ST	1				0				
8091 W MERCER WAY	1				0				
7410 SE 32ND ST	1				0				
3935 92ND PL SE	1				0				
7404 SE 32ND ST	1				0				
Totals Students	34	10	2	4	16.00	0.2941	0.0588	0.1176	0.4706
SFR Student Generation Factors									
Elementary K - 5	0.2941								
Middle School 6 - 8	0.0588								
High School 9 - 12	0.1176								
TOTAL	0.4706								

These developments are currently under construction or have been completed within the past five years.

Student Generation (Multi Family Residence)										
	<i>Units</i>	<i>K-5</i>	<i>6-8</i>	<i>9-12</i>	<i>Total</i>		<i>K-5</i>	<i>6-8</i>	<i>9-12</i>	<i>Total</i>
Multi-Family Development										
Avellino	23	1	1	2	4					
Aviara	166	12	5	6	23					
Island Square	235	12	4	9	25					
Newell Court	26	3	3	1	7					
The Mercer	159	17	9	11	37					
7700 Central	171	3	0	6	9					
7800 Plaza	24	2	0	2	4					
Totals	804	50	22	37	109		0.0622	0.0274	0.0460	0.1356
MFR Student Generation Factors										
Elementary K-5	0.0622									
Middle School 6-8	0.0274									
High School 9-12	0.0460									
TOTAL	0.1356									

These developments are currently under construction or have been completed within the past 10 years.

MERCER ISLAND SCHOOL DISTRICT MAP



Projected Capacity to House Students

	# of Standard Classrooms *		Room Capacity (Elementary 19.5, Middle School 26, High School 28) **		# of Handicapped Classrooms (High Needs)		Handicapped Room Capacity (10)		Permanent Capacity @100%		Permanent Capacity @ 95%, 88%, 88%		# of Existing Portables		Portable Capacity (19.5, 26, 28) **		Current School Capacity (With Portables) @ 100%		Current School Capacity (With Portables) @ 95%, 88%, 88%		Projected October 2015 Headcount		Permanent Capacity (Over or Short at 95%, 88%, 88%) ***		Capacity with Portables (Over or Short @ 95%, 88%, 88%) ****	
	Elem. Schools (Capacity Utilization Factor)	95%	17	332	1	10	342	324	8	156	498	473	585	261	(112)											
Island Park			19	371	0	0	371	352	8	156	527	500	631	(279)	(131)											
Lakeridge			20	390	2	10	400	380	7	137	537	510	655	(275)	(145)											
West Mercer																										
Total Elementary	56	1092	3	20	1112	1056	23	449	1561	1482	1871	(815)	(389)													
Middle Schools (Capacity Utilization Factor)	88%																									
Islander Middle Sch.			43	1118	5	50	1168	1028	7	202	1370	1206	1108	(80)	98											
Total (Middle Sch.)	43	1118	5	50	1168	1028	7	202	1370	1206	1108	(80)	98													
High Schools (Capacity Utilization Factor)	88%																									
MI High School			55	1540	5	50	1590	1399	0	0	1590	1399	1414	(15)	(15)											
Total (High School)	55	1540	5	50	1590	1399	0	0	1590	1399	1414	(15)	(15)													
Total (All Schools)	154	3750	13	120	3870	3483	30	650.5	4520.5	4087	4393	(910)	(306)													

* Excludes spaces for special program needs and services
 ** Average of staffing ratios: Elementary 19.5, Middle School 26, High School 28
 *** Permanent Capacity X Capacity Utilization Factor - (Minus) Projected October Headcount = (reflects the building's level of service design capacity)
 **** Maximum Capacity with Portables x Capacity Utilization Factor - (Minus) Projected October Headcount Enrollment =