



PLANNING COMMISSION CITY OF MERCER ISLAND

PCB 24-12
May 29, 2024
Public Hearing

AGENDA BILL INFORMATION

TITLE:	PCB 24-12: Comprehensive Plan Periodic Review – Open House Summary and Consistency Review	☒ Discussion Only ☐ Action Needed: ☐ Motion ☐ Recommendation
RECOMMENDED ACTION:	Receive Report – no action necessary	

STAFF:	Adam Zack, Senior Planner
EXHIBITS:	1. Comprehensive Plan Periodic Review Online Survey Results 2. Multifamily Housing Online Survey Results 3. Policy Gap Summary 4. Mercer Island Policy Comparison Table 5. Internal Consistency Review 6. Agency Comments

EXECUTIVE SUMMARY

The purpose of this report is to provide the Planning Commission (PC) with information and analysis to inform final amendments to the Comprehensive Plan and to prepare the PC to hold a public hearing on the Comprehensive Plan periodic review.

- On May 1, 2024, the City of Mercer Island held an open house to provide the public with information about the Comprehensive Plan periodic review;
- The open house was paired with an online survey to gather input on the proposed Comprehensive Plan, with a focus on how the updated Comprehensive Plan should be implemented;
- The Comprehensive Plan Periodic Review Online Survey Results are attached (Exhibit 1);
- Between February 8 and March 15, the City conducted an online survey regarding multifamily housing. The results from that survey are included as Exhibit 2;
- Consultants from Kimley-Horn Associates and staff prepared a Policy Gap Summary (Exhibit 3) and the Mercer Island Policy Comparison Table (Exhibit 4) to analyze whether the updated policies are consistent with regional and countywide planning policies;
- Staff and consultants also prepared the internal consistency analysis to review the consistency between policies throughout the Comprehensive Plan (Exhibit 5);
- 13 policy gaps (Exhibit 3) and five internal consistency points (Exhibit 5) were identified, staff will prepare a recommendation for closing those gaps following the PC public hearing;
- The PC will hold a public hearing on May 29, 2024. During the public hearing the PC will hear public testimony regarding the Comprehensive Plan periodic review.
- Following the public testimony, the PC will begin to prepare its recommendation to the City Council.
- The PC recommendation will have two major components: 1) recommended drafts of the Comprehensive Plan elements, and 2) findings that provide some context for the PC recommended drafts.
- The recommended drafts of the Comprehensive Plan elements will be based on the public review drafts the PC prepared throughout the Comprehensive Plan periodic review. The Planning Commission will have the opportunity to propose amendments to the public review drafts following the public hearing.
- Findings can be included with the recommendation to the City Council to provide additional context or other information.

BACKGROUND

The City has been engaged in the periodic review of its Comprehensive Plan since March 2022, when the City Council approved the Scope of Work, Master Schedule, and Public Participation Plan with [Resolution No. 1621](#). For the last two years, the PC has prepared public review drafts of each element slated for update and the new Economic Development and Parks and Open Space elements. On May 29, 2024, the PC will conduct a public hearing on the updated Comprehensive Plan and begin deliberating its recommendation to the City Council.

Exhibits

There are six exhibits provided with this PCB.

1. Comprehensive Plan Online Survey Results
2. Multifamily Housing Online Survey Results
3. Policy Gap Summary
4. Mercer Island Policy Comparison Table
5. Internal Consistency Review
6. Agency Comments

Comprehensive Plan Online Survey Results

The City conducted the Comprehensive Plan Online Survey from May 1-20, 2024. The survey focused on getting input regarding actions the City should focus on when implementing the Comprehensive Plan. Because the input was focused on implementation, staff will prepare a list of recommended findings based on the survey results that the PC can consider making in addition to its recommendation for the Comprehensive Plan. These findings will help guide the implementation of the Comprehensive Plan as the PC and staff work on projects in the coming years. More information about PC findings is included below in the Issue/Discussion section.

Multifamily Housing Online Survey Results

Between February 8 and March 15, 2024, the City conducted a survey regarding multifamily housing. The purpose of this survey was to gather public input to supplement the data on displacement risk collected in the Racially Disparate Impacts (RDI) Evaluation ([AB 6385](#)). This survey was intended to gather input from Mercer Island residents that have an increased risk of displacement. The RDI Evaluation found that displacement risk falls disproportionately on renting households, most of which are located in the Town Center and Multi-family zones within the city. Gathering public input on as part of the RDI Evaluation and assessing displacement risk was recommended by the WA Department of Commerce (Commerce) in their [Guidance To Address Racially Disparate Impacts](#).

To provide targeted outreach to renter households, a postcard with information about how to take the survey was sent to residential addresses in the City's multifamily and mixed-use zones. The survey was also publicly available through the Comprehensive Plan project [website](#) and was promoted through the City's e-newsletter and social media accounts. The survey gathered 154 responses (Exhibit 2).

The input from the Multifamily Housing Online Survey will help inform implementation of the Housing Element, particularly how the City can implement its anti-displacement policies. As such, the input can help inform findings that can be included with the PC recommendations that will help inform implementation. Some of the results from the survey were:

- Over 60 percent of respondents have lived in Mercer Island for ten years or less, 46 percent have lived in the City less than five years, and 15 percent have lived in the City between five and ten years (Question 2);
- Nearly 80 percent of respondents live in apartments or condominiums (Question 4);

- Almost 60 percent of respondents rent their home (Question 5);
- Over half of respondents that rent their home have thought about moving away from the City in the last year (Question 7);
- The four most cited reasons for considering leaving Mercer Island were:
 - Rent increase/can no longer afford rent;
 - Seeking lower cost of living;
 - Seeking a housing type/situation not available in Mercer Island; and
 - Home ownership opportunity in another community (Question 8);
- The three most selected responses to the question, “As you consider reasons for possibly moving from Mercer Island, what might make you want to stay? Please select up to 3 options below” were:
 - Lower cost/more affordable rental opportunity;
 - Affordable home ownership opportunity;
 - Availability of a housing type that’s not currently available in Mercer Island (Question 9);
- Only a slight majority, 54 percent, of respondents that own their own home do not foresee a time when they might need to sell their home and move from the City (Question 12);
- Among homeowners, the three most cited reasons for potentially moving from Mercer Island were:
 - Other;
 - Seeking lower cost of living; and
 - Move to another location by choice (Question 13);
- The top three reasons homeownership respondents were likely to stay on Mercer Island were:
 - Other;
 - Availability of a housing type that’s not currently available in Mercer Island; and
 - Affordable homeownership opportunity (Question 14);
- Nearly 70 percent of all respondents typically commute to work by driving alone (Question 16); and
- The top five responses to how respondents expect to use the light rail station when it opens were:
 - Go to and from the airport;
 - Events and entertainment off-island;
 - Go to restaurants, bars, and nightclubs in Seattle or Bellevue;
 - Go to events at sports stadiums; and
 - Commute to and from work (Question 17).

Policy Gap Summary and Mercer Island Policy Comparison Table

After the PC completed its initial review of each element in April, staff conducted a consistency analysis comparing the draft policies with multicounty planning policies (MPPs) and countywide planning policies (CPPs). Staff worked with consultants from Kimley-Horn and Associates, Inc. to prepare the policy comparison. The purpose of this policy comparison is to determine whether the proposed Comprehensive Plan policies adequately address the MPPs and CPPs. This comparison identified 13 policy gaps where the City can consider amending the draft policies to better align with regional and countywide planning policies.

The identified policy gaps are summarized in Exhibit 3. The full table comparing each draft policy with the MPPs and CPPs is provided in Exhibit 4. Staff will prepare recommended amendments to close the policy gaps and provide those to the PC in the June 5 agenda packet for consideration as they prepare a recommendation to the City Council. The gaps identified are listed in Table 1 on page 4.

Multicounty Planning Policies (MPPs)

The MPPs are established by the Puget Sound Regional Council (PSRC) in the regional planning document *Vision 2050*. The PSRC is the Regional Transportation Planning Organization (RTPO) in King County. [RCW 47.80.023](#) grants RTPOs the authority to certify that locally adopted transportation elements are consistent with regional transportation plan, and, where appropriate, conform with the requirements of [RCW 36.70A.070](#). The PSRC was

notified of the City’s intent to adopt an updated comprehensive on May 3, 2024, and is currently reviewing the draft update.

Countywide Planning Policies (CPPs)

The CPPs are established by King County and were updated in late 2023 by King County [Ordinance 19660](#). The CPPs are the principal way that planning is coordinated among the County and cities within its jurisdiction, as required by the Growth Management Act (GMA) ([RCW 36.70A.100](#) and [RCW 36.70A.210](#)). King County is not authorized by the GMA to certify plans like an RTPO but will be provided with the updated Comprehensive Plan prior to its adoption. King County will review the comprehensive plans of all King County cities to ensure consistency with the housing-related CPPs.

Internal Consistency

Under the GMA, comprehensive plans must be internally consistent so that, “no one feature precludes the achievement of any other” ([WAC 365-196-500](#)). The Internal Consistency Review in Exhibit 5 compares the policies throughout the Comprehensive Plan to determine whether they conflict. That review identified five internal consistency topics that can be addressed with minor policy amendments or findings.

Table 1. Policy Gaps and Internal Consistency Topics.

Ref. #	Policy Gap or Internal Consistency Topic
1	Policy Gap – while there are transportation policies focused on equity, the city should consider a land use policy which outlines how the city will consider MPP-RC-2 in its decisions.
2	Policy Gap – consider one or more policies focused on coordination with tribes on planning efforts. This could also assist with new legislation focused on tribal engagement in HB 1717.
3	Partial Gap – could include light pollution in policy 3.1 or expand other policies to consider impacts from light pollution.
4	Policy Gap – consider developing a new policy to align with MPP En-8 and CPP EN-5 and EN-25.
5	Partial Policy Gap – consider changing policy 19.10 to read “...prioritize the purchase and preservation of wetlands, and stream headwaters, <u>and areas which will enhance open space networks.</u> ” Also, consider how the PROS Plan addresses the significance of open space corridors when that plan is updated.
6	Possible Policy Gap – consider reviewing the PROS Plan regarding policies which consider prioritizing or considering historically underserved communities for open space improvements and investments.
7	Partial Policy Gap – while there are many open space policies, consider adding policy language to reflect that the City will consider racial and social inequities when evaluating and planning for parks and open space. The City could also consider a reference to the Regional Open Space Conservation Plan.
8	Partial Policy Gap- Consider a new policy to implement CPP-EN-25.
9	Policy Gap – consider adding a new policy or add to [Transportation Element] policy 3.1 to address stormwater.
10	Policy Gap – while policies 8.1-8.8 of the Capital Facility Element are focused on Telecommunication Policies, there are no policies focused on providing access to residents and businesses in all communities, especially underserved areas. Consider adding a new policy that encourages working with service providers or supporting infrastructure improvements for areas which may be underserved.
11	Policy Gap – the City could consider a new policy regarding the placement of community facilities and health and human services near transit facilities.

Ref. #	Policy Gap or Internal Consistency Topic
12	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation; and”
13	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example, 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation;
14	Consistency - No internal policy conflicts identified when comparing the Housing and Land Use Elements with the Transportation Element. However, Housing Element policy 1.9 and 2.2 utilize the term “high-capacity transit”. This term is not utilized in the Transportation Element policies but is mentioned in the Transportation Element text. Consider if any policies are needed in the Transportation Element regarding support for high-capacity transit even if those projects are not led by the City of Mercer Island.
15	Consistency - No internal policy conflicts identified when comparing Housing Element and Economic Development Element/Economic Development Policies in Land Use Element. However, consider how proposed Economic Development Policy 6.1 aligns with many of the Housing Element Strategies, Goals, and Policies. As an example, one of the City of Mercer Islands stated Housing strategies is to “Make adequate provisions for housing needs for all economic segments of the community” and Housing Element Goal 1 says will “Mercer Island provides housing affordable for all income levels meeting its current and future needs.” While increasing high wage jobs is important, could this policy be amended to focus on increasing jobs that algin with the housing Strategies, Goals , and Policies? As an example, new tech jobs will require a variety of services, which will employ people making less income. They will also need housing. Consider: 6.1 Plan to increase ~~high-wage~~ on-island job opportunities for all residents, <u>including high-wage jobs</u>, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled. Policy 6.2 focuses on coordinating Housing Element policies with Economic Development policies. However, the policy is vague and does not indicate how this coordination will take place. Consider amending the policy to identify how these outcomes will be achieved.
16	Consistency – No internal policy conflicts identified when comparing Transportation Element and Climate Action Plan (CAP) – Transportation Actions. New CAP Transportation Action TR1.1 proposes developing an EV Charging Infrastructure Plan. This could include requirements for new development and a plan of how to retrofit existing developments. Transportation Element Policy 3.4 discusses measures providing electric vehicle infrastructure but to implement TR1.1, the City could consider a new policy or amending 3.4 to include the development of an EV Charging Infrastructure Plan. Development of the Plan could then require some additional policies in the Land Use, Housing, and Economic Development, and Transportation Elements. If a new or modified policy in the Transportation Element is considered, also review CAP Transportation Actions TR1.3 – TR1.5 for addition language to consider.

Ref. #	Policy Gap or Internal Consistency Topic
17	Consistency – No internal policy conflicts identified when comparing Housing Element and Climate Action Plan (CAP) – Buildings and Energy Section Actions. Given Climate Action Plan (CAP) Actions BE1.1 – BE2.4 focus on, building incentives, programs, and implementation of state law requirements for building, there does not appear to be any conflicts with proposed Housing Element policies. However, consider how proposed actions taken in the future could add costs to developing new housing. As an example, requiring LEED certification for buildings beyond state requirements may be a positive thing for the City of Mercer Island to do but it will also increase construction costs. This may be at odds with Housing Element Goal 1 which says, “Mercer Island provides housing affordable for all income levels meeting its current and future needs.” It is also unclear if any of the proposed actions will require new permits or permit reviews when new housing is being proposed. If so, this could add new permit fees or add time to permit processes.
18	No internal policy conflicts identified when comparing Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS). However, given that Capital Facilities for Parks, Recreation, and Open Space are addressed in the PROS Plan rather than the Capital Facility Element, consider language in the Capital Facility Element pointing to where parks information may be found. This could increase navigability of the Plan. The Growth Management Act and implementing rules allow for these to be separated. WAC 365-196-415(2)(iii) says “Capital facilities that are needed to support other comprehensive plan elements, such as transportation, the parks and recreation or the utilities elements, may be addressed in the capital facility element or in the specific element.”
19	With the development of a new Economic Development Element, consider how the existing economic development policies in the Land Use Element fit within the Comprehensive Plan framework. Consider the following: 1) Move Goal 14 policies in the Land Use Element, where not duplicative of new Economic Development policies into the Economic Development Element. There are several policies that may be able to be removed given new policies but a review should take place. 2) Goal 15-17 policies appear to fit with the framework of the Land Use Element. Consider retaining these in the Land Use Element but modifying the sub element name from economic development.

Agency Comments

The City has received comments on the Comprehensive Plan update from Puget Sound Energy (PSE) and the Washington Department of Fish and Wildlife (WDFW) (Exhibit 6). Staff will review these comments and recommend amendments for the PC to consider when making its recommendation. Staff will recommend amendments based on those that are required to maintain compliance with state, regional, and countywide planning requirements. The agency comments that do not have a staff recommendation are optional, proposing amendments over and above those required for compliance. The PC can consider these optional comments and staff will draft a recommended amendment based on those comments if requested.

ISSUE/DISCUSSION

Planning Commission Recommendation

The PC will begin deliberating their recommendation following the public hearing. The intent is to arrive at a recommendation to the City Council by June 12. To make it through the review process by June 12, the PC

discussion will focus on different aspects of the Comprehensive Plan at each of the remaining three meetings as described below.

Meeting Date	Areas of Focus	Desired Outcome
May 29	• Receive public testimony • Receive staff recommended amendments to respond to surveys, open house input, and policy gaps • Consider any PC comments received by May 27	Take public testimony and resolve as many amendments as possible within the allotted time.
June 5	• Focus on Transportation, Capital Facilities, Utilities, and Parks and Open Space elements • Resolve staff recommended amendments to respond to surveys, open house input, and policy gaps • Resolve PC Comments received by June 3	Resolve all proposed amendments to the Transportation, Capital Facilities, Utilities, and Parks and Open Space elements
June 12	• Focus on Land Use, Housing, and Economic Development elements • Resolve staff recommended amendments to respond to surveys, open house input, and policy gaps • Resolve PC Comments received by June 10	Resolve all proposed amendments and make a recommendation to the City Council

Throughout the review process, amendments will be made by a motion and vote only rather than by consensus. This process, while more formal, will ensure that the record of what amendments were made is clear and easily tracked. To that end, please provide any proposed amendments or findings in writing by the Monday prior to each PC meeting so all members of the PC can consider the proposal and be prepared to vote.

Planning Commission Findings

In addition to changes to the text of the Comprehensive Plan update, the PC can make findings. Findings will be included with the PC recommendation to the City Council. Findings are a good way for the PC to memorialize an idea or direction for implementation without amending the text of the Comprehensive Plan. Findings are also a way the PC can respond to public comments. For example, if during the public hearing the PC hears a number of comments about the need for prioritizing additional restaurant options when implementing the Economic Development Element; the PC can make a finding directing that kind of prioritization for implementation without adding a new policy or amending the text of the element. That finding would be part of the PC recommendation to the City Council and inform the preparation of the implementation plan following the Comprehensive Plan update.

Staff will provide the PC with draft findings based on the survey results, Open House input, and policy gap analysis in advance of the public hearing so that it can consider the findings with the rest of the recommendation to the City Council. Throughout the process, findings can be added, removed, or amended by motion. The staff recommended findings will be provided to the PC no later than the June 5 PC meeting.

Planning Commission Comments

The Planning Commission elected to cancel the May 22 meeting to allow more time for individual review of the materials included in this PCB. During review of these materials, if members of the PC have questions, a one-on-one or small group meeting can be scheduled with staff prior to the public hearing. Members of the PC may also submit comments or propose amendments in writing, no later than the end of the day on May 27. Comments can be sent to adam.zack@mercerisland.gov. Proposed amendments will be provided to the PC in advance of the meeting for their consideration following the public testimony. PC members who are continuing their term on the Commission beyond May 31 will have additional opportunities to submit comments and amendments in early June.

NEXT STEPS

May 29 PC Public Hearing

June 5 PC Deliberations and Possible Recommendation

June 12 PC Deliberations and Recommendation [NOTE: this is the target date for the PC to wrap up its recommendation]

July 12 Planned initial City Council Briefing on the PC recommendation

September – October City Council considers adoption of the Comprehensive Plan update and the PC will review an implementing ordinance that will include proposed code amendments.

RECOMMENDED ACTION

Receive report, no action necessary

2024-2044 Comprehensive Plan Periodic Review Online Survey Results

Question 1: What Best Describes Your Relationship with Mercer Island? Use all that apply.

Option	Response Count
I live in Mercer Island	86
I work in Mercer Island	7
I own a business in Mercer Island	6
I visit Mercer Island for services and amenities	5
Other (please specify)	0

Total Responses: 87, 0 skipped

Question 2: What best describes your current living situation? Select the best fit.

Option	Response Count
Own a home in Mercer Island	79
Rent a home in Mercer Island	6
Rent a home outside Mercer Island	1
Other (please specify)	1

Open Ended Responses

- Live in my van

Total Responses: 87, 0 skipped

Question 3: How long have you lived in Mercer Island?

Option	Response Count
Over 20 years	44
11-20 years	17
5-10 years	12
3-4 years	11
Less than 2 years	2
I don't live in Mercer Island	1

Total Responses: 87, 0 skipped

Question 4: What part of Mercer Island do you spend the most time in?

Option	Response Count
North-End – North of SE 40 th St	38
Mid-Island – Between SE 40 th st and SE 68 th St	34
South-End – South of SE 68 th St	15

Total Responses: 87, 0 skipped

Question 5: What is your age? (Optional)

Option	Response Count
Under 16	1
24 to 44	20
45 to 65	37
65 to 74	15
Prefer not to answer	8

Total Responses: 81, 6 skipped

Question 6: Which of the following best describes your household income in the last year? (Optional)

Option	Response Count
Prefer not to answer	30
\$0 to \$19,999	1
\$20,000 to \$49,999	1
\$50,000 to \$89,999	4
\$90,000 to \$129,999	3
\$130,000 to \$149,000	4
\$150,000 to \$199,999	6
\$200,000 to \$279,999	11
\$280,000 to \$339,999	8
\$340,000 to \$399,999	1
\$400,000 or more	17

Total Responses: 86, 1 skipped

Question 7: What do you love most about Mercer Island? Pick your top three.

Option	Response Count
Sense of community (caring neighbors, community, and cultural events)	47
Quality public services	4
Short commute time and access to employment	15
Housing choices and prices	2
Central location in the region	59
Parks and recreation opportunities	46
Safe place to live	69
Good roads and travel corridors	1
Other (please specify)	11

Open Ended Responses

- Character of neighborhoods
- Schools
- Living near children and grandchildren
- Beauty
- Ot
- It's definitely NOT the quality public services. The City is a shell of what it used to be.
- Quite and controlled population and housing development
- Great schools
- Free wifi at Starbucks
- Schools
- Farmers market
- Sense of containment

Total Responses: 86, 1 skipped

Question 8: Mercer Island strives to be Puget Sound's most livable residential community. Please indicate whether you strongly agree, somewhat agree, neither agree nor disagree, somewhat disagree, or strongly disagree with the following statements:

Mercer Island is a good place for my household to live.									
Definitely Disagree	2	Somewhat Disagree	2	Neither Agree nor Disagree	4	Somewhat Agree	13	Definitely Agree	66
I have housing that meets my needs									
Definitely Disagree	2	Somewhat Disagree	5	Neither Agree nor Disagree	3	Somewhat Agree	14	Definitely Agree	63
I have housing that is comfortable for me to live in long-term.									
Definitely Disagree	4	Somewhat Disagree	8	Neither Agree nor Disagree	3	Somewhat Agree	20	Definitely Agree	52
I can access services for daily life, such as grocery stores, banks, and pharmacies.									
Definitely Disagree	1	Somewhat Disagree	1	Neither Agree nor Disagree	2	Somewhat Agree	29	Definitely Agree	54
I have access to open space, parks, and outdoor environments.									
Definitely Disagree	1	Somewhat Disagree	0	Neither Agree nor Disagree	1	Somewhat Agree	3	Definitely Agree	82
I can safely walk around my neighborhood.									
Definitely Disagree	2	Somewhat Disagree	1	Neither Agree nor Disagree	1	Somewhat Agree	8	Definitely Agree	75
I can safely bike through my community.									
Definitely Disagree	5	Somewhat Disagree	6	Neither Agree nor Disagree	15	Somewhat Agree	27	Definitely Agree	34
If I have a problem, I know where to go for assistance.									
Definitely Disagree	3	Somewhat Disagree	9	Neither Agree nor Disagree	12	Somewhat Agree	34	Definitely Agree	29

Total Responses: 87, 0 skipped

Question 9: I plan to stay in my current Mercer Island home for:

Option	Response Count
Over 20 years	19
11-20 years	20
5-10 years	25
3-4 years	6
Less than 2 years	5
Unsure	11
I don't live in Mercer Island	1

Total Responses: 87, 0 skipped

Question 10: Do you foresee a time when you may need to sell your home or move out of your home and leave Mercer Island due to one or more of the following reasons? Choose all that apply.

Option	Response Count
High cost of owning a home	19
Limited housing available that would allow me to upsize or downsize from where I currently reside	21
High cost of renting a home	7
Housing not available in the areas I want to live	4
Size or layout of available housing is not suitable for me or my family	17
Low quality of available housing	2
Housing needs repairs I can't afford, or my landlord won't address	4
Eviction or foreclosure	0
None of these	36
Other (please specify)	12

Open Ended Responses

- If WA continues to go downhill in terms of public safety and public education, we may need to move our family of 5 out of the state (or country). We love this community but it is heartbreaking to see poor legislation and the fentanyl crisis turning our once beautiful Seattle (and surrounding areas) into crime-ridden, graffiti covered wastelands. Let's hope we get back on track soon.
- Downsize in retirement
- Neighborhood character is changing
- The politics are getting way too liberal. The schools are overwrought with liberal ideations. We pulled out child from MISD during the pandemic and haven't looked back.
- Restrictions around building permits that would prevent us from creating a home with space for multiple generations to live, without negatively impacting the ability to sell or the value of the home
- Degradation in quality of community or schools
- Health reasons
- I'll get towed
- May need assisted living.
- High taxes, general high cost of living
- Age related; move to smaller place/ independent living community, etc.
- Building code won't allow us to make the changes we'd like to.

Total Responses: 87, 0 skipped

Question 11: Within the next 20 years, what type(s) of housing could you see your household living in? Select up to three options.

Option	Response Count
Single family home	56
Single family home retrofitted for aging in place	38
Townhome	20
ADU (Accessory Dwelling Unit) or backyard cottage	11
Cottage home	9
Duplex	6
Triplex	0
Fourplex	1
Apartment or condominium in a smaller complex (five to twelve units)	14
Apartment or condominium located in a larger, mixed-use building (as found in the Town Center)	16
Senior housing development	23

Total Responses: 87, 0 skipped

Question 12: As you anticipate your housing needs and how they may change over the next 20 years, please indicate the importance of the City addressing each of the following housing issues. Rank each option Very Important, Important, Somewhat Important, Unimportant, Very Unimportant, Don't Know/Unsure.

Availability of different types of housing to purchase: Single-family detached house, townhouse, apartment/condominiums to purchase within my price range											
Don't Know/Unsure	2	Very Unimportant	18	Unimportant	16	Somewhat Important	12	Important	15	Very Important	24
Availability of rental housing: Different types of homes such as single-family house, apartment/condominiums to rent within my price range											
Don't Know/Unsure	1	Very Unimportant	25	Unimportant	21	Somewhat Important	21	Important	10	Very Important	8
Proximity to Essential Amenities: Housing options within walking distance to the light rail station, bus stops, work, shopping, restaurants, schools											
Don't Know/Unsure	0	Very Unimportant	10	Unimportant	17	Somewhat Important	18	Important	20	Very Important	22
Housing Options in Commercial Areas: Housing in mixed-use areas with shopping or restaurants											
Don't Know/Unsure	0	Very Unimportant	10	Unimportant	17	Somewhat Important	18	Important	20	Very Important	22
Right-sized Housing for Smaller Households: Availability of a range of housing options that are right-sized for smaller households											
Don't Know/Unsure	1	Very Unimportant	13	Unimportant	19	Somewhat Important	13	Important	24	Very Important	17
Right-sized Housing for Larger or Growing Households: Availability of a range of housing options that are right-sized for large or growing households											
Don't Know/Unsure	3	Very Unimportant	17	Unimportant	22	Somewhat Important	18	Important	16	Very Important	11
Diversity of Housing Types Across Income Levels: Available of affordable housing for sale or rent across all income levels											
Don't Know/Unsure	1	Very Unimportant	21	Unimportant	19	Somewhat Important	20	Important	15	Very Important	11
Housing close to Services: Availability of affordable housing options close to public and social services											
Don't Know/Unsure	2	Very Unimportant	14	Unimportant	17	Somewhat Important	21	Important	18	Very Important	15
Housing close to Parks: Availability of housing near parks and open spaces											
Don't Know/Unsure	1	Very Unimportant	10	Unimportant	16	Somewhat Important	18	Important	18	Very Important	22
Off-Island Transportation Options: Housing located near convenient options to access off-island transportation											
Don't Know/Unsure	2	Very Unimportant	12	Unimportant	15	Somewhat Important	16	Important	18	Very Important	22
Nonmotorized Travel Options: Safety and ease of walking & biking within and between areas of the City from where I reside											
Don't Know/Unsure	0	Very Unimportant	8	Unimportant	9	Somewhat Important	17	Important	12	Very Important	38

Total Responses: 87, 0 skipped

Question 13: As you envision middle housing development occurring in Mercer Island, what do you foresee being the most impactful?

New middle housing will not be at the same scale as the existing residential development									
Don't Know/ Unsure	7	Very Impactful	19	Neutral	32	Somewhat Impactful	17	Not At All Impactful	11
Visual impacts from more driveways and garages facing the street									
Don't Know/ Unsure	2	Very Impactful	27	Neutral	20	Somewhat Impactful	24	Not At All Impactful	13
More people parking on the residential street in my neighborhood									
Don't Know/ Unsure	3	Very Impactful	45	Neutral	12	Somewhat Impactful	22	Not At All Impactful	4
Additional traffic and parked cars impacting the walkability of my neighborhood and making it less pedestrian-friendly									
Don't Know/ Unsure	0	Very Impactful	53	Neutral	11	Somewhat Impactful	20	Not At All Impactful	2
Reduced parking requirements in areas close to transit causing more residents to park on the street									
Don't Know/ Unsure	4	Very Impactful	51	Neutral	11	Somewhat Impactful	16	Not At All Impactful	4
Loss of mature trees and landscaping when new development occurs									
Don't Know/ Unsure	1	Very Impactful	53	Neutral	13	Somewhat Impactful	15	Not At All Impactful	5

Total Responses: 87, 0 skipped

Question 14: Mercer Island is committed to fostering a more diverse range of housing options that are affordable to households at all income levels. Below are potential strategies aimed at expediting the development of affordable housing for all economic segments of the community. Please select the top five strategies you believe the city should prioritize for implementation:

Option	Response Count	Rank
Support Proximity to Transit Hubs: Foster the development and preservation of affordable housing within walking distance of the Link Light Rail Station and the Mercer Island Transit Station;	61	1
Streamline Permit Processes: Reduce permit review times and fees for new development that include affordable housing units;	33	4
Introduce Cost-Reduction Programs: Implement programs and incentives to lower the overall cost of building and preserving affordable housing;	17	8 (tied)
Develop Partnerships to Reduce Costs: Forge partnerships aimed at reducing the expenses associated with building and maintaining affordable housing in Mercer Island;	19	7
Incentivize Affordable Housing Integration: Offer incentives that encourage the integration of affordable housing units within new construction;	17	8 (tied)
Mandatory Inclusion in New Development: Require the inclusion of affordable housing units in all new multifamily or mixed-use development;	23	5
Bonuses for Affordable Housing: Allow height bonuses for developments that incorporate affordable housing units;	14	11
Simplify Design Review: Simplify design review requirements and processes for multifamily and mixed-use developments that include affordable housing units;	20	6
Fee Reduction for Affordable Units: Decrease or eliminate permit fees for developments with affordable housing units;	16	10
Parking Requirement Reduction: Reduce parking requirements for affordable housing units;	8	12
Town Center Focus: Concentrate the development of affordable housing units in Town Center zones by increasing the maximum allowable height for multifamily or mixed-use developments inclusive of affordable housing;	43	3
Allow Multifamily in C-O zone: Permit mixed-use and multifamily development in areas of the city zoned Commercial-Office (C-O) if they incorporate affordable housing units within the development.	44	2

Total Responses: 87, 0 skipped

Question 15: What are some of the barriers that prevent you from using transportation modes other than driving alone? Choose all that apply.

Option	Response Count
Geography	21
Safety	34
Frequency of Service	44
Transit coverage area	42
Infrastructure (bike lanes, sidewalks, etc.)	24
Other (please specify)	21

Open Ended Responses

- It is a waste of time and a safety risk to ride public transportation alongside people who are smoking drugs and assaulting people with hammers. I still need to own and insure a vehicle to get to this public transportation so there is zero benefit, added expense and a risk to my safety to use public transportation.
- No desire
- I probably wouldn't use it under any circumstances
- Transit to anywhere meaningful takes far longer than driving by car. Additionally, there are health and safety concerns when taking public transit off-island.
- I prefer driving and suburb living style.
- Senior unable to walk to transit options
- Limited parking at park and ride
- Do not enjoy public transportation
- Parking to ride transit
- Personal freedom desires on my part.
- If I have to drop off kid at school, I'm not going to then use public transport. I'm too busy
- Convenience
- Transit is inconvenient and time consuming. Drunks and drug addicts make trains unsafe for my family. Ride one yourselves and see what we mean!
- Transporting kids and convenience. With three kids, adding a bus schedule into family logistics would be inconvenient and impractical.
- I drive, walk and take the bus. This island is built for cars and nothing else.
- No public transportation available. Bike not practical for grocery shopping and most errands
- Car seats, 3 kids that need to be in different places at similar times
- Costs to take public transit and I can get to my destination much faster than taking public transit, plus it is safer to take my own vehicle.
- I can get to where I want to go quicker than I could with any public transit, not to mention, you take Bellevue and Issaquah, I can park for free when I shop and wouldn't have to wait for a bus or trudge from the transit stop to the mall/shops/restaurants. Plus, ST are letting the drugged-out people on the buses. Even with increased security, there are still stabbings at the stations.
- Most travel is for transporting children- however we have set up many carpools to reduce carbon footprint
- Time. I don't want to waste the time of public transportation.

Total Responses: 87, 0 skipped

Question 16: A goal for traveling in the Central Puget Sound Region is to increase options so more people can safely choose walking, biking, or taking transit to the places they want to go. In your opinion, how impactful would the following strategies be to improve transportation in Mercer Island? Rank each option very impactful, neutral, somewhat impactful, not at all impactful, don't know

Improve maintenance of existing streets before investing in other transportation projects									
Don't Know/ Unsure	3	Very Impactful	29	Neutral	24	Somewhat Impactful	10	Not At All Impactful	21
Increase public education programs about buses, light rail, and other transportation options, in conjunction with the opening of the Mercer Island light rail station									
Don't Know/ Unsure	6	Very Impactful	14	Neutral	15	Somewhat Impactful	22	Not At All Impactful	30
Improve and expand safe pedestrian and bicycle routes, including safe routes to school									
Don't Know/ Unsure	1	Very Impactful	45	Neutral	14	Somewhat Impactful	18	Not At All Impactful	9
Improvements to the "last mile" transportation options to the Town Center and Transit									
Don't Know/ Unsure	9	Very Impactful	41	Neutral	11	Somewhat Impactful	16	Not At All Impactful	10
Use street calming methods to reduce vehicle speed in residential areas									
Don't Know/ Unsure	6	Very Impactful	23	Neutral	26	Somewhat Impactful	18	Not At All Impactful	17
Improve enforcement of traffic laws									
Don't Know/ Unsure	3	Very Impactful	23	Neutral	26	Somewhat Impactful	18	Not At All Impactful	17
Parking Enforcement									
Don't Know/ Unsure	6	Very Impactful	14	Neutral	38	Somewhat Impactful	15	Not At All Impactful	14
Provide more public parking in the Town Center for patrons and commuters									
Parking enforcement									
Don't Know/ Unsure	1	Very Impactful	41	Neutral	16	Somewhat Impactful	18	Not At All Impactful	11
Ensure transportation projects equitably distribute disruption, burdens, and benefits									
Don't Know/ Unsure	14	Very Impactful	17	Neutral	31	Somewhat Impactful	6	Not At All Impactful	19

Total Responses: 87, 0 skipped

Question 17: As the City of Mercer Island strives to foster a robust economic environment and enhance the commercial areas to attract people, entrepreneurs, businesses, and investment, we would like your input on how you would prioritize the following economic initiatives. Please order each from 1 to 10, with 1 being the top priority (most important):

Option	Average Rank
Attracting high-wage employers	4.28
Development of satellite offices and coworking spaces	4.72
Partnering with community organizations and developers to facilitate the construction of affordable housing for employees who commute to Mercer Island due to the unavailability of affordable housing on the island	4.93
Facilitating a mentorship program to connect Island business owners, entrepreneurs, and retirees with individuals interested in starting a new business	5.22
Developing a guide to doing business on Mercer Island to assist entrepreneurs in navigating city processes and finding additional resources for starting a new business	5.39
Partnering with community organizations to market Mercer Island as a favorable place to do business	5.62
Studying the feasibility of relocating City Hall facilities to the Town Center	5.79
Conducting a food truck pilot program in the Town Center	6.08
Periodically distributing a business newsletter to local business owners and community organizations	6.33
Supporting the Chamber of Commerce to initiate a "Shop Mercer Island" marketing campaign aimed at attracting more people to the island's commercial areas	6.63

Total Responses: 87, 0 skipped

Question 18: What improvements and investments should the City of Mercer Island prioritize in the next 10 years? Please select your top three priorities from the list below:

Option	Response Count	Rank
Job opportunities and economic development	6	11
Parks and recreation opportunities	22	6
Protection of natural resources	28	4
Housing variety and affordability	19	7
Maintaining city services (police, fire, stormwater, water, sewer)	48	1
More variety of retail and other businesses	29	2 (tied)
Design of buildings and public spaces (quality of materials, look of buildings, etc.)	8	10
Quality infrastructure (roads, sidewalks, streetlights, sewer, etc.)	29	2 (tied)
Public safety	25	5
More sense of community (events, cultural awareness, etc.)	5	12
Transportation options – increased transit access, improved bus service, protected bicycle lanes, etc.	17	8
Transportation options – walking and bicycling paths	15	9
Youth and Family Services –individual, couples, and family counseling, help with emergency rent, utilities assistance, access to food, senior services, etc.	4	13 (tied)
Other (please specify)	4	13 (tied)

Open Ended Responses

- Design a town center that is actually usable by the residents of Mercer Island. Inconvenient and restrictive parking has forced us and neighbors to take our business off island. It is a frequent point of discussion.
- Less angry old white men!
- Stop allowing variances and fees-in-lieu of for everything.
- The less the City is involved in promoting business the better. Just stick with providing basic services and the least expense. Taxes are too high making the Island less affordable. But you don't want to hear that.

Total Responses: 87, 0 skipped

Question 19: Is there anything else you would like to share with us?

- The proposed C-O zone should be for multi family housing and the city should not make it nearly impossible to build there because of the proximity to single family housing. More townhomes, condos, and affordable single family homes are needed. There is so much underutilized storefronts in the downtown core and the city needs to do more to attract businesses and make it easier to have a business on mercer island, it is sad to see it so empty.
- The recently passed housing legislation in WA state is absolutely bananas. It doesn't work for small suburban communities like ours, nor do we want to change our predominantly single family community into a crowded concrete jungle of high rise buildings, congested roadways and overtaking our already aging infrastructure to allow for massive congestion. People move to MI for a reason and the cost to live here reflects that. Please don't ruin our beautiful haven by turning us into another ugly congested Seattle, Bellevue or Redmond.
- We love it here and are committed to staying here for my son's top notch education. We live in an apartment and have no chance of getting a condo here with HOA fees, etc. A small 2 bedroom condo that is affordable on a teacher's salary would be a game changer for us.
- please maintain single family neighborhood- limit density there- keep it in the town center
- I truly hope that Mercer Island continues to ground planning decisions on what is truly in the best interests for the overall community. Many of us moved here to be a safe place to raise our children. Let's keep Mercer Island that special place and not destroy it because folks got too greedy.
- Growth is necessary and inevitable, and we need some more affordable housing for those who otherwise have to commute - but PLEASE, keep the investments, safety, peace, and overall quality of life needs of those who have already lived and supported MI for years at the forefront of decisions made. There's no putting the toothpaste back in the tube once we've made these very important and impactful decisions. Over the past 10-15 years, there have been a number of MI development decisions made that have weakened, rather than strengthened, our position and desirability relative to some of our neighboring cities. In many ways, MI is unique and it's difficult to compare. Residents would like to keep it that way, but for the right reasons, positive reasons. Not traffic/congestion, lack of parking and retail options, increased crime and noise pollution, cookie cutter neighborhoods lacking trees and open space, and a visually unappealing or uninviting town center.
- yes, on the economic survey -the whole scale, 1-10 was not available to choose. Some questions were limited to a couple of numbers which did not represent my choices.

- Develop a non biased survey - not aimed at density. Save the SFH neighborhoods.
- Please do not encourage multi-family housing development in the C-O zone. Traffic is already troublesome there and there are no public transit options. Keep multifamily development in and around the Town Center where it already exists and where public transportation options already are present. This concentration of housing in Town Center will support retail. Studying small-scale retail in residential zones is a horrible idea as retail needs density and single family neighborhoods along with parks are the allure of MI. Do not destroy our Single Family Neighborhoods chasing a pipe dream. It is okay that Mercer Island is a suburb and not an urban center. It is ok that it is a bedroom community with walkable, safe, single family neighborhoods with abundant tree cover.
- Keep the single-family characters and don't turn Mercer Island into Capitol Hill, where I moved from.
- As someone that has conducted surveys, I find that your paragraph about housing gap is non-objective and is pushing a progressive agenda. That is not good survey design and will likely skew/influence the results. In addition, studying small scale in single family neighborhoods is not something the city should be spending money on. Protecting our single family neighborhoods is key to the city's continued success and those neighborhoods are the majority of the island and why many moved here. Also, the CO zone by the JCC and French School already has bad traffic and no high speed transit options - it is NOT the place to encourage multifamily housing. Multifamily housing should be limited to the Town Center, existing zones, and areas near the light rail - this will provide the density that will foster a revitalized retail environment.
- Increase density & height limits in the town center to increase housing supply and attract more businesses - and move city hall there rather than rebuilding it in place. Open up the rest of the island to higher density housing options, including ADUs and fourplexes, with reduced or eliminated parking minimums. Expand bike and walking paths and add shuttles to make it easy for people to get to transit without having to drive.
- The comprehensive plan must go farther on housing -- by adopting a limited, slow growth plan, we're harming the region by keeping housing prices high. If we allow more market-rate housing here, it will prevent gentrification and displacement in other areas. We should increase zoning beyond the minimum requirements mandated by the GMA and state legislation.
- Please restore lifeguards.
- Mercer Island's high value to me is totally associated with its uniform Single Family nature and it concomitant safety. The current Washington State assault on that (middle housing and other affordability mandates, and assault on

Single family zoning broadly) is highly ideologically driven from the left. As a former planning manager for our largest city, I foresee ever increasing ideological pressure in that direction. I oppose this uniform mandate and our comprehensive plan should do everything to thwart these mandates and protect our current wonderful character. I have little faith that it will.

- Yes. My number one issue is we NEED more affordable housing. note, i don't want low income housing. I don't want rental assistance. i just want us to Build more dense units downtown. Condos, townhouses, etc. The entry level house on Mercer Island shouldn't be \$2mn. There are reasons why our elementary school attendance is down. One big ones is who can afford \$2+mn with young kids. Again, I'm not saying build low income housing. 2-3 bedroom condo units. \$1.2-1.5mn townhomes. People want to live here! approve buildings that work for Upper class families with young kids.
- There are too many car racing along the EMW during the summer time. Please make sure to police and issue tickets.
- Pretty much everything in question 18 should be on the list! Please make it easier to get around the island quickly.
- Better street lighting coverage close to parks more pedestrian sidewalks Traffic lights on cross walks Stop increasing property taxes with double digits every year Distributed more funding in expanding tech and science education in public schools Attract more restaurants, family businesses offering kids services Offer more kids play and education programs options
- Mercer Island is a unique community positioned between two major cities. I would love to see a community plan that reflects inclusion, diversity and equitable solutions. We should be caring for all of our neighbors and be an inviting place for all (not just those who can afford to live here), and there are residents like myself who do want change in my own back yard. The housing crisis is real and as a community, we can be part of incremental change. Thank you for taking time to collect input from the residents.
- Priority parking permits should be distributed to mercer island residents so they can use the parking facilities related to mass transit. It is too unpredictable to reliably use for commuting.
- If there is a way to supporting housing for educators particularly those teaching at our schools that would have a strong positive multiplier on many aspects of Mercer island life.
- More sidewalks
- Please gather as much research as possible about which strategies for affordable housing have measurable results. If a strategy hasn't been successful elsewhere we shouldn't try to make it work here.

- A vibrant walkable, bikeable city core, with restaurants, galleries, light retail, is the most important function the comprehensive plan can serve. That means re-striping streets to accommodate angle parking and bike lanes, widening sidewalks to accommodate outdoor seating for restaurants and trees and plantings to make for an attractive pedestrian environment. The current downtown core is decrepit. 1950s-era strip malls surrounded by parking lakes is not a pleasant walking environment. Think about pedestrian-only options and modern, mixed-use urbanism. Provide central public parking in place of every strip mall having its own lot. Create 10-minute loading zones to drop off or pickup small loads, like dry cleaning or quick service restaurants. Rezone retail core as mixed use and delete the at-grade parking lots. Require adequate underground or otherwise integrated parking for residential buildings, not at-grade parking lakes. Limit heights and massing of multistory buildings, and set back upper stories to not intimidate pedestrians or create canyons. Maintain open space in and around buildings. Provide more bike parking.
- Not everyone here has a multi-million dollar home and a Tesla, some of us are just getting by.
- There is very little available land for development of smaller homes. Of there are places that can infill smaller affordable homes that would be great.
- I am unhappy with the quality of this survey, particularly when I am required to choose options to complete questions when I am against all of the options. Particularly the question that required I endorse 5 housing options I opposed. Also question 17 required rankings and the software repeatedly rejected my rankings
- Bike lanes and pedestrian paths are really needed from Lakeridge Elem. all the way to the new light rail station! Currently, Bike lanes are hit and miss and veer off towards the high school- very dangerous for students on e-bikes and scooters. Don't stop the bike lane construction on mid-island like it is currently planned, continue the path all the way from Lakeridge elem to the new light rail station. Bike lane path should start at Lakeridge Elementary, go north past IMS, head east past the south end shopping center, north at Pioneer park on Island crest way, turn west onto 40th, then to north onto 80th Ave SE. We need a north to south bike/pedestrian path to connect all islanders. We desperately need a round-about at the pioneer park 4 way stop. With art in the middle of the round-about to welcome everyone to the south end. Plus, the south end doesn't have much public artwork, compared to the north end. Thank you for making Mercer Island a great community to live - both north, south east and west.
- Implement climate action! Increase density in the town center, accommodate multi-modal transportation options.
- I strongly support improving bicycle infrastructure, including the ICW corridor and through the town center.

- Focus on the basics, the very purpose of a city. Health, safety, & infrastructure. Clean water, clean streets, clean parks.
- Please maintain the single-family zones. This includes trees and house to lot size. Please maintain parking minimums so cars don't park in the streets forcing kids and pedestrians into the street. Please don't rezone or develop our parks. The only place affordable housing makes any sense is in the town center, but even then with the cost of land and construction developers can't go below 80% AMI for affordable housing or they won't build. Increased density does not benefit existing residents. It only benefits builders, and strains our already strained infrastructure from water to sewer to roads to police to fire.
- Yes, the rents are too high - both residential and retail. Older buildings should be grandfathered in, developers should not be allowed extra stories for nothing, and we don't want micro-housing or co-sharing opportunities anywhere on the island.
- Town center development is a big challenge. We would like to have a better selection of retail, especially restaurant options. However, there is also a need for affordable housing and parking is severe problem. Lack of proper repair and maintenance in some existing apartment buildings in the town center is also a problem.
- Yes, with regards to the questions in 17., I am sorry, but they all should get "10" on a scale, not make us have to put in a number in order of how important. What you are missing is the fact that we are losing so much commercial retail and restaurants and bars in the Town Center in exchange for multifamily residential buildings with no on-street parking which no-one wants and which goes against what we want. And the City are not listening to citizens even more, even with our filling out survey after survey. And there is a push for micro-housing and co-sharing housing, just make sure that there is something in The Comprehensive Plan which makes it that there is a limit on density. We want affordable housing, but not at the cost of making people live like sardines all packed into small units to make it look like they are affordable.
- The biking community (including e-bikes and e-scooters) on Mercer Island is quite large. I'd like to see this group better represented when important planning decisions are made.
- Please do not destroy the single family neighborhoods of Mercer Island. That and its parks are what make it unique. Any mandated increase in density or creation of affordable units should be limited to the Town Center and existing multifamily areas and near the Light Rail Station. And for the love of God don't even entertain the idea of putting a parking garage in Mercerdale....that battle was already fought on Kite Hill - seriously!!!!
- I am concerned with the arrival of public transit to Mercer island that our Island will become less safe. Make sure this does not happen.

EXHIBIT 1

- This survey's wording leads to a bias toward a particular result. There is ambiguity of meaning in some groups of questions.
- Do not put the City Hall in Town Center. Putting the City Hall simply makes it more difficult for your customers to access City Hall and it displaces tax paying businesses with tax absorbing government there by transferring more tax burden on the SF residences there by making the Island less affordable.
- Yes engage with the community
- Section 17 is terrible. I don't want any time or money spent on ANY of these priorities, but I could not complete the survey without filling in all of the blanks. Finally I had to fill them in arbitrarily to get to through the survey. I think ALL of the results in section 17 are invalid for the reason that the results do not represent the true opinions of residents who do not want time or money spent on any of these options.
- The city should re-establish Citizen use of the Community Center without cost to citizen sponsors and users.
- Completely tear down and rebuild CPD
- Please do nothing to change the character of the residential areas of the island. Don't reduce lot size, don't increase permissible impervious surface area, and do preserve trees and parks.
- Allow homeowners to use more than 40% of their property to do home remodels. Please add sidewalks and please add street lights for safety purposes in neighborhoods

Total Responses: 47, 40 skipped

Comprehensive Plan Multi-family Housing Survey

SURVEY RESPONSE REPORT

03 August 2018 - 20 May 2024

PROJECT NAME:

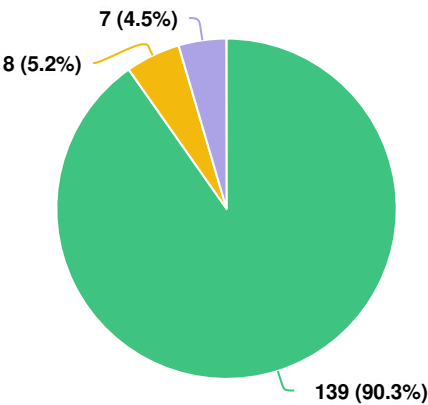
Comprehensive Plan Periodic Review





SURVEY QUESTIONS

Q1 | Where do you live in Mercer Island?

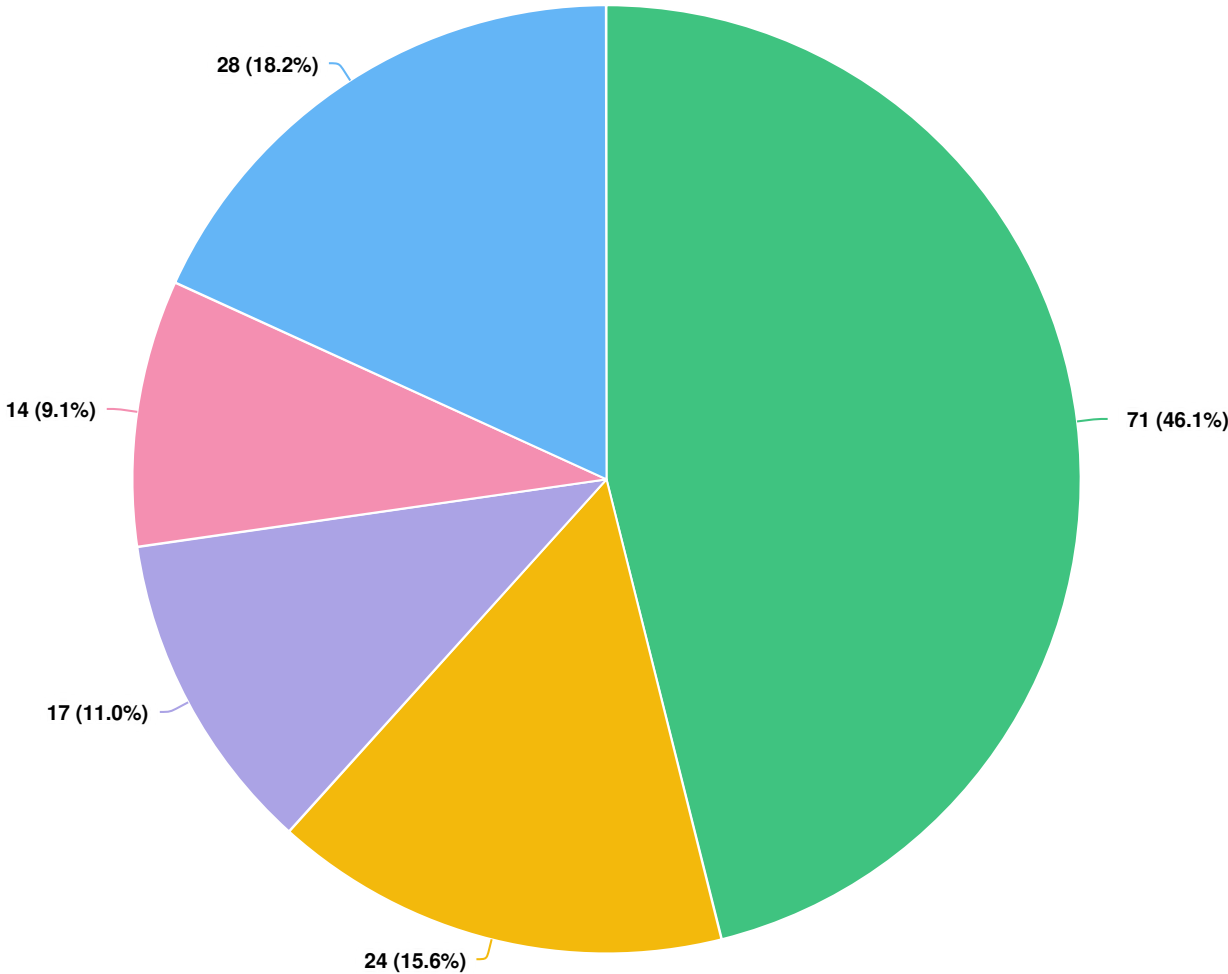


Question options

- North-end: North of SE 40th Street
- Mid-island: Between SE 40th Street and SE 68th Street
- South-end: South of SE 68th Street

Mandatory Question (154 response(s))
Question type: Radio Button Question

Q2 | How long have you lived in Mercer Island?

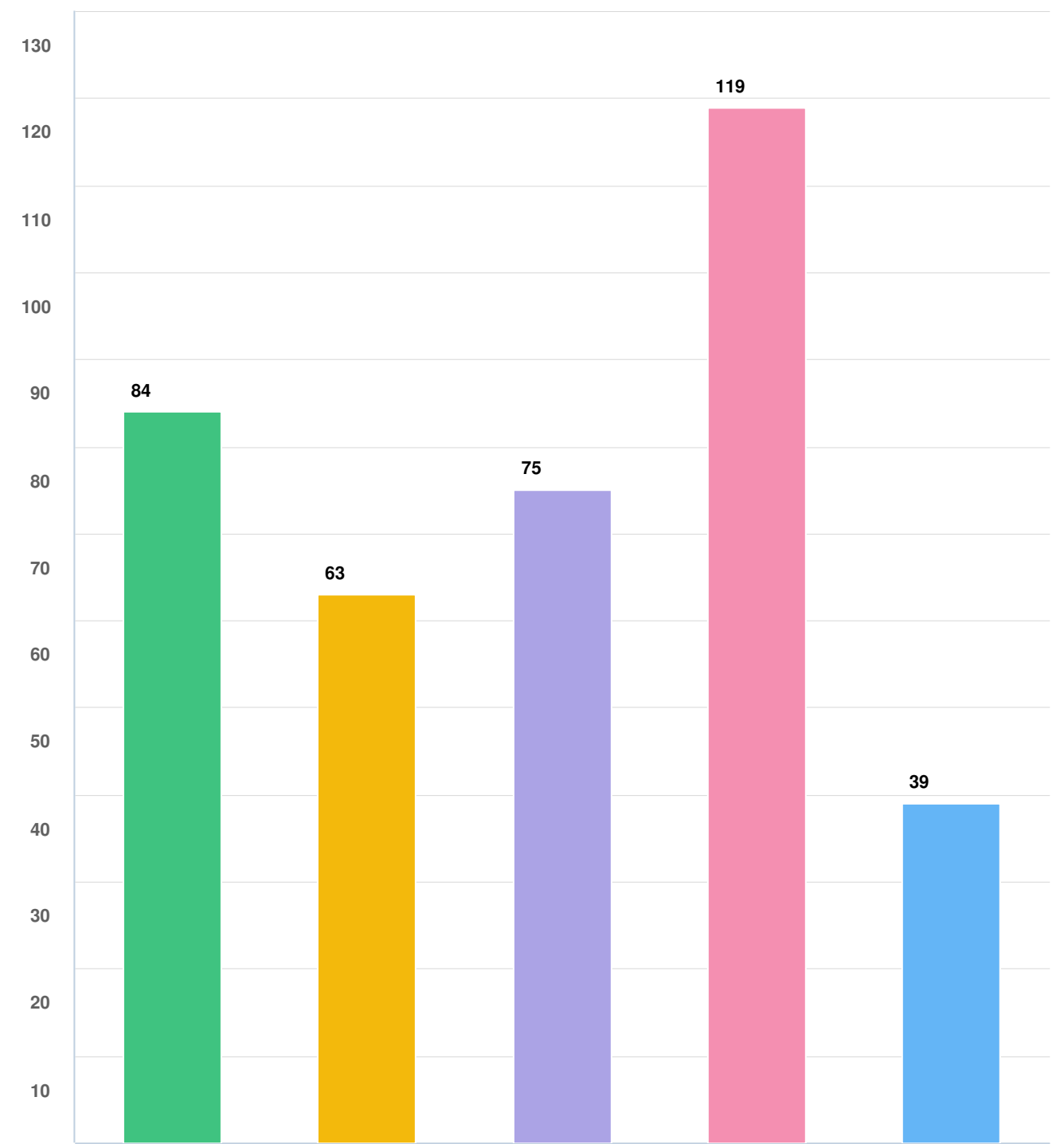


Question options

- Less than 5 years 5-10 years 11-20 years 21-30 years More than 30 years

Mandatory Question (154 response(s))
Question type: Radio Button Question

Q3 What are the main reasons you decided to live in Mercer Island? (select up to 3)

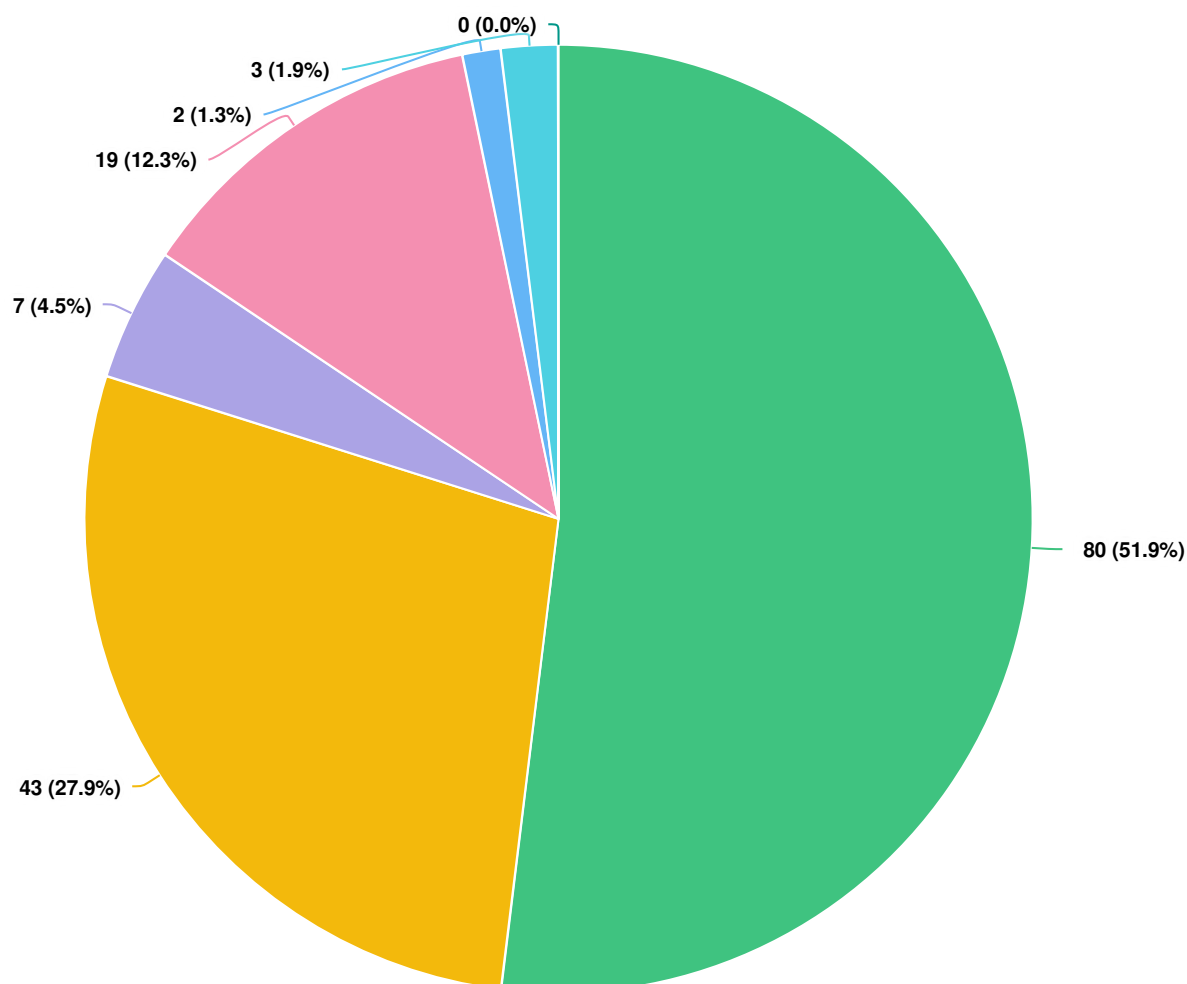


Question options

- Proximity to employment
- Educational opportunities/quality of schools
- Proximity to parks and open space
- Safe neighborhoods
- Availability of services/amenities/local businesses

Mandatory Question (154 response(s))
Question type: Checkbox Question

Q4 What type of housing do you live in?

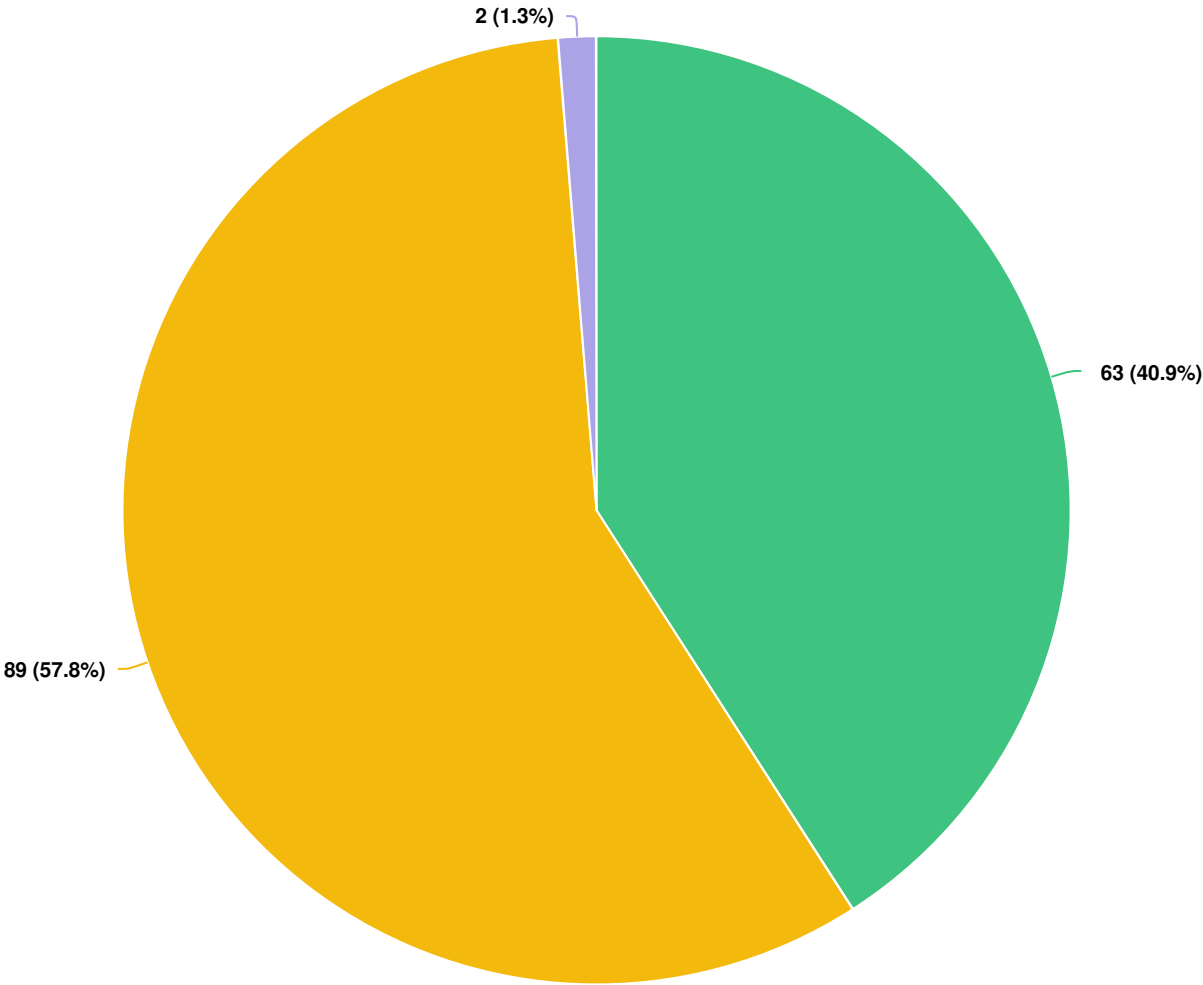


Question options

- Apartment
 ● Condominium
 ● Townhouse
 ● Single family house
- ADU (Accessory Dwelling Unit) / Backyard Cottage
 ● Other (please specify)
 ● Duplex

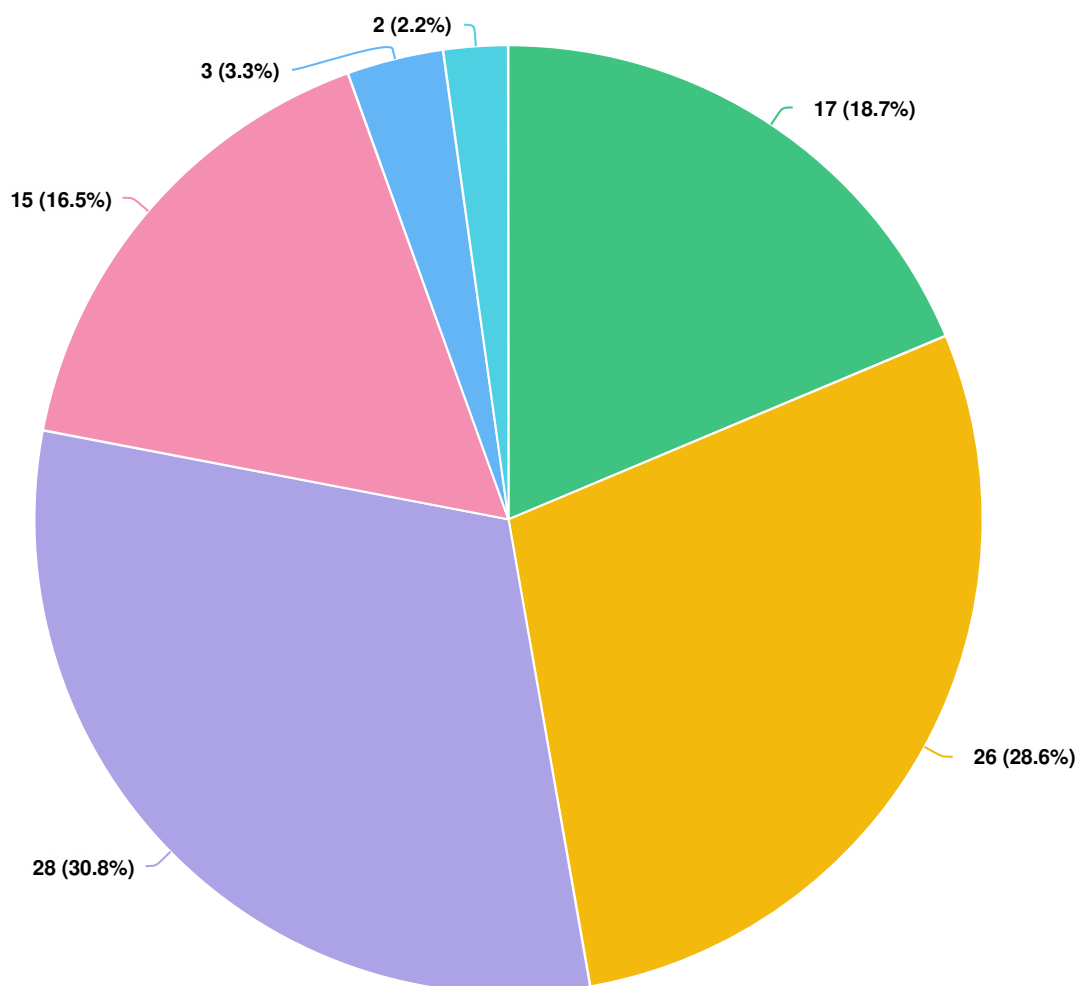
Mandatory Question (154 response(s))
 Question type: Radio Button Question

Q5 | Do you own or rent your residence?



Question options
Own Rent Something else

Mandatory Question (154 response(s))
Question type: Radio Button Question

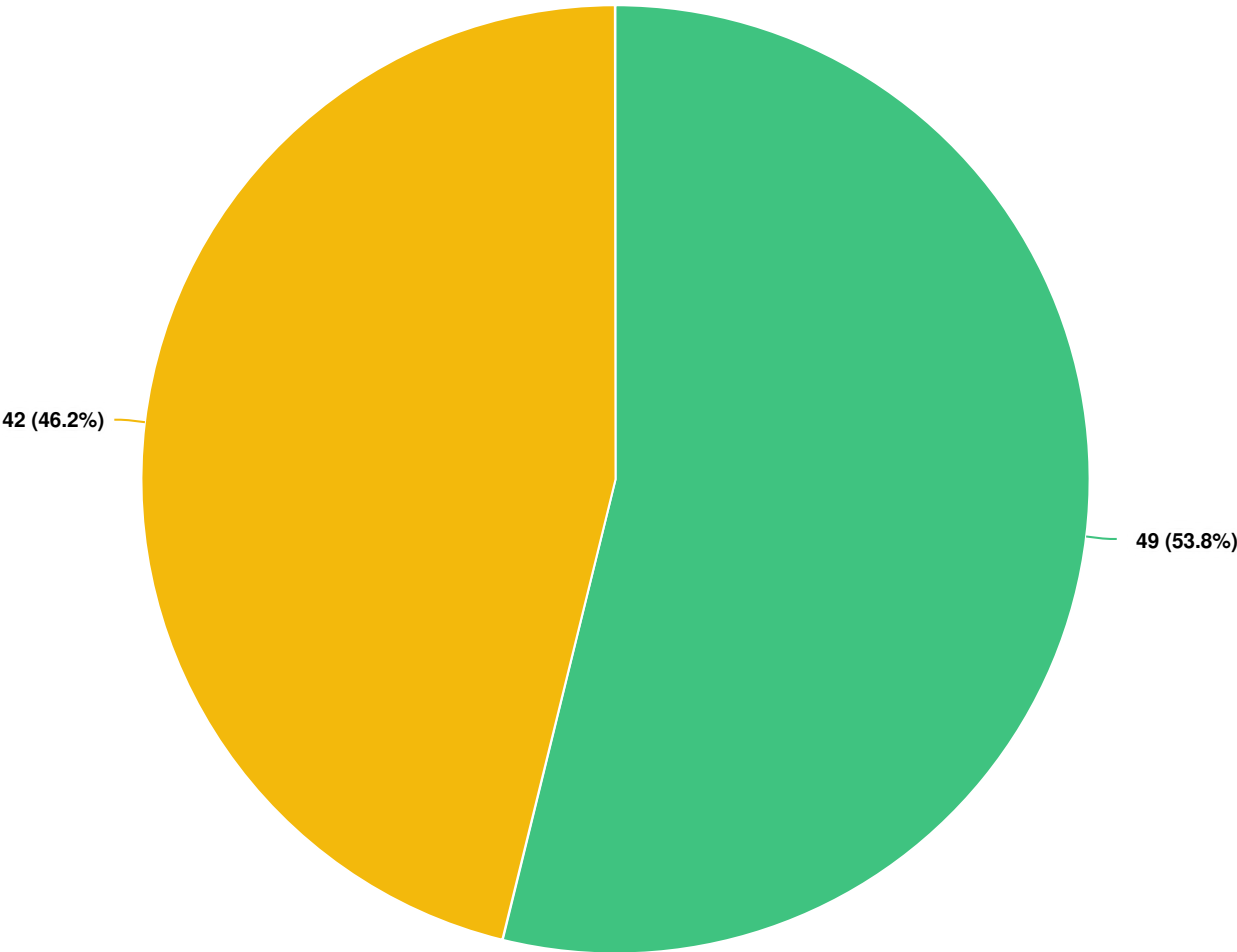
Q6 How long have you lived at your current residence?**Question options**

less than a year 1-3 years 3-5 years 5-10 years 10-20 years More than 20 years

Mandatory Question (91 response(s))

Question type: Radio Button Question

Q7 | In the last 12 months, have you thought about moving away from Mercer Island?

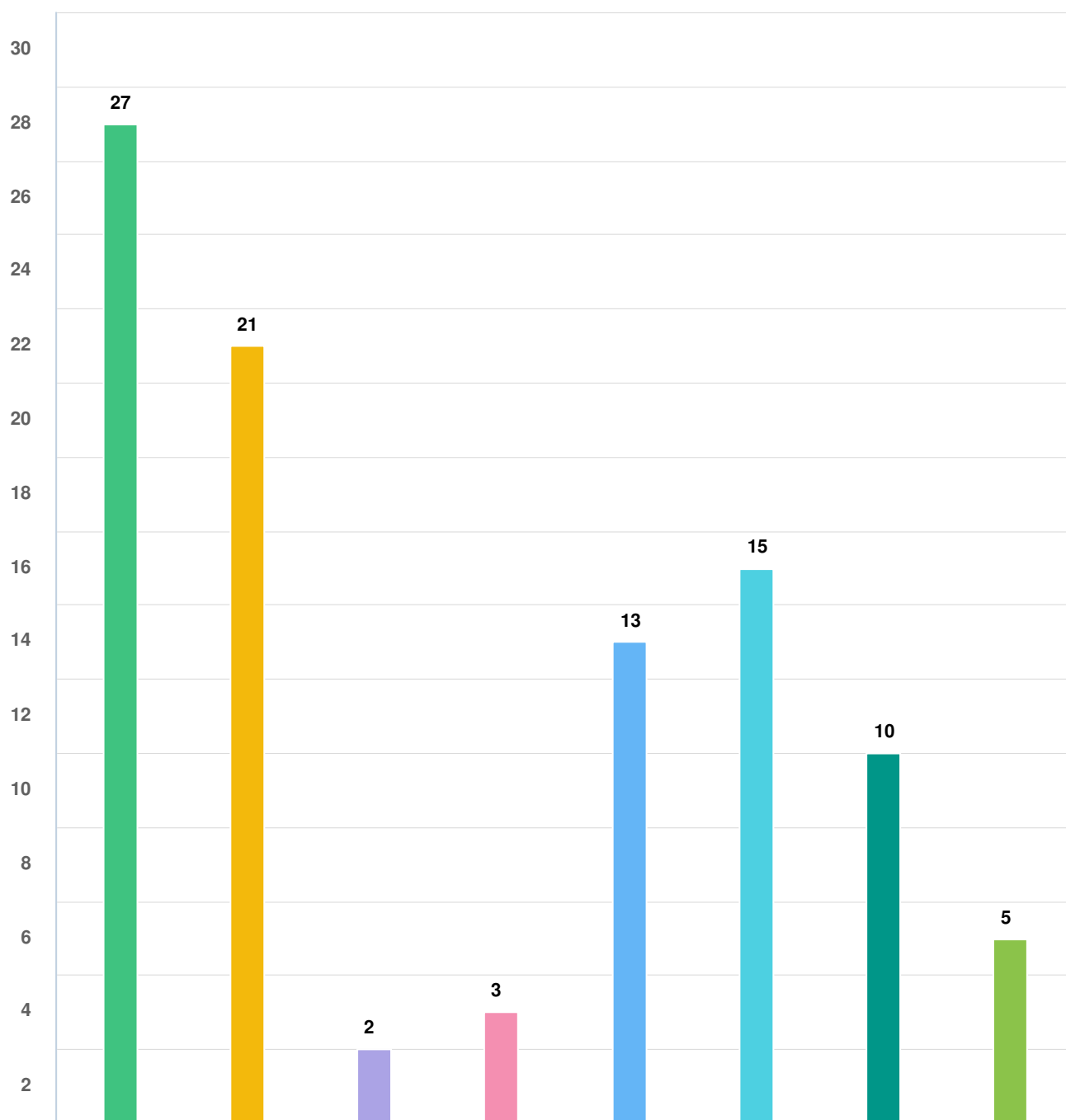


Question options

☒ Yes ☐ No

Mandatory Question (91 response(s))
Question type: Radio Button Question

Q8 Please select the reasons you have thought about moving from Mercer Island in the last 12 months (select up to 3 options below).



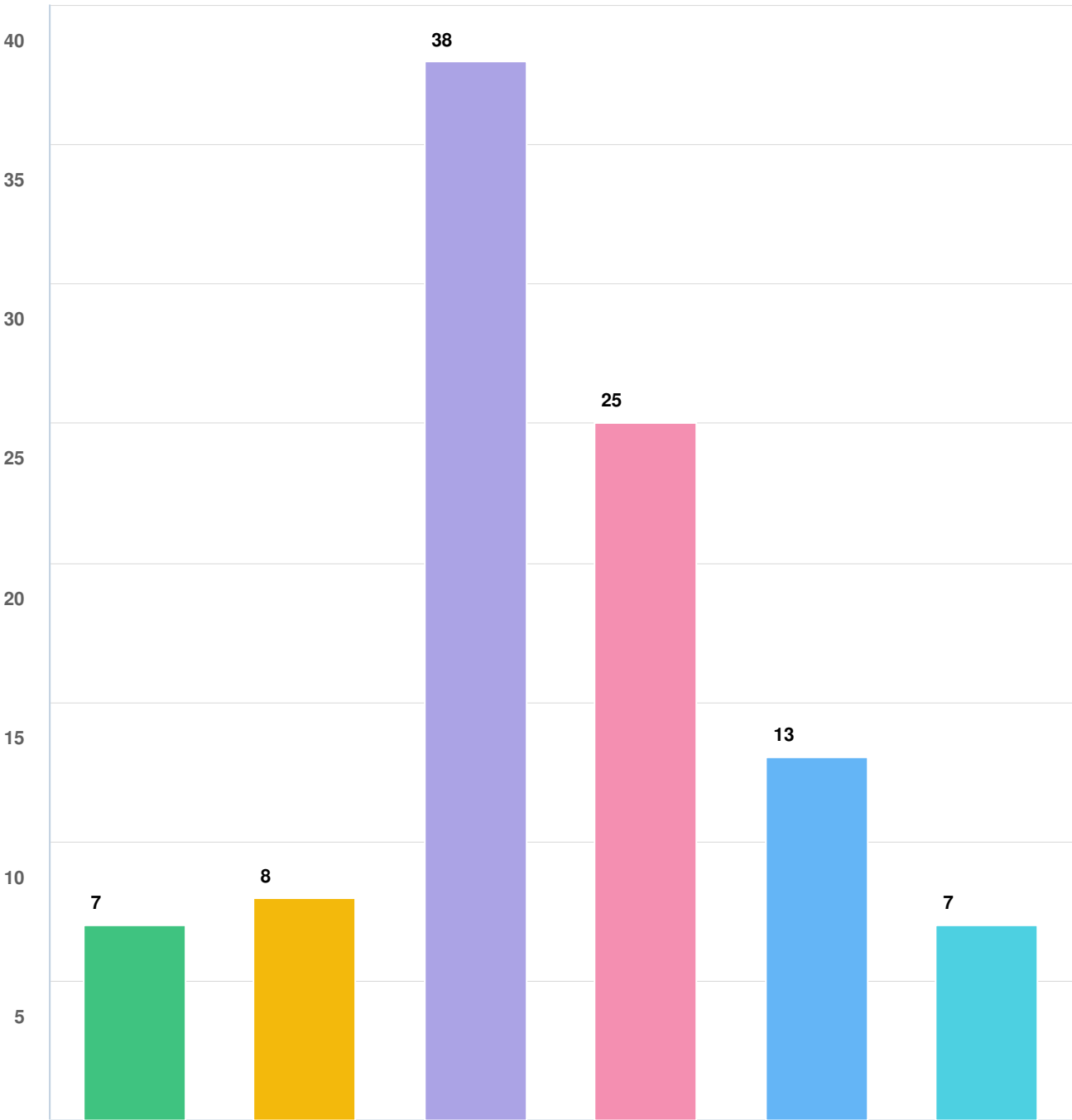
Question options

- Rent increase/can no longer afford rent
 ● Seeking lower overall cost of living
 ● Employment opportunity outside the area
- Live closer to work/reduce commute distance
 ● Home ownership opportunity in another community
- Seeking a housing type/situation not available in Mercer Island
- Move to another location by choice (e.g. desire for warmer weather, proximity to family, etc.)
 ● Other (please specify)

Optional question (49 response(s), 105 skipped)

Question type: Checkbox Question

Q9 As you consider reasons for possibly moving from Mercer Island, what might make you want to stay? Please select up to 3 options below.

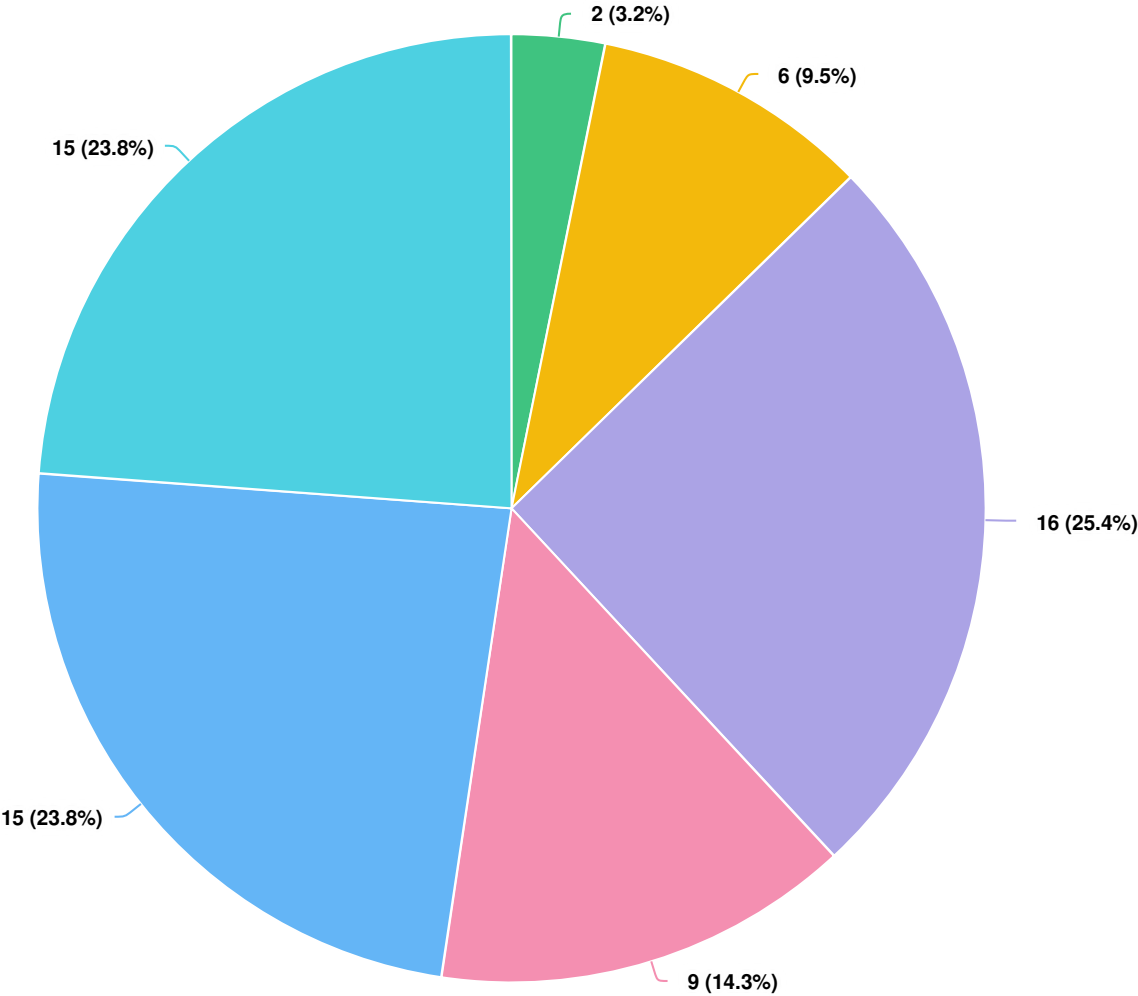


Question options

- Better job opportunity in Mercer Island or nearby
- Educational opportunity in Mercer Island or nearby (for you or a family member)
- Lower cost/more affordable rental opportunity
- Affordable home ownership opportunity
- Availability of a housing type that's not currently available in Mercer Island
- Other (please specify)

Optional question (49 response(s), 105 skipped)
Question type: Checkbox Question

Q10 | How long have you owned your home?

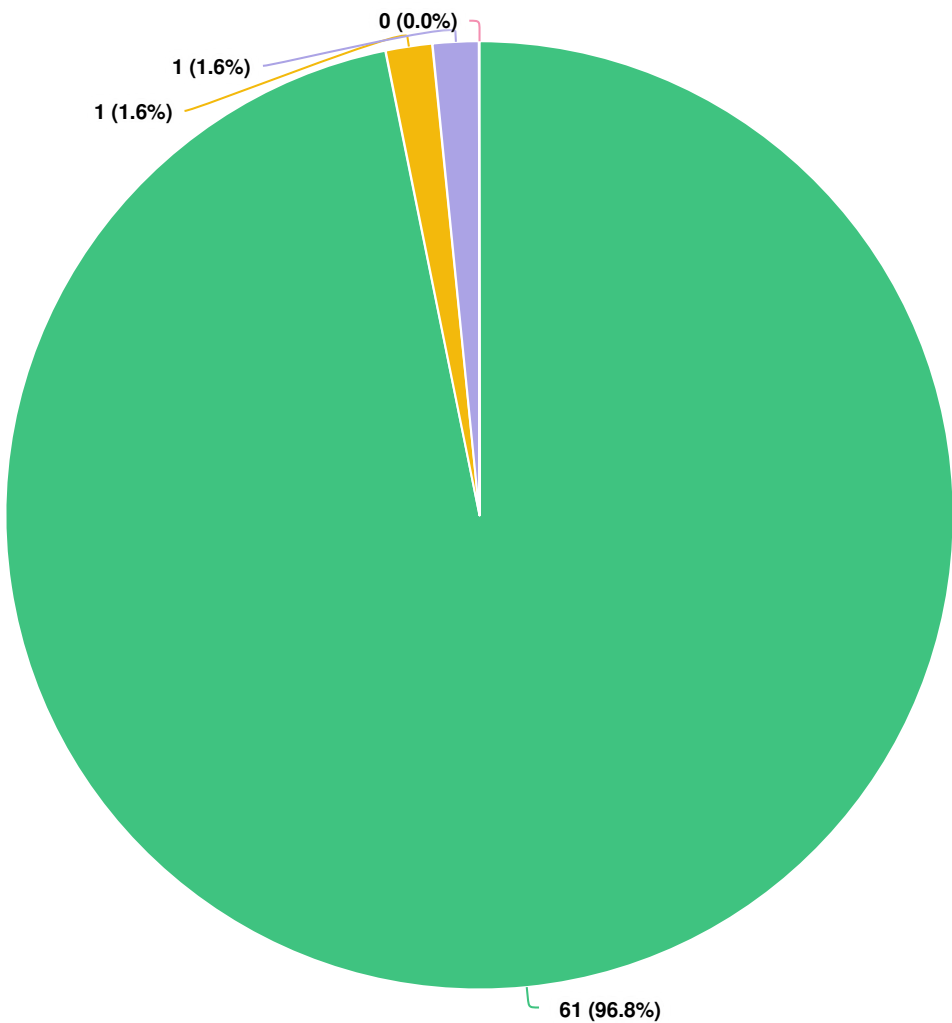


Question options

- Less than a year 1-2 years 3-5 years 5-10 years 10-20 years More than 20 years

Mandatory Question (63 response(s))
Question type: Radio Button Question

Q11 How do you use your home?

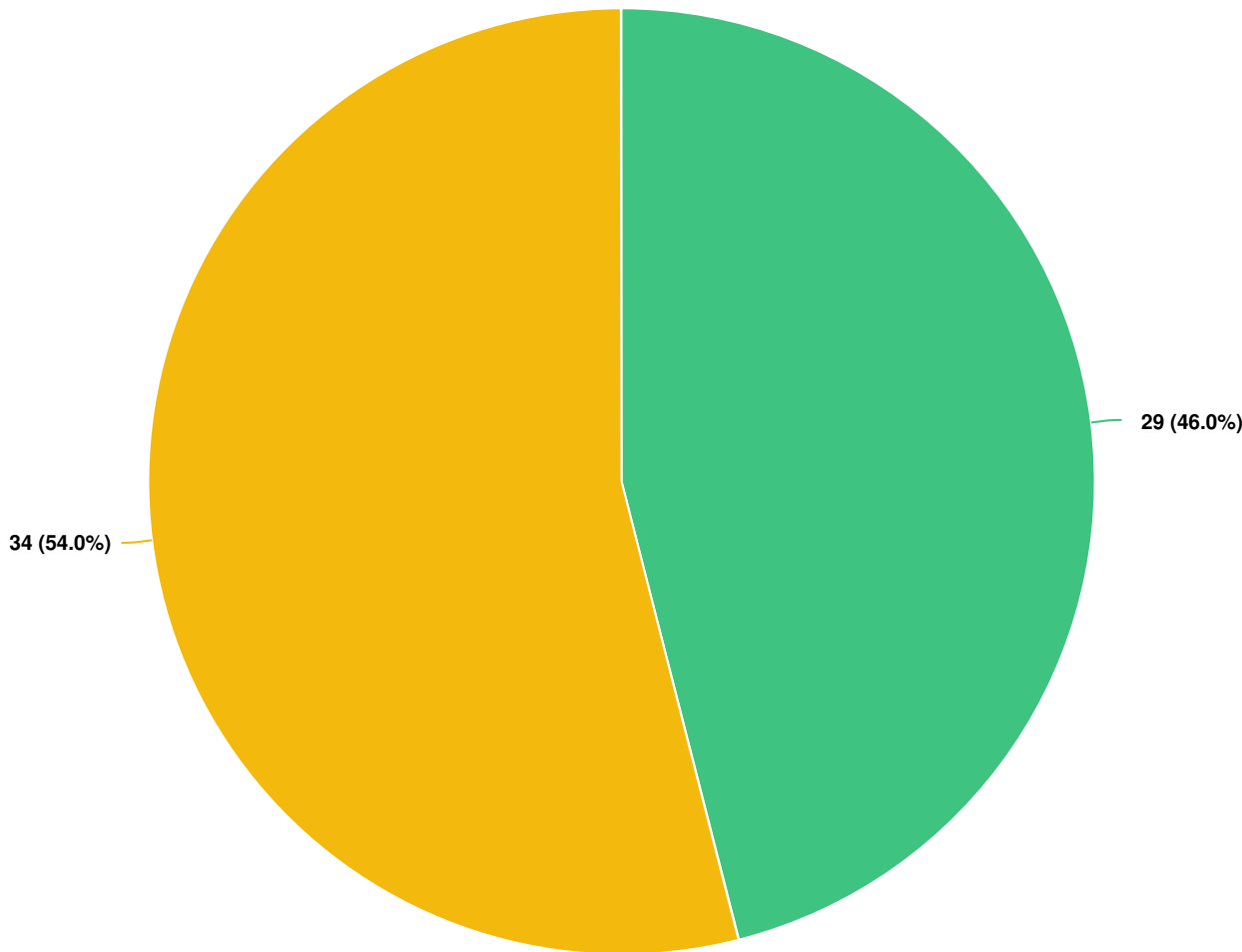


Question options

- Reside there full time
- Reside there seasonally/sometimes
- Rent it out
- Other (please specify)

Mandatory Question (63 response(s))
Question type: Radio Button Question

Q12 | Do you foresee a time when you may need to sell your home and/or move away from Mercer Island?

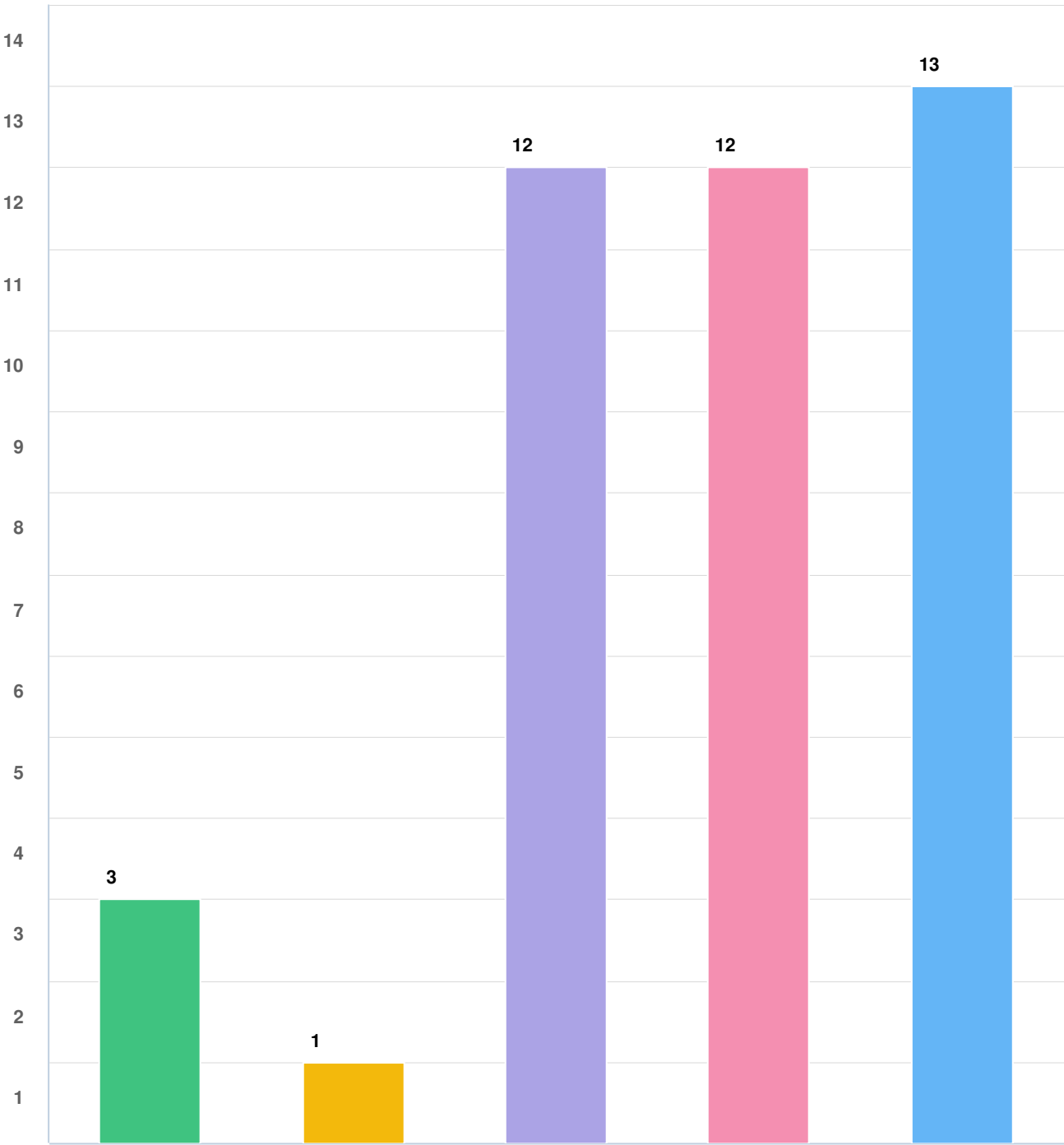


Question options

● Yes ● No

Mandatory Question (63 response(s))
Question type: Radio Button Question

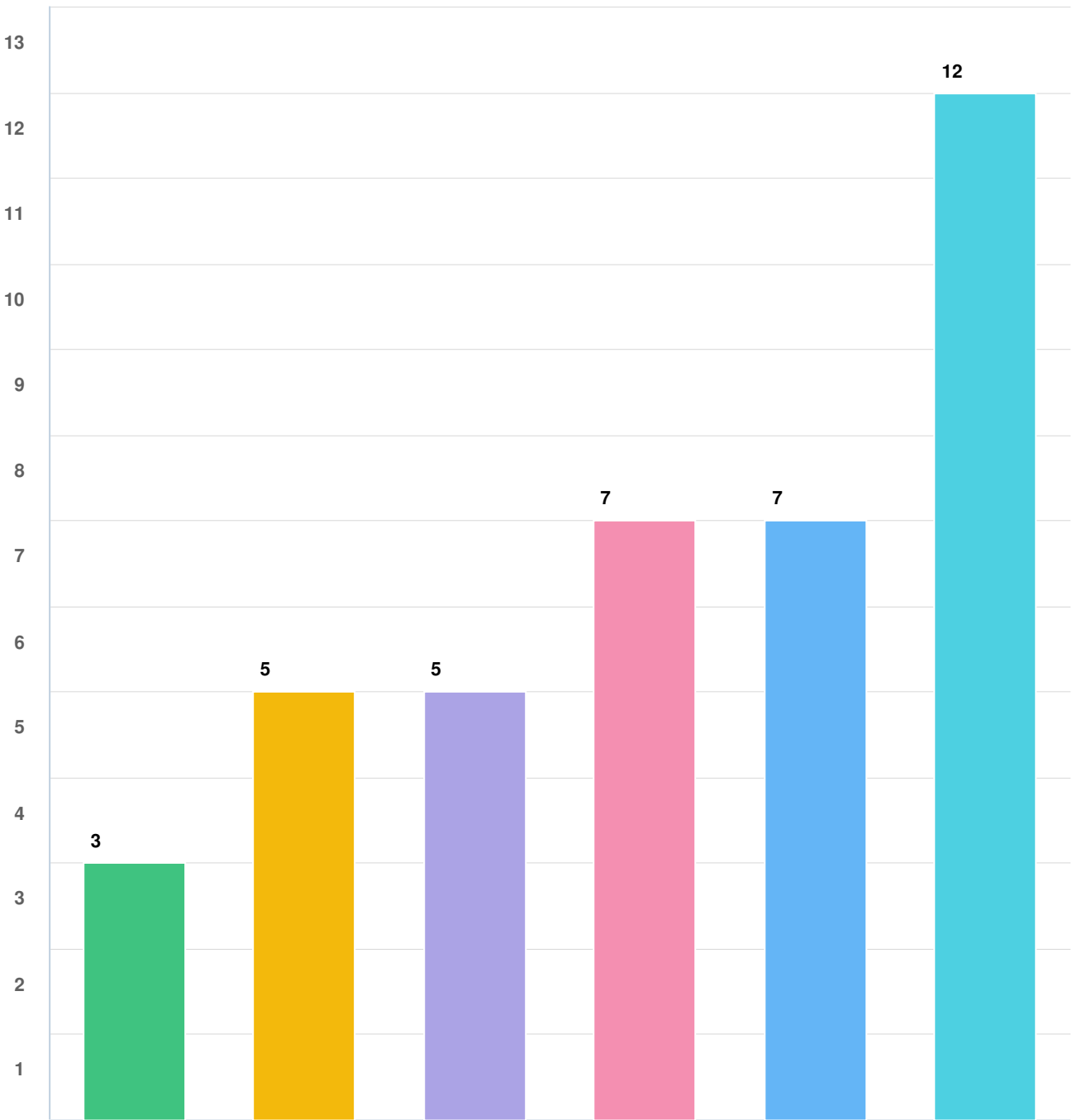
Q13 What would be your potential reasons for moving from Mercer Island in the future?
Please select up to 3 options below.



- Question options**
- Employment opportunity outside the area
 - Moving closer to work/reducing commute distance
 - Seeking lower cost of living
 - Move to another location by choice (e.g. desire for warmer weather, proximity to family, etc.)
 - Other (please specify)

Optional question (28 response(s), 126 skipped)
Question type: Checkbox Question

Q14 As you consider reasons for possibly moving from Mercer Island, what might make you want to stay? Please check up to 3 options below.

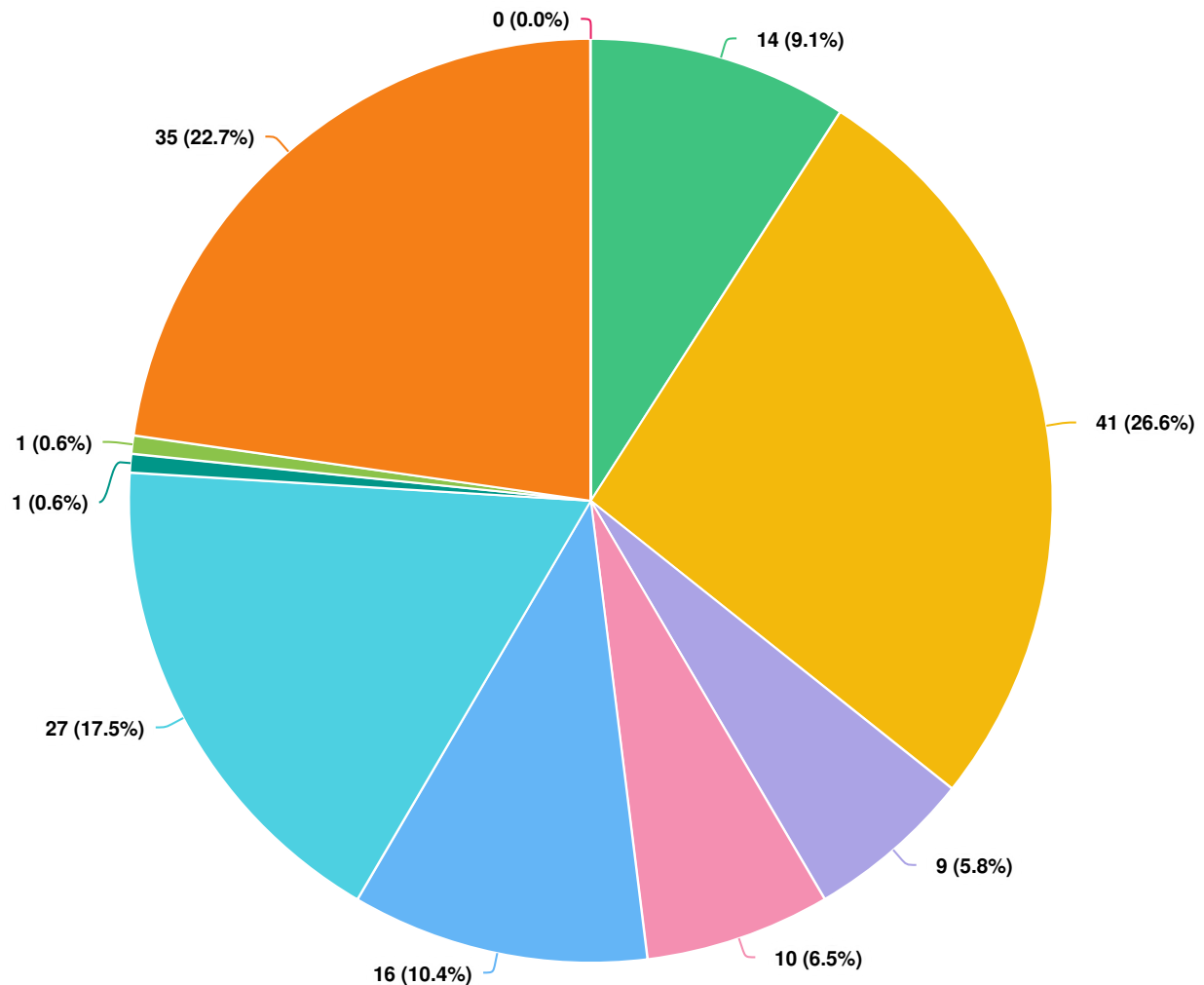


Question options

- Better job opportunity in Mercer Island or nearby
- Educational opportunity in Mercer Island or nearby (for you or a family member)
- Lower cost/more affordable rental opportunity
- Affordable home ownership opportunity
- Availability of a housing type that's not currently available in Mercer Island
- Other (please specify)

Optional question (29 response(s), 125 skipped)
Question type: Checkbox Question

Q15 Where do you work?



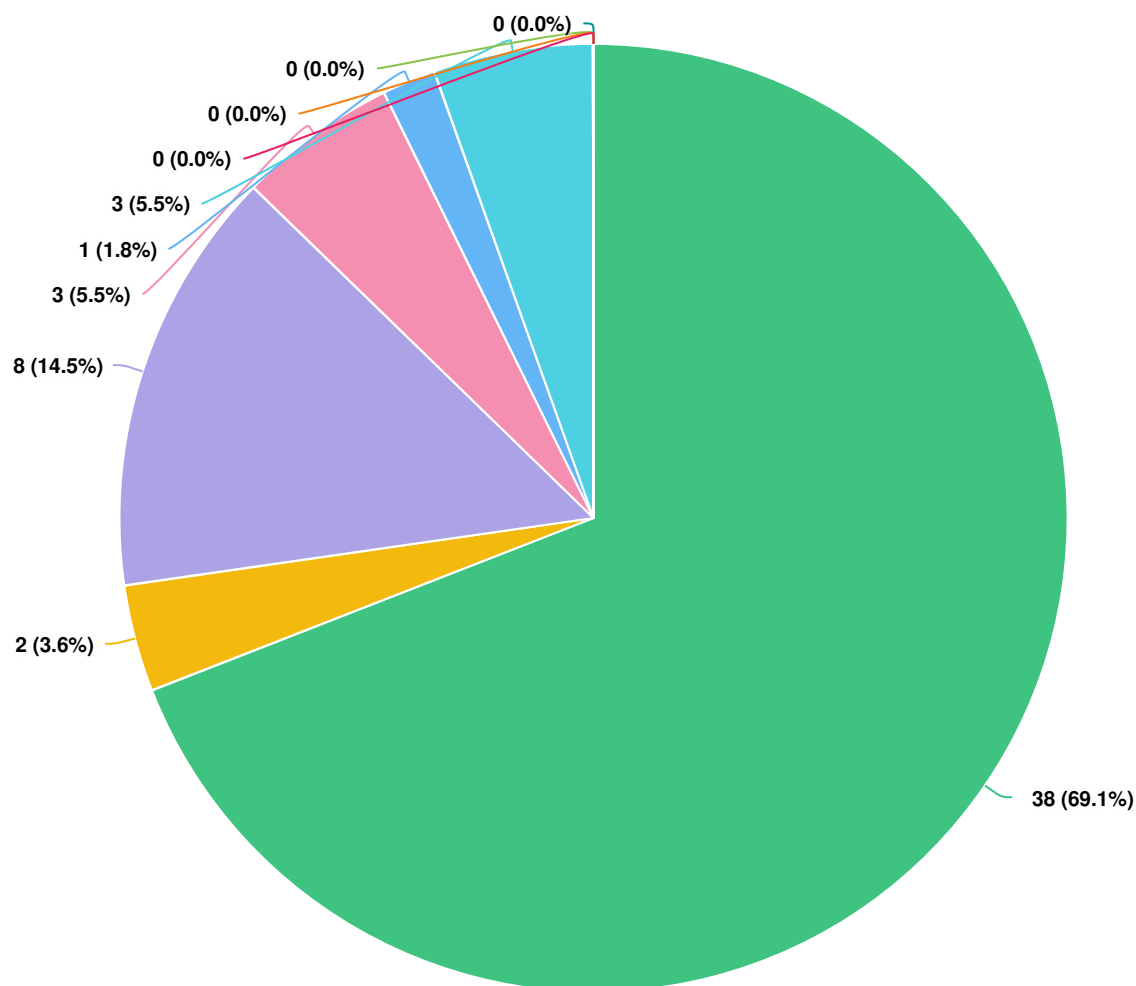
Question options

- At home (telecommute) full time in Mercer Island
 ● At home in Mercer Island and at the office (hybrid schedule)
- Self-employed/own a business in my home in Mercer Island
 ● Mercer Island
- Eastside (Bellevue, Issaquah, Kirkland, Redmond, Renton, Newcastle, Sammamish, etc)
 ● Seattle
 ● Multiple Locations
- Somewhere else
 ● I'm not employed
 ● Self-employed/own a business not located in my home

Mandatory Question (154 response(s))

Question type: Radio Button Question

Q16 How do you commute to work most of the time?



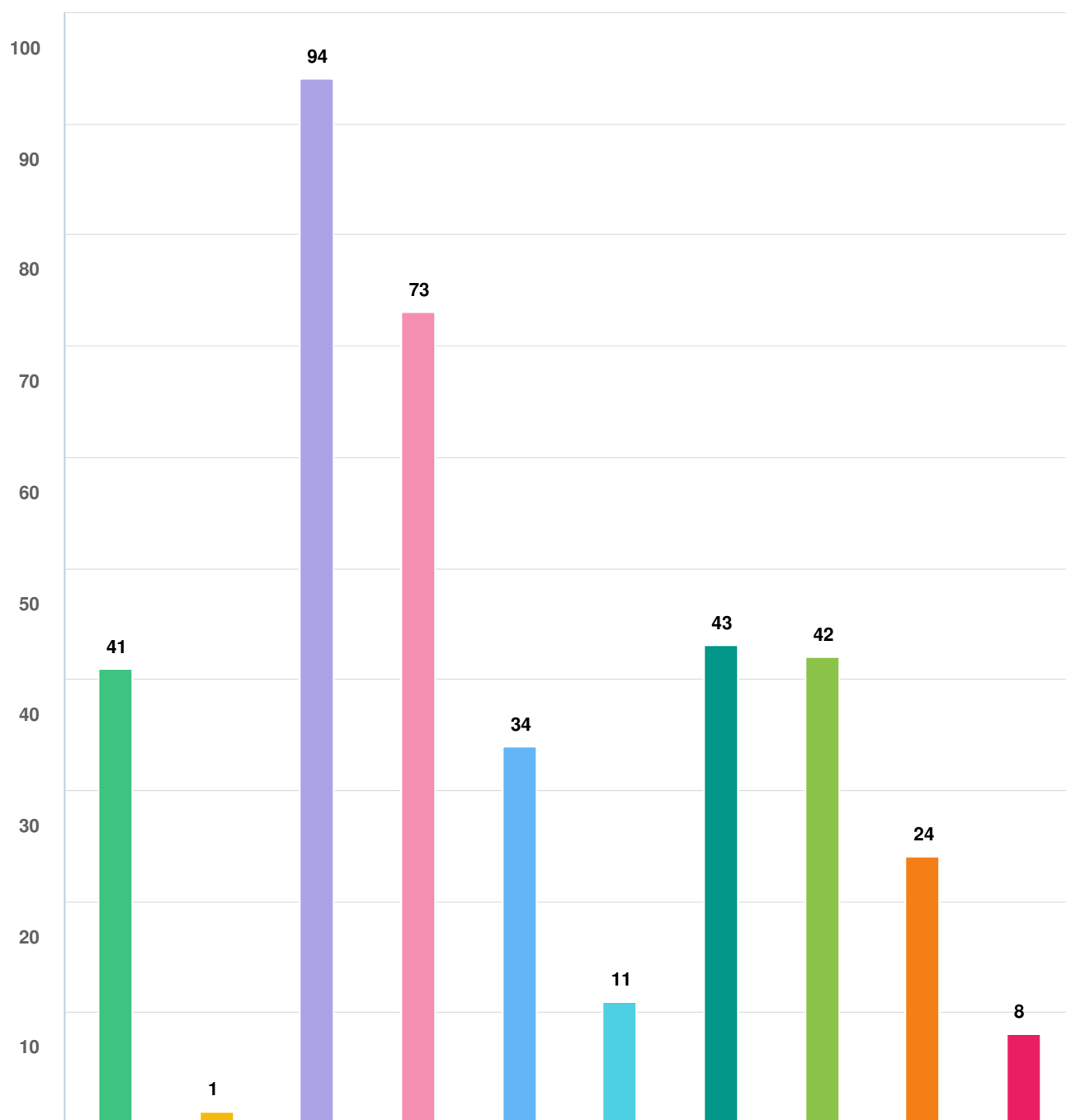
Question options

- Drive alone
 ● Drive with multiple passengers or carpool
- Public Bus/Transit (e.g. Metro, Sound Transit, Community Transit, etc.)
 ● Walk
 ● Other
- Combination of more than one of the above
 ● Company transit (employer provided bus or shuttle)
 ● E-bike or E-scooter
- Taxi or ride-sharing (e.g. Uber, Lyft)
 ● Bicycle

Mandatory Question (55 response(s))

Question type: Radio Button Question

Q17 When the Mercer Island light rail station opens, how do you expect to use it? Please select up to 3 options below.



Question options

- Commute to and from work
 ● Commute to and from school
 ● Go to and from the airport
- Events and entertainment off-island
 ● Go shopping off-island (e.g. Seattle, Bellevue, Redmond)
- Go to recreational areas/parks off-island
 ● Go to restaurants, bars, nightclubs in Seattle or Bellevue
- Go to events at sports stadiums
 ● I don't expect I will use it
 ● Other (please specify)

Optional question (154 response(s), 0 skipped)

Question type: Checkbox Question

Q18 | What do you like about living in Mercer Island?**ALAND**

2/08/2024 12:25 PM

Convenience to Seattle and east side while enjoying the small town feel.

Jblincoc

2/08/2024 01:00 PM

The people are friendly. The neighbors make an effort to get to know you. It's very close to both Seattle and Bellevue. And there are really good amenities and restaurants on island

BRigsB

2/08/2024 01:36 PM

Safe peaceful neighborhoods, easy access to east side and west side locations, great neighborhood schools for our grandkids nearby. Good support for us retired folks !!!

JHG

2/08/2024 01:36 PM

A more suburban feel. Excellent parks and recreation areas. Good restaurants.

JoshR

2/08/2024 02:04 PM

Quiet, safe, community feeling

MStrick

2/08/2024 02:44 PM

Small town feel

Amy Ting

2/08/2024 03:18 PM

The water—it's an island! Lots of parks/walking/hiking trails and pretty, natural areas with lots of trees.. Great central location close to rest of area. Relatively low crime. I'm an empty nester, but when originally moved here good schools. I stopped driving and live on the north end by the park & ride. can walk anywhere I need to do all routine chores (grocery, drug store, USPS, bank, library, etc) and getting off island is easy.

Dale

2/08/2024 03:45 PM

Walkable and safe. Well maintained community and numerous parks. Good grocery stores and pharmacies. Some good restaurants.

Sherin

2/08/2024 04:34 PM

Safety, not crowded neighborhoods, nice closeby parks. High class neighborhoods, good school system.

lindagadola

2/08/2024 05:42 PM

It has been safe up till now and I have family and friends here.

Michelle 2/08/2024 06:00 PM	It's quiet, it's in between Seattle and Bellevue, it's east to get to from I-90, the streets are nice and wide.
Johnstone 2/08/2024 06:12 PM	My wife
Figg 2/08/2024 06:20 PM	The proximity to both downtown and the east side. The feeling of safety and security.
Kth 2/08/2024 06:22 PM	Feels safe. Proximity to Seattle.
Whatscreenname? 2/08/2024 06:37 PM	It's quiet
Alecsiskar 2/08/2024 06:54 PM	Walkability, green space, safety, travel time to amenities
H_heitz 2/08/2024 07:11 PM	Quiet, safe, central location, great local businesses, walkable, friendly
Nathan 2/08/2024 07:31 PM	Parks and public spaces. Art. Proximity to shops.
Malind 2/08/2024 07:58 PM	Proximity to Seattle and Eastside, the community, parks and recreation facilities, safety
yougotralph 2/08/2024 08:42 PM	Quiet and safe, small town feel
Christamlily 2/08/2024 08:44 PM	Originally moved here before my kids were in kindergarten so they could attend the schools here. My kids are now late 20's and early 30's. Stayed here because of the close knit community that Mercer island offers, the proximity to Seattle and Mercer island, and relatively safety as compared to other nearby cities. Also like the small town feel. Would not like a more dense downtown. (More high rise apartments or condos)
Andrew	Easy to walk to stores, restaurants, and parks plus safe

2/08/2024 09:05 PM

neighborhoods and comfortable lifestyle.

Baboon

2/08/2024 09:27 PM

Central to everything in the area. Can choose to go out in Seattle or the east side, short distance to sports venue and quick access to airport.

J

2/08/2024 09:28 PM

In the middle of a major metropolitan region but feels like a small town.

BillC

2/09/2024 05:24 AM

Familiar with this area More

Terry Lee

2/09/2024 08:41 AM

Community of likeminded people and easy access and beauty

Raven

2/09/2024 09:28 AM

Community, Mother Nature/parks, dog friendly, progressive/liberal, special events, small town feel, safe to walk at night...

Cynthia

2/09/2024 10:06 AM

Quiet and less crime and dirt

Ran

2/09/2024 11:15 AM

Safe and nice community, neighbors are great and island amenities (eating/shopping/daily needs) are comprehensive.

MiGirl

2/09/2024 11:29 AM

Safe neighborhood, walkable downtown village, high property values, high value housing – homes, condos, apartments.

BuddysMom

2/09/2024 12:46 PM

Proximity to grocery/library/shops, and the varied terrain, and the “greenness” of it all.

Graham S

2/09/2024 12:49 PM

Safe and walkable, but still close to both Seattle and Bellevue.

Anca

2/09/2024 01:56 PM

Safety, MISD, parks

Mr. Anonymity

2/09/2024 04:09 PM

It is safe and mostly quiet. There is a high degree of civic engagement. I can walk to most of what I need.

AnneE

2/09/2024 04:45 PM

Undeveloped parks, safety

BvH

2/09/2024 04:47 PM

It's been my long time home. Community & location.

CharlieTriplett

2/09/2024 05:17 PM

Walking to grocery, haircut, Pilates, post office. Living in a walkable community is really crucial to me.

Amy-Meyer

2/09/2024 05:23 PM

I've lived here for over 16 years. I have friends and family that live on Mercer Island.

Clara Cheung

2/09/2024 05:35 PM

Very much like it ! Safe & convenient

KLiappes

2/09/2024 06:13 PM

The quaintness of the town. It has space for me and my dog to feel free and I can let him have open space even while living in an apartment

Allison

2/09/2024 08:33 PM

The safe and quiet neighborhood and the variety and quality of local businesses.

Art

2/09/2024 08:51 PM

Safety, parking availability

Bunnny

2/09/2024 09:27 PM

Brought up daughter, she is in our original home with children now and I am close by to help and enjoy grandchildren!

Maybe

2/09/2024 11:23 PM

Safe-ish. Convenient to amenities in Bellevue, Issaquah and Seattle.

Milestone

2/09/2024 11:27 PM

Living close to our daughter.

Sarah

2/10/2024 06:49 AM

The parks and people

MC

2/10/2024 07:02 AM

Safety

molemoe

2/10/2024 07:42 AM

the safety and location

Citizen

2/10/2024 08:37 AM

Natural beauty and lack of concentrated multi family units.

SusanB

2/10/2024 09:45 AM

Scenic beauty. Stores/services nearby. Relative safety.

Joan franklin

2/10/2024 09:55 AM

How it used to be safe with a sense of community. Recent crime stats worrisome

sush

2/10/2024 11:53 AM

the safe community

Vargen

2/10/2024 12:43 PM

Location

xxx

2/10/2024 01:33 PM

Location, family live nearby, can walk to the shops and park

fatboydelights

2/10/2024 01:35 PM

Schools close knit community location

Lemondropsmi

2/10/2024 02:23 PM

Proximity to so many places in a safe neighborhood

M

2/10/2024 02:53 PM

My family has lived in the island for 30 years. We enjoy the small town feel, parks, walkability of town center, safeness of neighborhoods, and the school district.

Markus

2/10/2024 03:09 PM

Peaceful, no homeless people, no crime, nice public beaches and parks

Cplatou

2/10/2024 03:25 PM

Living in a community where people care about their neighbors. Access to parks, access to services, good schools, low crime and easy access to Seattle / Bellevue.

Jgriffin 2/10/2024 03:44 PM	Small town atmosphere and amenities with big city culture events and sports close by
Trilce 2/10/2024 04:12 PM	Is close to work and feels safe
Wsfm 2/10/2024 05:11 PM	Short, easy commute to work. The view from my apartment.
Jo 2/10/2024 06:22 PM	Recreation. Quiet. Safe. Not in city but close.
Rwj 2/10/2024 07:19 PM	Proximity to public transit, parks, able to walk/bike
jnightlight 2/10/2024 07:58 PM	Walkability and safety are the best parts. Having a community where you can walk to get most of your essentials and also have nearby parks is amazing.
TiffanyR 2/10/2024 11:08 PM	Feel safe, quiet winters, farmers market, close to work, clean.
bc 2/11/2024 03:58 AM	island lifestyle. not overgrown like bellevue and seattle
Vkay 2/11/2024 04:55 AM	The green space, ease of commute.
Mark H 2/11/2024 08:27 AM	Convenient -- close to both Seattle and Bellevue
Ekeller 2/11/2024 09:35 AM	Parks, quiet, clean.
Test 2/11/2024 11:48 AM	Close In to Seattle, but not in
Christina 2/11/2024 02:12 PM	Quiet, safe(relatively), good school district

Peter Hou

2/11/2024 03:26 PM

Safe, quiet, beautiful, green

AEG

2/11/2024 03:40 PM

Close to downtown Seattle, close to work, very safe neighborhood, clean, like living in the city I grew up in.

stevesch

2/11/2024 04:28 PM

Small town atmosphere

Sheilawheeler

2/11/2024 04:29 PM

Previously Answered..parks, water, quiet, light traffic, events, sense of neighborhood, library and schools quality. Department staff and Service providers who do a great job.

Spencer

2/11/2024 07:39 PM

Good parks, close proximity to Seattle and Bellevue, safe, and quiet.

Redaloe19

2/11/2024 09:20 PM

Peaceful

Lawrence of Mercer Island

2/11/2024 09:58 PM

Trees, parks, and forest.

Andi

2/12/2024 08:06 AM

It's quiet and beautiful, great walks, parks, plenty of store options and restaurants and it's safer than other areas I've lived.

Buckle

2/12/2024 10:25 AM

Parks, quiet, great police, decent schools.

Mel

2/12/2024 11:57 AM

It's quiet and not overly congested and busy

anonymous

2/12/2024 02:57 PM

That it is not Seattle and thus has walkable SFH neighborhoods, clean and natural parks, and a strong school system (at least for the time being)

SamRu

2/12/2024 03:32 PM

schools

Crystal

2/12/2024 06:33 PM

Decent school system

qc

2/12/2024 08:43 PM

Safe, convenient, accessible, quiet

MooCowsAreAwesome

2/12/2024 09:00 PM

-Schools -Safety -Downtown area -Lack of traffic -Community Events especially those for families -Parks and playgrounds -Walkability and bike friendliness

Jezebeljenkins

2/12/2024 09:06 PM

Seeing familiar faces during community events (farmer's market, tree lighting, etc.). Safety of island's neighborhoods. Lots of family friendly activities, great playgrounds/parks Communication from the city (planned improvements, soliciting input, emergency communications - e.g. water disruption)

ME

2/13/2024 08:05 AM

Close to work , clean and safe , walkability

A resident

2/13/2024 10:20 AM

Proximity to family, central location, relative safety of our town.

77tenent

2/13/2024 12:49 PM

The community is nice and the proximity to two great grocery stores. I also love the people at Corry's Dry Cleaners.

Alcione

2/13/2024 04:15 PM

Walkable town center with easy access to groceries, restaurants, parks, etc Convenient to commute to either Seattle or Bellevue Generally quiet, relaxed atmosphere

C

2/13/2024 04:23 PM

It is clean and safe

Peterk

2/13/2024 04:52 PM

Central location, walkable downtown, parks, safety

CPGoodrich

2/13/2024 07:01 PM

I love how quiet it can be, yet close to Bellevue and Seattle.

rhidalgo

2/13/2024 07:05 PM

Safety

Jdaniels

It's a nice place with great safe neighborhood where I can feel safe

2/13/2024 07:30 PM

walking my dog late at night. Reminds me of how I grew up in the 90's.

nothanks

2/13/2024 07:34 PM

Quick access to the city, low crime, very community oriented. Everyone here is very friendly and quick to start conversation. I also saw the mobile food pantry at the community center, which was refreshing to see for those families that may be struggling but we would never know. Everyone is quick to lend a helping hand or offer recommendations.

Bharat Shyam

2/13/2024 10:16 PM

Love it. Keep it that way!

RXRHYC

2/14/2024 07:39 AM

Small safe town with great parks, walking trails and easy access to freeways.

MJ

2/14/2024 01:56 PM

Fairly quiet. Lower crime rate. Lots of trees/greenspace. Community is smaller.

Thomas Reynolds

2/14/2024 06:45 PM

Safe and clean

Pauline98040

2/14/2024 07:11 PM

Proximity to SEATAC, Bellevue, and Seattle. Small community feel. Green and leafy.

Amber

2/14/2024 07:55 PM

Schools, central location

AMK

2/14/2024 08:11 PM

I have family here. I like the community And the island itself.

milife

2/14/2024 09:14 PM

quiet peaceful neighborhoods, safety, knowing my neighbors, inclusive community events and centers

Laob

2/14/2024 09:19 PM

Small town feel close to Seattle, the friends we've made, strong sense of community, parks and beauty of the lake, excellent schools

Jar

2/14/2024 09:24 PM

Quiet life, safety, small town, no big city negatives.

Sherry W.

2/14/2024 10:20 PM

Comfortable suburban atmosphere. Also, a good sense of community, perhaps helped by being an island.

Tyler Barrett

2/14/2024 10:53 PM

The walkability, the community/family-friendly events, and the community feeling

Marci

2/15/2024 08:06 AM

The people are very concerned and active in the community

Geena

2/15/2024 09:58 AM

Love how easy it is to get to both Seattle and Bellevue. Great local businesses. Safe community.

Kathleen P

2/15/2024 10:30 AM

Close proximity to grocery and other stores and services.

MMS

2/15/2024 10:51 AM

Safety and open space- proximity to downtown

ABC

2/15/2024 02:22 PM

Location, it is close to Seattle and close to Bellevue and Issaquah

Mora

2/15/2024 03:16 PM

My children grew up here and now my grandchildren are on the island. It is convenient to get to places

Andrea

2/15/2024 06:06 PM

Small town feel, quiet but with basic amenities, relatively safe, clean, parks and free space, private and public school options, friendly residents, location relative to Bellevue and Seattle (while not being like Bellevue or Seattle)

RyanG

2/15/2024 08:15 PM

Walkability to shops and restaurants, good public services, safe neighborhoods, and prime location.

Susie

2/16/2024 11:38 AM

My friends and I have formed a caring, supportive community within the apartment building we live in. But the building is piling on more costs and huge rent increases that ar breaking it up and making everyone feel distressed and uncertain about our home.

Kelleigh Barrigan

The geography, landscape and peacefulness

2/16/2024 12:07 PM

Nick P

2/16/2024 11:55 PM

Great proximity to Seattle and Bellevue but far enough away. Safe, quiet, and clean. Great Schools. Great investment for property values.

Kirsten

2/17/2024 10:54 AM

Clean, beautiful, safe, walkable village., easy access to seattle and eastside.

Pheobe65

2/17/2024 01:06 PM

Safety Beauty Parks Quiet

Flatbanjo

2/17/2024 02:42 PM

Central to work locations. Safe, quiet.

Taylern

2/17/2024 04:15 PM

Proximity to off-land activities, hiking, parks, my work, the Seattle aquarium, etc.

Olivia

2/18/2024 04:26 PM

I enjoy the access to parks like Luther Burbank and Pioneer Park and the safe, walkable streets for getting from my apartment to amenities like the town center and farmers market.

Terrence Gibson

2/18/2024 07:01 PM

Everything

Lalady

2/18/2024 08:22 PM

Clean, safe, walkable community with access to amenities, parks, the lake.... Also very convenient to both east/west sides.

Meng Gao

2/18/2024 09:21 PM

Walkable streets, good amenities around residential areas

Han

2/18/2024 09:32 PM

Proximity to both Seattle and Bellevue while the rent price is lower than both.

Anthony R.

2/19/2024 12:48 PM

Safe neighborhood, great community, beautiful parks and open spaces.

Anton E.

2/19/2024 08:00 PM

Walkability, parks, quietness

ivp 2/20/2024 02:50 PM	Quiet, lot of trees, easy access to Bellevue and Seattle
Xie 2/20/2024 04:48 PM	Clean, safe, friendly people
kiandbradley 2/20/2024 05:20 PM	Close walking proximity to stores, restaurants, doctor/dentist, etc. Easy to reach Seattle and Bellevue via public transit. Safe and quiet community.
Yana 2/20/2024 05:45 PM	Something I like about living on Mercer Island is the amenities that allow me to stay on the island instead of driving to Seattle or Bellevue. I walk to the grocery store, I walk to the gym, I walk to all my dentists and doctors. I can't imagine living any other way now.
Jwijanto 2/20/2024 08:08 PM	Safety, small town vibe, friendly neighborhood
ASR 2/21/2024 04:18 PM	Parks, quiet
stesch 2/21/2024 06:06 PM	small town atmosphere
Linda S 2/21/2024 08:08 PM	I like the walkability.
L 2/22/2024 09:38 AM	Ambiance. Open spaces of Single family residences and Parks.
Fangio 2/24/2024 10:59 AM	Our location.
Suzanne 2/24/2024 02:38 PM	It feels like a clean, safe community
josborne40 2/28/2024 11:23 AM	Central proximity, services, quality of life
Michele	Safety, community, walk ability

3/02/2024 07:07 PM

Trey

Safe place.

3/04/2024 05:11 PM

Kit

Close to Seattle and the Eastside.

3/06/2024 03:36 PM

Shorewood123

Scenic, parks, close to Seattle and Eastside

3/12/2024 02:32 PM

Darius

It is a quiet, safe community with many parks and a lot of natural spaces and tree canopy. We appreciated the excellent school system when our children were young. The central location allowed me to commute to Seattle, Redmond, and Issaquah easily.

3/14/2024 11:44 AM

Optional question (149 response(s), 5 skipped)**Question type:** Essay Question**Q19 | What would you change about living in Mercer Island?**

ALAND

Eliminate vacant lots and businesses. Encourage investment in new facilities. Support a new facility for YTNW.

2/08/2024 12:25 PM

Jblincoe

I can't think of anything.

2/08/2024 01:00 PM

BRigsB

Better traffic controls on Island Crest Dr. More support for schools and teachers !!! Top pay for best teachers !!! :-).

2/08/2024 01:36 PM

JHG

More dedicated bike lanes, particularly on Mercer Way – east and west. Both directions.

2/08/2024 01:36 PM

JoshR

More retail

2/08/2024 02:04 PM

MStrick

Nimby-ism

2/08/2024 02:44 PM

Amy Ting

2/08/2024 03:18 PM

Get link light rail working faster—keeps getting postponed. Move the library closer to “downtown” MI (for entirely selfish reasons to be closer for me to walk to, but realize for the community makes sense for it to be in current location ;-). More attractive (newer; not built long time ago), AFFORDABLE, condo (not apartment) housing options . Empty nesters on a budget that want to downsize have very limited options if want to stay on the island in their own home. More affordable townhomes.. Or muktifamiky, apartment style condos that are newer construction so sound doesn’t transfer from unit to unit.

Dale

2/08/2024 03:45 PM

More good restaurants to include breakfast.

Sherin

2/08/2024 04:34 PM

I hope the city be more fast in giving permits to build or do whatever you want with your land. I heard that adding a gondola permit takes like 5 years here. Come on. Also, i hope they allow ready to install houses on empty lands.

lindagadola

2/08/2024 05:42 PM

Nothing

Michelle

2/08/2024 06:00 PM

To make rent more affordable, have better restaurants, to have more fast casual restaurants, better traffic enforcement

Johnstone

2/08/2024 06:12 PM

Have City leaders with more vision and bust-up the unholy alliance of Realtors/Developers/Builders/Politicians who, together, acting for their own and backers money interests cause too many bad things to happen and prevent too many good things from happening.

Figg

2/08/2024 06:20 PM

A better urban setting in the downtown core with a better mix of unique retail and more attractive TOD housing.

Kth

2/08/2024 06:22 PM

More variety of restaurants and retail downtown. More walkable/less space dedicated to parking downtown.

Whatscreenname?

2/08/2024 06:37 PM

Public transportation to/from Shorewood Apartments

Alecsiskar

2/08/2024 06:54 PM

More diversity and more affordable

H_heitz

2/08/2024 07:11 PM

Lower cost of living

Nathan

2/08/2024 07:31 PM

More nightlife options. Public electric vehicle charging.

Malind

2/08/2024 07:58 PM

More community activities and opportunities to interact, diverse festival celebrations, composting of wet waste generated from apartments.

yougotralph

2/08/2024 08:42 PM

More density in housing options

Christamlily

2/08/2024 08:44 PM

I wish we had more nice restaurants. Sad to see Bennetts Bistro and Carruccio's close. There is a small nice wine bar but it closes at 9pm on Fridays and Saturdays!

Andrew

2/08/2024 09:05 PM

More selection of restaurants, bars, and stores; more affordable housing options.

Baboon

2/08/2024 09:27 PM

A vibrant downtown and a city that support encourage retail and restaurants with more diverse venues

J

2/08/2024 09:28 PM

The cost. Especially taxes.

BillC

2/09/2024 05:24 AM

More housing to accommodate elders!

Terry Lee

2/09/2024 08:41 AM

Fill the vacant buildings Bring in a nursery

Raven

2/09/2024 09:28 AM

Make Town center a destination (like La Connor, or Carmel by the Sea (smaller scale). Off island revenue and help MI economy. Fill the vacant business buildings to bring employment and employees. Otherwise the residents will continue to see increasing taxes to support our infrastructure (which is also fine). But the vacant business buildings are unappealing.

Cynthia

2/09/2024 10:06 AM

More parking in commercial core

Ran

2/09/2024 11:15 AM

More house available and newer houses?

MiGirl

2/09/2024 11:29 AM

Increase shopping opportunities and avoid the push go along with trends that seek to expand low income housing. Mercer Island is not the place for this.

BuddysMom

2/09/2024 12:46 PM

Have more areas with sidewalks, a larger variety of community center programs for seniors, a free bus that travels to all the parks and beaches, and more protected street crosswalks.

Graham S

2/09/2024 12:49 PM

More social gathering places downtown.

Anca

2/09/2024 01:56 PM

More multi family housing units, are more affordable and fit for a couple of empty nesters

Mr. Anonymity

2/09/2024 04:09 PM

The library is in a horrible location and difficult to get to via transit. Speaking of transit, the one rinky-dink bus route (Metro 204) that serves MI once an hour six days a week isn't cutting it. We need something better and more dynamic, such as an on-demand service that can pick up and drop off passengers anywhere on MI (including bringing them to the transit center for off-island travel).

AnneE

2/09/2024 04:45 PM

Less development

BvH

2/09/2024 04:47 PM

More affordable housing.

CharlieTriplett

2/09/2024 05:17 PM

More places to live sub \$500k. I make \$200k /yr and a single family home is out of reach for me here.

Amy-Meyer

2/09/2024 05:23 PM

Outrageous rent increases every year.

Clara Cheung

Walking more !

2/09/2024 05:35 PM

KLiappes

2/09/2024 06:13 PM

I would want to see incentive to have more businesses here or things to do. I default to Seattle since there are no small shops or even local bars to go to. Property taxes are too high and I'm also sure there are residents that block permits for certain things to be here. It's the snobbishness that annoys me sometimes

Allison

2/09/2024 08:33 PM

easier access on and off the island

Art

2/09/2024 08:51 PM

Keep the town center the same, very livable

Bunny

2/09/2024 09:27 PM

No more high rise buildings! More planned walkable downtown with restaurants, retail, and parking other than underground garages with tiny spaces.

Maybe

2/09/2024 11:23 PM

It sure how to make it safer. I see police out and about all the time. But today while waiting on the eastbound onramp at island crest, some guys got out of their black pickup behind me and threw glass (bottles?) next to my car. They then ran around their vehicle and jumped back in their truck. I had my passenger window down because my dog had her head out the window and it really scared me because the breaking glass was so close.

Milestone

2/09/2024 11:27 PM

We live close to the freeway so the noise is unpleasant.

Sarah

2/10/2024 06:49 AM

The schools are deteriorating and non-residents (i.e. city staff) send out surveys to plan for the future of Mercer Island and target a survey to a quarter of the population that live in multi-family in the Town Center.

MC

2/10/2024 07:02 AM

Nothing

molemoe

2/10/2024 07:42 AM

better options for shopping & dining. Rents need to be affordable for small businesses

Citizen

Having a city council who respects the desires of the majority of MI

2/10/2024 08:37 AM

residents who do not want to see the island turned into a concentrated multi family residence community.

Joan franklin

2/10/2024 09:55 AM

More activities and support for seniors

sush

2/10/2024 11:53 AM

I would like to attract a stronger retail core downtown with public parking (not underneath buildings) with great restaurants and useful retail.

Vargen

2/10/2024 12:43 PM

More small business for services

xxx

2/10/2024 01:33 PM

More shops and restaurants, clean up the downtown area, remove all the overgrown ivy and just make Mercer Island a more finesse neighborhood. There is no finesse. Considering we are supposed to be a rich island, it doesn't look rich, it looks rundown and it looks like the City is bankrupt as they can't afford to repair the sidewalks. All they do is mark them with cheap pink paint.

fatboydelights

2/10/2024 01:35 PM

City government transparency. City utility costs. Focus on core stem in school district

Lemondropsmi

2/10/2024 02:23 PM

Taxes

M

2/10/2024 02:53 PM

More support for the small business on the island and more sidewalks. We are lucky that we were able to get a 3bd multi unit on the island. There are very few condos/apartments that have more than two bedrooms. This limits the number of family's with more than 1 child that can afford to live here and attend our schools.

Markus

2/10/2024 03:09 PM

Wish there were more activities, events, and entertainment on the island (but not too much).

Cplatou

2/10/2024 03:25 PM

I would strongly encourage the city / parks maintenance employees better care for the vegetation along the roadways. For example the area along Island Crest way / 68th in Pioneer Park needs to have leafs raked, trees trimmed and better cared for. Same along East & West Mercer. The center island plantings on Island Crest way just south of I—90 looks like a weed garden. Very poor selection of

plants when it was replanted several years ago. Litter along all the exits off I-90 onto Mercer Island. Over all it appears that the cities Maintenance has declined since 2020.

Jgriffin

2/10/2024 03:44 PM

Rent controll

Trilce

2/10/2024 04:12 PM

There's not enough restaurants or community feeling. Everything is around family, and there's single people, people with no children, elderly people that live alone. Is pretty boring.

Wsfm

2/10/2024 05:11 PM

More housing. The City Council should make a serious commitment to increasing housing availability including rezoning single family properties for additional units and more housing outside the city center. Mercer Island is an extremely boring place to live with very limited entertainment options. New housing that attracts more citizens will result in new private investment and offers for island residents and contribute to addressing the critical housing shortage that affects the PNW. All cities should be obligated to increase housing and affordable housing options in their jurisdictions.

Jo

2/10/2024 06:22 PM

Hope crime does not come with rail. Cost of living increases are concerning.

Rwj

2/10/2024 07:19 PM

I wish renters were considered as well as property owners are on the island. Better bike infrastructure and protection for cyclists.

jnightlight

2/10/2024 07:58 PM

Expense, of course.

TiffanyR

2/10/2024 11:08 PM

Less clicky and the element of keeping outsiders out and fear of change in the community.

bc

2/11/2024 03:58 AM

lower cost of living here

Vkay

2/11/2024 04:55 AM

A more vibrant downtown with restaurants and shopping.

Mark H

.

2/11/2024 08:27 AM

Ekeller

2/11/2024 09:35 AM

An interesting downtown street with a better variety of restaurants. A movie theater. More affordable housing for workers on the island to support local business.

Test

2/11/2024 11:48 AM

Community engagement for the community

Christina

2/11/2024 02:12 PM

Would like to move into bigger apt or town hose which requires min. Maintenance job

Peter Hou

2/11/2024 03:26 PM

More big market: Costco, Trader Joe's, etc. And more options for restaurants.

AEG

2/11/2024 03:40 PM

Remodel and add a second pool to the Mary Wayne pool. More apartment choices with affordable rents. More fine dining options like Mio Posto and Vivienne's Bistro.

stevesch

2/11/2024 04:28 PM

A fully equipped gym would be nice.

Sheilawheeler

2/11/2024 04:29 PM

A little more sun!!

Redaloe19

2/11/2024 09:20 PM

More Independent coffee shops, restaurants, things to do in the evenings. Lighted parks for walking would be lovely, walking around here in the dark days doesn't feel to safe with cars

Lawrence of Mercer Island

2/11/2024 09:58 PM

Stop permitting high rise, cookie cutter apartment buildings in the Town center.

Andi

2/12/2024 08:06 AM

I would not build it up, I think it's "small town" qualities are worth keeping, however, housing is expensive and rents increase every single year. I expect I will have to move because of a rent increase and not because I want to.

Buckle

2/12/2024 10:25 AM

The monolith of one party control. Our City council and School Board are suppose to be non-partisan. Yet the 41st District pays to campaign for them and smear other candidates. They own the media

too. No other opinions or viewpoints are allowed.

Mel

2/12/2024 11:57 AM

A better downtown plan- the current one offers very few amenities and few variety of businesses — it's not diverse

anonymous

2/12/2024 02:57 PM

Increase the pushback against regionalism - we're a suburb, not an urban center. Stop or slow the trend towards becoming more like Seattle. Remind leaders to make decisions based on data, not ideology.

SamRu

2/12/2024 03:32 PM

housing

Crystal

2/12/2024 06:33 PM

Affordable housing for ownership

qc

2/12/2024 08:43 PM

More small unit housing (townhomes, condos, etc.)

MooCowsAreAwesome

2/12/2024 09:00 PM

-Higher density housing to alleviate the housing shortage and reduce cost -Better access to public transportation -More/better restaurants/amenities downtown. -Even more walkability/bike friendliness to reduce reliance on our car.

Jezebeljenkins

2/12/2024 09:06 PM

-Cost of living here is very high -- more non-single-family-home options would help make the area more affordable -Attracting additional community members to increase diversity -Better public transit (access as well as options to get to/from the north and south)

ME

2/13/2024 08:05 AM

Too expensive - too little housing choice

A resident

2/13/2024 10:20 AM

Add multi family housing to the south end.

77tenent

2/13/2024 12:49 PM

Rent prices and the lack of any tenant rights on Mercer Island. I think the City should look at some Tenant Rights legislation to improve living conditions in the complexes on the island.

Alcione

2/13/2024 04:15 PM

Nothing realistic comes to mind

C

2/13/2024 04:23 PM

I would like a rental cap / increase limitations. I also wish I could find a job on the island.

Peterk

2/13/2024 04:52 PM

More mixed use downtown would bring more businesses and amenities. I'm also looking forward to the opening of the light rail.

CPGoodrich

2/13/2024 07:01 PM

I would add more homes/businesses in the core downtown area, it's so close to the future light rail station and could develop into a great commercial district in itself. No need to let our Mercer Island dollars go to other cities!

rhidalgo

2/13/2024 07:05 PM

More crosswalks with a button to press for flashing lights

Jdaniels

2/13/2024 07:30 PM

Just the affordability.

nothanks

2/13/2024 07:34 PM

The lack of sidewalks on busy streets gets very scary when on foot, especially along EMW & WMW where there aren't safe alternate routes. Cyclists who come to the island don't follow traffic laws and are constantly cutting off cars and blowing through stop signs without repercussions. My neighbors are seeing significant rent hikes (+30% per year) and the landlords are largely unchecked. Even the more "affordable" housing is pricing out residents who've been here for 10+ years. MI needs better landlord-tenant protections, but they would never pass because it could be seen as detrimental to skyrocketing home values. For being so community oriented, it's sad that it's become more profitable to price people out of high density housing than to reduce turnover and let renters integrate into the community long-term. Every time I want to take up a long term volunteer role or join an advisory board in the community, I'm reminded that we don't know how much rent will jump next year, so it's better not to get involved if we'll end up uprooted anyways.

Bharat Shyam

2/13/2024 10:16 PM

Improve schools

RXRHYC

2/14/2024 07:39 AM

Nothing

MJ

2/14/2024 01:56 PM

I really dislike the large developments and taller buildings in downtown MI, in recent years. — It would be nice if there were more services for seniors offered.

Thomas Reynolds

2/14/2024 06:45 PM

Nothing

Pauline98040

2/14/2024 07:11 PM

The light rail impacts our only access on and off island. I would prefer a ferry service. The town center is losing its soul, and is uninviting.

Amber

2/14/2024 07:55 PM

Small movie theater

AMK

2/14/2024 08:11 PM

Maybe a pharmacy at the South end?

Laob

2/14/2024 09:19 PM

Create more affordable housing options. Why are people allowed to tear down affordable houses and put up massive homes reducing affordable housing stock? Where are the townhomes? Could coops work? It feels like Mercer Island doesn't have a vision for housing except if you can afford it, you can do it.

Jar

2/14/2024 09:24 PM

Nothing.

Sherry W.

2/14/2024 10:20 PM

I would like to see more housing oriented toward families with modest incomes. Especially around the light rail station.

Tyler Barrett

2/14/2024 10:53 PM

It is currently virtually impossible for a family of 4 with a combined household income of ~\$200,000 annually to afford a small house on Mercer Island. The affordable homes that do exist are too often demolished in favor of overpriced single-family homes that only the ultra-wealthy or investors can afford. There are also too many homes in the hands of too few people, which has contributed to a declining school enrollment that has ripple effects on the district.

Marci

2/15/2024 08:06 AM

Rents are too high for seniors

Geena

2/15/2024 09:58 AM

More condos and/or multi-family dwellings (townhouses) for affordability.

Kathleen P

2/15/2024 10:30 AM

More restaurants and other shops in town center area.

MMS

2/15/2024 10:51 AM

Too many apartments on the north end making a transient population without skin in the game

ABC

2/15/2024 02:22 PM

The Town Center is drab, not enough affordable places to eat, rents are too high, the ivy is horrible, and the sidewalks are in dire need of repair in the Town Center.

Mora

2/15/2024 03:16 PM

I would love to see more restaurants and a little more parking

Andrea

2/15/2024 06:06 PM

Better/increased options and parking in town center, letting big development have too great an impact on the feel of the town - size of buildings, congestion both visually and logistically, decreased freeway (and eventually light rail) noise pollution in surrounding parks and town center, housing options that work better for teachers and other MI employees that would reduce their commutes.

RyanG

2/15/2024 08:15 PM

Lack of entertainment

Susie

2/16/2024 11:38 AM

We badly need tenants rights--we have almost zero protection !!

Kelleigh Barrigan

2/16/2024 12:07 PM

apartments cost too much

Dee

2/16/2024 06:40 PM

More parking and retail in the town center. If you were apartments..

Nick P

2/16/2024 11:55 PM

Increase business incentives, specifically for Restaurants to open on Mercer Island. Incentives that allow local business to compete for business from families who choose to go off island for entertainment and food.

Kirsten

2/17/2024 10:54 AM

More restaurants and indie shopping

Flatbanjo

2/17/2024 02:42 PM

More local businesses and restaurants.

Taylern

2/17/2024 04:15 PM

Improved food options that aren't "island prices". Improved access to healthy green space. Overall less expensive.

Olivia

2/18/2024 04:26 PM

I would make Mercer Island more welcoming to a more diverse range of people including people of middle and lower incomes. City leadership seems very opposed to allowing new opportunities for new apartment buildings or a wider variety of housing types. It is small-minded to think that allowing more opportunities for people of lower incomes (and by lower incomes I mean anyone who can't afford to buy a \$3,000,000 home) to live here in apartments or townhomes or duplexes will somehow ruin the peaceful nature of Mercer Island. The community as a whole would benefit from having more people of different incomes, races, ethnicities, and lived experiences.

Terrence Gibson

2/18/2024 07:01 PM

Nothing

Lalady

2/18/2024 08:22 PM

More restaurants that are open past 9pm!

Meng Gao

2/18/2024 09:21 PM

Please change the all-way stop intersection to signalized intersection at SE 27th St and 80th Ave SE. Drivers are having a hard time spotting the stop signs, especially at night, and it feels unsafe for pedestrians to cross. At busy hours, traffic officers need to be on site. Make it signalized will solve a lot of problems.

Han

2/18/2024 09:32 PM

1) More local shopping and dining options for locals in town center area made possible by more efficient land-use 2) Better pedestrian facility (traffic control device, lighting, and pavement striping) on the major foot traffic pathway(s) within town center and between town center and transit station.

Jj

2/18/2024 10:02 PM

Great to have living options on the water that are not huge single family homes. Also better downtown with access to the water and arts center

Anthony R.

2/19/2024 12:48 PM

Would love a more robust town center with increased number of businesses.

ivp

2/20/2024 02:50 PM

More multi-family housing so more folks can enjoy living here

Xie

2/20/2024 04:48 PM

None

kiandbradley

2/20/2024 05:20 PM

The housing opportunities are limited. You can either rent a modern apartment or live in a 40 year old condo. There are few options for townhomes or owning modern condominiums. I would love to live in a compact townhome by the light rail station, but because of parking minimums, setback requirements, lot coverage requirements, and minimum lot sizes, these cannot legally be built. Additionally, the road I live on (27th Ave SE) is wide and has few places to cross safely. I would love to see this road changed with more traffic calming measures and bicycle infrastructure.

Yana

2/20/2024 05:45 PM

We can afford to buy a house, but we still rent because all the purchasable properties here are either too large for our household of two, or old 60s condos. I wish there was a greater diversity and density of housing offered on Mercer Island. Additionally, it's sad to see so many vacant commercial spaces in downtown. We've been considering moving to Seattle because of the greater housing supply and more varied amenities, although we'd love to stay here if we can find a nice modern condo or townhouse next to the light rail. As someone who walks everywhere, some sidewalks are not mindfully placed, and sometimes I have to cross 4 lanes of traffic, which always makes me uncomfortable.

Jwijanto

2/20/2024 08:08 PM

Better public transportation

ASR

2/21/2024 04:18 PM

More condo options that aren't old and falling apart for those of us who don't want a house to maintain.

stesch

2/21/2024 06:06 PM

Nothing

Linda S

2/21/2024 08:08 PM

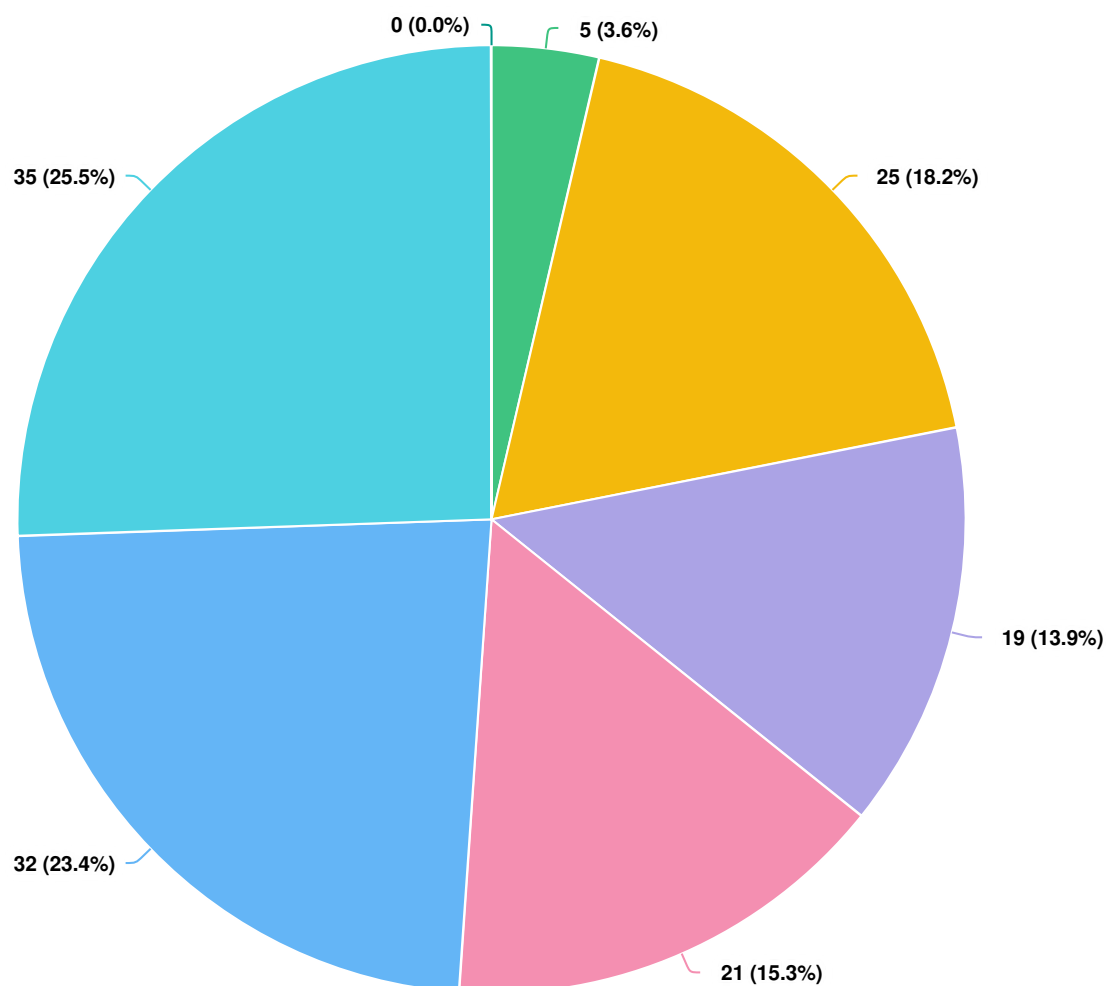
Accessibility. Too much crime visits the island. Cameras at offramps have become an intriguing idea.

L 2/22/2024 09:38 AM	Minimal apartment/condo development. Re-support of city backing social groups (Solemate etc.). An experienced Head of Planning Department, a city resident, having small staff.
Fangio 2/24/2024 10:59 AM	A more interesting town center
Suzanne 2/24/2024 02:38 PM	More shopping options
josborne40 2/28/2024 11:23 AM	Taper the amount of development downtown
Trey 3/04/2024 05:11 PM	Not having the light rail has made commute opportunities longer and not worth it.
Kit 3/06/2024 03:36 PM	More restaurants
Shorewood123 3/12/2024 02:32 PM	Nothing
Darius 3/14/2024 11:44 AM	1. Better public transportation using a microtransit model within Mercer Island - specifically, frequent, ideally electric, small bus or van routes around the city. They could run on a traditional scheduled model, on-demand (like Sound Transit's Via service), or a hybrid model. I wish I could easily get from City Hall to downtown using public transit. An entire bus running mostly empty on a pre-determined schedule is a waste. A small fleet of small buses/vans that come on demand during the day but also shuttle commuters on scheduled routes in the morning and evening would be extremely useful. If they were electric, federal dollars are available. 2. More investment in removing invasive plants in parks, rights-of-way, and other public spaces. Utilizing a tiny group of dedicated volunteers (I am one of them) discourages people from volunteering because of the impossibility of the task. Hiring professionals to remove ivy and blackberry plants would leave the task more manageable and would engage new volunteers.

Optional question (145 response(s), 9 skipped)

Question type: Essay Question

Q20 What is your age?

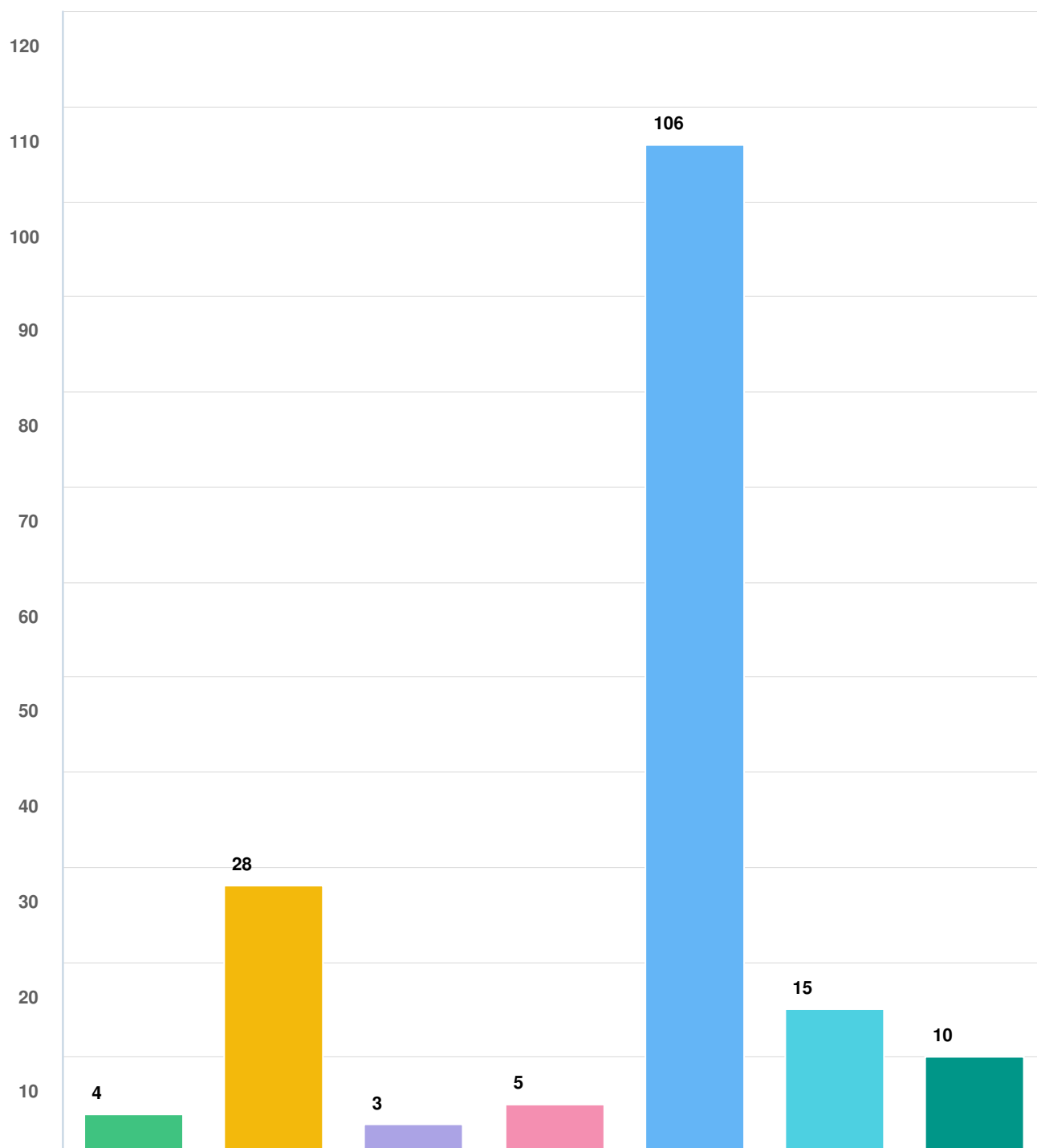


Question options

18-24 25-34 35-44 45-54 55-64 65 or above Under 18

Optional question (137 response(s), 17 skipped)

Question type: Radio Button Question

Q21 What race or ethnicity best describes you (please check all that apply)?**Question options**

● American Indian or Native Alaskan ● Asian or Pacific Islander ● Black or African American ● Hispanic or Latino
● White or Caucasian ● Mixed-race or multiple races ● Other (please specify)

Optional question (149 response(s), 5 skipped)

Question type: Checkbox Question

MEMORANDUM

To: Jeff Thomas, Community Planning and Development Director
Allison Van Gorp, Deputy Community Planning and Development Director
Adam Zack, Senior Planner

From: Clay White, Director of Planning

Date: May 16, 2024

Subject: 2024 Comprehensive Plan Periodic Update – Policy consistency review

As part of the Mercer Island Periodic Comprehensive Plan update, the City is required to update comprehensive plan policies to provide consistency with adopted policies in the [VISION 2050 Multi County Planning Policies \(MPPs\)](#) and the [King County Countywide Planning Policies \(CPPs\)](#). Both the MPPs and CPPs have been amended since the City of Mercer Island last completed a Periodic Comprehensive Plan update in 2015. The City of Mercer Island has done a fantastic job of creating draft updated policies which align with and implement both regional and countywide planning policies. However, there are a few areas where the City could consider additional policy language.

Background

The City of Mercer Island contracted Kimley-Horn to perform a review of proposed policies the City of Mercer Island is currently considering vs. recent changes to the VISION 2050 Multi County Planning Policies (MPPs) and the King County Countywide Planning Policies (CPPs). To conduct this review, Kimley-Horn put together a policy gap analysis table. The table lists the MPPs and provides a separate column with the CPPs which implement each of the MPPs. Both sets of policies are provided in track change format to highlight those changes which have been made since the last Periodic Update of the Mercer Island Comprehensive Plan.

Kimley-Horn then compared draft policies being considered as part of the Mercer Island Periodic Comprehensive Plan update with the MPPs and CPPs, to demonstrate consistency with regional and countywide planning policies.

The policies considered in our analysis were:

- [Draft policies](#) currently being considered by the Planning Commission.
- Policies in the [Climate Action Plan \(CAP\)](#) which are referred to in the Draft Comprehensive Plan.
- Policies in the [Parks, Recreation, and Open Space \(PROS\) Plan](#) which are referred to in the Draft Comprehensive Plan

While our analysis highlights that draft Comprehensive Plan policies provide substantial consistency with the MPPs and CPPs, there are areas where the City could consider amending or creating new policies. A simplified version of our policy review table, which pulls out areas for further policy consideration, is attached to this memo as [Appendix A](#). Our complete analysis has also been provided to the City. This is useful to include in the project record to demonstrate the steps taken to implement regional and countywide planning policies.

Summary of Gaps

The following is provided to summarize possible policy gaps and pull together topics to make the review process easier. Links are provided to the gap table to provide additional context.

Equity (Gap [1](#), [4](#), [8](#))

Three of the identified gaps focus on prioritization of services for underserved communities and reducing health disparities and impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts. Communities include, but are not limited to historically underserved, overburdened, frontline communities, and BIPOC communities.

The City could consider the following to address this policy gap:

- 1) Create a new policy, like Countywide Planning Policy (CPP) PF-2, in the Environmental section of the Land Use Element that could tie in prioritizing investments that address existing and historical disparities into decision making by the City.

CPP PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.

- 2) Create a new policy, like CPP EN-5, in the Environmental section of the Land Use Element that brings forward the consideration of actions which could disproportionately impact certain communities and how to mitigate those impacts as part of projects.

CPP EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.

Tribal Coordination (Gap [2](#))

A renewed focus on including tribal engagement into planning efforts has occurred through the passage [HB 1717](#). MPPs and CPPs have also addressed this topic. However, it is important to note that HB 1717 was passed after the MPPs and CPPs so state laws changes were not considered during those updates.

The City could consider the following to address this policy gap and better connect to HB 1717:

- 1) Consider a policy, like CPP DP-23, in the Land Use Element dedicated to providing proactive collaboration and participation in future planning processes with federally recognized Indian tribes whose reservation or ceded lands lie within the City of Mercer Island.

CPP DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.

Environment, Capital Facilities, and Open Space (Gaps [3](#), [5](#), [6](#), [7](#), [9](#), [10](#), [11](#), [12](#), and [13](#))

The identified gaps encompass a range of MPPs and CPPs. Gaps 9-13 are from MPPs/CPPs that focus on the strategic siting of public services, facilities, and infrastructure, emphasizing equitable access to essential public amenities and conscientious considerations of the impacts of locating capital facilities and infrastructure near critical areas, disproportionately impacted communities, and areas susceptible to displacement of people or businesses. In contrast, Gaps 5-7 come from MPPs/CPPs that center on the siting and preservation of open spaces, parks, and trails, highlighting the importance of investing in these areas near communities historically underserved by such amenities and strategically locating them near naturally occurring open spaces, forest lands, and critical areas. Lastly, Gap 3 originates from MPPs/CPPs which underscore the significance of addressing light pollution, advocating for measures aimed at reducing its adverse effects on the city's environment and residents' well-being. Through targeted policies and strategic planning efforts, the city can effectively address these gaps, fostering more equitable access to essential services and amenities while promoting environmental sustainability, environmentally resilient capital facilities, and a healthy quality of life for all residents.

- 1) Consider a new policy, like CPP EN-25, in the Environmental section of the Land Use Element which focuses on preventing, mitigating, and remediating environmental hazards. A policy, if prepared, could focus on one or more areas more relevant to the City of Mercer Island.

CPP EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.

- 2) Consider a new policy or addend an existing policy with contents from CPP EN-22 in the PROS Plan focusing on prioritizing open space, parks, and trails near communities which have been historically underserved by these amenities.

CPP EN-22 Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments.

- 3) Consider a new policy, like MPP T-32, in the Capital Facilities, Transportation, or Utilities Element addressing the city's effort in reducing pollution and improving fish passages through transportation facility investments and retrofitting of existing infrastructure.

MPP T-32 Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

- 4) Consider a new policy, like CPP PF-25, describing the different impacts that should be considered when siting public services and facilities.

CPP PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.

General Recommendations and Considerations

The revised MPPs/CPPs prioritize supporting and preventing the displacement of businesses, particularly those that are locally owned, small, women-owned, and BIPOC-owned. Existing policies sufficiently protect and help foster new businesses. These policies can be enhanced by incorporating explicit support for small businesses, locally-, women-, and minority-owned businesses against displacement into existing policies. Consider revising some of the following policies with the above specificity: Economic Development Element Policies 1.1, 2.3, 2.4, 3.1, 3.2, 3.6, and 7.1 using the CPPs listed below.

CPP EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.

CPP EC-28 Ensure public investment decisions protect culturally significant economic assets and advance the business interests of Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.

CPP EC-29 Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.

As mentioned above, the City of Mercer Island has done a terrific job preparing draft policies to align with regional and countywide planning policies. We hope the review we provided is helpful as the City moves to complete the 2024 Comprehensive Plan Periodic Update.



APPENDIX A

POLICY COMPARISON TABLE: GAPS ONLY

CITY OF MERCER ISLAND POLICY COMPARISON TABLE: GAPS ONLY

This document identifies potential policy gaps between the draft policies being considered as part of the Mercer Island Periodic Comprehensive Plan update and adopted policies in the VISION 2050 Multi County Planning Policies (MPPs) and the King County Countywide Planning Policies (CPPs). Strikethroughs and underlines in the MPP and CPP columns reflect recent revisions to these documents. They are shown in this format so it is easier to understand what MPP and CPP changes have been made since the last Periodic Update of the Mercer Island Comprehensive Plan in 2015.

Columns three and four are utilized to highlight where existing or draft Mercer Island Comprehensive Plan policies implement revised CPPs and MPPs. The table highlights where draft policies being considered as part of the 2025 comprehensive plan fully implement the MPPs/CPPs or where there are possible, partial, or full gaps in policy language.

- a. Possible gap indicates areas where the City may not need a new or revised policy but where the item is highlighted so it can be further reviewed for consistency.
- b. Partial gap indicates where a policy could be updated with additional text or a new policy developed to better implement MPP/CPP.
- c. Full gap indicates where a new policy may be necessary to provide consistency with MPPs/CPPs.

The PROS Plan is available here: https://www.mercerisland.gov/sites/default/files/fileattachments/parks_and_recreation/page/21894/pros_plan_final_wappendices.pdf

The CAP is available here: https://www.mercerisland.gov/sites/default/files/fileattachments/public_works/page/30278/final_micap_12apr2023_compressed.pdf

Gap Number	VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
1	MPP-RC-2 <u>Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.</u>	PF-17 Plan for the equitable provision of telecommunication infrastructure ~~to serve growth and development in a manner consistent with the regional and countywide vision~~ and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas. PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	Transportation Element 4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u> 4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u> 5.4 <u>Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.</u>	Policy Gap – while there are transportation policies focused on equity, the city should consider a land use policy which outlines how the city will consider MPP-RC-2 in its decisions.
2	MPP-RC-4 <u>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</u>	DP-2123 Coordinate the preparation of comprehensive plans ~~among~~ with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities ~~as a means to~~ avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No current policies	Policy Gap – consider one or more policies focused on coordination with tribes on planning efforts. This could also assist with new legislation focused on tribal engagement in HB 1717.
3	MPP-En-7 <u>Reduce and Mitigate noise and light pollution caused by ~~traffic~~ transportation, industries, public facilities, and other sources.</u>	EN- ~~2825~~ Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, ~~noise~~ , soil, and structural hazards, where they have contributed to ~~racially disparate~~ <u>racIALIZED health or environmental disparities, and health impacts, and to</u> increase environmental resiliency in <u>low-income</u> ~~frontline~~ communities. <u>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</u> a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> a) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u>	Utilities Element 8.8 <u>Establish WCF regulations to minimize noise and visual impacts and mitigate aesthetic or off-site impacts.</u> Transportation Element 3.1 <u>Use design, construction and maintenance methods, and low impact development strategies to minimize negative health and environmental impacts related to water quality, noise, and ~~neighborhood~~ impacts. pollution for all communities.</u>	Partial Gap – could include light pollution in policy 3.1 or expand other policies to consider impacts from light pollution.

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	VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		b) <u>Incorporating energy-saving strategies in infrastructure planning and design;EN-33-Reduce-countywide-sources-of-greenhouse-gas-emissions-compared-to-a-2007-baseline,-by-25%-by-2020,-50%-by-2030,-and-80%-by-2050-50%-by-2030,-75%-by-2040;-and-95%-and-net-zero-emissions-by-2050.-Assuming-1%-annual-population-growth,-these-targets-translate-to-per-capita-emissions-of-approximately-8.5-metric-tons-of-carbon-dioxide-equivalent-(MTCO2e)-by-2020,-5-MTCO2e,-and-1.5-MTCO2e-by-2050.</u> e)– c) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> d) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> e) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u>		
4	MPP-En-8 <u>Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.</u>	<u>EN-5</u> <u>EN-6</u>Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify ~~and~~, mitigate, ~~and correct~~ <u>for</u> unavoidable negative impacts of public actions that disproportionately affect ~~people of color and low-income populations~~ those frontline communities ~~that are disproportionately~~ impacted ~~due to~~by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. <u>EN-2825</u> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to ~~racially disparate~~ <u>racially disparateracialized health or environmental disparities,</u> and ~~health impacts, and to~~ increase environmental resiliency in ~~low-income~~frontline communities. <u>EN-28</u> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;EN-33-Reduce-countywide-sources-of-greenhouse-gas-emissions-compared-to-a-2007-baseline,-by-25%-by-2020,-50%-by-2030,-and-80%-by-2050-50%-by-2030,-75%-by-2040;-and-95%-and-net-zero-emissions-by-2050.-Assuming-1%-annual-population-growth,-these-targets-translate-to-per-capita-emissions-of-approximately-8.5-metric-tons-of-carbon-dioxide-equivalent-(MTCO2e)-by-2020,-5-MTCO2e,-and-1.5-MTCO2e-by-2050.</u> d)– d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u>	No current policy	Policy Gap – consider developing a new policy to align with MPP En-8 and CPP EN-5 and EN-28.

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		e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u>		
5	MPP-En-12 Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.	EN-2522 Provide parks, trails, and open space within walking distance of urban ~~area~~ residents. Prioritize historically underserved communities for open space improvements and investments. DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit~~ <u>Avoid redesignation to non-resource uses and limit</u> the subdivision of land so that parcels remain large enough for commercial resource production. H-2224 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting ~~active living and healthy eating~~ equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by ~~reducing~~ <u>avoiding or mitigating</u> exposure to ~~harmful environments~~ environmental hazards and pollutants.	Land Use Element 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. Capital Facilities Element 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management ~~Parks, Recreation and Open Space (PROS) Plan~~, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation</u>, minimized use of chemicals, and reductions in energy and fuel use. Parks, Recreation and Open Space 1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system. 1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.	Partial Policy Gap – consider changing policy 19.10 to read "...prioritize the purchase and preservation of wetlands, and stream headwaters, and areas which will enhance open space networks." Also, consider how the PROS Plan addresses the significance of open space corridors when that plan is updated.
6	MPP-En-15 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.	EN-2522 Provide parks, trails, and open space within walking distance of urban ~~area~~ residents. Prioritize historically underserved communities for open space improvements and investments. DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit~~ <u>Avoid redesignation to non-resource uses and limit</u> the subdivision of land so that parcels remain large enough for commercial resource production. H-2224 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting ~~active living and healthy eating~~ equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by ~~reducing~~ <u>avoiding or mitigating</u> exposure to ~~harmful environments~~ environmental hazards and pollutants.	Parks, Recreations, and Open Space 1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system. 1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.	Possible Policy Gap – consider reviewing the PROS Plan regarding policies which consider prioritizing or considering historically underserved communities for open space improvements and investments.
7	En-Action-4 (Local) Local Open Space Planning: In the	EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional	See comments in fourth column.	Partial Policy Gap – while there are many open space policies, consider

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	next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.	Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.		adding policy language to reflect that the City will consider racial and social inequities when evaluating and planning for parks and open space. The City could also consider a reference to the Regional Open Space Conservation Plan.
8	MPP-DP-18 Address existing health disparities and improve health outcomes in all communities.	EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u> , soil, and structural hazards, where they have contributed to <u>racially disparate racialized health or environmental disparities, and health impacts, and to</u> increase environmental resiliency in <u>low-incomefrontline</u> communities.	Land Use Element 15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should <u>reflect recognize the desire-need and support the ability to retain-viable-maintain, update, and renovate-and healthy</u> social, recreational, educational, and religious <u>organizations facilities as allowed by the land use code. Such facilities are-as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are	Partial Policy Gap- Consider a new policy to implement CPP-EN-25.

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			minimized to the extent possible. 1.5 Take actions to promote healthy and safe homes. 1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. Capital Facilities Element 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management Parks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation, minimized use of chemicals, and reductions in energy and fuel use.	
9	MPP-T-32 Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	~~T-11~~ 25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated ~~designs~~ design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	No Policies identified	Policy Gap – consider adding a new policy or add to policy 3.1 to address stormwater.
10	MPP-PS-16 Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas, serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.	~~PF-16~~ 17 Plan for the equitable provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.	No current policy.	Policy Gap – while policies 8.1-8.8 of the Capital Facility Element are focused on Telecommunication Policies, there are no policies focused on provide access to residents and businesses in all communities, especially underserved areas. Consider adding a new policy that encourages working with service providers or supporting infrastructure improvements for areas which may be underserved.
11	MPP-PS-18 Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently. Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.	~~PF-17~~ 18 Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.	No current policy	Policy Gap – the City could consider a new policy regarding the placement of community facilities and health and human services near transit facilities.
12	MPP-PS-20 Consider climate change, economic, and health impacts when siting and building essential public services and facilities.	~~PF-X2~~ 25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 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	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example 2.2 (g) can be edited to "An analysis of

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			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.	environmental, climate change, and health impacts and mitigation; and”
13	MPP-PS-29 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, <u>especially on historically marginalized communities</u>, (2) equitably balances the location of new facilities <u>away from disproportionately burdened communities</u>, and (3) addresses regional planning objectives.	~~PF-1819~~ Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 <u>of the</u> (March 31, 2012 School Siting Task Force Report) <u>and as provided specifically for in Pierce County by RCW 36.70A.211. Locate</u>. If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks. ~~PF-2024~~ Site or expand <u>essential</u> public ~~capital~~ facilities ~~of regional or statewide~~ <u>facilities of regional</u> importance within the county ~~in a way~~ using a process that incorporates broad public involvement ~~and, especially from historically marginalized and disproportionately burdened communities, and that~~ equitably disperses impacts and benefits ~~and supports~~ while supporting the Countywide Planning Policies. ~~PF-X225~~ Consider climate change, economic, <u>equity</u>, and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 1.4 <u>The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.</u> 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.	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example, 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation;

CITY OF MERCER ISLAND POLICY COMPARISON TABLE

This document identifies potential policy gaps between the draft policies being considered as part of the Mercer Island Periodic Comprehensive Plan update and adopted policies in the VISION 2050 Multi County Planning Policies (MPPs) and the King County Countywide Planning Policies (CPPs). Strikethroughs and underlines in the MPP and CPP columns reflect recent revisions to these documents. They are shown in this format so it is easier to understand what MPP and CPP changes have been made since the last Periodic Update of the Mercer Island Comprehensive Plan in 2015.

Columns three and four are utilized to highlight where existing or draft Mercer Island Comprehensive Plan policies implement revised CPPs and MPPs. The table highlights where draft policies being considered as part of the 2025 comprehensive plan fully implement the MPPs/CPPs or where there are possible, partial, or full gaps in policy language.

- a. Possible gap indicates areas where the City may not need a new or revised policy but where the item is highlighted so it can be further reviewed for consistency.
- b. Partial gap indicates where a policy could be updated with additional text or a new policy developed to better implement MPP/CPP.
- c. Full gap indicates where a new policy may be necessary to provide consistency with MPPs/CPPs.

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
Regional Collaboration Goal The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.			
MPP-RC-1 Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes, <u>ports, and adjacent regions</u> , where there are common borders or related regional issues, to facilitate a common vision.	~~DP-2123~~ Coordinate the preparation of comprehensive plans ~~among~~ with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities ~~as a means~~ to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses. ~~DP-2224~~ Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. ~~Ensure that~~ Affiliate all Potential Annexation Areas with adjacent cities ~~and to~~ ensure they do not overlap or leave urban unincorporated ~~urban~~ islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and ~~low- and high-income~~ residential areas ~~should~~ <u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated ~~urban areas stranded islands~~. Annexation is preferred over incorporation. ~~DP-2325~~ <u>Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</u> ~~DP-26~~ Facilitate the annexation of unincorporated areas ~~within the Urban Growth Area~~ that are already urbanized and are within a city's Potential Annexation Area ~~in order to provide~~ increase the provision of urban services to those areas. ~~Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.~~	Land Use Element 22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations. 23.5 Coordinate and collaborate with the local school district to broaden accessibility and awareness of local art opportunities and to further art education. 23.6 Coordinate and collaborate with local, regional, and national arts organizations, and through public and private partners to integrate art into the community via permanent installations and special events. Capital Facility Element 1.1516 ~~The City shall c~~<u>Coordinate</u> with other entities that provide public services within the City to encourage the consistent provision of adequate public services. Transportation Element 5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea. 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster.	No Policy Gap

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	~~DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.~~DP-25 <u>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u> <u>DP-28</u> Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed. a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their <u>Comprehensive Plan</u>comprehensive plan. b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-~~27~~30. In order to ensure ~~that~~that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation ~~should~~shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. <u>DP-2730</u> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable: a) ~~a)~~——Conformance with Countywide Planning Policies including the Urban Growth Area boundary; b) ~~b)~~——The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; ~~and~~ c) ~~c)~~——<u>Annexation</u>The effect of the annexation or incorporation in ~~a manner that will avoid~~avoiding or creating unincorporated islands of development; d) ~~d)~~——The ability <u>of the annexing or incorporating jurisdiction</u> to serve the area in a manner that addresses <u>racial and</u> social equity and promotes access to opportunity; and e) ~~e)~~——<u>Based upon joint outreach</u>Outreach to community, the ~~ability and interest of a city~~the community in moving forward with a	12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated. House Element 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) – (1)Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and (2)Coordinate efforts among providers, developers, and government agencies; and (3)Organize resources in support of new income restricted development.	

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	timely annexation <u>or incorporation</u> of the area, ~~consistent with these criteria. DP-28 Resolve the issue of unincorporated road islands within or between cities. Roadways Annexation of roadways and shared streets within or between cities, but still under King County jurisdiction, should be annexed by considered by cities that are adjacent cities to them. Cities and the county shall work to establish timeframes for annexation of road islands.~~		
MPP-RC-2 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.	PF-17 Plan for the equitable provision of telecommunication infrastructure ~~to serve growth and development in a manner consistent with the regional and countywide vision~~ and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas. PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	Transportation Element 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. 4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects. 5.4 Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.	Policy Gap – while there are transportation policies focused on equity, the city should consider a land use policy which outlines how the city will consider MPP-RC-2 in its decisions.
MPP-RC-3 Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.	DP-3 ~~Efficiently develop~~ Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy ~~and, vibrant, and equitable~~ urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u> . Promote the efficient use of land within the Urban Growth Area by using methods such as: a) ~~•a)~~ Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit station areas, consistent with the numeric goals in the regional growth strategy</u> <u>Regional Growth Strategy;</u> b) ~~•b)~~ Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities; c) ~~•c)~~ <u>Maximizing-Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</u> e)d) Optimizing the use of existing capacity for housing and employment; d)e) ~~•d)~~ Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and e)f) ~~•e)~~ Coordinating plans for land use, transportation, schools,	Land Use Element 19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife. Capital Facilities Element 1.1011 Highest priority for funding capital projects should be for improvements that protect the public health and safety. Utilities Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and ~~neighborhood impacts: pollution for all communities.~~ Housing Element 1.4 Plan for residential neighborhoods that protect and	Partial Policy Gap – while the current policies provide some consistency, the city could consider one or more policies in the Countywide Planning Policies – see EN-1, EN-5, H-24, T-30, and PF-25 in column two for some policy choices to consider.

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	capital facilities and services. DP-6 ~~Plan for development patterns~~ Adopt land use and community investment strategies that promote public health and address racially and <del>ethnically</del>~~environmentally~~ disparate health outcomes and promote access to opportunity. ~~by providing~~ <u>Provide all</u> ~~Focus on~~ residents with <u>the highest needs in providing and enhancing</u> opportunities for employment, safe and convenient daily physical activity, social connectivity, ~~and~~ protection from exposure to harmful substances and environments, and housing in high opportunity areas. EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality ~~are~~<u>is</u> sustained now and for future generations. EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify ~~and~~ <u>mitigate, and correct for</u> unavoidable negative impacts of public actions that disproportionately affect ~~people of color and low-income populations~~ those frontline communities <u>that are disproportionately impacted due to</u> existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. H-24 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting ~~active living and healthy eating~~ equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by <del>reducing</del>~~avoiding or mitigating~~ exposure to ~~harmful environments~~ environmental hazards and pollutants. <u>Measuring</u> T-30 Develop a transportation system that minimizes negative health and environmental impacts to ~~human health, including exposure to environmental toxins generated by vehicle emissions~~ all communities, especially Black, ~~indigenous~~<u>Indigenous</u>, and other <u>People of Color</u> communities ~~of color~~ and low-income communities, that have been disproportionately affected by transportation decisions. PF-25 Consider climate change, economic, <u>equity</u>, and health impacts when siting and building essential public services and facilities.	promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-RC-4 <u>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</u>	DP-~~21~~23 <u>Coordinate the preparation of comprehensive plans</u> ~~among~~ with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities ~~as a means~~ to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No current policies	Policy Gap – consider one or more policies focused on coordination with tribes on planning efforts. This could also assist with new legislation focused on tribal engagement in HB 1717.
MPP-RC-5 <u>Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and</u>	DP-23 <u>Coordinate the preparation of comprehensive plans</u> ~~among~~ with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities ~~as a means~~ to avoid or mitigate the potential cross-border impacts of urban development and	Not applicable to the City of Mercer Island	No Policy Gap

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outside installation boundaries.	encroachment of incompatible uses.		
MPP-RC-6 Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities.	DP-23 Coordinate the preparation of comprehensive plans ~~among~~ with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities ~~as a means~~ to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	Not applicable to the City of Mercer Island	No Policy Gap
MPP-RC-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers <u>and manufacturing/industrial centers</u> , consistent with the regional vision. Regional funds are prioritized to regional centers. ~~County-level and local funding are also appropriate to prioritize to regional growth centers.~~	T-812 Prioritize ~~state, regional and local~~ funding ~~to~~ transportation investments that support ~~adopted~~ countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.</u> ~~T-X715~~ Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with the Regional Growth Strategy and</u> produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-8 Direct subregional funding, especially county-level and local funds, <u>to countywide centers, high-capacity transit areas with a station area plan, and other local centers.</u> ~~Centers designated through countywide processes, as well as to town centers, and other activity nodes. County-level and local funding are also appropriate to prioritize to regional centers.~~	T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable ~~multi-modal~~ <u>multimodal</u> transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION ~~2040~~ <u>2050, 2050, including the Regional Transportation 2040 Plan</u> <u>Growth Strategy</u> , and the Regional ~~Growth Strategy~~ <u>Transportation Plan</u> as the policy and funding framework for creating a system of ~~Urban Centers and Manufacturing/ Industrial Centers~~ <u>manufacturing/industrial regional, countywide, local</u> centers ~~linked~~ <u>connected</u> by a multimodal network including high-capacity transit, ~~frequent~~ <u>bus transit service</u> , and an interconnected system of roadways, freeways and high-occupancy vehicle lanes. T-9 Support countywide growth management and climate objectives by prioritizing transit service ~~to and~~ <u>pedestrian safety in</u> areas where existing housing and employment densities support transit ridership and to ~~Urban Centers~~ <u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. ~~Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.~~ T-7 Ensure11 Advocate for <u>state policies and</u> actions ~~in state~~ , and capital improvement ~~policies and actions~~ programs that promote equity and sustainability, <u>and</u> that are consistent with the Regional Growth Strategy, ~~and support~~ VISION ~~2040~~ <u>2050</u> <u>2050</u> , and the Countywide Planning Policies. T-12 Prioritize ~~state, regional and local~~ funding ~~to~~ transportation investments that support ~~adopted~~ countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal</u>	No policy is necessary – this is a regional policy	No Policy Gap

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	mobility and safety, equity, and climate change goals, ~~as well as centers (local, countywide and regional) where applicable.~~		
MPP-RC-9 Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	T-57 Support countywide growth management and climate objectives by prioritizing transit service ~~to~~ <u>and pedestrian safety in</u> areas where existing housing and employment densities support transit ridership and to ~~Urban Centers~~ <u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. ~~Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.~~ T-~~X~~715 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with the Regional Growth Strategy and</u> produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-10 Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with <u>countywide and</u> local needs when making funding determinations.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-11 Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with <u>countywide and</u> local needs when making funding determinations. T-1727 Promote the use of ~~tolling and other~~ pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source ~~and~~ to improve mobility.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-12 Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.	T-7 Ensure11 Advocate for <u>state policies and</u> actions <u>in state</u> , and capital improvement ~~policies and actions~~ programs that promote equity and sustainability, <u>and</u> that are consistent with the Regional Growth Strategy, ~~and support~~ VISION ~~2040~~ <u>2050</u> , and the Countywide Planning Policies.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-13 Update countywide planning policies, where necessary, prior to December 31, ~~2010~~ <u>2021</u> , to address the multicounty planning policies in VISION- ~~2040~~ <u>2050</u> .	No CPP necessary - CPPs updated	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RC-14	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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Monitor implementation of VISION 20402050 to evaluate progress in achieving the Regional Growth Strategy, as well as the <u>regional collaboration</u> , environment, <u>climate change</u> , development patterns, housing, economy, transportation, and public services provisions.			
MPP-RC-15 <u>Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.</u>	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches ~~for~~ to environmental assessment and planning, in coordination with local jurisdictions, tribes, and <u>countywide planning groups</u> other stakeholders. EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. EN-2724 Restore ~~ecological function and value to~~ the region’s freshwater and marine shorelines, watersheds, <u>and estuaries, and other waterbodies</u> to a natural condition for ecological function and value, where appropriate and feasible.	No policy is necessary – this is a regional policy However, it is worthy to note that the city does have many policies focused on environmental protections.	No Policy Gap
RC-Action-1 (Regional) <u>Plan Updates:</u> PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-2 (Regional) <u>Monitoring Program:</u> PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-3 (Regional) Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop and implement a regional equity strategy intended to make equity central to PSRC’s work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as: • Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region’s residents, specifically as they relate to people of color and people with low incomes. • Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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displacement of vulnerable communities. - Identifying implementation steps, including how to measure outcomes. - Identifying mechanisms to prioritize access to funding to address inequities. - Developing a plan and committing resources for an equity advisory group that can help provide feedback on and help implement the Regional Equity Strategy. - Developing and adopting an equity impact tool for evaluating PSRC decisions and community engagement.			
RC-Action 4 (Regional) Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, the business community, and the public. This work program will have the following objectives: - Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans. - Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region. - Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-5 (Regional) Project Selection Criteria: Incorporate criteria into regional infrastructure evaluation processes that would allow for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. Funding for such projects will be consistent with the goals and policies of VISION 2050, including support for regional centers and progress toward greenhouse gas emissions reductions targets.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-6 (Regional) Project Support for Puget Sound Recovery: PSRC will develop a methodology within the regional transportation funding process that would support projects that contribute to the recovery of the health of Puget Sound and its watersheds.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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RC-Action-7 (Regional and Local) Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, military-community compatibility, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-8 (Regional and Local) Communicate VISION 2050 to State Agencies and the Legislature: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
RC-Action-9 (Regional and Local) Fiscal Sustainability: PSRC, together with its member jurisdictions, will advocate to the state Legislature about the needs for counties (including unincorporated areas), cities, and other public agencies and service providers to remain fiscally sustainable and the fiscal challenges facing local governments, public agencies and service providers related to accommodating growth, maintaining aging infrastructure, and the annexation of urban areas.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.	No policy is necessary – this is a regional policy	No Policy Gap
Regional Growth Strategies Goal The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.			
MPP-RGS-1 Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, local plans, and development regulations.	RGS implemented through numerous CPPs included the adopted growth targets in Appendix 4 of the CPPs.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RGS-2 Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and	H-25 Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhoods of choice-neighborhood choices . Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting.	No policy is necessary – this is a regional policy	No Policy Gap

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employment growth targets for each designated regional growth center and manufacturing/industrial center.	~~a) Jurisdictions, including the county for unincorporated areas, will report annually to the county:~~ ~~a) <u>Number and type of new total</u> using guidance developed by the County on housing units; AMI levels:~~ ~~1) <u>Number number of units lost to demolition, redevelopment, or conversion to non-residential use;</u>~~ ~~1) <u>Number of new units that are affordable to very-low, low-, and moderate-income households</u> In the first reporting year, total income-restricted units, by <u>tenure, AMI limit, address, and term of rent and income restrictions</u>, for which the city is a party to affordable housing covenants on the property title ;~~ ~~2) <u>Number of affordable units newly preserved and units acquired and rehabilitated with a regulatory agreement for long-term affordability for very-low, low-, and moderate-income households</u> total housing units, net new housing units created during the reporting period, and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, high-density housing types;~~ ~~3) 1) <u>Housing market trends including affordability of overall housing stock total income-restricted units, net new income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, created during the reporting period;. In future years, report new units created and units with affordability terms that expired during the reporting period.</u>~~ ~~4) 2) <u>Changes in Description and magnitude of land use or regulatory changes to increase zoned residential capacity for housing, including housing densities and types percentage of total zoned residential capacity by type of housing allowed, including including, but not limited to, single-family, moderate-density, and high-density;.</u>~~ ~~5) 3) <u>The number and nature of fair housing complaints and violations new</u> New strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and~~ ~~b) <u>Housing development and market trends in Urban Centers jurisdiction's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for BIPOC households and other population groups identified through policy H-5.</u>~~ ~~c) <u>The county will report annually:</u>~~ ~~b) <u>countywide</u> The county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually:~~ 1) <u>Countywide</u> housing inventory of:		

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	i. ~~total~~Total housing units, ~~by affordability to AMI bands~~; ii. ~~total~~Total income-restricted units, by AMI limit; iii. ~~Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period~~; iii-iv. ~~Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types~~; and iv-v. ~~total~~Total income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021~~+~~ v-vi. ~~total~~Total net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022; vi-vii. ~~share~~Share of households by housing tenure by jurisdiction; and vii-viii. ~~zoned~~Zoned residential capacity percentages broken down by housing type/number of units allowed per lot~~+~~ 2) ~~the~~The county's new strategies (e.g., dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources; 3) ~~the~~The county's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for ~~BIPOC~~Black, Indigenous, and other People of Color households and other population groups identified through policy H-56. 4) ~~number~~Number of income-restricted units within a ~~1/2~~half mile walkshed of a high-capacity or frequent transit stations in the county; 5) ~~share~~Share of households with housing cost burden, by income band, race, and ethnicity; 6) ~~tenant~~Tenant protection policies adopted by jurisdiction; and 7) ~~number~~Number of individuals and households experiencing homelessness, by race and ethnicity. c) Where feasible, jurisdictions will also collaborate to ~~provide~~report:		

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	1) ~~net~~Net new units accessible to persons with disabilities. H-2426 The county will <u>provide guidance to jurisdictions on goals for housing AMI levels</u> annually provide transparent, ongoing information measuring jurisdictions’ progress toward meeting countywide affordable housing need, according to H-~~2325~~, using public-facing tools such as the King County’s Affordable Housing Dashboard.		
MPP-RGS-3 Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.	Noted – adopted growth targets are consistent with the RGS.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-RGS-4 Accommodate the region’s growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.	DP-2 <u>Accommodate</u> Prioritize housing and employment growth ~~first and foremost~~ in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation ~~in order to~~ reduce reliance on single-occupancy vehicle travel for most daily activities. DP-21 ~~Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.~~ <u>DP-X1 (temporary numbering)</u> 10 No new Fully Contained Communities shall be approved in unincorporated King County. DP-11 <u>When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</u> ~~DP-X2 Adopt~~22 <u>Jurisdictions shall adopt</u> any necessary reasonable measures ~~in into~~ <u>their</u> comprehensive plans, ~~and these may include increased land capacity for housing and employment or other measures~~ to promote growth ~~that is~~ consistent with planned urban densities and adopted housing and employment targets. ~~Jurisdictions will~~ <u>Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall</u> report adopted reasonable measures to the GMPC and ~~will~~<u>shall</u> collaborate to provide data periodically on the effectiveness of those measures. ~~DP-X5~~46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u>	No policy is necessary – this is a regional policy. However, the City of Mercer Island is meeting this regional policy by accommodating the assign population and housing targets along with the employment projection assigned to the City.	No Policy Gap

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	DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, ~~reduce and avoid~~ minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. DP-4648 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. Allow limited clustering within development sites to ~~avoid~~ prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c). DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. ~~Transit service may cross non-urban lands to serve cities in the Rural Area.~~ DP-4850 Establish rural development standards ~~to~~ and strategies to ensure all development ~~protect~~ protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities. DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural</u> Resource Lands and focus urban development within the Urban Growth Area. DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, ~~especially cities consistent with the Regional Growth Strategy.~~ Implement transfer of development rights within King County through a partnership between the ~~county~~ <u>County</u> and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities;		

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	c) ~~e)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) ~~g)~~ Be compatible with existing within-city transfer of development rights programs. PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION ~~2040~~<u>2050</u>2050. <u>Avoid locating urban serving facilities in the Rural Area.</u>		
MPP-RGS-5 ~~Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.~~	DP-2 ~~Accommodate~~ <u>Prioritize</u> housing and employment growth ~~first and foremost~~ in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation ~~in order to~~ reduce reliance on single-occupancy vehicle travel for most daily activities. DP-3 ~~Efficiently develop~~ Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy ~~and, vibrant, and equitable~~ urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u>. Promote the efficient use of land within the Urban Growth Area by using methods such as: a) ~~•a)~~ Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit station areas</u>, consistent with the numeric goals in the ~~regional growth strategy~~<u>Regional Growth Strategy</u>; b) ~~•b)~~ Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities; c) ~~•c)~~ <u>Maximizing Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times</u>; ~~e)d)~~ Optimizing the use of existing capacity for housing and employment; ~~d)e)~~ ~~•d)~~ Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and	No policy is necessary – this is a regional policy. However, the City of Mercer Island is meeting this regional policy by accommodating the assign population and housing targets along with the employment projection assigned to the City. By doing so, this lends to-ensuring the long-term stability and sustainability of the urban growth area consistent with the regional vision.	No Policy Gap

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	e)f) ~~• e~~) Coordinating plans for land use, transportation, schools, capital facilities and services. ~~DP-4 Concentrate housing and employment growth within the designated Urban Growth Area.~~ Focus housing growth in the Urban Growth Area within cities, ~~countywide designated Urban Centers~~ designated regional centers, countywide centers, and locally designated local centers, ~~areas of high employment, and other transit supported areas~~ to promote access to opportunity. Focus employment growth within ~~designated~~ regional and countywide ~~designated Urban and Manufacturing/Industrial Centers~~ manufacturing/industrial centers and within locally designated local centers. DP-49 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. ~~Transit service may cross non-urban lands to serve cities in the Rural Area.~~ DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and ~~Natural~~ Resource Lands and focus urban development within the Urban Growth Area. DP-64 Use transfer of development rights to shift potential development from the Rural Area and ~~Natural~~ Resource Lands into the Urban Growth Area, ~~especially cities consistent with the Regional Growth Strategy.~~ Implement transfer of development rights within King County through a partnership between the ~~county~~County and cities that is designed to: a) ~~a~~) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b~~) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c~~) Identify appropriate transfer of development rights receiving areas within cities; d) ~~d~~) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e~~) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) ~~f~~) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) ~~g~~) Be compatible with existing within-city transfer of development rights programs.		

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	EC-22 Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for, manufacturing/industrial, commercial, and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period. PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2040/2050/2050. Avoid locating urban serving facilities in the Rural Area. DP-15 Review the Urban Growth Area at least every ten years. In this review consider monitoring reports and other available data. As a result of this review, and based on the criteria established in policies DP-16 through DP-19, King County may propose and then the Growth Management Planning Council may recommend amendments to the Countywide Planning Policies and King County Comprehensive Plan that make changes to the Urban Growth Area boundary. DP-16 Allow amendment of the Urban Growth Area only when the following steps have been satisfied: a) ~~a)~~ The proposed ~~expansion~~ amendment is under review by the County as part of an amendment process of the King County Comprehensive Plan; b) ~~b)~~ King County submits the proposal to the Growth Management Planning Council for the purposes of review and recommendation to the King County Council on the proposed amendment to the Urban Growth Area; c) ~~c)~~ The King County Council approves or denies the proposed amendment; and d) ~~d)~~ If approved by the King County Council, the proposed amendment is ratified by the cities following the procedures set forth in policy GFW-1. DP-17 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met: a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the ~~contiguous~~ Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: 1) ~~is~~ ~~Is~~ at least ~~a minimum of~~ four times the acreage of the land added to the Urban Growth Area; ~~and~~		

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	2) ~~is~~Is contiguous with the ~~original 1994~~ Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 3) Preserves ~~is onsite and preserves~~ high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or c) ~~e.)~~The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. DP-18 Add land to the Urban Growth Area only if ~~if~~ expansion of the Urban Growth Area is warranted based on the criteria in DP-~~1617~~(a) or DP-~~1617~~(b), ~~add land to the Urban Growth Area only~~ if and it meets all of the following criteria: a) ~~a)~~——Is adjacent to the existing Urban Growth Area; b) ~~b)~~——For expansions based on DP-~~1617~~(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs ~~and is adjacent to the existing Urban Growth Area boundary;~~ ~~b) For expansions based on DP-16(b):~~ ~~i) Is adjacent to the original 1994 contiguous Urban Growth Area boundary;~~ c) ~~c)~~——~~ii)~~Can be efficiently provided with urban services and does not require any supportive facilities, ~~services, roads, or any infrastructure to cross or be~~ located in the Rural Area ~~or new open space area, and does not overly burden King County road networks in the Rural Area;~~ d) ~~d)~~——~~iii)~~Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services; e) ~~e)~~——~~iv)~~Is not currently designated as Resource Land; f) ~~f)~~——~~v)~~Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and ~~vi) Only residential development is allowed on the new urban land; and~~ g) ~~vii) Is For expansions that are adjacent to a municipal boundary, approval shall be~~Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. ~~No development on the property shall occur until the property is annexed by the city. These Urban Growth Area expansions require an agreement~~		

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	~~between the property owner, the annexing city, and the County.~~ Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change. DP-19 Allow redesignation of Urban land currently within the Urban Growth Area to Rural land outside of the Urban Growth Area if the land is not needed to accommodate projected urban growth, is not served by public sewers, is contiguous with the Rural Area, and: a) Is not characterized by urban development; b) Is currently developed with a low-density lot pattern that cannot be realistically redeveloped at an urban density; or c) Is characterized by environmentally sensitive areas making it inappropriate for higher density development.		
MPP-RGS-6 Encourage efficient use of urban land by maximizing optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy ~~such as advancing development that achieves zoned density.~~	~~DP-1920~~ Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are: a) ~~a)~~To collect and analyze data on development activity, <u>including</u> land supply, <u>zoning, development standards, land uses, critical areas,</u> and capacity for residential, commercial, and industrial land uses in urban areas; <del>b)</del>~~To evaluate the consistency of actual development densities with current comprehensive plans; and~~ ~~c)b)~~To determine whether jurisdictions are achieving urban densities <u>by comparingand planned growth and development assumptions and targets in theconsistent with comprehensive plans,</u> countywide planning policies ~~and comprehensive plans with actual growth and development that has occurred, and multicounty planning policies;~~ and ~~d)c)e)~~To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period. ~~DP-X2-Adopt22~~ <u>Jurisdictions shall adopt</u> any necessary reasonable measures <u>into their</u> comprehensive plans, <u>and these may include increased land capacity for housing and employment or other measures</u> to promote growth <u>that is</u> consistent with planned urban densities and adopted housing and employment targets. <u>Jurisdictions willReasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall</u> report adopted reasonable measures to the GMPC and <u>willshall</u> collaborate to provide data periodically on the effectiveness of those measures. EC-1518 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets. EC-2226 Encourage commercial and mixed-use development that <u>provideprovides</u> a range of job opportunities throughout the <u>regioncounty</u> to	Housing Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity. Land Use Element 2.2 Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs. 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. 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.	No Policy Gap

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	create a ~~much~~-closer balance ~~and match~~ between the location of jobs and housing. PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION <del>2040</del>~~2050~~2050. <u>Avoid locating urban serving facilities in the Rural Area.</u>	5.3 Encourage the development of affordable housing within the Town Center. 5.4 Encourage the development of accessible and visitable housing within the Town Center. 5.5 Encourage options for ownership housing within the Town Center. 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 to allow multi-family. <u>Encourage multifamily and mixed-use housing within the existing boundaries of the Town Center, multifamily, and Commercial Office zones to accommodate moderate- to extremely low-income households.</u>	
MPP-RGS-7 Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.	Adopted targets in Appendix 4 implements the RGS.	No policy is necessary – this is a regional policy focused on Metropolitan Cities. Mercer Island is not a metropolitan city.	No Policy Gap
MPP-RGS-8 Attract 65% of the region’s residential growth and 75% of the region’s employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated ~~urban~~-area in the county. This allocation is predicated on: a) ~~•a)~~ Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, <u>informed by the 20-year projection of housing units from the state Department of Commerce;</u> b) ~~•b)~~ Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with ~~countywide~~-designated centers and within ~~other larger cities~~-high-capacity transit ~~communities~~<u>station areas</u>, limited development in the Rural Area, and protection of designated <u>Natural</u> Resource Lands; c) ~~•c)~~ Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer ~~and~~, water, and stormwater systems; d) ~~•d)~~ Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;	No policy is necessary – this is a regional policy. MPP focused on Regional Centers. There are no regional growth centers located on Mercer Island.	No Policy Gap

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	e) ~~•e)~~ Improving ~~the~~ jobs/housing balance ~~connection~~ consistent with the Regional Growth Strategy, both ~~within~~ between counties in the region and within subareas in the county; f) ~~•f)~~ Promoting ~~sufficient~~ opportunities for housing and employment ~~development that is distributed~~ throughout the Urban Growth Area and within all jurisdictions in a manner that ~~promotes~~ <u>ensures</u> racial and social equity; g) ~~•g)~~ Allocating growth to ~~individual~~ <u>each</u> Potential Annexation Areas within the urban unincorporated area ~~generally~~ proportionate to ~~its~~ <u>their</u> share of unincorporated capacity for housing and employment growth. DP-31 Focus housing and employment growth ~~within~~ into designated ~~Urban Centers~~ regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. EC-17 <u>Concentrate</u> economic and employment growth in designated ~~Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centers~~ <u>regional, countywide, and local centers</u> through local investments, planning, and financial policies.		
MPP-RGS-9 Focus a significant share of population and employment growth in designated regional growth centers.	DP-13 <u>The Growth Management Planning Council shall:</u> a) ~~a)~~ Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be ~~incorporated~~ used as the land use assumption in state-mandated comprehensive plan updates; b) ~~b)~~ Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy ~~GFW~~-1; c) ~~c)~~ Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets; d) ~~d)~~ <u>Ensure that each jurisdiction's growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined;</u> e) <u>Ensure that each jurisdiction's growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and</u> f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the ~~2006-2031~~ planning period are shown in ~~table~~ <u>Table</u> DP-1.	No policy is necessary – this is a regional policy. MPP focused on Regional Centers. There are no regional growth centers located on Mercer Island.	No Policy Gap
MPP-RGS-10	EC-15 ~~18~~ Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment	No policy is necessary – this is focused on designated regional manufacturing/industrial centers. There are no designated	No Policy Gap

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Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	where it encourages growth in designated centers and helps achieve employment targets. ~~T-812~~ Prioritize ~~state, regional and local~~ funding ~~to~~ transportation investments that support ~~adopted~~ countywide growth targets and ~~are focused on multi-modal centers framework, and that enhance multimodal~~ mobility and safety, equity, and climate change goals, ~~as well as centers (local, countywide and regional) where applicable.~~	regional manufacturing/industrial centers located on Mercer Island.	
MPP-RGS-11 Encourage growth in designated countywide centers.	~~DP-X2 Adopt~~ 22 Jurisdictions shall ~~adopt~~ any necessary reasonable measures ~~into their~~ comprehensive plans, ~~and these may include increased land capacity for housing and employment or other measures~~ to promote growth ~~that is~~ consistent with planned urban densities and adopted housing and employment targets. ~~Jurisdictions will~~ Reasonable measures should help implement local targets in a manner consistent with the ~~Regional Growth Strategy. Jurisdictions shall~~ report adopted reasonable measures to the GMPC and ~~will~~ shall collaborate to provide data periodically on the effectiveness of those measures. ~~EC-17~~ Concentrate economic and employment growth in designated ~~Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centers~~ regional, countywide, and local centers through local investments, planning, and financial policies. ~~EC-15~~ 18 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets. ~~T-812~~ Prioritize ~~state, regional and local~~ funding ~~to~~ transportation investments that support ~~adopted~~ countywide growth targets and ~~are focused on multi-modal centers framework, and that enhance multimodal~~ mobility and safety, equity, and climate change goals, ~~as well as centers (local, countywide and regional) where applicable.~~	No policy is necessary – this is focused on designated regional manufacturing/industrial centers. There are no designated regional manufacturing/industrial centers located on Mercer Island.	No Policy Gap

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MPP-RGS-12 Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.	DP-~~16~~17 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met: a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the <u>contiguous</u> Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: 1) <u>is</u> at least <u>a minimum of</u> four times the acreage of the land added to the Urban Growth Area; <u>and</u> 2) <u>is</u> contiguous with the <u>original 1994</u> Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 3) Preserves <u>is onsite and preserves</u> high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or c) ~~e.)~~ The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. DP-~~19~~20 Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are: a) ~~a.)~~ To collect and analyze data on development activity, <u>including</u> land supply, <u>zoning, development standards, land uses, critical areas,</u> and capacity for residential, commercial, and industrial land uses in urban areas; ~~b.) To evaluate the consistency of actual development densities with current comprehensive plans; and~~ ~~c.) b.) To determine whether jurisdictions are achieving urban densities by comparing and planned growth and development assumptions and targets in the consistent with comprehensive plans, countywide planning policies and comprehensive plans with actual growth and development that has occurred, and multicounty planning policies; and~~	No policy is necessary – as part of the Comprehensive Plan update, the city is planning for growth (housing, population, and employment) consistent with the adopted Countywide Planning Policies.	No Policy Gap

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	~~d)c)e)-~~To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period. ~~DP-20 If necessary based on the findings of a periodic buildable lands evaluation report, adopt reasonable measures, other than expansion of the Urban Growth Area, to increase land capacity for housing and employment growth within the Urban Growth Area by making more efficient use of urban land consistent with current plans and targets. The County and its~~DP-21 ~~The County and the~~ cities, through the Growth Management Planning Council, will collaboratively determine whether reasonable measures other than amending the Urban Growth Area are necessary to ensure sufficient additional capacity if a countywide urban growth capacity report, ~~informed by local data and analysis where appropriate,~~ determines that: a) ~~a) the~~The current Urban Growth Area is insufficient in capacity to accommodate the housing and employment growth targets; or b) ~~b) any~~Any jurisdiction ~~contains:~~ 1) ~~Contains~~ insufficient capacity to accommodate the housing and employment growth targets, ~~has not made sufficient progress toward achieving the;~~ 2) ~~Has significant differences between development assumptions and growth targets and actual~~ housing and employment growth targets, ~~or has~~ 1) ~~Has~~ not achieved urban densities consistent with the adopted comprehensive plan. ~~Reasonable measures should be adopted to help implement local targets in a manner consistent with the Regional Growth Strategy.~~ 2)3)		
MPP-RGS-13 ~~Direct~~ Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to ~~prevent~~ avoid the conversion of rural land into commercial uses.	PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 ~~of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211 and locate .~~ Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character. ~~Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction's land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of unincorporated King County that are within a school district's service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school~~	No policy is necessary – while they City of Mercer Island has numerous policies throughout the comprehensive plan which support locating commercial, retail, and community services within the City, there are not rural areas immediately adjacent to the City. Therefore, this is not an issue for the City as it may be for other cities.	No Policy Gap

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	~~district and jurisdiction to cooperatively prepare strategies for resolving the issue.~~ DP-3 ~~Efficiently develop~~ Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy ~~and, vibrant, and equitable~~ urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u>. Promote the efficient use of land within the Urban Growth Area by using methods such as: a) ~~• a)~~ Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit</u> station areas, consistent with the numeric goals in the ~~regional growth strategy~~ <u>Regional Growth Strategy</u>; b) ~~• b)~~ Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities; c) ~~• c)~~ <u>Maximizing</u> ~~Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;~~ - e)d) Optimizing the use of existing capacity for housing and employment; - d)e) ~~• d)~~ Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and - e)f) ~~• e)~~ Coordinating plans for land use, transportation, schools, capital facilities and services. DP-X546 ~~Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or~~ <u>Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, ~~reduce and avoid~~ <u>minimize</u> the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.		
MPP-RGS-14 Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.	~~DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.~~ ~~DP-X1 (temporary numbering)~~ 10 No new Fully Contained Communities shall be approved in unincorporated King County. DP-11 <u>When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</u>	No policy is necessary – this is focused on rural areas.	No Policy Gap

	DP-1617 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met: a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the <u>contiguous</u> Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: 1) <u>is</u> at least <u>a minimum of</u> four times the acreage of the land added to the Urban Growth Area; <u>and</u> 2) <u>is</u> contiguous with the <u>original 1994</u> Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 3) Preserves <u>is onsite and preserves</u> high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or c) <u>is</u> The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. DP-4546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> DP-4547 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, <u>reduce and avoid minimize</u> the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. DP-4648 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres.		

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	Allow limited clustering within development sites to ~~avoid~~ prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c). DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. ~~Transit service may cross non-urban lands to serve cities in the Rural Area.~~ DP-4850 Establish rural development standards ~~to~~ and strategies to ensure all development ~~protect~~ protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities. DP-5557 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities. DP-57 Discourage59 Prevent incompatible land uses adjacent to designated <u>Natural Resource Lands</u> to ~~prevent~~ avoid interference with their continued use for the production of agricultural, mining, or forest products. DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural Resource Lands</u> and focus urban development within the Urban Growth Area. DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural Resource Lands</u> into the Urban Growth Area, ~~especially cities consistent with the Regional Growth Strategy.~~ Implement transfer of development rights within King County through a partnership between the ~~county~~<u>County</u> and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance		

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	infrastructure within city transfer of development rights receiving areas; and g) ~~g)~~ Be compatible with existing within-city transfer of development rights programs.		
MPP-RGS-15 Support the establishment of regional funding sources to acquire conservation easements in rural areas.	~~DP-61~~63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural</u> Resource Lands and focus urban development within the Urban Growth Area. ~~DP-62~~64 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, <u>especially cities consistent with the Regional Growth Strategy</u>. Implement transfer of development rights within King County through a partnership between the ~~county~~<u>County</u> and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) ~~g)~~ Be compatible with existing within-city transfer of development rights programs.	No policy is necessary – this is focused on rural areas.	No Policy Gap
MPP-RGS-16 Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.	~~DP-22~~24 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. ~~Ensure that~~ Affiliate all Potential Annexation Areas with adjacent cities ~~and to~~ ensure they do not overlap or leave urban unincorporated ~~urban~~ islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and ~~low- and high-income~~ residential areas ~~should~~<u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated ~~urban areas stranded~~<u>islands</u>. Annexation is preferred over incorporation. ~~DP-23~~25 <u>Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</u> ~~DP-26~~ Facilitate the annexation of unincorporated areas ~~within the Urban Growth Area~~ that are already urbanized and are within a city's Potential Annexation Area ~~in order to provide~~ increase the provision of urban services	This does not apply to the City of Mercer Island as the City does not have an unincorporated Urban Growth Area.	No Policy Gap

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	to those areas. ~~Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.~~ ~~DP-24~~ Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas. ~~DP-27~~ Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible. ~~DP-28~~ Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed. ~~d)c)~~ For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their ~~Comprehensive Plan~~comprehensive plan. ~~e)d)~~ Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-~~27~~30. In order to ensure ~~that~~any changes can be included in local comprehensive plans, any proposals resulting from such negotiation ~~should~~shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. ~~DP-26~~ Within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, strive ~~DP-29~~ Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city's comprehensive plan after the following steps have been taken: a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a		

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	meeting or formal mediation to discuss boundary alternatives, and; b) The cities with the Potential Annexation Area overlap and the county have either: 1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or 2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice. DP-2730 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable: a) ~~a) —~~Conformance with Countywide Planning Policies including the Urban Growth Area boundary; b) ~~b) —~~The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; ~~and~~ c) <del>c) —</del>~~Annexation~~ The effect of the annexation or incorporation in ~~a manner that will avoid~~ avoiding or creating unincorporated islands of development; d) ~~d) —~~The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses <u>racial and social equity</u> and promotes access to opportunity; and e) <del>e) —</del>~~Based upon joint outreach~~Outreach to community, the ~~ability and interest of a city~~the community in moving forward with a timely annexation or incorporation of the area, ~~consistent with these criteria.~~		
RGS-Action-1 (Regional) Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-2 (Regional) Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-3 (Regional) Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. This effort will include consideration of the timing of Regional Growth Strategy implementation	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap

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RGS-Action-4 (Regional) Rural Growth: PSRC, together with its members and stakeholders, will explore and implement, as feasible, opportunities for local, regional and state-wide conservation programs to reduce development pressure in rural and resource areas, to facilitate regional Transfer of Development Rights, and to explore additional techniques to conserve valuable open space areas, including Purchase of Development Rights and open space markets.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-5 (Regional) Regional Conservation Fund: PSRC, in collaboration with its members and other partners, will explore and support the establishment of regional funding sources to acquire conservation easements in rural areas.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-6 (Regional) Outreach: PSRC will work with members to address ways the region can help communities understand and support increased growth within the urban growth area. VISION 2050's success is dependent on cities and counties welcoming new growth.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
RGS-Action-7 (Local) Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.	~~DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.~~ ~~DP-X1 (temporary numbering)~~ 10 No new Fully Contained Communities shall be approved in unincorporated King County. <u>DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</u> ~~DP-X546~~ Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> ~~DP-4547~~ Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, ~~reduce and avoid~~ minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. ~~DP-4648~~ Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:	No Policies necessary – this is a regional policy It should be noted that while this is a regionally focused policy, the City of Mercer Island supports a full range of strategies, through its policies and zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.	No Policy Gap

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	a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. Allow limited clustering within development sites to ~~avoid~~ prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c). DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. ~~Transit service may cross non-urban lands to serve cities in the Rural Area.~~ DP-4850 Establish rural development standards ~~to~~ and strategies to ensure all development ~~protect~~ protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities. DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural</u> Resource Lands and focus urban development within the Urban Growth Area. DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, ~~especially cities consistent with the Regional Growth Strategy.~~ Implement transfer of development rights within King County through a partnership between the ~~county~~County and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource land		

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	development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) ~~g)~~ Be compatible with existing within-city transfer of development rights programs.		
RGS-Action-8 (Local) Plan for Jobs-Housing Balance: Countywide planning organizations will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth targets that substantially improve jobs-housing balance consistent with the Regional Growth Strategy. Metropolitan and Core cities experiencing high job growth will take measures to provide additional housing capacity for a range of housing types and affordability levels to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement.	~~Reasonable measures should be adopted to help implement local targets in a manner consistent with the Regional Growth Strategy.~~ ~~DP-X334~~ Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, ~~immigrant, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities;~~ and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts. ~~N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.~~ ~~H-15~~ Increase housing choices for everyone—, particularly those earning lower wages—in locations, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and ~~building policies~~ development regulations in place that allow and encourage housing production at a-levels that improves the improve jobs-housing balance of housing to employment throughout the county across all income levels. ~~H-25~~ Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and ~~neighborhoods of choice.~~ neighborhood choices. Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting. ~~a)~~ Jurisdictions, including the county for unincorporated areas, will report annually to the county; a) ~~Number and type of new total~~ using guidance developed by the County on housing units; AMI levels: 1) ~~Number number of units lost to demolition, redevelopment, or conversion to non-residential use;~~ 2) ~~Number of new units that are affordable to very low, low, and moderate income households~~ In the first reporting year, total income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, for which the city is a party to affordable housing covenants on the property title ; 3) ~~Number of affordable units newly preserved and units acquired and rehabilitated with a regulatory agreement for long-term affordability for~~	No Policies necessary – this is a regional policy However, it should be noted that the City of Mercer Island, as part of the 2024 Comprehensive Plan update, is focused on adopting population and housing targets and employment projections consistent with the adopted Countywide Planning Policies.	No Policy Gap

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	~~very low, low, and moderate income households total housing units, net new housing units created during the reporting period, and what type of housing was constructed, broken down by at least single-family, moderate density housing types, high density housing types;~~ ~~4)1)Housing market trends including affordability of overall housing stock total income restricted units, net new income restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, created during the reporting period;. In future years, report new units created and units with affordability terms that expired during the reporting period.~~ ~~5)2)Changes inDescription and magnitude of land use or regulatory changes to increase zoned residential capacity for housing, including housing densities and types percentage of total zoned residential capacity by type of housing allowed, includingincluding, but not limited to, single-family, moderate density, and high density;.~~ ~~6)3)The number and nature of fair housing complaints and violations newNew strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and~~ ~~b) Housing development and market trends in Urban Centers jurisdiction's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for BIPOC households and other population groups identified through policy H-5.~~ ~~c) The county will report annually:~~ ~~b) countywideThe county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually:~~ 1) <u>Countywide</u> housing inventory of: i. ~~totalTotal~~ housing units, by affordability to AMI bands; ii. ~~totalTotal~~ income-restricted units, by AMI limit; iii. <u>Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period;</u> iii.iv. <u>Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types; and</u> iv.v. ~~totalTotal~~ income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021;.		

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	~~v-vi.~~ ~~total~~Total net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022; ~~vi-vii.~~ ~~share~~Share of households by housing tenure by jurisdiction; and ~~vii-viii.~~ ~~zoned~~Zoned residential capacity percentages broken down by housing type/number of units allowed per lot; 2) ~~the~~The county’s new strategies (e.g., ~~dedicated~~ dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources; 3) ~~the~~The county’s new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for ~~BIPOC~~Black, Indigenous, and other People of Color households and other population groups identified through policy H-56. 4) ~~number~~Number of income-restricted units within a ~~1/2~~half mile walkshed of a high-capacity or frequent transit stations in the county; 5) ~~share~~Share of households with housing cost burden, by income band, race, and ethnicity; 6) ~~tenant~~Tenant protection policies adopted by jurisdiction; and 7) ~~number~~Number of individuals and households experiencing homelessness, by race and ethnicity. ~~d)c)~~Where feasible, jurisdictions will also collaborate to ~~provide~~report: 1) ~~net~~Net new units accessible to persons with disabilities. H-2426 The county will ~~provide guidance to jurisdictions on goals for housing AMI levels~~ annually provide transparent, ongoing information measuring jurisdictions’ progress toward meeting countywide affordable housing need, according to H-~~2325~~, using public-facing tools such as the King County’s Affordable Housing Dashboard.		
RGS-Action-9 (Local) Growth Targets: Countywide planning organizations will work to develop processes to reconcile any discrepancies between city and county adopted targets contained in local comprehensive plans.	~~DP-12-GMPC~~13 The Growth Management Planning Council shall: a) ~~a)~~Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be ~~incorporated~~ used as the land use assumption in state-mandated comprehensive plan updates; b) ~~b)~~Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy ~~GF~~W-1; c) ~~c)~~Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional	No Policies necessary – this is a regional policy	No Policy Gap

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	growth targets; d) ~~d)~~ Ensure that each jurisdiction’s growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined; e) ~~e)~~ Ensure that each jurisdiction’s growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the ~~2006-2031~~ planning period are shown in ~~table~~ Table DP-1.		
Environment Goal The region will ~~care~~ for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges ~~that~~ the health of all residents and the economy is connected to the health of the environment. Planning at all levels ~~should~~ considers the impacts of land use, development, and transportation on the ecosystem.			
MPP-En-1 Develop ~~and implement~~ regionwide environmental strategies, coordinating among local jurisdictions, ~~tribes~~ , and countywide planning groups.	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches ~~for~~ to environmental assessment and planning, in coordination with local jurisdictions, tribes, and ~~countywide planning groups~~ other stakeholders. EN-3 ~~Encourage~~ Ensure public and private projects ~~to~~ incorporate locally appropriate, low-impact development approaches; developed using a watershed planning framework, for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. EN-11 ~~EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.~~ ~~EN-15~~ Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, ~~protect and~~ improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other ~~people~~ People of ~~color~~ Color communities; low-income, ~~populations~~ ; and ~~other~~ frontline community members live, ~~work, and~~ play.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-En-2 Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches ~~for~~ to environmental assessment and planning, in coordination with local jurisdictions, tribes, and ~~countywide planning groups~~ other stakeholders.	No policy is necessary – this is a regional policy	No Policy Gap

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MPP-En-3 Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.	DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. ~~Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.~~ EN-5 ~~EN-6~~Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify ~~and~~, mitigate, ~~and correct for~~ unavoidable negative impacts of public actions that disproportionately affect ~~people of color and low-income populations~~ those frontline communities ~~that are disproportionately impacted due to by~~ existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. ~~EN-28~~25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, ~~noise~~, soil, and structural hazards, where they have contributed to ~~racially disparateracialized health or environmental disparities, and health impacts, and to increase environmental resiliency in low-incomefrontline communities.~~ ~~EN-30~~27 Adopt and implement policies and programs ~~that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.~~ ~~EN-31~~ Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including: ~~Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;~~ ~~Directing growth to Urban Centerssequestration and other mixed-use/ high-density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;~~ ~~Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~Incorporating energy saving strategies in infrastructure planning and design;~~ ~~Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~ ~~Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and~~	Utilities Element 2.5 ~~The City shall e~~Comply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act. 4.3 ~~The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.~~ Land Use Element 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative ~~health and environmental impacts related to water quality, noise, and neighborhood impacts. pollution for all communities.~~ 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.	No Policy Gap

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	~~Reducing building energy use through green building and retrofit of existing buildings; and.~~ ~~Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.~~ ~~EN-32 Establish a Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.~~ ~~EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:~~ ~~a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;~~ ~~b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~c) Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.~~ ~~d)–~~ ~~d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~ ~~e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and~~ ~~f) Reducing building energy use through green building methods in the retrofit of existing buildings.~~ ~~EN-3530 Promote energy efficiency, conservation methods, and sustainable energy sources, electrification ofelectrifying the transportation system, reduction of single occupancy trips andand limiting vehicle miles traveled, to reduce air pollution, greenhouse gasesgas emissions, and consumption of fossil fuels to support state, regional, and local climate change reduction goals.~~ ~~T-X1125 Reduce stormwater pollution from transportation facilities and~~		

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	improve fish passage through retrofits and updated ~~designs~~ <u>design</u> standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.		
MPP-En-4 Ensure that all residents of the region, regardless of ~~race, social, or _____ economic status, have clean air, clean water, and other elements of live in a healthy environment, with minimal exposure to pollution.~~	EN-5 ~~EN-6~~Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify ~~and, mitigate, and correct for~~ unavoidable negative impacts of public actions that disproportionately affect ~~people of color and low-income populations~~ those frontline communities ~~that are disproportionately impacted due to by~~ existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment. EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to ~~racially disparateracialized health or environmental disparities, and health impacts, and to increase environmental resiliency in low-incomefrontline communities.~~	Utilities Element 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. 4.3 ~~The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.~~ Land Use Element 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative ~~health and environmental impacts related to water quality, noise, and neighborhood impacts. pollution for all communities.~~ 5.4 ~~Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.~~ 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.	No Policy Gap. Suggestions to update policies to reduce impacts to vulnerable populations are addressed in other areas.
MPP-En-5 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.	EN-6 Locate development <u>and supportive infrastructure</u> in a manner that minimizes impacts to natural features ~~through. Promote~~ the use of <u>traditional and innovative</u> environmentally sensitive development practices ~~that take into account, including~~ design, materials, construction, and ongoing maintenance.	Land Use Element 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	No Policy Gap

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		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 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. 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.	
MPP-En-6 Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.	EN-8 Use the best available science when establishing and implementing environmental standards.	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.	No Policy Gap

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MPP-En-7 Reduce and Mitigate noise and light pollution caused by traffic/transportation, industries, public facilities, and other sources.	~~EN-28~~EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to ~~racially-disparate~~<u>racialized health</u> or environmental <u>disparities</u>, and <u>health impacts</u>, and to increase environmental resiliency in <u>low-income</u>~~frontline~~ communities. EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>~~EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO₂e) by 2020, 5 MTCO₂e, and 1.5 MTCO₂e by 2050.~~ - d)– d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u>	Utilities Element 8.8 Establish WCF regulations to minimize noise and visual impacts and mitigate aesthetic or off-site impacts. Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental impacts</u> related to water quality, noise, and ~~neighborhood impacts~~. <u>pollution for all communities.</u>	Partial Gap – could include light pollution in policy 3.1 or expand other policies to consider impacts from light pollution.
MPP-En-8 Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.	~~EN-5~~EN-6 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify ~~and~~, mitigate, <u>and correct for</u> unavoidable negative impacts of public actions that disproportionately affect ~~people of color and low-income populations~~ those frontline communities ~~that are disproportionately impacted due to by~~ existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.	No current policy	Policy Gap – consider developing a new policy to align with MPP En-8 and CPP EN-5 and EN-25.

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	~~EN-2825~~ Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u>, soil, and structural hazards, where they have contributed to ~~racially-disparate~~<u>racialized health</u> or environmental <u>disparities</u>, and <u>health impacts</u>, and to increase environmental resiliency in ~~low-income~~<u>frontline</u> communities. <u>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</u> a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>~~EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.~~ - d)– d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u>		
MPP-En-9 <u>Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.</u>	~~EN-11 EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.~~ ~~EN-15~~<u>Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other ~~people~~<u>People of color</u>, <u>Color communities</u>; low-income, <u>populations</u>; and <u>other</u> frontline community members live, <u>work, and play</u>.</u> ~~EN-2421~~ Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function. ~~EN-3832~~ Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and <u>the</u> urban tree canopy, ~~that~~<u>which</u> sequester and store carbon.	Land Use Element 6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover. 19.7 View preservation actions should be balanced with the <u>efforts to preserve the community’s natural vegetation and tree cover</u>. [Relocated Policy 20.3] 19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.	No Policy Gap

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		Transportation Element 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. <u>Encourage programs that plant trees in unused portions of public rights-of-way.</u>	
MPP-En-10 <u>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.</u>	EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including <u>the</u> protection of watersheds. <u>In particular, protect and</u> wellhead areas that are sources of the region’s drinking water supplies. EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and <u>minimizes impacts on businesses</u> complements economic prosperity.	Land Use Element 19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way. 19.4 Critical areas and associated buffers should consist of mostly native vegetation. 19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values. 19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way. 19.89 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands. 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. 19.1011Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate. 19.1112Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical	No policy gap

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		fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. 19.1213 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife. 19.1314 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures. 19.1415 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community. 19.1516 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community. 19.1617 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors. 19.1718 Promote wildlife watering.	

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MPP-En-11 <u>Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.</u>	~~EN-12 Reduce and mitigate air, noise, and light pollution caused by transportation, industries, public facilities, hazards and other sources. Prioritize reducing these impacts on vulnerable populations and areas that have been disproportionately affected.~~ ~~EN-13~~ 10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law, ~~in order to promote. Promote~~ robust, healthy, and sustainable salmon populations, and other ecosystem functions working closely within Water Resource Inventory Areas ~~that encompass King County,~~ and utilizing adopted watershed plans. EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential. ~~EN-2522~~ Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments. DP-9 Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the Urban Growth Area. Urban Separators are intended to protect <u>Natural</u> Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. Changes to Urban Separators are made pursuant to the Countywide Planning Policies amendment process described in policy <u>GFW-1</u>. Designated Urban Separators within cities and unincorporated areas are shown in the Urban Separators Map in Appendix 3.	No policy is necessary – this is more of a statement of how to encourage better natural environment policies.	No Policy Gap

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	~~EN-11~~ EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans. ~~EN-15~~ Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other people</u> ~~People of color, Color communities; low-income, populations; and other~~ <u>frontline community members live, work, and play.</u> ~~EN-21~~ EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including <u>the</u> protection of watersheds. <u>In particular, protect and</u> wellhead areas that are sources of the region's drinking water supplies.		
MPP-En-12 <u>Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.</u>	~~EN-25~~ EN-22 Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments. ~~DP-53~~ DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. <u>Limit</u> ~~Avoid redesignation to non-resource uses and limit~~ <u>Limit</u> the subdivision of land so that parcels remain large enough for commercial resource production. ~~H-22~~ H-24 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting <u>active living and healthy eating</u> equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by <u>reducing</u> ~~avoiding or mitigating~~ exposure to ~~harmful environments~~ environmental hazards and pollutants.	Land Use Element 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. Capital Facilities Element 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the ~~City's Parks and Recreation Management~~ <u>Parks, Recreation and Open Space (PROS) Plan</u>, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation</u>, minimized use of chemicals, and reductions in energy and fuel use. Parks, Recreation and Open Space 1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system. 1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.	Partial Policy Gap – consider changing policy 19.10 to read “...prioritize the purchase and preservation of wetlands, and stream headwaters, and areas which will enhance open space networks.” Also, consider how the PROS Plan addresses the significance of open space corridors when that plan is updated.
MPP-En-13 <u>Preserve and restore native vegetation and tree canopy</u>	~~EN-11~~ EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.	Land Use Element 18.8 The City's development regulations should encourage	No Policy Gap

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<u>to protect habitat, especially where it protects habitat and contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.</u>	~~EN-15~~ Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other ~~people~~ <u>People of color, Color communities;</u> low-income, <u>populations;</u> and <u>other</u> frontline community members live, <u>work, and play.</u> ~~EN-10~~ <u>EN-15</u> Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems. ~~EN-24~~ <u>EN-21</u> Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function. ~~EN-38~~ <u>EN-32</u> Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and <u>the</u> urban tree canopy, <u>that which</u> sequester and store carbon.	long term sustainable stewardship of the natural environment. Examples include preservation and enhancement of native vegetation, tree retention, and rain gardens. 19.4 Critical areas and associated buffers should consist of mostly native vegetation. 19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values. <u>19.7 View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover. [Relocated Policy 20.3]</u> 19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife. Capital Facilities Element 4.46 ~~The City shall i~~ Incorporate low impact development standards, and any future innovations or technologies that meet or exceed current low impact development standards, into new development and redevelopment. Low impact development standards, such as retaining native vegetation, minimizing stormwater runoff, bioretention, rain gardens, and permeable pavements should be incorporated into new development or redevelopment where feasible and appropriate. Parks Element ~~1.23~~ <u>24</u> Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the ~~City's Parks and Recreation Management~~ <u>Parks, Recreation and Open Space (PROS) Plan</u>, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation,</u> minimized use of chemicals, and reductions in energy	

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MPP-En-14 <u>Identify and protect wildlife corridors both inside and outside the urban growth area.</u>	EN-87 Coordinate approaches and standards for defining and protecting critical areas, especially where such areas and impacts to them cross jurisdictional boundaries. ~~EN-EN-10 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.9~~ ~~EN-11~~ Develop <u>and implement</u> an integrated and comprehensive approach to managing fish and wildlife habitat ~~conservation, especially protecting to~~ accelerate <u>ecosystem</u> recovery, focusing on enhancing the habitat of <u>iconic species like salmonids</u>, orca, and other <u>threatened and endangered, threatened, species</u> and <u>sensitive species of local importance</u>. EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential. EN-2421 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function. ~~EN-2017~~ Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak ~~storm water~~<u>stormwater</u> runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins. ~~DP-1617~~ Allow expansion of the Urban Growth Area only if at least one of the following criteria is met: a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or	and fuel use. Land Use Element 16.6 Explore flexible residential development regulations and entitlement processes that support, ~~and create~~ incentives for, subdivisions that incorporate public amenities through the use of a pilot program. ~~The use of flexible residential development standards should be used to and encourage~~ public amenities such as wildlife habitat, accessible homes, <u>affordable housing</u>, and sustainable development. 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. 19.145 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community. 19.156 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community. 19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way. Utilities Element 4.57 ~~The City shall e~~Encourage and promote development that creates the least disruption of the natural water cycle, returning as much precipitation to groundwater as possible in order to extend the flow of seasonal streams into the dry season and to contribute cooling ground water to surface water features, thereby contributing to healthy fish and wildlife habitat.	No Policy Gap

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	b) A proposed expansion of the ~~contiguous~~ Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: 2) ~~is~~ at least ~~a minimum of~~ four times the acreage of the land added to the Urban Growth Area; ~~and~~ 3) ~~is~~ contiguous with the ~~original 1994~~ Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 4) Preserves ~~is onsite and preserves~~ high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or c) ~~c.)~~ The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~ Limit the subdivision of land so that parcels remain large enough for commercial resource production.		
MPP-En-15 <u>Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</u>	EN-2522 Provide parks, trails, and open space within walking distance of urban ~~area~~ residents. Prioritize historically underserved communities for open space improvements and investments. DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~ Limit the subdivision of land so that parcels remain large enough for commercial resource production. H-2224 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting ~~active living and healthy eating~~ equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by ~~reducing~~ ~~avoiding or mitigating~~ exposure to ~~harmful environments~~ environmental hazards and pollutants.	Parks, Recreations, and Open Space 1.1 The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system. 1.2 Establish an Open Space zone and a Park zone, as well as the related development regulations to preserve and enhance public open space and park lands for the enjoyment of Mercer Island residents, visitors, and future generations.	Possible Policy Gap – consider reviewing the PROS Plan regarding policies which consider prioritizing or considering historically underserved communities for open space improvements and investments.
MPP-En-16 Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species and species of local important. Prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.	~~EN-EN-10 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.~~9 EN-11 Develop ~~and implement~~ an integrated and comprehensive approach to managing fish and wildlife habitat ~~conservation, especially protecting to~~ accelerate ~~ecosystem~~ recovery, focusing on enhancing the habitat of ~~iconic species like salmonids, orca, and other threatened and endangered, threatened, species~~ and ~~sensitive species of local importance.~~	Land Use Element 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	No Policy Gap

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	EN-2421 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function. EN-2017 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak <del>storm-water</del>~~stormwater~~ runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins. DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~Limit the subdivision of land so that parcels remain large enough for commercial resource production.	planning should reflect intent to maintain and improve the ecological health of 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. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. 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. 19.2 Encourage the inventorying of native plants and animals on Mercer Island and the habitats that support them. As part of this effort, identify pollinators and the native plants they depend upon. 19.2 Encourage the inventorying of native plants and animals on Mercer Island and the habitats that support them. As part of this effort, identify pollinators and the native plants they depend upon. 19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way. 19.4 Critical areas and associated buffers should consist of mostly native vegetation. 19.5 Plants listed on the King County Noxious Weed and Weeds of Concern lists should be removed as part of new development and should not be planted during the landscaping of new development. Efforts should be made to reduce or eliminate, over time, the use of these plants in existing public and private landscapes and in road rights-of-way. New plantings in road rights-of-way should be native plants selected to benefit wildlife and community environmental values.	

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		19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way. 19.7 <u>View preservation actions should be balanced with the efforts to preserve the community's natural vegetation and tree cover.</u> [Relocated Policy 20.3] 19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife. 19.89 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands. 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. 19.1011Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate. 19.1112Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. 19.1213Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife. 19.1314 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures.	

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		19.1415 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community. 19.1516 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community. 19.1617 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors. 19.1718 Promote wildlife watering.	
MPP-En-17 Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound and, where feasible, restore them to a more natural state.	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches ~~for~~to environmental assessment and planning, in coordination with local jurisdictions, tribes, and ~~countywide planning groups~~other stakeholders. EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. EN-2724 Restore ~~ecological function and value to~~ the region's freshwater and marine shorelines, watersheds, ~~and estuaries, and other waterbodies~~ to a natural condition for ecological function and value, where appropriate and feasible.	Land Use Element 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 watercourses and Lake Washington water quality. 18.4 The ecological functions of watercourses, wetlands, and habitat conservation areas should be maintained and protected from the potential impacts associated with development. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. 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. 19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and	No Policy Gap

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		commercial development and in road rights-of-way. 19.4 Critical areas and associated buffers should consist of mostly native vegetation. 19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way. 19.89 Consider a community effort to establish new wetlands in recognition of the historical loss of wetlands. 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. 19.1011Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate. 19.1112Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. 19.1213Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife. 19.1314 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures. 19.1718 Promote wildlife watering.	
MPP-En-18 <u>Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact</u>	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches <u>for to</u> environmental assessment and planning, in coordination with local jurisdictions, tribes, and <u>countywide planning groups</u> <u>other stakeholders</u> .	Land Use Element 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat.	No Policy Gap

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development.	~~EN-3 Encourage~~ Ensure public and private projects ~~to~~ incorporate locally appropriate, low-impact development approaches; developed using a watershed planning framework; for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. ~~EN-12~~ ~~Reduce and mitigate air, noise, and light pollution caused by transportation, industries, public facilities, hazards and other sources. Prioritize reducing these impacts on vulnerable populations and areas that have been disproportionately affected.~~ ~~EN-13~~ ~~10~~ Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law, ~~in order to promote. Promote~~ robust, healthy, and sustainable salmon populations; and other ecosystem functions working closely within Water Resource Inventory Areas ~~that encompass King County,~~ and utilizing adopted watershed plans;. <del>EN-19</del>~~16~~ Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. <del>T-X11</del>~~25~~ Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated ~~designs~~design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	19.112 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. Utilities Element 4.1 The City shall continue to iImplement programs and projects designed to meet the goals and requirements of the Action Agenda for Puget Sound. 4.2 The City shall aActively promote and support education efforts focusing on all facets of stormwater management. 4.3 The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan. 4.34 The City shall mMaintain and enforce lLand uUse plans and ordinances requiring stormwater controls for new development and re-development. The ordinances shall be based on requirements contained in the City’s NPDES permit 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 Community Planning & Development Department Services Group. 4.5 Consider Implementation of programs and projects to reduce nonpoint source pollution from existing development. 4.46 The City shall iIncorporate low impact development standards, and any future innovations or technologies that meet or exceed current low impact development standards, into new development and redevelopment. Low impact development standards, such as retaining native vegetation, minimizing stormwater runoff, bioretention, rain gardens, and permeable pavements should be incorporated into new development or redevelopment where feasible and appropriate. 4.57 The City shall eEncourage and promote development that creates the least disruption of the natural water cycle, returning as much precipitation to groundwater as possible in order to extend the flow of seasonal streams into the dry season and to contribute cooling ground water to surface water features, thereby contributing to healthy fish and wildlife habitat.	
MPP-En-19 Reduce the use of <u>toxic</u> pesticides, and chemical	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches ~~for~~ to environmental assessment and planning,	19.112 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and	No Policy Gap

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fertilizers, <u>and other products</u> to the extent feasible and identify alternatives that minimize risks to human health and the environment.	in coordination with local jurisdictions, tribes, and <u>countywide planning groups</u> ~~other stakeholders~~. EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. EN-2522 Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments. EN-2724 Restore <u>ecological function and value to</u> the region’s freshwater and marine shorelines, watersheds, <u>and estuaries, and other waterbodies</u> to a natural condition for ecological function and value, where appropriate and feasible.	vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. 19.123 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife.	
MPP-En-20 Restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches <u>for</u>to environmental assessment and planning, in coordination with local jurisdictions, tribes, and <u>countywide planning groups</u> ~~other stakeholders~~. EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. EN-2724 Restore <u>ecological function and value to</u> the region’s freshwater and marine shorelines, watersheds, <u>and estuaries, and other waterbodies</u> to a natural condition for ecological function and value, where appropriate and feasible.	Land Use Element 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. 19.6 Important wildlife habitats including forest, watercourses, wetlands, and shorelines should be connected via natural areas including walking paths along forested road rights-of-way. 19.101 Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.	No Policy Gap
MPP-En-21 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>~~EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040, and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita~~	Land Use Element 19.112 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. Transportation Element 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. 10.2 Use the level of service standard to evaluate the	No Policy Gap

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	~~emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO₂e) by 2020, 5 MTCO₂e, and 1.5 MTCO₂e by 2050.~~ ~~d)–~~ d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u> EN-3530 Promote energy efficiency, conservation methods, ~~and~~ sustainable energy sources, <u>electrification of</u> electrifying the transportation system, <u>reduction of single occupancy trips and</u> limiting vehicle miles traveled, to reduce air pollution, greenhouse ~~gases~~ <u>gas emissions</u>, and consumption of fossil fuels to support state, regional, and local climate change ~~reduction~~ goals. DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u> T-X1125 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated ~~designs~~ <u>design</u> standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	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.	
MPP-En-22 <u>Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.</u> <u>Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.</u>	EN-8 Use the best available science when establishing and implementing environmental standards. EN-27 Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u> ~~EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:~~ ~~• Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;~~ ~~• Directing growth to Urban Centers sequestration and other mixed use/ high density locations that support mass transit, encourage~~	Transportation Element 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. 5.6 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.	No Policy Gap

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	~~non-motorized modes of travel and reduce trip lengths;~~ ~~Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~Incorporating energy-saving strategies in infrastructure planning and design;~~ ~~• Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~ ~~• Encouraging new development to use low-emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and~~ ~~• Reducing building energy use through green building and retrofit of existing buildings; and.~~ ~~• Increasing the use of low-emission vehicles, such as efficient electric-powered vehicles.~~ ~~EN-32 Establish a <u>Align</u> countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50-percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.~~ ~~EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:~~ ~~a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u>~~ ~~b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u>~~ <del>c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u></del>~~EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net-zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per-capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.~~ ~~d)–~~ ~~d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u>~~ ~~e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u>~~		

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	<u>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</u> ~~EN-3530~~ Promote energy efficiency, conservation methods, ~~and~~ sustainable energy sources, ~~electrification of~~electrifying the transportation system, ~~reduction of single occupancy trips and~~and limiting vehicle miles traveled, to reduce air pollution, greenhouse ~~gases~~gas emissions, and consumption of fossil fuels to support state, regional, and local climate change ~~reduction~~ goals. ~~T-17~~ Promote ~~coordination~~coordinated planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u>		
En-Action-1 (Regional) <u>Open Space Planning:</u> PSRC will work with member jurisdictions, resource agencies, tribes, military installations and service branches, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. PSRC will review and comment on alignment with the Regional Open Space Conservation Plan during the comprehensive plan certification process. On a periodic basis, evaluate and update the plan.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
En-Action-2 (Regional) <u>Watershed Planning Support:</u> PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
En-Action-3 (Countywide/watershed) <u>Watershed Planning:</u> Counties and cities, together with other jurisdictions in the watershed, will continue to participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound. Include planning for culvert removal and work with tribal, federal, state, and local governments in planning, funding, and implementation to ensure the effective and efficient use of funds to restore salmon habitat.	~~EN-12~~ ~~Reduce and mitigate air, noise, and light pollution caused by transportation, industries, public facilities, hazards and other sources. Prioritize reducing these impacts on vulnerable populations and areas that have been disproportionately affected.~~ ~~EN-13~~ ~~10~~ Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law, ~~in order to promote~~. Promote robust, healthy, and sustainable salmon populations, and other ecosystem functions working closely within Water Resource Inventory Areas ~~that encompass King County,~~ and utilizing adopted	No policy needed – this is a regional policy	No Policy Gap

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	watershed plans. EN-1916 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.		
En-Action-4 (Local) Local Open Space Planning: In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.	EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.	See comments in fourth column.	Partial Policy Gap – while there are many open space policies, consider adding policy language to reflect that the City will consider racial and social inequities when evaluating and planning for parks and open space. The City could also consider a reference to the Regional Open Space Conservation Plan.
Climate Change Goal The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.			
MPP-CC-1 ~~Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. Address the central Puget Sound region’s contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.~~	~~EN-3027 Adopt and implement policies and programs that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.~~ ~~EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:~~ ~~Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;~~ ~~Directing growth to Urban Centers sequestration and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;~~ ~~Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~Incorporating energy saving strategies in infrastructure planning and~~	Housing Element 1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan. Land Use Element 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building. 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques. 21.3 ~~Evaluate requiring the use of~~ Consider expanding requirements for green building techniques for new construction and certification to additional zones and/or development of subdivisions as a component of a green building program. 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green	No Policy Gap – it appears that proposed policies substantially implement the MPP/CPPs. Further, the policies in the section adopt the climate action plan by reference.

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	~~design;~~ ~~Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~ ~~Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and~~ ~~Reducing building energy use through green building and retrofit of existing buildings; and.~~ ~~Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.~~ ~~EN-32 Establish a <u>Align</u> countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.~~	building as a component of sustainable development. Reduce community-wide greenhouse gas emissions. 276.1 Establish and support annual data gathering, and reporting on, <u>Collect data and report on</u> Mercer Island GHG emissions annually. Document progress toward emission reduction targets and progress consistent with King County-Cities Climate Collaboration (K4C). 276.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change. 276.3 Provide public information and support to individual and community efforts to mitigate climate change. 276.4 Evaluate and prioritize actions to reduce GHG emissions. 276.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips. 276.6 Promote an energy-efficient built environment by: 276.6.1 Focusing development where utility and transportation investments have been made; 276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources; 276.6.3 Encouraging the use of carbon-efficient building materials and building design; and 276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover. 276.7 Promote renewable power generation in the community. Goal 287: Develop and implement a Climate Action Plan. <u>287.1 The Climate Action Plan is hereby adopted by reference.</u> Goal 298: Adapt to and mitigate local climate change impacts. 298.1 Prioritize the ~~prevention~~ <u>reduction of greenhouse gas emissions and other contributors to</u> of climate change. 298.2 Develop an adaptive response to expected climate	

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		change impacts on the community. 298.3 Increase carbon sequestration through expanding tree canopy and vegetation cover. Capital Facilities Element 1.2223 ~~Current City facilities are o~~Operate <u>City facilities</u> 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, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u> Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and <u>neighborhood impacts</u>. <u>pollution for all communities.</u>	
MPP-CC-2 ~~Reduce the rate of building energy use per capita, both in building use and in transportation activities through green building and retrofit of existing buildings.~~	DP-45 Adopt flexible design standards, <u>parking requirements</u>, incentives, or guidelines that foster green building, multimodal transportation, and infill development that ~~is compatible with~~ <u>enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.</u> EN-27 Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u> ~~EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:~~ ~~Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;~~ ~~Directing growth to Urban Centerssequestration and other mixed-use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;~~ ~~Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~Incorporating energy saving strategies in infrastructure planning and design;~~	Housing Element 1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan. Land Use Element 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building. 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques. 21.3 ~~Evaluate requiring the use of~~ <u>Consider expanding requirements for</u> green building techniques ~~for new construction and certification to additional zones and/or~~ development of subdivisions as a component of a green building program. 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development. Capital Facilities Element 1.2223 ~~Current City facilities are o~~Operate <u>City facilities</u> 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, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u>	No Policy Gap

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	<p>~~Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~</p> <p>~~Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and~~</p> <p>~~Reducing building energy use through green building and retrofit of existing buildings; and.~~</p> <p>~~Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.~~</p> <p>~~EN-32 Establish a Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50-percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.~~</p> <p>~~EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:~~</p> <p class="list-item-l1">~~a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;~~</p> <p class="list-item-l1">~~b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;~~</p> <p class="list-item-l1">~~c) Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050~~</p> <p class="list-item-l1">~~d)–~~</p> <p class="list-item-l1">~~e)d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~</p> <p class="list-item-l1">~~f)e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and~~</p> <p class="list-item-l1">~~g)f) Reducing building energy use through green building methods in the retrofit of existing buildings.~~</p> <p>~~EN-3429~~ King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and ~~other~~ local government buildings, ~~on-road~~</p>	Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts. <u>pollution for all communities.</u>	

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	vehicles, and solid waste at least every two years. King County shall ~~also~~ update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. ~~Encourage cities in~~ King County ~~to~~shall also develop city-specific emissions inventories and data, in partnership with ~~King County~~cities. ~~EN-35~~EN-30 Promote energy efficiency, conservation methods, ~~and~~ sustainable energy sources, ~~electrification of~~electrifying the transportation system, ~~reduction of single occupancy trips and~~and limiting vehicle miles traveled, to reduce air pollution, greenhouse ~~gases~~gas emissions, and consumption of fossil fuels to support state, regional, and local climate change ~~reduction~~ goals. T-29 Design roads ~~and streets~~, including retrofit projects, to accommodate a range of ~~motorized and non-motorized~~ travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and ~~to encourage non-motorized travel~~. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists~~encourage~~ physical activity.		
MPP-CC-3 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, ~~electrifying the transportation system~~, and ~~by~~ reducing vehicle miles traveled by increasing alternatives to driving alone.	~~DP-5 Decrease~~Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to ~~promote~~<u>encourage</u> walking, bicycling, transit <u>use</u>, and other alternatives to auto travel, ~~and by locating housing closer to areas of high employment~~. EN-4 Encourage the transition to a sustainable energy future by reducing demand through ~~planning for~~ efficiency and conservation, supporting <u>the</u> development of energy management technology ~~such as advanced thermostats or software that optimizes usage~~, and ~~by~~ meeting reduced needs from sustainable sources. ~~EN-5 Identify and preserve regionally significant open space networks in both Urban and Rural Areas. Develop strategies and funding to protect lands that provide the following valuable functions:~~ ~~Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;~~ ~~Active and passive outdoor recreation opportunities;~~ ~~Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;~~ ~~Preservation of ecologically sensitive, scenic, or cultural resources;~~ ~~Urban green space, habitats, and ecosystems;~~ ~~Forest resources; and~~ ~~• Food production potential~~EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u>	Land Use Element 1.2223 ~~Current City facilities are o~~Operate <u>City facilities</u> 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, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u> 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. 276.6 Promote an energy-efficient built environment by: 276.6.1 Focusing development where utility and transportation investments have been made; 276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources; 276.6.3 Encouraging the use of carbon-efficient building materials and building design; and 27.6.4 <u>Reducing greenhouse gas emissions from the construction, heating, and cooling of residential structures by encouraging smaller single family</u>	No Policy Gap

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	b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050</u> d) — e)d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> f)e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> g)f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u> EN-3530 Promote energy efficiency, conservation methods, ~~and~~ sustainable energy sources, ~~electrification of~~<u>electrifying</u> the transportation system, ~~reduction of single occupancy trips and~~<u>and limiting</u> vehicle miles traveled; to reduce air pollution, greenhouse ~~gases~~<u>gas emissions</u>, and consumption of fossil fuels to support state, regional, and local climate change ~~reduction~~ goals. T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. ~~T-X25~~ Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially</u>~~particularly~~ to and within centers and along corridors connecting centers. ~~T-2232~~ Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to ~~decrease~~ reduce vehicle miles traveled. T-2333 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) ~~where needed to that to~~ optimize the use of existing infrastructure and support equity ~~in order to~~ improve mobility; ~~and~~ reduce congestion ~~and~~ vehicle miles traveled, ~~increase energy efficiency, reduce and~~ greenhouse ~~gas emissions, and reduce the need for new infrastructure.~~	<u>residential housing units, moderate density housing (including duplexes and triplexes), and the use of green building materials and techniques; and</u> 276.6.45 Mitigating urban heat island effects by expanding tree canopy and vegetation cover Capital Facilities Element 1.2223 ~~Current City facilities are o~~Operate <u>City facilities 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, both of which are required by City Code for all multi-family and commercial construction in Town Center.</u> 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the ~~City's Parks and Recreation Management~~<u>Parks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation, minimized use of chemicals, and reductions in energy and fuel use.</u> Utilities Element 1.3 ~~The City shall e~~Encourage economically feasible diversity among the energy sources available on Mercer Island, ~~with the goal of to avoiding over-reliance on any single energy source.~~ Transportation Element 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.	

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	~~T-2434~~ Promote the expanded use of alternative fuel ~~(e.g. electric)~~ and zero emission vehicles by the general public with measures such as converting transit ~~and~~ public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations ~~throughout the~~ .		
MPP-CC-4 Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy. Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.	~~EN-4~~ Encourage the transition to a sustainable energy future by reducing demand through ~~planning for~~ efficiency and conservation, supporting ~~the~~ development of energy management technology ~~such as advanced thermostats or software that optimizes usage~~, and ~~by~~ meeting reduced needs from sustainable sources. ~~EN-27~~ Adopt and implement policies and programs ~~that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.~~ ~~EN-31~~ Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including: ~~Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;~~ ~~Directing growth to Urban Centers sequestration and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;~~ ~~Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~Incorporating energy-saving strategies in infrastructure planning and design;~~ ~~Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~ ~~Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and~~ ~~Reducing building energy use through green building and retrofit of existing buildings; and~~ ~~Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.~~	Land Use Element 19.3 Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way. 19.7 View preservation actions should be balanced with the efforts to preserve the community’s natural vegetation and tree cover. [Relocated Policy 20.3] 19.78 Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife. 276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.	No Policy Gap

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	~~EN-32 Establish a <u>Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of</u> the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.~~ EN-29 King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and ~~other~~ local government buildings, ~~on-road~~ vehicles, and solid waste at least every two years. King County shall ~~also~~ update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. <u>Encourage cities in</u> King County ~~to~~ <u>shall also</u> develop city-specific emissions inventories and data, in partnership with <u>King Countycities</u>. EN-32 Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and <u>the</u> urban tree canopy, ~~that~~ <u>which</u> sequester and store carbon.		
MPP-CC-5 Pursue the development of energy management technology as part of meeting the region’s energy needs.	EN-4 Encourage the transition to a sustainable energy future by reducing demand through <u>planning for</u> efficiency and conservation, supporting <u>the</u> development of energy management technology ~~such as advanced thermostats or software that optimizes usage,~~ and <u>by</u> meeting reduced needs from sustainable sources. EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>~~EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050~~ d) — e) <u>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> f) <u>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u>	No policy needed – this is a regional policy	No Policy Gap

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	~~g)f) Reducing building energy use through green building methods in the retrofit of existing buildings.~~ EN-3530 Promote energy efficiency, conservation methods, ~~and~~ sustainable energy sources, ~~electrification of~~ electrifying the transportation system, ~~reduction of single occupancy trips and~~ limiting vehicle miles traveled, to reduce air pollution, greenhouse ~~gases~~ gas emissions, and consumption of fossil fuels to support state, regional, and local climate change ~~reduction~~ goals.		
MPP-CC-6 Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.	EN-25 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, ~~noise~~, soil, and structural hazards, where they have contributed to ~~racially disparate~~ racialized health or environmental disparities, and ~~health impacts, and to~~ increase environmental resiliency in ~~low-income~~ frontline communities. EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality ~~are~~ is sustained now and for future generations. EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches ~~for~~ to environmental assessment and planning, in coordination with local jurisdictions, tribes, and ~~countywide planning groups~~ other stakeholders.	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP addresses frontline communities, increasing resilience of communities, and disproportionately impacted communities.
MPP-CC-7 Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.	EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality ~~are~~ is sustained now and for future generations.	No policy needed – this is a regional policy	No Policy Gap. While this is a regional policy, the steps the City of Mercer Island has taken is demonstrating the steps the City has taken to meet this higher-level policy.
MPP-CC-8 Increase resilience by identifying Anticipate and addressing the impacts of climate change and natural hazards on regional water sources, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.	~~EN-2825~~ Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, ~~noise~~, soil, and structural hazards, where they have contributed to ~~racially disparate~~ racialized health or environmental disparities, and ~~health impacts, and to~~ increase environmental resiliency in ~~low-income~~ frontline communities. DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. ~~Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.~~	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP actions CR1.3, CR2.2, CR2.3, NS1.1 cover this MPP.
MPP-CC-9 Identify and address the impacts of climate change on the region's hydrological systems.	~~EN-2825~~ Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, ~~noise~~, soil, and structural hazards, where they have contributed to ~~racially disparate~~ racialized health or environmental disparities, and ~~health impacts, and to~~ increase environmental resiliency in ~~low-income~~ frontline communities.	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP actions CR1.3, CR2.2, CR2.3, NS1.1, NS2.3 cover this MPP.
MPP-CC-10 Address rising sea water by siting and planning for relocation of hazardous industries and essential public	EN-31 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap. CAP Action CR1.3 covers this: Mercer Island is not in a designated flood zone, but does see some

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services away from the 500- year floodplain.			localized urban flooding. • There is less stormwater flooding now than 20 years ago due to better conveyance systems, but rainstorms are expected to intensify. • City already has significant restrictions around wetlands and watercourses, which include large buffers that restrict development.
MPP-CC-11 <u>Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.</u>	~~DP-5 Decrease~~Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to ~~promote~~<u>encourage</u> walking, bicycling, transit ~~use~~, and other alternatives to auto travel, ~~and by locating housing closer to areas of high employment.~~ ~~EN-3027~~ Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u> ~~EN-31 Plan for land use patterns and transportation systems that minimize air pollution and to achieve a target of reducing countywide sources of greenhouse gas emissions, including:~~ ~~Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;~~ ~~Directing growth to Urban Centerssequestration and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;~~ ~~Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~Incorporating energy saving strategies in infrastructure planning and design;~~ ~~Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~ ~~Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and~~ ~~Reducing building energy use through green building and retrofit of existing buildings; and~~ ~~Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.~~ ~~EN-32 Establish a Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is~~	Land Use Element 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building. 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques. 21.3 Evaluate requiring the use of <u>Consider expanding requirements for green building techniques for new construction and certification to additional zones and/or</u> development of subdivisions as a component of a green building program. 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development. Reduce community-wide greenhouse gas emissions. 276.1 Establish and support annual data gathering, and reporting on, <u>Collect data and report on Mercer Island GHG emissions annually. Document progress toward emission reduction targets and progress consistent with King County-Cities Climate Collaboration (K4C).</u> 276.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change. 276.3 Provide public information and support to individual and community efforts to mitigate climate change. 276.4 Evaluate and prioritize actions to reduce GHG emissions. 276.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips. 276.6 Promote an energy-efficient built environment by:	No Policy Gap

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	~~stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of~~ the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius. T-32 Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to ~~decrease~~ reduce vehicle miles traveled. T-33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) ~~where needed to that to~~ optimize the use of existing infrastructure and support equity ~~in order to~~ improve mobility, ~~and~~ reduce congestion ~~and~~ vehicle miles traveled, ~~increase energy efficiency, reduce and~~ greenhouse gas emissions, ~~and reduce the need for new infrastructure.~~ T-34 Promote the expanded use of alternative fuel ~~(e.g. electric)~~ and zero emission vehicles by the general public with measures such as converting transit ~~and~~ public, and private fleets, ~~and~~ applying incentive programs, ~~and~~ providing for electric vehicle charging stations ~~throughout the~~.	276.6.1 Focusing development where utility and transportation investments have been made; 276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources; 276.6.3 Encouraging the use of carbon-efficient building materials and building design; and 276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover. 276.7 Promote renewable power generation in the community. Goal 287: Develop and implement a Climate Action Plan. 287.1 The Climate Action Plan is hereby adopted by reference. Goal 298: Adapt to and mitigate local climate change impacts. 298.1 Prioritize the ~~prevention reduction of greenhouse gas emissions and other contributors to~~ of climate change. 298.2 Develop an adaptive response to expected climate change impacts on the community. 298.3 Increase carbon sequestration through expanding tree canopy and vegetation cover. Capital Facilities Element 1.2223 ~~Current City facilities are o~~Operate City facilities 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, both of which are required by City Code for all multi-family and commercial construction in Town Center.; Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and ~~neighborhood impacts. pollution for all communities.~~	
MPP-CC-12 <u>Prioritize transportation investments that support</u>	DP-5 ~~Decrease~~ Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to	Land Use Element 276.1 Establish ~~and support annual data gathering, and~~	No Policy Gap

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achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.	~~promote~~<u>encourage</u> walking, bicycling, transit <u>use</u>, and other alternatives to auto travel, <u>and by locating housing closer to areas of high employment.</u> EN-3 ~~Encourage~~Ensure public and private projects ~~to~~incorporate locally appropriate, low-impact development approaches; developed using a watershed planning framework; for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. EN-28 <u>Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</u> a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>~~EN-33~~ <u>Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050</u> d) — - e)d) <u>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> - f)e) <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> - g)f) <u>Reducing building energy use through green building methods in the retrofit of existing buildings.</u> EN-3530 Promote energy efficiency, conservation methods, ~~and~~ sustainable energy sources, ~~electrification of~~<u>electrifying</u> the transportation system, ~~reduction of single occupancy trips and~~<u>and limiting</u> vehicle miles traveled; to reduce air pollution, greenhouse ~~gases~~<u>gas emissions</u>, and consumption of fossil fuels to support state, regional, and local climate change ~~reduction~~ goals. T-X25 ~~Prioritize~~ transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, ~~especially~~<u>particularly</u> to and within centers and along corridors connecting centers. T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.	~~reporting on,~~ <u>Collect data and report on</u> Mercer Island GHG emissions annually. Document progress toward emission reduction targets ~~and progress~~ consistent with King County-Cities Climate Collaboration (K4C). 276.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change. 276.3 Provide public information and support to individual and community efforts to mitigate climate change. 276.4 Evaluate and prioritize actions to reduce GHG emissions. 276.5 Encourage the reduction of emissions from passenger vehicles through the development of zero- or low-greenhouse gas emitting transportation options and by reducing single-occupancy vehicle trips. 276.6 Promote an energy-efficient built environment by: 276.6.1 Focusing development where utility and transportation investments have been made; 276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources; 276.6.3 Encouraging the use of carbon-efficient building materials and building design; and 276.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover. 276.7 Promote renewable power generation in the community. 298.1 ~~Prioritize the prevention reduction of greenhouse gas emissions and other contributors to~~ <u>of climate change.</u> 298.1 Prioritize the prevention of climate change. 298.2 Develop an adaptive response to expected climate change impacts on the community. 298.3 Increase carbon sequestration through expanding tree canopy and vegetation cover. Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ <u>multimodal</u> access to regional transit facilities.	

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	T-32 Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to ~~decrease~~ reduce vehicle miles traveled. T-33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) ~~where needed to that to~~ optimize the use of existing infrastructure and support equity ~~in order to~~ improve mobility, ~~and~~ reduce congestion ~~and~~ vehicle miles traveled, ~~increase energy efficiency, reduce and~~ greenhouse gas emissions, ~~and reduce the need for new infrastructure.~~ T-34 Promote the expanded use of alternative fuel ~~(e.g. electric)~~ and zero emission vehicles by the general public with measures such as converting transit ~~and~~ public, and private fleets, ~~and~~ applying incentive programs, ~~and~~ providing for electric vehicle charging stations ~~throughout the~~.	2.7 <u>Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u>	
CC-Action-1 (Regional) Greenhouse Gas Strategy: PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region’s Greenhouse Gas Strategy, to equitably achieve meaningful reductions of emissions toward achievement of the region’s greenhouse gas reduction goals. The strategy will: - o Build on the Four-Part Strategy in the Regional Transportation Plan to Address emissions from transportation, land use and development, and other sources of greenhouse gases - o Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development - o Explore options for PSRC to further emission reductions in the aviation sector 13.1 <u>Be guided by principles of racial equity</u> - o Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans - o Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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CC-Action-2 (Regional) <u>Resilience and Climate Preparedness:</u> PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
CC-Action-3 (Local) <u>Policies and Actions to Address Climate Change:</u> Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.	~~DP-5 Decrease~~Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to ~~promote~~<u>encourage</u> walking, bicycling, transit <u>use</u>, and other alternatives to auto travel; <u>and by locating housing closer to areas of high employment.</u> ~~EN-2017~~ Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak ~~storm water~~<u>stormwater</u> runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins. ~~EN-3027~~ Adopt and implement policies and programs <u>that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u> ~~EN-31~~ Plan for land use patterns and transportation systems that minimize air pollution and <u>to achieve a target of reducing countywide sources of greenhouse gas emissions, including:</u> <u>Maintaining or exceeding existing standards for compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon monoxide, ozone, and particulates;</u> <u>Directing growth to Urban Centers</u><u>sequestration</u> and other mixed-use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths; <u>Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;</u> <u>Incorporating energy saving strategies in infrastructure planning and design;</u> <u>Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> <u>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and</u>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap – There are numerous policies in the plan which work towards implementing CC-Action-3. CAP also covers this under Strategies and Actions section beginning on Page 26. Specifically the actions under the Buildings and Energy section (page 30) and Transportation (page 33).

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	~~Reducing building energy use through green building and retrofit of existing buildings; and.~~ ~~Increasing the use of low emission vehicles, such as efficient electric powered vehicles.~~ ~~EN-32 Establish a Align countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels goals and targets with strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.~~		
CC-Action-4 (Local) <u>Resilience:</u> Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.	~~DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u>~~ ~~EC-21 Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.~~ ~~EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations.~~ ~~EN-11EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.~~ <del>EN-15 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other ~~people~~<u>People of color, Color communities; low-income, populations; and other</u> frontline community members live, <u>work, and play.</u></del>	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference.	No Policy Gap – the Draft Land Use Element adopts the Climate Action Plan. CAP Community Resilience section (page 41) covers this using actions CR1.1, CR1.2, CR1.3, CR2.1, CR2.2, CR2.3.
Development Patterns Goal ~~The region will focus growth within already urbanized areas to creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique local character and local culture while conserving rural areas and creating and preserving open space and~~			

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natural areas. Centers will continue to be a focus of development. Rural and natural resource land will continue to be permanent and vital parts of the region.			
MPP-DP-1 Develop high quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	<del>DP-5</del>~~Decrease~~ Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to <del>promote</del>~~encourage~~ walking, bicycling, transit use, and other alternatives to auto travel, <u>and by locating housing closer to areas of high employment.</u> ~~DP-7~~ Plan for ~~development patterns~~ street networks that provide a high degree of connectivity ~~in order~~ to encourage walking, bicycling, ~~and~~ transit use, and ~~that promote~~ safe and healthy routes to and from public schools. <del>DP-community character and mix of uses.</del>~~40~~ Plan for neighborhoods or subareas to encourage infill and redevelopment, <del>provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhance</del>~~and provision of adequate public spaces, in a manner that enhances~~ public health, existing community character, and mix of uses. Neighborhood and subarea planning <del>will</del>~~should~~ include equitable engagement with ~~low income households, Black, Indigenous, and other People of Color communities of color, and ;~~ immigrants; ~~including and refugees; people facing~~with low-incomes; people with disabilities; and communities with language ~~barriers~~access needs. <del>DP-40</del>~~41~~ Promote a high quality of design and site planning ~~in publicly-funded and private development~~ throughout the Urban Growth Area. ~~Where appropriate, provide~~<u>Provide</u> for connectivity in the street network to accommodate walking, bicycling, and transit use, ~~in order~~ to promote health and well-being. ~~EN-28~~ Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: ~~a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;~~ ~~b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;~~ ~~c) Incorporating energy-saving strategies in infrastructure planning and design;~~ ~~h) EN-33-Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040; and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.~~ ~~d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;~~ ~~e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building~~	Land Use Element 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. 2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center. 2.2 Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs. 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. 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. 4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system. 4.2 Retail street frontages (Figure TC-1) should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services	No Policy Gap

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	<u>techniques; and</u> <u>i)f) Reducing building energy use through green building methods in the retrofit of existing buildings.</u>	also encouraged to a more limited extent. 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 Mercerdale Park and the rest of the Island south of the Town Center. 8.1 Provide convenient opportunities to walk throughout Town Center. 8.2 Create safe pedestrian routes that break-up larger City blocks. 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 Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space;	

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		1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-DP-2 <u>Reduce disparities in access to opportunity for the region’s residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.</u>	~~DP-community character and mix of uses.~~40 Plan for neighborhoods or subareas to encourage infill and redevelopment, ~~provision of adequate public spaces, and~~ reuse of existing buildings and underutilized lands, ~~as well as enhance and provision of adequate public spaces, in a manner that enhances~~ public health, existing community character, and mix of uses. Neighborhood and subarea planning ~~will~~should include equitable engagement with ~~low-income households, Black, Indigenous, and other People of Color communities of color, and ;~~ immigrants, ~~including and refugees;~~ people ~~facing~~with low-incomes; ~~people with disabilities; and communities with language barriers~~access needs. H-45 Evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. Identify gaps in existing partnerships, policies, and dedicated resources for meeting the countywide need and eliminating racial and other disparities in access to housing and neighborhoods of choice. H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.	Utilities Element 2.5 ~~The City shall~~ eComply with all water quality testing required of the operators of water distribution systems under the Safe Drinking Water Act. 4.3 ~~The City should collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat strategic plan.~~ Land Use Element 16.1 Encourage the uUse of the existing housing stock to address changing population needs and aging in place. Accessory housing dwelling units and shared housing opportunities should be considered in order to provide accessible and affordable housing, relieve tax burdens, and maintain existing, stable neighborhoods. 16.6 Explore flexible residential development regulations and	No Policy Gap

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	H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents <u>in jurisdictions throughout the county</u> to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by: a) ~~providing~~<u>Providing</u> access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity~~;~~<u>;</u> b) ~~expanding~~<u>Expanding</u> capacity for moderate-density housing throughout ~~within~~ the jurisdiction, especially in areas currently zoned for lower density single-family detached housing <u>in the Urban Growth Area</u>, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) ~~evaluating~~<u>Evaluating</u> the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and~~;~~<u>;</u> d) ~~providing~~<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships <u>involvingwith</u> community groups, ~~and ensure. Ensure~~ such partnerships share decision-making power with and spread benefits to community groups. <u>Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.</u> ~~EC-13 Address the historic disparity~~15 Eliminate and correct for historical and ongoing disparities in income, ~~and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure women, Black, Indigenous, and other people~~<u>People of color. SteerColor; women; and other intersecting marginalized identities.</u> EC-16 <u>Direct</u> investments to community and economic development initiatives that elevate <u>equitable</u> economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions. EC-1720 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and ~~minimizes impacts on businesses~~ complements economic prosperity. PF-X12 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments	entitlement processes that support, and create incentives for, subdivisions that incorporate public amenities through the use of a pilot program. The use of flexible residential development standards should be used to and encourage public amenities such as wildlife habitat, accessible homes, affordable housing, and sustainable development. 18.2 Land use actions, storm water regulations and basin planning should reflect intent to maintain and improve the ecological health of watercourses and Lake Washington water quality. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. Housing Element 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.7 Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities. 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs; 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units. 2.5.G Reduced parking requirements for income-restricted units. 2.5.H Relief from other development code provisions that do not affect health or safety requirements.	

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	to address disparities.	3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH). 4.2 Evaluate and consider implementing the following tenant protections: 4.2.A Required advance notice of rent increases; 4.2.B Relocation assistance; and 4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium. 4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should: 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City; 4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce; 4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions.	

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		4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated. Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and <u>neighborhood impacts</u>. <u>pollution for all communities</u>. 5.4 <u>Advocate for state policies, actions, and capital improvement programs that promote safety, equity, and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, the Countywide Planning Policies, and this comprehensive plan.</u> 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.	
MPP-DP-3 ~~Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, at~~ <u>provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.</u>	~~DP-7 Plan for <u>development patterns</u> street networks that provide a high degree of connectivity <u>in order</u> to encourage walking, bicycling, <u>and</u> transit use, and <u>that promote</u> safe and healthy routes to and from public schools.~~ ~~DP-4041 Promote a high quality of design and site planning <u>in publicly-funded and private development</u> throughout the Urban Growth Area. <u>Where appropriate, provide</u>~~ <u>Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, <u>in order</u> to promote health and well-being.</u>	Land Use Element 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. 2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center. 2.2 <u>Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.</u> 3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided. 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.	No Policy Gap

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		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 Mercerdale Park and the rest of the Island south of the Town Center. 8.1 Provide convenient opportunities to walk throughout Town Center. 8.2 Create safe pedestrian routes that break-up larger City blocks. 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 Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods;	

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		1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible. Transportation Element Goal 12 Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks within the City. 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). 12.6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	
MPP-DP-4 Support the transformation of key underutilized lands, such as <u>surplus public lands or environmentally contaminated lands as brownfields and greyfields</u>, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.	~~DP-3 Efficiently develop~~Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy ~~and~~, vibrant, ~~and~~ <u>equitable</u> urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u>. Promote the efficient use of land within the Urban Growth Area by using methods such as: a) ~~• a)~~ Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit</u> station areas, consistent with the numeric goals in the ~~regional growth strategy~~<u>Regional Growth Strategy</u>; b) ~~• b)~~ Encouraging compact <u>and infill</u> development with a mix of compatible residential, commercial, and community activities; c) ~~• c)~~ <u>Maximizing Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</u> e)d)Optimizing the use of existing capacity for housing and employment; d)e) ~~• d)~~ Redeveloping underutilized lands, in a manner that considers equity and	Land Use Element 2.2 <u>Establish a minimum commercial square footage standard in Town Center to preserve the existing quantity of commercial space in recent developments as new development occurs.</u> 16.5 Infill <u>Encourage development of middle housing where mandated by state law</u>, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill <u>it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.</u>	No Policy Gap – There are no known underutilized former industrial lands identified as contaminated on Mercer Island.

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	mitigates displacement; and e)f) ~~• e)~~ Coordinating plans for land use, transportation, schools, capital facilities and services. ~~DP-community character and mix of uses.40~~ Plan for neighborhoods or subareas to encourage infill and redevelopment, ~~provision of adequate public spaces, and~~ reuse of existing buildings and underutilized lands, ~~as well as enhance~~and ~~provision of adequate public spaces, in a manner that enhances~~ public health, existing community character, and mix of uses. Neighborhood and subarea planning ~~will~~should include equitable engagement with ~~low-income households, Black, Indigenous, and other People of Color communities of color, and; immigrants, including and refugees; people facing~~with low-incomes; people with disabilities; and communities with language ~~barriers~~access needs.		
MPP-DP-5 Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.	EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential. ~~DP-41~~42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>Celebrate</u><u>Support</u> cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u>	Land Use Element 3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided. 7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely. 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 COCommercial Office zone are subject to design review and supplemental design guidelines may be adopted. 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. 19.11 <u>Support the conservation of on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs.</u> 19.102 Promote the use of soft shoreline techniques and limitations on night lighting to provide shallow-water rearing and refuge habitat for out-migrating and lake-rearing endangered Chinook salmon. Encourage the removal of bulkheads and otherwise hardened shorelines, overwater structures, and night lighting, especially south of I-90 where juvenile Chinook are known to congregate.	No Policy Gap

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		19.113 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. 19.124 Promote the preservation of organic matter in planting beds and landscapes including leaves, grass clippings, and small woody debris. Encourage the import of organic material to landscapes including wood chips and finished compost to reduce water and fertilizer use and to promote food production for wildlife. 19.135 Promote awareness and implementation of the American Bird Conservancy's bird-friendly building design guidelines which prevent bird mortality caused by collisions with structures. 19.146 Promote awareness and implementation of the International Dark-Sky Association's methods to reduce the excess lighting of the night sky that negatively affects wildlife, particularly birds. Consider seeking certification as an International Dark-Sky Community. 19.157 Consider participation in the National Wildlife Federation's Community Wildlife Habitat Program. Encourage community members to seek certification of their homes as Certified Wildlife Habitat and consider seeking certification of Mercer Island as a Wildlife-Friendly Community. 19.168 Promote the establishment of bird nest boxes in parks and on private property for species that would benefit. Remind pet owners of the very significant bird mortality related to cats and to keep them indoors. 23.4 Promote cooperation and local partnerships between the City of Mercer Island and artists, arts providers, nonprofit organizations, urban designers, architects, developers, and others to help improve the quality of the built environment. 24.4 Encourage the incorporation of public art in town center development design and site features. 276.6.3 Encouraging the use of carbon-efficient building materials and building design; and 27.6.4 <u>Reducing greenhouse gas emissions from the construction, heating, and cooling of residential structures by encouraging smaller single family residential housing units, moderate density housing (including duplexes and triplexes), and the use of green building materials and techniques; and</u>	

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MPP-DP-6 Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.	~~DP-41~~42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>CelebrateSupport</u> cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u>	Land Use Element 25.1 Promote awareness and appreciation of Mercer Island's history and historic resources. 25.2 Support efforts to secure space for the preservation of Mercer Island's historical and cultural heritage and related archival materials. 25.3 Promote public engagement with culture and heritage organizations. 25.4 Support the curation of historical exhibits in the community.	No Policy Gap
MPP-DP-7 <u>Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.</u>	EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches <u>for to</u> environmental assessment and planning, in coordination with local jurisdictions, tribes, and <u>countywide planning groups</u> <u>other stakeholders.</u> EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak ~~storm water~~<u>stormwater</u> runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins. ~~EC-15 Address the historic disparity~~ Eliminate and correct for historical and ongoing disparities in income, ~~and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure~~ <u>women, Black, Indigenous, and other people</u> <u>People of color. SteerColor; women; and other intersecting marginalized identities.</u>	No policies located	No Policy Gap – There are no known tribal treaty fishing, hunting, and gathering lands on Mercer Island.
MPP-DP-8 ~~Provide a wide range of building and community types to serve the needs of a diverse population. Conduct inclusive engagement to identify and address the diverse needs of the region's residents.~~	H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations. DP-39 <u>Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</u> EH-17 <u>Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</u> <u>Extremely low-, very low-, and low-income residents often have limited choices when seeking an affordable home and neighborhood. The King County Consortium's Analysis of Impediments to Fair Housing Choice found that many Black, Indigenous,</u>	Land Use Element 23.7 Assess community art needs through community engagement and public involvement. 25.3 Promote public engagement with culture and heritage organizations. Housing Element 3.2 Acknowledge engagement inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation	No Policy Gap.

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	<u>and other People of Color communities and immigrant groups face disparities in access to opportunity areas with high quality schools, jobs, transit and access to parks, open space, and clean air, water, and soil. Some of the same groups are significantly less likely to own their home as compared to the countywide average, cutting them off from an important tool for housing stability and wealth building. Further, inequities in housing and land use practices as well as cycles of public and private disinvestment and investment have also resulted in communities vulnerable to displacement. Intentional actions to expand housing choices throughout the community will help address these challenges.</u>	Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.	
MPP-DP-9 Support urban design, historic preservation, and arts to enhance quality of life, <u>support local culture</u> , improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.	~~DP-community character and mix of uses.~~ 40 Plan for neighborhoods or subareas to encourage infill and redevelopment, <u>provision of adequate public spaces, and</u> reuse of existing buildings and underutilized lands, <u>as well as enhanceand provision of adequate public spaces, in a manner that enhances</u> public health, existing community character, and mix of uses. Neighborhood and subarea planning <u>willshould</u> include equitable engagement with <u>low-income households, Black, Indigenous, and other People of Color communities-of-color, and; immigrants, including and refugees; people facingwith low-incomes; people with disabilities; and communities with</u> language <u>barriersaccess needs</u> . ~~DP-40~~ 41 Promote a high quality of design and site planning <u>in-publicly-funded-and-private-development</u> throughout the Urban Growth Area. <u>Where appropriate, provide</u> Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, <u>in-order</u> to promote health and well-being. ~~DP-41~~ 42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>CelebrateSupport</u> cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development</u> .	Land Use Element 15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should ~~reflect~~ <u>recognize the desire-need and support the ability to retain-viable maintain, update, and renovate-and healthy</u> social, recreational, educational, and religious ~~organizations-facilities as allowed by the land use code.~~ Such facilities are <u>as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> 23.1 Support implementation of and encourage community involvement in accessible, high quality performing, visual and literary arts programs, projects, and events. 23.2 Provide educational art opportunities through Parks & Recreation curriculum. 23.3 Maintain a citizen Arts Council, which is advisory to the City Council and that spearheads arts programming and partnerships. 23.4 Promote cooperation and local partnerships between the City of Mercer Island and artists, arts providers, nonprofit organizations, urban designers, architects, developers, and others to help improve the quality of the built environment. 23.5 Coordinate and collaborate with the local school district to broaden accessibility and awareness of local art opportunities and to further art education. 23.6 Coordinate and collaborate with local, regional, and national arts organizations, and through public and private partners to integrate art into the community via permanent installations and special events. 23.7 Assess community art needs through community	No Policy Gap

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		engagement and public involvement. 23.8 Implement a creative district and accountability strategy to complement and enhance overall City economic development strategy and to foster a thriving creative economy. 23.9 Support: 23.9.1 Efforts to secure space for art and cultural activities; 23.9.2 The establishment of a community maker space; 23.9.3 Opportunities for housing and/or live/work space for artists; and 23.9.4 A multidiscipline-oriented community arts facility. 23.10 Maintain a parity of public space for art and cultural activities when existing public art and cultural activity space is modified or eliminated. 23.11 <u>The Comprehensive Arts and Culture Plan is hereby adopted by reference.</u> 25.1 Promote awareness and appreciation of Mercer Island's history and historic resources. 25.2 Support efforts to secure space for the preservation of Mercer Island's historical and cultural heritage and related archival materials. 25.3 Promote public engagement with culture and heritage organizations. 25.4 Support the curation of historical exhibits in the community. Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and neighborhood impacts. <u>pollution for all communities.</u> Housing Element 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-DP-10 Design public buildings and spaces that contribute to a	It does not appear there is a CPP implementing this MPP	Transportation Element 4.5 Encourage site and building design that promotes	No Policy Gap. Existing city design standards also cover this MPP.

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sense of community and a sense of place.		pedestrian activity, ridesharing opportunities, and the use of transit. 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 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. 9.3 Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics.	
MPP-DP-11 Identify and create opportunities to develop parks, civic places (<u>including schools</u>) and public spaces, especially in or adjacent to centers.	DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. <u>Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u> EN-2522 Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments.	Land Use Element 287.1 The Climate Action Plan is hereby adopted by reference. 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-2 and described below. These opportunity sites should not preclude the identification of other sites, should new opportunities or circumstances arise. 19.142 Promote the reduction of nonpoint pollution that contributes to the mortality of salmon, other wildlife, and vegetation. This pollution consists of pesticides, chemical fertilizers, herbicides, heavy metals, bacteria, motor oils, and other pollutants and is primarily conveyed to surface water features by stormwater runoff. 19.910 When considering the purchase of land to add to community open space, prioritize the purchase and preservation of wetlands and stream headwaters. 19.11 Support the conservation of on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs. Transportation Element	No Policy Gap

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		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. 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. PROS The most recent version of the Parks, Recreation and Open Space (PROS) Plan is hereby adopted by reference, establishing the goals and objectives that serve as the policy framework for the operation of the City of Mercer Island parks and recreation system. 1.7 Strive to provide a distributed network of parks, such that all Mercer Island residents live within one-half mile of a developed neighborhood or community park. 1.8 Pursue and implement strategies to maximize use of existing park and recreation assets. 1.9 Prepare a Land Acquisition Strategy to prioritize property acquisition to meet the future parks, trails, open space, and facility needs of the Mercer Island community. 1.11 Partner with public, private, and non-profit organizations and donors to acquire land for park and recreation needs. 1.12 When evaluating the vacation of any right-of-way, consider its appropriateness for use as public park or open space. 1.13 Plan for a range of play types, universal access, and a phasing plan when replacing or upgrading playground equipment. Identify partnerships, grants, sponsorships, and other funding opportunities for playground replacement projects. 1.14 Improve and upgrade developed, and undeveloped street ends where appropriate to enhance public access to waterfront facilities. Identify opportunities where achieving ADA access is feasible and improve parking options.	
MPP-DP-12 Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships ~~involving with~~ community groups, ~~and ensure~~. <u>Ensure</u> such partnerships share decision-making power with and spread benefits to community groups. ~~Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.~~ T-46 Develop station area plans for high-capacity transit stations and ~~transit-~~	Land Use Element 14.9 Proactively and persistently engage residents, community organizations, and businesses in a collaborative effort to establish a strategy for Mercer Island economic development. 29.4 Provide resources for actions to implement this element	No Policy Gap. Consider CPP T-6 in the future when planning for any sub-area plans or surrounding infrastructure for the future Link Light Rail expansion.

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	mobility hubs based on community engagement ~~processes~~ . Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, ~~multi-modal~~ <u>multimodal</u> linkages, safety improvements, place-making elements and minimize displacement.	and respond to limited resources by using strategies such as: 29.4.A Alternate funding sources; 29.4.B Public-private partnerships; 29.4.C Reducing project or program scope to align with current biennial budget constraints; and 29.4.D Amending the policies of the Land Use Element to reflect the City’s capacity to implement the element. Transportation Element 2.3 Pursue opportunities for <u>Encourage partnerships with nonprofit providers and the private sector participation</u> in the provision, <u>and</u> operation and maintenance of the transportation system. 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. <u>12.5</u> Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). Capital Facilities 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved. 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.	
MPP-DP-13 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	No CPP identified	Capital Facilities Element ~~1.2021~~ City operations should be optimized to minimize carbon footprint impacts, especially with respect to energy consumption, ~~and~~ waste reduction, <u>and procurement</u> . New Capital Facilities should incorporate and encourage the sustainable stewardship of the natural environment, consider the benefit of creating cutting-edge, demonstration projects, and favor options that have the lowest feasible carbon footprint and greatest carbon sequestration potential. <u>The City’s commitment to adopted adoption of GHG emission reduction targets as part of its</u>	No Policy Gap

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		membership in the K4C recommended by K4C should be considered as part of any CIP project.	
MPP-DP-14 Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities; d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.	No policy is necessary – this is more of a statement of how to encourage better natural environment policies.	No Policy Gap
MPP-DP-15 Design communities to provide an improved <u>safe and welcoming</u> environments for walking and bicycling.	DP-7 Plan for <u>development patterns</u> street networks that provide a high degree of connectivity <u>in order</u> to encourage walking, bicycling, <u>and</u> transit use, and <u>that promote</u> safe and healthy routes to and from public schools. DP-4041 Promote a high quality of design and site planning <u>in publicly-funded and private development</u> throughout the Urban Growth Area. <u>Where appropriate, provide</u>Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, <u>in order</u> to promote health and well-being. EN-2522 Provide parks, trails, and open space within walking distance of urban <u>area</u> residents. Prioritize historically underserved communities for open space improvements and investments. EN-28 Plan for <u>development patterns that minimize air pollution and greenhouse gas emissions, including:</u> a) <u>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</u> b) <u>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</u> c) <u>Incorporating energy-saving strategies in infrastructure planning and design;</u>~~EN-33 Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050 50% by 2030, 75% by 2040, and 95% and net zero emissions by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO2e) by 2020, 5 MTCO2e, and 1.5 MTCO2e by 2050.~~	Land Use Element 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. 2.1 Use a variety of creative approaches to organize various land uses, building types and heights in different portions of the Town Center. 3.1 Buildings taller than two stories may be permitted if appropriate public amenities and enhanced design features are provided. 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 Mercerdale Park and the rest of the Island south of the Town Center.	No Policy Gap

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	d)– <u>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</u> <u>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</u> <u>e)f) Reducing building energy use through green building methods in the retrofit of existing buildings.</u>	8.1 Provide convenient opportunities to walk throughout Town Center. 8.2 Create safe pedestrian routes that break-up larger City blocks. 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. Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health	

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		hazards are minimized to the extent possible. Transportation Element Goal 12 Promote bicycle and pedestrian networks that safely access and link commercial areas, residential areas, schools, and parks within the City. 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). 12.6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	
MPP-DP-16 ~~Incorporate provisions addressing~~ Address and integrate health and well-being into appropriate regional, countywide, and local planning <u>practices</u> and decision-making processes.	EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality ~~are~~<u>is</u> sustained now and for future generations. T-2030 Develop a transportation system that minimizes negative health and environmental impacts to ~~human health, including exposure to environmental toxins generated by vehicle emissions~~ all communities, especially Black, ~~indigenous~~<u>Indigenous</u>, and other <u>People of Color</u> communities ~~of color~~ and low-income communities, that have been disproportionately affected by transportation decisions.	Land Use Element 15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should <u>reflect recognize the desire-need and support the ability to retain viable-maintain, update, and renovate and healthy</u> social, recreational, educational, and religious ~~organizations-facilities~~ as allowed by the land use code. <u>Such facilities are-as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade;	No Policy Gap – the Draft Land Use Element adopts the Climate Action Plan. CAP Community Resilience section (page 41) covers this using actions CR1.1, CR1.2, CR1.3, CR2.1, CR2.2, CR2.3.

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-DP-17 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	~~T-X817~~ Promote ~~coordination~~ <u>coordinated</u> planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u> ~~PF-3~~ Provide reliable and cost-effective services to the public through coordination among jurisdictions and ~~service providers~~ <u>special purpose districts</u> .	Land Use Element ~~15.4~~ Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect <u>recognize the desire-need and support the ability to retain-viable maintain, update, and renovate-and healthy</u> social, recreational, educational, and religious organizations-facilities as allowed by the land use code. <u>Such facilities are-as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> Capital Facilities Element ~~1.1516~~ The City shall ~~c~~ Coordinate with other entities that provide public services within the City to encourage the consistent provision of adequate public services. Transportation Element 5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea. 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster. 8.2 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.	No Policy Gap

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		8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents. 8.4 Maintain an effective role in regional transportation planning, decision-making and implementation of transportation system improvements.	
MPP-DP-18 <u>Address existing health disparities and improve health outcomes in all communities.</u>	EN-2825 Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, <u>noise</u> , soil, and structural hazards, where they have contributed to ~~racially-disparate~~ <u>racialized health or</u> environmental <u>disparities</u> , and <u>health impacts</u> , and to increase environmental resiliency in <u>low-income</u> <u>frontline</u> communities.	Land Use Element 15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect <u>recognize the desire-need and support the ability to retain viable</u> ~~maintain, update, and renovate and healthy~~ social, recreational, educational, and religious ~~organizations-facilities as allowed by the land use code.~~ <u>Such facilities are as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity,	Partial Policy Gap- Consider a new policy to implement CPP-EN-25.

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		ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible. 1.5 Take actions to promote healthy and safe homes. 1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. Capital Facilities Element 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City’s Parks and Recreation ManagementParks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas</u>, <u>establishment of climate-resilient landscapes</u>, <u>preference for native vegetation and habitat creation</u>, minimized use of chemicals, and reductions in energy and fuel use.	
MPP-DP-19 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	~~H-21 Encourage the maintenance of existing housing stock in order to ensure that the condition and quality of the housing is safe and livable.~~ 23 Adopt and implement programs and policies that ensure healthy and safe homes.	Land Use Element ~~15.4~~ Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should reflect <u>recognize the desire-need and support the ability to retain viable-maintain, update, and renovate-and healthy social, recreational, educational, and religious organizations-facilities as allowed by the land use code. Such facilities are-as</u> community assets which are essential for the mental, physical and spiritual health of Mercer Island. <u>Future land use decisions should encourage the retention of these facilities.</u> Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space;	No Policy Gap

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		1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible. 1.5 Take actions to promote healthy and safe homes. 1.6 Mitigate climate impacts related to housing by executing the Climate Action Plan. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. Capital Facilities Element 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the City's Parks and Recreation Management Parks, Recreation and Open Space (PROS) Plan, including special attention to direct sustainability measures, such as tree retention, preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for	

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		~~native vegetation and habitat creation~~ , minimized use of chemicals, and reductions in energy and fuel use.	
MPP-DP-20 Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.	DP-5860 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.	No applicable – this is focused on rural areas.	No Policy Gap
MPP-DP-21 Provide a regional framework for designating and evaluating regional growth centers.	DP-31 Focus housing and employment growth ~~within~~ into designated ~~Urban Centers~~ regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. DP-3032 Designate ~~Urban Centers~~ regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in ~~policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center.~~ Urban the King County Centers Designation Framework. ~~Urban Centers, as adopted in Appendix 6.~~ Regional growth centers ~~will~~ <u>should</u> be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. ~~The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers.~~ DP-X334 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, ~~immigrant and other People of Color communities; immigrants and refugees, low-income populations; disabled communities;~~ and other communities at greatest risk <u>of displacement</u> . Use a range of strategies to mitigate identified displacement impacts. ~~N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.~~	Not applicable, the City of Mercer Island does not have a centers designation.	No Policy Gap
MPP-DP-22 <u>Plan for densities that maximize benefits of transit investments in high- capacity transit station areas that are expected to attract significant new population or employment growth.</u>	DP-31 Focus housing and employment growth ~~within~~ into designated ~~Urban Centers~~ regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. DP-32 Designate ~~Urban Centers~~ regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in ~~policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center.~~ Urban the King County Centers Designation Framework. ~~Urban Centers, as adopted in Appendix 6.~~ Regional growth centers ~~will~~ <u>should</u> be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. ~~The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers.~~ DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap

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	high-capacity transit and be located on existing or planned transit corridors. DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.		
MPP-DP-23 Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.	~~DP-33~~ DP-34 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, ~~immigrant~~ and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts. ~~EC-13 Address the historic disparity~~ EC-15 Eliminate and correct for historical and ongoing disparities in income, and employment, and wealth building opportunities for economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure ~~women, Black, Indigenous, and other people~~ People of color. ~~Steer~~ Color; women; and other intersecting marginalized identities. EC-16 Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions. EC-25 ~~29~~ Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contractionscontraction, and redevelopment. ~~Track and respond to key indicators of Mitigate displacement and mitigate risks through data collection, analyses, monitoring and adaptive responses. N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.~~	Not applicable, Mercer Island does not have a Regional Growth Center.	No Policy Gap
MPP-DP-24 Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.	~~Centers~~ DP-35 Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers ~~in the Countywide Planning Policies pursuant to the procedures described in policy G-1~~ based on nominations from cities and after determining that: a) ~~the~~ The nominated locations meet the criteria set forth in ~~policy DP-35~~ the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for ~~Regional Manufacturing/ Industrial Centers~~ regional manufacturing/industrial centers; b) ~~the~~ The proposed center's location will promote a countywide system of ~~Manufacturing/Industrial Centers~~ manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; and	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap

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	c) ~~the~~ The city's commitments will help ensure the success of the center.		
MPP-DP-25 Support the development of centers within all jurisdictions, including <u>high-capacity transit station areas and countywide and local centers.</u> ~~Town centers and activity nodes.~~	See the King County Centers Designation Framework ~~DP-31~~ Focus housing and employment growth ~~within~~into designated ~~Urban Centers~~ regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. ~~DP-3032~~ Designate ~~Urban Centers~~ regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in ~~policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center.~~ <u>Urban</u> the King County Centers Designation Framework. <u>Urban Centers, as adopted in Appendix 6.</u> Regional growth centers ~~will~~<u>should</u> be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. ~~The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers.~~ <u>DP-37</u> Designate <u>countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</u> <u>DP-38</u> Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap
MPP-DP-26 ~~Establish~~ <u>Implement the adopted a common framework to designate countywide centers among the countywide processes for designating subregional centers to ensure compatibility within the region.</u>	See the King County Centers Designation Framework <u>DP-37</u> Designate <u>countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</u>	Not applicable, Mercer Island does not have a centers designation.	No Policy Gap
MPP-DP-27 Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, <u>while promoting economical administration and services,</u> annexation is preferred over incorporation.	~~DP-2224~~ Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. ~~Ensure that~~ Affiliate all Potential Annexation Areas with adjacent cities ~~and to~~ ensure they do not overlap or leave urban unincorporated ~~urban~~ islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and ~~low and high income~~ residential areas ~~should~~<u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated ~~urban areas stranded~~<u>islands</u>. Annexation is preferred over incorporation. <u>DP-26</u> Facilitate the annexation of unincorporated areas ~~within the Urban Growth Area~~ that are already urbanized and are within a city's Potential Annexation Area ~~in order to provide~~ increase the provision of urban services to those areas. ~~Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.~~	Not applicable, Mercer Island is an island without any surrounding unincorporated urban land. No PAA's have been identified adjacent to Mercer Island.	No Policy Gap

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	~~DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.~~ <u>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u> <u>DP-28</u> Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed. a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their ~~Comprehensive Plan~~<u>comprehensive plan</u>. b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-~~2730~~. In order to ensure ~~that~~<u>that</u> any changes can be included in local comprehensive plans, any proposals resulting from such negotiation ~~should~~<u>shall</u> be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. <u>DP-2730</u> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable: a) ~~a)~~ <u>Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</u> b) ~~b)~~ <u>The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; and</u> c) ~~c)~~ <u>Annexation</u>-The effect of the annexation or incorporation in ~~a manner that will avoid~~ avoiding or creating unincorporated islands of development; d) ~~d)~~ <u>The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</u> e) ~~e)~~ <u>Based upon joint outreach</u>Outreach to community, the ~~ability and interest of a city~~<u>the community</u> in moving forward with a timely annexation <u>or incorporation</u> of the area, ~~consistent with these criteria.~~		

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MPP-DP-28 Support joint planning between cities, and counties, and service providers to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.	DP-2224 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. ~~Ensure that~~ Affiliate all Potential Annexation Areas with adjacent cities ~~and to~~ ensure they do not overlap or leave urban unincorporated ~~urban~~ islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and ~~low and high income~~ residential areas ~~should~~ <u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated ~~urban areas stranded islands~~. Annexation is preferred over incorporation. DP-2325 <u>Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</u> DP-26 Facilitate the annexation of unincorporated areas ~~within the Urban Growth Area~~ that are already urbanized and are within a city's Potential Annexation Area ~~in order to provide~~ increase the provision of urban services to those areas. ~~Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.~~ ~~DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.~~ DP-25 DP-27 <u>Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u>	Not applicable, Mercer Island is an island without any surrounding unincorporated urban land. No PAA's have been identified adjacent to Mercer Island.	No Policy Gap
MPP-DP-29 Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.	DP-27 <u>Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u> DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed. - For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their <u>Comprehensive Plan</u> ~~comprehensive plan~~. - Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an	Not applicable, Mercer Island is an island without any surrounding unincorporated urban land. No PAA's have been identified adjacent to Mercer Island.	No Policy Gap

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	amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-2730. In order to ensure ~~that~~any changes can be included in local comprehensive plans, any proposals resulting from such negotiation ~~should~~shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. DP-2730 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable: a) ~~a)~~—Conformance with Countywide Planning Policies including the Urban Growth Area boundary; b) ~~b)~~—The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; ~~and~~ c) ~~c)~~ ~~Annexation~~—The effect of the annexation or incorporation in ~~a manner that will avoid~~avoiding or creating unincorporated islands of development; d) ~~d)~~—The ability ~~of the annexing or incorporating jurisdiction to~~serve the area in a manner that addresses ~~racial and~~social equity and promotes access to opportunity; and e) ~~e)~~ ~~Based upon joint outreach~~Outreach to community, the ~~ability and interest of a city~~the community in moving forward with a timely annexation ~~or incorporation~~ of the area, ~~consistent with these criteria.~~		
MPP-DP-30 Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county <u>or an existing utility district</u> as an interim approach.	DP-27 <u>Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u>	Policy noted but not applicable to the City of Mercer Island.	No Policy Gap
MPP-DP-31 Promote transit service to and from existing cities in rural areas.	DP-~~X~~546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u>	Not applicable as the City of Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
MPP-DP-32 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.	DP-11 <u>When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</u> DP-4850 Establish rural development standards ~~to~~ and strategies to ensure all development ~~protect~~ protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water	Not applicable as the City of Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	quality and groundwater recharge, and best management practices for resource-based activities. ~~DP-6163~~ Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural</u> Resource Lands and focus urban development within the Urban Growth Area. ~~DP-6264~~ Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, <u>especially cities consistent with the Regional Growth Strategy</u>. Implement transfer of development rights within King County through a partnership between the <u>county</u> ~~County~~ and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) Be compatible with existing within-city transfer of development rights programs.		
MPP-DP-33 Do not allow urban net densities in rural and resource areas.	~~DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.~~ ~~DP-X1 (temporary numbering)~~ 10 No new Fully Contained Communities shall be approved in unincorporated King County. ~~DP-X546~~ Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> ~~DP-4648~~ Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and	Not applicable as the City of Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. d) Allow limited clustering within development sites to ~~avoid~~ prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).		
MPP-DP-34 Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	~~DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.~~ ~~DP-X1 (temporary numbering)~~ 10 No new Fully Contained Communities shall be approved in unincorporated King County.	Not applicable as Mercer Island is incorporated.	No Policy Gap
MPP-DP-35 In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	~~DP-21 Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.~~ ~~DP-X1 (temporary numbering)~~ 10 No new Fully Contained Communities shall be approved in unincorporated King County.	Not applicable as Mercer Island is incorporated.	No Policy Gap
MPP-DP-36 Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	There does appear to be a CPP that implements this MPP.	While there is not a policy to implement this MPP, it does not appear that one is necessary. Vesting is guided by statute and adopting vesting regulations. Further, this CPP is focused on rural areas.	No Policy Gap
MPP-DP-37 Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	~~DP-X546~~ Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> ~~DP-4547~~ Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, ~~reduce and avoid~~ minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. ~~DP-4648~~ Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. Allow limited clustering within development sites to ~~avoid~~ prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c). DP-4850 Establish rural development standards ~~to~~ and strategies to ensure all development ~~protect~~ protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities. DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.		
MPP-DP-38 Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.	DP-X546 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. DP-4749 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. Transit service may cross non-urban lands to serve cities in the Rural Area.	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
MPP-DP-39 Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.	DP-5254 Promote and support forestry, agriculture, ~~mining~~mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating ~~natural resource lands~~Natural Resource Lands to ~~rural~~Rural. DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~Limit the subdivision of land so that parcels remain large enough for commercial resource production. DP-5456 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, ~~and~~ habitat, ~~and workers~~. DP-5557 Prohibit annexation of lands within designated Agricultural	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	Production Districts or within Forest Production Districts by cities. DP-5658 Retain the Lower Green River Agricultural Production District as a regionally designated resource that is to remain in unincorporated King County. DP-57 ~~Discourage~~59 Prevent incompatible land uses adjacent to designated <u>Natural Resource Lands</u> to ~~prevent~~ avoid interference with their continued use for the production of agricultural, mining, or forest products. DP-5860 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products. DP-5961 Support institutional procurement policies that encourage purchases of locally grown food products. DP-6062 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality ~~and~~, minimize negative impacts on adjacent lands, <u>and that an appropriate level of reclamation occurs prior to redesignation.</u> DP-6163 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and <u>Natural Resource Lands</u> and focus urban development within the Urban Growth Area. DP-6264 Use transfer of development rights to shift potential development from the Rural Area and <u>Natural Resource Lands</u> into the Urban Growth Area, <u>especially cities consistent with the Regional Growth Strategy.</u> Implement transfer of development rights within King County through a partnership between the ~~county~~<u>County</u> and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and		

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	g) ~~g)~~ Be compatible with existing within-city transfer of development rights programs.		
MPP-DP-40 Protect and enhance significant open spaces, natural resources, and critical areas.	DP-1~~All~~ Designate all lands within King County ~~are designated as subject to Growth Management Act planning as~~ as one of the following. In each of these designations, critical areas may exist and these are to be conserved through regulations, incentives, and programs. a) ~~a)~~ Urban land within the Urban Growth Area, where new growth is focused and accommodated; b) ~~b)~~ Rural land, where farming, forestry, and other resource uses are protected, and very low-density residential uses, and small-scale non-residential uses are allowed; or c) ~~c)~~ <u>Natural</u> Resource land, where permanent regionally significant agricultural, forestry, and mining lands are preserved. ~~In each of these lands, environmentally sensitive critical areas may exist and these are to be conserved through regulations, incentives, and programs~~ DP-45~~47~~ Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, ~~reduce and avoid~~ minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. ~~EN-11~~ EN-14 Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans. ~~EN-15~~ Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, <u>protect and</u> improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other ~~people~~ <u>People of color, Color communities, low-income, populations, and other</u> frontline community members live, work, and play. ~~EN-10~~ EN-15 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems. ~~EN-21~~ EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including <u>the</u> protection of watersheds. ~~In particular, protect and~~ wellhead areas that are sources of the region's drinking water supplies. EN-520 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space <u>Conservation</u> Plan. Develop strategies and funding to protect lands that provide the following valuable functions: a) Ecosystem linkages <u>and migratory corridors</u> crossing jurisdictional boundaries; b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; c) Active and passive outdoor recreation opportunities;	Land Use Element 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 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. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. 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.	No Policy Gap

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	d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.		
MPP-DP-41 Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long- term productivity of resource lands.	DP-5355 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~Limit the subdivision of land so that parcels remain large enough for commercial resource production. DP-5456 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, ~~and habitat, and workers.~~ DP-57 Discourage59 Prevent incompatible land uses adjacent to designated ~~Natural Resource Lands to prevent~~ avoid interference with their continued use for the production of agricultural, mining, or forest products. DP-5860 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products. DP-6062 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality ~~and, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.~~	Land Use Element 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 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. 18.6 Encourage low impact development approaches for managing stormwater and protecting water quality and habitat. 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.	No Policy Gap
MPP-DP-42 Support the sustainability of designated resource lands. Do not convert these lands to other uses.	DP-54 Promote and support forestry, agriculture, ~~mining~~mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating ~~natural resource lands~~Natural Resource Lands to ~~rural~~Rural.	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~Limit the subdivision of land so that parcels remain large enough for commercial resource production. DP-56 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, ~~and~~ habitat, ~~and workers~~. DP-57 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.		
MPP-DP-43 Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.	~~DP-52~~54 Promote and support forestry, agriculture, ~~mining~~mineral ~~extraction~~, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating ~~natural resource lands~~Natural Resource Lands to ~~rural~~Rural. ~~DP-53~~55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~Limit the subdivision of land so that parcels remain large enough for commercial resource production. ~~DP-57 Discourage~~59 Prevent incompatible land uses adjacent to designated ~~Natural Resource Lands to prevent~~ avoid interference with their continued use for the production of agricultural, mining, or forest products. ~~DP-60~~62 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality ~~and~~, minimize negative impacts on adjacent lands, ~~and that an appropriate level of reclamation occurs prior to redesignation~~. DP-6264 Use transfer of development rights to shift potential development from the Rural Area and ~~Natural Resource Lands into the Urban Growth Area, especially cities consistent with the Regional Growth Strategy~~. Implement transfer of development rights within King County through a partnership between the ~~county~~County and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	land development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) ~~g)~~ Be compatible with existing within-city transfer of development rights programs.		
MPP-DP-44 ~~Work to conserve valuable rural and resource lands through techniques, such as conservation programs. Encourage the use of innovative techniques, including the transfer of development rights, and the purchase of development rights, and conservation incentives. Use these techniques to Focus growth within the urban growth area, (especially cities), to lessen pressures to convert rural and resource areas to residential uses more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.~~	~~DP-5355~~ Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~ Limit the subdivision of land so that parcels remain large enough for commercial resource production. ~~DP-5557~~ Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities. ~~DP-6264~~ Use transfer of development rights to shift potential development from the Rural Area and <u>Natural</u> Resource Lands into the Urban Growth Area, <u>especially cities consistent with the Regional Growth Strategy.</u> Implement transfer of development rights within King County through a partnership between the <u>county</u> <u>County</u> and cities that is designed to: a) ~~a)~~ Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) ~~b)~~ Preserve rural and resource lands of compelling interest countywide and to participating cities; c) ~~c)~~ Identify appropriate transfer of development rights receiving areas within cities; d) ~~d)~~ Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) ~~e)~~ Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) ~~f)~~ Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) ~~g)~~ Be compatible with existing within-city transfer of development rights programs.	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
MPP-DP-45 ~~Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.~~	~~DP-X546~~ Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> ~~DP-4547~~ Limit growth in the Rural Area to prevent sprawl and the overburdening of	Not applicable as Mercer Island has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

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	rural services, ~~reduce and avoid~~ <u>minimize</u> the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.		
MPP-DP-46 Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.	There does not appear to be a CPP implementing this MPP.	Land Use Element 21.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building. 21.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques. 21.3 ~~Evaluate requiring the use of~~ <u>Consider expanding requirements for green building techniques for new construction and certification to additional zones and/or</u> development of subdivisions as a component of a green building program. 21.4 Educate and provide technical resources to the citizens and building community on Mercer Island regarding green building as a component of sustainable development.	No Policy Gap
MPP-DP-47 Streamline development standards and regulations for residential and commercial development ~~and public projects~~ , especially in centers ~~and high-capacity transit station areas~~ , to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.	~~H-11 Identify~~ <u>13</u> Implement strategies to overcome cost barriers to housing affordability ~~and implement strategies to overcome them~~ . Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.	Land Use Element 16.6 Explore flexible residential development regulations and entitlement processes that support, ~~and create incentives for, subdivisions that incorporate public amenities through the use of a pilot program. The use of flexible residential development standards should be used to and encourage~~ public amenities such as wildlife habitat, accessible homes, <u>affordable housing</u> , and sustainable development. Housing Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of	No Policy Gap

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		housing to help meet housing needs for moderate to low-income households.	
MPP-DP-48 Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.	~~DP-21~~ 23 Coordinate the preparation of comprehensive plans ~~among~~ with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities ~~as a means~~ to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No general aviation airport – no policies needed	No Policy Gap
MPP-DP-49 Protect military lands from encroachment by incompatible uses and development on adjacent land.	~~DP-21~~ 23 Coordinate the preparation of comprehensive plans ~~among~~ with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities ~~as a means~~ to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	The City of Mercer Island is not adjacent to a military base. No policy needed.	No Policy Gap
MPP-DP-50 Protect industrial lands <u>zoning and manufacturing/industrial centers</u> from encroachment by incompatible uses and development on adjacent land.	~~EC-19~~ 23 Support ~~Manufacturing/Industrial Centers~~ manufacturing/industrial centers ~~by adopting industrial siting~~ with land use policies that ~~limit the loss of~~ protect industrial land, retain and expand industrial lands, ~~maintain the region's economic diversity, and~~ employment, support ~~family wage jobs~~ a diverse regional economy, and provide for the evolution of these Centers to reflect industrial business trends, including in technology and automation. Prohibit or ~~strictly~~ limit non-supporting or incompatible activities that ~~can~~ may interfere with the retention ~~or~~ and operation of industrial businesses, ~~especially in Manufacturing/ Industrial Centers~~ while recognizing that a wider mix of uses, in targeted areas and circumstances, may be appropriate when designed to be supportive of and compatible with industrial employment.	The City of Mercer Island does not currently have industrial/manufacturing zones or centers. No policy needed.	No Policy Gap
MPP-DP-51 <u>Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.</u>	~~DP-57 Discourage~~ 59 Prevent incompatible land uses adjacent to designated <u>Natural</u> Resource Lands to ~~prevent~~ avoid interference with their continued use for the production of agricultural, mining, or forest products.	The City of Mercer Island is not adjacent to tribal reservation lands and does not have any designated Natural Resource Lands within its boundaries in the immediate vicinity. No policy needed.	No Policy Gap
MPP-DP-52 Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.	T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and <u>Natural</u> Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area. T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. ~~T-X~~ 715 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with</u>	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ <u>multimodal</u> access to regional transit facilities. <u>2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u> 4.78 Promote the mobility of people and goods through a ~~multi modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements.	No Policy Gap

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	the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	Land Use Element 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.	
MPP-DP-53 Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	~~DP-4041~~ Promote a high quality of design and site planning ~~in publicly-funded and private development~~ throughout the Urban Growth Area. ~~Where appropriate, provide~~ Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, ~~in order~~ to promote health and well-being. ~~DP-4445~~ Adopt flexible design standards, <u>parking requirements</u> , incentives, or guidelines that foster green building, multimodal transportation, and infill development that ~~is compatible with~~ enhances the existing or desired urban character ~~of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.~~	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ <u>multimodal</u> access to regional transit facilities. 2.7 <u>Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u> 4.78 Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements. Land Use Element 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.	No Policy Gap
MPP-DP-54 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	~~DP-4041~~ Promote a high quality of design and site planning ~~in publicly-funded and private development~~ throughout the Urban Growth Area. ~~Where appropriate, provide~~ Provide for connectivity in the street network to accommodate walking, bicycling, and transit use, ~~in order~~ to promote health and well-being. T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. ~~T-X25~~ Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, ~~especially~~ <u>particularly</u> to and within centers and along corridors connecting centers.	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ <u>multimodal</u> access to regional transit facilities. 2.7 <u>Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u> 10.4 Ensure that the City's level of service policies are linked to the land use vision and comply with concurrency requirements. Land Use Element 9.2 Encourage improved access to transit, bicycle, pedestrian and shared parking facilities to reduce trip generation and provide transportation alternatives, particularly for	No Policy Gap

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		secondary trips once users reach the Town Center	
DP-Action-1 (Regional) Implement the Regional Centers Framework: PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-2 (Regional) Industrial Lands: PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land across all industry sectors, research trends for industrial uses as technology and markets evolve, and identify strategies to preserve, protect, and enhance industrial lands, jobs, and businesses in the region in coordination with jurisdictions’ efforts to support their industrial land base. In 2020, PSRC will convene a working group to review policy related to preserving industrial lands and employment.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-3 (Regional) Transit-Oriented Development: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-4 (Regional) Densities in Transit Station Areas: PSRC will work in collaboration with transit agencies and local government to develop guidance for transit- supportive densities in different types of high-capacity transit station areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
DP-Action-5 (Regional) Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.			
DP-Action-6 (Regional) Coordinated Planning in Unincorporated Urban Areas: PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.	DP-2224 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. ~~Ensure that~~ Affiliate all Potential Annexation Areas with adjacent cities ~~and to~~ ensure they do not overlap or leave urban unincorporated ~~urban~~ islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and ~~low and high income~~ residential areas ~~should~~ <u>shall</u> be annexed holistically rather than in a manner that leaves residential urban unincorporated ~~urban areas stranded islands~~. Annexation is preferred over incorporation. DP-2325 <u>Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</u> DP-26 Facilitate the annexation of unincorporated areas ~~within the Urban Growth Area~~ that are already urbanized and are within a city's Potential Annexation Area ~~in order to provide~~ increase the provision of urban services to those areas. ~~Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.~~ ~~DP-24 Develop agreements between King County and cities with Potential Annexation Areas to apply city compatible development standards that will guide land development prior to annexation. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.~~DP-25 DP-27 <u>Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</u> DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed. a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their ~~Comprehensive Plan~~ <u>comprehensive plan</u>. b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation,	No policy is necessary – this is a regional policy	No Policy Gap

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	jurisdictions should consider the criteria in DP-2730. In order to ensure ~~that~~ any changes can be included in local comprehensive plans, any proposals resulting from such negotiation ~~should~~ be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. ~~DP-26 Within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, strive~~ DP-29 Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city's comprehensive plan after the following steps have been taken: a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and; b) The cities with the Potential Annexation Area overlap and the county have either: 1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or 2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice. DP-2730 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable: a) ~~a)~~ Conformance with Countywide Planning Policies including the Urban Growth Area boundary; b) ~~b)~~ The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; ~~and~~ c) ~~c)~~ ~~Annexation~~ The effect of the annexation or incorporation in ~~a manner that will avoid~~ avoiding or creating unincorporated islands of development; d) ~~d)~~ The ability ~~of the annexing or incorporating jurisdiction~~ to serve the area in a manner that addresses ~~racial and~~ social equity and promotes access to opportunity; and e) ~~e)~~ ~~Based upon joint outreach~~ Outreach to community, the ability and interest of ~~a city~~ the community in moving forward with a timely annexation or incorporation of the area, ~~consistent with these criteria.~~ DP-28 Resolve the issue of unincorporated road islands within or between cities. Roadways Annexation of roadways and shared streets within or between cities, but still under King County jurisdiction, should be annexed by considered by cities that are		

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	~~adjacent cities to them. Cities and the county shall work to establish timeframes for annexation of road islands.~~ e)		
DP-Action-7 (Local) Identification and Clean-up of Underused Lands: Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.	~~EC-2024~~ Facilitate redevelopment of contaminated sites through local, county, and state financing and other strategies that assist with <u>planning, site design, and funding for</u> environmental remediation.	None identified	No Policy Gap – There are no known underutilized former industrial lands identified as contaminated on Mercer Island.
DP-Action-8 (Local) Center Plans and Station Area Plans: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.	~~DP-33 The King County Centers Designation Framework, adopted in Appendix 6, establishes designation processes and timelines, minimum existing and planned density thresholds, and subarea planning expectations. King County designated centers are shown on the Urban Growth Area Boundary Map in Appendix 1.~~ ~~Allow designation of new Urban Centers where the proposed Center:~~ ~~a) Encompasses an area up to one and a half square miles; and~~ ~~b) Has adopted zoning regulations and infrastructure plans that are adequate to accommodate~~ ~~— i) A minimum of 15,000 jobs within one half mile of an existing or planned high-capacity transit station;~~ ~~— ii) At a minimum, an average of 50 employees per gross acre within the Urban Center; and~~ ~~— iii) At a minimum, an average of 15 housing units per gross acre within the Urban Center~~ ~~DP-32 Establish subarea plans for designated regional and countywide centers that comport with meet the expectations criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Adopt a map and housing and employment growth targets in city comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through:~~ ~~• A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction;~~ ~~• A range of affordable and healthy housing choices;~~ ~~• Historic preservation and adaptive reuse of historic places;~~ ~~• Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center;~~ ~~• Strategies to increase tree canopy within the Urban Center and incorporate low-impact development measures to minimize stormwater runoff;~~ ~~• Facilities to meet human service needs;~~ ~~• Superior urban design which reflects the local community vision for compact urban development;~~	Note for Mercer Island team – has this been completed? Just note the requirement if it has not.	No Policy Gap. A subarea plan would be completed separately if necessary.

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	— Pedestrian and bicycle mobility, transit use, and linkages between these modes; — Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and Parking management and other strategies that minimize trips made by single-occupant vehicle, especially during peak commute periods. DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors. DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land. DP-39 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.		
DP-Action-9 (Local) Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.	~~DP-31 The King County Centers Designation Framework, adopted in Appendix 6, establishes designation processes and timelines, minimum existing and planned density thresholds, and subarea planning expectations. King County designated centers are shown on the Urban Growth Area Boundary Map in Appendix 1.~~ Allow designation of new Urban Centers where the proposed Center: a) Encompasses an area up to one and a half square miles; and b) Has adopted zoning regulations and infrastructure plans that are adequate to accommodate — i) A minimum of 15,000 jobs within one-half mile of an existing or planned — high-capacity transit station; — ii) At a minimum, an average of 50 employees per gross acre within the Urban Center; and — iii) At a minimum, an average of 15 housing units per gross acre within the Urban Center.33 ~~DP-32~~ Establish subarea plans for designated regional and countywide centers that ~~comport with~~meet the ~~expectations~~criteria in the King County Centers Designation Framework, ~~as~~ adopted in Appendix 6. ~~DP-36~~ Minimize or mitigate potential health impacts of the activities in Manufacturing/Industrial Centers ~~manufacturing/industrial centers on~~ residential communities, schools, open space, and other public facilities.	Not applicable as Mercer Island does not have a regional growth center and/or manufacturing/industrial center.	No Policy Gap

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	~~DP-37 Designate additional Manufacturing/ Industrial Centers~~DP-35 ~~Designate~~ and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers in the Countywide Planning Policies pursuant to the procedures described in policy G-1 based on nominations from cities and after determining that: a) ~~the~~The nominated locations meet the criteria set forth in ~~policy DP-35~~ the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for ~~Regional Manufacturing/ Industrial Centers~~ regional manufacturing/industrial centers; b) ~~the~~The proposed center’s location will promote a countywide system of ~~Manufacturing/Industrial Centers~~ manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; and c) ~~the~~The city’s commitments will help ensure the success of the center. Adopt a map and housing and employment growth targets in city comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through: d) • A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction; e) • A range of affordable and healthy housing choices; f) • Historic preservation and adaptive reuse of historic places; g) • Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center; h) • Strategies to increase tree canopy within the Urban Center and incorporate low impact development measures to minimize stormwater runoff; i) • Facilities to meet human service needs; j) • Superior urban design which reflects the local community vision for compact urban development; k) • Pedestrian and bicycle mobility, transit use, and linkages between these modes; l) • Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and - m)c) • Parking management and other strategies that minimize trips made by single-occupant vehicle, especially during peak commute periods.		
Housing Goal The region will preserves, improves, and expands its			

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housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.			
MPP-H-1 <u>Plan for housing supply, forms and densities to meet the region’s current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.</u>	H-1 ~~Address~~<u>All comprehensive plans in King County combine to address</u> the countywide need for housing affordable to households with ~~moderate, low, and very low, and extremely low~~ incomes, (including those with special needs), at a level that calibrates with the jurisdiction’s identified affordability gap for those households. <u>and results in the combined comprehensive plans in King County meeting countywide need.</u> The countywide need for housing in 2044 by percentage of ~~Area Median Income (AMI) is: 50-80% of AMI (moderate) 16%~~ - <u>30 percent and below AMI (extremely low) - 15 percent</u> of total housing supply ~~30~~ - <u>31-50% percent of AMI (very low) 1- 15 percent</u> of total housing supply ~~30% and below~~ - <u>51-80 percent of AMI (very-low) 12%- 19 percent</u> of total housing supply. ~~30% and below AMI (extremely low) 15% of total housing supply, 31-50% of AMI (very low) 15% of total housing supply, and 51-80% of AMI (low) 19% of total housing supply.~~ Table H-1 provides additional context on the countywide need for housing. H-15 ~~Increase housing choices for everyone—, particularly those earning lower wages—in locations, that is co-located with,~~ accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and <u>building policiesdevelopment regulations</u> in place that allow and encourage housing production at a-levels that ~~improves the~~<u>improve</u> jobs-housing balance-of ~~housing to employment~~ throughout the county across all income levels. H-18 ~~Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:~~ a) ~~providing~~<u>Providing</u> access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity~~;~~ b) ~~expanding~~<u>Expanding</u> capacity for moderate-density housing throughout ~~within~~ the jurisdiction, especially in areas currently zoned for lower density single-family detached housing <u>in the Urban Growth Area</u>, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) ~~evaluating~~<u>Evaluating</u> the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and~~;~~ d) ~~providing~~<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes	Land Use Element <u>29.2 Establish a Land Use Element implementation strategy and schedule in conjunction with each biennial budget cycle. This implementation strategy can be periodically updated and amended by City Council at any time thereafter and should detail the following:</u> <u>29.2.A Actions from this element to be added to department work plans for the next biennial budget cycle;</u> <u>29.2.B Any funding including grants allocated to support the completion of these actions;</u> <u>29.2.C Any staff resources allocated to support the completion of these actions;</u> <u>29.2.D A schedule detailing the key actions and/or milestones for the completion of each action; and</u> <u>29.2.E A list of near-term future actions expected to be proposed to be added to department work plans in the next three to five years.</u> <u>29.3 Prepare a biennial report tracking implementation of the Land Use Element. The report will be provided to the City Council prior to adoption of the budget.</u> <u>29.4 Provide resources for actions to implement this element and respond to limited resources by using strategies such as:</u> <u>29.4.A Alternate funding sources;</u> <u>29.4.B Public-private partnerships;</u> <u>29.4.C Reducing project or program scope to align with current biennial budget constraints; and</u> <u>29.4.D Amending the policies of the Land Use Element to reflect the City’s capacity to implement the element.</u> Goal 5: Encourage a variety of housing forms for all life stages, 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.	No Policy Gap

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	for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.	5.4 Encourage the development of accessible and visitable housing within the Town Center. 5.5 Encourage options for ownership housing within the Town Center. 15.2 ~~Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative~~ <u>Provide for housing types in residential zones,</u> such as accessory dwelling units and compact courtyard homes <u>additional middle housing types</u> at slightly higher densities as outlined in the Housing Element. 17.3 ~~Inclusion of a range of other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.~~ Goal 16: Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations. 16.1 Use existing housing stock to address changing population needs and aging in place. Accessory ~~housing~~ <u>dwelling</u> units and shared housing opportunities should be considered in order to provide accessible and 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~~ <u>zones</u> subject to specific development and owner occupancy standards. 16.5 ~~Infill~~ <u>Encourage development of middle housing where mandated by state law,</u> on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill <u>it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.</u>	

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		Housing Element Goal 1 – Overall Housing Strategies The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044: • Accommodate the City’s housing target and projected housing needs; • Make adequate provisions for housing needs for all economic segments of the community; • Provide for and address potential barriers to the preservation, improvement, and development of housing; • Begin undoing racially disparate impacts from past housing policies; • Reduce or mitigate displacement risk as zoning changes and development occur; and • Realize the City’s goals for housing. Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs. Policies 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit. 1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households. 1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate	

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		displacement of businesses resulting from an increase in residential capacity. 1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere. 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income – (1) Implement strategies to preserve existing units; (2) Implement strategies to increase the supply of new income restricted units; and (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction. 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) – (1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and (2) Coordinate efforts among providers, developers, and government agencies; and (3) Organize resources in support of new income restricted development. 1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need. Goal 2 – Affordable Housing Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing. Policies 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.	

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		2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs; 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units. 2.5.G Reduced parking requirements for income-restricted units.	

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		2.5.H Relief from other development code provisions that do not affect health or safety requirements. 2.6 Evaluate potential revenue sources to fund a local affordable housing fund. 2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing. 2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments. 2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households. 2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs. 2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners. 2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing. 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing;	

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		3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones. 5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of housing to help meet housing needs for moderate to low-income households. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
MPP-H-2 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.	H-1 ~~Address~~<u>All comprehensive plans in King County combine to address</u> the countywide need for housing affordable to households with ~~moderate, low, and, very low, and extremely low~~ incomes, ~~(including those with special needs),~~ at a level that calibrates with the jurisdiction’s identified affordability gap for those households. <u>and results in the combined comprehensive plans in King County meeting countywide need.</u> The countywide need for housing in 2044 by percentage of Area Median Income (AMI) is: ~~50-80% of AMI (moderate) 16%~~ - ~~30 percent and below AMI (extremely low)~~ - <u>15 percent</u> of total housing supply ~~30~~ - ~~31-50% percent of AMI (very low) 1-~~ <u>15 percent</u> of total housing supply ~~30% and below~~ - ~~51-80 percent of AMI (very-low) 12%-~~ <u>19 percent</u> of total housing supply. ~~30% and below AMI (extremely low) 15% of total housing supply, 31-50% of AMI (very low) 15% of total housing supply, and 51-80% of AMI (low) 19% of total housing supply.~~	Land Use Element Goal 5: Encourage a variety of housing forms for all life stages, 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 and visitable housing within the Town Center. 5.5 Encourage options for ownership housing within the	No Policy Gap

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	Table H-1 provides additional context on the countywide need for housing.¹ H-2 Address Prioritize the need for housing affordable to households at ~~less than or below 30% percent~~ AMI (~~very~~-extremely low-income) by implementing tools such as ~~;~~, recognizing that this is where the greatest need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively. ~~;~~ a) <u>Increasing</u> capital, operations, and maintenance funding; b) <u>Adopting</u> complementary land use regulations; c) <u>Fostering</u> welcoming communities, <u>including people with behavioral health needs</u>; d) <u>Adopting</u> supportive policies; and e) <u>Supporting</u> collaborative actions by all jurisdictions. H-3 <u>Update existing and projected countywide and jurisdictional housing needs using data and methodology provided by the Washington State Department of Commerce, in compliance with state law.</u> H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all ~~economic and demographic~~ segments of the population ~~in each jurisdiction~~ and summarize the findings in the housing element. The ~~analysis and inventory~~ inventory and analysis shall include: ~~a) Characteristics of the existing housing stock, including supply, affordability and diversity of housing types;~~ ~~a) Characteristics of populations, including projected growth and demographic change;~~ ~~b) The housing needs of very low, low, and moderate income households; and~~ ~~c) The housing needs of special needs populations.~~ ~~d) a) affordability~~ Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from ~~policy~~ Policy H-1 (see table H-23 in Appendix); 4) and needs for housing affordable to moderate income households; ~~e) b) number~~ Number of existing housing units by housing type, age, number of bedrooms, ~~occupants per room~~, condition, tenure, and AMI limit (for income-restricted units); ~~f) c) percentage~~ Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable; ~~g) d) Percentage~~ of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction; ~~h) e) number of units, including number of~~ Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit ~~stations~~ service where applicable and regional and countywide centers;	Town Center. 15.2 Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative Provide for housing types in residential zones, such as accessory dwelling units and compact courtyard homes additional middle housing types at slightly higher densities as outlined in the Housing Element. 17.3 Inclusion of a range of Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished tThrough rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods. Goal 16: Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations. 16.1 Encourage the uUse of the existing housing stock to address changing population needs and aging in place. Accessory housing dwelling units and shared housing opportunities should be considered in order to provide accessible and 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 zones subject to specific development and owner occupancy standards. 16.5 Infill Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.	

¹ Table H-1 includes both homeownership and rental units.

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	i)f) ~~household~~Household characteristics, by race/ethnicity: 1) ~~income~~Income (median and by AMI bracket) 2) ~~tenure~~ 3) ~~size~~ 4)2) ~~housing~~Tenure (renter or homeowner) 5)3) ~~Size~~ 6)4) ~~Housing~~ cost burden and severe housing cost burden; j)g) ~~current~~Current population characteristics: 1) ~~Age~~ by race/ethnicity; 2) ~~age~~ 3) ~~disability~~; 4)2) ~~projected~~Disability k)h) ~~Projected~~ population growth ~~and demographic change~~; l)i) ~~housing~~Housing development capacity within a half-mile walkshed of high-capacity or frequent transit ~~service, if applicable~~; m)j) ~~ratio~~Ratio of housing to jobs in the jurisdiction; n)k) ~~summary~~Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted; o)l) ~~the~~The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, ~~disabled~~ persons ~~with disabilities~~, people with ~~medial~~medical conditions, and older adults; ~~and~~ p)m) ~~the~~The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); ~~and~~ q)n) ~~Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.~~ H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis. H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations. H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and ~~other~~ People of Color ~~(BIPOC)~~ households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-56). Promote equitable outcomes in	Housing Element Goal 1 – Overall Housing Strategies The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044: • Accommodate the City’s housing target and projected housing needs; • Make adequate provisions for housing needs for all economic segments of the community; • Provide for and address potential barriers to the preservation, improvement, and development of housing; • Begin undoing racially disparate impacts from past housing policies; • Reduce or mitigate displacement risk as zoning changes and development occur; and • Realize the City’s goals for housing. Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs. Policies 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. 1.2 Categorize household income level for the purposes of this element as follows: 1.2.A High income is a household income that exceeds 120 percent of the AMI; 1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI; 1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI;	

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	partnership with communities most impacted. ~~H-10~~H-11 Adopt policies, incentives, strategies, actions, and regulations ~~at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very~~ that increase the supply of long-term income-restricted housing for extremely low-, very low-, and moderate low-income households and households with special needs. <del>These strategies should address the following:</del>~~a. Overall supply and diversity~~ ~~H-12~~ Identify sufficient capacity of land for housing, including ~~both rental and ownership;~~ ~~b. Housing suitable for a range of household types and sizes;~~ ~~c. Affordability, but not limited to very-low, low, and income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households;~~ ~~d. Housing suitable and affordable for households with special needs;~~ ~~e. Universal design and sustainable development of housing; and~~ ~~f. Housing supply, including affordable housing and special needs manufactured housing-, multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within Urban Centers and in other areas planned for concentrations of mixed land uses an urban growth area boundary, duplexes, triplexes, and townhomes.~~ ~~H-15~~ Increase housing choices for everyone—, particularly those earning lower wages—in locations, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and ~~building policies~~development regulations in place that allow and encourage housing production at a-levels that ~~improves the~~improve jobs-housing balance-of housing-to-employment throughout the county across all income levels. ~~H-18~~ Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by: a) ~~providing~~Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity-; b) ~~expanding~~Expanding capacity for moderate-density housing throughout ~~within~~ the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) ~~evaluating~~Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable	1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and 1.2.E Extremely low income is household income at or below 30 percent of the AMI. 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income – (1) Implement strategies to preserve existing units; (2) Implement strategies to increase the supply of new income restricted units; and (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction. 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) – (1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and (2) Coordinate efforts among providers, developers, and government agencies; and (3) Organize resources in support of new income restricted development. 1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need. 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers;	

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	housing; and d) ~~providing~~<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. ~~H-14~~<u>H-16</u> Expand the supply and range of housing types—, including affordable units—, at densities sufficient to maximize the benefits of transit investments throughout the county.	1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible. 1.7 Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities. 1.8 Discourage neighborhood segregation and the isolation of special needs populations. 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit. 1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households. 1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity. 1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere. Goal 2 – Affordable Housing	

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		Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing. Policies 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit. 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs; 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;	

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		2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units. 2.5.G Reduced parking requirements for income-restricted units. 2.5.H Relief from other development code provisions that do not affect health or safety requirements. 2.6 Evaluate potential revenue sources to fund a local affordable housing fund. 2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing. 2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments. 2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households. 2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs. 2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners. 2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of	

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		extremely low-income housing units, including PSH and emergency housing. Goal 3 – Racially Disparate Impacts Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race. Policies 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. Goal 4 – Anti-Displacement Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs. Policies 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of	

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		income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH). 4.2 Evaluate and consider implementing the following tenant protections: 4.2.A Required advance notice of rent increases; 4.2.B Relocation assistance; and 4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium. 4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should: 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City; 4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce; 4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions. 4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated. 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones. 5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of housing to help meet housing needs for moderate to low-income households. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
MPP-H-3 Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient	H-2 Address Prioritize the need for housing affordable to households at ~~less than or below~~ <u>30% percent</u> AMI (~~very~~ -extremely low-income) by implementing tools such as ~~;~~ <u>recognizing that this is where the greatest</u>	Goal 5: Encourage a variety of housing forms for all life stages, including townhomes, apartments and live-work units attractive to	No Policy Gap

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supply of housing to meet the needs of low- income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.	~~need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively.~~ a) <u>Increasing</u> capital, operations, and maintenance funding; b) <u>Adopting</u> complementary land use regulations; c) <u>Fostering</u> welcoming communities, <u>including people with behavioral health needs</u>; d) <u>Adopting</u> supportive policies; and e) <u>Supporting</u> collaborative actions by all jurisdictions. H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all ~~economic and demographic~~ segments of the population ~~in each jurisdiction~~ and summarize the findings in the housing element. The ~~analysis and inventory~~ inventory and analysis shall include: r) ~~Characteristics of the existing housing stock, including supply, affordability and diversity of housing types;~~ ~~Characteristics of populations, including projected growth and demographic change;~~ ~~The housing needs of very low, low, and moderate income households; and~~ ~~The housing needs of special needs populations.~~ ~~affordability~~<u>Affordability</u> gap of the jurisdiction’s housing supply as compared to countywide need percentages from ~~policy~~<u>Policy</u> H-1 (see table H-23 in Appendix); 4) <u>and needs for housing affordable to moderate income households;</u> a) ~~number~~<u>Number</u> of existing housing units by housing type, age, number of bedrooms, ~~occupants per room~~, condition, tenure, and AMI limit (for income-restricted units); b) ~~percentage~~<u>Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;</u> c) <u>Percentage</u> of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction; d) ~~number of units, including number of~~<u>Number of</u> income-restricted units <u>and, where feasible, total number of units</u>, within a half-mile walkshed of high-capacity or frequent transit ~~stations~~<u>service where applicable</u> and regional and countywide centers; e) ~~household~~<u>Household</u> characteristics, by race/ethnicity: 1) ~~income~~<u>Income</u> (median and by AMI bracket) 2) ~~tenure~~ 3) ~~size~~ 4) ~~2) housing~~<u>Tenure (renter or homeowner)</u>	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 and visitable housing within the Town Center. 5.5 Encourage options for ownership housing within the Town Center. 15.2 ~~Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative~~ Provide for housing types in residential zones, such as accessory dwelling units and compact courtyard homes <u>additional middle housing types</u> at slightly higher densities as outlined in the Housing Element. 17.3 ~~Inclusion of a range of other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.~~ Goal 16: Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations. 16.1 ~~Encourage the u~~<u>Use of the</u> existing housing stock to address changing population needs and aging in place. Accessory housing <u>dwelling</u> units and shared housing opportunities should be considered in order to provide accessible and 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	

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	5)3) <u>Size</u> 6)4) <u>Housing</u> cost burden and severe housing cost burden; f) ~~current~~Current population characteristics: 1) <u>Age</u> by race/ethnicity; 2) ~~age~~ 3) ~~disability~~; 4)2) <u>projected</u>Disability g) <u>Projected</u> population growth ~~and demographic change~~; h) ~~housing~~Housing development capacity within a half-mile walkshed of high-capacity or frequent transit <u>service, if applicable</u>; i) ~~ratio~~Ratio of housing to jobs in the jurisdiction; j) ~~summary~~Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted; k) ~~the~~The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, ~~disabled~~persons <u>with disabilities</u>, people with ~~medial~~medical conditions, and older adults; ~~and~~ l) ~~the~~The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); ~~and~~ m) <u>Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.</u> H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis. H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations. H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and <u>other</u> People of Color ~~(BIPOC)~~ households from past and current racially exclusive and discriminatory land use and housing practices	needs of people who work and desire to live in Mercer Island. 16.4 Promote accessory dwelling units in single-family districts <u>zones</u> subject to specific development and owner occupancy standards. 16.5 ~~Infill~~ <u>Encourage</u> development of middle housing where <u>mandated by state law</u>, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill <u>it</u> is compatible with the surrounding neighborhoods, <u>with preference given to areas near high capacity transit.</u> Housing Element Goal 1 – Overall Housing Strategies The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044: • Accommodate the City’s housing target and projected housing needs; • Make adequate provisions for housing needs for all economic segments of the community; • Provide for and address potential barriers to the preservation, improvement, and development of housing; • Begin undoing racially disparate impacts from past housing policies; • Reduce or mitigate displacement risk as zoning changes and development occur; and • Realize the City’s goals for housing. Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs. Policies 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout	

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	(generally identified through Policy H-56). Promote equitable outcomes in partnership with communities most impacted. ~~H-1011~~ Adopt policies, incentives, strategies, actions, and regulations at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very- that increase the supply of long-term income-restricted housing for extremely low-, very low-, and moderate low-income households and households with special needs. ~~These strategies should address the following:~~ ~~H-12~~ Identify sufficient capacity of land for housing, including both rental and ownership; ~~b. Housing suitable for a range of household types and sizes;~~ ~~c. Affordability, but not limited to very-low, low, and income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households;~~ ~~d. Housing suitable and affordable for households with special needs;~~ ~~e. Universal design and sustainable development of housing; and~~ ~~f. Housing supply, including affordable housing and special needs manufactured housing-, multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within Urban Centers and in other areas planned for concentrations of mixed land uses an urban growth area boundary, duplexes, triplexes, and townhomes.~~ ~~H-1214~~ Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, ~~populations with special needs populations~~, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910. ~~H-1719~~ Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize: a) ~~supporting~~Supporting long-term affordable homeownership opportunities for households ~~earning~~at or below 80% percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and b) ~~remedying~~Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.	the Comprehensive Plan planning period. 1.2 Categorize household income level for the purposes of this element as follows: 1.2.A High income is a household income that exceeds 120 percent of the AMI; 1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI; 1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI; 1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and 1.2.E Extremely low income is household income at or below 30 percent of the AMI. 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income – (1) Implement strategies to preserve existing units; (2) Implement strategies to increase the supply of new income restricted units; and (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction. 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) – (1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and (2) Coordinate efforts among providers, developers, and government agencies; and (3) Organize resources in support of new income restricted development. 1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need.	

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		1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible. 1.7 Strive to increase class, race, and age integration by equitably dispersing affordable housing opportunities. 1.8 Discourage neighborhood segregation and the isolation of special needs populations. 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit. 1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households. 1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development	

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		capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity. 1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere. Goal 2 – Affordable Housing Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing. Policies 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit. 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at	

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		levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs; 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units. 2.5.G Reduced parking requirements for income-restricted units. 2.5.H Relief from other development code provisions that do not affect health or safety requirements. 2.6 Evaluate potential revenue sources to fund a local affordable housing fund. 2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing. 2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments. 2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households. 2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs.	

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		2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners. 2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing. Goal 3 – Racially Disparate Impacts Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race. Policies 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.	

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		Goal 4 – Anti-Displacement Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs. Policies 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH). 4.2 Evaluate and consider implementing the following tenant protections: 4.2.A Required advance notice of rent increases; 4.2.B Relocation assistance; and 4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium. 4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should: 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City; 4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce; 4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions. 4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated. 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones. 5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of	

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		housing to help meet housing needs for moderate to low-income households. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
MPP-H-4 <u>Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration and jurisdictional action.</u>	~~H-2 Address~~Prioritize the need for housing affordable to households at ~~less than or below 30% percent~~ AMI (~~very~~ extremely low-income) by implementing tools such as ~~;~~, recognizing that this is where the greatest need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively. a) <u>Increasing</u> capital, operations, and maintenance funding; b) <u>Adopting</u> complementary land use regulations; c) <u>Fostering</u> welcoming communities, <u>including people with behavioral health needs</u>; d) <u>Adopting</u> supportive policies; and e) <u>Supporting</u> collaborative actions by all jurisdictions. ~~H-4~~ Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all ~~economic and demographic~~ segments of the population ~~in each jurisdiction~~ and summarize the findings in the housing element. The ~~analysis and inventory~~ inventory and analysis shall include: ~~s) Characteristics of the existing housing stock, including supply, affordability and diversity of housing types;~~ ~~Characteristics of populations, including projected growth and demographic change;~~ ~~The housing needs of very low, low, and moderate income households; and~~ ~~The housing needs of special needs populations.~~ <u>affordability</u> Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from ~~policy~~ Policy H-1 (see table H-23 in Appendix); 4) and needs for housing affordable to moderate income households; a) ~~number~~ <u>Number</u> of existing housing units by housing type, age, number of bedrooms, ~~occupants per room~~, condition, tenure, and AMI limit (for income-restricted units); b) ~~percentage~~ <u>Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;</u> c) <u>Percentage</u> of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction; d) ~~number of units, including number of~~ <u>Number of</u> income-restricted units <u>and, where feasible, total number of units,</u> within a half-mile walkshed of high-capacity or frequent transit ~~stations~~ <u>service where</u>	Housing Element Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs. Policies 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. 1.2 Categorize household income level for the purposes of this element as follows: 1.2.A High income is a household income that exceeds 120 percent of the AMI; 1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI; 1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI; 1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and 1.2.E Extremely low income is household income at or below 30 percent of the AMI. 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income –	No policy gap

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	~~applicable~~ and regional and countywide centers; e) ~~household~~<u>Household</u> characteristics, by race/ethnicity: 1) ~~income~~<u>Income</u> (median and by AMI bracket) 2) ~~tenure~~ 3) ~~size~~ 4)2) ~~housing~~<u>Tenure (renter or homeowner)</u> 5)3) ~~Size~~ 6)4) ~~Housing~~ cost burden and severe housing cost burden; f) ~~current~~<u>Current</u> population characteristics~~;~~: 1) ~~Age~~ by race/ethnicity~~;~~: 2) ~~age~~ 3) ~~disability~~; 4)2) ~~projected~~<u>Disability</u> g) ~~Projected~~ population growth ~~and demographic change~~; h) ~~housing~~<u>Housing</u> development capacity within a half-mile walkshed of high-capacity or frequent transit ~~service, if applicable~~; i) ~~ratio~~<u>Ratio</u> of housing to jobs in the jurisdiction; j) ~~summary~~<u>Summary</u> of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted; k) ~~the~~<u>The</u> housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, ~~disabled~~ persons <u>with disabilities</u>, people with ~~medial~~<u>medical</u> conditions, and older adults; ~~and~~ l) ~~the~~<u>The</u> housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC)~~;~~; <u>and</u> m) <u>Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.</u> H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in	(1) Implement strategies to preserve existing units; (2) Implement strategies to increase the supply of new income restricted units; and (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction. 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) – (1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and (2) Coordinate efforts among providers, developers, and government agencies; and (3) Organize resources in support of new income restricted development. 1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need. 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit. 1.10 Encourage accessory dwelling units (ADUs) as a housing form that can help to meet housing needs for moderate to low-income households. Goal 2 – Affordable Housing Goal: Households at all income levels can afford to live in Mercer Island because of the mix of market rate and income-restricted housing. Policies 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit. 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs;	

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	identifying and compiling resources to support this analysis. H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations. H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and <u>other</u> People of Color ~~(BIPOC)~~ households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-56). Promote equitable outcomes in partnership with communities most impacted. H-1011 Adopt policies, incentives, strategies, actions, and regulations ~~at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very~~ that increase the supply of long-term income-restricted housing for extremely low-, very low-, and moderate low-income households and households with special needs. ~~These strategies should address the following:~~ H-12 <u>Identify sufficient capacity of land for housing; including both rental and ownership;</u> ~~b. Housing suitable for a range of household types and sizes;~~ ~~c. Affordability, but not limited to very low, low, and income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households;~~ ~~d. Housing suitable and affordable for households with special needs;~~ ~~e. Universal design and sustainable development of housing; and~~ ~~f. Housing supply, including affordable housing and special needs manufactured housing-, multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within Urban Centers and in other areas planned for concentrations of mixed land uses an urban growth area boundary, duplexes, triplexes, and townhomes.~~ H-1214 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs</u> ~~populations~~, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910. H-1719 Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low- income, households. Emphasize: a) ~~supporting~~ <u>Supporting</u> long-term affordable homeownership opportunities for households <u>earning at or below 80% percent</u> AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and	2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs; 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units. 2.5.G Reduced parking requirements for income-restricted units. 2.5.H Relief from other development code provisions that do not affect health or safety requirements. 2.6 Evaluate potential revenue sources to fund a local affordable housing fund.	

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	b) ~~remedying~~ Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.	2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing. 2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments. 2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households. 2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs. 2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners. 2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing. Goal 4 – Anti-Displacement Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs. Policies 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH). 4.2 Evaluate and consider implementing the following tenant protections: 4.2.A Required advance notice of rent increases;	

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		4.2.B Relocation assistance; and 4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium. 4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should: 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City; 4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce; 4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions. 4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated. 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones. 5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of housing to help meet housing needs for moderate to low-income households. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
MPP-H-5 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals <u>while recognizing historic inequities in access to homeownership opportunities for communities of color.</u>	H-56 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. <u>Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability.</u> Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in	Housing Element 2.3 Decrease barriers and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. 2.4 Increase affordable homeownership options for moderate income households by increasing moderate density housing capacity.	No Policy Gap. Consider adding additional actions that can be taken to begin to undo long-term effects of racially disparate impacts as described in CPP H-6, H-10, and H-14.

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	identifying and compiling resources to support this analysis. H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations. H-910 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and <u>other</u> People of Color (~~BIPOC~~) households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-56). Promote equitable outcomes in partnership with communities most impacted. H-1214 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs</u>, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910. H-1719 Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize: a) ~~supporting~~<u>Supporting</u> long-term affordable homeownership opportunities for households <u>earning</u> at or below 80% <u>percent</u> AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and b) ~~remedying~~<u>Remedying</u> historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.	3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.	
MPP-H-6 Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work that is accessible to job centers and attainable to workers at anticipated wages.	H-1 ~~Address~~<u>All comprehensive plans in King County combine to address</u> the countywide need for housing affordable to households with ~~moderate, low, and very low, and extremely low-incomes, (including those with special needs),~~ at a level that calibrates with the jurisdiction’s identified affordability gap for those households. <u>and results in the combined comprehensive plans in King County meeting countywide need.</u> The countywide need for housing in 2044 by percentage of ~~Area Median Income (AMI) is: 50-80% of AMI (moderate) 16%~~ - <u>30 percent and below AMI (extremely low) - 15 percent</u> of total housing supply ~~30~~ - <u>31-50% percent of AMI (very low) 1- 15 percent</u> of total housing supply ~~30% and below~~ - <u>51-80 percent of AMI (very-low) 12%- 19 percent</u> of total housing supply. ~~30% and below AMI (extremely low) 15% of total housing supply, 31-50% of AMI (very low) 15% of total housing supply, and 51-80% of AMI (low) 19% of total housing supply.~~ Table H-1 provides additional context on the countywide need for housing. H-15 Increase housing choices for everyone—, particularly those earning lower wages—in locations, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all	Land Use Element 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 and visitable housing within the Town Center. 5.5 Encourage options for ownership housing within the Town Center. 17.3 ~~Inclusion of a range of Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished tThrough rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.~~	No policy gap

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	income levels. Ensure there are zoning ordinances and ~~building policies~~<u>development regulations</u> in place that allow and encourage housing production at ~~a-~~levels that ~~improves the~~<u>improve</u> jobs-housing balance ~~of housing to employment~~ throughout the county across all income levels. H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents <u>in jurisdictions throughout the county</u> to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by: a) ~~providing~~<u>Providing</u> access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity~~;~~<u>.</u> b) ~~expanding~~<u>Expanding</u> capacity for moderate-density housing throughout ~~within~~ the jurisdiction, especially in areas currently zoned for lower density single-family detached housing <u>in the Urban Growth Area</u>, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) ~~evaluating~~<u>Evaluating</u> the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and~~;~~<u>.</u> c) ~~providing~~<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.	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. Housing Element Goal 1 – Overall Housing Strategies The strategies outlined in the policies should be implemented throughout the planning period to accomplish the following by the year 2044: • Accommodate the City’s housing target and projected housing needs; • Make adequate provisions for housing needs for all economic segments of the community; • Provide for and address potential barriers to the preservation, improvement, and development of housing; • Begin undoing racially disparate impacts from past housing policies; • Reduce or mitigate displacement risk as zoning changes and development occur; and • Realize the City’s goals for housing. Goal: Mercer Island provides housing affordable for all income levels meeting its current and future needs. Policies 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. 1.2 Categorize household income level for the purposes of this element as follows:	

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		1.2.A High income is a household income that exceeds 120 percent of the AMI; 1.2.B Moderate income is a household income at or below 120 percent and above 80 percent of the AMI; 1.2.C Low income is household income at or below 80 percent and above 50 percent of the AMI; 1.2.D Very low income is household income at or below 50 percent and above 30 percent of the AMI; and 1.2.E Extremely low income is household income at or below 30 percent of the AMI. 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income – (1) Implement strategies to preserve existing units; (2) Implement strategies to increase the supply of new income restricted units; and (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction. 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) – (1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and (2) Coordinate efforts among providers, developers, and government agencies; and (3) Organize resources in support of new income restricted development. 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes;	

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		1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible. 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit. 1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity. 1.12 Consider alternatives for maximizing housing capacity in the Town Center and Commercial-Office zones before analyzing alternatives for increasing multi-family capacity elsewhere.	
MPP-H-7 Expand the supply and range of housing <u>at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas</u> throughout the region.	d) ~~H-14~~H-16 Expand the supply and range of housing types<u>—</u>, including affordable units<u>—</u>, at densities sufficient to maximize the benefits of transit investments throughout the county.	Land Use Element 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. 16.5 ~~Infill~~ <u>Encourage development of middle housing where mandated by state law</u>, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill <u>it</u> is	No Policy Gap – while there are some policies that encourage different types of housing near transit services, consider adding more specificity to expanding density ranges within those areas.

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		compatible with the surrounding neighborhoods, <u>with preference given to areas near high capacity transit.</u> Transportation Element 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 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. Housing Element 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income – (1) Implement strategies to preserve existing units; (2) Implement strategies to increase the supply of new income restricted units; and (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction. 1.3.C Extremely Low-Income and Permanent Supportive Housing (PSH) – (1) Implement strategies to increase the supply of new income restricted units for extremely low-income households and PSH; and (2) Coordinate efforts among providers, developers, and government agencies; and (3) Organize resources in support of new income restricted development. 1.3.D Emergency Housing – Allow use consistent with state law and ensure that occupancy, spacing, and intensity regulations allow sufficient capacity to accommodate the City’s level of need.	

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		1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible. 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit. 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.	
MPP-H-8 <u>Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.</u>	H-14 Expand the supply and range of housing types—, including affordable units—, at densities sufficient to maximize the benefits of transit investments throughout the county. H-17 Support the development and preservation of income-restricted affordable housing that is within walking distance to <u>planned or existing</u> high-capacity and frequent transit.	Housing Element 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.	No policy gap
MPP-H-9 <u>Expand housing capacity for moderate density housing to bridge the gap between single-family and more</u>	H-16 Expand the supply and range of housing types—, including affordable units—, at densities sufficient to maximize the benefits of transit investments throughout the county.	Land Use Element Goal 5:	No policy gap

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<u>intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region. Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.</u>	H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents <u>in jurisdictions throughout the county</u> to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by: a) ~~providing~~<u>Providing</u> access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity<u>;</u> b) ~~expanding~~<u>Expanding</u> capacity for moderate-density housing throughout <u>within</u> the jurisdiction, especially in areas currently zoned for lower density single-family detached housing <u>in the Urban Growth Area</u>, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) ~~evaluating~~<u>Evaluating</u> the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) ~~providing~~<u>Providing</u> access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. ~~H-15 Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.~~ DP-3 ~~Efficiently develop~~ Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy ~~and~~ vibrant, ~~and equitable~~ urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and <u>Natural Resource Lands</u>. Promote the efficient use of land within the Urban Growth Area by using methods such as: a) ~~• a)~~ Directing concentrations of housing and employment growth to high opportunity areas like designated centers and <u>transit</u> station areas, consistent with the numeric goals in the ~~regional growth strategy~~<u>Regional Growth Strategy</u>; b) ~~• b)~~ Encouraging compact ~~and infill~~ development with a mix of compatible residential, commercial, and community activities; c) ~~• c)~~ <u>Maximizing Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</u> e) ~~d)~~ <u>Optimizing the use of existing capacity for housing and employment;</u> d) ~~e)~~ <u>• d)</u> Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and e) ~~f)~~ <u>• e)</u> Coordinating plans for land use, transportation, schools, capital facilities and services.	Encourage a variety of housing forms for all life stages, 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. ~~15.2 Residential densities in single family areas will generally continue to occur at three to five units per acre, commensurate with current zoning. However, some adjustments may be made to allow the development of innovative~~ <u>Provide for housing types in residential zones, such as accessory dwelling units and compact courtyard homes additional middle housing types at slightly higher densities as outlined in the Housing Element.</u> Goal 16: Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations. ~~16.5 Infill Encourage development of middle housing where mandated by state law, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill it is compatible with the surrounding neighborhoods, with preference given to areas near high capacity transit.~~ Housing Element 1.3 Accommodate the Mercer Island housing growth target and housing needs by income level with the following approaches: 1.3.A High Income – Continue to allow market rate single-family, moderate density, and condominium housing; 1.3.B Moderate, Low-, and Very Low-Income – (1) Implement strategies to preserve existing units; (2) Implement strategies to increase the supply of new income restricted units; and (3) Reduce barriers to new moderate density, multifamily, and mixed-use construction. 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones.	

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	DP-31 Focus housing and employment growth ~~within~~ into designated ~~Urban Centers~~ regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. DP-38 <u>Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</u>		
MPP-H-10 Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.	~~H-11 Identify~~13 Implement strategies to overcome cost barriers to housing affordability ~~and implement strategies to overcome them~~. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.	Land Use Element Goal 5: Encourage a variety of housing forms for all life stages, 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. Goal 16: Achieve additional residential capacity in single family zones through flexible land use techniques and land use entitlement regulations. 16.1 <u>Encourage the u</u>Use of the existing housing stock to address changing population needs and aging in place. Accessory housing <u>dwelling</u> units and shared housing opportunities should be considered in order to provide accessible and 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 zones subject to specific development and owner occupancy standards. 16.5 ~~Infill~~ <u>Encourage development of middle housing where mandated by state law</u>, on vacant or under-utilized sites should occur outside of critical areas and ensure that the infill <u>it</u> is compatible with the surrounding neighborhoods, <u>with preference given to areas near high capacity transit</u>. 16.6 Explore flexible residential development regulations and entitlement processes that support, ~~and create incentives for, subdivisions that incorporate public amenities through the use of~~	No policy gap

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		~~a pilot program. The use of flexible residential development standards should be used to and encourage public amenities such as wildlife habitat, accessible homes, <u>affordable housing</u>, and sustainable development.~~ 16.7 Ensure development regulations allow the improvement of existing homes and do not create incentives to remove or replace existing homes. 16.8 Evaluate locally adopted building and fire code regulations within existing discretion to encourage the preservation of existing homes. 17.3 ~~Inclusion of a range of~~ <u>Add multifamily residential and other commercial densities should be allowed when compatible uses to in the Commercial Office (CO) zones. This should be accomplished through rezones or changes in zoning district regulations, multi-family residences should be allowed in all commercial zones where that minimize consider adverse impacts to surrounding areas, especially residential zones can be minimized. Housing should be used to create new, vibrant neighborhoods.</u> Housing Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs;	

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		2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units. 2.5.G Reduced parking requirements for income-restricted units. 2.5.H Relief from other development code provisions that do not affect health or safety requirements. Goal 5 – Residential Regulations Goal: Regulations that affect residential development are balanced so that they safeguard the public health, safety, and welfare. Policies 5.1 Consider reviewing the multifamily development standards to identify potential amendments that would: 5.1.A Reduce permit review times and costs; 5.1.B Simplify requirements, 5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable; 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it. 5.1.E Increase affordable housing incentives; and 5.1.F Address displacement risk from zoning changes. 5.2 Identify the regulatory amendments necessary to allow duplexes, triplexes, townhomes, and other moderate density housing types in residential zones. 5.3 Amend residential development standards to allow middle housing types and ADUs in residential zones consistent with the state law. 5.4 Consider amending ADU development standards to add flexibility and expand options for the development of this type of	

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		housing to help meet housing needs for moderate to low-income households. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
MPP-H-11 Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.	H-7 Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need. H-1214 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs populations</u> , and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910.	Housing Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island’s affordable housing needs; 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements. 2.5.E Reduced design review processes and simplified standards for developments with affordable units. 2.5.F Reduced or waived permit fees for developments with affordable units.	No Policy Gap

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		2.5.G Reduced parking requirements for income-restricted units. 2.5.H Relief from other development code provisions that do not affect health or safety requirements. 2.6 Evaluate potential revenue sources to fund a local affordable housing fund. 2.7 Evaluate a fee-in-lieu program whereby payments to the local affordable housing fund can be made as an alternative to constructing required income-restricted housing. 2.8 Prioritize the use of local and regional resources for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments. 2.10 Continue to participate in A Regional Coalition for Housing (ARCH) as a key strategy for addressing affordable housing need for low-, very low-, and extremely low-income households. 2.11 Evaluate increasing the contribution to the ARCH Housing Trust Fund (HTF) to be at a per-capita rate consistent with other participating/member cities as a key strategy to address PSH, extremely low-, very low-, and low-income housing needs. 2.12 Develop partnerships to address barriers to the production of housing affordable to extremely low-income households by connecting with government agencies, housing service providers, religious organizations, affordable housing developers, and interested property owners. 2.13 Periodically meet with partners to gather feedback on actions the City can take to reduce barriers to the production of extremely low-income housing units, including PSH and emergency housing. 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH). 6.4 Provide resources for actions to implement this element and respond to limited resources by using strategies such as: 6.4.A Alternate funding sources;	

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		6.4.B Public-private partnerships; 6.4.C Reducing project or program scope to align with current biennial budget constraints; and 6.4.D Amending the policies of the Housing Element to reflect the City’s capacity to implement the element.	
MPP-H-12 <u>Identify potential physical, economic, and cultural displacement of low- income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.</u>	H-14 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, <u>populations with special needs</u>, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-910. H-20 ~~Preserve existing affordable housing units, where appropriate, including acquisition. Adopt policies and rehabilitation of housing for long-term affordability. Promote strategies that promote equitable development and adopt anti-displacement strategies, including dedicated funds for land acquisition risk, with consideration given to the preservation of historical and affordable cultural communities as well as investments in low-, very low-, extremely low-, and moderate-income housing production and preservation; dedicated funds for land acquisition; manufactured housing community preservation, inclusionary zoning; community planning requirements; tenant protections; public land disposition policies; and land that may be used for affordable housing.~~ Mitigate displacement that may result from planning, <u>public and efforts, large-scale</u> private investments, and market pressure. Implement anti-displacement measures prior to or concurrent with development capacity increases and <u>public</u> capital investments. DP-42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>Celebrate</u> <u>Support</u> cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u> DP-34 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, <u>immigrant, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities;</u> and other communities at greatest risk <u>of displacement.</u> Use a range of strategies to mitigate identified displacement impacts. ~~N/A Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.~~ EC-29 Stabilize and prevent <u>the</u> economic displacement of small, culturally relevant businesses and business clusters during periods of growth, <u>contractions</u> <u>contraction,</u> and redevelopment. <u>Track and respond to key indicators of</u> Mitigate displacement <u>and mitigate</u> risks through <u>data collection, analyses, monitoring</u> and adaptive	Transportation Element 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. Housing Element 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. Goal 3 – Racially Disparate Impacts Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race. Policies 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and	No Policy Gap

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	responses. T-9 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and ~~people~~other People of ~~color~~Color, people with low and no- incomes, and people with special transportation needs.	3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. Goal 4 – Anti-Displacement Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs. Policies 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH). 4.2 Evaluate and consider implementing the following tenant protections: 4.2.A Required advance notice of rent increases; 4.2.B Relocation assistance; and 4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium. 4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should: 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City; 4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce;	

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		4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions. 4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated. 5.1 Consider reviewing the multifamily development standards to identify potential amendments that would: 5.1.A Reduce permit review times and costs; 5.1.B Simplify requirements, 5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable; 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it. 5.1.E Increase affordable housing incentives; and 5.1.F Address displacement risk from zoning changes.	
H-Action-1 (Regional) Regional Housing Strategy: PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
H-Action-2 (Regional) Regional Housing Assistance: PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance shall include the following components:	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
H-Action-3 (Regional) State Support and Coordination: PSRC will monitor and support as appropriate members’ efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
H-Action-4 (Local)	No CPP necessary – a local HNA is completed as part of a local comprehensive plan	No policy is necessary – this will be completed as part of the	No Policy Gap

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Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.	update	comprehensive plan update.	
H-Action-5 (Local) Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.	No CPP necessary – this will be evaluated as part of the comprehensive plan update	Land Use Element 2.2 Implement strategies to overcome cost barriers to housing affordability. Strategies should include: 2.2.A Periodic review of development standards, staffing levels, and permit processes to reduce permit review times and costs; 2.2.B Periodic review of residential densities in high-density zones to adjust multifamily and mixed-use capacity as needed to accommodate housing needs; 2.2.C Programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing. 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases. 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households; 2.9 Evaluate the feasibility of establishing zoning in existing multifamily and mixed-use zones that would require developers to provide affordable housing in new high-density developments.” 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 5.1 Consider reviewing the multifamily development standards to identify potential amendments that would: 5.1.A Reduce permit review times and costs;	No Policy Gap

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		5.1.B Simplify requirements, 5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable; 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it. 5.1.E Increase affordable housing incentives; and 5.1.F Address displacement risk from zoning changes. 5.5 Consider restructuring existing ADU incentives such as the gross floor area bonus to require affordable housing.	
H-Action-6 (Local) <u>Displacement:</u> Metropolitan Cities, Core Cities, and High Capacity Transit Communities will develop anti-displacement strategies in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners.	No CPP is provided	Transportation Element 4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. Housing Element 1.1 Accommodate the Mercer Island housing growth target and housing needs shown in Table 1 by: 1.1.A Ensuring the Comprehensive Plan allows adequate capacity for the Mercer Island housing growth target and housing needs assigned by King County; 1.1.B Adopting policies that will increase the supply of income-restricted and naturally occurring affordable housing; 1.1.C Addressing racially disparate impacts; 1.1.D Reducing or mitigating displacement risk; and 1.1.E Taking actions to implement this element throughout the Comprehensive Plan planning period. 1.11 Focus on the Town Center and Commercial-Office zones when increasing multifamily and mixed-use development capacity to accommodate the Mercer Island housing growth target and housing needs. Strive to reduce and/or mitigate displacement of businesses resulting from an increase in residential capacity. Goal 3 – Racially Disparate Impacts Goal 3: Undo identified racially disparate impacts, avoid displacement and eliminate exclusion in housing, so that every person has the opportunity to thrive in Mercer Island regardless of their race.	No Policy Gap

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		Policies 3.1 Begin undoing racially disparate impacts by prioritizing actions that: 3.1.A Increase the supply of affordable rental housing; 3.1.B Expand tenant protections; 3.1.C Add incentives for the construction of affordable housing; 3.1.D Increase capacity for multifamily and mixed-use housing; and 3.1.E Include intentional public outreach during implementation of the Comprehensive Plan. 3.2 Acknowledge historic inequities in access to homeownership opportunities for communities of color. 3.3 Seek partnerships with impacted communities to promote equitable housing outcomes and prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. 3.4 Include a statement in all future Public Participation Plans adopted for actions that implement this Housing Element explaining how the City will reach impacted communities. 3.5 Seek partnerships and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice. Goal 4 – Anti-Displacement Goal: City actions reduce and mitigate displacement risk as regulations change and development occurs. Policies 4.1 Seek partnerships to develop an affordable housing inventory to catalog the location, quantity, and ownership of income-restricted affordable units and Naturally Occurring Affordable Housing (NOAH). 4.2 Evaluate and consider implementing the following tenant protections: 4.2.A Required advance notice of rent increases; 4.2.B Relocation assistance; and 4.2.C Right of first refusal or tenant opportunity to purchase requirements when an apartment building is converted to a condominium.	

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		4.3 Evaluate the potential increased risk of displacement that could accompany any increase in development capacity concurrent with proposed zoning changes affecting a zone where multifamily or mixed-use development is allowed. This evaluation should: 4.3.A Be paid for by an applicant requesting a rezone and conducted on behalf of the City; 4.3.B Consider economic, physical, and cultural displacement as defined by the WA Department of Commerce; 4.3.C Recommend strategies to reduce or mitigate identified displacement risks; and 4.3.D Be presented to City decision makers prior to making findings, recommendations, or decisions. 4.4 Policy or regulatory amendments that affect development capacity in zones where multifamily or mixed-use residential development is allowed must be accompanied by findings that displacement risk has been adequately reduced and/or mitigated. 5.1 Consider reviewing the multifamily development standards to identify potential amendments that would: 5.1.A Reduce permit review times and costs; 5.1.B Simplify requirements, 5.1.C Limit design review process to administrative design review and ensure that all design standards are objective and measurable; 5.1.D Ensure parking requirements do not unnecessarily restrict multifamily housing but rather carefully balance the need for parking and the cost of providing it. 5.1.E Increase affordable housing incentives; and 5.1.F Address displacement risk from zoning changes.	
Economy Goal The region will ~~have~~ <u>has</u> a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people <u>and their health</u>, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.			
MPP-Ec-1 Support economic development activities that help	EC-1 Coordinate local and countywide economic policies and strategies with VISION ~~2040~~-2050 and the Regional Economic Strategy.	Economic Development Element	No Policy Gap

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to <u>recruit</u> , retain, expand, or diversify the region’s businesses, <u>targeted</u> .Target recruitment activities towards businesses that provide family <u>living</u> -wage jobs.	EC-2 Support economic growth that accommodates employment growth targets (see ~~table~~ Table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.	1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island. 5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers. 6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled. Land Use Element 14.4 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of <del>1,228,130</del>~~1,300~~ new jobs from 2006~~24~~—2035~~40~~, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies. 14.8 Create a healthy and safe 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. Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade;	

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		1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-Ec-2 Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, <u>utilities</u> , education, labor, military, workforce development, and other nonprofit organizations.	EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships <u>involving</u> community groups, <u>and ensure</u> . <u>Ensure</u> such partnerships share decision-making power with and spread benefits to community groups. <u>Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.</u> <u>EC-9 Identify, and support the retention of</u> EC-9 <u>Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</u>	Economic Development Element 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 2.1 Partner with nongovernmental organizations and neighboring economic development agencies to market Mercer Island as a prime location for businesses and investment. 2.2 Partner with community organizations to target the following types of businesses and investment when marketing the City as a prime location for business: 2.2.A A complementary and balanced mix of retail businesses and restaurants; 2.2.B High wage employers; and 2.2.C Satellite offices and coworking spaces. 3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community. 3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff. 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation.	No Policy Gap

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		4.1 Encourage programming that enables residents and visitors to safely gather, access spaces, socialize, and celebrate in the City. Encouraging public gatherings throughout the City can improve the quality of life on Mercer Island and make the City a more vibrant place for residents and visitors alike, which can in turn drive increased economic activity. 4.2 Build resilience in the local economy by: 4.2.A Diversifying the goods and services available in the local economy; 4.2.B Being flexible when working with businesses to respond to crises such as allowing temporary use of rights of way for business activity during a state of emergency like a pandemic; 4.2.C Coordinating with local businesses to plan for disaster preparedness; and 4.2.D Be guided by relevant strategies in the Climate Action Plan to reduce the potential negative effects of climate change on doing business in the City and to attract businesses, workers and customers in a warming climate. 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island. 5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers. 13.2 Encourage public-private partnerships to achieve the goals of this element.	
MPP-Ec-3 Support established and emerging efforts to retain and expand industry clusters that export manufacture goods and provide services for export, increasing capital in the region, and import capital, and have growth potential.	~~EC-3 Identify and support~~ Support industry clusters and their related subclusters within King County that are integral components of the Regional Economic Strategy or that may otherwise emerge as having significance to and King County's economy. Emphasize support for clusters that: are vulnerable or threatened by market forces; that provide middle-wage jobs; that play an outsized role in the local economy; or that have significant growth potential.	No specific policies but the MPP is not focused on Mercer Island.	No Policy Gap
MPP-Ec-4 Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.	~~EC-10 Identify,~~ support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities, and port facilities. ~~T-11~~ 18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an	No specific policies but the MPP is not focused on Mercer Island.	No Policy Gap

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	international trade gateway, and a manufacturing area. ~~Minimize while minimizing negative impacts on the community impacts.~~		
MPP-Ec-5 Recognize the region’s airports as critical economic assets that support <u>the region’s businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.</u>	~~EC-10~~ EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities. ~~and port facilities.~~ ~~T-11~~ T-11 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. ~~Minimize while minimizing negative impacts on the community impacts.~~	No specific policies but the MPP is not focused on Mercer Island.	No Policy Gap
MPP-Ec-6 Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.	~~T-X2~~ T-25 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially particularly</u> to and within centers and along corridors connecting centers. ~~T-8~~ T-12 Prioritize ~~state, regional and local~~ funding to transportation investments that support ~~adopted~~ countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal</u> mobility and safety, equity, and climate change goals, ~~as well as centers (local, countywide and regional) where applicable.~~ ~~T-X7~~ T-15 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that <u>are consistent with the Regional Growth Strategy and</u> produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation. ~~T-23~~ T-33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) ~~where needed to that to~~ optimize the use of existing infrastructure and support equity ~~in order to~~ improve mobility; ~~and~~ reduce congestion ~~and~~ vehicle miles traveled, ~~increase energy efficiency, reduce and~~ greenhouse gas emissions, ~~and reduce the need for new infrastructure.~~	Transportation Element 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 parking, signals and other traffic control measures. 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way. 2.2 ~~Continue to prioritize~~ <u>Prioritize</u> 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. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u> 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature. 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and ~~neighborhood impacts. pollution for all communities.~~	No Policy Gap

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		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. 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 future Link light rail station; and • continue to expand innovative transit 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 Parks 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. 4.6 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u> 4.78 ~~multi-modal~~ <u>multimodal</u> Promote the mobility of people and goods through a <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan	

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		4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups. 4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.	
MPP-Ec-7 Foster a supportive environment for business startups, small businesses, and locally owned, and women- and minority-owned businesses to help them continue to prosper.	EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and <u>that</u> emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, ~~immigrant, and other owners of color~~ <u>and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses</u>, in creating jobs.	Economic Development Element 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to help entrepreneurs navigate City processes and find additional resources available to assist in starting a new business. 2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer Island business owners, entrepreneurs, and retirees with people interested in starting new businesses.	No Policy Gap - Current policies support small and new businesses in the city, these can be better aligned with MPP-Ec-7 and CPP-EC-7 by adding specific support for small businesses, locally owned, and women- and minority-owned businesses.

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		3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community. 3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff. 3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop Mercer Island” marketing campaign directed at drawing more residents and visitors to commercial areas on the island. The City should fill a supporting role in this partnership. 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation. 3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment. 7.5 Establish a small-business pre-application process to help guide applicants through the permitting process.	
MPP-Ec-8 Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.	~~DP-community character and mix of uses.40~~ Plan for neighborhoods or subareas to encourage infill and redevelopment, ~~provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhanceand provision of adequate public spaces, in a manner that enhances~~ public health, existing community character, and mix of uses. Neighborhood and subarea planning ~~willshould~~ include equitable engagement with ~~low income households, Black, Indigenous, and other People of Color communities of color, and ; immigrants, including and refugees; people facingwith low-incomes; people with disabilities; and communities with~~ language ~~barriersaccess needs~~. EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships ~~involvingwith~~ community groups, ~~and ensure. Ensure~~ such partnerships share decision-making power with and spread benefits to community groups. ~~Use partnerships to foster connections between employers, local vocational and/educational programs and community needs. EC-9 Identify, and support the retention of~~ EC-9 Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.	Economic Development Element 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 2.1 Partner with nongovernmental organizations and neighboring economic development agencies to market Mercer Island as a prime location for businesses and investment. 2.2 Partner with community organizations to target the following types of businesses and investment when marketing the City as a prime location for business: 2.2.A A complementary and balanced mix of retail businesses and restaurants; 2.2.B High wage employers; and 2.2.C Satellite offices and coworking spaces. 3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials	No Policy Gap

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	EC-16 ~~Direct~~ investments to community and economic development initiatives that elevate <u>equitable</u> economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions. EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and ~~minimizes impacts on businesses~~ complements economic prosperity. PF-X12 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	and staff gather input from business owners. This input should inform City decision making that affects the business community. 3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff. 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation. 4.1 Encourage programming that enables residents and visitors to safely gather, access spaces, socialize, and celebrate in the City. Encouraging public gatherings throughout the City can improve the quality of life on Mercer Island and make the City a more vibrant place for residents and visitors alike, which can in turn drive increased economic activity. 4.2 Build resilience in the local economy by: 4.2.A Diversifying the goods and services available in the local economy; 4.2.B Being flexible when working with businesses to respond to crises such as allowing temporary use of rights of way for business activity during a state of emergency like a pandemic; 4.2.C Coordinating with local businesses to plan for disaster preparedness; and 4.2.D Be guided by relevant strategies in the Climate Action Plan to reduce the potential negative effects of climate change on doing business in the City and to attract businesses, workers and customers in a warming climate. 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island. 5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers. 13.2 Encourage public-private partnerships to achieve the goals of this element.	
MPP-Ec-9 Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity	EC-1 Coordinate local and countywide economic policies and strategies with VISION ~~2040~~-2050 and the Regional Economic Strategy. EC-2 Support economic growth that accommodates employment growth targets (see ~~table~~Table DP-1) through local land use plans, infrastructure development, and	Economic Development Element	No Policy Gap

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of family living-wage jobs for the region’s residents.	implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.	1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island. 5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers. 6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled. 8.1 Ensure land use regulations in commercial zones allow a diversity of commercial uses. Land Use Element	

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		14.4 Support economic growth that accommodates Mercer Island's share of the regional employment growth target of 1,2281,300 new jobs from 200624—203540, by maintaining adequate zoning capacity, infrastructure, and supportive economic development policies. 14.8 Create a healthy and safe 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. Housing Element 1.4 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to: 1.4.A Parks and open space; 1.4.B Recreation opportunities and programs 1.4.C Safe pedestrian and bicycle routes; 1.4.D Streets that are safe for pedestrians, bicyclists, and vehicle drivers and passengers; 1.4.E Clean air, soil, and water; 1.4.F Shelter from extreme heat events; 1.4.G Fresh and healthy foods; 1.4.H High-quality education from early learning through kindergarten through twelfth grade; 1.4.I Public safety; 1.4.J Artistic, musical, and cultural resources 1.4.K Affordable and high-quality transit options and living wage jobs; 1.4.L The opportunity to thrive in Mercer Island regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other category of protected people; and 1.4.M Neighborhoods in which environmental health hazards are minimized to the extent possible.	
MPP-Ec-10 Ensure that the region has a high quality education system that is accessible to all of the region's residents.	~~EC-11~~12 Work with schools and other institutions to increase graduation rates and sustain a highly -educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region's industry clusters. Identify partnership and funding opportunities where appropriate. Align <u>and prioritize</u> workforce development efforts with Black, Indigenous, and other <u>People of Color</u> communities~~of color and~~; immigrant <u>and refugees; and other marginalized</u> communities.	No current policy. However, this is more of a regional policy vs. something that should be addressed in the comprehensive plan (beyond economic development planning).	No Policy Gap

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MPP-Ec-11 Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.	~~EC-11~~ EC-12 Work with schools and other institutions to increase graduation rates and sustain a highly –educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region’s industry clusters. Identify partnership and funding opportunities where appropriate. Align <u>and prioritize</u> workforce development efforts with Black, Indigenous, and other <u>People of Color</u> communities ~~of color and~~ ; immigrant <u>and refugees; and other marginalized</u> communities.	No current policy. However, this is more of a regional policy vs. something that should be addressed in the comprehensive plan (beyond economic development planning).	No Policy Gap
MPP-Ec-12 ~~Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.~~	EC-28 Ensure public investment decisions protect culturally significant economic assets and advance the business interests of <u>immigrants, and Black, Indigenous, and other People of Color communities of color;</u> <u>immigrant and refugees; and other marginalized communities.</u> EC-29 Stabilize and prevent <u>the</u> economic displacement of small, culturally relevant businesses and business clusters during periods of growth, <u>contractionscontraction</u> , and redevelopment. <u>Track and respond to key indicators of</u> Mitigate displacement <u>and mitigate</u> risks through <u>data collection, analyses, monitoring</u> and adaptive responses.	Economic Development 3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment. 7.1 Audit the development code and permitting processes to identify code amendments to support businesses, improve effectiveness, and make efficient use of City resources. The following goals should be coequally considered when identifying code amendments: 7.1.A Lowering compliance costs for business owners; 7.1.B Minimizing delay and reduce uncertainty in the entitlement process; 7.1.C Improving conflict resolution in the entitlement process; 7.1.D Reducing the likelihood of business displacement as new development occurs; and 7.1.E Balancing parking requirements between reducing barriers to entry for new businesses and the need for adequate parking supply. 7.1.F Reducing greenhouse gas emissions. 7.2 Evaluate City fees imposed on development to determine their effect on business startup costs and City finances. The impact on business startup costs must be balanced with the financial needs of the City. 7.3 Evaluate additional process or code improvements on an annual basis with input from the economic development staff. This evaluation should inform the development of annual docket recommendations as needed.	No Policy Gap – But consider the below. Current policies already specify protecting businesses from displacement. These policies can be better aligned with MPP-Ec-12 and CPP-Ec-28, 29 by adding priority to the prevention of displacement for long-standing, small, locally owned businesses.
MPP-Ec-13 ~~Address unique obstacles and special needs—as well as recognize the special assets—of disadvantaged populations in improving the region’s shared economic——future. Promote equity and access to opportunity in economic development policies~~	EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and <u>that</u> emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, <u>immigrant, and other owners of colorand other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses,</u> in creating jobs.	Economic Development Element 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs. 2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to help entrepreneurs	No Policy Gap

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<u>and programs. Expand employment opportunity to improve the region’s shared economic future.</u>	EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships ~~involving~~with community groups, ~~and ensure. Ensure~~ such partnerships share decision-making power with and spread benefits to community groups. ~~Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.~~ EC-9 Identify, and support the retention of ~~EC-9~~ Use partnerships to foster connections between employers, local vocational and educational programs, and community needs. ~~EC-13 Address the historic disparity~~15 Eliminate and correct for historical and ongoing disparities in income, and employment, and wealth building opportunities for ~~economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure~~ women, Black, Indigenous, and other ~~people~~People of ~~color.~~ ~~Steer~~Color; women; and other intersecting marginalized identities. ~~EC-16~~ Direct investments to community and economic development initiatives that elevate <u>equitable</u> economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions. ~~EC-17~~20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and ~~minimizes impacts on businesses~~ complements economic prosperity.	navigate City processes and find additional resources available to assist in starting a new business. 2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer Island business owners, entrepreneurs, and retirees with people interested in starting new businesses. 3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community. 3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff. 3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop Mercer Island” marketing campaign directed at drawing more residents and visitors to commercial areas on the island. The City should fill a supporting role in this partnership. 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation. 3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment. 5.1 Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island. 5.2 Partner with community organizations in the City and region to connect tradespeople and other high-skilled workers with employment opportunities on Mercer Island. This work should focus on communications and fostering connections between community organizations, employers, and workers. 6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled.	
MPP-Ec-14 Foster appropriate and targeted economic growth in distressed areas <u>with low and very low access to opportunity to improve access to create economic opportunity for current and future</u> residents of these	EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and <u>that</u> emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, ~~immigrant, and other owners of color~~and other People of Color;	Economic Development Element 1.1 Partner with local, regional, state, and federal economic development agencies to increase resources available for business owners and entrepreneurs.	No Policy Gap

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areas.	~~immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses,~~ in creating jobs. EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships ~~involving~~with community groups, ~~and ensure. Ensure~~ such partnerships share decision-making power with and spread benefits to community groups. ~~Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.~~	2.3 Partner with community organizations to develop a guide to doing business on Mercer Island to help entrepreneurs navigate City processes and find additional resources available to assist in starting a new business. 2.4 Partner with community organizations to facilitate a mentorship program that connects Mercer Island business owners, entrepreneurs, and retirees with people interested in starting new businesses. 3.1 Convene an annual business owners’ forum to create a continuous feedback system during which City elected officials and staff gather input from business owners. This input should inform City decision making that affects the business community. 3.2 Facilitate periodic business roundtables with community organizations, local business owners, and City staff. 3.4 Partner with community organizations, including the Chamber of Commerce, to initiate a “Shop Mercer Island” marketing campaign directed at drawing more residents and visitors to commercial areas on the island. The City should fill a supporting role in this partnership. 3.5 Conduct outreach to surrounding businesses before initiating capital projects in commercial zones. This outreach should create a two-way dialogue with businesses, offering a seat at the table when capital projects might affect business operation. 3.6 Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.	
MPP-Ec-15 Support ~~and recognize~~ the contributions of the region’s culturally and ethnically diverse communities ~~and Native Tribes, including in~~ helping the region continue to expand its international economy.	~~EC-15 Address the historic disparity~~Eliminate and correct for historical and ongoing disparities in income, ~~and employment,~~ and wealth building opportunities for ~~economically disadvantaged populations, including minorities and women by committing resources to human services; community development; housing; economic development; and public infrastructure women, Black, Indigenous, and other people~~People of ~~color. Steer~~Color; women; and other intersecting marginalized identities.	No policy is necessary – this is a regional policy	No Policy Gap
MPP-Ec-16 Ensure that economic development sustains and respects the region’s ~~environmental quality environment~~ and encourages development of ~~established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.~~	EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and ~~minimizes impacts on businesses~~ complements economic prosperity.	No policy is necessary – this is a regional policy	No Policy Gap

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MPP-Ec-17 ~~Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place. Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.~~	EC-10 <u>Identify</u>, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities, ~~and port facilities.~~	No policy is necessary – this is a regional policy	No Policy Gap
MPP-Ec-18 ~~Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy. Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing.~~	It does not appear there is a CPP implementing this MPP. There is language in the CPPs jobs/housing balance in Metro and Urban Growth Centers.	Mercer Island will accomplish this goal by creating capacity for established growth targets and projections.	No Policy Gap
MPP-Ec-19 ~~Recognize the need for employment. Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities. And promote compatible occupations (such as, but not limited to, tourism, cottage and home-based businesses, and local services) that do not conflict with rural character and resource-based land uses.~~	It does not appear there is a CPP implementing this MPP.	Not applicable to Mercer Island.	No Policy Gap
MPP-Ec-20 Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	~~DP-41~~42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>Celebrate</u>~~Support~~ cultural resources <u>and institutions</u> that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character <u>while allowing for equitable growth and development.</u> DP-8 Increase access to healthy <u>and culturally relevant</u> food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, <u>urban agriculture programs</u>, and community food gardens in proximity to residential uses and transit facilities, <u>especially particularly</u> in those areas with limited access to healthy food. EC-14 Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.	Land Use Element 24.1 Encourage diversity in public art. 24.2 Maintain current and encourage new spaces for public art placement. 24.3 Maintain and preserve the current collection and encourage the acquisition of additional public art. 24.4 Encourage the incorporation of public art in town center development design and site features. 24.5 Maintain requirement that at least one percent of qualifying capital improvement projects' costs are set aside for public art acquisition, repair, and maintenance. 24.6 Make an effort to include public art into and surrounding transportation projects. 24.7 Welcome and support community involvement in public art processes. 25.1 Promote awareness and appreciation of Mercer Island's history and historic resources. 25.2 Support efforts to secure space for the preservation of	No Policy Gap

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		Mercer Island's historical and cultural heritage and related archival materials. 25.3 Promote public engagement with culture and heritage organizations. 25.4 Support the curation of historical exhibits in the community. Economic Development Element 9.1 Encourage arts and cultural activities in commercial zones to draw the community to commercial areas. 9.2 Partner with community organizations to develop a program to activate Town Center in the evening. The program should include strategies such as: 9.2.A Evening events to draw people to Town Center; 9.2.B Focusing on arts and cultural experiences; 9.2.C Engaging local nonprofits; and 9.2.D Incorporating existing community events. 11.2 Seek to create more community gathering spaces when considering development standards in Town Center.	
MPP-Ec-21 Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated ~~urban~~ area in the county. This allocation is predicated on: a) ~~a)~~ Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, <u>informed by the 20-year projection of housing units from the state Department of Commerce</u>; b) ~~b)~~ Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with ~~countywide~~ designated centers and within ~~other larger cities~~ high-capacity transit ~~communities~~<u>station areas</u>, limited development in the Rural Area, and protection of designated <u>Natural</u> Resource Lands; c) ~~c)~~ Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer ~~and~~, water, and stormwater systems; d) ~~d)~~ Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) ~~e)~~ Improving <u>the</u> jobs/housing balance ~~connection~~ consistent	Not applicable as Mercer Island does not have a centers designation.	No Policy Gap

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	with the Regional Growth Strategy, both ~~within~~ between counties in the region and within subareas in the county; f) ~~•f)~~ Promoting ~~sufficient~~ opportunities for housing and employment ~~development that is distributed~~ throughout the Urban Growth Area and within all jurisdictions in a manner that <del>promotes</del>~~ensures~~ racial and social equity; g) ~~•g)~~ Allocating growth to ~~individual each~~ Potential Annexation Areas within the urban unincorporated area ~~generally~~ proportionate to <del>its</del>~~their~~ share of unincorporated capacity for housing and employment growth. EC-17 ~~Concentrate~~ economic and employment growth in designated <del>Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centers</del>~~regional, countywide, and local centers~~ through local investments, planning, and financial policies.		
MPP-Ec-22 Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.	DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated ~~urban~~ area in the county. This allocation is predicated on: a) ~~•a)~~ Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, ~~informed by the 20-year projection of housing units from the state Department of Commerce~~; b) ~~•b)~~ Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with ~~countywide~~ designated centers and within ~~other larger cities~~ high-capacity transit <del>communities</del>~~station areas~~, limited development in the Rural Area, and protection of designated ~~Natural~~ Resource Lands; c) ~~•c)~~ Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer ~~and~~, water, and stormwater systems; d) ~~•d)~~ Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) ~~•e)~~ Improving ~~the~~ jobs/housing balance ~~connection~~ consistent with the Regional Growth Strategy, both ~~within~~ between counties in the region and within subareas in the county; f) ~~•f)~~ Promoting ~~sufficient~~ opportunities for housing and employment ~~development that is distributed~~ throughout the Urban Growth Area and within all jurisdictions in a manner that <del>promotes</del>~~ensures~~ racial and social equity; g) ~~•g)~~ Allocating growth to ~~individual each~~ Potential Annexation	Not applicable as Mercer Island does not have a centers designation.	No Policy Gap

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	Areas within the urban unincorporated area ~~generally~~ proportionate to ~~its~~<u>their</u> share of unincorporated capacity for housing and employment growth. EC-17 <u>Concentrate</u> economic and employment growth in designated ~~Urban Regional, Countywide, and Local Centers and Manufacturing/ Industrial Centers~~<u>regional, countywide, and local centers</u> through local investments, planning, and financial policies.		
MPP-Ec-23 Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.	DP-~~54~~6 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or <u>Natural</u> Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. <u>Transit service may cross non-urban lands to serve Cities in the Rural Area.</u> DP-~~52~~54 Promote and support forestry, agriculture, ~~mining~~<u>mineral extraction</u>, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating ~~natural resource lands~~<u>Natural Resource Lands</u> to ~~rural~~<u>Rural</u>. DP-~~53~~55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. ~~Limit Avoid redesignation to non-resource uses and limit~~<u>Limit</u> the subdivision of land so that parcels remain large enough for commercial resource production. DP-~~54~~56 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, ~~and~~ <u>habitat</u>, ~~and workers.~~	Not applicable as Mercer Island has no rural or resource lands within its boundaries.	No Policy Gap
Ec-Action-1 (Regional) Regional Economic Strategy: PSRC and the Economic Development District will coordinate economic development efforts to strengthen the region's industries, economic foundations and implement the Regional Economic Strategy. Update the Regional Economic Strategy periodically.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
Ec-Action-2 (Regional) Regional Support for Local Government Economic Development Planning: PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to develop economic development elements as part of their expected 2023/24 comprehensive plan updates to support the Regional Growth Strategy. PSRC will also provide guidance on local planning to address commercial displacement.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
Ec-Action-3 (Regional)	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

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Regional Economic Data: PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.			
Ec-Action-4 (Regional) Job Growth Distribution: Identify regional roles in achieving the desired allocation of new jobs as reflected in the Regional Growth Strategy.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
Ec-Action-5 (Local) Economic Development Elements: Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction’s unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.	This will be considered as part of the Comprehensive Plan update. No CPP necessary.	This will be considered as part of the Comprehensive Plan update. No CPP necessary.	No Policy Gap
Transportation Goal The region will have ~~has~~ a safe, cleaner, integrated, sustainable, equitable, affordable, safe and highly efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the regional growth strategy and promotes vitality of the economy, environment and health economic and environmental vitality, and better public health.			
MPP-T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	~~T-10~~ 16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. ~~T-12~~ 19 Address the needs of ~~non-driving populations,~~ people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems. ~~T-13~~ ~~Site~~ 20 Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and ~~transit~~ mobility hubs, ~~to promote connectivity and access for pedestrian and bicycle patrons~~ especially those that are serviced by high-capacity transit. ~~T-14~~ 23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid ~~more~~ costly replacement projects.	Transportation Element 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 parking, signals and other traffic control measures. 2.1 Place a high priority on maintaining the existing	No Policy Gap

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		transportation facilities and the public rights-of-way. 2.2 Continue to prioritize <u>Prioritize</u> 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. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u> 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature. 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and <u>neighborhood impacts</u>. <u>pollution for all communities.</u> 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. 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 future Link light rail station; and • continue to expand innovative transit 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 Parks 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-	

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		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 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u> 4.7 Promote the development of pedestrian-multimodal linkages ~~between public and private development and to transit~~ in the Town Center District. 4.78 Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u> 4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u> 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 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.	
MPP-T-2 Protect the investment in the existing system and lower	~~T-X14~~ Reduce the need for new <u>roadway</u> capacity ~~roadway~~ improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that	Transportation Element 2.1 Place a high priority on maintaining the existing	No Policy Gap

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overall life-cycle costs through effective maintenance and preservation programs.	improve the efficiency of <u>and access to</u> the current system. ~~T-<u>613</u>~~ Advocate for and pursue new, innovative, <u>and</u> sustainable, <u>and</u> <u>progressive transportation</u> funding methods including user fees, tolls, and other <u>progressive</u> pricing mechanisms, that reduce the volatility of transit funding and <u>fundsfund</u> the maintenance, improvement, preservation, and operation of the transportation system. ~~T-<u>1423</u>~~ Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid ~~more~~-costly replacement projects.	transportation facilities and the public rights-of-way. 7.2 Provide a safe transportation system through maintenance and upkeep of transportation. <u>7.5</u> 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. 7.46 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements. 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.	
MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.	~~T-<u>X14</u>~~ Reduce the need for new <u>roadway</u> capacity ~~roadway~~ improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of <u>and access to</u> the current system. ~~T-<u>1423</u>~~ Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid ~~more~~-costly replacement projects.	Transportation Element ~~2.3 Pursue opportunities for~~ <u>Encourage partnerships with nonprofit providers and the private sector participation in the provision, and operation and maintenance of the transportation system.</u> 2.4 Coordinate street improvement projects with utilities, developers, neighborhoods, and other parties in order to minimize roadway disruptions and maintain pavement integrity. <u>2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</u> 3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. <u>Encourage programs that plant trees in unused portions of public rights-of-way.</u> 4.5 Encourage site and building design that promotes pedestrian activity, ridesharing opportunities, and the use of transit. 6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.	No Policy Gap

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MPP-T-4 Improve <u>the</u> safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and <u>serious</u> disabling injuries.	~~T-14~~<u>23</u> Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid ~~more~~-costly replacement projects. ~~T-19~~<u>29</u> Design roads ~~and streets~~, including retrofit projects, to accommodate a range of ~~motorized and non-motorized~~ travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and ~~to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists~~<u>encourage physical activity.</u>	Transportation Element 7.1 Include <u>requirements</u> 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 <u>Reduce the number of deaths and serious injuries caused by vehicle collisions on Mercer Island to zero by 2030.</u> 7.4 <u>Emphasize transportation network connectivity to minimize travel distances and emergency response times by avoiding permanent closure of streets to through traffic.</u> 7.5 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. 7.46 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements. 7.57 Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings. 7.68 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. 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster. 7.8<u>10</u> Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes. 7.9<u>11</u> New or remodeled public institutions, commercial mixed use, and multifamily facilities should have sufficient storage for bicycles and other active transportation modes.	No Policy Gap
MPP-T-5 Develop a transportation system that minimizes negative impacts to, <u>and promotes</u>, human health.	~~T-X8~~<u>17</u> Promote ~~coordination~~<u>coordinated</u> planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are	Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and	No Policy Gap

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	analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u> ~~T-11~~18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community impacts.</u> ~~T-20~~30 Develop a transportation system that minimizes negative health and environmental impacts to ~~human health, including exposure to environmental toxins generated by vehicle emissions~~ all communities, especially Black, ~~indigenous~~Indigenous, and other People of Color communities ~~of color~~ and low-income communities, that have been disproportionately affected by transportation decisions. ~~T-21~~31 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in ~~the~~ local transit, countywide, and regional transportation plans and systems.	~~neighborhood impacts: pollution for all communities.~~ 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. <u>Encourage programs that plant trees in unused portions of public rights-of-way.</u> 3.4 <u>Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.</u> 5.2 Meet the requirements of the Americans with Disabilities Act (ADA) and apply these standards to development of the transportation system. 7.2 Provide a safe transportation system through maintenance and upkeep of transportation facilities. 9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment. 9.3 Provide facilities for pedestrians and bicyclists designed in keeping with individual neighborhood characteristics. 10.6 Levels of service for pedestrian, bicycle, and transit transportation modes should be established. 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 nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated. 12.3 Study opportunities for use of innovative ~~methods~~ <u>treatments</u> for pedestrians crossing streets, ~~including use of colored and textured pavements within the City.~~ 12.4 <u>Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.</u> 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.).	

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		12.56 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	
MPP-T-6 Promote Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the, that sustain maintenance, improvement, preservation, and operation of the transportation system facilities and reflect the costs imposed by users.	~~T-X25~~ Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, ~~especially~~ particularly to and within centers and along corridors connecting centers. T-13 Advocate for and pursue new, innovative, ~~and~~ sustainable, ~~and progressive transportation~~ funding methods including user fees, tolls, and other ~~progressive~~ pricing mechanisms, that reduce the volatility of transit funding and ~~funds~~ fund the maintenance, improvement, preservation, and operation of the transportation system. T-22 Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable. ~~T-17~~ 27 Promote the use of ~~telling and other~~ pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source ~~and~~ to improve mobility.	Transportation Element 2.5 Explore all available sources for transportation funding, including grants, impact fees, and other local options as authorized by the state legislature. 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 DevelopMaintain 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.	No Policy Gap
MPP-T-7 Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system. Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.	T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable ~~multi-modal~~ multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION ~~2040~~ 2050,2050, including the Regional ~~Transportation 2040 Plan~~ Growth Strategy, and the Regional ~~Growth Strategy~~ Transportation Plan as the policy and funding framework for creating a system of ~~Urban Centers and Manufacturing/ Industrial Centers~~ manufacturing/industrialregional, ~~countywide, local~~ centers ~~linked~~ connected by a multimodal network including high-capacity transit, ~~frequent~~ bus ~~transit~~ service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.	Transportation Element 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. 7.1 All-Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center. Land Use Element ~~3029~~ 2.2 To create opportunities for housing, multi-modal transportation, and development consistent with the City's share of regional needs.	No Policy Gap
MPP-T-8	T-5 ~~7~~ Support countywide growth management and climate objectives by	Transportation Element	No Policy Gap - Consider adding "consistent

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Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	prioritizing transit service ~~to and pedestrian safety in~~ areas where existing housing and employment densities support transit ridership and to ~~Urban Centers~~ designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership. ~~Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.~~ ~~T-6 Encourage transit ridership by i~~10 Integrate designing transit facilities and, services as well as non-motorized, and active transportation infrastructure so that they are integrated with public spaces and private developments to create an safe and inviting waiting and transfer environments ~~and to~~ encourage transit ridership countywide ~~public realm.~~ ~~T-8~~12 Prioritize ~~state, regional and local~~ funding to transportation investments that support adopted countywide growth targets and ~~are focused on multi-modal centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.~~ ~~T-X7~~15 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that ~~are consistent with the Regional Growth Strategy and~~ produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	2.2 ~~Continue to prioritize~~ <u>Prioritize</u> 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. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u> 4.7~~8~~ Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 8.1 Continue to recognize I-90 as a highway of statewide significance. 8.2 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. 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents. 8.4 Maintain an effective role in regional transportation planning, decision-making and implementation of transportation system improvements.	with the Regional Growth Strategy” to Transportation policy 8.4 to better align with MPP-T-8 and CPP-T-15.
MPP-T-9 Implement transportation programs and projects that provide access to opportunities while preventing or mitigating in ways that prevent or minimize negative impacts to <u>people of color, people with low- income, minority, and people with special transportation needs</u> populations.	~~T-8 X3 Provide transit and mobility services where they are needed most and address the needs of black, indigenous, and people of color, people with low and no income, and people with special transportation needs. Provide the appropriate service level to support the land uses in Urban Growth Areas.~~ ~~T-X4~~ Implement transportation programs and projects that <u>address the needs of and promote access to opportunity for Black, Indigenous, and people</u> ~~other People of color~~Color, people with low and no- incomes, and people with special transportation needs. T-9 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and ~~people~~ <u>other People of color</u>Color, people with low and no- incomes, and people with special transportation needs.	Transportation Element 4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u> 4.10 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.	No Policy Gap
MPP-T-10 Ensure mobility choices for people with special transportation needs, including persons with disabilities, ~~seniors the elderly, youth the young, and people with low-incomes~~ populations.	~~T-8 X3 Provide transit and mobility services where they are needed most and address the needs of black, indigenous, and people of color, people with low and no income, and people with special transportation needs. Provide the appropriate service level to support the land uses in Urban Growth Areas.~~ ~~T-X4~~ Implement transportation programs and projects that <u>address the needs of and promote access to opportunity for Black, Indigenous, and people</u> ~~other People of color~~Color, people with low and no- incomes, and	Transportation Element 4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u>	No Policy Gap

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	people with special transportation needs.	4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u>	
MPP-T-11 Design, construct, and operate a <u>safe and convenient transportation system for all users</u> ~~transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users,~~ while accommodating the movement of freight and goods, <u>using best practices and context sensitive design strategies as suitable to each facility's function and context as determined by the appropriate jurisdictions.</u>	~~T-1228~~ Promote ~~roads~~ road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists ~~whenever feasible and cost effective.~~ T-1929 Design roads ~~and streets~~ , including retrofit projects, to accommodate a range of ~~motorized and non-motorized~~ travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and ~~to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists~~ <u>encourage physical activity.</u>	Transportation Element 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 future Link light rail station; and - continue to expand innovative transit 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 Parks 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 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u> 4.7 Promote the development of ~~pedestrian-multimodal linkages between public and private development and to transit~~ in the Town Center District.	No Policy Gap

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		4.78 ~~Promote the mobility of people and goods through a multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u> 4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development of transportation programs and projects.</u> 7.810 <u>Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes.</u> 9.5 <u>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.</u> 12.1 <u>Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be distinguished from designated bicycle lanes.</u> 12.2 <u>Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated.</u> 12.3 <u>Study opportunities for use of innovative methods treatments for pedestrians crossing streets, including use of colored and textured pavements within the City.</u> 12.4 <u>Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.</u>	
MPP-T-12 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.	T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. ~~T-X25~~ <u>Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially particularly to and within centers and along corridors connecting</u>	Transportation Element 4.1 <u>Work with King County Metro, Sound Transit and other providers to ensure adequate transit services to meet the needs of the Island, including:</u> ~~• maintain existing and encourage new public transit service on the island;~~	No Policy Gap

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	centers. DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated ~~urban~~ area in the county. This allocation is predicated on: a) ~~• a)~~ Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, <u>informed by the 20-year projection of housing units from the state Department of Commerce</u>; b) ~~• b)~~ Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with ~~countywide~~ designated centers and within ~~other larger cities~~ high-capacity transit ~~communities~~ <u>station areas</u>, limited development in the Rural Area, and protection of designated <u>Natural</u> Resource Lands; c) ~~• c)~~ Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer ~~and~~, water, and stormwater systems; d) ~~• d)~~ Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) ~~• e)~~ Improving ~~the jobs/housing balance~~ <u>connection</u> consistent with the Regional Growth Strategy, both ~~within~~ between counties in the region and within subareas in the county; f) ~~• f)~~ Promoting <u>sufficient</u> opportunities for housing and employment ~~development that is distributed~~ throughout the Urban Growth Area and within all jurisdictions in a manner that ~~promotes~~ <u>ensures</u> racial and social equity; g) ~~• g)~~ Allocating growth to ~~individual each~~ Potential Annexation Areas within the urban unincorporated area ~~generally~~ proportionate to ~~its~~ <u>their</u> share of unincorporated capacity for housing and employment growth. DP-41 Promote a high quality of design and site planning ~~in publicly funded and private development~~ throughout the Urban Growth Area. ~~Where appropriate, provide~~ <u>Provide</u> for connectivity in the street network to accommodate walking, bicycling, and transit use, ~~in order~~ to promote health and well-being.	• 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 future Link light rail station; and • continue to expand innovative transit 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 Parks 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 <u>Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.</u> 4.7 Promote the development of ~~pedestrian~~ multimodal linkages ~~between public and private development and to transit in the Town Center District.~~ 4.78 Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 4.9 <u>Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.</u> 4.10 <u>Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and</u>	

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		persons with disabilities), in the development of transportation programs and projects.	
MPP-T-13 Increase the proportion of trips made by transportation modes that are alternatives to driving alone, <u>especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.</u>	~~T-3~~ Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals. ~~T-6 Encourage transit ridership by~~ <u>i10</u> Integrate ~~designing~~ transit facilities and, services ~~as well as non-motorized, and active transportation~~ infrastructure ~~so that they are integrated~~ with public spaces and private developments to create ~~an~~ safe and inviting waiting and transfer environments ~~and to~~ encourage transit ridership countywide ~~public realm~~. ~~T-X25~~ Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially particularly</u> to and within centers and along corridors connecting centers.	Transportation Element 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 future Link light rail station; and • continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	No Policy Gap
MPP-T-14 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.	~~T-6 Encourage transit ridership by~~ <u>i10</u> Integrate ~~designing~~ transit facilities and, services ~~as well as non-motorized, and active transportation~~ infrastructure ~~so that they are integrated~~ with public spaces and private developments to create ~~an~~ safe and inviting waiting and transfer environments ~~and to~~ encourage transit ridership countywide ~~public realm~~. ~~T-9~~ <u>14</u> Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system based on regional priorities consistent with VISION ~~2040~~ 2050 and local comprehensive plans. ~~T-11~~ <u>18</u> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. ~~Minimize while minimizing negative impacts on the community impacts.~~ ~~T-13~~ <u>Site 20</u> Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and ~~transit~~ mobility hubs, ~~to promote connectivity and access for pedestrian and bicycle patrons~~ especially those that are serviced by high-capacity transit. ~~T-19~~ <u>29</u> Design roads ~~and streets~~, including retrofit projects, to accommodate a range of ~~motorized and non-motorized~~ travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and ~~to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists~~ <u>encourage physical activity.</u>	4.78 Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.	No Policy Gap
MPP-T-15 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	~~T-X25~~ Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, <u>especially particularly</u> to and within centers and along corridors connecting centers. ~~T-57~~ Support countywide growth management and climate objectives by prioritizing transit service ~~to and pedestrian safety in~~ areas where existing housing and	Transportation Element 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ <u>multimodal</u> access to regional transit facilities.	No Policy Gap. As one of the only mid density, mixed-use cores of the city, the Town Center policies are in alignment with MPP-T-15 and associated CPPs.

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	employment densities support transit ridership and to ~~Urban Centers~~<u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. ~~Address the mobility needs of transit dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.~~ ~~T-6 Encourage transit ridership by~~ 10 Integrate ~~designing~~ transit facilities and, services as well as non-motorized, and active transportation infrastructure so that they are integrated with public spaces and private developments to create an safe and inviting waiting and transfer environments <u>and to encourage transit ridership countywide public realm.</u> T-812 Prioritize ~~state, regional and local~~ funding to transportation investments that support ~~adopted~~ countywide growth targets and <u>are focused on multi-modal centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.</u>	Land Use Element <u>Town Center</u> 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. 4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system. Goal 5: Encourage a variety of housing forms for all life stages, 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 and visitable housing within the Town Center. 5.5 Encourage options for ownership housing within the Town Center. Goal 6: Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists. 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.	

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MPP-T-16 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	~~T-12~~28 Promote ~~roads~~road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists ~~whenever feasible and cost effective~~. ~~T-21~~31 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in ~~the~~ local transit, countywide, and regional transportation plans and systems.	Transportation Element 7.1 Include <u>requirements</u> 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 <u>Reduce the number of deaths and serious injuries caused by vehicle collisions on Mercer Island to zero by 2030.</u> 7.4 <u>Emphasize transportation network connectivity to minimize travel distances and emergency response times by avoiding permanent closure of streets to through traffic.</u> 7.5 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. 7.46 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements. 7.57 Where a need is demonstrated, consider signage, traffic controls, or other strategies to improve the safety of pedestrian crossings. 7.68 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. 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster. 7.8<u>10</u> Strive to create a complete, connected active transportation system allowing direct and safe access for active transportation modes. 7.9<u>11</u> New or remodeled public institutions, commercial mixed use, and multifamily facilities should have sufficient storage for bicycles and other active transportation modes. 9.1 Strive to minimize traffic impacts to neighborhoods and foster a "pedestrian-friendly" environment. 12.1 Maximize the safety and functionality of the bicycle system by enhancing road shoulders which are to be	No Policy Gap

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		distinguished from designated bicycle lanes. 12.2 Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated. 12.3 Study opportunities for use of innovative methods treatments for pedestrians crossing streets, including use of colored and textured pavements within the City. 12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride. 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). 12.56 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	
MPP-T-17 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and <u>navigable</u> reliable connections.	~~T-1228~~ Promote ~~roads~~ road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists ~~whenever feasible and cost effective~~ . ~~T-2131~~ Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in ~~the~~ local transit, countywide, and regional transportation plans and systems.	Transportation Element 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 nonmotorized transportation. This Plan should be coordinated with other transportation planning efforts and periodically updated. 12.3 Study opportunities for use of innovative methods treatments for pedestrians crossing streets, including use of colored and textured pavements within the City. 12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride. 12.5 Strive to build community through the in-person interactions facilitated by active transportation at community connection points (schools, library, community centers, bikeshare hubs, etc.). 12.56 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.	No Policy Gap
MPP-T-18 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-	It does not appear there is a CPP implementing this MPP.	Transportation Element 3.2 Work with WSDOT and other agencies to minimize impacts on Island facilities and neighborhoods from traffic	No Policy Gap

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use developments are designed in a way that improves overall mobility and accessibility to and within such development.		congestion on regional facilities, implementation of ramp metering, and provision of transit services and facilities. 5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea. 8.3 Work with WSDOT, King County Metro, and Sound Transit to ensure the provision of adequate Park and Ride capacity for Island residents. 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.	
MPP-T-19 Apply urban design principles <u>Design</u> in transportation programs and projects for to support local and regional growth centers and high- capacity transit station areas.	~~T-46~~ Develop station area plans for high-capacity transit stations and ~~transit-~~ mobility hubs based on community engagement ~~processes~~. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, ~~multi-modal~~ <u>multimodal</u> linkages, safety improvements, place-making elements and minimize displacement. ~~T-57~~ Support countywide growth management and climate objectives by prioritizing transit service ~~to and pedestrian safety in~~ areas where existing housing and employment densities support transit ridership and to ~~Urban Centers~~ <u>designated regional and countywide centers</u> and other areas planned for housing and employment densities that will support transit ridership. ~~Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.~~	Transportation Element 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 future Link light rail station; and - continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	No Policy Gap
MPP-T-20 Promote the preservation of existing rights-of-way for future high-capacity transit.	~~T-46~~ Develop station area plans for high-capacity transit stations and ~~transit-~~ mobility hubs based on community engagement ~~processes~~. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, ~~multi-modal~~ <u>multimodal</u> linkages, safety improvements, place-making elements and minimize displacement.	Transportation Element 2.1 Place a high priority on maintaining the existing transportation facilities and the public rights-of-way.	No Policy Gap
MPP-T-21 Design transportation facilities to fit within the context of the built or natural environments in which they are located.	~~T-15~~ <u>24</u> Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.	Transportation Element 3.1 Use design, construction and maintenance methods, and low impact development strategies to minimize negative <u>health and environmental</u> impacts related to water quality, noise, and ~~neighborhood impacts. pollution for all communities.~~ 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	No Policy Gap

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		to existing trees and vegetation. <u>Encourage programs that plant trees in unused portions of public rights-of-way.</u> 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.	
MPP-T-22 Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.	T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and <u>Natural</u> Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.	No policy needed – this is a rural policy	No Policy Gap
MPP-T-23 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	~~T-X9 Invest in~~ T-21 Make transportation ~~to~~ investments that improve economic and living conditions so that industries and workers are retained and attracted to the region, <u>and to improve quality of life for all workers and the county.</u>	Land Use Element 14.7 Support public and private investment in existing properties, infrastructure, and marketing to help maintain longstanding businesses and attract new ones. Transportation Element 2.2 ~~Continue to prioritize~~ 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. <u>Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.</u> 2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~ <u>multimodal</u> access to regional transit facilities. 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 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.	No Policy Gap

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		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 future Link light rail station; and • continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	
MPP-T-24 Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.	EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities, and port facilities. T-1016 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. T-817 Promote ~~coordination~~coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation facility in Washington State.</u> T-1118 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community impacts.</u>	Transportation Element 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 future Link light rail station; and • continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	No Policy Gap
MPP-T-25 Ensure the freight system <u>supports the growing needs of global trade and state, regional and local distribution of goods and services.</u> Meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.	T-1016 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. T-1118 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community impacts.</u>	Transportation Element 4.78 Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.	No Policy Gap

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MPP-T-26 Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, and efficiency, and mobility, and prepare for continuing growth in freight and goods movement. And to prevent degradation of freight mobility.	~~T-10~~16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. ~~T-14~~23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid ~~more~~-costly replacement projects.	Transportation Element 4.78 Promote the mobility of people and goods through a ~~multi-modal~~ <u>multimodal</u> transportation system consistent with the Pedestrian and Bicycle Facilities Plan.	No Policy Gap
MPP-T-27 Coordinate regional planning with rail~~road~~ line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.	~~T-11~~18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community impacts.</u>	Transportation Element 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 future Link light rail station; and • continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services.	No Policy Gap
MPP-T-28 <u>Promote coordinated planning and effective management to optimize the region’s aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State. Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.</u>	EC-10 <u>Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</u> ~~and port facilities.~~ ~~T-X8~~17 Promote ~~coordination~~<u>coordinated</u> planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. <u>Support the ongoing process of development of a new commercial aviation.</u> ~~T-11~~18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area. <u>Minimize while minimizing negative impacts on the community impacts.</u>	Not applicable to the City of Mercer Island	No Policy Gap
MPP-T-29 <u>Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options. Foster a less polluting system that reduces the negative effects</u>	~~EN-35~~30 Promote energy efficiency, conservation methods, ~~and~~ sustainable energy sources, <u>electrification of</u>~~electrifying~~ the transportation system, <u>reduction of single occupancy trips and</u>~~and~~ limiting vehicle miles traveled, to reduce air pollution, greenhouse ~~gases~~<u>gas emissions</u>, and consumption of fossil fuels to support state, regional, and local climate change ~~reduction~~	Transportation Element 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.	No Policy Gap

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of transportation infrastructure and operation on the climate and natural environment.	goals. ~~T-2434~~ Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public and private fleets; applying incentive programs; and providing for electric vehicle charging stations throughout the.		
MPP-T-30 Provide infrastructure sufficient to support widespread electrification of the transportation system.	~~T-2333~~ Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) <u>where needed to that</u> to optimize the use of existing infrastructure and support equity in order to improve mobility, and reduce congestion and vehicle miles traveled, ~~increase energy efficiency, reduce and~~ greenhouse gas emissions, and reduce the need for new infrastructure. ~~T-2434~~ Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public and private fleets; applying incentive programs; and providing for electric vehicle charging stations throughout the.	Transportation Element 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations.	No Policy Gap
MPP-T-31 Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery. Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.	~~PF-26~~ Support coordinated planning for public safety services and programs, including emergency management, <u>and support interjurisdictional coordination in partnership with frontline communities.</u> ~~T-16~~ ~~Protect the~~ 26 Develop a resilient transportation system (e.g., roadway, rail, transit, ~~nonmotorized sidewalks, trails,~~ air, and marine) and protect against major disruptions by developing and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and ~~by coordinating~~ coordinate disaster response plans.	Transportation Element 7.79 Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster. Land Use Element 22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations. 22.4 Maintain current local community emergency preparedness programs, including volunteer coordination, City staff drills, and community outreach and education programs, with attention to impacts on vulnerable populations. 22.5 Adopt regulations and programs to mitigate and control hazards that are created by a natural event. For example, the creation of a new landslide hazard area resulting from a naturally occurring slope failure.	No Policy Gap
MPP-T-32 Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	~~T-11~~ 25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated ~~designs~~ design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	No Policies identified	Policy Gap – consider adding a new policy or add to policy 3.1 to address stormwater.
MPP-T-33	~~T-2333~~ Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) <u>where needed</u>	Transportation Element	No Policy Gap

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Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system. Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.	~~to that to~~ optimize the use of existing infrastructure and support equity in order to improve mobility, and reduce congestion and vehicle miles traveled, increase energy efficiency, reduce and greenhouse gas emissions, and reduce the need for new infrastructure.	2.7 Apply technologies, programs, and other strategies to optimize the use of existing infrastructure and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.	
MPP-T-34 Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable. Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.	~~T-1022~~ Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.	Transportation Element 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. 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 future Link light rail station; and - continue to expand innovative transit services including demand responsive transit for the general public, subscription bus, or custom bus services. 4.78 Promote the mobility of people and goods through a multi-modal multimodal transportation system consistent with the Pedestrian and Bicycle Facilities Plan. 8.2 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.	No Policy Gap
T-Action-1 (Regional) <u>Regional Transportation Plan</u> : PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap

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for freight and goods delivery. Specific elements of the RTP include the <u>Coordinated Transit-Human Services Transportation Plan</u> and <u>continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the active transportation plan, regional freight network, aviation planning and other important system components.</u>			
T-Action-2 (Regional) Funding: PSRC, together with its member jurisdictions, will advocate for new funding tools to address the gap in local funding identified in the <u>Regional Transportation Plan</u> .	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-3 (Regional) Transportation Technology and Changing Mobility: PSRC will <u>continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local decision making. Outcomes could include guidance, best practices and future policies.</u>	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-4 (Regional) Electric Vehicles: PSRC will work with partner agencies on <u>regional collaboration to support electric vehicles and associated infrastructure issues. PSRC will engage with partners on distribution of best practices for local governments.</u>	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-5 (Regional) Changing Technology: PSRC will conduct research and analysis on the <u>potential impacts from emerging technologies which impact housing, land use, job distribution, or other applicable topics. PSRC will serve as a resource to assist local jurisdictions in preparing for these changes.</u>	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-6 (Regional) Freight Mobility: PSRC will continue to conduct <u>research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and</u>	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap

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identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.			
T-Action-7 (Regional) Climate: PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy – or future versions thereof – to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-8 (Regional) Aviation Capacity: PSRC will continue to conduct research and analysis of the region’s aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, including historically marginalized communities, and set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing future aviation capacity needs.	No CPP necessary – this is a regional policy	No policy needed – this is a regional policy	No Policy Gap
T-Action-9 (Local) VISION 2050 Implementation: Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to technology, freight and delivery, and the needs of all users.	This action will be considered as part of the comprehensive plan update.	This action will be considered as part of the comprehensive plan update.	No Policy Gap
Public Services Goal The region will supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.			
MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities. ~~PF-2 Coordinate among jurisdictions and service providers to~~	PF-3 Provide reliable and cost-effective services to the public through coordination among jurisdictions and ~~service providers~~ special purpose districts . ~~PF-X225~~ Consider climate change, economic, equity , and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.	No Policy Gap

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pro		1.1516 The City shall ~~e~~Coordinate with other entities that provide public services within the City to encourage the consistent provision of adequate public services. 1.2223 ~~Current City facilities are o~~Operate <u>City facilities</u> 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, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u> 1.2324 Parks and Open Space Capital Facilities — Identify measures to reduce carbon footprint and GHG emissions when planning projects, favoring options with the lowest feasible carbon footprint and greatest carbon sequestration potential. Implement sustainability measures identified within the ~~City's Parks and Recreation Management~~<u>Parks, Recreation and Open Space (PROS) Plan</u>, including special attention to direct sustainability measures, such as tree retention, <u>preservation and restoration of habitat areas, establishment of climate-resilient landscapes, preference for native vegetation and habitat creation</u>, minimized use of chemicals, and reductions in energy and fuel use. Utilities Element 1.2 The City shall ~~e~~Encourage, where feasible, the co-location of public and private utility distribution facilities in shared trenches and assist with the coordination of construction to minimize construction-related disruptions and reduce the cost of utility delivery.	
MPP-PS-2 <u>Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</u>	~~PF-X12~~ Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	Capital Facilities Element 1.4 The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.	No Policy Gap
MPP-PS-3 Time and phase services and facilities to guide growth and development in a manner that supports the <u>Regional Growth Strategy vision.</u>	~~PF-3 Cities are 4~~ Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.	Capital Facilities Element 1.1 The Capital Improvement ~~Plan~~ <u>Program</u> (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~~	No Policy Gap

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		Program CIP. From time to time, emergencies or special opportunities may be considered that may require a re-scheduling of projects in the CIP. 1.3 The CIP shall be developed in accordance with requirements of the Growth Management Act and consistent with the Capital Facilities Element of the City's Comprehensive Plan. 1.45 If projected expenditures for needed capital facilities exceed projected revenues, the City shall re-evaluate the established service level standards and the Land Use Element of the Comprehensive Plan, seeking to identify adjustments in future growth patterns and/or capital investment requirements. 1.56 Within the context of a biennial budget, the City shall update the six-year Capital Improvement Plan (CIP) every two years. The CIP, as amended biennially, is adopted by reference as Appendix B of this Comprehensive Plan. 1.67 The City's two-year capital budget shall be based on the six-year CIP.	
MPP-PS-4 Promote demand management and the conservation of services and facilities prior to developing new facilities.	PF-910 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. PF-10-Encourage11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses. PF-1314 Reduce the solid waste stream and encourage reuse and recycling. PF-1415 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies. PF-1516 Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Capital Facilities Element 1.2223 ~~Current City facilities are o~~Operate City facilities 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, <u>both of which are required by City Code for all multi-family and commercial construction in Town Center.</u> 2.7 ~~The City shall a~~Aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. 6.7 ~~The City shall s~~Support conservation programs undertaken by the electricity provider, and ~~shall encourage the provider to inform residents about these programs.~~ 7.1 ~~The City shall p~~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. 5.1 <u>Require A</u>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 <u>City regulationsOrdinance A 99.</u>	No Policy Gap

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		5.2 ~~The City shall a~~Actively promote and support recycling, composting and waste reduction techniques among the single-family, multifamily and commercial sectors with the aim of meeting or exceeding King County diversion goals. 5.3 ~~The City shall, whenever practical p~~Provide convenient opportunities for residents to recycle appliances, tires, bulky yard debris and other hard-to-recycle materials <u>whenever practical</u>. 5.4 ~~The City shall a~~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 <u>Handle and dispose of A</u>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 a~~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 a~~Actively promote and support the recycling, re-use or composting of construction, demolition and land-clearing debris wherever feasible. 5.10 <u>Ensure that providers of solid waste, recycling, and compost collection services comply with City regulations. Assist residents with concerns about these services, when possible. [PC Comment 17]</u>	
MPP-PS-5 Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.	T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area. PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of	Policy noted – the City of Mercer Island does not provide any urban services to rural areas.	No Policy Gap

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	urban services in the Rural Area consistent with VISION <del>2040</del>~~2050~~2050. <u>Avoid locating urban serving facilities in the Rural Area.</u> PF-~~7~~8 Plan and locate water systems in the Rural Area that are <u>appropriate</u> appropriately sized for rural uses and densities and that do not increase the development potential ~~of~~ in the Rural Area. PF-~~12~~13 Prohibit sewer service in the Rural Area and on <u>Natural</u> Resource Lands except: a) ~~where~~<u>Where</u> needed to address specific health and safety problems threatening existing structures; or b) <u>as</u>~~As~~ allowed by Countywide Planning Policy DP-~~47~~49; or c) ~~e~~<u>as</u>~~As~~ provided in Appendix 5 <u>of the</u> (March 31, 2012 School Siting Task Force Report). Sewer service authorized consistent with ~~the~~<u>this</u> policy shall be provided in a manner that does not increase development potential in the Rural Area. PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 <u>of the</u> (March 31, 2012 School Siting Task Force Report) <u>and as provided specifically for in Pierce County by RCW 36.70A.211 and locate .</u> Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character. <u>Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction’s land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of unincorporated King County that are within a school district’s service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school district and jurisdiction to cooperatively prepare strategies for resolving the issue.</u> DP-~~50~~52 Except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report), limit new nonresidential uses located in the Rural Area to those that are demonstrated to serve the Rural Area, unless the use is dependent upon a rural location. Such uses shall be of a size, scale, and nature that is consistent with rural character.		

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MPP-PS-6 Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.	PF-78 Plan and locate water systems in the Rural Area that are appropriate appropriately sized for rural uses and densities and that do not increase the development potential of in the Rural Area. PF-2024 Site or expand essential public capital facilities of regional or statewide facilities of regional importance within the county in a way using a process that incorporates broad public involvement and, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits and supports while supporting the Countywide Planning Policies.	This policy is focused on rural lands therefore this is not applicable to Mercer Island.	No Policy Gap
MPP-PS-7 Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result. Encourage cities, counties, and special service districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.	PF-3 Cities are 4 Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts. PF-67 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to provide ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including for residents, businesses, fire districts, and aquatic species. PF-89 Recognize and support agreements with water purveyors in adjacent cities and counties to promote effective conveyance of water supplies and to secure adequate supplies for emergencies.	Capital Facilities Element 2.7 The City shall aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. 6.7 The City shall support conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs. 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.	No Policy Gap

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MPP-PS-8 Develop conservation measures to reduce solid waste and increase recycling.	~~PF-13~~ 14 Reduce the solid waste stream and encourage reuse and recycling.	5.1 ~~Require A~~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 <u>City regulations</u>~~Ordinance A-99~~. 5.2 ~~The City shall a~~Actively promote and support recycling, composting and waste reduction techniques among the single-family, multifamily and commercial sectors with the aim of meeting or exceeding King County diversion goals. 5.3 ~~The City shall, whenever practical p~~Provide convenient opportunities for residents to recycle appliances, tires, bulky yard debris and other hard-to-recycle materials <u>whenever practical</u>. 5.4 ~~The City shall a~~Actively promote and support the proper handling and disposal of hazardous waste produced by households and businesses. The use of alternate products that are less hazardous or produce less waste shall be encouraged. 5.5 City departments and facilities shall actively participate in waste reduction and recycling programs. 5.6 ~~Handle and dispose of A~~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 a~~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 a~~Actively promote and support the recycling, re-use or composting of construction, demolition and land-clearing debris wherever feasible. 5.10 <u>Ensure that providers of solid waste, recycling, and compost collection services comply with City regulations. Assist residents with concerns about these services, when possible. [PC Comment 17]</u>	No Policy Gap
MPP-PS-9 Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.	~~PF-6~~7 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ~~provide~~<u>ensure</u> reliable, <u>sustainable</u>, and cost-effective sources of water for all users and needs, including ~~for~~ residents, businesses, fire districts, and aquatic species. PF-910 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water	Capital Facilities Element 2.7 ~~The City shall a~~Aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.	No Policy Gap

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	supply to serve the growing population. ~~PF-10 Encourage~~ 11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.		
MPP-PS-10 Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.	PF-12 Require all development in the Urban Growth Area to be served by a public sewer system except: a) ~~single~~ Single -family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or b) ~~development~~ Development served by alternative technology ~~other than septic systems~~ that: ~~provide~~ 1) Provide equivalent performance to sewers; ~~provide~~ 2) Provide the capacity to achieve planned densities; and ~~will~~ 3) Will not create a barrier to the extension of sewer service within the Urban Growth Area.	Capital Facilities Element 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 a~~ Allowed existing single-family homes with septic systems 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 ~~Require Any~~ septic system serving a site being re-developed ~~must~~ be decommissioned according to county and state regulations; and ~~that~~ the site must be connected to the sewer system.	No Policy Gap
MPP-PS-11 Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better	It does not appear there is a CPP implementing this MPP.	Capital Facilities Element 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 a~~ Allowed existing single-family homes with septic systems 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 ~~Require Any~~ septic system serving a site being re-developed ~~must~~ be decommissioned according to county and state regulations; and ~~that~~ the site must be connected to the sewer system.	No Policy Gap
MPP-PS-12 Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.	PF-12 Require all development in the Urban Growth Area to be served by a public sewer system except: a) ~~single~~ Single -family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or b) ~~development~~ Development served by alternative technology ~~other than septic systems~~ that: ~~provide~~ 1) Provide equivalent performance to sewers; ~~provide~~ 2) Provide the capacity to achieve planned densities; and ~~will~~ 3) Will not create a barrier to the extension of sewer service within the Urban Growth Area.	Capital Facilities Element 3.2 ~~Existing single family homes with septic systems shall be a~~ Allowed existing single-family homes with septic systems 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.	No Policy Gap

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MPP-PS-13 Promote the use of renewable energy resources to meet the region’s energy needs.	~~PF-14~~ 15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies. ~~PF-15~~ 16 Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Land Use Element 276.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;	No Policy Gap
MPP-PS-14 Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	~~PF-14~~ 15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies. ~~PF-15~~ 16 Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Capital Facilities Element 2.7 The City shall aAggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. 6.7 The City shall sSupport conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs. 7.1 The City shall pPromote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.	No Policy Gap
MPP-PS-15 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.	~~PF-15~~ 16 Invest in, and P-promote the use of, low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Capital Facilities Element 2.7 The City shall aAggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities. 6.7 The City shall sSupport conservation programs undertaken by the electricity provider, and shall encourage the provider to inform residents about these programs. 7.1 The City shall pPromote and support conservation and emergency preparedness programs undertaken by PSE, or the current provider, and shall encourage PSE to inform residents about these programs.	No Policy Gap
MPP-PS-16 Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas, serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.	~~PF-16~~ 17 Plan for the equitable provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.	No current policy.	Policy Gap – while policies 8.1-8.8 of the Capital Facility Element are focused on Telecommunication Policies, there are no policies focused on provide access to residents and businesses in all communities, especially underserved areas. Consider adding a new policy that encourages working with service providers or supporting infrastructure improvements for areas which may be underserved.

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MPP-PS-17 Coordinate, design, and plan for public safety services and programs, <u>including emergency management. These efforts may be interjurisdictional.</u>	PF-26 <u>Support coordinated planning</u> for public safety services and programs, including emergency management, <u>and support interjurisdictional coordination in partnership with frontline communities.</u>	Capital Facilities Element 22.1 Periodically review and update the City's emergency management plans. 22.2 Identify, and implement, necessary enhancements to the City's emergency planning and preparedness program. 22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations. 22.4 Maintain current local community emergency preparedness programs, including volunteer coordination, City staff drills, and community outreach and education programs, with attention to impacts on vulnerable populations. 22.5 Adopt regulations and programs to mitigate and control hazards that are created by a natural event. For example, the creation of a new landslide hazard area resulting from a naturally occurring slope failure. 22.6 Continue to develop an action plan to expedite development review following an emergency event.	No Policy Gap
MPP-PS-18 <u>Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently.</u> Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.	~~PF-17~~ 18 Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, <u>equitable</u> planning, funding, and delivery of services by the county, cities, and other agencies.	No current policy	Policy Gap – the City could consider a new policy regarding the placement of community facilities and health and human services near transit facilities.
MPP-PS-19 <u>Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.</u>	PF-26 <u>Support coordinated planning</u> for public safety services and programs, including emergency management, <u>and support interjurisdictional coordination in partnership with frontline communities.</u> ~~PF-42~~ 27 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.	Capital Facilities Element 22.1 Periodically review and update the City's emergency management plans. 22.2 Identify, and implement, necessary enhancements to the City's emergency planning and preparedness program. 22.3 Coordinate with, incorporate, and support, the emergency management preparedness and planning efforts of local, regional, state, and national agencies and organizations, with attention to impacts on vulnerable populations. 22.4 Maintain current local community emergency preparedness programs, including volunteer coordination, City staff drills, and community outreach and education programs, with attention to impacts on vulnerable populations.	No Policy Gap

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		22.5 Adopt regulations and programs to mitigate and control hazards that are created by a natural event. For example, the creation of a new landslide hazard area resulting from a naturally occurring slope failure. 22.6 Continue to develop an action plan to expedite development review following an emergency event.	
MPP-PS-20 <u>Consider climate change, economic, and health impacts when siting and building essential public services and facilities.</u>	~~PF-X225~~ Consider climate change, economic, <u>equity</u> , and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 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.	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation; and”
MPP-PS-21 ~~Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing~~ <u>Consider the potential impacts on water supply from of climate change and fisheries protection on the region's water supply.</u>	~~PF-45~~ Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.	Land Use Element ~~287.1 The Climate Action Plan is hereby adopted by reference.~~ Utilities Element The City shall ~~adopt~~ Adopt an action plan to ensure Mercer Island's full participation in regional efforts to recover and restore Puget Sound Chinook salmon.	No Policy Gap. CAP addresses these policies under actions NS2.1-2.4.
MPP-PS-22 <u>Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.</u>	~~PF-5 Support efforts to ensure~~ <u>6</u> Ensure that all ~~consumers~~ residents have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.	Utilities Element ~~2.4 The City shall continue to obtain~~ 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	No Policy Gap

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VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		water.	
MPP-PS-23 Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.	PF-67 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ~~provide~~ <u>ensure</u> reliable, <u>sustainable</u> , and cost-effective sources of water for all users and needs, including ~~for~~ residents, businesses, fire districts, and aquatic species.	Utilities Element ~~The City shall continue to work~~ cooperatively with the Seattle Public Utilities and its other purveyors on all issues of mutual concern.	No Policy Gap
MPP-PS-24 Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	PF-910 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. ~~PF-10 Encourage~~ 11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.	Utilities Element 2.7 ~~The City shall~~ aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.	No Policy Gap
MPP-PS-25 Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	PF-45 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources. PF-910 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.	Utilities Element 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.	No Policy Gap
MPP-PS-26 <u>Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.</u>	~~PF-19~~ 20 <u>Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.</u> ~~PF-19A~~ 22 Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available, to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts. Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries. Commencing in January 2016 and continuing every two years thereafter, each jurisdiction and the school district(s) serving the jurisdiction shall confer to share information and determine if there is development capacity and the supporting infrastructure to site the needed school facilities.	Capital Facilities Element 1.1819 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. 1.1920 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. 1.2425 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.	No Policy Gap

VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include: a) Shared public facilities such as play fields, parking areas and access drives; b) School acquisition or lease of appropriate public lands; c) Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and d) School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs. In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.		
MPP-PS-27 Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.	~~PF-1819~~ Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 ~~of the~~ (March 31, 2012 School Siting Task Force Report) ~~and as provided specifically for in Pierce County by RCW 36.70A.211. Locate~~. If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks. ~~PF-1920~~ Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans. ~~PF-23~~ Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as: ~~a) Identifying surplus properties and private properties that could be available for new school sites;~~ ~~b) Creating opportunities for shared use of buildings, fields, and other facilities;~~ ~~c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools;~~ ~~d) Prioritizing and simplifying permitting of schools;~~ ~~e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area;~~	Given the City of Mercer Island is surrounded by other cities, a policy is not necessary for this issue.	No Policy Gap

VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
	f) <u>Partnering with school districts in planning and financing walking and biking routes for schools; and</u> g) <u>Encouraging more walking, biking, and transit ridership for students, teachers, and staff.</u> <u>Strategies should recognize the school district’s adopted educational program requirements, established and planned school service areas, limited availability of developable sites, and established and planned growth patterns and enrollment projections.</u>		
MPP-PS-28 Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, <u>except as provided for by RCW 36.70A.211.</u>	~~PF-21~~ Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 <u>of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211 and locate -).</u> Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.	Given the City of Mercer Island is surrounded by other cities, a policy is not necessary for this issue.	No Policy Gap
MPP-PS-29 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, <u>especially on historically marginalized communities</u>, (2) equitably balances the location of new facilities <u>away from disproportionately burdened communities</u>, and (3) addresses regional planning objectives.	~~PF-1819~~ Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 <u>of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211. Locate).</u> If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks. ~~PF-2024~~ Site or expand <u>essential</u> public ~~capital~~ facilities ~~of regional or statewide~~ <u>facilities of regional</u> importance within the county ~~in a way~~ using a process that incorporates broad public involvement ~~and, especially from historically marginalized and disproportionately burdened communities, and that~~ equitably disperses impacts and benefits ~~and supports~~ while supporting the Countywide Planning Policies. ~~PF-X225~~ Consider climate change, economic, <u>equity</u>, and health impacts when siting and building essential public services and facilities.	Capital Facilities Element 1.4 <u>The City should provide affordable and equitable access to public services to all communities, especially the historically underserved.</u> 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	Partial Policy Gap – Consider adding a new sub-policy to 2.2 reflecting the MPP/CPP policy language. For example, 2.2 (g) can be edited to “An analysis of environmental, climate change, and health impacts and mitigation;

VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
		(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.	
MPP-PS-30 Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.	PF-2024 Site or expand <u>essential</u> public ~~capital~~ facilities of ~~regional~~ or ~~statewide~~ <u>facilities of regional</u> importance within the county ~~in a way~~ using a process that incorporates broad public involvement ~~and, especially from historically marginalized and disproportionately burdened communities, and that~~ equitably disperses impacts and benefits ~~and supports~~ while supporting the Countywide Planning Policies.	No policy is necessary – this is focused on counties	No Policy Gap
PS-Action-1 (Regional) Utility and Service District Planning: PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
PS-Action-2 (Regional) Facilities Siting and Design: PSRC will facilitate cooperative efforts with <u>special service districts and local jurisdictions to site and design facilities that enhance local communities in accordance with growth management goals and VISION 2050.</u>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
PS-Action-3 (Regional) School Siting: PSRC will initiate and support discussions with the Office of the Superintendent of Public Instruction to facilitate updates that <u>modernize school siting standards, especially those related to site area requirements. Updates should work to align school siting standards with the goals of the Growth Management Act and facilitate school districts’ ability to better meet urban capacity needs.</u>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

VISION 2050 POLICY	King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Draft policy or policies being considered or existing policy or policies that fully or partially implements the MPPs/CPPs?	Recommended resolution for any possible, partial, or full policy gap
VISION 2050 # Policy/Action	Countywide Planning Policy	City Comprehensive Plan Policies	Indicate if there is a partial or full policy gap
PS-Action-4 (Regional) Regional Support for School Siting Best Practices: PSRC will research and develop guidance on innovative methods to update regulations and local plans to develop a regional approach to school siting and to assist local jurisdictions and school districts in siting new schools in urbanized areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

MEMORANDUM

To: Jeff Thomas, Community Planning and Development Director
Allison Van Gorp, Deputy Community Planning and Development Director
Adam Zack, Senior Planner

From: Clay White, Director of Planning

Date: May 18, 2024

Subject: 2024 Comprehensive Plan Periodic Update – Internal policy consistency review

As part of the Mercer Island Periodic Comprehensive Plan update, the City is conducting an internal policy consistency review. The purpose is to identify potential conflicts between draft policies in different Comprehensive Plan Element which as being considered as part of the City of Mercer Island 2024 Comprehensive Plan update. While a review of all policies has been conducted, the focus areas include:

- Housing Element/Land Use Element and Transportation Element
- Housing Element and Economic Development Element/Economic Development Policies in the Land Use Element
- Housing Element and Climate Action Plan (CAP)
- Transportation Element and Climate Action Plan (CAP)
- Utilities Element and Climate Action Plan (CAP)
- Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS)
- Economic Development Element and Economic Development Policies in the Land Use Element

Conflicts would include competing policies, which when implemented together, may impede actual implementation of a policy. Where identified, the City is not required to modify policies. However, it is important to recognize where sets of valid policies may work against each other. Based on our review, there are limited issue to consider.

While addressed in a couple of sections, one items to think about is how the Climate Action Plan (CAP) Actions will get implemented. Many of the identified actions could impact transportation, housing, and new programs the city may take on. Linking these actions to the Comprehensive Plan Element could be helpful. The CAP breaks recommendations down but there is not a link in the other elements back to the CAP. Consider if creating this link will lead to better implementation of CAP actions over time.

The City of Mercer Island has done a great job of creating draft updated policies which work well together. However, there are a few areas identified for your consideration.

Comprehensive Plan Elements	Comments
Housing Element/Land Use Element and Transportation Element	<u>Housing Element Policies discussed below</u> 1.9 Increase housing choices for everyone, particularly those earning lower wages, in areas with access to employment centers and high-capacity transit. 2.1 Support the development and preservation of income-restricted housing that is within walking distance of planned or existing high-capacity transit.

	<u>Analysis</u> No internal policy conflicts identified when comparing the Housing and Land Use Elements with the Transportation Element. However, Housing Element policy 1.9 and 2.2 utilize the term “high-capacity transit”. This term is not utilized in the Transportation Element policies but is mentioned in the Transportation Element text. Consider if any policies are needed in the Transportation Element regarding support for high-capacity transit even if those projects are not led by the City of Mercer Island.
Housing Element and Economic Development Element/Economic Development Policies in Land Use Element	<u>New Economic Development Policies discussed below</u> 6.1 Plan to increase high-wage on-island job opportunities for residents, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled. 6.2 Coordinate with the Housing Element to increase housing opportunities for employees to live and work in the community. <u>Analysis</u> No internal policy conflicts identified when comparing Housing Element and Economic Development Element/Economic Development Policies in Land Use Element. However, consider how proposed Economic Development Policy 6.1 aligns with many of the Housing Element Strategies, Goals, and Policies. As an example, one of the City of Mercer Islands stated Housing strategies is to “Make adequate provisions for housing needs for all economic segments of the community” and Housing Element Goal 1 says will “Mercer Island provides housing affordable for all income levels meeting its current and future needs.” While increasing high wage jobs is important, could this policy be amended to focus on increasing jobs that algin with the housing Strategies, Goals , and Policies? As an example, new tech jobs will require a variety of services, which will employ people making less income. They will also need housing. Consider: 6.1 Plan to increase ~~high-wage~~ on-island job opportunities for <u>all</u> residents, <u>including high-wage jobs</u>, increase on-island employment options as a share of the City’s employment growth target, eliminate the need to commute, and reduce vehicle miles traveled. Policy 6.2 focuses on coordinating Housing Element policies with Economic Development policies. However, the policy is vague and does not indicate how this coordination will take place. Consider amending the policy to identify how these outcomes will be achieved.

Transportation Element and Climate Action Plan (CAP) – Transportation Section Actions	<u>Transportation Element policies discussed below</u> 3.4 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting public and private fleets, applying incentive programs, and providing for electric vehicle charging stations. <u>Climate Action Plan (CAP)– Transportation Actions</u> TR1.1 - Develop and implement an EV Charging Infrastructure Plan, in collaboration with PSE, that guides expansion of EV charging capacity throughout the city. The plan will include analysis and recommendations on the facilities and infrastructure required for the City and the Mercer Island School District to meet 2030 and 2050 fleet electrification goals. The plan will also include a readiness and capacity study to evaluate increasing EV charging at commercial and residential properties citywide. The Plan will identify an implementation strategy including partnerships, funding, and future policy recommendations. <u>Analysis</u> No internal policy conflicts identified when comparing Transportation Element and Climate Action Plan (CAP) – Transportation Actions. New CAP Transportation Action TR1.1 proposes developing an EV Charging Infrastructure Plan. This could include requirements for new development and a plan of how to retrofit existing developments. Transportation Element Policy 3.4 discusses measures providing electric vehicle infrastructure but to implement TR1.1, the City could consider a new policy or amending 3.4 to include the development of an EV Charging Infrastructure Plan. Development of the Plan could then require some additional policies in the Land Use, Housing, and Economic Development, and Transportation Elements. If a new or modified policy in the Transportation Element is considered, also review CAP Transportation Actions TR1.3 – TR1.5 for addition language to consider.
Housing Element and Climate Action Plan (CAP) – Buildings and Energy Section Actions	<u>Analysis</u> No internal policy conflicts identified when comparing Housing Element and Climate Action Plan (CAP) – Buildings and Energy Section Actions. Given Climate Action Plan (CAP) Actions BE1.1 – BE2.4 focus on, building incentives, programs, and implementation of state law requirements for building, there does not appear to be any conflicts with proposed Housing Element policies. However, consider how proposed actions taken in the future could add costs to developing new housing. As an example, requiring LEED certification for buildings beyond state requirements may be a positive thing for the City of Mercer Island to do but it will also increase construction costs. This may be at odds with Housing Element Goal 1 which says,

	“Mercer Island provides housing affordable for all income levels meeting its current and future needs.” It is also unclear if any of the proposed actions will require new permits or permit reviews when new housing is being proposed. If so, this could add new permit fees or add time to permit processes.
Utilities Element and Climate Action Plan (CAP)	No internal policy conflicts identified when comparing Utilities Element in Land Use Element.
Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS)	No internal policy conflicts identified when comparing Capital Facilities Element and Parks, Recreation, and Open Space Plan (PROS). However, given that Capital Facilities for Parks, Recreation, and Open Space are addressed in the PROS Plan rather than the Capital Facility Element, consider language in the Capital Facility Element pointing to where parks information may be found. This could increase navigability of the Plan. The Growth Management Act and implementing rules allow for these to be separated. WAC 365-196-415(2)(iii) says “Capital facilities that are needed to support other comprehensive plan elements, such as transportation, the parks and recreation or the utilities elements, may be addressed in the capital facility element or in the specific element.”
Economic Development Element and Economic Development Policies in the Land Use Element	<u>Analysis</u> With the development of a new Economic Development Element, consider how the existing economic development policies in the Land Use Element fit within the Comprehensive Plan framework. Consider the following: 1) Move Goal 14 policies in the Land Use Element, where not duplicative of new Economic Development policies into the Economic Development Element. There are several policies that may be able to be removed given new policies but a review should take place.

From: [McConachie, Justin](#)
To: [Jeff Thomas](#)
Cc: [Adam Zack](#); [Alison Van Gorp](#); [Larson, Matt](#); [Tousley, Amy](#)
Subject: Mercer Island Comprehensive Plan Update -- PSE Comments -- April 2024
Date: Friday, April 12, 2024 12:34:44 PM
Attachments: [image001.jpg](#)
[PSE Comp Plan Language Comments April 2024.xlsx](#)

Dear Jeff Thomas,

On behalf of Puget Sound Energy (PSE), I am reaching out to convey our thoughts for your consideration as part of the periodic update to the comprehensive plan and development regulations under the Revised Code of Washington (RCW), specifically Chapters 36.70A and 43.21C.

The attached spreadsheet contains suggested language as it relates to customer programs and our shared climate goals. In the attached, you will find seven tabs grouped by category.

At PSE, we recognize that climate change is one of the biggest existential threats facing our planet today. As one of the largest producers of renewable energy in the Pacific Northwest, PSE has been an early leader in addressing climate change and investing billions in renewable resources and energy efficiency for homes and businesses. Now, PSE is on the path to meet the current and future needs of its customers and to deliver on the requirements to decarbonize operations and serve its customers and communities equitably. This transition is unprecedented in terms of the magnitude of the change and the accelerated time frame in which it must be achieved. By working together, we can successfully drive towards our shared clean energy goals.

PSE looks forward to providing input as the comprehensive plan items are discussed in more detail. Together, we can reduce emissions and keep energy safe, reliable, and affordable.

Thank you,

Justin McConachie

Municipal Liaison Manager | Municipal Relations
1140 N 94th St, Seattle, WA 98103 | Mailstop: NSO-01
Cell: 206.518.1452 | Office: 206.517.3432



Puget Sound Energy Proposed Policies

On April 11, 2024, Puget Sound Energy (PSE) submitted a comment on the Comprehensive Plan suggesting the following policies.

Policy 1 – Energy Equity

Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition. [Utilities Element]

PSE Programs

PSE's Bill Discount Rate (BDR): Our BDR program provides income qualified customers with ongoing help on their monthly energy bill. Depending on household income and size, customers can save 5% to 45% a month on your bill.

PSE Home Energy Lifeline Program (HELP): PSE provides qualified customers with bill-payment assistance beyond the Washington state LIHEAP program. Customers do not need to owe a balance on their PSE bill to apply.

LIHEAP Program: This government program provides financial assistance so eligible households can maintain affordable, dependable utility services and avoid disconnection. PSE can assist with eligibility requirements and applications.

The Salvation Army Warm Home Fund: Administered by the SA and funded by voluntary contributions from PSE customers, employees, and investors. The Warm Home Fund provides short-term, emergency bill payment assistance to PSE customers facing financial difficulties.

Payment Arrangements: PSE will work with customers to produce a manageable payment schedule with a realistic timeline for up to 18 months.

Budget Payment Plan: PSE provides customers with a predictable average monthly payment to reduce bill fluctuation and avoid unplanned high bills during winter heating months.

Home Weatherization Assistance: This program provides free upgrades for single-family homes, manufactured homes or eligible apartment buildings. Upgrades can include insulation, duct sealing and much more.

Energy Efficiency Boost Rebates: PSE offers higher rebates on energy-efficient upgrades to income-qualified customers.

Low-Income Eligible Community Solar: This no cost program enables bill savings of up to \$40 per month for income eligible customers.

Policy 2 – Electric Vehicles

Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector. [Utilities Element]

PSE Programs

PSE Up & Go Electric for Public: PSE helps organizations easily and affordably install public charging for all EV drivers.

PSE Up & Go Electric for Fleet: PSE empowers businesses, municipalities and more with electrifying their fleets.

PSE Up & Go Electric for Multifamily: PSE brings pole charging to multifamily properties to attract new residents and keep existing ones.

PSE Up & Go Electric for Workplace: PSE brings charging to workplaces so employees can electrify their commutes.

PSE Home Charging: PSE provides rebates and incentives for the installation of home EV charging stations.

Policy 3 – Energy Efficiency

Partner with PSE to promote energy efficiency programs and initiatives. [Utilities Element]

Policy 4 – Energy Efficiency

Expedite permitting processes related to energy efficiency upgrades. [Land Use Element]

PSE Programs

Home Energy Assessment: PSE offers a quick and convenient 3-step process to help customers understand and control their home's energy usage.

Energy Efficiency Rebates:

- Appliance program
- Electric hybrid heat pump water heaters
- Smart thermostats program
- Weatherization program
- Windows, water heat and space heat programs
- Home weatherization assistance
- Insulation

Other PSE Energy Rebates:

- EV chargers
- New construction

Clean Buildings Accelerator: PSE assists customers with complying with Washington's Clean Buildings Law (HB 1257, 2019).

Policy 5 – Green Options

Partner with PSE to promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals. [Utilities Element]

PSE Programs

Green Power: PSE customers can voluntarily contribute to PSE investments in renewable energy projects in the Pacific Northwest.

Solar Choice: PSE customers can voluntarily purchase solar energy from independent sources through PSE.

Carbon Balance: PSE customers can voluntarily purchase carbon offsets from local forestry projects through PSE.

Community Solar: PSE customers can voluntarily contribute to solar projects of their choice installed on such facilities as local school and community centers.

Renewable Natural Gas: PSE customers can voluntarily purchase blocks of RNG to lower than carbon usage and support the development of locally produced RNG.

Green Direct: This program is offered to local municipalities and corporations seeking to reduce their carbon footprint by investing in large scale renewable energy projects. This program is currently full.

Policy 6 – Demand Response

Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use. [Utilities Element]

PSE Programs

Time of Use (TOU) Program: PSE's current pilot program uses variable 24 hour pricing to incentivize customers to use less power during times of peak demand.

Flex Rewards: This program encourages and financially incentivizes voluntary reduction in energy use during peak demand.

Flex Smart: This program financially rewards customers for allowing PSE to make remote minor adjustments to thermostats during periods of high peak load and demand.

Flex EV: This program incentivizes EV charging during off-peak hours.

Policy 7 – Grid Infrastructure

Partner with PSE to effectively meet rapidly increasing electrical demand as the City and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies. [Utilities Element]

PSE Programs

Wind and Hybrid Wind (co-located wind and battery): A variable source of power representing approximately 30% of PSE's future electric resource need by 2030.

Solar and Hybrid Solar (co-located solar and battery): A variable source of power representing approximately 16% of PSE's future electric resource need by 2030.

Utility-Scale Battery Energy Storage Systems (BESS): A technology that will allow energy to be stored for future use representing about 22% of PSE's future electric resource need by 2030. Types of energy storage technology include:

- Chemical (e.g., Lithium-Ion Iron-Air)
- Thermal (e.g., carbon, molten salt)
- Gravity (e.g., water pumping, mechanical)

Variable generation sources (wind & solar) require large scale Battery Energy Storage Systems (BESS) to be fully utilized since the sun goes down when demand increases and wind often fades when most needed; such as during extremely cold weather. Batteries maximize electrical production from variable generation sources, help meet periods of peak demand, and provide greater reliability for the grid.

Policy 8 – Grid Infrastructure

Expedite the local permitting and approval process in order to maintain grid capacity and reliability. [Land Use Element]

PSE Programs

New regional transmission lines are needed to serve new utility scale clean energy resources, such as wind and solar.

New local transmission lines are needed to meet increasing local demand due to growth, EV's, and electrification of the heating sector (e.g., Sammamish to Juanita line in Kirkland).

Transmission upgrades are needed to meet increasing local demand (e.g., Energize Eastside line in Redmond, Bellevue, Newcastle, and Renton upgraded from 115kv to 230kv) due to growth, EVs, and electrification of the heating sector.

In order to assure continued capacity and reliability, new and larger substations will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.

Additional 12.5kv distribution lines will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.

Policy 9 – Grid Infrastructure

Promote and support the growth of customer owned distributed energy resources.
[Utilities Element]

PSE Programs

Customer Connected Solar: PSE assists customers with information and resources for installing residential solar projects and how to apply for interconnection and net metering with PSE.

Battery Walls: PSE offers installation guidelines and a process whereby customers can report battery installations.

Host An Energy Project: Community partners can get paid to lease space to PSE to develop distributed solar and/or battery storage projects.

Distributed Renewables: PSE supports the development of commercial customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid.

Policy 10 – Grid Infrastructure

Support ongoing vegetation management in order to maintain system reliability.
[Utilities Element]

PSE Programs

Many cities are pursuing aggressive urban forestry programs in order to beautify their community, reduce heat islands, and to provide carbon offsets. Such policies should be balanced with the need to protect electrical system reliability around overhead lines.

Policy 11 – Grid Infrastructure

Pursue public-private partnership to seek funding sources to accelerate clean energy projects. [Utilities Element]

PSE Programs

Recent state and federal legislation, including the IIJA and IRA, have unlocked public funding for climate and environmental benefit. PSE is aggressively pursuing all applicable funding opportunities to support lower customer bills, reduced power costs, and investments in the grid and clean energy. PSE is also supporting municipalities, tribes, and non-profits in their applications for public funding.

Policy 12 – Wildfire Management

Support PSE’s wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires. [Utilities Element]

PSE Programs

Situational Awareness: PSE evaluates the condition of the electric system, as well as the environment around it, using real-time weather data, wildfire risk modeling and pre-wildfire season inspections.

Strengthening the electric system: PSE regularly maintains and updates the electric system to provide safe and reliable power to our customers. In areas of high wildfire risk, we identify maintenance and improvement activities that will further reduce the risk of wildfire, including vegetation management, equipment upgrades, and in some cases, moving power lines underground.

Operational Procedures: During wildfire season, PSE may change some device settings or implement operational procedures to reduce the risk of wildfire. In the future, PSE may proactively turn off power during high wildfire risk conditions to help prevent wildfires. This is called a Public Safety Power Shutoff (PSPS).

Emergency Response: During an emergency, including an active wildfire, PSE will coordinate with local emergency officials and may implement emergency response procedures. This may include turning off power at the request of emergency officials for public and first responder safety.

Policy 13 – Gas Conservation and Decarbonization

Evaluate the potential for renewable, recoverable natural gas in existing systems. [Utilities Element]

PSE Programs

Renewable Natural Gas Production: Utilizing wastewater facility, landfill, or similar system.



State of Washington
Department of Fish and Wildlife, Region 4
 Region 4 information: 16018 Mill Creek Blvd, Mill Creek, WA 98012 | phone: (425)-775-1311

May 20, 2024

Ryan Harriman, Planning Manager
 City Hall 9611 SE 36th St
 Mercer Island, WA 98040
 ryan.harriman@mercerisland.gov

RE: WDFW comments regarding Mercer Island's Comprehensive Plan draft language

Dear Mr. Harriman,

On behalf of the Washington Department of Fish and Wildlife (WDFW), thank you for the opportunity to formally comment on Mercer Island's draft Comprehensive Plan language as part of the current periodic update. Within the State of Washington's land use decision-making framework, WDFW's role is that of technical advisor with respect to the habitat needs of fish and wildlife and the likely implications of various land use decisions on those resources over time. We provide these comments and recommendations in keeping with our legislative mandate to preserve, protect, and perpetuate fish and wildlife and their habitats for the benefit of future generations – a mission we can only accomplish in partnership with local jurisdictions. We may decide to submit additional comments to you in the future.

Table 1. Recommended changes to proposed Comprehensive Plan language.

Policy Number	Policy Language (with WDFW suggestions in red)	WDFW Comment
Land Use		
GOAL 2 Suggested Policy Page 15	For all new development, require parks and open space retention or creation to promote connected, healthy, and climate-resilient communities locally and regionally.	Open spaces can act as climate-resilient assets that can serve as community spaces. All development within dense or populated areas should strive for open space retention and creation for the benefit of people and the environment. Additionally, parks and open spaces are often some of the only areas within highly built environments for wildlife habitat to persist. It is important to not only plan for these spaces, but plan for the connection and linkage of these spaces to provide multi-benefit options, such as recreational trail opportunities as well as habitat corridor linkages. For

		information on implementing wildlife habitat attributes in all public spaces, see WDFW’s Habitat at Home resource as well as WDFW’s Landscape Planning for Washington’s Wildlife for further resources, especially “Chapter 6: Implementation through Comprehensive Plans, Development Regulations, and Incentive Programs,” page 6-1. Some additional resources include the Trust for Public Lands, the NRPA Safe Routes to Parks Action Framework (which provides professionals with a “how-to” guide to implement Safe Routes to Parks strategies), and the Sustainable Development Code website.
GOAL 3 Page 15	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, ‘green’ buildings, setbacks and step-backs and attractive facades.	We suggest this goal also include the intent for climate resiliency in building design. We suggest working towards sustainable development code that decreases building utility use and cost while simultaneously increasing the capacity for climate resiliency. For resources, see how the city of Boston is identifying priority blocks that could yield the greatest benefits to residents in pursuit of a “cool” roof goal. Similarly, "green" roofs covered with sedum, native flowers, and other low-maintenance vegetation help insulate buildings from solar heat and provide pollinator habitat. Such rooftops help reduce building cooling costs and heat-related illnesses and deaths. See also the Sustainable Development Code website for specific resources on removing code barriers, creating incentives, and filling regulatory gaps in pursuit of green building goals. The Georgetown Climate Center's Green Infrastructure Toolkit provides funding models and approaches from U.S. municipalities, including Los Angeles County's Safe Clean Water Program and Boulder, Colorado's Greenways Program. Additionally, it is mandatory that schools are built to meet green building standards, and with the help of Washington Sustainable Schools Protocol: Criteria for High-Performance Schools, additional public or private infrastructure can be modeled after this example. See the LEED rating system for further resources aimed at all building types.
Goal 8 Suggested Policy Page 18	Town Center streets should provide for safe and convenient pedestrian access and movement, with consideration for future climate-related heat	It is important to frame pedestrian access in a climate-related hazard context, especially in denser city center areas where exacerbated heat island effect may be present.

	conditions, planning for ample street trees for cooling purposes.	
12.2 Page 19	Encourage the provision of on-site public open space in private developments. This can include incentives, allowing development agreements, and payment of a calculated amount of money as an alternative to dedication of land. In addition, encourage aggregation of smaller open spaces between parcels to create a more substantial open space.	See resources related to comments for Goal 2 page 15 above.
GOAL 13 Page 21	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.	See resources related to comments for GOAL 3 Page 15 above for policy ideas, as this goal currently has no policies.
15.6. B Page 23	~~Encourage the retention of landscaped areas and the retention and planting of trees~~ Require protection of significant trees and avoid unnecessary disturbance of vegetation during all phases of development and require mitigation as needed, including replacement for trees removed during development. Measure progress towards City tree canopy goals by implementing a formal tree canopy plan.	We suggest changing the language of this policy to better reflect the importance of tree and vegetation retention. Additionally, we suggest Mercer Island develop a formal tree canopy management plan, informed by your Urban Tree Canopy Assessment 2018, in order to track current conditions and benchmark progress towards tree canopy goals. This plan should also measure how well the City's tree-related ordinances are functioning in retaining trees on the landscape. It may not be enough to rely on ordinances if there is not a system in place to track cumulative impacts over time. Some examples of tree management plans include the City of Tacoma, the City of Snoqualmie, the City of Redmond, and the City of Renton. The Puget Sound Urban Tree Canopy and Stormwater Management Handbook provides additional guidance.

18.6 Page 25	Encourage, and require in some circumstances, low impact development approaches for managing stormwater and protecting water quality and habitat.	We recommend requiring LID standards within municipal code for all developments, especially near waterways. As noted in the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan 10-year Update, Mercer Island's shorelines are labeled as 'Tier 1' areas. This report states, "Tier 1 areas are the highest priority habitats for protection/restoration, and include primary spawning areas, as well as migratory and rearing corridors." This underscores Mercer Island's unique geographic location and distinctive obligation to preserve, rehabilitate, and re-establish salmon habitat. Additionally, utilizing LID techniques can help Mercer Island address Federal Policy Priorities, such as, "Chemicals from decaying tires, specifically 6PPD-quinone affect coho, Chinook, sockeye and steelhead. In particular, coho have been shown to be most sensitive and succumb to "urban runoff mortality syndrome" within hours of exposure. Federal funding is needed to support local governments in implementing critical stormwater retrofit projects to capture and treat toxic runoff." Resources for LID include King County's Regional Stormwater Action Goals (which includes Planning Stormwater Parks), the Sustainable Development Code website and the VISION 2050 Planning Resources Guidance on Integrating Stormwater Solutions into Comprehensive Plans.
18.7 Page 25	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. The City shall also develop and maintain a fund to build green infrastructure projects.	See resources for this in comments to GOAL 3 Page 15 above.
GOAL 19	Protect and enhance habitat for native plants and animals	The importance of ecosystem monetary value cannot be overstated. Protecting and restoring natural assets and

Page 26	for their intrinsic value and for the benefit of human health, the ecosystem services they provide , and aesthetics. Regulatory, educational, incentive-based, programmatic, and other methods should be used to achieve this goal, as appropriate.	the services they provide is often more cost-effective than engineered solutions. For example, restored wetlands and floodplains can prevent flooding and reduce the need for other types of flood-control infrastructure. Implementation of this policy could include comparing lifetime cost-effectiveness of nature-based versus engineered options for climate response to help identify cost-effective adaptation options. This can help build capacity and support for the adoption of response strategies that help protect and restore ecosystem function and services at risk from climate change. For resources, see FEMA's guide Building Community Resilience with Nature-based Solutions , as well as software to track these resources from Natural Capital Project . Additionally, see Kitsap County's approach to this through their Kitsap Natural Resource Asset Management Project .
19.3 Page 26	Evaluate and enhance the quality of habitat to support the sustenance of native plants and animals with the appropriate balance of ground, mid-level, and tree canopy that provides cover, forage, nectar, nest sites, and other essential needs. In addition to parks and open spaces, preserve and enhance habitat in conjunction with residential, institutional, and commercial development and in road rights-of-way, prioritizing connection between these spaces for habitat corridor linkages and recreational trail linkages .	Outlined in Mercer Island's PROS Plan 2022 is the need for trail connections. This plan's community survey #2 asked, "What do you think are the most needed improvements to the current City of Mercer Island parks system?" 44.2% of respondents chose "Connect gaps in the trail system to create a complete trail network," which was the highest selected response. 30.8% of respondents chose, "Expand maintenance and restoration of open space and natural areas." Further in this survey, the second highest item selected as "very important" to residents was "Open space and natural areas," second to "Walking / jogging trails." Ranked highest priority for use of acquired land was, "Acquire land to preserve habitat and open space areas that can include walking / jogging trails." Connecting open spaces, parks, and trails provides a unique, multi-benefit path towards addressing habitat connectivity and recreational needs specific to Mercer Island.
19.6 Page 26	Important wildlife habitats including forest, watercourses, wetlands, riparian areas , and shorelines should be connected via intentional infrastructure planning and natural area linkages , including walking	Riparian areas "are disproportionately important, relative to area, for aquatic species (e.g., salmon) and terrestrial wildlife," as stated in WDFW's Riparian Ecosystems, Volume 2: Management Recommendations and supported by WDFW's BAS . As highlighted within these documents is the need for large tree retention along riparian and shoreline areas. In the context of

	paths along forested road rights-of-way.	Mercer Island, emphasis should be placed on retaining large trees along the shoreline of Lake Washington. For planning infrastructure with connectivity in mind, please see The Washington Wildlife Habitat Connectivity Working Group, WSDOT's Reducing the risk of wildlife collisions website as well as Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects, Montana Fish, Wildlife, and Parks' How to Build Fence with Wildlife in Mind, and WDFW's website.
19.7 Page 26	View preservation actions should be balanced with the efforts requirement to preserve the community's natural vegetation and tree cover along shorelines . [Relocated Policy 20.3]	We suggest strictly defining view preservation actions. As noted in the comment above, large trees are a crucial component of healthy shorelines. No net loss of habitat function can occur. Please review municipal code to ensure cumulative impacts are not resulting in a net loss.
19.8 Page 26	Community tree canopy goals should be adopted and implemented to protect human health and the natural environment and to promote aesthetics. Encourage the conversion of grass to forest and native vegetation. Promote the preservation of snags (dead trees) for forage and nesting by wildlife.	We recommend Mercer Island create a formal tree canopy management plan. See comments in response to 15.6. B Page 23 above.
19.10 Page 27	Support conservation on private property on Mercer Island through the use of conservation tools and programs including, but not limited to, the King County Public Benefit Rating System and Transfer of Development Rights programs.	We suggest the encouragement of homeowner and landlord involvement in WDFW's Habitat at Home program , with the intent to incentivize community involvement and recognition of wildlife habitat creation in small (and large) spaces. Neighbors may recognize an adjacent property with a Habitat at Home sign and be compelled to participate.
GOAL 28 Adapt to and mitigate local climate change impacts	Identify and implement strategies to increase the resilience of the shoreline environment climate-related hazards, while also protecting shoreline ecological	We recommend consideration for climate-related hazards when planning for shoreline access into the future. For assessing future conditions, see Climate Mapping for a Resilient Washington , as well as FEMA's Resilience Analysis and Planning Tool (RAPT) for resources in visualizing these hazard areas. For further

Suggested Policy Page 31	functions, allowing water dependent uses, and providing public access. Establish regulations that require the location of new lots and structure outside of hazards areas. Address appropriate efforts to protect ecological values and functions, accommodate recreational opportunities, and retreat or redevelop flood-prone structures in floodplain and shoreline areas.	context, FEMA’s Flood Insurance Rate Map (FIRM) modeling does not take climate change projections into consideration. We suggest Mercer Island supplement FIRM maps with best available science that incorporates climate change. For example, King County regulations place ‘Flood Protection Elevations’ three feet above base flood elevation for development within flood-prone areas.
Housing		
Goal 1 – Overall Housing Strategies Page 8	Organize and site housing and multi-family residential buildings to create usable and connected open spaces.	Outlined in Mercer Island’s PROS Plan 2022 is the need for trail connections. This plan’s community survey #2 asked, “What do you think are the most needed improvements to the current City of Mercer Island parks system?” 44.2% of respondents chose “Connect gaps in the trail system to create a complete trail network,” which was the highest selected response. With this in mind, we suggest incorporating the adjacent policy, emphasizing the necessity to not only preserve and safeguard these open spaces but also ensure their connectivity. We propose that, along with designating open space percentages based on development type, site plans should demonstrate active efforts to connect these open spaces with others in the surrounding area.
Goal 1 – Overall Housing Strategies Page 8	Adopt sustainable and climate-informed design guidelines for new development.	See comments and resources in relation to GOAL 28 page 31 above.
Goal 1 – Overall Housing Strategies Page 8	Encourage the development of a variety of housing typologies to suit the needs of various potential residents while also encouraging, and in some cases requiring, techniques such as Low Impact Design (LID) standards.	As discussed previously, LID is exceedingly important for development to consider, as all boundaries within Mercer Island lead directly into Tier 1 priority habitat areas for chinook salmon recovery.

Capital Facilities		
1.12 Page 31	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 and projected climate-related conditions.	Protecting essential public facilities and the services they provide from climate impacts helps ensure community resilience. It is vital to site these facilities outside of areas that will be impacted by climate-related stressors for the entire operational lifespan of the facility. We suggest updating zoning to allow essential or hazardous uses only in low-risk areas and assess risk when new facilities are proposed.
GOAL 1 Suggested Policy Page 32	Collaborate with WSDOT, King County, and neighboring jurisdictions to plan and prioritize public and private culvert upgrades to ensure fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future.	It is important to plan and prioritize culvert upgrades to ensure not only fish passage benefits, but adequate projected stormwater passage. We suggest this element (and future amendments to the City of Mercer Island's Capital Improvement Plan) include this goal and incorporate a prioritization list, especially in areas where terrestrial species connectivity can be restored simultaneously (i.e., replacing culverts with wider bridges). Current fish passage barrier locations can be found on WDFW's website. Further resources include WDFW's "Incorporating Climate Change into the Design of Water Crossing Structures: Final Project Report," as well as WSDOT's "Wildlife Habitat Connectivity Consideration in Fish Barrier Removal Projects." Combining stormwater maintenance (or any maintenance) with multi-benefit goals (such as climate change resiliency or salmon recovery) opens up these projects for diverse funding opportunities (such as the Department of Commerce Salmon Recovery through Local Planning Grant, due June 3rd).
GOAL 1 Suggested Policy Page 32	Ensure that any future maintenance and repairs to conveyances of mixed stormwater/natural waters will not negatively impact fish life, fish passage, or aquatic habitat. Additionally, the City shall consult with WDFW as needed to correctly identify specific areas and needs for the protection and	We suggest the addition of the adjacent policy in order to track progress towards goals relating to water quality, especially as it related to aquatic habitats and species. This would also help Mercer Island address GMA requirements such as, "cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries," outlined in RCW 36.70A.172 .

	preservation of aquatic habitats. The correct best management practices will also be employed.	
POLICIES FOR SITING PUBLIC FACILITIES AND ESSENTIAL PUBLIC FACILITIES Page 35	Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle.	See comments above in relation to 1.12 page 31.
Shoreline Master Program element		
Goal (unspecified in document) Page 5	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 in alignment with no net loss principles unique or fragile areas are not adversely affected.	We recommend specifying no net loss principles, as outlined in WAC 365-196-830 .
(4) Page 5	In new developments on the shoreline, the water's edge should be kept free of buildings. Additionally, new development shall be prohibited from constructing shoreline stabilization that employs hard armoring techniques.	WAC 173-26-231 states, "(A) New development should be located and designed to avoid the need for future shoreline stabilization to the extent feasible. Subdivision of land must be regulated to assure that the lots created will not require shoreline stabilization in order for reasonable development to occur using geotechnical analysis of the site and shoreline characteristics..." This sentiment is exceedingly important for Mercer Island, as your unique geographic location places shorelines on all sides. Increased hard armoring is detrimental to salmonid recovery. We suggest Mercer Island establish a database that tracks hard armoring along your shorelines in order to monitor cumulative impacts and assess no net loss goals overtime.
1. (a) Page 6	Aquatic habitats, particularly spawning grounds, should be protected, improved and, if feasible, increased.	All aquatic habitats within the vicinity of Mercer Island are important in providing support for salmonid success. The importance of Mercer Island's role in salmon recovery cannot be overstated. Included in the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan (2005) are

		recommendations for specific restoration areas within Mercer Island, which includes, “Restoration efforts should begin with lake segments at the southern end of the lake...along the southern shore of Mercer Island and in Union Bay at the entrance to the Ship Canal.” In Chapter 10 page 4-6 of this report, a comprehensive list of policies and action items is given, specifically for South Lake Washington, including the recommendation, “Use WRIA 8 science foundation and Conservation Strategy as one of many “best available science” resources during CAO and SMP revisions. Increase riparian/shoreline buffers to extent practicable.” This chapter also outlines priority actions along the shoreline of Mercer Island, such as, “Explore daylighting and restoration of creek mouth in Clarke Beach Park,” “Explore options to restore small creek mouths on west and east side of Mercer Island,” and, “Explore shoreline restoration at Groveland Park.” This underscores Mercer Island’s unique geographic location and distinctive obligation to preserve, rehabilitate, and re-establish salmon habitat.
1. (c) Page 6	Critical area maps shall be routinely updated to reflect the most up-to-date information s 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.	Best available science should be used when creating and updating critical area documents, as per Chapter 365-195 WAC.
2. Page 6	Existing and future activities on Lake Washington and its shoreline should be designed to minimize avoid adverse effects on the natural systems.	We suggest the use of mitigation sequencing (WAC 197-11-768) in this policy, which first states to “avoid.” Avoidance is key, as mitigation for impacts can be costly, hard to maintain, and often do not meet no net loss standards (WAC 365-196-830).
3. (d) Page 6	The destruction of natural watercourses feeding into	All natural waterways support aquatic habitats and species and provide vital ecosystem services. It is imperative to protect these critical areas.

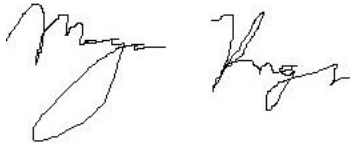
	Lake Washington should be ~~discouraged-prohibited~~ .	
Policy (not specified in document) Page 8	Foster habitat and natural system enhancement projects that are consistent with the City's Shoreline Restoration Plan and whose primary purpose is restoration of the natural character and ecological functions of the shoreline.	See our recommendation in response to 1. (a) Page 6 above in specifying the need to consult WRIA specific salmon recovery plans, which outline specific sites for restoration consideration.
(2) Page 10	In single-family developments within the shoreline, the water's edge should be kept free of buildings ~~and hard armoring~~ .	See comments in relation to (4) Page 5 above.
Transportation		
7.9 Page 8	Coordinate with local and regional emergency services to develop priority transportation corridors and develop coordinated strategies to protect and recover from disaster ~~and plan for future climate-related conditions~~ .	We suggest highlighting the importance of taking future conditions into consideration as it relates to the development of transportation corridors.
11.2 Page 9	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.	We suggest instating parking 'maximums' instead of minimums. For example, we recommend the policy: ~~"Eliminate parking minimum requirements and establish parking maximums."~~ This policy, which could be implemented in a development code, could help reduce impervious surfaces that exacerbate stormwater runoff and the urban heat island effect. This policy also could encourage active-transportation (walking, biking, riding transit) alternatives to driving automobiles; this reduces emissions, improves community health, and supports other co-benefits. Does the city currently have a way to track total impervious surface area and cumulative impacts?

12.2 Page 10	Implement the Pedestrian and Bicycle Facilities Plan to meet existing and anticipated needs for nonmotorized transportation. This Plan should be coordinated with habitat connectivity and other transportation planning efforts and periodically updated.	See resources in comments related to 19.3 Page 26 and GOAL 2 Suggested Policy Page 15.
Utilities		
2.7 Page 4	Aggressively promote and support water conservation on Mercer Island and shall participate in regional water conservation activities.	Refer to resources in relation to our response to GOAL 3 Page 15 above.
3.4 Page 6	Actively work with regional and adjoining local jurisdictions to manage, regulate and maintain the regional sewer system, keeping future climate-related hazards in mind.	It is important to plan for sewer infrastructure that will be resistant to future flooding and climate-related conditions.
4.7 Page 9	Encourage and promote development that creates the least disruption of the natural water cycle, returning as much precipitation to groundwater as possible in order to extend the flow of seasonal streams into the dry season and to contribute cooling ground water to surface water features, thereby contributing to healthy fish and wildlife habitat.	We greatly appreciate the inclusion of this policy.

Thank you for taking time to consider our recommendations to better reflect the best available science for fish and wildlife habitat and ecosystems. We value the relationship we have with your jurisdiction and the opportunity to work collaboratively with you throughout this periodic update cycle. If you have any questions or need our technical assistance or resources at any

time during this process, please don't hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Morgan Krueger', with a stylized, cursive script.

Morgan Krueger
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