

Table 1. Planning Commission Economic Development Element Comment Matrix.

Log #	Received From	Comment/Question	Staff Response
1	Chris Goelz	Text Amendments on page one through 12	<b>Simple Amendment</b> See second draft
2	Chris Goelz	Page Two comment on table format	The tables and document will be reformatted prior to adoption so the entire Comprehensive Plan has a consistent format and design.
3	Chris Goelz	<p><b>Policy 1.3:</b> Establish a local business liaison position <del>to</del> the City Council. The local business liaison will act as a point of contact <del>on</del> the City Council for all business leaders and representatives on Mercer Island for policy issues.</p> <p><b>Comment:</b> I don't think a council person should be the liaison. This would create an asymmetry of information on the council that may skew debate. It might also give rise to the well-studied risk of regulatory capture.</p> <p>It's apparent that the business community feels like it's not been heard sufficient, but hopefully Policy 1.3 and the other policies described will address that need. Naming a member of that community as liaison to the counsel could complement staff input.</p> <p><b>Additional Comment Dated 8/25/2023:</b> as discussed at the meeting, remove 1.2. For the reasons previously discussed, I think having a council liaison is a bad idea and the new staff position give the business community's concerns a lot more visibility. If we were to strike this provision, references to the business liaison would be removed throughout.</p>	<p><b>Deliberation and Direction Needed</b></p> <p>Proposed change is shown in the second draft.</p> <p>The original purpose of this policy is to create a point of contact on the City Council for the local business community. The City Council has several other similar liaison positions. For example, there is a Council liaison for the Parks and Recreation Commission (Currently Councilmember Craig Reynolds).</p> <p><b>Staff Recommendation:</b> The City does not have an existing mechanism for creating this type of citizen advisory position. If the Planning Commission wants to amend this policy as proposed, it would need to also propose further amendments to the policy that provide more details such as what the role of this liaison would be, how it would be selected, etc.</p> <p><b>RESOLVED</b></p>
4	Chris Goelz	<p><b>Policy 1.4 Comment:</b> Perhaps this policy could be folded together with 1.8 and 2.1.</p>	<p><b>Deliberation and Direction Needed</b></p> <p><b>Withdrawn (see comment dated 8/25/2023)</b></p> <p><b>RESOLVED</b></p>

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5	Chris Goelz	<p><b>Policy 1.8:</b> Partner with community organizations such as the Chamber of Commerce to market Mercer Island as an <u>ideal good</u> place to do business. <del>The City should focus marketing materials on the following:</del></p> <p><del>1.8.A Attracting new businesses and investment;</del>  <del>1.8.B Attracting skilled workers;</del>  <del>1.8.C Attracting off-island visitors to commercial centers; and</del>  <del>1.8.D Highlighting Mercer Island's assets such as high quality of life, business friendly environment, and prime location.</del></p> <p><b>Comment:</b> Too granular. I'd probably fold this together with 1.4 and 2.1.</p>	<p><b>Deliberation Needed</b></p> <p><b>RESOLVED</b></p>
6	Chris Goelz	<p><b>New Policy 1.9:</b> Encourage the planting of trees by businesses in the City's business districts.</p> <p><b>Comment:</b> This is suggested by CAP NS1.2.</p>	<p><b>Deliberation Needed</b></p> <p>On July 26, the Planning Commission proposed amending the draft policy to:</p> <p style="padding-left: 40px;">“Encourage the planting of trees in the City's business districts.”</p> <p>The Planning Commission asked staff to review the <a href="#">Climate Action Plan (CAP)</a> for tree planting strategies and actions. The CAP establishes Natural Systems Strategy #1, which states: “Increase urban tree canopy and green space.” The CAP includes two actions related to Natural Systems Strategy #1. The first, Action NS1.1 states, “Develop programs to support and encourage residents and large property owners to plant the right tree in the right place and sustain existing trees with reduced cost or free trees. Offer tree-awareness campaigns and classes to educate the community and develop tree planting demonstration programs.” The second, Action NS1.2 states, “Enhance City-led street tree planting in the right-of-way and assess long-term stewardship needs; promote street frontage plantings by businesses.”</p> <p><b>Staff Recommendation:</b> The proposed policy as amended on July 26 is consistent with the CAP. Further specificity in the Economic Development Element is not necessary because the CAP already includes actions the City has committed to doing as part of its climate change response. Inserting additional details in the Economic Development Element would spread direction between disparate components of the</p>

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			<p>Comprehensive Plan. The CAP is the appropriate place in the Comprehensive Plan to establish specific strategies and actions related to Climate change. The policies of the Economic Development Element should focus on establishing links between climate actions and economic development policies but leave the climate-specific direction to the CAP.</p> <p><b>RESOLVED</b></p>
7	Chris Goelz	<b>Goal 2 Comment:</b> Make this Goal 3. See note below.	<p><b>Deliberation Needed</b></p> <p>The order of Goals 2 and 3 can be switched. Reordering the goals would not change their meaning or relative importance in the Element.</p> <p><b>RESOLVED</b></p>
8	Chris Goelz	<b>Policy 2.1 Comment:</b> Fold together with 1.4 and 1.8.	<p><b>Deliberation and Direction Needed</b></p> <p>If the Planning Commission would like to pursue this amendment, please provide direction of how those policies might be combined so staff can draft an alternative.</p> <p><b>RESOLVED</b></p>
9	Chris Goelz	<b>Policy 2.4 Comment:</b> Would it make sense to say something here about specifically trying to encourage opportunities for the BIPOC community? Or perhaps that could be a separate policy under this goal or Goal 4.	<p><b>Deliberation and Direction Needed</b></p> <p>If the Planning Commission would like to add a policy directed at encouraging opportunities for black, indigenous, and people of color (BIPOC), please provide some direction regarding the desired impact of the policy so staff can draft</p> <p><b>RESOLVED</b></p>
10	Chris Goelz	<b>Goal 3 Comment:</b> Make this Goal 2. Cornerstones go in first	<p><b>Deliberation Needed</b></p> <p>The order of Goals 2 and 3 can be switched. Reordering the goals would not change their meaning or relative importance in the Element.</p> <p><b>RESOLVED</b></p>
11	Chris Goelz	<b>Policy 3.4:</b> Partner with community organizations, <del>with a focus on the</del> 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 support role in this partnership.	<p><b>Simple Amendment</b></p> <p>See second draft</p>

## ECONOMIC DEVELOPMENT ELEMENT COMMENT MATRIX, VERSION 3

UPDATED 10/18/2023

Log #	Received From	Comment/Question	Staff Response
		<b>Comment:</b> CAP CD2.2 seems similar. A strong shop local campaign would serve both the CAP and the business community.	
12	Chris Goelz	<b>Policy 3.5:</b> Coordinate with transit providers <del>to ensure the</del> <u>to make the</u> “Shop Mercer Island” marketing campaign <del>includes visible to</del> transit riders.	<b>Simple Amendment</b> See second draft
13	Chris Goelz	<b>New Policy 3.7:</b> Add policy re giving existing businesses notice of potential redevelopment – maybe replace current 4.4 or complement it.  <b>Additional Comment Dated 8/25/2023:</b> Move existing 4.4 here and combine with new language: Identify and adopt measures to reduce displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.	<b>Deliberation Needed</b> See second draft <b>RESOLVED</b>
14	Chris Goelz	<b>New Policy 4.2:</b> Balance economic growth with maintaining easy access to services and a small town feel.	<b>Deliberation Needed</b> See second draft <b>RESOLVED</b>
15	Chris Goelz	<b>Policy 4.4:</b> This seems to fit better under existing Goal 3 -- see proposed policy 3.7. <b>Additional Comment Dated 8/25/2023:</b> incorporate into new 3.7 -- see #13 above.	<b>Deliberation Needed</b> See second draft <b>RESOLVED</b>
16	Chris Goelz	<b>Goals 5 and 6 Comment:</b> I would fold Goals 5 and 6 together.	<b>Deliberation and Direction Needed</b> <b>Withdrawn (see comment dated 8/25/2023)</b> <b>RESOLVED</b>
17	Chris Goelz	<b>New Policy 6.1:</b> Consistent with the CAP, increase on-island employment options as a share of the City’s employment growth target in order to reduce vehicle miles traveled commuting.  <b>Comment:</b> I broke up 6.1 and referenced the Climate Action Plan.	<b>Deliberation Needed</b>  See second draft

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		<p><b>Additional Comment Dated 8/25/2023:</b> I'd propose simply amending the language of the original 6.1 to be " Consistent with the Climate Action Plan, increase on-island employment options as a share of the City's employment growth target in order to reduce vehicle miles traveled commuting." Don't add the new paragraph.</p>	
18	Chris Goelz	<p><b>Policy 6.2 (originally 6.1):</b> <del>Plan</del><u>Work</u> to increase high-wage on-island job opportunities for residents, <del>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.</del></p> <p><b>Additional Comment Dated 8/25/2023:</b> I'd propose simply amending the language of the original 6.1 to be " Consistent with the Climate Action Plan, increase on-island employment options as a share of the City's employment growth target in order to reduce vehicle miles traveled commuting." Don't add the new paragraph.</p>	<p><b>Deliberation Needed</b></p> <p>See second draft</p>
19	Chris Goelz	<p><b>New Policy 6.3:</b> Take steps to increase the supply of affordable housing on the Island.</p>	<p><b>Deliberation Needed</b></p> <p>See second draft</p>
20	Chris Goelz	<p><b>Goal 7:</b> The City actively reduces <del>the regulatory</del> <u>any unnecessary</u> burden created by commercial development regulations and permitting processes to support a healthy business ecosystem, entrepreneurs, and innovation in business.</p>	<p><b>Simple Amendment</b></p> <p>See second draft</p>
21	Chris Goelz	<p><b>Comment on Policy 7.1.C:</b> Does it make sense to replace "entitlement" with "regulatory."</p>	<p><b>Withdrawn (see comment dated 8/25/2023)</b></p> <p>The term "entitlement" is referring to the process by which development is authorized. Changing the word entitlement to regulatory would take the emphasis from the process and put it on the regulations as a whole.</p> <p>The problem we have heard during some public outreach is that there is not a good existing process to resolve neighbor concerns during the time between submitting an application and the issuance of a permit decision. Comments have indicated that contentious permitting processes have slowed or even obstructed some business expansion. This possible lack of conflict resolution in the entitlement process can go both ways, as some neighbors may feel that the process is not resolving their concerns either.</p>

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			The land use permit process is intended to, in part, create a path for resolving neighbor concerns in advance of a decision. There might be ways to improve conflict resolution during the code audit proposed in Policy 7.1.
22	Chris Goelz	<p><b>New Policy 7.1.F:</b> Reducing GHG emissions.</p> <p><b>Comment:</b> I don't want to lose track of the CAP. It's a lens through which all City decision making should be viewed. CAP CC3.2.</p>	<p><b>Deliberation Needed</b></p> <p>See second draft</p>
23	Chris Goelz	<p><b>Policy 7.3:</b> Evaluate additional process or code improvements on an annual basis with input from the <del>dedicated</del> economic development staff, <u>CAP Project Manager</u> and Council local business liaison. This evaluation should inform the development of annual docket recommendations as needed.</p> <p><b>Comment:</b> I'm not sure what the this person's title will be moving forward.</p> <p><b>Additional Comment Dated 8/25/2023:</b> as suggested in comment #3, rewrite to remove liaison: Evaluate additional process or code improvements on an annual basis with input from the economic development staff and Climate Action Plan project manager. This evaluation should inform the development of annual docket recommendations as needed.</p>	<p><b>Deliberation Needed</b></p> <p>See second draft</p>
24	Chris Goelz	<p><b>Policy 7.4:</b> Update home business regulations to <u>support ensure that they allow</u> a mix of commercial uses while ensuring home businesses remain compatible with neighboring residential uses.</p> <p><b>Comment:</b> Might this fit better under current Goal 2.</p>	<p><b>Simple Amendment</b></p> <p>See second draft</p>
25	Chris Goelz	<p><b>Goal 8 Comment:</b> Seems like this stuff could go in existing Goal 2.</p>	<p><b>Deliberation Needed</b></p> <p>If the Planning Commission would like to pursue this amendment, please provide direction of how those policies might be combined so staff can draft an alternative.</p>

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			<b>Withdrawn (see comment dated 8/25/2023)</b>
26	Chris Goelz	<b>Goal 9 Comment:</b> Maybe fold this goal with goal 4. I think 4.1 and 9.1 are pretty similar.	<p><b>Deliberation Needed</b></p> <p>If the Planning Commission would like to pursue this amendment, please provide direction of how those policies might be combined so staff can draft an alternative.</p> <p><b>Withdrawn (see comment dated 8/25/2023)</b></p>
27	Chris Goelz	<b>Policy 10.1:</b> Strike policy 10.1	<p><b>Deliberation Needed</b></p> <p>See second draft</p>
28	Chris Goelz	<b>Policy 10.2:</b> Focus on public safety as an important component of the high quality of life on Mercer Island <u>a thriving business community</u> .	<p><b>Simple Amendment</b></p> <p>See second draft</p>
29	Chris Goelz	<b>Policy 10.3 Comment:</b> Is this redundant with 11.2?	<p>The difference between Policies 10.3 and 11.2 is subtle. Policy 10.3 is outlining strategies to activate public spaces in commercial areas; looking for ways to draw more people to these areas. Policy 11.2 directs the City to look for ways to increase these public spaces when considering design standards. In staff's opinion, this distinction adequately differentiates these policies.</p> <p><b>Withdrawn (see comment dated 8/25/2023)</b></p>
30	Chris Goelz	<b>Policy 10.4.C and 10.4.D Comment:</b> Are these coordinated with CAP TR2.1 and 2.3? I don't understand the relationship of the CAP to the Comp Plan. This is another place where the CAP and the interests of the business community align.	<p>Policy 10.4 spells out the areas of focus to be considered during an evaluation of the City's street standards. <a href="#">Climate Action Plan</a> (CAP) Actions 2.1 and 2.3 are directed at updating the <a href="#">Pedestrian and Bike Facilities Plan</a> (PBFP) (TR 2.1) and supporting last mile transportation programs for the light rail station (TR 2.3).</p> <p>All three (Policy 10.4 and CAP Actions 2.1 and 2.3) are related but directed at different plans or programs. Policy 10.4 would focus on regulations for streets, including frontage standards and the streetscape manual that governs how the City designs its streets. The PBFP referenced in CAP Action TR 2.1 establishes the capital projects the City will undertake to improve its pedestrian and bicycle infrastructure. CAP Action 2.3 establishes a direction to "Support programs that provide multi-modal last-mile connections to the light rail station, such as through walking, biking, transit, and electric vehicle. Programs could include reintroduction of bike/scooter share programs." All three efforts will be coordinated when they are undertaken.</p>

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			<p>The CAP and Comprehensive Plan are linked. A policy adopting the CAP by reference will be added to the Comprehensive Plan. Essentially, the CAP is a strategic plan for addressing climate change. Some of the closest analogs to the CAP are:</p> <ul style="list-style-type: none"> <li>• The 6-Year Transportation Improvement Plan (TIP) that implements the Transportation Element;</li> <li>• The Capital Improvement Plan (CIP) that implements the Capital Facilities Element; and</li> <li>• The proposed Economic Development Element Implementation Plan.</li> </ul> <p><b>Withdrawn (see comment dated 8/25/2023)</b></p>
31	Chris Goelz	<p><b>Policy 11.2:</b> Seek to create more community gathering spaces <u>(including parklets)</u> when considering development standards in Town Center.</p>	<p><b>Simple Amendment</b>                      Changed parenthetical in the draft, see second draft</p> <p><b>Withdrawn (see comment dated 8/25/2023)</b></p>
32	Chris Goelz	<p><b>Policy 12.4:</b> Ensure that sufficient parking is provided <u>through a combination of regulations and incentives like parking credits</u> as commercial areas redevelop. Interpretation of the policies in this element should not lead to a reduction in parking,</p>	<p><b>Simple Amendment</b>                      See second draft</p>
33	Adam Ragheb	<p>Text amendments page 4 through 13</p>	<p><b>Simple Amendment</b>                      See second draft</p>
34	Adam Ragheb	<p>Comment on page 6:                      Suggest quantifying Riot's anticipated effect on this. "Riot's impending arrival is expected to cover 400 (?) of the 1,300, leaving 900 (?) in growth over the next 19 years (or whatever the actual numbers are)</p>	<p><b>Deliberation and Direction Needed</b></p> <p>The exact impact of Riot Games' arrival in Town Center is unclear at this point. The City knows that their arrival will increase employment in the City, but the exact number of jobs is unknown at this time. The City will be able to account for this increase in employment when tracking progress on the employment growth targets in the future.</p>
35	Adam Ragheb	<p>Comment on page 11:                      I think a threat that was missed here is an Erosion / Degradation of Strengths.</p>	<p><b>Deliberation and Direction Needed</b></p> <p>This can be added to the list if the Planning Commission would like to expand the section listing threats. Staff would need clear direction from the Planning Commission for the drafting of this section.</p>



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		Were our public safety, open spaces, top-notch public schools, or unique residential character advantages to degrade relative to the county, economic growth could be negatively affected since we are smaller and more-isolated than other Eastside cities.	
36	Adam Ragheb	<p>Comment on page 12:</p> <p>I think these data are hard to interpret without comparing them to other nearby cities' data. We have no clue if MI's fraction of 1251-3333/mo jobs is larger, smaller, or in-line with King County and/or peer cities.</p>	<p><b>Deliberation and Direction Needed</b></p> <p>The purpose of this section is to provide a high-level description of the context within which the Economic Development Element was drafted. If more context is needed, the Planning Commission can ask staff to find additional data on this topic.</p>
37	Adam Ragheb	<p>Comment on page 13:</p> <p>This explanation seems to be missing a little bit here. Even if Mercer Island median rents decrease 10%, that doesn't solve the problem of King County median rent still growing / necessitating a job paying 61k while 52.8% of MI jobs pays less than 40k. It is worth mentioning that the % above the KC median is decreasing since ~2015 - from the data in Figure 3, MI median rent is 42%, 46%, 46%, 38%, and 27% above KC median, showing a clear trend of narrowing the gap.</p>	<p><b>Deliberation and Direction Needed</b></p> <p>The purpose of this section is to provide a high-level description of the context within which the Economic Development Element was drafted. If more context is needed, the Planning Commission can ask staff to find additional data on this topic.</p>
38	Adam Ragheb	<b>Policy 1.8.B:</b> minor text change	<p><b>Simple Amendment</b> See second draft <b>RESOLVED</b></p>
39	Adam Ragheb	<b>Policy 2.3.C:</b> move C to B and B to C	<p><b>Simple Amendment</b> See second draft <b>RESOLVED</b></p>
40	Adam Ragheb	<b>Policy 3.5 Comment:</b> This does not seem like a good use of city funds - I would think more shopping decisions are made using google maps or other online resources than ads on the side of or inside transit assets.	<p><b>Deliberation and Direction Needed</b> If the Planning Commission would like to amend this policy, please provide the desired text amendment. <b>RESOLVED</b></p>
41	Adam Ragheb	<p><b>Policy 4.2.D:</b> comment proposes striking this policy.</p> <p><b>Policy 4.2.D Comment:</b> This is overly-vague - suggest removing</p>	<p><b>Deliberation Needed</b></p> <p>See second draft</p>
42	Adam Ragheb	<b>Policy 5.1 Comment:</b> This is vague and doesn't match - if we are trying to attract high wage earners (per 2.2.C) and a skilled workforce, those	<p><b>Deliberation and Direction Needed</b> If the Planning Commission would like to amend this policy, please provide the desired text amendment.</p>

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		companies are generally adept at seeking out their own employment candidates. Either add specifics or remove	
43	Adam Ragheb	<b>Policy 6.1 Comment:</b> remove "eliminate the need to commute" - reducing vehicle miles traveled is a realistic and achievable goal. Eliminating commuting is unreasonable even in the densest and most transit-oriented of cities; MI could be considered a bedroom community and thus there will always be some commuting	<b>Deliberation Needed</b>  See proposed new Policy 6.1 under Log #17. This comment and #17 propose amendments to Policy 6.1.
44	Adam Ragheb	<b>Policy 10.4 Comment:</b> on-street parking and time-limited public parking need to be higher on the list as they affect a large portion of potential customers. Public safety also ought to be higher - that affects everybody. Suggest bike parking / infrastructure at bottom since I would expect that to be the smallest segment (can't buy large amt of groceries or mail a large box w/a bike) and electric vehicle charging just above that.	<b>Simple Amendment</b>  See second draft.  Note on the order of items under 10.4: This list is not presented as an order of importance. As drafted, each item under 10.4 would be considered equally.
45	Adam Ragheb	<b>Policy 12.4 Comment:</b> suggest switching 12.4 and 12.2. 12.4 is a current problem while 12.2 is a long-term goal	<b>Simple Amendment</b> 12.2 and 12.4 can be switched. There is no effect of the order of these two policies
48	Angie Battazzo	<b>Page 6, line 30:</b> What defines this [high quality of life]? What are the metrics/stats demonstrating quality of life? By what standard?	At the meeting on 7/26, the Planning Commission agreed by consensus to strike the listed item this comment refers to.
49	Angie Battazzo	<b>Page 6, line 32:</b> Be more specific about the connection. Location? Transit/transportation?	At the meeting on 7/26, the Planning Commission agreed by consensus to strike the listed item this comment refers to.
50	Angie Battazzo	<b>Page 14, line 2:</b> Goals don't address wage and skill distribution gaps in the business ecosystem that grows the economy and fosters resilience. As demonstrated by the data, most jobs available in Mercer Island don't pay enough to afford to live in Mercer Island. Job-type by wage, not just "wage growth" needs to be more directly addressed in the goals and plans. For discussion.	
51	Angie Battazzo	<b>Policy 4.1:</b> Isn't the quality of life being sited as "high" and already a strength? Why would we invest in something already considered a strength?	The quality of life is cited as being a strength in the Economic Development Element introductory text. The idea behind listing strengths was that these are areas the City can build upon as it grows its economy. The intent behind policies that are aimed at quality of life is to help ensure that as the economy grows, it does not come at the expense of an identified strength.  <b>RESOLVED</b>

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52	Angie Battazzo	<p><b>Policy 4.2:</b> Recommend additional synthesis work looking at economic resilience efforts within the area. Job growth in specific wage categories paired with affordable housing were found to be CRITICAL factors in building economic resilience in Puget Sound (see analysis prepared for Challenge Seattle/Seattle Chamber of Commerce circa 2015, and updated work by Greater Seattle Partners.</p>	
53	Angie Battazzo	<p><b>Goal 5:</b> Are we suggesting that there is a workforce on Mercer Island that is skilled, and that we should be recruiting that workforce to work on the island? The summary goal, combined with 5.2 below introduces confusion – are we trying to recruit tradespeople who live here? Or recruit businesses with tradespeople? For? This goal could use more work for clarity.</p>	<p>There are two policies directed at the workforce under Goal 5. The first, Policy 5.1, states, “Partner with regional, statewide, and federal agencies to connect job seekers in the region with opportunities on Mercer Island.” This policy aims to connect people with on-island job opportunities to ensure that businesses have access to workers. The second, Policy 5.2, states, “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.” This policy is more specific, focusing on tradespeople and high-skilled workers. Both policies do not whether workers should come from outside the City or within. The lack of specificity here should allow the City to pursue connecting employers with workforce, regardless of where the workforce resides.</p>
54	Angie Battazzo	<p><b>Goal 6:</b> More in line with my previous comment about resilience being tied to middle-wage jobs and housing opportunities... but there is a convolution between creating those jobs, and recruiting residents to work in them... would be valuable to further develop/explore intent around desired measures of people who both work, and live on the island. Needs to be further developed.</p>	
55	Angie Battazzo	<p><b>Policy 6.1:</b> This warrants further analysis and synthesis about a goal that seeks to have more current residents actually work on the island. Is that what we mean here? Aren't there more direct and meaningful ways to address VMT [vehicle miles traveled], like provide more transit, carpool, and mode shifts?</p>	<p>Policy 6.1 states, “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.” [Note: Comment #17 proposes amendments to this policy]. This policy is directed at increasing on-island job opportunities for residents as the City plans to meet its employment growth target and lists some of the reasons for doing so. Other Comprehensive Plan policies address the transportation considerations for reducing VMT, primarily those in the Transportation Element.</p>
56	Angie Battazzo	<p><b>Goal 7:</b> One really important way a municipality can reduce the burden on residents and businesses is to have permit and regulatory staff be AVAILABLE to discuss issues directly. Lowering costs and minimizing delays is great – but one of the best ways a City can support goals and policies is to reinforce that City staff is directly available to help troubleshoot issues. Automated responses on emails, email-only communication, long</p>	

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		wait times to connect with a human who can troubleshoot in a conversation are major barriers to business start-up, retention, and development. Staff availability is critical.	
57	Angie Battazzo	<b>Policy 10.3.F:</b> In a city with a plethora of public space, and an econ dev plan that starts out by saying the quality of life is already high—and a limited amount of area to further develop business interests—how does increasing public space make commercial areas more attractive? Is this necessary? Seems like it will put additional tension on a limited business environment system.	Increasing public space can make commercial areas more desirable and encourage people to spend more time, and money, in those areas. Several public comments received during the public outreach indicated that the community is interested in increasing the public space in commercial areas to make them more attractive. There is a tension between providing more public space and providing adequate space for new or expanded commercial development. The Comprehensive Plan seeks to balance these two competing aims through the totality of its policies. For example, Policy 1.5 directs the City to analyze developable land in commercial areas to ensure there is adequate land capacity for new and expanding businesses. This analysis would consider any requirements for public space and allow the City to assess whether those policies might be unduly constraining development.
58	Angie Battazzo	<b>Policy 12.2:</b> Mercer Island's transit system is comparably less developed than Boise, Idaho. In order to reduce car dependence, you must provide an alternative that people will actually use. Would be worth exploring this further, and tailor a solution set that truly accounts for the residents user patters before addressing regulatory changes.	
59	Angie Battazzo	<b>Goal 13:</b> What about a goal studying like-communities to evaluate specific econ dev approaches with a greater likelihood of success given the unique environment of Mercer Island?	
60	Carolyn Boatsman	Text Amendments on page one through fourteen.	<b>Simple Amendment</b> See Third draft
61	Kate Akyuz	Text amendment on page nine	<b>Simple Amendment</b> See Third draft
62	Kate Akyuz	<b>Proposed New Policy Under Goal 1:</b> Study relocation of City Hall facilities to downtown Mercer Island at the publicly owned parcel known as the "Tully's Property". The new facility to include a public park and serve as a gateway from Sound Transit light rail to downtown Mercer Island. Staffed Police and Planning service counters to be housed on the ground floor.	<b>Deliberation and Direction Needed</b> If the Planning Commission decides to add this policy, staff recommends making the policy slightly less prescriptive to allow leeway if a specific location of design is needed. An alternative such as the following would provide similar direction and leave space for the City to implement it as future conditions may vary: <u>Study the feasibility of relocating City Hall facilities to Town Center. The study should consider creation of a public park, establishing City Hall as a gateway from the Sound Transit Light Rail Station, public access to City services, and accessibility for all Mercer Island residents.</u>

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			<b>RESOLVED</b>
63	Kate Akyuz	<b>Goal 6:</b> No policies in this section address the poverty wages that workers in our community are paid to provide our residents services. There are very few teenagers working in our grocery stores or caring for the elderly. These jobs are done by adults, often with families.	
64	Kate Akyuz	<p><b>Proposed New Policy(ies) Under Goal 6:</b></p> <ol style="list-style-type: none"> <li>1. Establish a minimum wage on Mercer Island.</li> <li>2. Provide tax incentives to retailers, landscapers, and home health care services that provide living wage jobs, paid time off, and health insurance to their employees.</li> <li>3. Coordinate with the Housing Element to ensure that the employees that work in our community have future opportunities for housing in our community.</li> </ol>	<p><b>Deliberation Needed</b></p> <p><u>Minimum Wage</u></p> <p>The minimum wage is currently \$15.74/hr. in Washington State (<a href="https://www.lni.wa.gov/workers-rights/wages/minimum-wage/">https://www.lni.wa.gov/workers-rights/wages/minimum-wage/</a>) Seattle and SeaTac are the only two cities that have adopted higher minimum wages (Seattle: \$18.69/hr., SeaTac: \$19.06/hr.). Establishing a minimum wage on Mercer Island would require considerable resources to study where the minimum wage should be set and the economic impacts of that decision. Additional public outreach would also be necessary. This policy would probably take around two or three years to implement.</p> <p><u>Tax Incentives</u></p> <p>If the Planning Commission decides to add this policy, the City would need to study the potential tax incentive options available and analyze their impacts. This is another project that would require significant resources to pursue given the type of analysis needed. This policy would probably take around eighteen months to two years to complete.</p> <p><u>Housing Element</u></p> <p>The first clause of this policy (“Coordinate with the Housing Element”) is not really necessary. The elements of the Comprehensive Plan are all part of the same document and are necessarily coordinated because they are required by the Growth Management Act to be internally consistent. If the Planning Commission would like to pursue this policy, the following alternative is recommended:</p> <p style="padding-left: 40px;"><u>Ensure that people who work in our community have access to housing in the City that is affordable given their income level.</u></p> <p>Note: Comment #19 proposes a new policy under Goal 6 that addresses housing affordability. The Planning Commission could combine that proposed policy and this proposal. The staff proposed alternative above would address both comments.</p>
65	Kate Akyuz	<b>Proposed new policy under Goal 10:</b> Review residential development standards and consider addition of small neighborhood establishments such as cafes and small boutique grocery.	<p><b>Deliberation Needed</b></p> <p>This policy might fit better under Goal 7, which addresses the regulatory environment. This policy could be combined with Policy 7.4 if the Planning Commission wants to move this to Goal 7.</p>

Log #	Received From	Comment/Question	Staff Response
66	Kate Akyuz	<p><b>Proposed new policy under Goal 12:</b> All new and improved public plaza development is aligned with the Pedestrian and [Bicycle] Facilities Plan so that safe walking and cycling routes are provided for residents, especially children, connecting neighborhoods with downtown public spaces.</p>	<p><b>Deliberation Needed</b></p> <p>If the Planning Commission elects to add this policy, staff recommends the following alternative:  <u>Align the development of public space with all City functional plans, including the Pedestrian and Bicycle Facilities plan, to create safe walking and cycling routes that connect residential areas with public spaces.</u></p>
67	Carolyn Boatsman	Text Amendments on page one through fourteen.	<p><b>Simple Amendment</b></p> <p>See third draft</p>
68	Carolyn Boatsman	<p>Page 15, line 28:                      I recommend moving the proposed policy regarding tree planting to Goal 4, which addresses environmental needs. I will recommend wording and compare it to this wording when I get to that page.</p>	<p><b>Simple Amendment</b></p> <p>See third draft</p>
69	Carolyn Boatsman	<p>Page 16, line 7, Policy 2.4:                      I recommend changing the words “young adults” to “people” or “those”. There are more than young adults who could use the mentoring.</p>	<p><b>Simple Amendment</b></p> <p>See third draft</p>
70	Carolyn Boatsman	<p>4.2. D. I think this is a good policy and we should keep it, but amend it as follows:   <u>Be guided by relevant strategies in the Climate Action Plan Addressing the impacts of climate change to reduce the negative its effects of climate change on doing business in the City and to attract businesses, workers, and customers in a warming climate.</u></p>	<p><b>Simple Amendment</b></p> <p>See third draft</p>
71	Carolyn Boatsman	<p>4.3 <u>Be consistent with</u> <del>Consider</del> Climate Action Plan strategies during economic development decision making.                       Add two new sub-policies and renumber as needed:                       A policy (Policy 1.9) regarding tree planting was proposed under Goal 1. It is included here with a proposed amendment. The policy, as proposed below, is consistent with CAP policy NS1.2.</p>	<p><b>Simple Amendment</b></p> <p>See third draft</p>

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		<p><u>4.3.A Enhance City-led street tree planting in the right-of-way and promote street frontage planting by commercial property owners.</u></p> <p>Proposed 4.3.B adds a policy that, while consistent with the CAP, provides more specific direction needed for the commercial area.</p> <p><u>4.3.B Encourage the establishment of vegetated walkways and rest areas to combat heat island effect in commercial areas.</u></p>	
72	Carolyn Boatsman	Page 18, starting on line 1: Agree with the proposed 6.1, except the need to mention CAP again given Policy 4.3.	<p><b>Simple Amendment</b></p> <p>Two other comments propose specific changes to Policy 6.1. The changes proposed in Comment Log #17 would highlight the connection the Climate Action Plan.</p>
73	Carolyn Boatsman	Amend proposed 6.3 as follows: Take steps to increase the supply of affordable <u>and</u> housing priced <u>in the middle range</u> on the island.	<p><b>Simple Amendment</b></p> <p>See third draft</p>
74	Carolyn Boatsman	Page 18, line 29, proposed Policy 7.1.F: The proposed statement regarding reducing greenhouse gas emissions seems out of place in a goal that has to do with increasing effectiveness of the permit review process. We probably have enough reference to climate in Goal 4 policies.	
75	Carolyn Boatsman	Page 18, line 36, Policy 7.3: It could be assumed that the economic development staff would take input from many City staff members, each of whom is responsible for a different emphasis. It is probably not necessary to mention the Climate Action Plan project manager here.	
76	Carolyn Boatsman	Page 19, line 2, Policy 7.6: It would not be appropriate to enshrine in the Comp Plan that there be a business owner Planning Commissioner. That would not always be the case. More importantly, it is not appropriate to direct that a Planning Commissioner will serve on a committee that is doing the work of the	<p><b>Simple Amendment</b></p> <p>The phrase “business owner Planning Commissioner” is an artifact from a previous draft and should have been struck.</p>

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		executive branch rather than advising the City Council regarding the Comp Plan and the development regulations, though a Planning Commissioner might serve in other capacities as a private citizen, if it doesn't conflict with Planning Commission work.	
77	Carolyn Boatsman	Page 20, line 13, Policy 10.4: It seems that a proposal to change the order has to do with what is the highest priority. I suggest a random order to avoid disagreement as to what is most important.	
78	Carolyn Boatsman	There may come a day where less parking is needed. It doesn't seem wise to preclude flexibility to meet future conditions. I recommend deleting the second sentence. <del>Interpretation of the policies in this element should not lead to a reduction in parking.</del>	<b>Deliberation Needed</b> See third draft
85	Christ Goelz	Amendments to previously submitted comments. See the following comment log #s: 3, 4, 13, 15, 17, 18, 23, 26, 29, 30, and 31	See third draft
86	Chris Goelz	Add new Policy 7.7: Study allowing small scale retail outside the existing commercial districts.	<b>Deliberation Needed</b> See third draft

**Table 2. Planning Commission Implementation Plan Comments.**

Log #	Received From	Comment/Question	Staff Response
46	Chris Goelz	Minor text amendments throughout the Implementation Plan	<b>Simple Amendment</b>
47	Chris Goelz	Proposed amendments to Project ED-8 project description	<b>Simple Amendment</b> This change would need to be made if the Planning Commission decides to change Policy 1.3 as proposed in Comment Log #3.
79	Carolyn Boatsman	Question: The Implementation Plan itself will need to be amended based upon amendments to the Economic Development Element goals and policies. May we see in a future packet/meeting staff proposed amendments to ensure that the Implementation Plan is consistent with Goals and Policies?	The Implementation Plan will be updated as the draft Economic Development Element goes through the review process and the goals and policies change. The final Implementation Plan will be part of the Planning Commission's recommendation to the City Council. As such, the Planning Commission will review the implementation plan before it goes to the City Council. The purpose of having the Planning Commission review the Implementation Plan is more to get the Planning Commission input on the priority of projects as the City starts the implementation process.



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80	Carolyn Boatsman	On page 1, versions of the idea that the Council will set priorities, work plans, and budgets are included in lines 4, 7, 12, and 18. This should be consolidated and made more concise.	
81	Carolyn Boatsman	The following amendment is proposed to use a more neutral term in referring to the time that it takes to obtain permit approval. Minimizing <u>the duration</u> delay and <del>reduce</del> <u>uncertainty of</u> in the entitlement process; and	<b>Simple Amendment</b> See third draft
82	Carolyn Boatsman	Page 13, line 16, Project ED-13, Home Business Development Code Review:  In restating the purpose of this project, it is important to carry through the intent stated in Goal 7.4 that in the simplification and streamlining of the permitting process, we continue to have the overall commitment to ensuring that home businesses remain compatible with neighboring residential uses. The following amendment is proposed:  Given that this code section has not been updated in some years, an update could spur additional economic growth by simplifying the regulatory requirements and streamlining the permitting process, <u>while ensuring that home businesses remain compatible with neighboring residential uses.</u>	<b>Simple Amendment</b> See third draft
83	Carolyn Boatsman	Page 14, line 6, Project ED-15 Evaluate City Fees:  We don't know what the result of the examination of City processes will reveal. A more neutral tone is more realistic and respectful:  This project is intended to find ways the City <u>may be able to</u> <del>can</del> reduce costs for starting new businesses and expanding existing businesses.	<b>Simple Amendment</b> See third draft
84	Carolyn Boatsman	Page 14, line 11:  Same, a more realistic and respectful statement:  <u>It is anticipated that</u> <del>This project is expected to</del> <u>will</u> reduce business formulation and expansion costs.	<b>Simple Amendment</b> See third draft

Table 3. Public Comment Matrix.

Log #	Received From	Comment/Question	Notes
PUB - 1	Kian Bradley	<p><b>Single-use zoning in most of the city</b></p> <p>The EDE and Implementation Plan do not address the possibility of opening up commercial area outside of the town center. Allowing small-scale retail (such as cafes, gyms and small professional offices) interspersed through neighborhoods would accomplish several of the EDE's stated goals:</p> <ul style="list-style-type: none"> <li>- Goal 4, Sustainability: providing basic services nearer to residents reduces VMT (traffic). Transportation emissions are Mercer Island's single biggest contributor to greenhouse gases.</li> <li>- Goal 7, Regulatory burden: Our current single-use zoning approach limits the amount of commercial area available. Opening up more area would reduce commercial rent by creating a greater supply.</li> <li>- Goal 9, Gathering places: Small neighborhood establishments provide a pleasant meeting space for neighbors to interact on a regular basis. This is especially relevant for children and teenagers who must be driven by an adult to shop and meet friends.</li> <li>- Goal 12, Safety: Small neighborhood establishments can be more easily reached without a car, meeting the goal of reducing car dependence and creating more human-scaled design.</li> </ul> <p>I would suggest we study this as part the Implementation Plan's Project ED-10, Commercial Development Code Audit. It may also be part of Project ED-13, Home Business Development Code Review, though home businesses seem like an unrelated concept.</p>	
PUB - 2	Kian Bradley	<p><b>High housing cost</b></p> <p>In page 2 of the EDE, the document says "higher cost housing can attract higher-income residents and customers for local businesses". I don't think this sentence is logically consistent. Higher cost housing reduces the spending power of the local customer base and generally acts as a drag on the entire economy. This sentence should be removed, and ideally the EDE should make it more clear that the high cost of housing has an adverse impact on businesses as well.</p> <p>Reducing housing cost addresses goals 1 and 2 by allowing access to a customer base with more spending money and a greater local employee base.</p>	<p>The sentence referenced in the comment has been amended per Planning Commission comments, see second draft</p>
PUB - 3	Kian Bradley	<p><b>Walkability</b></p>	<p>Updating the Pedestrian and Bicycle Facilities Plan (PBF Plan) is currently listed on the <a href="#">6-Year Transportation</a></p>

Log #	Received From	Comment/Question	Notes
		<p>Despite being referred to several times in the EDE, the Implementation Plan has no goal which directly addresses the improvement of Mercer Island's commercial areas for those outside of a car. Specifically with the Town Center, the coming light rail station and Riot Games office provide us with an opportunity to create a pedestrian and bike-friendly corridor along 77th Ave SE. This would allow people to come not just for a single errand, but stay and enjoy the entire Town Center for an evening in a similar way people enjoy walking around Bellevue's downtown park and mall. This would address goals 9, 10, 12 by increasing the attractiveness of our commercial centers, and goal 4 by meeting the environmental needs of residents.</p> <p>I would suggest we modify Project ED-11, PBIA/LIA to make the 'streetscape improvements' more clearly oriented towards increasing the attractiveness for people walking and rolling in commercial areas.</p>	<p><a href="#">Improvement Program</a>. That plan update is expected to begin in 2026. The PBF Plan will detail the pedestrian and bicycle infrastructure improvements the City plans to make. That is another place where walkability is addressed.</p>
<p>PUB - 4</p>	<p>Kian Bradley</p>	<p><b>Parking</b></p> <p>The EDE is very careful to discourage any reduction in the amount of parking in our commercial areas. However, the 2023 Parking Study (from the 07/05/2023 Council meeting) shows that we never exceed 71% utilization for on-street parking, and even less for off-street parking. These are both below the suggested 85% peak occupancy threshold. In addition, the study found that certain streets had a much higher utilization than others, suggesting parking is not distributed evenly.</p> <p>The EDE should instead seek to more intelligently manage our existing parking supply. The report has several good recommendations, including making on-street parking times consistent; charging for parking in overutilized areas; creating loading zones; adding bicycle parking; and improving walking/biking facilities to discourage vehicle travel in the first place.</p> <p>This can be addressed as part of Project ED-11, PBIA/LIA. We should modify this project's wording to be clearer about what we want our parking improvements to look like.</p>	<p>When the City analyzes potentially creating a Parking and Business Improvement Area (PBIA) or Local Improvement District (LID) the findings of the parking study would be used as part of that analysis.</p>
<p>PUB - 5</p>	<p>Bonnie Godfred</p>	<p>I scanned your 42 pages.</p> <p>Seems to me the main issue for economic development is our zoning regulations. We need to stress and protect retail and restaurant space and it needs to be affordable. The only way to do this is by requiring any future development to emphasize these two areas.</p> <p>The increase in residential occupancy in downtown versus the decrease in commercial occupancy in downtown is shameful and reflects the city's love affair with property developers.</p>	