

Legal and City Manager Review Matrix

Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
1-1	Legal Review	Introduction Pg. 6	As a single-family residential community with a high percentage of developed land, it is not necessarily appropriate that the community provide all types of lands uses. Certain activities will be viewed as incompatible with prevalent land uses and environmental values. Examples include certain recreational uses, cemeteries, zoos, airports, landfills, and correctional facilities.	As a single-family residential community with a high percentage of developed land, it is not necessarily appropriate that the community provide all types of lands uses. Certain activities will be viewed as incompatible with prevalent land uses and environmental values. Examples include certain recreational uses, cemeteries, zoos, airports, landfills, and correctional facilities.	Strike sentence with examples of essential public facilities.

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1-2	Legal Review	Introduction Pg. 8	<p style="text-align: center;">INTRODUCTION</p> <p>At its March 1992 retreat, the City Council decided to seek professional assistance in reviewing the City's existing public involvement practices. As envisioned, the review was to include an analysis of community member participation as it relates to specific issues facing the Council and community as well as to look at the role of City boards and commissions in public input processes. Ultimately, the Council was interested in the identification of strategies and techniques that would enhance City decision-making in general, and how community member participation is conducted on Mercer Island in particular.</p> <p>Upon completion of the review, the City adopted its Public Participation Strategy (August 1992). The strategy included Objectives and Principles which help to guide the crafting of future public involvement plans for future public issues. At the time of adoption, the City Council committed to applying its new Strategy to its two most important and immediate concerns: Downtown Revitalization and development and implementation of the (GMA-required) Comprehensive Plan.</p> <p>The Objectives and Principles are described below, followed by the specific public involvement strategies adopted and implemented for the Downtown Revitalization and Comprehensive Plan processes.</p>	<p style="text-align: center;">INTRODUCTION</p> <p>At its March 1992 retreat, the City Council decided to seek professional assistance in reviewing the City's existing public involvement practices. As envisioned, the review was to include an analysis of community member participation as it relates to specific issues facing the Council and community as well as to look at the role of City boards and commissions in public input processes. Ultimately, the Council was interested in the identification of strategies and techniques that would enhance City decision-making in general, and how community member participation is conducted on Mercer Island in particular.</p> <p>Upon completion of the review, the City adopted its Public Participation Strategy (August 1992). The strategy included Objectives and Principles which help to guide the crafting of future public involvement plans for future public issues. At the time of adoption, the City Council committed to applying its new Strategy to its two most important and immediate concerns: Downtown Revitalization and development and implementation of the (GMA-required) Comprehensive Plan.</p> <p>The Objectives and Principles are described below, followed by the specific public involvement strategies adopted and implemented for the Downtown Revitalization and Comprehensive Plan processes.</p>	Strike section titled "Introduction" to remove outdated information.

Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
1-3	Legal Review	Introduction Pg. 9-10	<p style="text-align: center;">COMMUNITY MEMBER PARTICIPATION & THE COMPREHENSIVE PLAN</p> <p>Foreseeing the need to initiate "early and continuous community member involvement" for the Comprehensive Plan, the City focused its expanded model for public participation on development of the Central Business District (CBD) Vision — the place where nearly all of Mercer Island's Growth Management issues are focused. In August 1992, the City launched the Town Center "visioning" process that relied upon the broadest range of community "stakeholders." Over 80 active participants worked between October 1992 and June 1993 to develop the document entitled "Your Mercer Island Citizen Designed Downtown." A newsletter mailing list of over 150 persons was built to maintain continual communication with interested individuals.</p> <p>August 1993 marked another major step in the City Council's commitment to the role of public participation in the implementation of the Town Center vision and preparation of the Comprehensive Plan. The City Council created the GMA Commission to serve as the primary citizen body to oversee the drafting of the draft plan.</p> <p>Consistent with the adopted public involvement strategy, the GMA Commission consisted of citizen "stakeholders," representing standing City boards and commissions, community members, downtown property owners, and business community groups. The GMA Commission oversaw and coordinated the preparation of all Comprehensive Plan elements,</p>	<p style="text-align: center;">COMMUNITY MEMBER PARTICIPATION & THE COMPREHENSIVE PLAN</p> <p>Foreseeing the need to initiate "early and continuous community member involvement" for the Comprehensive Plan, the City focused its expanded model for public participation on development of the Central Business District (CBD) Vision — the place where nearly all of Mercer Island's Growth Management issues are focused. In August 1992, the City launched the Town Center "visioning" process that relied upon the broadest range of community "stakeholders." Over 80 active participants worked between October 1992 and June 1993 to develop the document entitled "Your Mercer Island Citizen Designed Downtown." A newsletter mailing list of over 150 persons was built to maintain continual communication with interested individuals.</p> <p>August 1993 marked another major step in the City Council's commitment to the role of public participation in the implementation of the Town Center vision and preparation of the Comprehensive Plan. The City Council created the GMA Commission to serve as the primary citizen body to oversee the drafting of the draft plan.</p> <p>Consistent with the adopted public involvement strategy, the GMA Commission consisted of citizen "stakeholders," representing standing City boards and commissions, community members, downtown property owners, and business community groups. The GMA Commission oversaw and coordinated the preparation of all Comprehensive Plan elements, ultimately passing them on to the City Planning Commission for formal review and public hearings.</p>	<p>Strike section titled "Community Member participation and the Comprehensive Plan" to remove outdated information.</p>

			<p>ultimately passing them on to the City Planning Commission for formal review and public hearings.</p> <p>[note: moved paragraph to “Amending the Comprehensive Plan” below]</p> <p>The Land Use Element of the Comprehensive Plan was adopted by the City Council in December 1993 after GMA Commission review and discussion, Planning Commission review and approval, SEPA review and City Council workshops and public hearings. Adoption of the remaining four planning elements occurred in October 1994.</p> <p>Between 1994 and 2016, the 2005 update was the only substantial update. The City continues to be committed to public participation in its 2016 Comprehensive Plan Update. The City held several meetings and an open house to discuss proposed amendments to the Comprehensive Plan prior to City Council public meetings.</p> <p>Concurrent with the Comprehensive Plan update, the City conducted a Town Center Visioning process to assess growth in the Town Center and prepare new design standards. Public involvement throughout the Town Center Visioning process has incorporated the efforts of two citizen stakeholder groups, a liaison group of Councilmembers, Planning Commissioners and Design Commissioners. The Stakeholder Group's recommendations were reviewed by the Planning and Design Commissions meeting jointly, followed by consideration by the City Council. In 2015 and 2016, the City held 69 meetings, including nine public input meetings or public hearings, public meetings and received over 350 comments from approximately 225 people.</p>	<p>[note: moved paragraph to “Amending the Comprehensive Plan” below]</p> <p>The Land Use Element of the Comprehensive Plan was adopted by the City Council in December 1993 after GMA Commission review and discussion, Planning Commission review and approval, SEPA review and City Council workshops and public hearings. Adoption of the remaining four planning elements occurred in October 1994.</p> <p>Between 1994 and 2016, the 2005 update was the only substantial update. The City continues to be committed to public participation in its 2016 Comprehensive Plan Update. The City held several meetings and an open house to discuss proposed amendments to the Comprehensive Plan prior to City Council public meetings.</p> <p>Concurrent with the Comprehensive Plan update, the City conducted a Town Center Visioning process to assess growth in the Town Center and prepare new design standards. Public involvement throughout the Town Center Visioning process has incorporated the efforts of two citizen stakeholder groups, a liaison group of Councilmembers, Planning Commissioners and Design Commissioners. The Stakeholder Group's recommendations were reviewed by the Planning and Design Commissions meeting jointly, followed by consideration by the City Council. In 2015 and 2016, the City held 69 meetings, including nine public input meetings or public hearings, public meetings and received over 350 comments from approximately 225 people.</p>	
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2-1	Legal Review	Land Use Pg. 6	<table border="1"> <thead> <tr> <th>Zone</th> <th>Acreage</th> </tr> </thead> <tbody> <tr><td>Business - B</td><td>2.85</td></tr> <tr><td>Commercial Office - CO</td><td>19.45</td></tr> <tr><td>Multifamily - MF-2</td><td>42.03</td></tr> <tr><td>Multifamily - MF-2L</td><td>7.73</td></tr> <tr><td>Multifamily - MF-3</td><td>53.73</td></tr> <tr><td>Public Institution - PI</td><td>284.31</td></tr> <tr><td>Planned Business - PBZ</td><td>13.89</td></tr> <tr><td>Single Family - R-8.4</td><td>779.36</td></tr> <tr><td>Single Family - R-9.6</td><td>1399.98</td></tr> <tr><td>Single Family - R-12</td><td>77.44</td></tr> <tr><td>Single Family - R-15</td><td>1277.04</td></tr> <tr><td>Town Center - TC</td><td>77.16</td></tr> </tbody> </table>	Zone	Acreage	Business - B	2.85	Commercial Office - CO	19.45	Multifamily - MF-2	42.03	Multifamily - MF-2L	7.73	Multifamily - MF-3	53.73	Public Institution - PI	284.31	Planned Business - PBZ	13.89	Single Family - R-8.4	779.36	Single Family - R-9.6	1399.98	Single Family - R-12	77.44	Single Family - R-15	1277.04	Town Center - TC	77.16	<table border="1"> <thead> <tr> <th>Zone</th> <th>Acreage</th> </tr> </thead> <tbody> <tr><td>Business - B</td><td>2.85 2.98</td></tr> <tr><td>Commercial Office - CO</td><td>19.45 17.53</td></tr> <tr><td>Multifamily - MF-2</td><td>42.03 41.83</td></tr> <tr><td>Multifamily - MF-2L</td><td>7.73 7.69</td></tr> <tr><td>Multifamily - MF-3</td><td>53.73 61.41</td></tr> <tr><td>Open Space - OS</td><td>234.21</td></tr> <tr><td>Public Institution - PI</td><td>284.31 294.48</td></tr> <tr><td>Planned Business - PBZ</td><td>13.89</td></tr> <tr><td>Single Family - R-8.4</td><td>767.46</td></tr> <tr><td>Single Family - R-9.6</td><td>1,218.64</td></tr> <tr><td>Single Family - R-12</td><td>77.44 80.21</td></tr> <tr><td>Single Family - R-15</td><td>1277.04 1,217.71</td></tr> <tr><td>Town Center - TC</td><td>77.16 77.83</td></tr> </tbody> </table>	Zone	Acreage	Business - B	2.85 2.98	Commercial Office - CO	19.45 17.53	Multifamily - MF-2	42.03 41.83	Multifamily - MF-2L	7.73 7.69	Multifamily - MF-3	53.73 61.41	Open Space - OS	234.21	Public Institution - PI	284.31 294.48	Planned Business - PBZ	13.89	Single Family - R-8.4	767.46	Single Family - R-9.6	1,218.64	Single Family - R-12	77.44 80.21	Single Family - R-15	1277.04 1,217.71	Town Center - TC	77.16 77.83	<p>Revise chart to reflect new acreage totals with establishment of the Open Space Zone.</p> <p>Note: Parks Zone information to be added when adopted (work item anticipated to be complete in 2025).</p>
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2-2	Legal Review	Land Use Pg. 12	2.2 Establish a minimum commercial square footage in the Town Center to preserve the quantity of commercial space in recent developments as new development occurs, with a specific focus on maintaining the current number of large grocery stores to ensure adequate access to food for residents.	2.2 Establish Maintain a minimum commercial square footage in the Town Center to preserve the quantity of commercial space in recent developments as new development occurs, with a specific focus on maintaining the current number of large grocery stores to ensure adequate access to food for residents.	Revise text to reflect that this policy was implemented with the Town Center retail code amendment in 2021.																																																						
2-3	Legal Review	Land Use Pg. 13	3.3 Calculate building height on sloping sites by measuring height on the lowest side of the building.	3.3 Calculate building height on sloping sites by measuring height on from the lowest point on that side of a the building.	Revise text to align with current development code language.																																																						
2-4	City Manager	Land Use Pg. 13	GOAL 4: Create an active, pedestrian-friendly, bicycle-friendly, and accessible retail core.	GOAL 4: Create an active, pedestrian-friendly, bicycle-friendly, and accessible retail core.	Strike text. Duplicates other sections of the Land Use Element.																																																						
2-5	City Manager	Land Use Pg. 13	4.1 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.	Move to Goal 1 in Land Use Element and re-number: <u>1.2</u> Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system.	Move policy 4.1 to Goal 1 in the Land Use Element and renumber to “1.2”.																																																						

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2-6	City Manager	Land Use Pg. 12	4.2 Retail street frontages should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services also encouraged to a more limited extent.	Move to Goal 2 in Land Use Element and re-number: <u>2.3 Retail street frontages should be the area where the majority of retail activity is focused. Retail shops and restaurants should be the dominant use, with personal services also encouraged to a more limited extent.</u>	Move policy 4.2 to Goal 2 in the Land Use Element and renumber policy to “2.3”.
2-7	City Manager	Land Use Pg. 13	GOAL 5: Allow a variety of housing forms for all life stages, including townhomes, apartments, and live-work units that are attractive to families, singles, and seniors at a range of price points.	GOAL 5 GOAL 4 Allow a variety of housing forms for all life stages, including townhomes, apartments, and live-work units that are attractive to families, singles, and seniors at a range of price points <u>consistent with the goals and policies in the Housing element.</u>	Add text to reference the goals and policies in the Housing Element.
2-8	City Manager	Land Use Pg. 14	GOAL 6: Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.	GOAL 6: Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists.	Strike text. This goal duplicates goals and policies in the Transportation Element. See Transportation Element Goal 4, Goal 7 and Goal 12 and associated policies.

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2-9A	City Manager	Land Use Pg. 14	<p>GOAL 7:</p> <p>Town Center streets should be viewed as multiple-use facilities, providing for the following needs:</p> <ul style="list-style-type: none"> • 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. 	<p>GOAL 7: [Land Use Element]</p> <p>Town Center streets should be viewed as multiple-use facilities, providing for the following needs:</p> <ul style="list-style-type: none"> • 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. 	<p>Move Goal 7 from the Land Use Element to the Transportation Element. Renumber to Goal 13.</p> <p>Transportation related goals should all be aligned in the Transportation Element.</p>
2-9B		Transportation Pg. 9-10		<p>GOAL 13: [Transportation Element]</p> <p><u>13.1 Town Center streets should be viewed as multiple-use facilities, providing for the following needs:</u></p> <ul style="list-style-type: none"> <u>13.1.1 Access to local businesses and residences.</u> <u>13.1.2 Access for emergency vehicles.</u> <u>13.1.3 Routes for through traffic.</u> <u>13.1.4 Transit routes and stops.</u> <u>13.1.5 On-street parking.</u> <u>13.1.6 Pedestrian and bicycle travel</u> <u>13.1.7 Sidewalk activities, including limited advertising and merchandising and restaurant seating.</u> <u>13.1.8 Occasional special events and outdoor entertainment.</u> 	

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2-10A	City Manager	Land Use Pg. 14	7.1 Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.	7.1 Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center. [Land Use Element]	Move policy 7.1 in the Land Use Element to the Transportation Element and renumber as policy 13.2.
2-10B		Transportation Pg. 10		<u>13.2 Town Center streets should provide for safe and convenient multi-modal access to existing and future development in the Town Center.</u> [Transportation Element]	
2-11A	City Manager	Land Use Pg. 14	7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.	7.2 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely. [Land Use Element]	Move policy 7.2 in the Land Use Element to the Transportation Element and renumber as policy 13.3.
2-11B		Transportation Pg. 10		<u>13.3 Design streets using universal design principles to allow older adults and individuals with disabilities to "stroll or roll," and cross streets safely.</u> [Transportation Element]	
2-12A	City Manager	Land Use Pg. 14	7.3 78th Avenue SE and SE 27 th Street should be the primary pedestrian corridors in the Town Center, with ample sidewalks, landscaping and amenities.	7.3 78th Avenue SE and SE 27th Street should be the primary pedestrian corridors in the Town Center, with ample sidewalks, landscaping and amenities. [Land Use Element]	Move policy 7.3 in the Land Use Element to the Transportation Element and renumber as policy 13.5.
2-12B		Transportation Pg. 10		<u>13.5 78th Avenue SE and SE 27th Street should be the primary pedestrian corridors in the Town Center, with ample sidewalks, landscaping and amenities.</u> [Transportation Element]	

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2-13A	City Manager	Land Use Pg. 14	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.	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. [Land Use Element]	Move policy 7.4 in the Land Use Element to the Transportation Element and renumber as policy 13.6.
2-13B		Transportation Pg. 10		13.6 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. [Transportation Element]	
2-14	City Manager	Land Use Pg. 14	<p>GOAL 8:</p> <p>Be pedestrian-friendly, with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.</p>	<p>GOAL 8:</p> <p>Be pedestrian-friendly, with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.</p> <p>1.2 Street-level retail, office, and service uses should reinforce the pedestrian-oriented circulation system <u>with amenities, tree-lined streetscapes, wide sidewalks, storefronts with canopies, and cross-block connections that make it easy to walk around.</u></p>	<p>Strike Goal 8 in the Land Use Element and combine with policy 1.2 in the Land Use Element.</p> <p>See also Log 2.5.</p>
2-15	City Manager	Land Use Pg. 14	8.1 Provide convenient opportunities to walk throughout Town Center.	8.1 Provide convenient opportunities to walk throughout Town Center.	Strike text. Duplicates policies in the Transportation Element (see Goal 4, Goal 7, and new Goal 13) and the Economic Development Element (See Goal 7B).

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2-16A	City Manager	Land Use Pg. 14	8.2 Create safe pedestrian routes that break up larger City blocks.	8.2 Create safe pedestrian routes that break up larger City blocks. [Land Use Element]	Move policy 8.2 in the Land Use Element to the Transportation Element and renumber as policy 13.4.
2-16B		Transportation Pg. 10		13.4 <u>Pedestrian routes should be designed to break up larger City blocks.</u> [Transportation Element]	
2-17A	City Manager	Land Use Pg. 14	GOAL 9: Have ample parking, both on-street and off, and the ability to park once and walk to a variety of retail shops.	GOAL 9: Have ample parking, both on-street and off, and the ability to park once and walk to a variety of retail shops. [Land-Use Element]	Move Goal 9 in the Land Use Element to the Transportation Element and renumber as policy 11.4.
2-17B		Transportation Pg. 9		Add to Transportation Element, Goal 11: <u>11.4 Have ample Town Center parking, both on-street and off, and the ability to park once and walk to a variety of retail shops.</u> [Transportation Element]	
2-18A	City Manager	Land Use Pg. 14	9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. Parking should be convenient and safe.	9.1 Reduce the land area devoted to parking by encouraging structured and underground parking. Parking should be convenient and safe. [Land Use Element]	Move policy 7.2 in the Land Use Element to the Transportation Element and renumber as policy 11.5.
2-18B		Transportation Pg. 9		<u>11.5 Reduce the Town Center land area devoted to parking by encouraging structured and underground parking. Parking should be convenient and safe.</u> [Transportation Element]	

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2-19A	City Manager	Land Use Pg. 14	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.	9.2 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. [Land Use Element]	Move policy 9.2 in the Land Use Element to the Transportation Element and renumber as policy 11.6.
2-19B		Transportation Pg. 9		11.6 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. [Transportation Element]	
2-20A	City Manager	Land Use Pg. 15	9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals.	9.3 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in conjunction with development proposals. [Land Use Element]	Move policy 9.2 in the Land Use Element to the Transportation Element and renumber as policy 11.7.
2-20B		Transportation Pg. 9		11.7 Consider a range of regulatory and incentive approaches that can increase the supply of public parking in the Town Center in conjunction with development proposals. [Transportation Element]	
2-21A	City Manager	Land Use Pg. 15	9.4 On- and off-street parking should be well lit, convenient, and well-signed so that drivers can easily find and use it.	9.4 On- and off-street parking should be well lit, convenient, and well-signed so that drivers can easily find and use it. [Land Use Element]	Move policy 9.4 in the Land Use Element to the Transportation Element and renumber as policy 11.8.
2-21B		Transportation Pg. 9		11.8 On- and off-street parking in Town Center should be well lit, convenient, and well-signed so that drivers can easily find and use it. [Transportation Element]	

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2-22A	City Manager	Land Use Pg. 15	9.5 Develop long-range plans to meet the commuter parking needs of Mercer Island residents.	9.5 Develop long-range plans to meet the commuter parking needs of Mercer Island residents. [Land Use Element]	Move policy 9.5 in the Land Use Element to the Transportation Element and renumber as policy 11.9.
2-22B		Transportation Pg. 9		11.9 Develop long-range plans to meet the commuter parking needs of Mercer Island residents. [Transportation Element]	
2-23A	City Manager	Land Use Pg. 15	9.6 Prioritize parking for Mercer Island residents within the Town Center.	9.6 Prioritize parking for Mercer Island residents within the Town Center. [Land Use Element]	Move policy 9.6 in the Land Use Element to the Transportation Element and renumber as policy 11.10.
2-23B		Transportation Pg. 9		11.10 Prioritize parking for Mercer Island residents within the Town Center. [Transportation Element]	
2-24	City Manager	Land Use Pg. 15	GOAL 10: Prioritize transportation investments that promote multi-modal access to regional transit facilities.	GOAL 10: Prioritize transportation investments that promote multi-modal access to regional transit facilities.	Strike text. This goal duplicates goals and policies in the Transportation Element. See Goal 2, Policy 2.6. See also Goal 4 and associated policies.
2-25	City Manager	Land Use Pg. 15	GOAL 11: Promote the development of pedestrian linkages between public and private development and transit in and adjacent to the Town Center.	GOAL 11: Promote the development of pedestrian linkages between public and private development and transit in and adjacent to the Town Center.	Strike text. This goal duplicates goals and policies in the Transportation Element. See Goal 4 and associated policies.

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2-26A	City Manager	Land Use Pg. 17	GOAL 13: Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices and exhibit other innovative green features above and beyond what is required by the existing Construction Code.	GOAL 13: Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices and exhibit other innovative green features above and beyond what is required by the existing Construction Code.	Move Goal 13 in the Land Use Element to policy 13.3. Add language to align with existing City Code. Reason: Consolidate climate policies into renumbered Goal 13 and avoid duplication with the Climate Action Plan.
2-26B		Land Use Pg. 22		<u>13.3</u> Town Center buildings should meet a high standard of energy efficiency and sustainable construction practices and include other innovative green features. Maintain requirements for major new construction in the Town Center to incorporate green building techniques.	
2-27	City Manager	Land Use Pg. 17	14.2 Maintain a diversity of downtown land uses.	14.2 <u>6.2</u> Maintain a diversity of <u>Town Center</u> downtown land uses.	Revise wording for consistency.
2-28	City Manager	Land Use Pg. 17	15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single-family residential areas of the Island. The City Council may consider measures within the land use code to address the maintenance, updating, and renovation of these facilities, while ensuring compatibility with surrounding neighborhoods. Such facilities contribute to the mental, physical, and spiritual well-being of Mercer Island residents. Land use decisions should balance the retention of these facilities with overall community planning and zoning regulations.	15.4 <u>7.4</u> Social and recreation clubs, schools, and religious institutions are predominantly located in single-family residential areas of the Island. The City Council may consider measures within the land use code to address the maintenance, updating, and renovation of these facilities, while ensuring compatibility with surrounding neighborhoods. Such facilities contribute to the mental, physical, and spiritual well-being of Mercer Island residents. Land use decisions should balance the retention of these facilities with overall community planning and zoning regulations.	Strike the word “Council”.
2-29	Legal Review	Land Use Pg. 17	15.5 Discourage incompatible land uses including but not limited to landfills, correctional facilities, zoos and airports in existing zones. Encourage compatible uses such as education, recreation, open spaces, government, social services, and religious activities.	15.5 <u>7.5</u> Discourage incompatible land uses, including but not limited to landfills, correctional facilities, zoos, and airports in existing zones. Encourage compatible uses such as education, recreation, open spaces, government, social services, and religious activities.	Strike sentence with examples of essential public facilities.

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Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
2-30	City Manager	Land Use Pg. 18	16.1 Encourage using existing homes to meet changing population needs and help people age in place. Consider allowing accessory dwelling units (ADUs) and share housing. These options can provide affordable and accessible housing, reduce tax burdens, and stabilize neighborhoods. stable.	16.1 <u>8.1</u> Encourage using existing homes to meet changing population needs and help people age in place. Consider allowing accessory dwelling units (ADUs) and share housing. These options can provide affordable and accessible housing, reduce tax burdens, and stabilize neighborhoods. stable.	Strike second sentence. ADUs are addressed in policy 16.4.

Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
2-31	City Manager	Land Use Pg. 21-22	<p>GOAL 20: Promote the use of green building methods, design standards, and materials for residential development to reduce impacts on the built and natural environment and improve the quality of life. Green building should result in demonstrable benefits through the use of programs such as, Built Green, LEED, the Living Building Challenge, Passive House, Salmon Safe, or similar regional and recognized green building programs.</p> <p>20.1 Promote the use of green building methods, design standards, and materials for residential development to reduce impacts on the built and natural environment and improve the quality of life. Green building should result in demonstrable benefits through the use of programs such as, Built Green, LEED, the Living Building Challenge, Passive House, Salmon Safe, or similar regional and recognized green building programs.</p> <p>20.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building.</p> <p>20.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques.</p> <p>20.3 Consider expanding requirements for green building certification to additional zones and development of subdivisions as a component of a green building program.</p>	<p>GOAL 20: Promote the use of green building methods, design standards, and materials for residential development to reduce impacts on the built and natural environment and improve the quality of life. Green building should result in demonstrable benefits through the use of programs such as, Built Green, LEED, the Living Building Challenge, Passive House, Salmon Safe, or similar regional and recognized green building programs.</p> <p>20.1 Promote the use of green building methods, design standards, and materials for residential development to reduce impacts on the built and natural environment and improve the quality of life. Green building should result in demonstrable benefits through the use of programs such as, Built Green, LEED, the Living Building Challenge, Passive House, Salmon Safe, or similar regional and recognized green building programs.</p> <p>20.1 Eliminate regulatory and administrative barriers, where feasible, to residential green building.</p> <p>20.2 Develop a green building program that creates incentives for residential development and construction to incorporate green building techniques.</p> <p>20.3 Consider expanding requirements for green building certification to additional zones and development of subdivisions as a component of a green building program.</p>	<p>Strike Goal 20 and associated policies.</p> <p>Reason: Duplicates and conflicts with the goals and actions in the Climate Action Plan.</p> <p>See page 30-32 of the Climate Action Plan on “Buildings & Energy.”</p>

Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
2-32	City Manager	Land Use Pg. 22-23	<p>GOAL 23:</p> <p>Reduce community-wide greenhouse gas emissions.</p> <p>23.1 Collect data and report on Mercer Island GHG emissions annually. Document progress toward emission reduction targets consistent with King County-Cities Climate Collaboration (K4C).</p> <p>23.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.</p> <p>23.3 Provide public information and support to individual and community efforts to mitigate climate change.</p> <p>23.4 Evaluate and prioritize actions to reduce GHG emissions.</p> <p>23.5 Encourage the reduction of emissions from passenger vehicles by developing zero- or low-greenhouse gas emitting transportation options, developing vehicle charging infrastructure, and reducing single-occupancy vehicle trips.</p> <p>23.6 Promote an energy-efficient built environment by:</p> <p>23.6.1 Focusing development where utility and transportation investments have been made;</p>	<p>GOAL 23:</p> <p>Reduce community-wide greenhouse gas emissions:</p> <p>23.1 Collect data and report on Mercer Island GHG emissions annually. Document progress toward emission reduction targets consistent with King County-Cities Climate Collaboration (K4C).</p> <p>23.2 Partner with the King County-Cities Climate Collaboration (K4C) and the community to mitigate climate change.</p> <p>23.3 Provide public information and support to individual and community efforts to mitigate climate change.</p> <p>23.4 Evaluate and prioritize actions to reduce GHG emissions.</p> <p>23.5 Encourage the reduction of emissions from passenger vehicles by developing zero- or low-greenhouse gas emitting transportation options, developing vehicle charging infrastructure, and reducing single-occupancy vehicle trips.</p> <p>23.6 Promote an energy-efficient built environment by:</p> <p>23.6.1 Focusing development where utility and transportation investments have been made;</p> <p>23.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;</p>	<p>Delete Goal 23 and associated policies.</p> <p>Reason: Duplicates goals and actions in the Climate Action Plan.</p> <p>See the “Strategies and Actions” section of the Climate Action Plan (pg. 25-42).</p>

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			<p>23.6.2 Promoting the use of renewable and zero- and low-GHG emitting energy sources;</p> <p>23.6.3 Encouraging the use of carbon-efficient building materials and building design; and</p> <p>23.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.</p> <p>23.7 Promote renewable power generation in the community.</p>	<p>23.6.3 Encouraging the use of carbon-efficient building materials and building design; and</p> <p>23.6.4 Mitigating urban heat island effects by expanding tree canopy and vegetation cover.</p> <p>23.7 Promote renewable power generation in the community.</p>	
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Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
2-33	City Manager	Land Use Pg. 24	<p>GOAL 24:</p> <p>Adapt to and mitigate local climate change impacts.</p> <p>24.1 Prioritize the reduction of greenhouse gas emissions and other contributors to climate change.</p> <p>24.2 Develop an adaptive response to expected climate change impacts on the community.</p> <p>24.3 Increase carbon sequestration through expanding tree canopy and vegetation cover.</p>	<p>GOAL 24:</p> <p>Adapt to and mitigate local climate change impacts.</p> <p>24.1 Prioritize the reduction of greenhouse gas emissions and other contributors to climate change.</p> <p>24.2 Develop an adaptive response to expected climate change impacts on the community.</p> <p>24.3 Increase carbon sequestration through expanding tree canopy and vegetation cover.</p>	<p>Delete Goal 24 and associated policies.</p> <p>Reason: Duplicates and conflicts with the goals and actions in the Climate Action Plan.</p> <p>See the “Strategies and Actions” section of the Climate Action Plan (pg. 25-42).</p>
2-34	City Manager	Land Use Pg. 27	The open space use designation represents land within the City that should remain as predominantly unimproved open space consistent with the adopted Parks and Recreation Plan.	The open space use designation represents land within the City that should remain as predominantly unimproved open space consistent with the adopted <u>Parks, Recreation and Open Space Plan</u> Parks and Recreation Plan .	Revise text to correct the title of the plan.
3-1	Legal Review	Housing Pg. 1	In 2022, King County adopted Ordinance 19384 ...	In 2021 2022, King County adopted Ordinance 19384 ...	Revise text to correct date.
4-1	Legal Review	Transportation Pg. 1	Other legislative requirements addressed by the Transportation Element include the King County 2021 Countywide Planning Policies...	Other legislative requirements addressed by the Transportation Element include the King County 2021 2023 Countywide Planning Policies...	Revise text to correct date.
4-2	City Manager	Transportation Pg. 4	4.2 Provide for and encourage non-motorized travel modes consistent with the Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.	4.2 Provide for and encourage non-motorized travel modes consistent with the <u>Parks, Recreation and Open Space Plan</u> Parks and Recreation Plan and Pedestrian and Bicycle Facilities Plan.	Revise text to correct the title of the plan.
4-3	Legal Review	Transportation Pg. 5	5.2 Ensure that all transportation improvements are consistent with the adopted Americans with Disabilities Act (ADA) Transition Plan.	5.2 Ensure that all transportation improvements are consistent with the adopted Americans with Disabilities Act (ADA) Transition Plan. <u>The 2022 Americans with Disabilities Act (ADA) Transition Plan and its successors is adopted by reference.</u>	Add text adopting ADA Transition Plan and successors by reference.

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Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
4-4	City Manager	Transportation Pg. 5	5.5 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.	5.5 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.	Delete policy 5.5. Reason: Climate Change is addressed in Land Use Goal 22 and the adopted Climate Action Plan. See also the “Strategies and Actions” section of the Climate Action Plan (pg. 25-42).
4-5	City Manager	Transportation Pg. 7	7.6 Monitor traffic collisions, citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.	7.6 Monitor traffic collisions, <u>community</u> citizen input/complaints, traffic violations, and traffic volumes to identify and prioritize locations for safety improvements.	Strike the word “citizen” and replace with “community.”
4-6	Legal Review	Transportation Pg. 8	11.2 Maintain the current minimum parking requirements of three off-street spaces for single family residences but may consider future code amendments that allow for the reduction of one of the spaces provided that the quality of the environment and the single-family neighborhood is maintained.	11.2 Maintain the current minimum parking requirements <u>as adopted in City code or as require by GMA.</u> 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.	Revise text to align with code and GMA requirements.

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Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
5-1	Legal Review	Utilities Pg. 1	<p>1.2 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.</p> <p>1.3 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, decrease impacts on to private property, and reduce the cost of utility delivery.</p>	<p>1.2 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.</p> <p>1.31.2 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, decrease impacts on to private property, and reduce the cost of utility delivery.</p>	Stike policy 1.2, duplicative with policy 1.3 and renumber following policies.
5-2	Legal Review	Utilities Pg. 9	<p>4.5 Incorporate low- impact development standards, and any future innovations or technologies that meet or exceed current low- impact development standards, into new development and re-development. 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 re-development where feasible and appropriate.</p>	<p>4.5 <u>Consider incorporating</u> incorporate low- impact development standards, and any future innovations or technologies that meet or exceed current low- impact development standards, into new development and re-development <u>where feasible. Examples may include</u> 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 re-development where feasible and appropriate.</p>	Revise text to be aspirational and align with current code.
5-3	Legal Review	Utilities Pg. 11	<p>Private facilities (Republic Services and Cedar Grove Composting) have the capacity to absorb this increase.</p>	<p>Private facilities (Republic Services and Cedar Grove Composting) have the capacity to absorb this increase.</p>	Strike text.
5-4	Legal Review	Utilities Pg. 11	<p>To increase capacity, expansion of the existing Factoria Transfer Station began in late 2014 and is scheduled to open in late 2017.</p>	<p>To increase capacity, expansion of the existing Factoria Transfer Station began in late 2014 and is scheduled to open in late 2017.</p>	Strike text, information is outdated.

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Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
5-5	Legal Review	Utilities Pg. 17	8.6 The City may allow limited well- designed Wireless Communication Facilities in the rights-of-way adjacent to Clise Park and Island Crest Park, consistent with the requirements and restrictions in the development code.	8.6 The City may allow limited well- designed Wireless Communication Facilities in the rights-of-way adjacent to Clise Park and Island Crest Park, consistent with the requirements and restrictions in the development code.	Strike policy 8.6 as the current code identifies permissible locations for WCFs, and renumber following policies.
5-6	Legal Review	Utilities Pg. 17	8.8 Establish wireless communications facilities regulations to minimize noise and visual impacts and mitigate aesthetic or off-site impacts.	8.87 Consider updating and maintaining Establish wireless communications facilities <u>consistent with FCC regulations</u> to minimize noise and visual impacts and mitigate aesthetic or off-site impacts.	Revise to align with FCC regulations.
8-1	City Manager	Economic Development Pg. 15	1.1 Partner with the Chamber of Commerce, local, regional, state, and federal economic development agencies, and the Mercer Island School District (MISD) to provide abundant resources for business owners, entrepreneurs, and job seekers, including:	1.1 Partner with the Chamber of Commerce, local, regional, state, and federal economic development agencies, and the Mercer Island School District (MISD) to provide abundant resources for business owners, entrepreneurs, and job seekers, <u>such as including:</u>	Revise text.
8-2A	City Manager	Economic Development Pg. 15	3.3 Establish more networking and social events to attract more young professionals to Town Center, activating the area.	3.3 Establish more networking and social events to attract more young professionals to Town Center, activating the area.	Move policy 3.3 to Goal 1, revise text, and renumber as 1.1.5.
8-2B				1.1.5 Networking and social events to attract more young professionals to Town Center.	
8-3	Legal Review	Economic Development Pg. 16	4.6 Consider waiving or reducing permit fees for the first twenty (20) applications submitted by prioritized business types.	4.6 Consider waiving or reducing permit fees for the first twenty (20) applications submitted by prioritized business types.	Strike Policy 4.6, gift of public funds concern.
8-4	Legal Review	Economic Development Pg. 17	6.8 Identify and adopt measures to reduce the displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.	6.8 Identify and adopt measures to reduce the displacement of existing businesses as new development occurs. Notify nearby businesses of any potential redevelopment.	Strike second sentence in Policy 6.8 as it does not align with current MICC noticing requirements.

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Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
8-5A	City Manager	Economic Development Pg. 17	GOAL 9 – TRANSPORTATION AND PARKING: Commercial areas have safe multimodal circulation and parking for residents, visitors, and employees.	GOAL 9 – TRANSPORTATION AND PARKING: Commercial areas have safe multimodal circulation and parking for residents, visitors, and employees.	Strike Goal 9 and incorporate text as Policy 7.1. Re-number section.
8-5B				<u>7.1 Commercial areas have safe multimodal circulation and parking for residents, visitors, and employees.</u>	
8-6	City Manager	Economic Development Pg. 18	9.1 Provide safe and welcoming access to the Town Center from the light rail station.	9.1 Provide safe and welcoming access to the Town Center from the light rail station.	Strike policy 9.1. Topic covered in policy 7.2.
8-7A	City Manager	Economic Development Pg. 18	9.2 Analyze the feasibility of establishing a Parking and Business Improvement Area (PBIA) or Local Improvement District (LID) in one or more commercial areas to fund improvements for economic development.	9.2 Analyze the feasibility of establishing a Parking and Business Improvement Area (PBIA) or Local Improvement District (LID) in one or more commercial areas to fund improvements for economic development.	Move policy 9.2 to Goal 11 (Implementation), add additional text related to funding, and renumber to 11.2.
8-7B				<u>11.2 Analyze the feasibility of establishing a Parking and Business Improvement Area (PBIA) or Local Improvement District (LID) in one or more commercial areas to fund improvements for economic development. Consider other funding opportunities, including grants and partnerships, to support implementation of the goals and policies identified in this plan.</u>	
8-8	City Manager	Economic Development Pg. 18	9.3 Ensure multimodal transportation options are available for workers and shoppers to access on-island employment centers and retail businesses.	9.3 Ensure multimodal transportation options are available for workers and shoppers to access on-island employment centers and retail businesses.	Strike text. Duplicates policies in the Transportation Element (see Goal 4, 12, and 13).
8-9A	City Manager	Economic Development Pg. 18	9.4 Consider eliminating traffic study requirements for small businesses outside of new development.	9.4 Consider eliminating traffic study requirements for small businesses outside of new development.	Move policy 9.4 to Goal 10 (Regulations and Permitting) and renumber to policy 10.9.
8-9B				<u>10.9 Consider eliminating traffic study requirements for small businesses outside of new development.</u>	

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Log #	Submitted By:	Element and Page #	Current Text (October 1, 2024 - Comprehensive Plan Draft)	Recommended Revision	Recommended Action
8-10	City Manager	Economic Development Pg. 18	9.5 Improve pedestrian infrastructure to support walkability between restaurants and other businesses.	9.5 — Improve pedestrian infrastructure to support walkability between restaurants and other businesses.	Strike text. Duplicates policies in the Transportation Element (see Goal 12 and 13).
8-11	City Manager	Economic Development Pg. 19	9.6 Work with regional transit agencies to explore an electric shuttle service pilot program to provide on-demand transportation within Mercer Island, connect light rail riders with the City’s commercial areas, reduce short car trips, and support sustainable transportation.	9.6 — Work with regional transit agencies to explore an electric shuttle service pilot program to provide on-demand transportation within Mercer Island, connect light rail riders with the City’s commercial areas, reduce short car trips, and support sustainable transportation.	Strike text. The topic of an on-demand shuttle service is covered in policy 4.1 in the Transportation Element.
8-12	Legal Review	Economic Development Pg. 19	10.4 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.	10.4 Evaluate <u>City permit fees, including impact fees, imposed on development to ensure they are consistent with the City approved cost recovery targets and established programs.</u> 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.	Revise Policy 10.4 as permit fees are set to recover costs related to permit review and impact fees are set to cover the costs of infrastructure needed to support new development.
8-13	City Manager	Economic Development Pg. 20	11.1 Establish and periodically update a prioritized and time-based economic development implementation plan following the adoption of this Comprehensive Plan.	11.1 Establish and periodically update a prioritized and time-based economic development implementation plan following the adoption of this Comprehensive Plan <u>and subject to funding availability.</u>	Revise text to address funding need for implementation.