Moorage Facility: Any device or structure used to secure a boat or a vessel, including piers, docks, piles, lift stations or buoys.

Must: means a mandate; the action is required.

Nonwater-oriented uses: means those uses that are not water-dependent, water-related, or water-enjoyment.

Ordinary High Water (OHW): The point on the shore that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on June 1, 1971, as it may naturally change thereafter in accordance with permits issued by a local government or the department.

Public Access: A means of physical approach to and along the shoreline, or other area, available to the general public. Public access may also include visual approach.

Restoration or ecological restoration: means the reestablishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures including but not limited to re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions.

Shall: means a mandate; the action must be done.

Shoreline areas and shoreline jurisdiction: means all shorelines of the state and shorelands as defined in RCW 90.58.030.

Shoreline master program or master program: means the comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020. As provided in RCW 36.70A.480, the goals and policies of a shoreline master program for a county or city approved under chapter 90.58 RCW shall be considered an element of the county or city’s comprehensive plan. All other portions of the shoreline master program for a county or city adopted under chapter 90.58 RCW, including use regulations, shall be considered a part of the county or city’s development regulations.

Shoreline modifications: means those actions that modify the physical configuration or qualities of the shoreline area, usually through the construction of a physical element such as a dike, breakwater, pier, weir, dredged basin, fill, bulkhead, or other shoreline structure. They can include other actions, such as clearing, grading, or application of chemicals.

Should: means that the particular action is required unless there is a demonstrated, compelling reason, based on policy of the Shoreline Management Act and this chapter, against taking the action.

Water-Dependent: A use or a portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of water-dependent uses may include ship cargo terminal loading areas, ferry and passenger terminals, the I-90 bridges, barge loading facilities, ship building and dry docking, marinas, aquaculture, float plane facilities and sewer outfalls.

Water-enjoyment use: means a recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use; or a use that provides for

Public Access: A means of physical approach to and along the shoreline, or other area, available to the general public. Public access may also include visual approach.

Restoration or ecological restoration: means the reestablishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures including but not limited to re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions.

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Water-enjoyment use: means a recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use; or a use that provides for
recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use and which through location, design, and operation ensures the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that fosters shoreline enjoyment.

Water-oriented use: means a use that is water-dependent, water-related, or water-enjoyment, or a combination of such uses.

Water-related use: means a use or portion of a use which is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location because: (a) The use has a functional requirement for a waterfront location such as the arrival or shipment of materials by water or the need for large quantities of water; or (b) The use provides a necessary service supportive of the water-dependent uses and the proximity of the use to its customers makes its services less expensive and/or more convenient. Washington State Shoreline Master Program Guidelines, Chapter 173-26 WAC 100 of 100.

Waterfront Structure: Docks, piers, wharves, floats, mooring piles, anchor buoys, bulkheads, bridges, submerged or overhead wires, pipes, cables, and any other object passing beneath, through or over the water beyond the line of ordinary high water.

Waterward: Any point located in Lake Washington, lakeward from the ordinary high water mark.

B. Shoreline Designated Environments.

1. Designated Environments. Different areas of the city’s shoreline have different natural characteristics and development patterns. As a result, two shoreline designated environments are established to regulate developments and uses consistent with the specific conditions of the designated environments and to protect resources of the Mercer Island shoreline jurisdiction. They are:
   a. Urban Park. This environment consists of shoreline areas designated for public access and active and passive public recreation. It includes, but is not limited to, street ends, public utilities and other publicly owned rights-of-way. The uses located in this environment should be water-dependent and designed to maintain the natural character of the shorelines.
   b. Urban Residential. The purpose of this environment is to provide for residential and recreational utilization of the shorelines, compatible with the existing residential character in terms of bulk, scale and type of development.

2. Shoreline Environment Map. The map in Appendix F of this development code is the official map of the city designating the various shoreline environments and the shoreline jurisdiction within the city.

3. Permit Requirements for Shoreline Uses and Development within the Designated Environments. All proposed development within the shoreline jurisdiction shall be consistent with the regulations of this Shoreline Master Program, the Shoreline Management Act of 1971 and the Mercer Island development code. In addition all
development shall conform to permit requirements of all other agencies having jurisdiction within the designated environments.

The following table specifies the shoreline uses and developments which may take place or be conducted within the designated environments. It also specifies the type of shoreline permit required and further states the necessary reviews under the State Environmental Policy Act (SEPA). The uses and developments listed in the matrix are allowed only if they are not in conflict with more restrictive regulations of the Mercer Island development code and are in compliance with the regulations specified in subsection D of this section.

<table>
<thead>
<tr>
<th>Key:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE: Categorically Exempt</td>
</tr>
<tr>
<td>SEP: Shoreline Exemption Permit</td>
</tr>
<tr>
<td>SDP: Substantial Development Permit</td>
</tr>
<tr>
<td>SEPA: Required Review under the State Environmental Policy Act</td>
</tr>
<tr>
<td>NP: Not Permitted Use</td>
</tr>
</tbody>
</table>

The regulations of the shoreline master program apply to all shoreline uses and development, whether or not that development is exempt from the permit requirements (CE, SEP, or SDP).

<table>
<thead>
<tr>
<th>Designated Environments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoreline Use</td>
</tr>
<tr>
<td>Urban Park Environment</td>
</tr>
<tr>
<td>Urban Residential Environment</td>
</tr>
<tr>
<td>Single-family residential and associated appurtenances</td>
</tr>
<tr>
<td>Multifamily residential</td>
</tr>
<tr>
<td>Public and private recreational facilities and parks</td>
</tr>
<tr>
<td>Moorage facilities (including piers, docks, piles, lift stations, or buoys)</td>
</tr>
<tr>
<td>Commercial marinas, moorage and storage of commercial boats</td>
</tr>
</tbody>
</table>
and ships  

<table>
<thead>
<tr>
<th>and ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulkheads and shoreline protective structures</td>
</tr>
<tr>
<td>Breakwaters and jetties</td>
</tr>
<tr>
<td>Utilities</td>
</tr>
<tr>
<td>Dredging</td>
</tr>
<tr>
<td>Alterations over 250 cubic yards – outside the building footprint</td>
</tr>
<tr>
<td>Boating Facilities</td>
</tr>
<tr>
<td>Transportation and Parking</td>
</tr>
<tr>
<td>Regional Light Rail Transit Facilities</td>
</tr>
</tbody>
</table>

If a use is not listed in this matrix, it shall be considered as a conditional use, pursuant to WAC 173-26-160.

C. Administration and Procedures.
1. Administrative Responsibility. Except as otherwise stated in this section, the code official is responsible for:
   a. Administering the shoreline master program.
   b. Approving, approving with conditions or denying shoreline exemption permit, substantial development permits, variances and permit revisions in accordance with the provisions of this shoreline master program.
   c. Determining compliance with Chapter 43.21C RCW, State Environmental Policy Act.

2. Permits and Decisions. No development shall be undertaken within the shoreline jurisdiction without first obtaining a permit in accordance with the procedures established in the shoreline master program. In addition such permit shall be in compliance with permit requirements of all other agencies having jurisdiction within the shoreline designated environment.
   a. Shoreline Exemption Permit. A shoreline exemption permit (SEP) may be granted to the following development as long as such development is in compliance with all applicable requirements of this shoreline master program, the city of Mercer Island development code and WAC 173-27-040:
      i. Any development of which the total cost or fair market value, whichever is higher, does not exceed $5,718 or as periodically revised by the Washington State Office of Financial Management, if such development does not materially interfere with the normal public use of the water or shorelines of the state;
      ii. Normal maintenance or repair of existing structures or developments, including damage by accident, fire or elements. “Normal maintenance” includes those usual acts established to prevent a decline, lapse, or cessation from a lawfully established condition. “Normal repair” means to restore a development to a state comparable to its original condition within a reasonable period after decay or partial destruction except where repair involves total replacement which is not common practice or causes substantial adverse effects to the shoreline resource or environment. Normal maintenance of single-family dwellings is categorically exempt as stated above;
iii. Construction of the normal protective bulkhead common to single-family dwellings. A “normal protective” bulkhead is constructed at or near the ordinary high water mark to protect a single-family dwelling and is for protecting land from erosion, not for the purpose of creating land. Where an existing bulkhead is being replaced, it shall be constructed no further waterward of the existing bulkhead than is necessary for construction of new footings;

iv. Emergency construction necessary to protect property from damage by the elements. An “emergency” is an unanticipated and imminent threat to public health, safety, or the environment which requires immediate action within a time too short to allow full compliance with this section;

v. Construction or modification of navigational aids such as channel markers and anchor buoys;

vi. Construction of a dock, designed for pleasure craft only, for the private noncommercial use of the owners, lessee, or contract purchaser of a single-family dwelling, for which the cost or fair market value, whichever is higher, does not exceed $10,000;

vii. Any project with a certification from the governor pursuant to Chapter 80.50 RCW.

If a development is exempt from the requirements of the substantial development permit, but a deviation or variance from the provisions of the shoreline master program is required, the applicant must request said deviation or variance through the procedures established in this section.

b. Substantial Development Permit. A substantial development permit (SDP) is required for any development within a shoreline jurisdiction not covered under a categorical exemption or shoreline exemption permit. Requirements and procedures for securing a substantial development permit are established below. Compliance with all applicable federal and state regulations is also required.

c. Deviations and Deviation Criteria. The city planning commission shall have the authority to grant deviations from the regulations specified in Table B in subsection D of this section; provided, the proposed deviation:

i. Will not constitute a hazard to the public health, welfare, and safety, or be injurious to affected shoreline properties in the vicinity;

ii. Will not compromise a reasonable interest of the adjacent property owners;

iii. Is necessary to the reasonable enjoyment of property rights of the applicant; and

iv. Is not in conflict with the general intent and purpose of the SMA, the shoreline master program and the development code.

d. Variances and Variance Criteria. Variances to the shoreline master program requirements are only granted in circumstances where denial of the permit would result in a thwarting of the policy enumerated in RCW 90.58.020. In addition, in all instances the applicant for a variance shall demonstrate strict compliance with all variance criteria set out in MICC 19.15.020(G)(4) and the following additional criteria:

i. In the granting of all variance permits, consideration shall be given to the cumulative impact of additional request for like actions in the area. For example if variances were granted to other developments in the area where similar circumstances exist the total of the variances shall also remain consistent with the policies of RCW 90.58.020 and shall not produce substantial adverse effects to the shoreline environment.
ii. Variance permits for development that will be located landward of the ordinary high water mark may be authorized; provided, the applicant can demonstrate all of the following:
   (a) That the strict application of the bulk, dimensional or performance standards set forth in the applicable master program precludes or significantly interferes with reasonable use of the property not otherwise prohibited by the master program;
   (b) That the hardship in subsection (C)(2)(d)(ii)(a) of this section is specifically related to the property, and is the result of unique conditions such as irregular lot shape, size, or natural features and the application of the master program, and not, for example, from deed restrictions or the applicant’s own actions;
   (c) That the design of the project is compatible with other permitted activities in the area and will not cause adverse effects to adjacent properties or the shoreline environment;
   (d) That the requested variance does not constitute a grant of special privilege not enjoyed by the other properties in the area, and is the minimum necessary to afford relief; and
   (e) That the public interest will suffer no substantial detrimental effect.

iii. Variance permits for development that will be located waterward of the ordinary high water mark may be authorized; provided, the applicant can demonstrate all of the following:
   (a) That the strict application of the bulk, dimensional or performance standards set forth in the applicable master program precludes reasonable use of the property not otherwise prohibited by the master program;
   (b) That the proposal is consistent with the criteria established under subsections (C)(2)(d)(ii)(b) through (e) of this section; and
   (c) That the public rights of navigation and use of the shorelines will not be adversely affected.

   Step 1. Application.
   The applicant shall arrange a preapplication meeting for all substantial development permits, deviations and variances. Upon completion of the preapplication meeting, a complete application including the required processing fees shall be filed with the city on approved forms to ensure compliance with development codes and standards. A complete application for the shoreline exemption permit (SEP), substantial development permit (SDP), or variance and SEPA checklist, if applicable, shall be filed with the city on required forms.

   SEP Review Process: The city shall issue or deny the SEP within 10 calendar days of receiving the request, or after SEPA review. The city shall then send the SEP to the applicant and the Department of Ecology, pursuant to WAC 173-27-130, and to all other applicable local, state, or federal agencies.

   Step 2. Public Notice.
   Public notice of an application for a substantial development permit shall be made in accordance with the procedures set forth in MICC 19.15.020; provided, such notice shall be given at least 30 days before the date of final local action.

   If an application is not exempt from SEPA and no prior SEPA notice has been given, the city shall publish the SEPA determination and a notice that comments on the SEPA
documents may be made during the review of the SDP, deviation and variance application.

Within 30 days of the final publication, posting or mailing of the notice, whichever comes last, any interested person may submit written comments on the proposed application. The city will not make a decision on the permit until after the end of the comment period.

Step 3. Review.
The Shoreline Management Act does not require that public hearing be held on SDP and/or variance application. The technical review of SDP and/or variance must ensure that the proposal complies with the criteria of the shoreline master program, Shoreline Management Act policies and all requirements of the city of Mercer Island development code.

An open record hearing before the planning commission, as set out in MICC 19.15.020(F), shall be conducted on all deviation applications and may be conducted on the SDP or variance application when the following factors exist:
(a) The proposed development has broad public significance; or  
(b) Within the 30-day comment period, 10 or more interested citizens file a written request for a public hearing; or  
(c) The cost of the proposed development, exclusive of land, will exceed $100,000.

Step 4. Decision.
After the 30-day comment period has ended, the city shall decide whether to approve or deny any SDP, deviation and/or variance application, unless the applicant and any adverse parties agree in writing to an extension of time with a certain date.
The city’s action in approving, approving with conditions, or denying SDP, deviation and/or variance shall be given in writing in the form required by WAC 173-27-120 (or its successor) and mailed to the applicant, all persons who submitted written comments, the Department of Ecology, the Washington State Attorney General, and all other applicable local, state, or federal agencies.
The city’s action in approving, approving with conditions, or denying any SDP and/or deviation is final unless an appeal is filed in accordance with applicable law.
The final decision in approving, approving with conditions, or denying variance is rendered by the Department of Ecology in accordance with WAC 173-27-200, and to all other applicable local, state, or federal agencies.

Step 5. Filing.
The city’s final action in approving, approving with conditions, or denying SDP, deviation and/or variance shall be filed with the Department of Ecology and Washington State Attorney General.

If the SDP and/or variance is approved, the applicant shall not begin construction until after the 21-day review period by the Department of Ecology is over and/or any appeals concluded. The applicant shall also comply with all applicable federal, state and city standards for construction.

4. Time Limits of Permits. The following time limits shall apply to all shoreline exemption, substantial development, deviation and variance permits:
a. Construction or substantial progress toward construction of a development for which a permit has been granted must be undertaken within two years of the effective
date of a shoreline permit. The effective date of a shoreline permit shall be the date of the last action required on the shoreline permit and all other government permits and approvals that authorize the development to proceed, including all administrative and legal actions on any such permit or approval.

b. A single extension before the end of the time limit, with prior notice to parties of record, for up to one year, based on reasonable factors may be granted.

5. Suspension of Permits. The city may suspend any shoreline exemption, substantial development, deviation and variance permit when the permittee has not complied with the conditions of the permit. Such noncompliance may be considered a public nuisance. The enforcement shall be in conformance with the procedures set forth in MICC 19.15.030, Enforcement.

6. Revisions. When an applicant seeks to revise a SDP, deviation and/or variance permit the requirement of WAC 173-27-100, as amended, shall be met.

D. Use Regulations. All development within the shoreline jurisdiction shall be in compliance with all development requirements specified in this section.

1. Table A. Requirements for Development Located Landward from the OHWM

<table>
<thead>
<tr>
<th>Setbacks for All Structures (Including Fences over 48 Inches High) and Parking</th>
<th>A*</th>
<th>25 feet from the OHWM and all required setbacks of the development code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height Limits for All Structures</td>
<td>B</td>
<td>Shall be the same as height limits specified in the development code but shall not exceed a height of 35 feet above average grade level (WAC 173-27-040); provided that light rail transit facilities may exceed the height of the existing I-90 roadway to the extent necessary for the proper functioning of such facilities</td>
</tr>
<tr>
<td>Maximum Impervious Surface Coverage</td>
<td>C</td>
<td>10%: between 0 – 25 feet from OHWM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>30%: between 25 – 50 feet from OHWM</td>
</tr>
<tr>
<td>Minimum Land Area Requirements</td>
<td>E</td>
<td>All semi-private, commercial and noncommercial recreational tracts and areas shall have minimum land area: 200 square feet per family, but not less than 600 square feet, exclusive of driveways or parking areas. Screening of the boundaries with abutting properties and a planning commission approval of a site plan is required</td>
</tr>
</tbody>
</table>

*The letters in this column refer to the Plan View(A) and Section(A) diagrams.
### 2. Table B. Requirements for Moorage Facilities and Development Located Waterward from the OHWM

| Setbacks for All Moorage Facilities, Covered Moorage, **Boatlifts** and Floating Platforms | A* | 10 feet from the lateral line  
|                                                                                       | B | 35 feet from adjoining moorage structures (except where moorage facility is built pursuant to the agreement between adjoining owners as shown in Figure B below)  
|                                                                                       | C | 50 feet or 50% of the water frontage of the property, whichever is less, from the common boundary of the subject property urban park or conservation environment  
| Setbacks for Boat Ramps and Other Facilities for Launching Boats by Auto or Hand, Including Parking and Maneuvering Space | D | 25 feet from any adjacent private property line  
| Length or Maximum Distance Waterward from the OHWM for Moorage Facilities, Covered Moorage, **Boatlifts** and Floating Platforms | E | Maximum 100 feet, but in cases where water depth is less than 10 feet from the mean low water, length may extend up to 150 feet or to the point where water depth is 10 feet at mean low water, whichever is less  
| Width | F | Maximum 8 feet; does not apply to boat ramps, lift stations, or floating platforms  
| **Square Footage of Piers/Docks** | Maximum 1,000 square feet, including floats  
| **Height Limits for Piers and Docks** | G | 1.5 minimum and 5 feet maximum above the elevation of the OHWM  
| Height Limits for Walls, Handrails and Storage Containers Located on Piers | H | 3 feet above the decking of the moorage facility  
| Height Limits for Mooring Piles, Diving Boards and Diving Platforms | I | 10 feet above the elevation of the OHWM  
| **Height Limits for Light Rail Transit Facilities within the Existing I-90 Corridor** | **May exceed the height of the existing I-90 bridges to the extent necessary for the proper functioning of such facilities**  

*The letters in this column refer to the Plan View(B) and Section(B) diagrams.*
Chapter 19.16
DEFINITIONS

Sections:
19.16.010 Definitions.

19.16.010 Definitions.

Words used in the singular include the plural and the plural the singular.

For definitions that apply in are specific to the Shoreline only, see 19.07.110(A)(7)(e)

A

Accessory Buildings: A separate building or a portion of the main building, the use of which is related to and supports that of the main building on the same lot.

1. Attached Accessory Building: An accessory building that shares a portion of one of its walls with the main building, is separated from the main building by less than five feet, or is attached to the main building by a structure other than a fence.

2. Detached Accessory Building: An accessory building that does not share a portion of any of its walls with the main building and is separated from the main building by more than five feet and is not attached to the main building by a structure other than a fence or a pedestrian walkway.

Accessory Dwelling Unit (ADU): A habitable dwelling unit added to, created within, or detached from a single-family dwelling that provides basic requirements for living, sleeping, eating, cooking and sanitation.

Accessory Use: A use customarily incidental and accessory to the principal use of a site or a building or other structure located upon the same lot.

Adult Entertainment: An adult retail establishment or adult theater. "Adult entertainment" shall not be considered to be included under any other permitted use in this code as either a primary or accessory use, and is not permitted in any zone unless specifically stated. For purposes of adult entertainment, the following definitions apply:

1. Adult Retail: An establishment in which 10 percent or more of the stock in trade consists of merchandise distinguished or characterized by a predominant emphasis on the depiction, description, simulation or relation to specified sexual activities or specified anatomical areas.

2. Adult Theater: A facility used for presenting for commercial purposes motion picture films, video cassettes, cable television, live entertainment or any other such material, performance or activity, distinguished or characterized by a predominant emphasis on depiction, description, simulation or relation to specified sexual activities or specified anatomical areas for observation by patrons therein. Structures housing panorams, peep shows, entertainment studios or topless or nude dancing are included in this definition.

3. Merchandise: Shall include, but is not limited to, the following: books, magazines, posters, cards, pictures, periodicals or other printed material; prerecorded video tapes, discs, film, or other such medium; instruments, devices, equipment, paraphernalia, or other such products.
the seriousness of the public problem, the extent to which the land involved contributes to the problem, the degree to which the regulation solves the problem, and the feasibility of less oppressive solutions. A reasonable use exception set forth in MICC 19.07.030(B) balances the public interests against the regulation being unduly oppressive to the property owner.

Recreation: In the Town Center, recreation includes a place designed and equipped for the conduct of leisure-time activities or sports.

Recreational Area: For single-family and multifamily residential zones, an area, including facilities and equipment, for recreational purposes, such as a swimming pool, tennis court, a golf course, or a playground.
   1. Commercial Recreational Area: A recreational area maintained and operated for a profit.
   2. Noncommercial Recreational Area: A recreational area maintained and operated by a nonprofit club or organization with specified limitations upon the number of members or limited to residents of a block, subdivision, neighborhood, community or other specific area of residence for the exclusive use of members and their guests.
   3. Recreational Area, Private: A recreational area maintained by an individual for the sole use of his/her household and guests, located or adjacent to his/her residence, not for profit or in connection with any business operated for profit.
   4. Semi-Private Waterfront Recreational Area: A separate shoreline property interest established in fee simple or by easement in favor of one or more upland lots which is used for water-related recreational purposes.

Regional Light Rail Transit Facilities: A public rail transit line, including all ancillary facilities such as transit power substations, that operates at grade level, above grade level, on a bridge or in a tunnel and that provides high capacity, regional transit service owned or operated by a regional transit authority authorized under Chapter 81.112 RCW. A regional light rail transit system may be designed to share a street or highway right-of-way although it may use a separate right-of-way.

Regulated Improvements: Any development of any property within the city, except:
   1. Property owned or controlled by the city; or
   2. Single-family dwellings and the buildings, structures and uses accessory thereto.

Repair Services: The repair and maintenance of personal and household goods, including locksmithing, appliance repair, furniture reupholstery, and shoe repair.

Replacement Tree: Any tree that is planted in order to satisfy the tree replacement requirements of a tree permit.

Residential Care Facility: A facility, licensed by the state that cares for at least five but not more than 15 people with functional disabilities, that has not been licensed as an adult family home pursuant to Chapter 70.128 RCW.

Residential Dwelling: A home, abode or place that is used for human habitation.

Residential Uses: For purposes of the shoreline management provisions of this code, residential uses shall mean those uses allowed in the R-8.4, R-9.6, R-12, R-15, MF-2L, and MF-2 zones.

Restaurant: An establishment where food and drink are prepared and consumed. Such establishment may also provide catering services.

Restoration or restore: Actions performed to return a critical area to a state in which its functions approach its unaltered state as closely as possible.
shoreline areas of Mercer Island.

CIRCULATION ELEMENT

Lake Washington is a 22,139 acre body of water located in the midst of an urban area. An extensive network of transportation routes exists around and across the Lake. Although transportation facilities were developed in response to projected demands, these facilities have in turn helped generate additional transportation needs, for example, construction of the Lake Washington bridges has permitted the eastern portion of the region to change from a low density, summer home area to a higher density, suburban/commercial area. This increase in activity has resulted in suggestions for third and fourth bridges crossing the Lake. Lake Washington itself is a navigable body of water and is connected to Puget Sound by a system of canals and locks. Although some commercial navigation does occur, most of the boating activities in Lake Washington and recreational in nature. Seaplane activity is also present on the Lake, and three airfields are located on the shoreline. The automobile, however, is the predominant means of transportation to, from, around and across the lake. Our heavy reliance on the automobile has contributed to problems in air quality, fuel supply and traffic congestion. In the long term, urban areas should look toward providing alternatives to the automobile as the primary means of transportation.

Principal transportation routes on Mercer Island include Inter-State 90, a highway that crosses Lake Washington via Mercer Island and two connecting bridges, and a series of arterial roads that follow the shoreline around the Island a short distance inland. Thus, shoreline-related roads form an important element of principal transportation routes on the Island. In addition, numerous lateral roads connect the shoreline following arterials with properties along the water's edge, and frequently provide public access to the lake through developed and undeveloped street ends as well as visual access to the lake.

A rudimentary system of pedestrian and bicycle ways has gradually developed along portions of the shoreline following arterials; more definitive development of such ways is planned via the City's Pedestrian and Bicycle Facility Plan. Metro buses provide important modes of on-Island transportation as well as access to neighboring municipalities and employment centers. Other forms of transportation are non-existent, except for privately owned boats and a few seaplanes along the shore.

GOAL

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

POLICIES

1. Develop efficient circulation systems in a manner that assures the safe movement of people and goods while minimizing adverse effects on shoreline use, developments and shoreline ecological functions
2. Provide and/or enhance physical and visual public access to shorelines along public roads in accordance with the public access goals.
1.3. Encourage shoreline circulation systems that provide alternative routes and modes of travel, including non-motorized travel.
4. Roadways serving shoreline areas should be developed principally as scenic avenues rather than major arterials.
2. Public transportation should be provided to facilitate access to recreation areas on the shoreline.
3. Pedestrian and bicycle pathways, including provisions for maintenance, operation and security, should be developed around and across the Lake, consistent with private property rights.

Access points to and along the shoreline should be linked by pedestrian and bicycle pathways developed as close to the water’s edge as reasonable.

Pedestrian and bicycle pathways should be included in new or expanded bridges.

Pedestrian and bicycle pathways should be included in publicly-financed transportation systems or rights-of-way, consistent with public interest and safety.

4. Provisions for METRO Public Transit should be implemented in transportation facilities crossing Mercer Island.
5. No new regional vehicular traffic corridors should be opened across Mercer Island’s shoreline.

a. The width of the I-90 corridor shall be limited to that approved by the City of Mercer Island as stated in Mercer Island Resolution 595 adopted September 24, 1973.

b. Future regional requirements for moving people through Mercer Island’s shorelines shall be limited to public mass transit systems, including regional light rail transit, constructed within the approved I-90 corridor.
6. Commercial aircraft facilities on the shoreline should not be permitted.

7. Moorage, storage, servicing and operation facilities for ocean-going or commercial ships and barges should not be permitted on the shoreline.

8. Proposals for additional transportation across Lake Washington should consider alternative modes above, on, or below the surface of the Lake.

9. Cross-lake transportation facilities must be designed to minimize the increase in noise, air or water pollution above existing levels and, in addition, must reduce to the maximum extent, similar impacts from existing facilities via upgrading and improvement.