GMHB EXHIBIT 309

From:	Adam Zack <adam.zack@mercerisland.gov>
Sent time:	2022/03/09 02:17:09 PM
To:	Kate Akyuz
Cc:	Alison Van Gorp; Jessi Bon; Jeff Thomas
Subject:	RE: Planning Commission Appointment - Position 7
Attachments:	image001.jpg image002.jpg

Hi Kate,

Thank you for taking the time to put together these thoughtful comments. Your comments will be included with the City Council materials for the March 15 meeting.

Please let me know if you have any questions.

Thanks,
Adam Zack
Senior Planner
Community Planning & Development
City of Mercer Island, WA
Adam.Zack@Mercerisland.gov
(206) 275-7719

NOTICE: All emails and attachments sent to and from the City of Mercer Island are public records and may be subject to the Public Records Act, Chapter 42.56 RCW

From: Kate Akyuz <projectkate@gmail.com>
Sent: Wednesday, March 9, 2022 12:49 AM
To: Alison Van Gorp <alison.vangorp@mercergov.org>
Cc: Adam Zack <adam.zack@mercerisland.gov>; Jeff Thomas <jeff.thomas@mercerisland.gov>; Laurie Carlson <laurie.carlson@mercerisland.gov>; Sarah Bluvas <sarah.bluvas@mercergov.org>
Subject: Re: Planning Commission Appointment - Position 7

Thank you so much for the introduction Alison. I've had the opportunity to review the meeting footage as suggested and I've reviewed the documents from the last Planning Commission meeting.

Adam - I hope it's not too late to comment as I am just getting up to speed and hope to be actively engaged in the comp plan process over the next few years. I have some minor proposed edits for the scope of work and public participation plan elements if it's not too late. Happy to discuss any of these items. For the folks I have not met on this thread, my background is in environmental science and I currently manage large capital projects and major maintenance activities for another government agency. Its clear staff have already put a substantial amount of thought and effort into crafting this planning process and it looks great. I hope to use my background in government, particularly with environmental and equity issues, to serve as a useful and collaborative partner in the work ahead. Thank you for the opportunity to add my two cents. ***Proposed additional text is in purple bold italics***.

Scope of Work
p.5, Task 4, lines 21-23
The HNA is a document detailing the expected housing needs in the City throughout the planning period based on ***trends in housing affordability, information on demographic equity in housing opportunity, and*** the forecasted growth, existing housing stock**,** and land use assumptions in the Plan.

p. 10, Attachment A, Table 2, Transportation Element
T-6 Add policy under Transportation Element Goal 12 that establishes a ***prioritized implementation plan and*** timeline for ***periodic*** review***[strike -ing] of*** the Pedestrian and Bicycle Facilities Plan.

NEW T-9 Add policy under Transportation Element Goal 12 to study opportunities to expand electric bicycle infrastructure near light rail and in Town Center.

Public Participation Plan
p. 2, stakeholder bulleted list, line 42
Above "the general public", insert "***homeowners***" and "***renters***". These groups will require different outreach strategies than the general public and are critical to distinguish.

p. 3, Tasks, line 19
NEW 1.4 Invite multi-family housing property managers to share meeting notices regarding the plan, particularly the housing and economic development elements of the plan.

p. 4, Goal 3, line 17

Between existing tasks 1.2 and 1.3 insert the following and renumber the remaining tasks:
NEW 3.2 The Housing Work Group will partner with multi-family property managers to host a Renters Forum to share findings of the HNA and directly listen to the needs and hear ideas from the rental community.

Thanks again for the introductions, I look forward to meeting and working with planning staff.

Kate

On Wed, Mar 2, 2022 at 2:02 PM Alison Van Gorp <alison.vangorp@mercergov.org> wrote:

> Hello Kate and welcome to the Planning Commission!
>
> I would like to first e-introduce you to our staff team that interacts with the Commission most frequently:
>
> - Jeff Thomas, Interim CPD Director, has been leading the charge on a Town Center Commercial code amendment. The Planning Commissions work on this effort is complete, at least for now, but Jeff may attend our meetings from time to time on other topics.
> - Alison Van Gorp, Deputy CPD Director, I am the lead for our long range planning and legislative work and the primary staff liaison to the commission. I will be taking the lead on an upcoming code amendment related to impact fees, among other things
> - Adam Zach, Senior Planner, is the project manager for the Comprehensive Plan Periodic Update, among other things.
> - Sarah Bluvas, Economic Development Coordinator, has been working with Jeff on the Town Center code amendment and will also be leading work on the Economic Development Element as a part of the Comp Plan update .
> - Laurie Carlson, Senior Admistrative Assistant, serves as the clerk for the commission. She will be involved in all of our meetings assisting the chair with meeting process/procedures, taking role call votes, taking minutes and coordinating scheduling and communications.
>
> Andrea reminded me that we have some existing orientation materials for new commission members, but as I'm looking through them, things are somewhat out of date. I'm going to attempt to update and streamline things a bit and get something out to you in the next few days. In the meantime, you may want to review the packets and videos from our last couple meetings to get up to speed on recent commission work: https://www.mercerisland.gov/meetings?field_microsite_tid=All&field_microsite_tid_1=28
>
> You are joining the commission at a good time as we have recently completed work on a few issues, and are just about to start on a few new projects. For the most part you will not be joining in on any issues in the middle of the process. We did have an introductory presentation on the Comprehensive Plan Periodic Update at the end of the last meeting – I would encourage you to watch the presentation as it's the one thing where the conversation is underway on an issue that you will need to pick up and continue. The presentation starts at about 2:40 on this video: https://www.mercerisland.gov/bc-pc/page/planning-commission-special-video-meeting-4.
>
> Finally, I'd be happy to schedule a brief orientation meeting if you'd find it helpful to get an overview of how the commission functions and our upcoming work.
>
> Welcome aboard!
> -Alison
>
> ---
>
> **From:** Kate Akyuz <projectkate@gmail.com>
> **Sent:** Wednesday, March 2, 2022 10:08 AM
> **To:** Andrea Larson <Andrea.Larson@mercergov.org>
> **Cc:** Adam Zack <adam.zack@mercerisland.gov>; Alison Van Gorp <alison.vangorp@mercergov.org>; Jeff Thomas <jeff.thomas@mercerisland.gov>
> **Subject:** Re: Planning Commission Appointment - Position 7
>
> Thank you so much Andrea and thank you to the Council for voting me into this role for the next few months.
>
> Alison, I would be grateful if you could point me to any materials that I need to get up to speed on quickly.
>
> Thank you,
>
> Kate
>
> On Wed, Mar 2, 2022 at 8:48 AM Andrea Larson <Andrea.Larson@mercergov.org> wrote:

CITY OF MERCER ISLAND, WASHINGTON
9611 SE 36th Street | Mercer Island, WA 98040-3732
(206) 275-7600 | (206) 275-7663 fax
www.mercerisland.gov

March 2, 2022

VIA: EMAIL

Kate Akyuz
4327 86th Ave SE
Mercer Island, WA 98040

RE: PLANNING COMMISSION

Dear Kate,

We are pleased to announce that on March 1, 2022, the Mercer Island City Council appointed you to the Planning Commission. You will be serving in the unexpired term, Position No. 7, until the expiration of this appointment on May 31, 2022.

If you need any information or assistance during your tenure with the Planning Commission, please do not hesitate to contact staff liaison, Alison Van Gorp, Deputy Community Planning & Development Director at 206-275-7733 or alison.vangorp@mercerisland.gov.

Thank you for your willingness to serve as an advisory board member.

Sincerely,

Salim Nice
Mayor

CC: Jeff Thomas, Alison Van Gorp, Adam Zack

Andrea Larson
City Clerk
City of Mercer Island
206.275.7793 | mercerisland.gov

Due to the regional COVID-19 outbreak, many City of Mercer Island staff are now working remotely. Responses to emails and phone calls may take additional time as we have modified our operations. Thank you for your patience.

Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW)

From:	Alison Van Gorp
Sent time:	2022/10/26 10:30:33 AM
To:	Victor Raisys; Jeff Thomas
Cc:	Jessi Bon
Subject:	RE: Amendements to the Comprehensive Plan
Attachments:	image001.png image002.png image003.jpg image004.png image005.png RE: FW: My comprehensive plan amendment should only take a few minutes RE: Amendements to the Comprehensive Plan

Hi Victor – Ms. Fletcher's proposed amendment to the Comp Plan was submitted last year and the City Council did not add it to the 2022 docket. Instead, staff have rolled the request into our periodic update of the Transportation Element. As you know, the Comp Plan update process is long, and we do not plan to adopt these amendments until 2024. I have had extensive correspondence with Ms. Fletcher on this matter in the past, please see attached.

I will respond to Ms. Fletcher later today.

-Alison

From: Victor Raisys <victor.raisys@mercerisland.gov>
Sent: Wednesday, October 26, 2022 9:53 AM
To: Alison Van Gorp <alison.vangorp@mercergov.org>; Jeff Thomas <jeff.thomas@mercerisland.gov>
Cc: Jessi Bon <jessi.bon@mercergov.org>
Subject: FW: Amendements to the Comprehensive Plan

Dropping council and planning commission.

Can you please remind me if the issue that Ms. Fletcher is referring to below was an approved docket item from previous years?

Thanks
Victor

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Tuesday, October 25, 2022 6:04 PM
To: Alison Van Gorp <alison.vangorp@mercergov.org>
Cc: Jeff Thomas <jeff.thomas@mercerisland.gov>; Jessi Bon <jessi.bon@mercergov.org>; Council <council@mercergov.org>; Planning Commission <Planning.Commission@mercergov.org>
Subject: Re: Amendements to the Comprehensive Plan

Hello, it has been exactly a year now, and it does not appear that the intersections along North Mercer Way have been corrected in The Comprehensive Plan. I don't want to think of the City as dishonest, but when there is something which is incorrect and won't take more than 5 minutes to correct, something is wrong. I sincerely hope you will correct the intersections along North Mercer Way and make them "Outside of Town Center" or "Town Center Adjacent," but just not keep the intersections along North Mercer Way as coming under "Town Center."
And I would like to know why and who is responsible for not putting the Zone adjacent to Tully's back to "Park zone?" What will it take to get that back to "Park Zone" which is what it should be? And if I am to put this as a Comprehensive Plan suggestion, I would like to add my comments.
Thanks.

Sarah Fletcher

On Fri, Oct 29, 2021 at 7:31 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Alison, thank you for getting back to me with regards to my docket. So, at the very least, it will be corrected and be taken out of "Town Center." It might entail setting the Levels of Service along North Mercer Way at a lower LOS in that should Sound Transit construct their roundabout, that, together with the buses pulling in and pulling out, that is going to cause a deterioration and Evan told me that should a project cause a deterioration, the City has the power to deny a project. So, if the intersections are currently LOS A and LOS B, and the City implements"Town Center Intersections" are all deemed "LOS C", but then, Sound Transit comes along and constructs their roundabout which is going to directly cause a deterioration to an LOS C or D, it is like their East Link light rail project might reduce carbon emissions (although, at this point, it just seems like people who ordinarily caught the bus will be instead taking light rail), but then you have the Bus Light Rail Integration Project which will cause an LOS deterioration. And the roundabout project should be denied by the City as this is what it says about concurrency:
>
> > The GMA requires that transportation improvements or strategies to accommodate development impacts need to be made concurrently with land development. "Concurrent with the development" is defined by the GMA to mean that any needed "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years." RCW

36.70A.070(6)(b). Local governments have flexibility regarding how to apply concurrency within their plans, regulations, and permit systems.

As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards (LOS) for arterials, transit service, and other facilities. RCW 36.70A.070(6)(a). Once a jurisdiction sets an LOS, it is used to determine whether the impacts of a proposed development can be met through existing capacity and/or to decide what level of additional facilities will be required.

Transportation is the only area of concurrency that specifies denial of a proposed development if its impacts on the local transportation system would result in LOS dropping below adopted standards. To receive approval, new developments must provide improvements or strategies to handle the new demand concurrent with the development (or provide a financial commitment to complete them within six years).

MRSC - Concurrency

So, please set the LOS for the intersections along North Mercer Way as "LOS B" or "LOS C" and inform Sound Transit that their roundabout project is going to cause an LOS degrade and that their project can be denied.
And where is the Environmental Impact Statement for the Bus/Light Rail Integration? And what happens should there be a lot of vehicles backing up when the roundabout is implemented, will you make Sound Transit go back to installing a traffic light at 77th Ave SE? And how long will you allow the degradation to go on for?
I can't think of any other reason why the City would deem those intersections as "Town Center." I mean, you don't want the Town Center to extend across North Mercer Way do you?

On Thu, Oct 28, 2021 at 6:17 PM Alison Van Gorp <alison.vangorp@mercergov.org> wrote:

> Hi Sarah – Last night, the Planning Commission voted to include your proposed Comprehensive plan amendment in their recommendation to City Council for inclusion on the final docket. The City Council will review the Planning Commission's recommendations and take action to approve the final docket at their meeting on December 7.
>
> Alison Van Gorp
> Deputy Director
> Community Planning & Development | City of Mercer Island
> 206.275.7733 | mercergov.org/CPD | LET'S TALK Mercer Island
>
> *Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW)*

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Thursday, October 28, 2021 6:06 PM
To: Jeff Thomas <jeff.thomas@mercerisland.gov>; Alison Van Gorp <alison.vangorp@mercergov.org>; Jessi Bon <jessi.bon@mercergov.org>; Council <council@mercergov.org>; Planning Commission <Planning.Commission@mercergov.org>
Subject: Re: Amendements to the Comprehensive Plan

Hello Jeff, how did my amendment go last night? Did you remove those two intersections from the Comprehensive Plan? Could you please explain what would it take to make certain Levels of Service different for various itnersections on Mercer Island? And just so you know, the ramp at East Mercer Way, Sound Transit did not study that as part of their East Link Light Rail Project and as we all know, the traffic at that intersection was at LOS F before Covid-19 hit.
I don't mind where you put those two North Mercer Way intersections, but just get it out of being deemed "Town Center." You see, you are new, and if you read that Comprehensive Plan, you would be under the impression that the 77th Ave SE and 80th Ave SE intersections are "Town Center." Do you think that those two intersections are "Town Center" or do you understand them to be adjacent? If you think they are "Town Center," then that is a problem.
I have given the City 3 different scenarios, this should not be a big thing. And for the life of me, I do not have a clue why something so simple can be corrected. As things are, it just shows the City as being dishonest which I would like to think they are not.

Sarah Fletcher

On Fri, Oct 22, 2021 at 5:13 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Thanks Jeff, How do these meetings work? It is just that everyone knows that the intersections along North Mercer Way do not come within "Town Center." The Town Center border is along Sunset Way. The intersections need to be

removed from "Town Center." KPG did a study. Was the consultant the one who got it wrong?
These are the choices
1) You have will either be to move it down the page to "Outside of Town Center/"or
2) Adjacent to Town Center," or
3) a new separate category - "Outside of Town Center, LOS C."
I am copying the section below for ease:

Table 1. 2018 Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
Town Center Intersections (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C
SE 27th St/76th Ave SE	--	A
SE 27th St/77th Ave SE	B	B

You might understand it and that is that the City set an LOS for "C" for Town Center" and that is the only reason why the City put it under "Town Center" is because they wanted the LOS to be set at "LOS C." So whatever you decide, just make sure that those intersections **do NOT come under "TOWN CENTER**."
And Evan told me that should a proposed development cause a deterioration in Level of Service, the City has the power to deny the permit. And he also told me this with regard to the intersections:
"The Planning Commission / City Council have not directed the staff to consider a change to the intersections on North Mercer Way (Table 1 of the Transportation Element – scroll down about halfway on the page). The intersections in question (N. Mercer & 77th Avenue, N. Mercer & 80th Avenue) are currently included in Town Center presumably to ensure that they continue to provide a Level of Services (LOS) of C. The remainder of the island has a LOS of D (a lower LOS). I recommend that we do not modify the intersections and LOS as currently established, unless the City Council and Planning Commission determine that a different LOS is appropriate."
And actually, on another matter, as far as the reduction in vehicle emissions, adding a roundabout will not only cause a deterioration in the Level of Service, but it will cause more carbon emissions in that vehicles will have to stop at the roundabout and then, when the drivers put their foot on the gas pedal, that will cause more emissions. So, in effect, all what Sound Transit's bus/turnaround project does is remove the car emissions from the freeway, and transferred them to our local roads.

Thank you.

Sarah Fletcher

On Thu, Oct 21, 2021 at 1:34 PM Jeff Thomas <jeff.thomas@mercerisland.gov> wrote:

> Sarah,
>
> It's my understanding from Alison Van Gorp the two of you have communicated on your docket request and it will be presented to the Planning Commission next week.
>
> ~ Jeff Thomas
>
> ---
>
> **From:** Victor Raisys <victor.raisys@mercerisland.gov>
> **Sent:** Thursday, October 21, 2021 10:03 AM
> **To:** Sarah Fletcher <fletchsa1@gmail.com>
> **Cc:** Jeff Thomas <jeff.thomas@mercerisland.gov>; Daniel Hubbell <daniel.hubbell@mercergov.org>
> **Subject:** RE: Amendements to the Comprehensive Plan
>
> Hi Sarah –
>
> Thanks for your email. For Planning Commission requests, can you please send email to my city email (victor.raisys@mercerisland.gov)? As you know, I wear multiple hats on Mercer Island - I'm a MI business owner as well as a MI Planning Commissioner. I don't want to conduct city business from my business account. Thanks.
>
> Regarding your email below, last night's planning commission meeting was only a discussion with no votes or actions taken. The discussion was narrowly focused on the Town Center building moratorium and specifically focused on FAR proposal that the city council remanded to the planning commission. The zoning of the intersection along North Mercer Way was not part of the discussion and not included in the scope of the discussion. The agenda and agenda packet for last night's meeting is posted online (https://www.mercerisland.gov/bc-pc/page/planning-commission-video-meeting-2); I believe a video of the meeting will be posted soon.
>
> As far as the docket item you attached, I'll let Jeff or someone from his staff respond with how that is being handled.

Thanks again for your involvement.

Victor

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Wednesday, October 20, 2021 6:48 PM
To: Victor Raisys (Island Books) <victor@islandbooks.com>
Subject: Fwd: Amendements to the Comprehensive Plan

Hello Victor, I hope it is not too late, but I had a Comprehensive Plan amendment for tonight's Planning Commission Meeting. Will you please make sure that the intersections along North Mercer Way are not deemed "Town Center" which is what they are incorrectly deemed in the Comprehensive Plan and I asked that the intersections be amended. See emails below.
thanks

---------- Forwarded message ---------
From: **Sarah Fletcher** <fletchsa1@gmail.com>
Date: Sat, Sep 11, 2021 at 11:19 PM
Subject: Amendements to the Comprehensive Plan
To: Alison VanGorp <alison.vangorp@mercergov.org>

Hello, these are my comments for the Comprehensive Plan Amendments.
With regard to the Vision 2030, the Growth Management Act are already talking about Vision 2050, and this is what it says:

"In response to the central challenge of climate change and reducing greenhouse gas emissions, **VISION 2050** builds on the state Growth **Management Act** framework and the regional emphasis of focusing growth into centers and near high-capacity transit options to create more sustainable communities and reduce emissions."
"Air pollution generation from arterials can be rather concentrated, since traffic volumes can be relatively high, and traffic operating speeds are often low to moderate. Sound levels can also be considerable due to moderately high traffic volumes characteristic of arterials," So what is going to be happening on North Mercer Way with the roundabout and the reduction in lanes/mobility? Isn't a roundabout going to cause more gas emissions?

And "**North Mercer Way**" is missing from the list of roads leading to the I-90 ramps. "Access to the I-90 on-ramps and off-ramps is provided at West Mercer Way, 76th Avenue SE, 77th Avenue SE, 80th Avenue SE, Island Crest Way, and East Mercer Way."

And I am attaching the official Comprehensive Plan Docket document, but it would not let me snip and paste the information below. It helps show you how it looks in The Comprehensive Plan and it needs to be corrected. And I should not have to pay for a mistake the City has made.

Table 1. 2018 Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
Town Center Intersections (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C
SE 27th St/76th Ave SE	--	A
SE 27th St/77th Ave SE	B	B

Those two intersections mentioned should be moved down and come under the title "Outside of Town Center Intersections" and perhaps have an additional category "Outside of Town Center Intersections (LOS C Standard), but not shove the North Mercer Way intersections under "Town Center Intersections" that is not factual:

Outside of Town Center Intersections (LOS D Standard)		
SE 24th St/W Mercer Way	B	B
SE 24th St/72nd Ave SE	A	B
SE 36th St/N Mercer Way	C	C
SE 40th St/W Mercer Way	B	A
SE 40th St/78th Ave SE	A	B

But that is not a vision I want for Mercer Island.
Could you please remove this statement:
As a partner in the ever changing world of environment, economics and politics, Mercer Island has and will continue to be an **active player in regional issues." We will not be.**
And this statement needs to change:

The Town Center will continue to be located within its current boundaries and will be bordered by residential uses. Mixed-use development that includes residential units **shall be encouraged** within this zone. Businesses should continue to develop at a scale compatible with other community values and should provide a range of retail, office and residential opportunities. The community-scaled business district will primarily cater to the needs and desires of Island residents and employees."
Could you please explain how a residential building can be put in the Town Center core and which removes commercial space? Does Xing Hua fit in with what is in the Comprehensive Plan and if it doesn't, could you please amend The Comprehensive Plan language to make it that mixed-use buildings should not be built in the core of the Town Center or anywhere on Mercer Island?
Thank you.

Sarah Fletcher

From:	Alison Van Gorp
Sent time:	2022/11/08 10:17:41 AM
To:	Planning Commission
Subject:	FW: Upcoming Planning Meeting - Transportation Comprehensive Plan
Attachments:	image.png image.png image.png image.png image.png image.png

Planning Commissioners - Please see the public comment on the Transportation Element, below.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Tuesday, November 8, 2022 5:14 AM
To: Jeff Thomas <jeff.thomas@mercerisland.gov>; Alison Van Gorp <alison.vangorp@mercergov.org>
Cc: Council <council@mercergov.org>
Subject: Upcoming Planning Meeting - Transportation Comprehensive Plan

Hello, I have some questions and comments on the language. I am curious, but why are you removing the wording about the transfer and buses terminating at MI. Is that because buses are not going to be terminating here at all now after all that or? And you have missed off "Issaquah," buses come from Issaquah.

~~*UPCOMING CHANGES*~~

~~The Sound Transit East Link light rail line, scheduled for completion in 2023, will change how Mercer Island residents travel and live. A~~ new light rail station located north of the Town Center, on the I-90 corridor between 77th Avenue SE and 80th Avenue SE, ~~will provide~~provides access to destinations in Seattle, Bellevue and other cities that are part of the Sound Transit system. ~~As part of this change, many of the buses from the east side of Lake Washington will terminate at Mercer Island and bus riders will transfer to light rail. The existing park and ride at North Mercer Way is frequently at or near capacity, and parking demand will increase with light rail. As part of the mitigation agreement with Sound Transit, additional parking for the light rail station will be added in the Town Center.~~

Mercer Island has over 56 miles of trails, sidewalks and bicycle lanes for non-motorized travel. ~~In sum, these regional changes will likely affect travel and land use development patterns, particularly for the north end of the Island. The changes will also provide new opportunities for the Island and will support the vision and development of the Town Center.~~The regional Mountains-to-Sound Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

And I am sorry, but Mountains to Sound are regionalists, why are you accommodating them? I want the trail for bicyclists to go along 24th St to 84th Ave SE which is safer all around and not having bicyclists riding on the PEDESTRIAN sidewalk where people are walking and getting on and off the buses. I want to know who is responsible? And what's more, the current signs have it that they want bicyclists to both ride in the middle of the bicycle lane in that they have arrows telling bicyclists to ride in the center of the lane on the sidewalk, not to keep right.

And in this paragraph, why on earth would you want to "make transportation investments that improve economic and living conditions," what does that mean exactly?

2.2 ~~Continue to prioritize~~Prioritize expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.

And does this mean that you want to accommodate the homeless, like people with no incomes, so in effect, we are giving carte blanche for the homeless to come to MI? Don't approve something unless you understand exactly what it means for the layman and give an example of exactly what these expenditures could be.

4.8 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low ~~and~~or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.

And if there is an emergency at the light rail centers, I want them to close 80th Ave SE or 77th Ave SE so that that the emergency vehicles can get to the response, not not allow the street to be closed:

~~7.8 Strive to create a complete, connected active~~7.9 Emphasize transportation ~~system allowing~~connectivity and avoid closing streets to provide direct and safe access for active transportation modes and to minimize travel distances and emergency vehicle response times. [Remove KPG edits to this policy as shown in 7.10 below]

And there have been some fires started from charging electric scooters and cars, who will be responsible should a fire start as a result?

12.X Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride. [Alternative 1]

4.X Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride. [Alternative 2 – move to Goal 4]

And last week, someone had cameras up on stilts at various intersections which were obviously being used for transportation purposes, why are they insisting on using the outdated 2018 data which had to do with before the center lanes were closed? They need to redo the studies or find out who did that current study and use those figures or wait off until the study is completed, but not just use outdated data, that is ridiculous.

AM.

For this update, select traffic counts were conducted in 2022 to compare 2022 and 2018 AM and PM peak hour volumes. Results of the analysis found no growth in the last four years. This is primarily due to the COVID pandemic and advances in technology which have increased the number of people working from home. It was determined that the 2018 counts continue to be accurate for planning purposes.

Table 1 and Figure 4 show the AM and PM peak hour operations for each of the study intersections. Outside of the Town Center, the analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for existing conditions, except the intersection of SE 53rd Place/Island Crest Way operates at LOS F during the morning and afternoon peak hours.

Within the Town Center, where the LOS C standard applies, all intersections operate within this standard during the morning and afternoon peak hours.

Table 1. ~~2018~~ Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
Town Center Intersections (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C

This is how the Levels of Service were arrived at:
Planning Commission Agenda (mercerisland.gov)
And FOR THE MILLIONTH TIME, how many times do I have to ask you to correct it. I want the "Town Center Intersections Levels of Service taken out of this and put 'ADJACENT TOWN CENTER INTERSECTIONS,' it is not hard to do. No-one should have to ask so many times to correct something which was an error in the first place. It is ridiculous already. Just change it.

Sarah Fletcher

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2022/11/08 07:52:43 PM
To:	ComprehensivePlanUpdate
Cc:	Planning Commission
Subject:	Fwd: Upcoming Planning Meeting - Transportation Comprehensive Plan
Attachments:	image.png image.png image.png image.png image.png image.png

Hello, I have some questions and comments on the language. I am curious, but why are you removing the wording about the transfer and buses terminating at MI. Is that because buses are not going to be terminating here at all now after all that or? And you have missed off "Issaquah," buses come from Issaquah.

~~*UPCOMING CHANGES*~~

~~The Sound Transit East Link light rail line, scheduled for completion in 2023, will change how Mercer Island residents travel and live. A~~ new light rail station located north of the Town Center, on the I-90 corridor between 77th Avenue SE and 80th Avenue SE, ~~will provide~~provides access to destinations in Seattle, Bellevue and other cities that are part of the Sound Transit system. ~~As part of this change, many of the buses from the east side of Lake Washington will terminate at Mercer Island and bus riders will transfer to light rail. The existing park and ride at North Mercer Way is frequently at or near capacity, and parking demand will increase with light rail. As part of the mitigation agreement with Sound Transit, additional parking for the light rail station will be added in the Town Center.~~

Mercer Island has over 56 miles of trails, sidewalks and bicycle lanes for non-motorized travel. ~~In sum, these regional changes will likely affect travel and land use development patterns, particularly for the north end of the Island. The changes will also provide new opportunities for the Island and will support the vision and development of the Town Center.~~The regional Mountains-to-Sound Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

And I am sorry, but Mountains to Sound are regionalists, why are you accommodating them? I want the trail for bicyclists to go along 24th St to 84th Ave SE which is safer all around and not having bicyclists riding on the PEDESTRIAN sidewalk where people are walking and getting on and off the buses. I want to know who is responsible? And what's more, the current signs have it that they want bicyclists to both ride in the middle of the bicycle lane in that they have arrows telling bicyclists to ride in the center of the lane on the sidewalk, not to keep right.

And in this paragraph, what on earth do you mean by: "make transportation investments that improve economic and living conditions," what does that mean exactly?

2.2 ~~Continue to prioritize~~Prioritize expenditures in the transportation system recognizing the need to maintain existing transportation assets, meet adopted service level goals, and emphasize continued investments in non-motorized transportation facilities. Make transportation investments that improve economic and living conditions so that businesses and workers are retained and attracted to Mercer Island.

And does this mean that you want to accommodate the homeless, like people with no incomes, so in effect, we are giving carte blanche for the homeless to come to MI? Don't approve something unless you understand exactly what it means for the layman and give an example of exactly what these expenditures could be.

Please remove 4.8 and 4.9 entirely. If you are going to come out with language, please make sure that the layman can understand it. This just seems daft. I don't know if you realize, but Sound Transit can take any property by eminent domain like they did with those two properties along North Mercer Way. So, are you trying to tell me that if someone is poor, they will not be able to displace them? That is great, except it is unrealistic. You might be interested in this article and then see if you want to include this: Sound Transit looking to destroy poor communities – in name of progress (shiftwa.org)

4.8 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low ~~and~~or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.

And if there is an emergency at the light rail centers, I want them to close 80th Ave SE or 77th Ave SE so that that the emergency vehicles can get to the response, not not allow the street to be closed:

~~7.8 Strive to create a complete, connected active~~7.9 Emphasize transportation ~~system allowing~~connectivity and avoid closing streets to provide direct and safe access for active transportation modes and to minimize travel distances and emergency vehicle response times. [Remove KPG edits to this policy as shown in 7.10 below]

And there have been some fires started from charging electric scooters and cars, who will be responsible should a fire start as a result?

12.X Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride. [Alternative 1]

4.X Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride. [Alternative 2 – move to Goal 4]

And last week, someone had cameras up on stilts at various intersections which were obviously being used for transportation purposes, why are they insisting on using the outdated 2018 data which had to do with before the center lanes were closed? They need to redo the studies or find out who did that current study and use those figures or wait off until the study is completed, but not just use outdated data, that is ridiculous. Please use up-to-date data and not outdated data.

AM.

For this update, select traffic counts were conducted in 2022 to compare 2022 and 2018 AM and PM peak hour volumes. Results of the analysis found no growth in the last four years. This is primarily due to the COVID pandemic and advances in technology which have increased the number of people working from home. It was determined that the 2018 counts continue to be accurate for planning purposes.

Table 1 and Figure 4 show the AM and PM peak hour operations for each of the study intersections. Outside of the Town Center, the analysis shows that during the AM and PM peak hour, all intersections operate at LOS D or better for existing conditions, except the intersection of SE 53rd Place/Island Crest Way operates at LOS F during the morning and afternoon peak hours.

Within the Town Center, where the LOS C standard applies, all intersections operate within this standard during the morning and afternoon peak hours.

Table 1. ~~2018~~ Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
Town Center Intersections (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C

This is how the Levels of Service were arrived at:
Planning Commission Agenda (mercerisland.gov)
And FOR THE MILLIONTH TIME, how many times do I have to ask you to correct it. I want the "Town Center Intersections Levels of Service taken out of this and put 'ADJACENT TOWN CENTER INTERSECTIONS,' it is not hard to do. No-one should have to ask so many times to correct something which was an error in the first place. It is ridiculous already. Just change it. It is crooked to not change it.

Sarah Fletcher

From:	blkship <blkship@yahoo.com>
Sent time:	2022/11/09 04:29:49 PM
To:	Planning Commission
Cc:	Jessi Bon; Salim Nice
Subject:	Policy 17.4, Page 24

Why is the Commision wasting time on LU 17.4 ???

The proposed addition/modification to Policy 17.4 is not recommended. The proposed amendment is beyond the scope of work for updating the Land Use Element. The scope of work is specifically targeted at addressing the amendments required by the Growth Management Act (GMA) and recent amendments of the King County Countywide Planning Policies (CPPs). The proposed additional policy language is directed at creating new policy direction that is not required by GMA, addressing recent changes to the CPPs, or otherwise included in the Comprehensive Plan update scope of work approved by the City Council with Resolution 1621.

If a party wants to change this language they can propose it for the Docket. Next application period is September 2023…….

Best regards

Matt Goldbach

From:	Adam Zack
Sent time:	2023/01/10 01:53:09 PM
To:	Carolyn Boatsman
Cc:	Kate Akyuz
Subject:	RE: A couple additional questions re: housing topic
Attachments:	Mercer Island Letter to GMPC 11.18.22.pdf 2022-11-10_Housing_Need_Methodology_Comments_Signed.pdf

Hi Carolyn,

Answers to your questions are provided below.

Q: The Council members, during the Nov 1 meeting, mentioned a lobbyist that has been hired by the City for the housing topic. Would you be able to tell me more? Who is hired and what is their mission?

> A: The City Council has retained the services of a lobbyist to provide comments to the legislature regarding proposed bills on behalf of the City. That lobbyist's work will cover a range of topics beyond housing. The lobbyists hired are Nick Federici, Luke Esser, and Anita Gallagher. You can see more about the lobbyists in Agenda Bill 6114.
>
> The Council has put together a legislative priority list for the lobbyist. This directs the lobbyist's work for the City. The list was provided with Agenda Bill 6178 on November 1, 2022. During that meeting, the Council made some slight changes to the wording for a couple of the legislative priorities. You can see those slight changes in the November 1, 2022 meeting minutes.

Q: Jessi mentioned that an additional employee will probably be hired to fulfill the planning duties in CPD soon. She called this an LTE. What does that mean?

> A: LTE stands for 'limited term employee'.

Q: I think that a bill regarding middle housing is expected in the legislature this year. How would such a bill, if passed, likely bear upon our comp pan update work?

> A: This is a good question. The likely impact on our comprehensive plan update will vary depending on the contents of the bill. The legislature will set a deadline for cities to comply with the legislation and consider the Growth Management Act (GMA) deadlines many cities are already working toward. The periodic review deadline for cities in King County is December 31, 2024.
>
> If the requirement is added to the periodic review currently underway, it is possible (maybe likely) that the GMA deadline would be pushed back to allow cities time to make the necessary changes. Another option the State could choose is to allow cities and counties to finish the GMA required periodic review and then make the necessary middle housing changes after that. It is unclear what they will decide. Places that have enacted similar legislation (Oregon, Minneapolis) allowed for a couple of years to complete the planning work.
>
> House Bill 1110 is the current 'middle housing' bill the legislature is considering. This bill is in committee right now and it will likely go through substantial changes before going to a vote. You can find out more about HB 110 here: https://app.leg.wa.gov/billsummary?BillNumber=1110&Initiative=false&Year=2023

Q: Would you be able to share with the work group the letter(s) of comment sent by the Council to the King County Growth Management Planning Council and Department of Commerce mid-November?

> A: The Councilmembers on the work group have already seen the comment letters. I've attached the letters and copied Kate Akyuz on this response so you both also have access to those letters.

Please let me know if you have any other questions.

Thanks,

Adam Zack
Senior Planner
City of Mercer Island – Community Planning and Development
206-275-7719 | www.mercerisland.gov

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From: Carolyn Boatsman <carolyn.boatsman@mercergov.org>
Sent: Friday, January 6, 2023 3:50 PM
To: Adam Zack <adam.zack@mercerisland.gov>
Subject: A couple additional questions re: housing topic

Hi Adam. I hope that you had some nice time off during the holidays.

The Council members, during the Nov 1 meeting, mentioned a lobbyist that has been hired by the City for the housing topic. Would you be able to tell me more? Who is hired and what is their mission?

Jessi mentioned that an additional employee will probably be hired to fulfill the planning duties in CPD soon. She called this an LTE. What does that mean?

I think that a bill regarding middle housing is expected in the legislature this year. How would such a bill, if passed, likely bear upon our comp pan update work?

Thank you!
Carolyn

From:	Adam Zack <adam.zack@mercerisland.gov>
Sent time:	2023/01/19 02:19:01 PM
To:	Kate Akyuz; Alison Van Gorp
Subject:	RE: Clean Water, Healthy Habitat

Hi Kate,

Thanks for sending this in. It's good to see the County is putting in the work for a clean environment! Because this came in after the comment deadline I wasn't able to include it in the staff memo, but you can propose these policies at the meeting next week. I have a couple of thoughts for your consideration on the proposed policies below:

Collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat Strategic Plan.

> If this gets added, it should probably go under the stormwater policies as a new Policy 4.6.

Establish an equitable community partnership vision, standards, and protocols.

> This is a policy direction that is beyond the scope of work the Council assigned for this element because it directs further work on a vision, standards and protocols. Is it possible that this could get wrapped together with the collaboration policy to avoid creating a policy directive for specific additional work products? My concern is that if this is added to the draft it will eventually get dropped because it is beyond the scope of work.

Integrate natural asset management into utilities management.

> I think this is a good idea but "natural asset management" will need some clarification for the group. We might also want to add "ecosystem services". Possibly something like "Integrate natural assets and ecosystem services into utilities management." If this gets added, it should probably go under the all utilities policies as a new Policy 1.6.

Let me know if you have any questions. I will see you at the meeting next week.

Thanks,

Adam Zack
Senior Planner
City of Mercer Island – Community Planning and Development
206-275-7719 | www.mercerisland.gov

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From: Kate Akyuz <kate.akyuz@mercerisland.gov>
Sent: Tuesday, January 17, 2023 2:21 PM
To: Adam Zack <adam.zack@mercerisland.gov>; Alison Van Gorp <alison.vangorp@mercergov.org>
Subject: Clean Water, Healthy Habitat

Hi Adam and Alison,

I'm not sure if I sent this to you already or not, but wanted to make sure you have the reference for the Clean Water, Healthy Habitat Strategic Plan 2020-2025 (CWHH): https://your.kingcounty.gov/dnrp/library/water-and-land/cwhh/clean-water-healthy-habitat-strategic-plan.pdf.

The Strategic Plan has a 30-year vision and this plan highlights the goals and objectives for the first 5 years. The first five years largely involves *a re-alignment phase for King County* to break down silos and integrate things like asset management, equity, climate change planning, etc, across Departments and Divisions in an effort to serve the public more effectively and efficiently. On p. 49 of the Plan though, there is a short note about partnership after this first phase of internal realignment. The next phase of CWHH will overlap with the active period of our updated Comp Plan, so it would be forward thinking to mention CWHH in our Comp Plan and even possibly do some early work on alignment. The Plan has 13 Strategies and I think two good candidate strategies for early alignment are Strategies 2 and 5:

- Strategy 2 Establish an equitable DNRP-wide community partnership vision, standards, and protocols.
- Strategy 5 Integrate natural asset management.

Some ideas for policy statements for the Utilities Element update for the Comp Plan related to the CWHH Plan are:

- Collaborate with King County to support implementation of regional water quality planning strategies, such as the Clean Water, Healthy Habitat Strategic Plan.

- Establish an equitable community partnership vision, standards, and protocols.
- Integrate natural asset management into utilities management.

If you are interested in learning more about the plan, the primary contact for the plan is Megan Smith, and she can be reached at: Megan.Smith@kingcounty.gov

Kate Akyuz

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2023/10/07 09:34:29 PM
To:	Planning Commission; Adam Zack
Subject:	Comprehensive Plan Update - Economic Development

Hello, I don't know who came up with this 3rd draft, but you are all clueless. Please remove any references relating to the light rail and to Riot Games. Neither are going to bring business to MI. I don't know who was feeding you this stuff. Please see mine and Jim Eanes' comments on Nextdoor. Sound Transit refers to the two light rail "stations" as "Transit Centers," they are not stations, and light rail is not comparable to the bridge. All these transit centers are stops for commuters to get from one mode of transit to another. There are not going to even be any heaters in them. And they are certainly not going to bring business to the Town Center. That is delusional to think that the light rail will bring business. People will be too busy running for the trains than to shop and Tully's location would have been a good spot for a coffee shop for people to grab a cup of coffee en route to catching the train, but the Tully's building is not operational.
And as for Riot Games, why don't you go on their website to see what they offer their employees. It is delusional of you to think that the Riot Games employees will be shopping and dining in our Town Center. I doubt it.
And you should have done more when it came to the Baskin Robbins project and not allowed it to be residential only. That was very disappointing of all of you.

Sarah Fletcher

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2023/10/20 09:49:03 PM
To:	Adam Zack; Planning Commission
Subject:	Comments on the 4th draft of the Comprehensive Plan Economic Dev
Attachments:	image.png image.png image.png image.png image.png

Hello, it isn't clear, but when you refer to "The Town Center zones," is that for the north end Town Center, not the south end? How many zones are there in the north end Town Center?

Each of the three commercial areas is regulated differently, with the built environment reflecting those variations. The Town Center zones allow the highest intensity development and midrise mixed-use structures are the principal form of new commercial development in that area. The northeast commercial area is zoned for office and service uses as opposed to other commercial uses. It was largely developed forty years ago and has not seen the same degree of recent development as Town Center. The south end commercial area is zoned for a mix of small scale, neighborhood-oriented business, office, service, public and residential uses. The ~~smallest of the~~ three commercial areas~~, the south end commercial area, is~~ are mostly developed~~.~~, so absent rezoning most [no consensus] n~~N~~ew commercial development in ~~most areas of~~ the City will likely come through redevelopment of existing commercial buildings.

And will you please remove the wording "and investment?" You see, you take Xing Hua, it is investors/developers who are making out like bandits while we all suffer. That is the problem, Mercer Island should not be known for investment purposes. Look at all the properties which got bought out - The Legacy/Chinn, 77 Mercer, Farmer's Insurance building, and The King Property. The developers did very well out of those investments, us citizens, not so much. So, again, I ask that you remove the wording "and investments."

Policies 41 42 2.1 Partner with nongovernmental organizations and neighboring economic development agencies 43 to market Mercer Island as a prime location for businesses and investment.

2.2 Partner with community organizations to target the following types of businesses and investment 46 when marketing the City as a prime location for business:

And I don't like this new item:

New 7.7	86	Study allowing small scale retail outside the existing commercial districts.

Please remove this new section.

And remove this section:

New 10.5	65	Review residential development standards and consider addition of small neighborhood establishments such as cafes and small boutique grocery.

I don't think you should be looking at allowing retail outside of the commercial district. I want to know which areas you are looking at and why?

And will you make it very clear that a developer may not pay a fee-in-lieu of providing adequate parking like you allowed Xing Hua to and please explain what "parking credits" are. Why would you allow parking credits? What we want is for there to be on-street parking, no paying a fee-in-lieu, and no parking credits:

12.4	78	Ensure that sufficient parking is provided through a combination of regulations and incentives like parking credits as commercial areas redevelop. ~~Interpretation of the policies in this element should not lead to a reduction in parking.~~

And with regard to this other new item, please remove it or explain how exactly you plan on having access to housing that is affordable. It is impossible. And are we to come to the City to ask them for this? How exactly do you think the City would have any input or any influence on telling the landlords or these owners of the multifamily building to reduce their rents. And what's more, you might want to have a word with the banks as they are the ones who are not giving mortgages to people who want to purchase a condo if more than 60% of the condos are rented, which is the case where I live. So, please explain how you would go about this. Thanks.

New 6.6	64	community have future opportunities for housing in our community. **Staff Alternative** Ensure that people who work in our community have access to housing in the City that is affordable given their income level.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/01/04 07:31:52 PM
To: Ryan Daly; Planning Commission
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello Ryan, I hope you are not going to send this as is to the Planning Commission. And I am sorry, but staff should be making sure there are no errors, not me.
You need to stop it from going to the Planning Commission. Why would you send this to the Planning Commission before you have corrected the errors and not made sure that the information is correct? I don't like the idea of underground parking in any park, or any government anything in any park, etc. I want to make sure that the information is corrected. You can't just have wrong keys and maps and wrong zoning areas. It was very sloppily done. I am expecting the corrections to be done before you send this to the Planning Commission. It is not acceptable.

Thank you.

On Thu, Jan 4, 2024 at 2:06 PM Ryan Daly <Ryan.Daly@mercergov.org> wrote:

> Ms. Fletcher,
>
> (Bcc: PRC)
>
> I'm responding to let you know that the Parks & Recreation Commission received your comments and that I have forwarded them on to CPD staff as well.
>
> Thank you,
>
> Ryan Daly, CPRP
> Recreation Manager
>
> City of Mercer Island- Recreation Division
> 206.275.7870 | www.mercerisland.gov/parksrec
>
> *Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW).*
>
> *The City of Mercer Island utilizes a hybrid working environment. Please see the Mercer Island Community and Event Center webpage for information about service hours for the Recreation Division.*
>
> ---
>
> **From:** Sarah Fletcher <fletchsa1@gmail.com>
> **Sent:** Thursday, January 04, 2024 1:40 PM
> **To:** Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>
> **Subject:** Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations
>
> Hello, I was reading the draft. With regards to "Uses Permitted," I am sorry, but if you want to allow "government offices and government services," apart from what is already in Luther Burbank Park, what will the height zone be allowed for it? So, should someone want to put a government office in Mercerdale Park, the City would be allowed to? You are saying that it is allowed in the Park Zone which Mercerdale Park is and if you don't want to allow that, then you will need to specify. But, if you don't, you are now allowing every single park on the island to be allowed a government office in it and the other issue I am against is "underground parking." Please remove that. The next minute, you will be saying that Luther Burbank Park needs more parking as people are parking in the Community Center parking lot which they are and then we need to accommodate more drivers being able to park in the park.
>
> And you certainly not be allowing transit stops in the park zones. I am sure you are all thinking of Tully's area where you want these things, but I am sorry, that is not right. You see, just to be clear, when you have "transit stops," the definition is not just a bus stop, but a facility. You might want to clarify what the transit stop is and not make it that a whole transit facility can be installed. This is what you have as the definition for Transit Stop: "Transit Stop. **A transit facility** located at selected points along transit routes for passenger pickup, drop off, or transfer, but excluding areas for vehicle repair or storage, parking lots, transfer stations, and park-and-ride stations. […]" This is what it has as a definition for a Transit Facility: "**Transit facility** means an existing or proposed transit passenger station, an existing or proposed transit maintenance, storage or service

facility, or an existing or proposed right of way for use in providing transit services.

C. Uses Permitted. The following land uses are permitted in the Parks Zone. A use not permitted by this section is prohibited.

1. Recreational uses.

2. Recreational facilities.

3. Agricultural activities for educational or recreational purposes, such as community gardens.

4. Government offices and government services.

5. Public parking, parking structures, and underground parking.

6. Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

7. Transit stops.

8. Public art.

9. Signs.

10. Wireless communications facilities.

11. Utilities. Utilities must be placed underground whenever feasible.

And I don't want wireless facilities in the Park itself. Medina managed to successfully prohibit those in the parks. It is not safe.

And with regards to setbacks

3. The following developments are exempt from setback requirements: picnic tables, fences, gates, culverts, trails, landscaping, and parking areas.

Why on earth would you not allow a setback for "parking areas?" They need setbacks.

And there is no definition for "Open Space." What is the difference between Open Space and Parks?

And whoever came up with the maps, they are all wrong.

With regards to the Figure 1 Zoning Map, you need to split the Linnear Park and the Park space and show 80th Ave SE and 77th Ave SE as roadways with park space on either side and show Sunset Way as Park space, and not as Linnear Park. It was Bassett who came up with the name of Linnear Park, but there is no actual definition of what Linnear Park entails. And your key is all wrong. The key says "Park" is solid green, but on the map, you have lines going through it so by definition, there is no park on the map. And what is the difference between Open Space and Park in that the area adjacent to Sunset Way, is that open space or park? And you can't notice any difference on the map between Linnear Park and Open Space, it all looks like the same color.

And you have plural "Parks" with a white and black stripe, but there is nothing on the map which denotes "Parks." And what is the difference between "park" and "parks" on the Zoning map. It lists both Parks and Park.

And there are two areas showing CO. What are those two areas? So far, there is only one CO area. And I don't believe there is a public facility next to Homestead Park. There is a school on the other side of Homestead Park, bujt it is not where it is on the map. and is a school deemed a public facility"

And when they refer to "the City" is the whole of Mercer Island a City or the Town Center is the "city," which is it?

And on the Zoning Map, your keys are off on that as well.

The grey color is different on the key to the map. And you have the I-90 and Sunset Way listed as "PI," in that it is shaded all grey for public institution. The Transit Centers below ground might be PI, but certainly not above where Sunset Way and the open space/park adjacent is. It is not "PI" and it is again, not the right color grey. And the key says it is "P" not "PI" but the map says "PI" for some and "P" for another. If the key says "PI" is "P", then it should all be "P", not some PI and others P unless there is a difference.

And you have Luther Burbank Park for example as shaded green with black stripes through it, but if it is park, the key has black and white stripes for Park, not green, and there is no key showing "open space." Where is the Open Space on the map?

And it is hard to see, but it looks like Island Square Park and Deane's park is red and Homestead Park, but shouldn't they be black and white for "park" even though they are in a residential zone? It should still be black and white stripes as per the key regardless of what zone it is in. And for Homestead Park, what is "PI" adjacent to it in that there is the playground, the basketball court, the tennis courts, and the parking lot and the "PI" but I don't believe any of that is "public institution., park yes, but not PI. Out of all the things I have mentioned, which exactly is public institution?

Thanks.

I am afraid this needs more work.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/01/06 07:19:37 AM
To: Parks & Rec Commission; Planning Commission
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

See page 6:
Microsoft Word - EL_FEIS_Sec4.2_LandUse_FINAL_06-10-2011 (soundtransit.org)
They clearly show the parks, the Park on the Lid which you don't even mention, let alone show. It clearly shows the Mercerdale Park and the Luther Burbank Park (upper and lower). You just have "I-90 Linnear Park" which again, I keep telling you, I can't find anything on Linnear Park.
And this shows clearly Sunset Way albeit, this was used for the noise, but see the last three pages, the letter from John White. There is an Airspace Lease in place in which he states the area adjacent to the I-90 is WSDOT property which during construction is to remain open space and park space, but then goes back to WSDOT for transportation and highway uses. The City wasted their money on purchasing a piece of grass from WSDOT a year or two ago by Tully's for $650,000, and it is likely contaminated.
2017%20 Addendum%20 Appendices%20B%20-%20F.pdf (soundtransit.org)
And where is the Open Space? There is not only Park, but Open Space, but for whatever reason, you have eliminated it.
Will you please not allow a government building in any park, will you not allow any building which can go 36ft tall, will you not allow any utility facility, or transit stop or any wireless communication facility being placed in any park to make it easy on yourselves. Just because the City is allowing the police to use the facility in Luther Burbank Park, that is just temporary, you shouldn't need a whole zone introduction for that, and PSE should not be allowed to just come in and place a whole facility in the park which is what it sounds like they will be given carte blanche to do. I want you to make it iron clad that there can be no buildings built in any park. And as people are not supposed to be in the parks at night, there shouldn't be any reason to put additional lighting in them. And if you are going to allow a government building in a park, how will that work with having to be out of the park by sunset? The parks are to be protected.
And you can thank your City council for wasting all of your time. They were the ones who voted to get a new Park Zone introduced. Had they just not approved it, this would have been a non-issue.
And as you are creating a "Park Zone," I sincerely hope you will eliminate all toxic herbicides from being used in any park on the island.

On Thu, Jan 4, 2024 at 7:31 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Ryan, I hope you are not going to send this as is to the Planning Commission. And I am sorry, but staff should be making sure there are no errors, not me.
> You need to stop it from going to the Planning Commission. Why would you send this to the Planning Commission before you have corrected the errors and not made sure that the information is correct? I don't like the idea of underground parking in any park, or any government anything in any park, etc. I want to make sure that the information is corrected. You can't just have wrong keys and maps and wrong zoning areas. It was very sloppily done. I am expecting the corrections to be done before you send this to the Planning Commission. It is not acceptable.
>
> Thank you.
>
> On Thu, Jan 4, 2024 at 2:06 PM Ryan Daly <Ryan.Daly@mercergov.org> wrote:
>
> > Ms. Fletcher,
> >
> > (Bcc: PRC)
> >
> > I'm responding to let you know that the Parks & Recreation Commission received your comments and that I have forwarded them on to CPD staff as well.
> >
> > Thank you,
> >
> > Ryan Daly, CPRP
> > Recreation Manager
> >
> > City of Mercer Island- Recreation Division
> > 206.275.7870 | www.mercerisland.gov/parksrec
> >
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> >
> > *The City of Mercer Island utilizes a hybrid working environment. Please see the Mercer Island Community and Event Center webpage for*

information about service hours for the Recreation Division.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Thursday, January 04, 2024 1:40 PM
To: Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>
Subject: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello, I was reading the draft. With regards to "Uses Permitted," I am sorry, but if you want to allow "government offices and government services," apart from what is already in Luther Burbank Park, what will the height zone be allowed for it? So, should someone want to put a government office in Mercerdale Park, the City would be allowed to? You are saying that it is allowed in the Park Zone which Mercerdale Park is and if you don't want to allow that, then you will need to specify. But, if you don't, you are now allowing every single park on the island to be allowed a government office in it and the other issue I am against is "underground parking." Please remove that. The next minute, you will be saying that Luther Burbank Park needs more parking as people are parking in the Community Center parking lot which they are and then we need to accommodate more drivers being able to park in the park.

And you certainly not be allowing transit stops in the park zones. I am sure you are all thinking of Tully's area where you want these things, but I am sorry, that is not right. You see, just to be clear, when you have "transit stops," the definition is not just a bus stop, but a facility. You might want to clarify what the transit stop is and not make it that a whole transit facility can be installed. This is what you have as the definition for Transit Stop: "Transit Stop. **A transit facility** located at selected points along transit routes for passenger pickup, drop off, or transfer, but excluding areas for vehicle repair or storage, parking lots, transfer stations, and park-and-ride stations. […]" This is what it has as a definition for a Transit Facility: "**Transit facility** means an existing or proposed transit passenger station, an existing or proposed transit maintenance, storage or service facility, or an existing or proposed right of way for use in providing transit services.

C. Uses Permitted. The following land uses are permitted in the Parks Zone. A use not permitted by this section is prohibited.

1. Recreational uses.

2. Recreational facilities.

3. Agricultural activities for educational or recreational purposes, such as community gardens.

4. Government offices and government services.

5. Public parking, parking structures, and underground parking.

6. Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

7. Transit stops.

8. Public art.

9. Signs.

10. Wireless communications facilities.

11. Utilities. Utilities must be placed underground whenever feasible.

And I don't want wireless facilities in the Park itself. Medina managed to successfully prohibit those in the parks. It is not safe.

And with regards to setbacks

3. The following developments are exempt from setback requirements: picnic tables, fences, gates, culverts, trails, landscaping, and parking areas.

Why on earth would you not allow a setback for "parking areas?" They need setbacks.

And there is no definition for "Open Space." What is the difference between Open Space and Parks?

And whoever came up with the maps, they are all wrong.

With regards to the Figure 1 Zoning Map, you need to split the Linnear Park and the Park space and show 80th Ave SE and 77th Ave SE as roadways with park space on either side and show Sunset Way as Park space, and not as Linnear Park. It was Bassett who came up with the name of Linnear Park, but there is no actual definition of what Linnear Park entails. And your key is all wrong. The key says "Park" is solid green, but on the map, you have lines going through it so by definition, there is no park on the map. And what is the difference between Open Space and Park in that the area adjacent to Sunset Way, is that open space or park? And you can't notice any difference on the map between Linnear Park and Open Space, it all looks like the same color.

And you have plural "Parks" with a white and black stripe, but there is nothing on the map which denotes "Parks." And what is the difference between "park" and "parks" on the Zoning map. It lists both Parks and Park.

And there are two areas showing CO. What are those two areas? So far, there is only one CO area. And I don't believe there is a public facility next to Homestead Park. There is a school on the other side of Homestead Park, bujt it is not where it is on the map. and is a school deemed a public facility"

And when they refer to "the City" is the whole of Mercer Island a City or the Town Center is the "city," which is it?

And on the Zoning Map, your keys are off on that as well.

The grey color is different on the key to the map. And you have the I-90 and Sunset Way listed as "PI," in that it is shaded all grey for public institution. The Transit Centers below ground might be PI, but certainly not above where Sunset Way and the open space/park adjacent is. It is not "PI" and it is again, not the right color grey. And the key says it is "P" not "PI" but the map says "PI" for some and "P" for another. If the key says "PI" is "P", then it should all be "P", not some PI and others P unless there is a difference.

And you have Luther Burbank Park for example as shaded green with black stripes through it, but if it is park, the key has black and white stripes for Park, not green, and there is no key showing "open space." Where is the Open Space on the map?

And it is hard to see, but it looks like Island Square Park and Deane's park is red and Homestead Park, but shouldn't they be black and white for "park" even though they are in a residential zone? It should still be black and white stripes as per the key regardless of what zone it is in. And for Homestead Park, what is "PI" adjacent to it in that there is the playground, the basketball court, the tennis courts, and the parking lot and the "PI" but I don't believe any of that is "public institution., park yes, but not PI. Out of all the things I have mentioned, which exactly is public institution?

Thanks.

I am afraid this needs more work.

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/01/07 09:27:59 AM
To:	Jeff Thomas; Adam Zack; Council; Jessi Bon
Cc:	Planning Commission; Design Commission
Subject:	Re: AB 6385 and Housing Element HB1220

Hello, I don't know if you are aware of the latest news, but the Legislature are working on another recommendation. Should the measure pass, they will be requiring "10% of the units in new housing **around transit hubs, including bus rapid transit and light rail,** be affordable for lower income residents."
Do you realize that let's say you voted for either Option B or Option C, but then, the Legislature made it mandatory that 10% of the units in the new housing around transit hubs, you would have to go back and will then need to accommodate the new Bill?

So, my suggestion is. Why don't you hold off altogether on going forward with this until the Legislature votes on the requirement that 10% of the housing around transit hubs to see whether it passes or not and let's say it does pass, you then come out with your Option A with the words: "affordable" in it which would make us compliant with both the HB 1220 and whatever this new Bill number will be should it pass? So, in effect, it is killing two birds with one stone. You see, with Options A and B, or Lisa and Wendy's suggestion to develop the south end Town Center, that is not "around the transit hub" so you would have had us amend the language/Code only to now find that you have to come up with an additional 10% of affordable housing around a Transit hub which the CO zones and the MF-3 and south end Town Center are not around the Transit hub.
So, what you do is wait off on making a decision and when the time comes, you bring up last week's Agenda, you show them that we have added the "affordable component" to accommodate 10% of affordable around the transit hub by allowing an additional one storey in the Town Center and what can they say? You have accommodated the Legislature's requirements.

It is all just crummy really. But instead of changing the neighborhoods forever like where the JCC is, the Country Club, and possibly the south end Town Center (as per Lisa Anderl and Wendy Weiker's suggestion), you just choose Option A with "affordable" thrown in and then, you can all sit back and do nothing. That option would accommodate both the Growth Act and The Comprehensive Plan requirement.

We have to hope that a developer coming here to develop, will realize that the high costs of the land, then the high costs to build won't be such a great investment and will not entice anyone to develop our Town Center. I certainly don't want Island Books and Tabit Square and the other one-storey properties in the Town Center developed into multi-family. And really, someone needs to let the Growth Management Act Board and the Legislature know that accommodating them is a burden on Mercer Islanders.

Here is what the Legislature are proposing which will no doubt pass:
Housing.
After a 2023 legislative session filled with proposals to address the housing crisis, lawmakers are once more facing off against staggeringly high home and rental prices.
One bill would require that 10% of the units in new housing around transit hubs, including bus rapid transit and light rail, be affordable for lower income residents. Another would focus on rent stabilization, barring landlords from increasing rent by more than 5% annually during a rental agreement term."

So again, in summary, hold off on this Agenda item and when the time comes, choose Option A, but with the wording "affordable" in and that will be the end of that.

Thanks for your consideration.

On Mon, Jan 1, 2024 at 9:55 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> You know what I just don't get is why the city staff did not make the suggestion to add the word "affordable" in the option. I think it is time the City staff paid allegiance to the Mercer Islanders and not to developers which if you don't add the word "affordable" then that is allegiance to the developers over Mercer Islanders. And if they say, there isn't time, well, just blame the staff member(s) who worked with the JCC to get their change of zone onto the docket. You should have thought about it before suggesting it and before those councilmembers voted to approve it be added to the docket. I work hard too - pouring through all the City documents.
>
> And I would like to know which way each council member is leaning towards deciding which option they are going to go with

and why. It is like you are being sworn to secrecy. What is apparent is that most of the council don't listen to citizens, after the JCC, it is becoming glaringly obvious.

Sarah Fletcher

On Sat, Dec 30, 2023 at 8:22 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello, I just want to explain why the choice should be a, but you need to add **"affordable**" into the sentence to read: "**A. Increase maximum height to permit one additional residential story in Town Center;"**
> Options for Addressing Capacity Deficit The Land Capacity Analysis Supplement provides analysis of three alternatives for addressing the 143-unit multifamily and mixed-use capacity deficit (Exhibit 1). A full analysis of each option is provided in the report. The three options analyzed are listed and summarized below:
> A. Increase maximum height to permit one additional residential story in Town Center;
> B. Allow multifamily residential use in the Commercial Office Zone; and C. Increase maximum density from 26 to 30 dwellings per acre in the MF-3 Zone."
>
> And when it comes to Option B, I want you to all have learnt a lesson from the O'Brien potential development. Let me explain. He told everyone that he would do this and do that, but when it came to the development, he completely did a switcheroo and is doing nothing of what he said, but he is developing the whole property and taking away the recreation area - the ballfield. The historical building, in its place, there is a small triangle on the property in which it will say that there was the oldest school on the island there which is not a substitute.
> And why this should be of concern to all of you is because the JCC asked you to docketing their request to allow their property to be "CO". But do you see now, that let's say, at Tuesday's Council meeting, you opt for Option C, you have now allowed the JCC property to be allowed multifamily buildings, as the Country Club and the other CO zone around the corner from the Civic Center. This is no longer a spot zone which Andrea kept telling me it was which was not even true. At the last council meeting to do with the JCC, only two councilmembers bothered listening to the JCC neighbors, all the rest of you just ignored their pleas completely. So, imagine what would happen if you now approve CO to be allowed to have multifamily, and the JCC, should you approve their rezone, can then change their minds altogether and be able to now build multifamily buildings, that is not right.
> So, I respectfully ask that you do not choose Option B for the reason that the JCC could go from a single family neighborhood zone to a CO zone to allow a retirement home, as well as multifamily in that single family zone which no-one wants except possibly the JCC.
>
> And with regard to Option C, I live in a MF-3. We had a vote on whether we wanted our site to be amended to allow another storey and it failed. Let's just say, it will be over my dead body that you change the MF-3 where I live to allow another story which would cause the removal of all our landscaping areas/forest areas for which the City couldn't care less.
>
> So, in summary, I ask that you choose Option A, but to add the word "affordable" in it, which is the whole point of the HB 1220. There is just not enough affordable housing in King County as you could see from your presentation.
>
> Thank you for choosing Option A.
>
> Sarah Fletcher

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/01/24 01:16:37 PM
To: Parks & Rec Commission; Planning Commission; Adam Zack; Ryan Daly
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello, I am sorry, but which member of staff is responsible for the draft language in The Comprehensive Plan? Did they not listen to the Parks Commission Meeting? It doesn't appear that they did. Who in their right mind wants 35ft buildings excluding appurtenances in any park whether governmental or not? NO-ONE! And where does it say any building in any park can even be 35ft tall? The maximum height is 30ft and it should be including appurtenances. If any parks are adjacent a commercial office zone, then that allows 35ft and I want to know about Mercerdale Park, are you trying to tell me a 35ft building could go in Mercerdale Park?

And I told the Parks Department that their maps are incorrect and yet, after telling them, whoever is providing you with the maps for tonight's meeting, they didn't even bother correcting them. Just one example, since when is the I-90 corridor "open space?" And what about Pioneer Park, that is a park is it not? But then, the Open Space Trust deem it as Open Space, but it is a park.

So when all is said and done, your city staff are not doing a good job, they are not listening to the parks Commission nor are they listening to citizens and this should not have even come up to the Planning Commission until the information had been corrected. It is a waste of everyone's time. And if you are going to be meeting, then, perhaps, it would be a better idea if you included the Parks Commission people. I hope you all get it together. We don't want

I hope you toss this out. We are better off without any Parks' zone than what is being suggested.

Sarah Fletcher

On Sat, Jan 6, 2024 at 7:19 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> See page 6:
> Microsoft Word - EL_FEIS_Sec4.2_LandUse_FINAL_06-10-2011 (soundtransit.org)
> They clearly show the parks, the Park on the Lid which you don't even mention, let alone show. It clearly shows the Mercerdale Park and the Luther Burbank Park (upper and lower). You just have "I-90 Linnear Park" which again, I keep telling you, I can't find anything on Linnear Park.
> And this shows clearly Sunset Way albeit, this was used for the noise, but see the last three pages, the letter from John White. There is an Airspace Lease in place in which he states the area adjacent to the I-90 is WSDOT property which during construction is to remain open space and park space, but then goes back to WSDOT for transportation and highway uses. The City wasted their money on purchasing a piece of grass from WSDOT a year or two ago by Tully's for $650,000, and it is likely contaminated.
> 2017%20 Addendum%20 Appendices%20B%20-%20F.pdf (soundtransit.org)
> And where is the Open Space? There is not only Park, but Open Space, but for whatever reason, you have eliminated it.
> Will you please not allow a government building in any park, will you not allow any building which can go 36ft tall, will you not allow any utility facility, or transit stop or any wireless communication facility being placed in any park to make it easy on yourselves. Just because the City is allowing the police to use the facility in Luther Burbank Park, that is just temporary, you shouldn't need a whole zone introduction for that, and PSE should not be allowed to just come in and place a whole facility in the park which is what it sounds like they will be given carte blanche to do. I want you to make it iron clad that there can be no buildings built in any park. And as people are not supposed to be in the parks at night, there shouldn't be any reason to put additional lighting in them. And if you are going to allow a government building in a park, how will that work with having to be out of the park by sunset? The parks are to be protected.
> And you can thank your City council for wasting all of your time. They were the ones who voted to get a new Park Zone introduced. Had they just not approved it, this would have been a non-issue.
> And as you are creating a "Park Zone," I sincerely hope you will eliminate all toxic herbicides from being used in any park on the island.

On Thu, Jan 4, 2024 at 7:31 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Ryan, I hope you are not going to send this as is to the Planning Commission. And I am sorry, but staff should be making sure there are no errors, not me.
> You need to stop it from going to the Planning Commission. Why would you send this to the Planning Commission before you have corrected the errors and not made sure that the information is correct? I don't like the idea of underground parking in any park, or any government anything in any park, etc. I want to make sure that the information is corrected. You can't just have wrong keys and maps and wrong zoning areas. It was very sloppily done. I am expecting the corrections to be done before you send this to the Planning Commission. It is not acceptable.

Thank you.

On Thu, Jan 4, 2024 at 2:06 PM Ryan Daly <Ryan.Daly@mercergov.org> wrote:

> Ms. Fletcher,
>
> (Bcc: PRC)
>
> I'm responding to let you know that the Parks & Recreation Commission received your comments and that I have forwarded them on to CPD staff as well.
>
> Thank you,
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> Ryan Daly, CPRP
> Recreation Manager
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> City of Mercer Island- Recreation Division
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> ---
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> **From:** Sarah Fletcher <fletchsa1@gmail.com>
> **Sent:** Thursday, January 04, 2024 1:40 PM
> **To:** Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>
> **Subject:** Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations
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> Hello, I was reading the draft. With regards to "Uses Permitted," I am sorry, but if you want to allow "government offices and government services," apart from what is already in Luther Burbank Park, what will the height zone be allowed for it? So, should someone want to put a government office in Mercerdale Park, the City would be allowed to? You are saying that it is allowed in the Park Zone which Mercerdale Park is and if you don't want to allow that, then you will need to specify. But, if you don't, you are now allowing every single park on the island to be allowed a government office in it and the other issue I am against is "underground parking." Please remove that. The next minute, you will be saying that Luther Burbank Park needs more parking as people are parking in the Community Center parking lot which they are and then we need to accommodate more drivers being able to park in the park.
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> C. Uses Permitted. The following land uses are permitted in the Parks Zone. A use not permitted by this section is prohibited.
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8. Public art.

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11. Utilities. Utilities must be placed underground whenever feasible.

And I don't want wireless facilities in the Park itself. Medina managed to successfully prohibit those in the parks. It is not safe.

And with regards to setbacks

3. The following developments are exempt from setback requirements: picnic tables, fences, gates, culverts, trails, landscaping, and parking areas.

Why on earth would you not allow a setback for "parking areas?" They need setbacks.

And there is no definition for "Open Space." What is the difference between Open Space and Parks?

And whoever came up with the maps, they are all wrong.

With regards to the Figure 1 Zoning Map, you need to split the Linnear Park and the Park space and show 80th Ave SE and 77th Ave SE as roadways with park space on either side and show Sunset Way as Park space, and not as Linnear Park. It was Bassett who came up with the name of Linnear Park, but there is no actual definition of what Linnear Park entails. And your key is all wrong. The key says "Park" is solid green, but on the map, you have lines going through it so by definition, there is no park on the map. And what is the difference between Open Space and Park in that the area adjacent to Sunset Way, is that open space or park? And you can't notice any difference on the map between Linnear Park and Open Space, it all looks like the same color.

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And when they refer to "the City" is the whole of Mercer Island a City or the Town Center is the "city," which is it?

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Thanks.

I am afraid this needs more work.

From: Dan Thompson <danielpthompson@hotmail.com>

Sent time: 2024/01/24 02:18:05 PM

To: Adam Ragheb <adam.ragheb@gmail.com>; Ray Akers <ray@akerscargill.com>; aql1@cornell.edu; Ira Appelman; Ashley Hay; Lloyd Gilman; Elizabeth Buckley; Bob Harper; Carolyn Boatsman; Matthew Goldbach <blkship@yahoo.com>; Carv Zwingle; fletchsa1@gmail.com; Mike or Susie Cero <mscero@outlook.com>; Traci Granbois; Gary Robinson; Doris Cassan; Dwight Schaeffer; Tom Acker <gngundr@comcast.net>; John Hall <johnmhall@jmhcorp.net>; lsarchin@aol.com; Morrene Jacobson; Mark Coen; Mike Cero <mscero@comcast.net>; Meg Lippert; Robert Medved; Robin Russell; Rob Dunbabin <rob@cascadeyarns.com>; Susan Lund; Peter Struck; Olivia Lippens; victor.raisys@gmail.com

Subject: Re: PCB 24 - 01: Comprehensive Plan Update: Parks Zone – First Review/January 24, 2024/Public Comments

---

After ten years of citizens like you fighting, the city and parks dept. are proposing a dedicated "parks zone". Tonight the planning commission will hold its first meeting. The parks commission held its meeting Jan. 4. Below are my written comments. I am not sure if this is a Trojan Horse or legitimate. Please feel free to forward your thoughts to the folks above for tonight's meeting. Here is a link to the PC agenda packet. [Planning Commission Regular Hybrid Meeting 01/24/2024 06:00 PM | Mercer Island, WA (municode.com)]

Daniel Thompson

Thompson & Delay
Attorneys at Law
80th Avenue Professional Building
2955 80th Ave SE, Suite 202
Mercer Island, WA 98040
Phone: (206) 622-0670
Fax: (206) 622-3965

Dear Planning Commission, please consider these my public comments for tonight's first meeting on the new parks zone. As many know, I have pursued a distinct parks zone for over a decade, and feel very passionately about this zone, and whether it is a Trojan Horse or actually protects our park zoning and the development allowed within our parks. My post on ND plus replies can be found at https://nextdoor.com/p/8mZHSHggsrHK?utm_source=share&extras=NDE0NTk4OQ%3D%3D&utm_campaign=1706132013117

1. Process At The Parks Commission.

This process was originally planned to occur *before* the vote on renewing the parks levy, but apparently there was not time until now. However, despite the very long delay, the parks dept. first presented the draft zone to the parks commission on Dec. 28, three business days before the parks commission's only opportunity to review and comment on the draft parks zone. The citizens received virtually no notice which is reflected in the absence of comments at the parks commission despite this being a hot button issue for over a decade.

I have complained about this, and it is my understanding the Mayor will call for a joint parks--planning commission meeting on this zone. I think that is appropriate because the parks commission is more knowledgeable about the age old tension between passive and active (recreational) space within the parks boundaries, while the planning commission is more knowledgeable about zoning and regulatory limits (including the parks dept.).

I am also disappointed at the combative and defensive responses from the city to the questions asked by the planning commission, and hope a joint meeting will loosen the city up to modifications to its draft zone.

2. Two Absolutely Critical Elements To The New Parks Zone.

If there are only two key elements to a parks zone they are:

A. A binding policy of no new net impervious surfaces, which is the parks commission informal policy today. This is the one policy that will protect our parks, and the one policy the city is already backtracking on.

B. A heightened standard for the council to change the zoning of a park in the zone. The motivation for a parks zone is past efforts by councils to rezone parks, or allow non-park related development, for commuter parking lots, MICA, marina's, golf courses, the Tully's project, development of the (polluted) parcel next to Haps, and so on. **My preference is a vote of the citizens is required. My second choice is a unanimous council.** I have lived on MI since 1970 and I can't remember a single time the citizens supported rezoning a park, or allowing non-park related development in a park.

3. What Is A Parks Zone?

The short answer is any zone is nothing but designations on the land use and zoning maps. Here are the three key issues for what is **IN** the parks zone:

A. Which parks are put in the zone. This is unclear from the agenda packet, except the entire Aubrey Davis PARK is not in the zone. The city has also floated the idea of a bifurcated parks zone with some parks getting more protection than others. IMO any parcel with the name "parks" in it needs to be in the zone or this process will look phony. Any "park" omitted will raise suspicion the city and council plan non-park related development in the park and stir up a hornets nest for no reason.

B. The regulatory limits in the park zone including allowed uses.

C. How hard it is for the council to rezone park land in the zone. Ideally it would require a vote of the citizens.

4. Problems With The City's Draft Parks Zone.

The first question is whether the proposed parks zone provides less protection for our parks than today, let alone enhanced protections. Right now I am afraid the answer is no, except for the parks commission's desire that there be no new net impervious surfaces which staff's report misinterprets and misquotes.

4. Impervious Surface Limits.

Impervious Surface Limits. According to staff's report: "Impervious Surfaces

• No net new impervious surfaces unless authorized by an adopted City plan, and

• Emergency vehicle lanes, public trails, and synthetic turf athletic fields are exempt".

I have fought for 10 years for a no new net impervious surface rule, and the parks commission adopted that informally. But exempting synthetic turf is a massive loophole that covers huge portions of the parks and fundamentally changes their character. The only park I know of today that has synthetic turf is Island Park, and the other synthetic turf is on school property, where it belongs. I think synthetic turf should be eliminated, or at the very least limited to existing synthetic turf.

I also don't know what "authorized by an adopted City plan" means. Is the city referring to the PROS plan?

5. ALLOWED USES.

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From: APPELMAN/ . <appelman@bmi.net>

Sent time: 2024/01/25 01:28:40 AM

To: Adam Ragheb <adam.ragheb@gmail.com>; Ray Akers <ray@akerscargill.com>; aql1@cornell.edu; Ashley Hay; Lloyd Gilman; Elizabeth Buckley; Bob Harper; Carolyn Boatsman; Matthew Goldbach <blkship@yahoo.com>; Carv Zwingle; fletchsa1@gmail.com; Mike or Susie Cero <mscero@outlook.com>; Traci Granbois; Gary Robinson; Doris Cassan; Dwight Schaeffer; Tom Acker <gngundr@comcast.net>; John Hall <johnmhall@jmhcorp.net>; lsarchin@aol.com; Morrene Jacobson; Mark Coen; Mike Cero <mscero@comcast.net>; Meg Lippert; Robert Medved; Robin Russell; Rob Dunbabin <rob@cascadeyarns.com>; Susan Lund; Peter Struck; Olivia Lippens; victor.raisys@gmail.com; Dan Thompson

Subject: Appelman Testimony - Re: PCB 24 - 01: Comprehensive Plan Update: Parks Zone – First Review/January 24, 2024/Public Comments

Attachments: Testimony before the Planning Commission on the Park Zone 1-24-24.docx

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From: "Dan Thompson" [danielpthompson@hotmail.com]
Date: 01/24/2024 05:18 PM
To: "Adam Ragheb" , "Ray Akers" , "aql1@cornell.edu" , "Ira Appelman" , "ashley.hay@mercerisland.gov" , "Lloyd Gilman" , "Buckley Elizabeth" , "Bob Harper" , "Carolyn Boatsman" , "Matthew Goldbach" , "Carvz@yahoo.com" , "fletchsa1@gmail.com" , "Mike or Susie Cero" , "traci.granbois@gmail.com" , "docrobinson@comcast.net" , "Doris Cassan" , "Dwight Schaeffer" , "Tom Acker" , "John Hall" , "lsarchin@aol.com" , "Morrene Jacobson" , "Mark Coen" , "Mike Cero" , "Meg Lippert" , "Robert A. Medved" , "Robin Russell" , "Rob Dunbabin" , "Susan Lund" , "Peter Struck" , "Olivia Lippens" , "victor.raisys@gmail.com"
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Sent time: 2024/01/26 08:06:47 AM
To: victor.raisys@gmail.com; Dan Thompson; Ira Appelman; 'Adam Ragheb' <adam.ragheb@gmail.com>; 'Ray Akers' <ray@akerscargill.com>; aql1@cornell.edu; Lloyd Gilman; Elizabeth Buckley; Bob Harper; Carolyn Boatsman; 'Matthew Goldbach' <blkship@yahoo.com>; Carv Zwingle; fletchsa1@gmail.com; 'Mike or Susie Cero' <mscero@outlook.com>; Traci Granbois; Gary Robinson; Doris Cassan; Dwight Schaeffer; 'Tom Acker' <gngundr@comcast.net>; 'John Hall' <johnmhall@jmhcorp.net>; lsarchin@aol.com; Morrene Jacobson; Mark Coen; Meg Lippert; Robert Medved; Robin Russell; 'Rob Dunbabin' <rob@cascadeyarns.com>; Susan Lund; Peter Struck; Olivia Lippens; ashleyhay@outlook.com
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Attachments: MICC and Commission Highlights.xlsx

Thanks Victor for those time hacks. Everyone here does great work at a huge amount of personal time watching our officials discuss and promote good and bad policies. Unfortunately they do not survive the test of time. Attached is a spreadsheet for documenting highlights in our government meetings.

Feel free to reproduce this spreadsheet and maintain yourself or to send the information to me in spreadsheet format or as Victor did below.

No need to forward or reply. Thanks. Mike.

From: victor.raisys@gmail.com <victor.raisys@gmail.com>
Sent: Thursday, January 25, 2024 2:04 PM
To: 'Dan Thompson' <danielpthompson@hotmail.com>; 'APPELMAN/ .' <appelman@bmi.net>; 'Adam Ragheb' <adam.ragheb@gmail.com>; 'Ray Akers' <ray@akerscargill.com>; aql1@cornell.edu; 'Lloyd Gilman' <biznlloyd@gmail.com>; 'Buckley Elizabeth' <mezzo@elizabethbuckley.com>; 'Bob Harper' <robert.harper@comcast.net>; 'Carolyn Boatsman' <carolyn.boatsman@mercergov.org>; 'Matthew Goldbach' <blkship@yahoo.com>; carvz@yahoo.com; fletchsa1@gmail.com; 'Mike or Susie Cero' <mscero@outlook.com>; traci.granbois@gmail.com; docrobinson@comcast.net; 'Doris Cassan' <dc@dollarseattle.com>; 'Dwight Schaeffer' <drschaeffer@comcast.net>; 'Tom Acker' <gngundr@comcast.net>; 'John Hall' <johnmhall@jmhcorp.net>; lsarchin@aol.com; 'Morrene Jacobson' <morrene2000@gmail.com>; 'Mark Coen' <mscnb@msn.com>; 'Mike Cero' <mscero@comcast.net>; 'Meg Lippert' <meg.lippert@gmail.com>; 'Robert A. Medved' <robertamedved@msn.com>; 'Robin Russell' <scubarobin@msn.com>; 'Rob Dunbabin' <rob@cascadeyarns.com>; 'Susan Lund' <srlund@aol.com>; 'Peter Struck' <struckmi@aol.com>; 'Olivia Lippens' <olivia@lippens.com>; ashleyhay@outlook.com
Subject: RE: Appelman Testimony - Re: PCB 24 - 01: Comprehensive Plan Update: Parks Zone - First Review/January 24, 2024/Public Comments

(replacing Ashley's city email with a private email)

Some "highlights" (or lowlights) from last night's Planning Commission meeting (https://youtu.be/suiaqN2EEYY):

- City staff acknowledged that the current park zone draft proposal would allow City Hall to be built in Mercerdale Park or presumably any other MI park (1:07:35 and 1:11:30 in the video of the meeting)
- A suggestion by Commissioner Goelz and supported by Commissioner Battazzo that we put underground parking under Mercerdale Park (2:15:15 in the video of the meeting)
- Commissioner Goelz arguing for giving the city flexibility with the parks proposal reinforcing Dan's point below about preserving as much discretion as possible for the city (1:21:40 in the video of the meeting with my response at 1:24:05 in the video)

The highlights/lowlights above are by no means exhaustive. Commissioner Akyuz argued for commercialization within our parks (including a dog wash at Luther Burbank). I also believe that Commissioner Battazzo argued that the public supports development of our parks (I can't find the clip in the video).

Victor

From: Dan Thompson <danielpthompson@hotmail.com>
Sent: Thursday, January 25, 2024 12:20 PM
To: APPELMAN/ . <appelman@bmi.net>; Adam Ragheb <adam.ragheb@gmail.com>; Ray Akers <ray@akerscargill.com>; aql1@cornell.edu; ashley.hay@mercerisland.gov; Lloyd Gilman <biznlloyd@gmail.com>; Buckley Elizabeth <mezzo@elizabethbuckley.com>; Bob Harper <robert.harper@comcast.net>; Carolyn Boatsman <carolyn.boatsman@mercergov.org>; Matthew Goldbach <blkship@yahoo.com>; carvz@yahoo.com; fletchsa1@gmail.com; Mike or Susie Cero <mscero@outlook.com>; traci.granbois@gmail.com; docrobinson@comcast.net; Doris Cassan <dc@dollarseattle.com>; Dwight Schaeffer <drschaeffer@comcast.net>; Tom Acker <gngundr@comcast.net>; John Hall <johnmhall@jmhcorp.net>; lsarchin@aol.com; Morrene Jacobson <morrene2000@gmail.com>; Mark Coen <mscnb@msn.com>; Mike Cero <mscero@comcast.net>; Meg Lippert <meg.lippert@gmail.com>; Robert A. Medved <robertamedved@msn.com>; Robin Russell <scubarobin@msn.com>; Rob Dunbabin <rob@cascadeyarns.com>; Susan Lund <srlund@aol.com>; Peter Struck <struckmi@aol.com>; Olivia Lippens <olivia@lippens.com>; victor.raisys@gmail.com
Subject: Re: Appelman Testimony - Re: PCB 24 - 01: Comprehensive Plan Update: Parks Zone – First Review/January 24, 2024/Public Comments

The good news is we are debating a new parks zone when in the past we were fighting against developing or rezoning

our parks. We also have a parks commission which is pretty good, and Ashley Hay is outstanding, which is why I objected to the Parks Commission being given so little time to study the draft and comment. To his credit Salim Nice has called for a joint parks/planning commission meeting.

Absolutely I agree with Ira city staff and the planning commission are adversaries. The draft parks zone is a trojan horse and I have posted on ND about this and to the council. I like Ryan Daly personally but he is not very knowledgable about zoning, and naturally is trying to preserve as much discretion for the city in the new zone as possible.

The reality is the citizen parks groups and citizens have dwindled, in part because our city and council are not proposing as many bad policies for our parks.

A problem in this process is the parks commission which is a friend is generally fairly passive and not knowledgeable on zoning and coding a zone, while the city and planning commission are mostly hostile or agnostic when it comes to parks.

The keys to the park zone is what parks are placed into the zone, the regulatory limits including allowed uses, and what steps a council must take to change that zoning or use. It is the last item – what steps a council must take to change the use or zoning – that is what has driven a parks zone for decades.

If the only two provisions of the new zone were no new impervious surfaces and a vote of the citizens to change the use or zoning in a park it would pretty much protect every park in the zone.

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Subject: Appelman Testimony - Re: PCB 24 - 01: Comprehensive Plan Update: Parks Zone – First Review/January 24, 2024/Public Comments

Hi Dan:

I have attached my testimony before the Planning Commission tonight (1/24/24) on the Parks Zone. No one else testified during appearances.

Ira

-----Original Message-----
From: "Dan Thompson" [danielpthompson@hotmail.com]
Date: 01/24/2024 05:18 PM
To: "Adam Ragheb" <adam.ragheb@gmail.com>, "Ray Akers" <ray@akerscargill.com>, "aql1@cornell.edu" <aql1@cornell.edu>, "Ira Appelman" <appelman@bmi.net>, "ashley.hay@mercerisland.gov" <ashley.hay@mercerisland.gov>, "Lloyd Gilman" <biznlloyd@gmail.com>, "Buckley Elizabeth" <mezzo@elizabethbuckley.com>, "Bob Harper" <robert.harper@comcast.net>, "Carolyn Boatsman" <carolyn.boatsman@mercergov.org>, "Matthew Goldbach" <blkship@yahoo.com>, "Carvz@yahoo.com" <carvz@yahoo.com>, "fletchsa1@gmail.com" <fletchsa1@gmail.com>, "Mike or Susie Cero" <mscero@outlook.com>, "traci.granbois@gmail.com" <traci.granbois@gmail.com>, "docrobinson@comcast.net" <docrobinson@comcast.net>, "Doris Cassan" <dc@dollarseattle.com>, "Dwight Schaeffer" <drschaeffer@comcast.net>, "Tom Acker" <gngundr@comcast.net>, "John Hall" <johnmhall@jmhcorp.net>, "lsarchin@aol.com" <lsarchin@aol.com>, "Morrene

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Subject: Re: PCB 24 - 01: Comprehensive Plan Update: Parks Zone
– First Review/January 24, 2024/Public Comments

After ten years of citizens like you fighting, the city and parks dept. are proposing a dedicated "parks zone". Tonight the planning commission will hold its first meeting. The parks commission held its meeting Jan. 4. Below are my written comments. I am not sure if this is a Trojan Horse or legitimate. Please feel free to forward your thoughts to the folks above for tonight's meeting. Here is a link to the PC agenda packet. Planning Commission Regular Hybrid Meeting 01/24/2024 06:00 PM | Mercer Island, WA (municode.com)

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Dear Planning Commission, please consider these my public comments for tonight's first meeting on the new parks zone. As many know, I have pursued a distinct parks zone for over a decade, and feel very passionately about this zone, and whether it is a Trojan Horse or actually protects our park zoning and the development allowed within our parks. My post on ND plus replies can be found at https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnextdoor.com%2Fp%2F8mZHSHggsrHK%3Futm_source%3Dshare%26extras%3DNDE0NTk4OQ%253D%253D%26utm_campaign%3D1706132013117&data=05%7C02%7C%7C89570ef64a134c3a33bf08dc1d8804da%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638417717605284565%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=B7HLCWtZIU6vG%2FKck6ZPi9R%2F1fkcGJ5GzbXEwd%2Fy6q4%3D&reserved=0

1. Process At The Parks Commission.

This process was originally planned to occur before the vote on renewing the parks levy, but apparently there was not time until now. However, despite the very long delay, the parks dept. first presented the draft zone to the parks commission on Dec. 28, three business days before the parks commission's only opportunity to review and comment on the draft parks zone. The citizens received virtually no notice which is reflected in the absence of comments at the parks commission despite this being a hot button issue for over a decade.

I have complained about this, and it is my understanding the Mayor will call for a joint parks--planning commission meeting on this zone. I think that is appropriate because the parks commission is more knowledgeable about the age old tension between passive and active (recreational) space within the parks boundaries, while the planning commission is more knowledgeable about zoning and regulatory limits (including the parks dept.).

I am also disappointed at the combative and defensive responses from the city to the questions asked by the planning commission, and hope a joint meeting will loosen the city up to modifications to its draft zone.

2. Two Absolutely Critical Elements To The New Parks Zone.

If there are only two key elements to a parks zone they are:

A. A binding policy of no new net impervious surfaces, which is the parks commission informal policy today. This is the

one policy that will protect our parks, and the one policy the city is already backtracking on.

B. A heightened standard for the council to change the zoning of a park in the zone. The motivation for a parks zone is past efforts by councils to rezone parks, or allow non-park related development, for commuter parking lots, MICA, marina's, golf courses, the Tully's project, development of the (polluted) parcel next to Haps, and so on. My preference is a vote of the citizens is required. My second choice is a unanimous council. I have lived on MI since 1970 and I can't remember a single time the citizens supported rezoning a park, or allowing non-park related development in a park.

3. What Is A Parks Zone?

The short answer is any zone is nothing but designations on the land use and zoning maps. Here are the three key issues for what is IN the parks zone:

A. Which parks are put in the zone. This is unclear from the agenda packet, except the entire Aubrey Davis PARK is not in the zone. The city has also floated the idea of a bifurcated parks zone with some parks getting more protection than others. IMO any parcel with the name "parks" in it needs to be in the zone or this process will look phony. Any "park" omitted will raise suspicion the city and council plan non-park related development in the park and stir up a hornets nest for no reason.

B. The regulatory limits in the park zone including allowed uses.

C. How hard it is for the council to rezone park land in the zone. Ideally it would require a vote of the citizens.

4. Problems With The City's Draft Parks Zone.

The first question is whether the proposed parks zone provides less protection for our parks than today, let alone enhanced protections. Right now I am afraid the answer is no, except for the parks commission's desire that there be no new net impervious surfaces which staff's report misinterprets and misquotes.

4. Impervious Surface Limits.

Impervious Surface Limits. According to staff's report: "Impervious Surfaces

- No net new impervious surfaces unless authorized by an adopted City plan, and

- Emergency vehicle lanes, public trails, and synthetic turf athletic fields are exempt".

I have fought for 10 years for a no new net impervious surface rule, and the parks commission adopted that informally. But exempting synthetic turf is a massive loophole that covers huge portions of the parks and fundamentally changes their character. The only park I know of today that has synthetic turf is Island Park, and the other synthetic turf is on school property, where it belongs. I think synthetic turf should be eliminated, or at the very least limited to existing synthetic turf.

I also don't know what "authorized by an adopted City plan" means. Is the city referring to the PROS plan?

5. ALLOWED USES.

The key for any park is that the uses be "park related". For example, a parking lot at Luther Burbank to serve park users is park related; a commuter parking lot is not.

The park zone should define and restrict the uses allowed in the zone as all zones do, which is critical. The general rule is a "use" must be "park related".

Four proposed uses that concern me without further definition are:

- Government offices and government services.
- Public parking, parking structures, and underground parking.
- Transit stops.
- Wireless communications facilities.

Re: parking, I think it must be clear that any parking must be limited to serving park users, although staff's report does state,

"• Note: impervious surface requirement would limit the amount of new parking that could be created unless it was shown on an adopted City plan". This should inform the planning commission on how important a prohibition on any new net impervious surfaces is in this new zone, as a backstop protection." Underground parking seems pointless to me due to the cost and the fact it can only serve park users when surface parking is cheaper.

I also think any "government offices" should be limited to existing structures in a park, such as Luther Burbank, and not allow new buildings or structures. I don't want to see a new city hall in Luther Burbank because the land is "free".

A transit stop really is not necessary WITHIN a park on MI that I can fathom, and it should be clarified any stop is on the perimeter of the park, and not a "transit facility" or transit structure. A transit stop is on a street, and so does not need to be included as a use in the parks zone.

Finally, I don't think wireless communications facilities should be allowed in parks. That is like giving our park land to private vendors. There are plenty of rights of way on MI for wireless facilities that are not in parks.

The one park this becomes confusing is Luther Burbank due to YFS. Ideally, YFS would not need park buildings, and the buildings at Luther Burbank would be reserved for park use. In any case, any parks zone should restrict uses to park related uses, and if necessary grant a conditional use to existing uses, but not to any new uses. If a new city hall is built YFS can move there.

6. Regulatory Limits.

The current rule is the regulatory limits applicable to a park reflect the zone in which the park sits because that is the zone. Nearly every park on MI sits in a residential zone, so the RDS applies to any development in a park (which as the city notes will be virtually zero new development based on the no new net impervious surface limit).

Unfortunately, the draft park zone increases regulatory limits beyond those allowed in the RDS.

2. Regulatory Limits. Height. Staff's report states:

"Building Height: 35-foot maximum, approximately three stories. This is the maximum for most zones outside of Town Center."

This isn't true. Most if not all parks sit in the residential zone which has a 30' height limit. The Commercial/Office zone

outside the town center has a 36' height limit (and town center buildings that are commercial only are limited to two stories). The rule today is the regulatory limits for a park must mimic those of the zone it sits in, and I think that rule should be followed. If a park sits in a residential zone, which nearly all do, then the height limit should be 30'. Parks don't need a height limit applicable to Commercial/Office zones. The new park zone would actually INCREASE maximum height of buildings compared to today.

7. Ability To Rezone Parks. In the past, THIS council has voted to rezone parks for the Tully's project and next to Haps. Past councils were worse, which is why many of us have fought so long for a dedicated park zone. I would like to see a heightened standard for rezoning park land, either a super majority vote on the council or a vote of the citizens. My ultimate goal was to remove the ability to rezone our parks or use them for non-park related development from the city or council without express citizen approval. What is the point of a new "park zone" if the council can rezone parks the same as in the past?

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Sent time: 2024/01/28 02:38:39 PM
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Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations
Attachments: DSCN2386.JPG DSCN2387.JPG DSCN2390.JPG DSCN2389.JPG DSCN2385.JPG DSCN2384.JPG

Hello Adam, thank you so much for reaching out to me. You don't know how much that means to me - alot.
With regards to that underground parking in a parking lot. The idea is terrible. Why don't you ask that person in the meeting how much it costs to build underground parking per stall? It costs about $85,000 to $100,000 per stall. And why would she want to encourage more vehicles to our Town Center adjacent when we should be finding ways to decrease the vehicles?
With regards to Luther Burbank Park. I want you to go to Jessi and ask her to give you a list of which buildings and impervious surface structures in Luther Burbank does she think those impervious surface structures could be converted into a government building in the park? I am going to list the possible impervious surfaces below and show you photographs. When she gives you an answer, that will determine whether she and staff told you about every possible impervious structure or whether they missed some out.
If she does not include all the ones that I am including with photographs, then you will see the problem. It should have been up to her staff to tell her every possible impervious surface which could be converted.
Here is my list. I am not including the Community Center or parking lots for Luther Burbank Park and for the community center.
1) The house in Luther Burbank Park,
2) The boiler house (the city received a grant and it is costing $2.1 Million to renovate) Luther Burbank Park Boiler Building Phase 1 | Mercer Island, Washington
3) The old historical school which if it is not already in the Historical Register, it needs to be for a protection, but don't think that will come up for discussion. If it is costing $2.1 Million for the boiler room renovation, it would have cost about $9 million to renovate the Old Boys and Girls Club renovation, then figure it is going to cost probably more than $10 million to renovate it down the road. This building should not be demolished and replaced which staff and her might suggest.
4) The cement blocks which are another historical structure in the park. I believe it used to be where they milked the cows in the olden days. After Jessi has confirmed that this is one of the structures which footprint can be used as impervious surface, that is if Jessi tells you about it, ask her whether this site can have a 35ft structure built on it, or let's say it is 2,000 sq ft, would 2,000 sq ft of impervious surface be allowed to be used in another part of the park and then would a 35ft building be allowed to be built. What I am trying to say is let's say they demolish the current old boys school and they want to add 2,000 sq ft, it could have an additional 2,000 sq ft added because they will use the old cement blocks impervious surface and be allowed to add that to the old boys school or other area in the park.

Having the police use Luther Burbank Park has not been good for the park. They destroyed the grass section and what they have done is increased the gravel section to create a parking area for the police vehicles to park. And what's more, there was an instance in which the police had an emergency call. The problem was that the entrance leading to where the police vehicles are parked, there was a lady walking her old dog, it was taking her time, the policeman had to wait for her to get out of the way which took a few minutes as the police vehicle couldn't get passed her, not to mention, police vehicles should not be speeding in a park or parks zone. Granted this is temporary, but as a permanent solution, it is a dreadful idea.

Then with regards to advocating for removing the production of animals from the proposed code). I think that the Parks Department hiring goats to eat the blackberries is a great idea, better than them using toxic herbicides which don't work and in which they have to keep redoing over and over without any success. And I don't think they will want to keep chickens. Perhaps, they can ask what agricultural they meant.
• Recreational uses. • Recreational facilities. (One of the city councilmembers thought he was funny and wanted to have the city look at a spray park in the park. First of all, the consultant costs just to look at this is a cost of $50,000, then you have the problem of people from off-island coming to MI to use the park, but as it is, in summer, there is no parking and people are using the community center parking lot to park as well as the Park and Ride. And then there are the upkeep costs involved and the cost to maintain it. Maintenance costs have to always be looked at, as well as the costs to construct). The councilmember did not think to look at the costs involved with his one suggestion. So, what other recreational uses and facilities do they want to add. These need to be detailed in the definition and not a blanket recreational use and facilities.
• Agricultural activities for educational or recreational purposes, such as community gardens.
Under the 2008 Luther Burbank Master Plan, they were supposed to plant 23 fruit trees, they planted none. Just ornamental trees. I think it is great that people were picking their own blackberries in the park, but then, the Natural Resource Department were spending tens of thousands of dollars eliminating the blackberries, but actually, they are just growing back. This category is just not necessary and unless the city wants to go into production and be responsible for growing the veggies, fruit, it is a stupid category. As things stand, we can't even get the Public Works Department to water the trees during the hot summer months, so apart from not having manpower, there are costs involved, not to mention the production part which no-one asked them about. That is assuming what they mean by agricultural activities, etc. There is the Pea patch and the community picking blackberries and apples. I don't know what language should be in the Parks zone to cover these two things, but that should be it.
• Government offices and government services.

I don't care, I don't want any 35ft building in any park whether governmental or otherwise. And they don't even mention "Mercer Island governmental offices and services," so that leaves it up to King County, WA State, Bellevue, Issaquah or anyone who wants their governmental office to be in our parks, allowed to. And having the police in our parks is not working and should not be a permanent allowance. You can't have police and park goers mingling - one driving at high speed, the other just enjoying the park. You could ask what exactly did they want in our parks with this suggestion.

• Public parking, parking structures, and underground parking.

This was a terrible choice. We don't want anymore parking or any parking structures or any underground parking in any park. This should never have even made it on the list. And that one woman on your Commission wanting an underground parking structure in Mercerdale Park, she just does not know anything about Mercer Islanders and the fight we put up over that MICA. See my reasons above.

• Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

We already have special events, this doesn't need to have anything official. We have Summer Celebration, used to have the Easter Egg Hunt, I think the Boy Scouts and others like the Emergency Service, Police have had some exhibitions, it doesn't have to be made into anything official. They can ask for a permit for each event and explain what would be required for each event, such as do they require vehicles access, a tent to go up, those kinds of things, not a special code for this.

• Transit stops.

There is a sign up at the entrance to Luther Burbank Park in which they have No bus parking allowed. See photo. I know that the buses which carry the disabled children and the senior services come to the park and drop their passengers off. I am not sure where they park or whether they park in the Community Center lot. This does not have to have anything official in the code for this or a special stop with all the trimmings. It is just common sense.

• Public art.

You have The Greta Hatchett Park in which people who want to display their art can. Just see what it has on the website for what is involved. I don't want our parks indoctrinated with art on a permanent basis, apart from what is allowed in The Greta Hatchett Park. And you have an Arts Commission who are involved in that, leave that to them. And the Park was at risk of being taken over by that Tully's Mainstreet project. There was not going to be any protection of the park. Not to mention, the piece of grass the City purchased for $650,000. If they think they can develop on that, they need to think again. The owners of the condo building next to Tully's were going to sue the City. Their whole quiet neighborhood was going to be destroyed with that proposed project, not to mention, their views were going to be destroyed. The City should have put that back to Parks zone when they knew that the Tully's Mainstreet project was shelved. You need to ask why they did not do that.

• Signs.

And when it came to asking the Arts Commission on what signs and lighting to put up for the trails for the Aubrey Davis Trail, WSDOT has to sign off on what they decide. They might like their artwork to go up or signs, but what would they know about the safety of the signs they choose?

• Wireless communications facilities.

We never asked for this. "Wireless" is a broad term that encompasses many different types of technologies and devices that **transmit data over the air rather than over wires**, including cellular communications. Most wireless communication facilities/tools are located in public rights-of-way and are, therefore, subject to local government oversight." Why they asked for this is beyond my comprehension. It sounds like they want to accommodate the wireless facilities companies, not us. MRSC - Wireless Communication Facilities Here are some examples of wireless facilities. We don't want them in our parks. And Medina banned them in our parks. How about MI banning them too in our parks, not putting them in?

• Utilities. Utilities must be placed underground whenever feasible.

Of course if they are going to allow 35ft buildings in the parks they will need to place utilities. This is just to support the 35ft tall buildings. You could always ask them what utilities apart from what are already in the park are they wanting to add.

And with regards to lighting, the code has it that you can't be in a park before or after sunset, so why would they want to introduce more lighting than they already have? What about the wildlife? And people shouldn't be in the park, so let's say they wanted to allow for people to be able to play pickleball in the park after sunset, that will require more staff to be on duty longer and then allow people to be in the park after dark, then that means the police have more work to do patrolling the parks after dark. And any lighting should be the low path lights which are about waist high and solar-powered.

And in the photo by the playground, it has it that TMobile sponsored it. I don't know what they sponsored or how much was involved, but no-one really notices the sign which is fine by me. If a corporation wants to sponsor that, they can do it on the quiet with just one sign. The problem is, you have Becker who wanted to do some God awful project up on the Lid with the stacks, but for a start, that location is owned by WSDOT, then, he wanted to paint the stacks black with some ombre hues. I am sorry, but when someone is depressed, black is the last color you want depressed people to look at. And secondly, that area was right next to the tennis courts. Hardly an area where if one wants to be contemplative, listening to tennis players hitting the tennis ball and shouting out is not exactly conducive to be a contemplated area.

And then, the Summer Celebration, the fireworks are sponsored by the owner of The Roanoke. I don't know whether there is anything specific about that in the Code, but it is great. I would think that an event permit is required, not a whole zone change. I

don't want more plastic in the park, I don't want recycled tyre playground surfaces, artificial turf, I don't want toxic herbicides being used in the parks which are not even working anymore. So, if it means that a sponsor is going to pay for our parks to have any of the things I have mentioned, I am not for it. There is the Shakespeare in the Park. I don't know if people donate any money towards it, it is fine by me. I think the City might pay for this, I don't know.

And with regards to the Parks levy, I was dead against that. People think that they needed the money for maintenance, but they did not get that there is a difference between maintenance and vegetation management. Vegetation management requires the use of herbicides, maintenance doesn't. And I don't know how it got translated that by passing the Parks' levy, that translated into getting our parks put into a zone with the things they proposed. No-one I know wanted any of the things mentioned. We wanted our parks protected, not built upon.
This is what I received from the Save MI Parks:

Protect OUR Parks by:

- **Leaving parkland for recreational uses and facilities only – not government offices**
- **Substantially reduce the proposed height limit of buildings within the park**
- **No Net Increase in Impervious Surfaces**
- **Limiting transit stops to the right of ways**
- **Not allowing parking structures in our parks**
- **Not allowing a future re-zone of a park without a community vote**

Sorry this is so long. Basically, I am against everything suggested. And I am afraid, I have a lot of mistrust which probably comes out in my emails. And it is no use just having the Planning Commission and Parks Commission in on a meeting, you need the Open Space, the DSG and city staff included. There seems to be a disconnect amongst staff and Planning and Parks Commission members. What I was trying to get across was that I don't think the parks are mapped correctly. When you have the staff lumping the Thrift Shop in the park when it is not, that kind of thing needs to be clearly defined because as it is, Amazon's maps are showing Mountains to Sound as if they own the trails or anything. They don't own anything. Actually, that group might need to be incorporated. Their bicycle trail is not even correct and I can't get them to correct it. It is because someone in the city didn't put the trail which leads down 24th St to North Mercer Way is not on the City's maps. It is a problem.
If you want to know any historical facts to do with the parks, please reach out to Ira Appleman. He is amazing.

Please let me know if you have any questions.
I can be reached on 206-236-3028 if you want to chat. Or, I could walk around Luther Burbank Park, Aubrey Davis park and the Greta Hatchett Park and show you what I am looking at.
I think now I know why people don't reach out to me. My email is really long.
I think what would be terrible is if the Parks zone got created and then, there was a concrete block in a park like the one I am showing in Luther Burbank Park which we did not realize and the next minute, the City is allowing a 35ft tall building to go in the park and all because we did not realize that that concrete block could have an equivalent sized building on it or placed elsewhere in the park. We would have felt duped.
Sarah

On Sun, Jan 28, 2024 at 7:32 AM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:

> Hello Sarah,
>
> Thank you for reaching out to me with your public comment regarding the proposed Park Zone. I am in agreement that our parks need to be protected / saved and will continue to support them at our upcoming meetings.
>
> Our next meeting will be a joint meeting with the Parks & Recreation Commission on February 8 at 6:00pm
> https://www.mercerisland.gov/bc-pc/page/planningparks-recreation-commission-special-joint-hybrid-meeting
>
> In our January 24 meeting, I did advocate against allowing parking structures in our parks, suggesting revising the language to read "at-grade / street level parking directly supporting park use" (and the removal of "parking structures" and "underground parking") which sparked two follow-on responses of note, one immediately after mine
> https://www.youtu.be/suiaqN2EEYY&t=8087
>
> and one a few minutes later
> https://www.youtube.com/watch?v=suiaqN2EEYY&t=8198s
>
> I also posed the question near the end of the meeting about heightening the standard to rezone parks (along with advocating for removing the production of animals from the proposed code)
> https://youtu.be/suiaqN2EEYY?t=12259

One topic that I opposed was the commercialization or "enterprising" of our parks (I am not in opposition however to the existing practice of collecting user fees from sports teams for the sports fields). The point was brought up and I am curious - what are your thoughts about leasing park resources to privately-run companies?
https://youtu.be/suiaqN2EEYY?t=1990

Thank you for taking the time to provide your comments and if you have further comments and/or questions, please do not hesitate to reach out again!

-Adam Ragheb

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Wednesday, January 24, 2024 1:16 PM
To: Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>; Planning Commission <Planning.Commission@mercergov.org>; Adam Zack <adam.zack@mercerisland.gov>; Ryan Daly <Ryan.Daly@mercergov.org>
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello, I am sorry, but which member of staff is responsible for the draft language in The Comprehensive Plan? Did they not listen to the Parks Commission Meeting? It doesn't appear that they did. Who in their right mind wants 35ft buildings excluding appurtenances in any park whether governmental or not? NO-ONE! And where does it say any building in any park can even be 35ft tall? The maximum height is 30ft and it should be including appurtenances. If any parks are adjacent a commercial office zone, then that allows 35ft and I want to know about Mercerdale Park, are you trying to tell me a 35ft building could go in Mercerdale Park?

And I told the Parks Department that their maps are incorrect and yet, after telling them, whoever is providing you with the maps for tonight's meeting, they didn't even bother correcting them. Just one example, since when is the I-90 corridor "open space?" And what about Pioneer Park, that is a park is it not? But then, the Open Space Trust deem it as Open Space, but it is a park.

So when all is said and done, your city staff are not doing a good job, they are not listening to the parks Commission nor are they listening to citizens and this should not have even come up to the Planning Commission until the information had been corrected. It is a waste of everyone's time. And if you are going to be meeting, then, perhaps, it would be a better idea if you included the Parks Commission people. I hope you all get it together. We don't want

I hope you toss this out. We are better off without any Parks' zone than what is being suggested.

Sarah Fletcher

On Sat, Jan 6, 2024 at 7:19 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> See page 6:
> Microsoft Word - EL_FEIS_Sec4.2_LandUse_FINAL_06-10-2011 (soundtransit.org)
> They clearly show the parks, the Park on the Lid which you don't even mention, let alone show. It clearly shows the Mercerdale Park and the Luther Burbank Park (upper and lower). You just have "I-90 Linnear Park" which again, I keep telling you, I can't find anything on Linnear Park.
> And this shows clearly Sunset Way albeit, this was used for the noise, but see the last three pages, the letter from John White. There is an Airspace Lease in place in which he states the area adjacent to the I-90 is WSDOT property which during construction is to remain open space and park space, but then goes back to WSDOT for transportation and highway uses. The City wasted their money on purchasing a piece of grass from WSDOT a year or two ago by Tully's for $650,000, and it is likely contaminated.
> 2017%20 Addendum%20 Appendices%20B%20-%20F.pdf (soundtransit.org)
> And where is the Open Space? There is not only Park, but Open Space, but for whatever reason, you have eliminated it. Will you please not allow a government building in any park, will you not allow any building which can go 36ft tall, will you not allow any utility facility, or transit stop or any wireless communication facility being placed in any park to make it easy on yourselves. Just because the City is allowing the police to use the facility in Luther Burbank Park, that is just temporary, you shouldn't need a whole zone introduction for that, and PSE should not be allowed to just come in and place a whole facility in the park which is what it sounds like they will be given carte blanche to do. I want you to make it iron clad that there can be no buildings built in any park. And as people are not supposed to be in the parks at night, there shouldn't be any reason to put additional lighting in them. And if you are going to allow a government building in a park, how will that work with having to be out of the park by sunset? The parks are to be protected.
> And you can thank your City council for wasting all of your time. They were the ones who voted to get a new Park Zone introduced. Had they just not approved it, this would have been a non-issue.
> And as you are creating a "Park Zone," I sincerely hope you will eliminate all toxic herbicides from being used in any park on the island.

On Thu, Jan 4, 2024 at 7:31 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

Hello Ryan, I hope you are not going to send this as is to the Planning Commission. And I am sorry, but staff should be making sure there are no errors, not me.
You need to stop it from going to the Planning Commission. Why would you send this to the Planning Commission before you have corrected the errors and not made sure that the information is correct? I don't like the idea of underground parking in any park, or any government anything in any park, etc. I want to make sure that the information is corrected. You can't just have wrong keys and maps and wrong zoning areas. It was very sloppily done. I am expecting the corrections to be done before you send this to the Planning Commission. It is not acceptable.

Thank you.

On Thu, Jan 4, 2024 at 2:06 PM Ryan Daly <Ryan.Daly@mercergov.org> wrote:

Ms. Fletcher,

(Bcc: PRC)

I'm responding to let you know that the Parks & Recreation Commission received your comments and that I have forwarded them on to CPD staff as well.

Thank you,

Ryan Daly, CPRP
Recreation Manager

City of Mercer Island- Recreation Division
206.275.7870 | www.mercerisland.gov/parksrec

Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW).

The City of Mercer Island utilizes a hybrid working environment. Please see the Mercer Island Community and Event Center webpage for information about service hours for the Recreation Division.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Thursday, January 04, 2024 1:40 PM
To: Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>
Subject: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello, I was reading the draft. With regards to "Uses Permitted," I am sorry, but if you want to allow "government offices and government services," apart from what is already in Luther Burbank Park, what will the height zone be allowed for it? So, should someone want to put a government office in Mercerdale Park, the City would be allowed to? You are saying that it is allowed in the Park Zone which Mercerdale Park is and if you don't want to allow that, then you will need to specify. But, if you don't, you are now allowing every single park on the island to be allowed a government office in it and the other issue I am against is "underground parking." Please remove that. The next minute, you will be saying that Luther Burbank Park needs more parking as people are parking in the Community Center parking lot which they are and then we need to accommodate more drivers being able to park in the park.

And you certainly not be allowing transit stops in the park zones. I am sure you are all thinking of Tully's area where you want these things, but I am sorry, that is not right. You see, just to be clear, when you have "transit stops," the definition is not just a bus stop, but a facility. You might want to clarify what the transit stop is and not make it that a whole transit facility can be installed. This is what you have as the definition for Transit Stop: "Transit Stop. **A transit facility** located at selected points along transit routes for passenger pickup, drop off, or transfer, but excluding areas for vehicle repair or storage, parking lots, transfer stations, and park-and-ride stations. […]" This is what it has as a definition for a Transit Facility: "**Transit facility** means an existing or proposed transit passenger station, an existing or proposed transit maintenance, storage or service facility, or an existing or proposed right of way for use in providing transit services.

C. Uses Permitted. The following land uses are permitted in the Parks Zone. A use not permitted by this section is prohibited.

1. Recreational uses.

2. Recreational facilities.

3. Agricultural activities for educational or recreational purposes, such as community gardens.

4. Government offices and government services.

5. Public parking, parking structures, and underground parking.

6. Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

7. Transit stops.

8. Public art.

9. Signs.

10. Wireless communications facilities.

11. Utilities. Utilities must be placed underground whenever feasible.

And I don't want wireless facilities in the Park itself. Medina managed to successfully prohibit those in the parks. It is not safe.

And with regards to setbacks

3. The following developments are exempt from setback requirements: picnic tables, fences, gates, culverts, trails, landscaping, and parking areas.

Why on earth would you not allow a setback for "parking areas?" They need setbacks.

And there is no definition for "Open Space." What is the difference between Open Space and Parks?

And whoever came up with the maps, they are all wrong.

With regards to the Figure 1 Zoning Map, you need to split the Linnear Park and the Park space and show 80th Ave SE and 77th Ave SE as roadways with park space on either side and show Sunset Way as Park space, and not as Linnear Park. It was Bassett who came up with the name of Linnear Park, but there is no actual definition of what Linnear Park entails. And your key is all wrong. The key says "Park" is solid green, but on the map, you have lines going through it so by definition, there is no park on the map. And what is the difference between Open Space and Park in that the area adjacent to Sunset Way, is that open space or park? And you can't notice any difference on the map between Linnear Park and Open Space, it all looks like the same color.

And you have plural "Parks" with a white and black stripe, but there is nothing on the map which denotes "Parks." And what is the difference between "park" and "parks" on the Zoning map. It lists both Parks and Park.

And there are two areas showing CO. What are those two areas? So far, there is only one CO area. And I don't believe there is a public facility next to Homestead Park. There is a school on the other side of Homestead Park, bujt it is not where it is on the map. and is a school deemed a public facility"

And when they refer to "the City" is the whole of Mercer Island a City or the Town Center is the "city," which is it?

And on the Zoning Map, your keys are off on that as well.

The grey color is different on the key to the map. And you have the I-90 and Sunset Way listed as "PI," in that it is shaded all grey for public institution. The Transit Centers below ground might be PI, but certainly not above where Sunset Way and the open space/park adjacent is. It is not "PI" and it is again, not the right color grey. And the key says it is "P" not "PI" but the map says "PI" for some and "P" for another. If the key says "PI" is "P", then it should all be "P", not some PI and others P unless there is a difference.

And you have Luther Burbank Park for example as shaded green with black stripes through it, but if it is park, the key has black and white stripes for Park, not green, and there is no key showing "open space." Where is the Open Space on the map?

And it is hard to see, but it looks like Island Square Park and Deane's park is red and Homestead Park, but shouldn't they be black and white for "park" even though they are in a residential zone? It should still be black and white stripes as per the key regardless of what zone it is in. And for Homestead Park, what is "PI" adjacent to it in that there is the playground, the basketball court, the tennis courts, and the parking lot and the "PI" but I don't believe any of that is "public institution., park yes, but not PI. Out of all the things I have mentioned, which exactly is public institution?

Thanks.

I am afraid this needs more work.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/02/12 01:13:13 PM
To: Adam Ragheb
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello Adam, just with regards to this: I also suggesting not granting impervious surface "credit" if the dairy barn foundation is removed from Luther Burbank Park.
It is not fair to remove the dairy barn. Jessi is the one who doesn't like it and it is not fair to allow that percentage of impervious surface to be used elsewhere in the park.
What no-one is getting is that a PRIVATE CITIZEN IS NOT GOING TO BE ASKING FOR A GOVERNMENT BUILDING IN ANY PARK. It would be our City, themselves, or because no-one has put in "Mercer Island" only, any other city can put a government building in. NO CITIZEN WANTS ANY BUILDING IN ANY PARK WHETHER GOVERNMENT OR OTHERWISE. So, basically, what Jessi is asking is for the City to ask themselves to put a government building in the park. Tell me, why would a citizen of MI want to put a government building in any park?
So, basically, all what will happen is this will go before the City to ask them to allow it. It is so stupid. Why not just not approve a government building in any park and be done with it?
And ask Jessi, what does she exactly mean by a government building. Give an example.

I will read your draft when I get home from work.
Thanks
Sarah

On Mon, Feb 12, 2024 at 12:42 PM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:

> Hi Sarah,
>
> Sorry for not replying earlier - it was a busy time reviewing the previous meeting's archived video and preparing my detailed comments on the draft Parks Zone code. I believe that all comments received from the PC will be delivered as part of the agenda packet for the PRC's next meeting.
>
> I agree with you regarding encouraging more vehicles to our Town Center, and some of my written comments on the draft Park Zone reflect that (more vehicles = more harmful chemicals from tires, 6PPD-Quinone as identified by Commissioner Akyuz). I also suggesting not granting impervious surface "credit" if the dairy barn foundation is removed from Luther Burbank Park.
>
> Thanks for mentioning the gravel section addition to the park for Police vehicle parking - I was not aware of that and will take a look next time I visit the park. As regards ag production, my guess is removing animals from ag *production* would not preclude bringing goats to eat blackberries - I've seen it done over on Bainbridge island last year if I remember correctly.
>
> As regards artificial turf, I did suggest removing that from being an exception to the imprevious surface rule. I played a lot of sports a while back, but I can also recognize the need for open spaces of just grass...nothing artificial. Plus, as I have seen you mentioned in the past, there are definitely questions about the health effects of chopped-up tires which we know contain harmful chemicals.
>
> While there is more I can talk about, my time right now is running short. I've attached my written comments that I submitted to the City to this e-mail so that you:
> 1. Can see exactly where I currently stand with regards to the draft Park Zone,
> 2. May hopefully see some points articulated that others may not have thought about
> 3. May see some points that I made but did not articulate well that could benefit from some additional info.
>
> Thanks for your attention and comment and I'm looking forward to hearing your future comments!
>
> -Adam Ragheb
>
> ---
>
> **From:** Sarah Fletcher <fletchsa1@gmail.com>
> **Sent:** Sunday, January 28, 2024 2:38 PM
> **To:** Adam Ragheb <adam.ragheb@mercerisland.gov>
> **Subject:** Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations
>
> Hello Adam, thank you so much for reaching out to me. You don't know how much that means to me - alot.
> With regards to that underground parking in a parking lot. The idea is terrible. Why don't you ask that person in the meeting how much it costs to build underground parking per stall? It costs about $85,000 to $100,000 per stall. And why would she want to encourage more vehicles to our Town Center adjacent when we should be finding ways to decrease the vehicles?
> With regards to Luther Burbank Park. I want you to go to Jessi and ask her to give you a list of which buildings and impervious

surface structures in Luther Burbank does she think those impervious surface structures could be converted into a government building in the park? I am going to list the possible impervious surfaces below and show you photographs. When she gives you an answer, that will determine whether she and staff told you about every possible impervious structure or whether they missed some out.
If she does not include all the ones that I am including with photographs, then you will see the problem. It should have been up to her staff to tell her every possible impervious surface which could be converted.
Here is my list. I am not including the Community Center or parking lots for Luther Burbank Park and for the community center.
1) The house in Luther Burbank Park,
2) The boiler house (the city received a grant and it is costing $2.1 Million to renovate) Luther Burbank Park Boiler Building Phase 1 | Mercer Island, Washington
3) The old historical school which if it is not already in the Historical Register, it needs to be for a protection, but don't think that will come up for discussion. If it is costing $2.1 Million for the boiler room renovation, it would have cost about $9 million to renovate the Old Boys and Girls Club renovation, then figure it is going to cost probably more than $10 million to renovate it down the road. This building should not be demolished and replaced which staff and her might suggest.
4) The cement blocks which are another historical structure in the park. I believe it used to be where they milked the cows in the olden days. After Jessi has confirmed that this is one of the structures which footprint can be used as impervious surface, that is if Jessi tells you about it, ask her whether this site can have a 35ft structure built on it, or let's say it is 2,000 sq ft, would 2,000 sq ft of impervious surface be allowed to be used in another part of the park and then would a 35ft building be allowed to be built. What I am trying to say is let's say they demolish the current old boys school and they want to add 2,000 sq ft, it could have an additional 2,000 sq ft added because they will use the old cement blocks impervious surface and be allowed to add that to the old boys school or other area in the park.

Having the police use Luther Burbank Park has not been good for the park. They destroyed the grass section and what they have done is increased the gravel section to create a parking area for the police vehicles to park. And what's more, there was an instance in which the police had an emergency call. The problem was that the entrance leading to where the police vehicles are parked, there was a lady walking her old dog, it was taking her time, the policeman had to wait for her to get out of the way which took a few minutes as the police vehicle couldn't get passed her, not to mention, police vehicles should not be speeding in a park or parks zone. Granted this is temporary, but as a permanent solution, it is a dreadful idea.

Then with regards to advocating for removing the production of animals from the proposed code). I think that the Parks Department hiring goats to eat the blackberries is a great idea, better than them using toxic herbicides which don't work and in which they have to keep redoing over and over without any success. And I don't think they will want to keep chickens. Perhaps, they can ask what agricultural they meant.
• Recreational uses. • Recreational facilities. (One of the city councilmembers thought he was funny and wanted to have the city look at a spray park in the park. First of all, the consultant costs just to look at this is a cost of $50,000, then you have the problem of people from off-island coming to MI to use the park, but as it is, in summer, there is no parking and people are using the community center parking lot to park as well as the Park and Ride. And then there are the upkeep costs involved and the cost to maintain it. Maintenance costs have to always be looked at, as well as the costs to construct). The councilmember did not think to look at the costs involved with his one suggestion. So, what other recreational uses and facilities do they want to add. These need to be detailed in the definition and not a blanket recreational use and facilities.
• Agricultural activities for educational or recreational purposes, such as community gardens.
Under the 2008 Luther Burbank Master Plan, they were supposed to plant 23 fruit trees, they planted none. Just ornamental trees. I think it is great that people were picking their own blackberries in the park, but then, the Natural Resource Department were spending tens of thousands of dollars eliminating the blackberries, but actually, they are just growing back. This category is just not necessary and unless the city wants to go into production and be responsible for growing the veggies, fruit, it is a stupid category. As things stand, we can't even get the Public Works Department to water the trees during the hot summer months, so apart from not having manpower, there are costs involved, not to mention the production part which no-one asked them about. That is assuming what they mean by agricultural activities, etc. There is the Pea patch and the community picking blackberries and apples. I don't know what language should be in the Parks zone to cover these two things, but that should be it.
• Government offices and government services.
I don't care, I don't want any 35ft building in any park whether governmental or otherwise. And they don't even mention "Mercer Island governmental offices and services," so that leaves it up to King County, WA State, Bellevue, Issaquah or anyone who wants their governmental office to be in our parks, allowed to. And having the police in our parks is not working and should not be a permanent allowance. You can't have police and park goers mingling - one driving at high speed, the other just enjoying the park. You could ask what exactly did they want in our parks with this suggestion.
• Public parking, parking structures, and underground parking.
This was a terrible choice. We don't want anymore parking or any parking structures or any underground parking in any park. This should never have even made it on the list. And that one woman on your Commission wanting an underground parking structure in Mercerdale Park, she just does not know anything about Mercer Islanders and the fight we put up over that MICA. See my reasons above.
• Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

We already have special events, this doesn't need to have anything official. We have Summer Celebration, used to have the Easter Egg Hunt, I think the Boy Scouts and others like the Emergency Service, Police have had some exhibitions, it doesn't have to be made into anything official. They can ask for a permit for each event and explain what would be required for each event, such as do they require vehicles access, a tent to go up, those kinds of things, not a special code for this.

• Transit stops.

There is a sign up at the entrance to Luther Burbank Park in which they have No bus parking allowed. See photo. I know that the buses which carry the disabled children and the senior services come to the park and drop their passengers off. I am not sure where they park or whether they park in the Community Center lot. This does not have to have anything official in the code for this or a special stop with all the trimmings. It is just common sense.

• Public art.

You have The Greta Hatchett Park in which people who want to display their art can. Just see what it has on the website for what is involved. I don't want our parks indoctrinated with art on a permanent basis, apart from what is allowed in The Greta Hatchett Park. And you have an Arts Commission who are involved in that, leave that to them. And the Park was at risk of being taken over by that Tully's Mainstreet project. There was not going to be any protection of the park. Not to mention, the piece of grass the City purchased for $650,000. If they think they can develop on that, they need to think again. The owners of the condo building next to Tully's were going to sue the City. Their whole quiet neighborhood was going to be destroyed with that proposed project, not to mention, their views were going to be destroyed. The City should have put that back to Parks zone when they knew that the Tully's Mainstreet project was shelved. You need to ask why they did not do that.

• Signs.

And when it came to asking the Arts Commission on what signs and lighting to put up for the trails for the Aubrey Davis Trail, WSDOT has to sign off on what they decide. They might like their artwork to go up or signs, but what would they know about the safety of the signs they choose?

• Wireless communications facilities.

We never asked for this. "Wireless" is a broad term that encompasses many different types of technologies and devices that **transmit data over the air rather than over wires**, including cellular communications. Most wireless communication facilities/tools are located in public rights-of-way and are, therefore, subject to local government oversight." Why they asked for this is beyond my comprehension. It sounds like they want to accommodate the wireless facilities companies, not us. MRSC - Wireless Communication Facilities Here are some examples of wireless facilities. We don't want them in our parks. And Medina banned them in our parks. How about MI banning them too in our parks, not putting them in?

• Utilities. Utilities must be placed underground whenever feasible.

Of course if they are going to allow 35ft buildings in the parks they will need to place utilities. This is just to support the 35ft tall buildings. You could always ask them what utilities apart from what are already in the park are they wanting to add.

And with regards to lighting, the code has it that you can't be in a park before or after sunset, so why would they want to introduce more lighting than they already have? What about the wildlife? And people shouldn't be in the park, so let's say they wanted to allow for people to be able to play pickleball in the park after sunset, that will require more staff to be on duty longer and then allow people to be in the park after dark, then that means the police have more work to do patrolling the parks after dark. And any lighting should be the low path lights which are about waist high and solar-powered.

And in the photo by the playground, it has it that TMobile sponsored it. I don't know what they sponsored or how much was involved, but no-one really notices the sign which is fine by me. If a corporation wants to sponsor that, they can do it on the quiet with just one sign. The problem is, you have Becker who wanted to do some God awful project up on the Lid with the stacks, but for a start, that location is owned by WSDOT, then, he wanted to paint the stacks black with some ombre hues. I am sorry, but when someone is depressed, black is the last color you want depressed people to look at. And secondly, that area was right next to the tennis courts. Hardly an area where if one wants to be contemplative, listening to tennis players hitting the tennis ball and shouting out is not exactly conducive to be a contemplated area.

And then, the Summer Celebration, the fireworks are sponsored by the owner of The Roanoke. I don't know whether there is anything specific about that in the Code, but it is great. I would think that an event permit is required, not a whole zone change. I don't want more plastic in the park, I don't want recycled tyre playground surfaces, artificial turf, I don't want toxic herbicides being used in the parks which are not even working anymore. So, if it means that a sponsor is going to pay for our parks to have any of the things I have mentioned, I am not for it. There is the Shakespeare in the Park. I don't know if people donate any money towards it, it is fine by me. I think the City might pay for this, I don't know.

And with regards to the Parks levy, I was dead against that. People think that they needed the money for maintenance, but they did not get that there is a difference between maintenance and vegetation management. Vegetation management requires the use of herbicides, maintenance doesn't. And I don't know how it got translated that by passing the Parks' levy, that translated into getting our parks put into a zone with the things they proposed. No-one I know wanted any of the things mentioned. We wanted our parks protected, not built upon.

This is what I received from the Save MI Parks:

Protect OUR Parks by:

- **Leaving parkland for recreational uses and facilities only – not government offices**
- **Substantially reduce the proposed height limit of buildings within the park**
- **No Net Increase in Impervious Surfaces**
- **Limiting transit stops to the right of ways**
- **Not allowing parking structures in our parks**
- **Not allowing a future re-zone of a park without a community vote**

Sorry this is so long. Basically, I am against everything suggested. And I am afraid, I have a lot of mistrust which probably comes out in my emails. And it is no use just having the Planning Commission and Parks Commission in on a meeting, you need the Open Space, the DSG and city staff included. There seems to be a disconnect amongst staff and Planning and Parks Commission members. What I was trying to get across was that I don't think the parks are mapped correctly. When you have the staff lumping the Thrift Shop in the park when it is not, that kind of thing needs to be clearly defined because as it is, Amazon's maps are showing Mountains to Sound as if they own the trails or anything. They don't own anything. Actually, that group might need to be incorporated. Their bicycle trail is not even correct and I can't get them to correct it. It is because someone in the city didn't put the trail which leads down 24th St to North Mercer Way is not on the City's maps. It is a problem.
If you want to know any historical facts to do with the parks, please reach out to Ira Appleman. He is amazing.

Please let me know if you have any questions.
I can be reached on 206-236-3028 if you want to chat. Or, I could walk around Luther Burbank Park, Aubrey Davis park and the Greta Hatchett Park and show you what I am looking at.
I think now I know why people don't reach out to me. My email is really long.
I think what would be terrible is if the Parks zone got created and then, there was a concrete block in a park like the one I am showing in Luther Burbank Park which we did not realize and the next minute, the City is allowing a 35ft tall building to go in the park and all because we did not realize that that concrete block could have an equivalent sized building on it or placed elsewhere in the park. We would have felt duped.
Sarah

On Sun, Jan 28, 2024 at 7:32 AM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:

> Hello Sarah,
>
> Thank you for reaching out to me with your public comment regarding the proposed Park Zone. I am in agreement that our parks need to be protected / saved and will continue to support them at our upcoming meetings.
>
> Our next meeting will be a joint meeting with the Parks & Recreation Commission on February 8 at 6:00pm
> https://www.mercerisland.gov/bc-pc/page/planningparks-recreation-commission-special-joint-hybrid-meeting
>
> In our January 24 meeting, I did advocate against allowing parking structures in our parks, suggesting revising the language to read "at-grade / street level parking directly supporting park use" (and the removal of "parking structures" and "underground parking") which sparked two follow-on responses of note, one immediately after mine
> https://www.youtu.be/suiaqN2EEYY&t=8087
>
> and one a few minutes later
> https://www.youtube.com/watch?v=suiaqN2EEYY&t=8198s
>
> I also posed the question near the end of the meeting about heightening the standard to rezone parks (along with advocating for removing the production of animals from the proposed code)
> https://youtu.be/suiaqN2EEYY?t=12259
>
> One topic that I opposed was the commercialization or "enterprising" of our parks (I am not in opposition however to the existing practice of collecting user fees from sports teams for the sports fields). The point was brought up and I am curious - what are your thoughts about leasing park resources to privately-run companies?
> https://youtu.be/suiaqN2EEYY?t=1990
>
> Thank you for taking the time to provide your comments and if you have further comments and/or questions, please do not hesitate to reach out again!
>
> -Adam Ragheb

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Wednesday, January 24, 2024 1:16 PM
To: Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>; Planning Commission <Planning.Commission@mercergov.org>; Adam Zack <adam.zack@mercerisland.gov>; Ryan Daly <Ryan.Daly@mercergov.org>
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello, I am sorry, but which member of staff is responsible for the draft language in The Comprehensive Plan? Did they not listen to the Parks Commission Meeting? It doesn't appear that they did. Who in their right mind wants 35ft buildings excluding appurtenances in any park whether governmental or not? NO-ONE! And where does it say any building in any park can even be 35ft tall? The maximum height is 30ft and it should be including appurtenances. If any parks are adjacent a commercial office zone, then that allows 35ft and I want to know about Mercerdale Park, are you trying to tell me a 35ft building could go in Mercerdale Park?

And I told the Parks Department that their maps are incorrect and yet, after telling them, whoever is providing you with the maps for tonight's meeting, they didn't even bother correcting them. Just one example, since when is the I-90 corridor "open space?" And what about Pioneer Park, that is a park is it not? But then, the Open Space Trust deem it as Open Space, but it is a park.

So when all is said and done, your city staff are not doing a good job, they are not listening to the parks Commission nor are they listening to citizens and this should not have even come up to the Planning Commission until the information had been corrected. It is a waste of everyone's time. And if you are going to be meeting, then, perhaps, it would be a better idea if you included the Parks Commission people. I hope you all get it together. We don't want

I hope you toss this out. We are better off without any Parks' zone than what is being suggested.

Sarah Fletcher

On Sat, Jan 6, 2024 at 7:19 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> See page 6:
> Microsoft Word - EL_FEIS_Sec4.2_LandUse_FINAL_06-10-2011 (soundtransit.org)
> They clearly show the parks, the Park on the Lid which you don't even mention, let alone show. It clearly shows the Mercerdale Park and the Luther Burbank Park (upper and lower). You just have "I-90 Linnear Park" which again, I keep telling you, I can't find anything on Linnear Park.
> And this shows clearly Sunset Way albeit, this was used for the noise, but see the last three pages, the letter from John White. There is an Airspace Lease in place in which he states the area adjacent to the I-90 is WSDOT property which during construction is to remain open space and park space, but then goes back to WSDOT for transportation and highway uses. The City wasted their money on purchasing a piece of grass from WSDOT a year or two ago by Tully's for $650,000, and it is likely contaminated.
> 2017%20 Addendum%20 Appendices%20B%20-%20F.pdf (soundtransit.org)
> And where is the Open Space? There is not only Park, but Open Space, but for whatever reason, you have eliminated it. Will you please not allow a government building in any park, will you not allow any building which can go 36ft tall, will you not allow any utility facility, or transit stop or any wireless communication facility being placed in any park to make it easy on yourselves. Just because the City is allowing the police to use the facility in Luther Burbank Park, that is just temporary, you shouldn't need a whole zone introduction for that, and PSE should not be allowed to just come in and place a whole facility in the park which is what it sounds like they will be given carte blanche to do. I want you to make it iron clad that there can be no buildings built in any park. And as people are not supposed to be in the parks at night, there shouldn't be any reason to put additional lighting in them. And if you are going to allow a government building in a park, how will that work with having to be out of the park by sunset? The parks are to be protected.
> And you can thank your City council for wasting all of your time. They were the ones who voted to get a new Park Zone introduced. Had they just not approved it, this would have been a non-issue.
> And as you are creating a "Park Zone," I sincerely hope you will eliminate all toxic herbicides from being used in any park on the island.

On Thu, Jan 4, 2024 at 7:31 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Ryan, I hope you are not going to send this as is to the Planning Commission. And I am sorry, but staff should be making sure there are no errors, not me.
> You need to stop it from going to the Planning Commission. Why would you send this to the Planning Commission before you have corrected the errors and not made sure that the information is correct? I don't like the idea of underground parking in any park, or any government anything in any park, etc. I want to make sure that the information is corrected. You can't

just have wrong keys and maps and wrong zoning areas. It was very sloppily done. I am expecting the corrections to be done before you send this to the Planning Commission. It is not acceptable.

Thank you.

On Thu, Jan 4, 2024 at 2:06 PM Ryan Daly <Ryan.Daly@mercergov.org> wrote:

> Ms. Fletcher,
>
> (Bcc: PRC)
>
> I'm responding to let you know that the Parks & Recreation Commission received your comments and that I have forwarded them on to CPD staff as well.
>
> Thank you,
>
> Ryan Daly, CPRP
> Recreation Manager
>
> City of Mercer Island- Recreation Division
> 206.275.7870 | www.mercerisland.gov/parksrec
>
> *Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW).*
>
> *The City of Mercer Island utilizes a hybrid working environment. Please see the Mercer Island Community and Event Center webpage for information about service hours for the Recreation Division.*
>
> ---
>
> **From:** Sarah Fletcher <fletchsa1@gmail.com>
> **Sent:** Thursday, January 04, 2024 1:40 PM
> **To:** Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>
> **Subject:** Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations
>
> Hello, I was reading the draft. With regards to "Uses Permitted," I am sorry, but if you want to allow "government offices and government services," apart from what is already in Luther Burbank Park, what will the height zone be allowed for it? So, should someone want to put a government office in Mercerdale Park, the City would be allowed to? You are saying that it is allowed in the Park Zone which Mercerdale Park is and if you don't want to allow that, then you will need to specify. But, if you don't, you are now allowing every single park on the island to be allowed a government office in it and the other issue I am against is "underground parking." Please remove that. The next minute, you will be saying that Luther Burbank Park needs more parking as people are parking in the Community Center parking lot which they are and then we need to accommodate more drivers being able to park in the park.
>
> And you certainly not be allowing transit stops in the park zones. I am sure you are all thinking of Tully's area where you want these things, but I am sorry, that is not right. You see, just to be clear, when you have "transit stops," the definition is not just a bus stop, but a facility. You might want to clarify what the transit stop is and not make it that a whole transit facility can be installed. This is what you have as the definition for Transit Stop: "Transit Stop. **A transit facility** located at selected points along transit routes for passenger pickup, drop off, or transfer, but excluding areas for vehicle repair or storage, parking lots, transfer stations, and park-and-ride stations. […]" This is what it has as a definition for a Transit Facility: "**Transit facility** means an existing or proposed transit passenger station, an existing or proposed transit maintenance, storage or service facility, or an existing or proposed right of way for use in providing transit services.
>
> C. Uses Permitted. The following land uses are permitted in the Parks Zone. A use not permitted by this section is prohibited.
>
> 1. Recreational uses.
>
> 2. Recreational facilities.

3. Agricultural activities for educational or recreational purposes, such as community gardens.

4. Government offices and government services.

5. Public parking, parking structures, and underground parking.

6. Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

7. Transit stops.

8. Public art.

9. Signs.

10. Wireless communications facilities.

11. Utilities. Utilities must be placed underground whenever feasible.

And I don't want wireless facilities in the Park itself. Medina managed to successfully prohibit those in the parks. It is not safe.

And with regards to setbacks

3. The following developments are exempt from setback requirements: picnic tables, fences, gates, culverts, trails, landscaping, and parking areas.

Why on earth would you not allow a setback for "parking areas?" They need setbacks.

And there is no definition for "Open Space." What is the difference between Open Space and Parks?

And whoever came up with the maps, they are all wrong.

With regards to the Figure 1 Zoning Map, you need to split the Linnear Park and the Park space and show 80th Ave SE and 77th Ave SE as roadways with park space on either side and show Sunset Way as Park space, and not as Linnear Park. It was Bassett who came up with the name of Linnear Park, but there is no actual definition of what Linnear Park entails. And your key is all wrong. The key says "Park" is solid green, but on the map, you have lines going through it so by definition, there is no park on the map. And what is the difference between Open Space and Park in that the area adjacent to Sunset Way, is that open space or park? And you can't notice any difference on the map between Linnear Park and Open Space, it all looks like the same color.

And you have plural "Parks" with a white and black stripe, but there is nothing on the map which denotes "Parks." And what is the difference between "park" and "parks" on the Zoning map. It lists both Parks and Park.

And there are two areas showing CO. What are those two areas? So far, there is only one CO area. And I don't believe there is a public facility next to Homestead Park. There is a school on the other side of Homestead Park, bujt it is not where it is on the map. and is a school deemed a public facility"

And when they refer to "the City" is the whole of Mercer Island a City or the Town Center is the "city," which is it?

And on the Zoning Map, your keys are off on that as well.

The grey color is different on the key to the map. And you have the I-90 and Sunset Way listed as "PI," in that it is shaded all grey for public institution. The Transit Centers below ground might be PI, but certainly not above where Sunset Way and the open space/park adjacent is. It is not "PI" and it is again, not the right color grey. And the key says it is "P" not "PI" but the map says "PI" for some and "P" for another. If the key says "PI" is "P", then it should all be "P", not some PI and others P unless there is a difference.

And you have Luther Burbank Park for example as shaded green with black stripes through it, but if it is park, the key has black and white stripes for Park, not green, and there is no key showing "open space." Where is the Open Space on the map?

And it is hard to see, but it looks like Island Square Park and Deane's park is red and Homestead Park, but shouldn't they be black and white for "park" even though they are in a residential zone? It should still be black and white stripes as per the key regardless of what zone it is in. And for Homestead Park, what is "PI" adjacent to it in that there is the playground, the basketball court, the tennis courts, and the parking lot and the "PI" but I don't believe any of that is "public institution., park yes, but not PI. Out of all the things I have mentioned, which exactly is public institution?

Thanks.

I am afraid this needs more work.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/02/12 01:26:12 PM
To: Adam Ragheb
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello Adam, will you please make sure you get the School in Luther Burbank Park and the dairy station put in as historical? There should be an agreement in which MI purchased Luther Burbank Park from King County, would you mind getting that to see what restrictions they might have with regards to the School?
And what Jessi doesn't realize is that people like that dairy barn. People are always taking photographs or the children play hide and go seek and currently, I noticed that the staff are storing their mulch/compost there. She is the one who doesn't like it and not to mention, she wants to get rid of it so that she can use that square footage and put it towards demolishing the old school in order to put a new school and which she can get enlarged using the square footage from the dairy barn. And do whatever you can to make sure that the building cannot be touched whether there is a grandfather clause or something.

And if a person of the public destroyed the grassy area that the police did, there is a code on that. I don't know what the penalty is. It was stupid to put the police in the park. They can't get to any scene quickly because of people blocking the entrance.

Thanks.

On Mon, Feb 12, 2024 at 1:13 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Adam, just with regards to this: I also suggesting not granting impervious surface "credit" if the dairy barn foundation is removed from Luther Burbank Park.
> It is not fair to remove the dairy barn. Jessi is the one who doesn't like it and it is not fair to allow that percentage of impervious surface to be used elsewhere in the park.
> What no-one is getting is that a PRIVATE CITIZEN IS NOT GOING TO BE ASKING FOR A GOVERNMENT BUILDING IN ANY PARK. It would be our City, themselves, or because no-one has put in "Mercer Island" only, any other city can put a government building in. NO CITIZEN WANTS ANY BUILDING IN ANY PARK WHETHER GOVERNMENT OR OTHERWISE.
> So, basically, what Jessi is asking is for the City to ask themselves to put a government building in the park. Tell me, why would a citizen of MI want to put a government building in any park?
> So, basically, all what will happen is this will go before the City to ask them to allow it. It is so stupid. Why not just not approve a government building in any park and be done with it?
> And ask Jessi, what does she exactly mean by a government building. Give an example.
>
> I will read your draft when I get home from work.
> Thanks
> Sarah
>
> On Mon, Feb 12, 2024 at 12:42 PM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:
>
> > Hi Sarah,
> >
> > Sorry for not replying earlier - it was a busy time reviewing the previous meeting's archived video and preparing my detailed comments on the draft Parks Zone code. I believe that all comments received from the PC will be delivered as part of the agenda packet for the PRC's next meeting.
> >
> > I agree with you regarding encouraging more vehicles to our Town Center, and some of my written comments on the draft Park Zone reflect that (more vehicles = more harmful chemicals from tires, 6PPD-Quinone as identified by Commissioner Akyuz). I also suggesting not granting impervious surface "credit" if the dairy barn foundation is removed from Luther Burbank Park.
> >
> > Thanks for mentioning the gravel section addition to the park for Police vehicle parking - I was not aware of that and will take a look next time I visit the park. As regards ag production, my guess is removing animals from ag *production* would not preclude bringing goats to eat blackberries - I've seen it done over on Bainbridge island last year if I remember correctly.
> >
> > As regards artificial turf, I did suggest removing that from being an exception to the imprevious surface rule. I played a lot of sports a while back, but I can also recognize the need for open spaces of just grass...nothing artificial. Plus, as I have seen you mentioned in the past, there are definitely questions about the health effects of chopped-up tires which we know contain harmful chemicals.
> >
> > While there is more I can talk about, my time right now is running short. I've attached my written comments that I submitted to the City to this e-mail so that you:
> > 1. Can see exactly where I currently stand with regards to the draft Park Zone,
> > 2. May hopefully see some points articulated that others may not have thought about

3. May see some points that I made but did not articulate well that could benefit from some additional info.

Thanks for your attention and comment and I'm looking forward to hearing your future comments!

-Adam Ragheb

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Sunday, January 28, 2024 2:38 PM
To: Adam Ragheb <adam.ragheb@mercerisland.gov>
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello Adam, thank you so much for reaching out to me. You don't know how much that means to me - alot.
With regards to that underground parking in a parking lot. The idea is terrible. Why don't you ask that person in the meeting how much it costs to build underground parking per stall? It costs about $85,000 to $100,000 per stall. And why would she want to encourage more vehicles to our Town Center adjacent when we should be finding ways to decrease the vehicles?
With regards to Luther Burbank Park. I want you to go to Jessi and ask her to give you a list of which buildings and impervious surface structures in Luther Burbank does she think those impervious surface structures could be converted into a government building in the park? I am going to list the possible impervious surfaces below and show you photographs. When she gives you an answer, that will determine whether she and staff told you about every possible impervious structure or whether they missed some out.
If she does not include all the ones that I am including with photographs, then you will see the problem. It should have been up to her staff to tell her every possible impervious surface which could be converted.
Here is my list. I am not including the Community Center or parking lots for Luther Burbank Park and for the community center.
1) The house in Luther Burbank Park,
2) The boiler house (the city received a grant and it is costing $2.1 Million to renovate) Luther Burbank Park Boiler Building Phase 1 | Mercer Island, Washington
3) The old historical school which if it is not already in the Historical Register, it needs to be for a protection, but don't think that will come up for discussion. If it is costing $2.1 Million for the boiler room renovation, it would have cost about $9 million to renovate the Old Boys and Girls Club renovation, then figure it is going to cost probably more than $10 million to renovate it down the road. This building should not be demolished and replaced which staff and her might suggest.
4) The cement blocks which are another historical structure in the park. I believe it used to be where they milked the cows in the olden days. After Jessi has confirmed that this is one of the structures which footprint can be used as impervious surface, that is if Jessi tells you about it, ask her whether this site can have a 35ft structure built on it, or let's say it is 2,000 sq ft, would 2,000 sq ft of impervious surface be allowed to be used in another part of the park and then would a 35ft building be allowed to be built. What I am trying to say is let's say they demolish the current old boys school and they want to add 2,000 sq ft, it could have an additional 2,000 sq ft added because they will use the old cement blocks impervious surface and be allowed to add that to the old boys school or other area in the park.

Having the police use Luther Burbank Park has not been good for the park. They destroyed the grass section and what they have done is increased the gravel section to create a parking area for the police vehicles to park. And what's more, there was an instance in which the police had an emergency call. The problem was that the entrance leading to where the police vehicles are parked, there was a lady walking her old dog, it was taking her time, the policeman had to wait for her to get out of the way which took a few minutes as the police vehicle couldn't get passed her, not to mention, police vehicles should not be speeding in a park or parks zone. Granted this is temporary, but as a permanent solution, it is a dreadful idea.

Then with regards to advocating for removing the production of animals from the proposed code). I think that the Parks Department hiring goats to eat the blackberries is a great idea, better than them using toxic herbicides which don't work and in which they have to keep redoing over and over without any success. And I don't think they will want to keep chickens. Perhaps, they can ask what agricultural they meant.
• Recreational uses. • Recreational facilities. (One of the city councilmembers thought he was funny and wanted to have the city look at a spray park in the park. First of all, the consultant costs just to look at this is a cost of $50,000, then you have the problem of people from off-island coming to MI to use the park, but as it is, in summer, there is no parking and people are using the community center parking lot to park as well as the Park and Ride. And then there are the upkeep costs involved and the cost to maintain it. Maintenance costs have to always be looked at, as well as the costs to construct). The councilmember did not think to look at the costs involved with his one suggestion. So, what other recreational uses and facilities do they want to add. These need to be detailed in the definition and not a blanket recreational use and facilities.
• Agricultural activities for educational or recreational purposes, such as community gardens.
Under the 2008 Luther Burbank Master Plan, they were supposed to plant 23 fruit trees, they planted none. Just ornamental trees. I think it is great that people were picking their own blackberries in the park, but then, the Natural Resource Department were spending tens of thousands of dollars eliminating the blackberries, but actually, they are just growing back. This category is just not necessary and unless the city wants to go into production and be responsible for growing the veggies, fruit, it is a

stupid category. As things stand, we can't even get the Public Works Department to water the trees during the hot summer months, so apart from not having manpower, there are costs involved, not to mention the production part which no-one asked them about. That is assuming what they mean by agricultural activities, etc. There is the Pea patch and the community picking blackberries and apples. I don't know what language should be in the Parks zone to cover these two things, but that should be it.

• Government offices and government services.

I don't care, I don't want any 35ft building in any park whether governmental or otherwise. And they don't even mention "Mercer Island governmental offices and services," so that leaves it up to King County, WA State, Bellevue, Issaquah or anyone who wants their governmental office to be in our parks, allowed to. And having the police in our parks is not working and should not be a permanent allowance. You can't have police and park goers mingling - one driving at high speed, the other just enjoying the park. You could ask what exactly did they want in our parks with this suggestion.

• Public parking, parking structures, and underground parking.

This was a terrible choice. We don't want anymore parking or any parking structures or any underground parking in any park. This should never have even made it on the list. And that one woman on your Commission wanting an underground parking structure in Mercerdale Park, she just does not know anything about Mercer Islanders and the fight we put up over that MICA. See my reasons above.

• Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

We already have special events, this doesn't need to have anything official. We have Summer Celebration, used to have the Easter Egg Hunt, I think the Boy Scouts and others like the Emergency Service, Police have had some exhibitions, it doesn't have to be made into anything official. They can ask for a permit for each event and explain what would be required for each event, such as do they require vehicles access, a tent to go up, those kinds of things, not a special code for this.

• Transit stops.

There is a sign up at the entrance to Luther Burbank Park in which they have No bus parking allowed. See photo. I know that the buses which carry the disabled children and the senior services come to the park and drop their passengers off. I am not sure where they park or whether they park in the Community Center lot. This does not have to have anything official in the code for this or a special stop with all the trimmings. It is just common sense.

• Public art.

You have The Greta Hatchett Park in which people who want to display their art can. Just see what it has on the website for what is involved. I don't want our parks indoctrinated with art on a permanent basis, apart from what is allowed in The Greta Hatchett Park. And you have an Arts Commission who are involved in that, leave that to them. And the Park was at risk of being taken over by that Tully's Mainstreet project. There was not going to be any protection of the park. Not to mention, the piece of grass the City purchased for $650,000. If they think they can develop on that, they need to think again. The owners of the condo building next to Tully's were going to sue the City. Their whole quiet neighborhood was going to be destroyed with that proposed project, not to mention, their views were going to be destroyed. The City should have put that back to Parks zone when they knew that the Tully's Mainstreet project was shelved. You need to ask why they did not do that.

• Signs.

And when it came to asking the Arts Commission on what signs and lighting to put up for the trails for the Aubrey Davis Trail, WSDOT has to sign off on what they decide. They might like their artwork to go up or signs, but what would they know about the safety of the signs they choose?

• Wireless communications facilities.

We never asked for this. "Wireless" is a broad term that encompasses many different types of technologies and devices that **transmit data over the air rather than over wires**, including cellular communications. Most wireless communication facilities/tools are located in public rights-of-way and are, therefore, subject to local government oversight." Why they asked for this is beyond my comprehension. It sounds like they want to accommodate the wireless facilities companies, not us. MRSC - Wireless Communication Facilities Here are some examples of wireless facilities. We don't want them in our parks. And Medina banned them in our parks. How about MI banning them too in our parks, not putting them in?

• Utilities. Utilities must be placed underground whenever feasible.

Of course if they are going to allow 35ft buildings in the parks they will need to place utilities. This is just to support the 35ft tall buildings. You could always ask them what utilities apart from what are already in the park are they wanting to add.

And with regards to lighting, the code has it that you can't be in a park before or after sunset, so why would they want to introduce more lighting than they already have? What about the wildlife? And people shouldn't be in the park, so let's say they wanted to allow for people to be able to play pickleball in the park after sunset, that will require more staff to be on duty longer and then allow people to be in the park after dark, then that means the police have more work to do patrolling the parks after dark. And any lighting should be the low path lights which are about waist high and solar-powered.

And in the photo by the playground, it has it that TMobile sponsored it. I don't know what they sponsored or how much was involved, but no-one really notices the sign which is fine by me. If a corporation wants to sponsor that, they can do it on the

quiet with just one sign. The problem is, you have Becker who wanted to do some God awful project up on the Lid with the stacks, but for a start, that location is owned by WSDOT, then, he wanted to paint the stacks black with some ombre hues. I am sorry, but when someone is depressed, black is the last color you want depressed people to look at. And secondly, that area was right next to the tennis courts. Hardly an area where if one wants to be contemplative, listening to tennis players hitting the tennis ball and shouting out is not exactly conducive to be a contemplated area.
And then, the Summer Celebration, the fireworks are sponsored by the owner of The Roanoke. I don't know whether there is anything specific about that in the Code, but it is great. I would think that an event permit is required, not a whole zone change. I don't want more plastic in the park, I don't want recycled tyre playground surfaces, artificial turf, I don't want toxic herbicides being used in the parks which are not even working anymore. So, if it means that a sponsor is going to pay for our parks to have any of the things I have mentioned, I am not for it. There is the Shakespeare in the Park. I don't know if people donate any money towards it, it is fine by me. I think the City might pay for this, I don't know.

And with regards to the Parks levy, I was dead against that. People think that they needed the money for maintenance, but they did not get that there is a difference between maintenance and vegetation management. Vegetation management requires the use of herbicides, maintenance doesn't. And I don't know how it got translated that by passing the Parks' levy, that translated into getting our parks put into a zone with the things they proposed. No-one I know wanted any of the things mentioned. We wanted our parks protected, not built upon.
This is what I received from the Save MI Parks:

Protect OUR Parks by:

- **Leaving parkland for recreational uses and facilities only – not government offices**
- **Substantially reduce the proposed height limit of buildings within the park**
- **No Net Increase in Impervious Surfaces**
- **Limiting transit stops to the right of ways**
- **Not allowing parking structures in our parks**
- **Not allowing a future re-zone of a park without a community vote**

Sorry this is so long. Basically, I am against everything suggested. And I am afraid, I have a lot of mistrust which probably comes out in my emails. And it is no use just having the Planning Commission and Parks Commission in on a meeting, you need the Open Space, the DSG and city staff included. There seems to be a disconnect amongst staff and Planning and Parks Commission members. What I was trying to get across was that I don't think the parks are mapped correctly. When you have the staff lumping the Thrift Shop in the park when it is not, that kind of thing needs to be clearly defined because as it is, Amazon's maps are showing Mountains to Sound as if they own the trails or anything. They don't own anything. Actually, that group might need to be incorporated. Their bicycle trail is not even correct and I can't get them to correct it. It is because someone in the city didn't put the trail which leads down 24th St to North Mercer Way is not on the City's maps. It is a problem.
If you want to know any historical facts to do with the parks, please reach out to Ira Appleman. He is amazing.

Please let me know if you have any questions.
I can be reached on 206-236-3028 if you want to chat. Or, I could walk around Luther Burbank Park, Aubrey Davis park and the Greta Hatchett Park and show you what I am looking at.
I think now I know why people don't reach out to me. My email is really long.
I think what would be terrible is if the Parks zone got created and then, there was a concrete block in a park like the one I am showing in Luther Burbank Park which we did not realize and the next minute, the City is allowing a 35ft tall building to go in the park and all because we did not realize that that concrete block could have an equivalent sized building on it or placed elsewhere in the park. We would have felt duped.
Sarah

On Sun, Jan 28, 2024 at 7:32 AM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:

> Hello Sarah,
>
> Thank you for reaching out to me with your public comment regarding the proposed Park Zone. I am in agreement that our parks need to be protected / saved and will continue to support them at our upcoming meetings.
>
> Our next meeting will be a joint meeting with the Parks & Recreation Commission on February 8 at 6:00pm
> https://www.mercerisland.gov/bc-pc/page/planningparks-recreation-commission-special-joint-hybrid-meeting
>
> In our January 24 meeting, I did advocate against allowing parking structures in our parks, suggesting revising the language to read "at-grade / street level parking directly supporting park use" (and the removal of "parking

structures" and "underground parking") which sparked two follow-on responses of note, one immediately after mine
https://www.youtu.be/suiaqN2EEYY&t=8087

and one a few minutes later
https://www.youtube.com/watch?v=suiaqN2EEYY&t=8198s

I also posed the question near the end of the meeting about heightening the standard to rezone parks (along with advocating for removing the production of animals from the proposed code)
https://youtu.be/suiaqN2EEYY?t=12259

One topic that I opposed was the commercialization or "enterprising" of our parks (I am not in opposition however to the existing practice of collecting user fees from sports teams for the sports fields). The point was brought up and I am curious - what are your thoughts about leasing park resources to privately-run companies?
https://youtu.be/suiaqN2EEYY?t=1990

Thank you for taking the time to provide your comments and if you have further comments and/or questions, please do not hesitate to reach out again!

-Adam Ragheb

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent: Wednesday, January 24, 2024 1:16 PM
To: Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>; Planning Commission <Planning.Commission@mercergov.org>; Adam Zack <adam.zack@mercerisland.gov>; Ryan Daly <Ryan.Daly@mercergov.org>
Subject: Re: Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations

Hello, I am sorry, but which member of staff is responsible for the draft language in The Comprehensive Plan? Did they not listen to the Parks Commission Meeting? It doesn't appear that they did. Who in their right mind wants 35ft buildings excluding appurtenances in any park whether governmental or not? NO-ONE! And where does it say any building in any park can even be 35ft tall? The maximum height is 30ft and it should be including appurtenances. If any parks are adjacent a commercial office zone, then that allows 35ft and I want to know about Mercerdale Park, are you trying to tell me a 35ft building could go in Mercerdale Park?

And I told the Parks Department that their maps are incorrect and yet, after telling them, whoever is providing you with the maps for tonight's meeting, they didn't even bother correcting them. Just one example, since when is the I-90 corridor "open space?" And what about Pioneer Park, that is a park is it not? But then, the Open Space Trust deem it as Open Space, but it is a park.

So when all is said and done, your city staff are not doing a good job, they are not listening to the parks Commission nor are they listening to citizens and this should not have even come up to the Planning Commission until the information had been corrected. It is a waste of everyone's time. And if you are going to be meeting, then, perhaps, it would be a better idea if you included the Parks Commission people. I hope you all get it together. We don't want

I hope you toss this out. We are better off without any Parks' zone than what is being suggested.

Sarah Fletcher

On Sat, Jan 6, 2024 at 7:19 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> See page 6:
> Microsoft Word - EL_FEIS_Sec4.2_LandUse_FINAL_06-10-2011 (soundtransit.org)
> They clearly show the parks, the Park on the Lid which you don't even mention, let alone show. It clearly shows the Mercerdale Park and the Luther Burbank Park (upper and lower). You just have "I-90 Linnear Park" which again, I keep telling you, I can't find anything on Linnear Park.
> And this shows clearly Sunset Way albeit, this was used for the noise, but see the last three pages, the letter from John White. There is an Airspace Lease in place in which he states the area adjacent to the I-90 is WSDOT property which during construction is to remain open space and park space, but then goes back to WSDOT for transportation and highway uses. The City wasted their money on purchasing a piece of grass from WSDOT a year or two ago by Tully's for $650,000, and it is likely contaminated.
> 2017%20 Addendum%20 Appendices%20B%20-%20F.pdf (soundtransit.org)
> And where is the Open Space? There is not only Park, but Open Space, but for whatever reason, you have eliminated it. Will you please not allow a government building in any park, will you not allow any building which can go 36ft tall, will you

not allow any utility facility, or transit stop or any wireless communication facility being placed in any park to make it easy on yourselves. Just because the City is allowing the police to use the facility in Luther Burbank Park, that is just temporary, you shouldn't need a whole zone introduction for that, and PSE should not be allowed to just come in and place a whole facility in the park which is what it sounds like they will be given carte blanche to do. I want you to make it iron clad that there can be no buildings built in any park. And as people are not supposed to be in the parks at night, there shouldn't be any reason to put additional lighting in them. And if you are going to allow a government building in a park, how will that work with having to be out of the park by sunset? The parks are to be protected.
And you can thank your City council for wasting all of your time. They were the ones who voted to get a new Park Zone introduced. Had they just not approved it, this would have been a non-issue.
And as you are creating a "Park Zone," I sincerely hope you will eliminate all toxic herbicides from being used in any park on the island.

On Thu, Jan 4, 2024 at 7:31 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Ryan, I hope you are not going to send this as is to the Planning Commission. And I am sorry, but staff should be making sure there are no errors, not me.
> You need to stop it from going to the Planning Commission. Why would you send this to the Planning Commission before you have corrected the errors and not made sure that the information is correct? I don't like the idea of underground parking in any park, or any government anything in any park, etc. I want to make sure that the information is corrected. You can't just have wrong keys and maps and wrong zoning areas. It was very sloppily done. I am expecting the corrections to be done before you send this to the Planning Commission. It is not acceptable.
>
> Thank you.
>
> On Thu, Jan 4, 2024 at 2:06 PM Ryan Daly <Ryan.Daly@mercergov.org> wrote:
>
> > Ms. Fletcher,
> >
> > (Bcc: PRC)
> >
> > I'm responding to let you know that the Parks & Recreation Commission received your comments and that I have forwarded them on to CPD staff as well.
> >
> > Thank you,
> >
> > Ryan Daly, CPRP
> > Recreation Manager
> >
> > City of Mercer Island- Recreation Division
> > 206.275.7870 | www.mercerisland.gov/parksrec
> >
> > *Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW).*
> >
> > *The City of Mercer Island utilizes a hybrid working environment. Please see the Mercer Island Community and Event Center webpage for information about service hours for the Recreation Division.*
>
> ---
>
> **From:** Sarah Fletcher <fletchsa1@gmail.com>
> **Sent:** Thursday, January 04, 2024 1:40 PM
> **To:** Parks & Rec Commission <ParksAndRec.Commission@mercergov.org>
> **Subject:** Comments on the 2024 Comprehensive Plan Periodic Update Draft Parks Zone Regulations
>
> Hello, I was reading the draft. With regards to "Uses Permitted," I am sorry, but if you want to allow "government offices and government services," apart from what is already in Luther Burbank Park, what will the height zone be allowed for it? So, should someone want to put a government office in Mercerdale Park, the City would be allowed to? You are saying that it is allowed in the Park Zone which Mercerdale Park is and if you don't want to allow that, then you will need to specify. But, if you don't, you are now allowing every single park on the island to be allowed a government office in it and the other issue I am against is "underground parking." Please remove that. The next minute, you will be saying that Luther

Burbank Park needs more parking as people are parking in the Community Center parking lot which they are and then we need to accommodate more drivers being able to park in the park.

And you certainly not be allowing transit stops in the park zones. I am sure you are all thinking of Tully's area where you want these things, but I am sorry, that is not right. You see, just to be clear, when you have "transit stops," the definition is not just a bus stop, but a facility. You might want to clarify what the transit stop is and not make it that a whole transit facility can be installed. This is what you have as the definition for Transit Stop: "Transit Stop. **A transit facility** located at selected points along transit routes for passenger pickup, drop off, or transfer, but excluding areas for vehicle repair or storage, parking lots, transfer stations, and park-and-ride stations. […]" This is what it has as a definition for a Transit Facility: "**Transit facility** means an existing or proposed transit passenger station, an existing or proposed transit maintenance, storage or service facility, or an existing or proposed right of way for use in providing transit services.

C. Uses Permitted. The following land uses are permitted in the Parks Zone. A use not permitted by this section is prohibited.

1. Recreational uses.

2. Recreational facilities.

3. Agricultural activities for educational or recreational purposes, such as community gardens.

4. Government offices and government services.

5. Public parking, parking structures, and underground parking.

6. Temporary uses and structures, including farmer's markets and special events, authorized by the City Manager or designee.

7. Transit stops.

8. Public art.

9. Signs.

10. Wireless communications facilities.

11. Utilities. Utilities must be placed underground whenever feasible.

And I don't want wireless facilities in the Park itself. Medina managed to successfully prohibit those in the parks. It is not safe.

And with regards to setbacks

3. The following developments are exempt from setback requirements: picnic tables, fences, gates, culverts, trails, landscaping, and parking areas.

Why on earth would you not allow a setback for "parking areas?" They need setbacks.

And there is no definition for "Open Space." What is the difference between Open Space and Parks?

And whoever came up with the maps, they are all wrong.

With regards to the Figure 1 Zoning Map, you need to split the Linnear Park and the Park space and show 80th Ave SE and 77th Ave SE as roadways with park space on either side and show Sunset Way as Park space, and not as Linnear Park. It was Bassett who came up with the name of Linnear Park, but there is no actual definition of what Linnear Park entails. And your key is all wrong. The key says "Park" is solid green, but on the map, you have lines going through it so by definition, there is no park on the map. And what is the difference between Open Space and Park in that the area

adjacent to Sunset Way, is that open space or park? And you can't notice any difference on the map between Linnear Park and Open Space, it all looks like the same color.

And you have plural "Parks" with a white and black stripe, but there is nothing on the map which denotes "Parks." And what is the difference between "park" and "parks" on the Zoning map. It lists both Parks and Park.

And there are two areas showing CO. What are those two areas? So far, there is only one CO area. And I don't believe there is a public facility next to Homestead Park. There is a school on the other side of Homestead Park, bujt it is not where it is on the map. and is a school deemed a public facility"

And when they refer to "the City" is the whole of Mercer Island a City or the Town Center is the "city," which is it?

And on the Zoning Map, your keys are off on that as well.

The grey color is different on the key to the map. And you have the I-90 and Sunset Way listed as "PI," in that it is shaded all grey for public institution. The Transit Centers below ground might be PI, but certainly not above where Sunset Way and the open space/park adjacent is. It is not "PI" and it is again, not the right color grey. And the key says it is "P" not "PI" but the map says "PI" for some and "P" for another. If the key says "PI" is "P", then it should all be "P", not some PI and others P unless there is a difference.

And you have Luther Burbank Park for example as shaded green with black stripes through it, but if it is park, the key has black and white stripes for Park, not green, and there is no key showing "open space." Where is the Open Space on the map?

And it is hard to see, but it looks like Island Square Park and Deane's park is red and Homestead Park, but shouldn't they be black and white for "park" even though they are in a residential zone? It should still be black and white stripes as per the key regardless of what zone it is in. And for Homestead Park, what is "PI" adjacent to it in that there is the playground, the basketball court, the tennis courts, and the parking lot and the "PI" but I don't believe any of that is "public institution., park yes, but not PI. Out of all the things I have mentioned, which exactly is public institution?

Thanks.

I am afraid this needs more work.

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/04/19 07:53:30 PM
To:	Planning Commission
Subject:	Comprehensive Plan Updates - CO Zone includes JCC

Hello, I don't know what is going on, but I find it a bit odd that Alison would not let you all know that the JCC wants to change their zone to CO, and are you trying to tell me not one of you were aware of that? Did none of you think to even question which zones could be impacted?

You see, when you put language in the Comprehensive Plan that you will be allowing the "CO" **encouraging" multifamily and mixed use housing" should the JCC get their wish to amend their zone to "CO,"you do realize that the JCC is not a spot zone, and that you would therefore have to allow the current CO area by the Civic Center, the Yeshiva, The Country Club, and The Beach Club, and possibly all the religious institutions** are going to be allowed to be rezoned to CO, because if you allow one, you have to allow all. And if that is not the case, please tell me where it says that the JCC would be a spot zone only and that the rezone would not impact any other of the clubs and/or religious institutions mentioned?

So, by adding the language, you are thereby allowing multifamily and mixed use in the areas I mentioned. Is that your plan? In order to abide by the House Bill, I would suggest that you put language in that you will allow affordable housing in the Town Center to meet the GMA quota. It is not up to you to want to allow multifamily and mixed use in our predominantly single neighborhoods. Please make sure you nix this in the bud now and not let this go further. It is not your right to make decisions which could impact all of us islanders. And please reinstate 17.4, but remove 17.3. Thank you.

Sarah Fletcher

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/04/24 07:59:35 PM
To:	Adam Zack; Planning Commission
Subject:	PCB24-07 Draft Comprehensive Plan - What are you all thinking?
Attachments:	image.png image003.png

Hello, you cannot possibly think of updating The Comprehensive Plan until you know what is going to be happening with the JCC and the other clubs and religious institutions on the island? You see, there are some issues with your proposed changes. Are you not aware that Amy Lavin of the JCC has been on at the City doing everything possible to get their way such as rezoning the JCC to allow for an "Education campus?"

And you do realize that not only the JCC, but also The Yeshiva, The Country Club, and The Beach Club, and the CO zone near the Civic Center, and possibly every religious institution on the island could possibly be rezoned to Commercial Office (CO) because if you allow one, you have to allow all. And if that is not the case, please tell me where it says that the JCC would be a spot zone only and that the rezone would not impact any other of the clubs and religious institutions mentioned?

The implications are, let's say, the JCC gets approved as a Commercial Office zone, as well as the other clubs and school I mentioned, then, if you read below what you are proposing, you are allowing "**encouraging" multifamily and mixed use housing in the CO zone,** not to mention that retirement homes are already permitted in the other CO zone which is near the Civic Center and would also therefore be allowed. So, let's say, the JCC and all the other clubs got rezoned to "Commercial Office" which would allow the multifamily, mixed use housing as per your proposed language, how would you get us out of that?

By putting the language in, that gives the four clubs carte blanche to build multifamily and mixed use housing in residential predominantly single-family homes. It is not your decision to make. This needs to go to a citizen-wide vote, not left up to just the Planning Commission.

Please make sure you get rid of "encourage"

And is the JCC not a commercial use in that they offer classes, fitness, swimming and kindergarten. Those are commercial uses are they not? And if they are not, what is the definition of what the JCC offers?

The commercial office land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land use will be predominantly commercial office. Complementary land uses (e.g., healthcare uses, schools, places of worship, etc.) are also generally supported within this land use designation.

So, how can you put multifamily or mixed-use for a land use which has it that it is to be predominantly commercial office?

With regards to 17.3 and 17.4, please reinstate 17.4 and **remove 17.3**. I don't like your suggestions.

Here are some examples of what should be minimized and mitigated, but is not being either:

You have the JCC and at Sound Transit's Park and Ride with regards to the bright lighting. They are using white LED lighting which should be banned, the lighting spills over and the neighbors have complained. There has been absolutely no minimization of the bright lighting, nor has there been any mitigation, so let's say you had language in The Comprehensive Plan which says the property owner should minimize this and that, but doesn't, what then?

And not to mention the freeway noise which is above decibel limits. So, with your proposed language, you tell me how that will make the JCC, Sound Transit and WSDOT minimize or mitigate their bright lighting or freeway noise?

And when it comes to Xing Hua, they should not have been allowed to "mitigate" the parking by paying a fee-in-lieu when there was nothing in the code which said they could just pay a fee-in-lieu of providing on-street parking. And when the code specifically states they have to have modulation, but they get out of that, or they can remove all the trees even in rights-of-way, and all they need to do is pay a fee-in-lieu, all this minimization or mitigation is not fair. And the same with the trees with the Old Boys and Girls Club, they were allowed to remove all but one tree, and just pay a fee or plant saplings. There has got to be something in the Comprehensive Plan which does not allow an owner/developer to be allowed to remove trees/green space and put a building.

Please think about what you approve by asking yourselves how would what you are proposing going to affect the JCC, Temple Herzl, the Shore Club, the Beach Club, The Country Club, the Xing Hua, Baskin Robbins, and The Old Boys and Girls Club.

With regards to 15.1, please remove the whole paragraph and if not the whole paragraph, make sure you remove the word "encourage," no-one wants multifamily or mixed use in their residential or commercial areas. What are you thinking?

15.4 Social and recreation clubs, schools, and religious institutions are predominantly located in single family residential areas of the Island. Development regulation should ~~reflect~~ recognize the ~~desire~~ need and support the ability to ~~retain viable~~ maintain, update, and renovate ~~and healthy~~ social, recreational, educational, and religious ~~organizations~~ facilities as allowed by the land use code. Such facilities are ~~as~~ community assets which are essential for the mental, physical and spiritual health of Mercer Island. Future land use decisions should encourage the retention of these facilities.

So let's say you have approved the JCC and the other 4 clubs and possibly all the religious institutions to be rezoned to Commercial Office, on one hand, you are encouraging multifamily and mixed-use housing, but then you are saying "future land use decisions should **encourage the retention of these facilities**" which I would assume you are meaning the JCC should be encouraged to not amend the facilities such as what is already there at the JCC. So, if the JCC asked to rezone to allow their education campus, then all you need to do is go back to them and tell them that we encourage the retention of your facilities, and not permit what they are asking.

And what's more, under Commercial Office, you know the JCC are not permitted to install a theatre, but under the current zoning/land use, they are allowed the theatre, so are you going to make allowances, once again, and allow just the JCC to allow a theatre, but not the other clubs? "Places of worship" does not mean a Theatre in the definition:

19.04.020 - Commercial offices.

A. *Uses permitted.*
1. Government services.
2. Professional, scientific, and technical services.
3. Office uses.
4. Places of worship.
5. Civic and social organizations.
6. Mortuary services.
7. Healthcare services.
8. Care services.
9. Auxiliary uses directly related to the principal use, such as residences of watchmen or employees in training, special employee dormitories, employee cafeterias, auditoriums, service stations in connection with authorized motor pool facilities and similar uses.
10. Wireless communications facilities subject to the conditions set out in MICC 19.06.040.
11. Special needs group housing as provided in MICC 19.06.080.
12. Social service transitional housing as provided in MICC 19.06.080.
13. Public and private schools accredited or approved by the state for compulsory school attendance, subject to design commission review and the following conditions:
    a. A one-fourth acre or larger playfield, play surface or open space shall be provided in one usable unit abutting or adjacent to the site.

I just do not think it is prudent to revise The Comprehensive Plan until you know what the JCC and other clubs and all the other religious institutions are going to be zoned as. If you amend The Comprehensive Plan and the City council then votes to allow the JCC and the other institutions to be rezoned "CO," then you have in effect gone and allowed all the clubs and religious institutions to allow multifamily and mixed-use buildings on them and if you think that is not the case, how do you think that it is not?

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/04/29 06:42:09 PM
To:	Jessi Bon; Deb Estrada; Jeff Thomas; Council; Planning Commission; Design Commission; Matt Mornick
Cc:	Mike or Susie Cero <mscero@comcast.net>
Subject:	Comprehensive Plan Update
Attachments:	image.png

Hello, I am just so bewildered. Jessi, I know you like to take the blame for your staff which is fine, but will you please find out who asked for this language to be in The Comprehensive Plan when it was thwarted? Who on earth is it being mentioned again, like who is suggesting the language?:

Microsoft Word - Public_Review_Draft_Housing_Element.docx (ehq-production-us-california.s3.us-west-1.amazonaws.com)

2.5 Encourage the construction of new permanent income-restricted housing through approaches such as the following

- 2.5.A Affordable housing incentives that require units at varying income levels to be incorporated into new construction to address the Mercer Island housing growth target and housing needs for households earning less than the area median income (AMI). Affordable housing unit requirements should be set at levels to yield more lower-income units as the benefit of the incentive increases.
- 2.5.B Height bonuses concurrent with any increase in development capacity to address Mercer Island's affordable housing needs;
- 2.5.C Incentives for the development of housing units affordable to extremely low-, very low-, low-, and moderate-income households;
- 2.5.D A Multifamily Tax Exemption (MFTE) linked to substantial additional affordability requirements.
- 2.5.E Reduced design review processes and simplified standards for developments with affordable units.
- 2.5.F Reduced or waived permit fees for developments with affordable units.
- 2.5.G Reduced parking requirements for income-restricted units.
- 2.5.H Relief from other development code provisions that do not affect health or safety requirements.

Especially the part about the Multi Family Tax Exemption and encouraging it. It is really annoying that this even made it on the draft language after we specifically stated we didn't want it.
Did you not all realize that the council had struck that down by 5:2 in a council meeting back in 2020? So, why would they resurrect it now after no-one wanted to allow developers/owners to get the tax exemption?

July 28, 2020 - The Multi Family Property Tax Exemption (MFTE) is a state program first adopted by the City Council in 2011 to encourage the construction of additional units of affordable multifamily housing on Mercer Island by temporarily reducing property tax.

The MFTE program hasn't ever been used on Mercer Island and the Council had been debating its utility for several months. After a lengthy discussion during its July 21 meeting, the City Council voted 5-2 to repeal the MFTE incentive.

Other City tools to encourage affordable housing remain in place, such as density bonuses and fee waivers. The City Council discussed a desire to engage in a more comprehensive discussion of the City's affordable housing goals, policies, and programs at some time in the future.

Learn more about the MFTE from the Puget Sound Regional Council

And what I just can't get through to you is how the Condo Boards together with the Property Management Companies and now the Insurance Companies are all responsible for making the older buildings have to get requirements, but as an example, we had to spend $250,000 on a fire alarm system which doesn't even work and we thought that would reduce the insurance costs, but alas, the insurance company just went and raised the insurance from $70,000 to $340,000 a year in premiums as we "are at risk" and because we don't have "sprinklers."

And you want to waive permit fees, reduce design review processes and simplified standards for developments with affordable units, reduce or waive permit fees for developments with affordable units, reduce parking requirements for income-restricted units, and offer relief from other development code provisions that do not affect health or safety requirements.

I mean seriously, if you want to represent citizens, you will not allow any of the things I mentioned. It is ridiculous. Would someone like to work out how much money would a developer save by not paying tax, by not having to pay permit fees, by not having to provide parking, etc? I mean, how much are we talking?

How about if the developer wants to add any additional heights, they need to all be affordable and not be micro-sized which My Linh Thai of the WA State Legislature is wanting for us. You just need to ask yourselves, would you want to live in a micro-sized apartment? Do you know how depressing that is?

And if you have a high cost just to purchase the land before any development, tell me, how would you expect to be able to build anything affordable? It would be impossible. And you might want to tell the Legislature that you can't build affordable housing if they keep making new buildings have a whole lot of extra things.

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/05/06 07:43:39 AM
To:	Council; Planning Commission
Subject:	There should be a pause on The Comprehensive Plan Update

Hello, it is just what with the SPU water line issue, what happens should Mercer Island update The Comprehensive Plan saying that we can plan for so many more housing units, but that SPU can't provide the necessary water utilities/pipes which can accommodate those extra housing units which will obviously require water for each new housing unit or any other unit that is built? It will be a strain on Mercer Islanders and it is not in the best interests of Mercer Islanders? How could the GMA, PSRC and the Legislature people not understand this new predicament that Mercer Islanders are in?

Please consider letting them know that adding more housing is going to be a problem at this stage until we all know more. Thanks.

From:	Deb Estrada <Deborah.Estrada@mercerisland.gov>
Sent time:	2024/05/22 04:10:54 PM
To:	Planning Commission
Cc:	City Clerk; dana.n.rodman@gmail.com
Subject:	FW: MI Comprehensive Plan 2024-2044 Input

Commissioners – Please see the emailed comments below:

Deb

Deborah Estrada, MMC
Administrative Coordinator/Deputy City Clerk

From: Dana Rodman <dana.n.rodman@gmail.com>
Sent: Wednesday, May 22, 2024 3:25 PM
To: City Clerk <cityclerk@mercerisland.gov>
Subject: MI Comprehensive Plan 2024-2044 Input

Notes for the MI Comprehensive Plan 2024-2044 Planning Commission:

1. Safe bike and pedestrian lanes are needed from South to North Mercer Island:

Updated transportation is needed to connect the north and south ends of the island together! There needs to be CONTINUAL bike and pedestrian lanes from the south end (Lake Ridge Elementary) all the way to the north end (Light Rail, Park & Ride, Bus Station). Currently, the bike lanes are hit and miss and it is not safe for our students to have to ride scooters/bikes along sidewalks (with garbage cans blocking their way and tree roots uprooting the sidewalks, making the surface unstable). There needs to be a designated bike/pedestrian trail that *does not stop* mid-island. The route should go: 1. From Lakeridge Elementary, past Islander MS, 2. Past South Village Shopping Center 3. North along Pioneer Park and Island Crest Park & Island Park Elementary. 4. Turn West on 40th, towards Homestead Park 5. North on 78th towards the town center and the new light rail. This safe route should have street lighting to keep pedestrians and cyclists safe and away from vehicle traffic.

2. Safe round-about is needed at Pioneer Park's 4 way stop intersection

There should also be a new round-about where the current 4 way stop is at Pioneer Park. This is a difficult intersection since it is a 4 way stop, but also has a yield sign turning west, so it's really a 5 way stop for pedestrians and bicyclists to maneuver.The round about would make pedestrian/bike crossing much safer and it would be a nice transition to welcome people to the south end of the island with shopping, schools athletic fields and parks. Good MI signage is needed to guide vehicles towards the south end shopping center, Clark Beach, and towards the athletic fields. Artwork in the middle of the round-about would be a nice way to draw the south end community together since south end doesn't have much artwork representation (compared to the north end). Street lighting is important to make this intersection safe, it is pitch black at 5:00pm in the winter months and dangerous for pedestrians and cyclists,

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/05/25 10:31:02 AM
To:	Planning Commission; Council
Subject:	The Comprehensive Plan Survey

Hello, the City has come out with a draft of The Comprehensive Plan, but I can't find the results of the survey which are supposed to be driving what goes in The Comprehensive Plan. You see, the way it looks is like you have already got the drafted language and that is it.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/05/28 09:04:26 PM
To: Planning Commission; ComprehensivePlanUpdate; Patrick Yamashita
Subject: The Comprehensive Plan - Transport Element - My extensive comments
Attachments: image.png DSCN2451.JPG DSCN2447.JPG DSCN2453.JPG DSCN2452.JPG DSCN2446.JPG

Hello, first of all, may I remind you that you are not Transport experts.
Before I go into detail with regards to the Comprehensive Plan comments, someone needs to do something about the dangerous bike path on the sidewalk by the Park and Ride bus stop on the north side of North Mercer Way. Would someone like to let me know, who was responsible for the sloshed green paint signs on the sidewalk by the bus stops on the north side of North Mercer Way? I am sorry, but that was the most stupid thing anyone could have come up with.
Let me explain.
For the bicyclists and pedestrians coming from 80th Ave SE towards 77th Ave SE, there is a sign up which as a pedestrian makes it look like pedestrians must walk behind the bicyclists, then, as you enter the area by the bus stops, there are signs painted on the sidewalk which if one were to follow what is on the signs, it would have that the bicyclists are to ride in the center of the sidewalk going both eastbound and westbound. And then, coming from the other direction, just by the bike path, there is a sign which directs bicyclists to either use the bike path which leads from North Mercer Way to 24th St which route is what every bicyclist should be using, they should not be cycling on the sidewalk which is not marked as the green paint has rubbed off and by having the bicyclists ride on the sidewalk which is meant for pedestrians in the path where people are standing waiting for the bus is just stupid. No-one can read the signs on the sidewalk.
See photographs of what it is looking like. Pedestrians are getting shouted at by bicyclists and it is just a matter of time before there is an incident and normally, I ask that the City be protected should there be any accident, but in this instance, I hope there is an incident and I hope the City is sued for millions. That is the only thing that will teach them a lesson as my emails to date have gone on deaf ears.
I have gone through the document and I will add my comments.
For the life of me, "Mountains to Sound Trail," for a start, it is Mountains to Sound Greenway Trust which is what they do: "The Mountains to Sound Greenway Trust is a coalition-based organization that leads and inspires action to conserve and enhance this special landscape, ensuring a long-term balance between people and nature." It is meaningless. Please remove it from page 2:
I do not believe owns any property on Mercer Island and they don't provide any trails whatsoever on Mercer Island.

~~the vision and development of the Town Center.~~The regional Mountains-to-Sound Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

And please remove this: The Temple Herzl, for example, want to build a building and not provide one parking, not one, but have shared parking with the synagogue and the French American School, is that what we want? No, we do not want shared parking, so remove this goal:

1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.

I have absolutely no idea what you mean by this, would you like to give an example:

2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~multimodal access to regional transit facilities.

And I want you to add the wording "and retain trees" to read: "Encourage programs that retain trees and encourage programs that plant trees in unused portions of rights-of-way."

3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees in unused portions of public rights-of-way.

And would someone like to explain how anyone thinks that you could build a parking lot which would be for Mercer Islanders only. I don't know if you are aware, but pre-covid, Sound Transit were offering permits for people to park in the Park and Ride for $120 a month on a first come, first serve basis. It was not exclusive to Mercer Islanders. Business is business and if someone from Bellevue, for example, wanted to purchase a permit for the MI Park and Ride, how do you think you are going to tell them that it is "for Mercer Islanders only?" It is not, so take this language out.

4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.

And why are you wasting our money on this? Light rail is Sound Transit's project, not Mercer Island's project, if they want to make it safe to get to their light rail (that is even if it should work), let them study opportunities and besides, it is up to WSDOT to approve, so take this out:

4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.

And just remove this section. This is up to Metro King County. All you need to say is that Metro, Sound Transit and the City will look at various transportation options, that should be good enough:

4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.

I have never heard of the Eastside Partnership, King County Metro are the ones who schedule the bus routes, so shouldn't you be coordinating planning with them?

5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.

And what on earth do you mean by this?:

6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.

And again, this is up to Sound Transit, not the City of MI, let ST study opportunities:

~~12.4~~12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.

I have never heard of a Level of Service for pedestrians. What on earth do you mean by this?:

12.~~5~~6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.

AND FINALLY, IT HAS TAKEN ME 5 YEARS TO GET YOU TO CORRECT THE INFORMATION WITH REGARDS TO THIS:

You had 80th Ave SE and North Mercer Way and 77th Ave SE and North Mercer Way as being "Town Center Intersections" which they never were, but you refused to correct it, and finally, you have to make the heading Town Center and Adjacent Town Center with an LOS of C which is all I wanted you to do.

Table 1. ~~2018~~ Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
~~Town Center~~ Intersections Within and Adjacent to the Town Center (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C

And there is an assumption that light rail will work, but it is not a given. The first engineering company who were asked to look at light rail on the I-90 bridge said it wouldn't work which was not what Sound Transit wanted to hear so fired that engineering company, so do not make out that light rail "runs through", we don't know yet if it will be operational, plus I have never heard of the buses deemed "fixed route service"

Link light rail runs through Mercer Island along the median of I-90 with a station located north of the Town Center, between 77th Avenue SE and 80th Avenue SE. The light rail provides frequent connections to Seattle, Bellevue, and other regional destinations.

Local fixed route service operates on the arterial roadway system, and provides public transit service connecting residential and activity areas.

And I am sorry, but this is COMPLETELY FALSE:

~~According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the~~The Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island.

The Mercer Island Park and Ride is not full at all, not at all and certainly not "typically fully occupied. Since covid, you can always get parking, so please remove that statement. I live right opposite and keep monitoring the Park and Ride. If you want photos of any given day after 9am, i can provide them to you to show you the empty parking lot.

I don't know for the rest of the parking lots, but please amend this from 100% to 50% occupied:

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
Mercer Island Park and Ride	8000 N Mercer Way	447	447	100%

And keep the wording "analysis assumes the opening of the East Link", we don't know if it is going to actually work:

The ~~analysis assumes the~~ opening of the East Link light rail line ~~in 2023, which will result in~~provides an additional travel option between the Town Center and regional destinations.

And none of these two projects should be done if there is going to be a lot of construction in the Town Center because all those construction trucks are going to damage the roadway:

ID	Location	Description	Justification	Cost ($)
Non-Motorized Projects (NM)				
NM-1	80th Ave SE Sidewalk (SE 27th St - SE 32nd St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP136)	1,376,000
NM-2	78th Ave SE Sidewalk (SE 32nd St - SE 34th St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP137)	779,488

And I am getting annoyed. I have told you dozens of times that it is not up to the City of Mercer Island to remove the bus bay and to widen the trail, it is not your project, nor are you transport experts, not to mention it is a lot of money. And like I keep telling you, having bicyclists on the sidewalk no matter how wide is a disaster and it is just a matter of time before there is an accident. Who can make it that the signs tell bicyclists to use the bike trail leading to 24th St to 84th Ave SE and to not have bicyclists riding on the sidewalk which by definition is for pedestrians, not bicyclists?

NM-8	North Mercer Way - MI Park and Ride Frontage Improvements	Remove bus bay on north side of NMW, widen trail, and construct safety improvements.	2023-2028 TIP (SP144)	1,203,081

And I am sorry, but the trees are not damaged adjacent to Mercerdale Park:

NM-10	SE 32nd St Sidewalk Replacement (77th Ave SE - 78th Ave SE)	Replace sidewalk and trees adjacent to Mercerdale Park due to tree damage.	2023-2028 TIP (SP147)	324,719

And as a pedestrian, putting a traffic light at the intersection of 28th Ave SE and 80th Ave SE is going to be the worst possible thing, not to mention that it is not going to work and it is going to cause more backups so please remove this, not to mention the high costs. And what about the plan to make a one-way street where Tully's is? Some new person in the city came up with the terrible idea to get rid of a section of Greta Hackett park in order to add parking, what is happening with that plan? So in addition to your wanting to add a traffic signal there, you want to add a one-way street next to the traffic light, how is that going to look and how will it work?

I-2	SE 28th St/80th Ave SE	Install traffic signal.	2022 Transportation Impact Fee (#1)	1,464,000

And I don't understand, there is already a turn lane which has a left-turn light, so why are you spending all this money when there is already a left turning lane? Please explain:

I-3	80th Ave SE/North Mercer Way	Add turn lane to improve traffic operations at the intersection.	2022 Transportation Impact Fee (#14)	754,000

And this is a WSDOT issue, not a MI issue and I don't understand how you could make it an "exclusive westbound left turn lane"

I-4	North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	2022 Transportation Impact Fee (#15)	650,000

And you need to figure out the coordination and synchronization with WSDOT and with the City of MI. This is what I have observed. When the intersection leading from 27th St onto the I-90 going westbound is clogged, drivers are instead using the 28th St and Island Crest Way intersection to get onto the I-90 clogging up 28th St. Who is responsible for the synchronization and what happens if you come up with the traffic light at 27th St and 80th Ave SE and it makes the traffic conditions worse and more dangerous for pedestrians? What is the backup plan? Would you revert it back to a stop street?

R-2	Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.	Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.	2022 Transportation Impact Fee (#11)	690,000

From:	Jeffery Weisman <jeffery.weisman@gmail.com>
Sent time:	2024/05/29 10:18:08 AM
To:	Planning Commission
Subject:	The Public Hearing Comments on Select Comprehensive Plan Element

Hello Planning Commissioners,

I have read the draft Comprehensive Plan Periodic Review documents on MI's Let's Talk page and wish to submit the following comments on some of the elements for the 5/29 Public Hearing:

Transportation

Goal 4.9 - Was this specifically required by the new housing bills passed as law by the State? If I recall correctly, this came out of the King County Planning Policies document, which is *guidance,* not law. Please strike "Black, Indigenous, and other People of Color" from this goal. Differentiating programs and how we treat others based solely on skin color is racism and suggests that people are less well-off based solely on the color of their skin. Differentiating programs and resources based on needs relating to income or disability status is a good thing and is proper. Racism is not. Additionally, as a member of the Jewish community in this post-10/7 world, I am disappointed with the goal as-proposed, as it explicitly excludes the Jewish Community, among many others.

Goal 4.10 - Please articulate that off-street parking is a significant issue (read essentially necessary) for handicapped persons and families.

Goal 5.4 - Change equity to equality

Goal 7.3 - Nice idea, likely impossible unfortunately

Goal 12.4 - Post-COVID, e-bikes have really gravitated from rentals or city-owned to personally-owned. We should deploy city money in a more impactful way than this

Goal 14.6 - This was already studied. Surely there are better uses of city money post-COVID

Housing

Goal 1.7 - Remove this in its entirety. It is incompatible with Goal 1.9 and Goal 16.5 of the Land Use Element. It makes no sense to disperse affordable housing across the Island - access to existing high capacity transit is essential (i.e., locate it in the Town Center) and access to retail is a very good-to-have

Goal 1.9 – Housing choices for those earning lower wages should also be located in close proximity to retail.

Goal 1.10 - Change "encourage" to "continue to allow." ADUs are already allowed. Encouraging them implies financial incentives or regulation / permitting relief - we should let the market determine if ADUs need to be built and not create the justification for using City dollars to provide landlord incentives relating to ADUs.

Goal 2.1 - We shouldn't support construction near planned things, only ones that already exist; if a plan were to fall through or experience a multi-year delay, there is no benefit (except to developers) to encourage allegedly compatible construction next to it.

Goal 2.2.C - Revise "build and preserve affordable housing" to "renovate and preserve preexisting affordable housing." This is an important anti-displacement measure that should not be overlooked.

Goal 2.5.H - This is a *bad* one if you think about it; a cursory reading of this sounds good. It can be used to waive *any* building regulations not related to health and safety if marketed as income restricted housing - Gross Floor Area Ratio, permeable surface, height/floor limits, facade height, parking requirements, and property line offset requirements, to name a few.

Goal 3.2 - This is purely performative - please remove it; if anything, talking about something fosters inaction on the topic as people can say they've done something (by only adding a sentence or two)

Goal 4.2.B - Who pays for this Relocation assistance? The city? The landlord? If the latter, that cost will indirectly be passed on to renters. Please remove this as implementation can be messy and will inevitably add bureaucracy and costs to all.

Goal 5.1.D - Please revert this to the original as proposed by the Housing Working Group. Unnecessarily is a qualitative definition and is subject to broad interpretation.

Economic Development Element

Page 5, Lines 14-18 - See comment below. Remove "are more likely to choose not to own a car and" from Line 15...this is a postulation backed up by zero facts and a counterexample is presented in the following comment.

Page 12, Lines 16-20 - Residents of less expensive, multifamily housing are not by default less likely to own a car. Perhaps less likely to own a "weekend," "sports," or "fun" car, yes. Oftentimes taking public transport may require significantly more time than driving and that may preclude residents from working a second job or coordinating childcare / pickups / etc. Please remove "will be 19 less likely to own a car," from line 18-19. Beacon HIll, the Central District, the U-District are all dense and have transportation options, but still have a ton of car ownership. Also, change "will be more likely to shop locally" to "may be more likely to shop locally" - this makes the statement consistent with Line 16 on Page 5 (i.e., it is a "may," not a "will.")

Page 12, Lines 16 and 17 refer to "more housing priced in the middle range" - please change this to remove the reference to its price. Mercer Island has expensive dirt, so even an HB1110-mandated middle housing - even HB1110 as passed refers to middle housing, not affordable housing, and not middle range-priced housing. Suggest "More Middle Housing" - that is what the law requires and defines...the market will determine whether it is priced in the middle range, a term that is undefined - middle range of

MI? Middle range of the Eastside? Middle range of King County? Middle range of Washington State?
Page 12, Line 17. Reword to read "Recent state legislation mandates encouraging" from "Recent legislation will encourage" We have no clue if the laws will work to encourage development, especially in such a high-cost part of the area as our city; it, however, is fact that state legislation has mandated encouraging, so lets state the facts, not the stated intent of the laws.
Goal 7.6 - Remove this entire goal. Small scale retail development "outside the existing commercial districts" is an under-the-radar method of saying "inside the residential zones" and is a bad idea. Living next to a 7-11, gas station, or pot shop would be a nightmare and is incompatible with our existing community. It is well-accepted that in US suburbs, retail needs density to be viable and that is why residential, commercial, and mixed use zoning exists. Do not allow retail in residential, even at an unquantified "small scale"

Land Use
Overall - Do not remove mentions of "single family," "single-family" or permutations thereof. Except for Goal 16 on Page 23...achieving additional capacity in Town Center and multifamily zones should receive preference to single-family zones.
Goal 15 - Strike the addition of "to moderate" in relation to housing density. Mercer Island *is* principally a low density, single family community (Table 2 of the Housing Element quantifies that as 67% of housing units and presumably a larger portion of the land area) and it should remain so. These two words can be used to change the character of and densify the entire island, removing trees, walkable and bikeable neighborhoods, and the suburban and sometimes even rural feel of the Island.
Goal 15.1 - Revert to read "Preserve the neighborhood character in single-family residential zones. All residential zones weakens this goal and if denser housing must be accommodated, then the "character" of Town Center or multifamily zones should be the first to be altered as that "character" is less-pronounced and the amount of the city changed is smaller than that of our single-family neighborhoods and their special character.
Goal 15.2 - Clarify that this be done in accordance with and not to exceed GMA requirements and/or statewide housing legislation
Goal 15.3 - Clarify that the encouraging is only to be done in accordance with (and most importantly not to exceed) GMA requirements.
Goal 15.5 - This should be reverted enough to articulate the fact that Mercer Island is a primarily single-family residential community. "As a primarily single family residential community....." See again Table 2 of Housing Element
Goal 16.5 - I like the preference to areas near HCT as it makes sense
Goal 17.3 - Please revert to original PC recommendation to read: "Add multifamily residential uses to the Commercial Office zone. This should be accomplished through changes in zoning regulations that minimize adverse effects to surrounding areas, especially residential zones." This policy change (change minimize to consider and strike "especially residential zones.") that removes specific protection of residential zones from the impacts from an expanded CO zone appears to have been added at the last minute.
Goal 27.6.4 – Remove this goal, also added at the last minute. Smaller units have more surface area to achieve the same floor area and thus lose more energy to the environment. Additionally, the greenest house is one that has already been built. This is a bad addition and can be used to justify destroying the character of the majority of our neighborhoods (over 67% of the housing according to Table 2 of the housing element).

Warmest regards,

Jeff Weisman

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/05/29 01:31:28 PM
To:	Planning Commission
Subject:	Comprehensive Plan Update Your housing units are way off
Attachments:	image.png

Hello, if you look at how many housing units you have down, when the Cty had an analysis done in 2021, they have more units than you have.
On page 2 of this: Microsoft Word - 2024-05-20_Public Hearing_DRAFT_LAND_USE_ELEMENT.docx (usgovcloudapi.net) Between 2001 and 2007, 510 new housing units, and 115,922 square feet of commercial area were constructed in the Town Center. Between 2007 and August 2014, 360 new housing units, and 218,015 square feet of new commercial area were constructed.
CAI.Mercer Island Town Center Economic Analysis Summary Memorandum 2021 0406.pdf (mercergov.org)
It has that 1,210 units were created:

Multifamily

Exhibit 7 illustrates the change in Mercer Island's Town Center multifamily inventory since 2000. Inventory, as measured by units, has increased by 375 units since 2010 (from 835 to 1,210).

And Mercer Island's population has decreased by 1010 since 2020, so that needs to be discussed.

Sarah Fletcher

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/05/29 01:41:43 PM
To: Adam Ragheb
Subject: Re: The Comprehensive Plan - Transport Element - My extensive comments
Attachments: image.png

Hello Adam, you might want to let people know that when it was full, Sound Transit had people reserving a spot at $120 a month fo when it was full but they scrapped that as the P&R is never full anymore.
And ST are supposed to do a hide and ride one year before light rail is operational at a cost to them, not the city.
Thanks.

On Wed, May 29, 2024 at 11:13 AM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:

> Hello,
>
> Thanks for your Transportation Element comments. While I do not respond to every e-mail received, I do read them - I assure you!
>
> There are some points of yours that I completely agree with; I'd like to focus on the Park n Ride one and your offer to provide workday photos of it - would that please be possible, even if it is only one from today (Wednesday, 5/29)? I think that would help the argument. If I recall correctly, I asked for the date of the data to be included (I think that is why 2017 is highlighted). I see now that that information reference is proposed to be removed which I do not agree with...if we are stating 7-year old, pre-pandemic data, that ought to still be articulated as a lot changes in 7 years even without a global pandemic. My suggestion would be to retain the original wording, with the 2017 date and add that 2024 reports and photos from residents living opposite the lot show that the lot is no longer fully occupied. Am I correct that your firsthand estimation of its level of fullness is now 50%?
>
> Thanks for your time and I am looking forward to your reply!
>
> -Adam Ragheb
>
> ---
>
> **From:** Sarah Fletcher <fletchsa1@gmail.com>
> **Sent:** Tuesday, May 28, 2024 9:04 PM
> **To:** Planning Commission <Planning.Commission@mercergov.org>; ComprehensivePlanUpdate <Comp.Plan@mercerisland.gov>; Patrick Yamashita <patrick.yamashita@mercerisland.gov>
> **Subject:** The Comprehensive Plan - Transport Element - My extensive comments
>
> Hello, first of all, may I remind you that you are not Transport experts.
> Before I go into detail with regards to the Comprehensive Plan comments, someone needs to do something about the dangerous bike path on the sidewalk by the Park and Ride bus stop on the north side of North Mercer Way. Would someone like to let me know, who was responsible for the sloshed green paint signs on the sidewalk by the bus stops on the north side of North Mercer Way? I am sorry, but that was the most stupid thing anyone could have come up with.
> Let me explain.
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> See photographs of what it is looking like. Pedestrians are getting shouted at by bicyclists and it is just a matter of time before there is an incident and normally, I ask that the City be protected should there be any accident, but in this instance, I hope there is an incident and I hope the City is sued for millions. That is the only thing that will teach them a lesson as my emails to date have gone on deaf ears.
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The Mercer Island Park and Ride is not full at all, not at all and certainly not "typically fully occupied. Since covid, you can always get parking, so please remove that statement. I live right opposite and keep monitoring the Park and Ride. If you want

photos of any given day after 9am, i can provide them to you to show you the empty parking lot.
I don't know for the rest of the parking lots, but please amend this from 100% to 50% occupied:

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
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And keep the wording "analysis assumes the opening of the East Link", we don't know if it is going to actually work:

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And I am getting annoyed. I have told you dozens of times that it is not up to the City of Mercer Island to remove the bus bay and to widen the trail, it is not your project, nor are you transport experts, not to mention it is a lot of money. And like I keep telling you, having bicyclists on the sidewalk no matter how wide is a disaster and it is just a matter of time before there is an accident. Who can make it that the signs tell bicyclists to use the bike trail leading to 24th St to 84th Ave SE and to not have bicyclists riding on the sidewalk which by definition is for pedestrians, not bicyclists?

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And as a pedestrian, putting a traffic light at the intersection of 28th Ave SE and 80th Ave SE is going to be the worst possible thing, not to mention that it is not going to work and it is going to cause more backups so please remove this, not to mention the high costs. And what about the plan to make a one-way street where Tully's is? Some new person in the city came up with the terrible idea to get rid of a section of Greta Hackett park in order to add parking, what is happening with that plan? So in addition to your wanting to add a traffic signal there, you want to add a one-way street next to the traffic light, how is that going to look and how will it work?

I-2	SE 28th St/80th Ave SE	Install traffic signal.	2022 Transportation Impact Fee (#1)	1,464,000

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And this is a WSDOT issue, not a MI issue and I don't understand how you could make it an "exclusive westbound left turn lane"

I-4	North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	2022 Transportation Impact Fee (#15)	650,000

And you need to figure out the coordination and synchronization with WSDOT and with the City of MI. This is what I have observed. When the intersection leading from 27th St onto the I-90 going westbound is clogged, drivers are instead using the 28th St and Island Crest Way intersection to get onto the I-90 clogging up 28th St. Who is responsible for the synchronization and what happens if you come up with the traffic light at 27th St and 80th Ave SE and it makes the traffic conditions worse and more dangerous for pedestrians? What is the backup plan? Would you revert it back to a stop street?

R-2	Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.	Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.	2022 Transportation Impact Fee (#11)	690,000

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/05/29 01:43:39 PM
To: Adam Ragheb
Subject: Re: The Comprehensive Plan - Transport Element - My extensive comments
Attachments: image.png

Hello Adam, do you have a list of all the Town Center multifamily buildings, the year they were built and how many residential units and how many retail units from 2000 to 2023?
Thanks.

On Wed, May 29, 2024 at 1:41 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Adam, you might want to let people know that when it was full, Sound Transit had people reserving a spot at $120 a month fo when it was full but they scrapped that as the P&R is never full anymore.
> And ST are supposed to do a hide and ride one year before light rail is operational at a cost to them, not the city.
> Thanks.
>
> On Wed, May 29, 2024 at 11:13 AM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:
>
> > Hello,
> >
> > Thanks for your Transportation Element comments. While I do not respond to every e-mail received, I do read them - I assure you!
> >
> > There are some points of yours that I completely agree with; I'd like to focus on the Park n Ride one and your offer to provide workday photos of it - would that please be possible, even if it is only one from today (Wednesday, 5/29)? I think that would help the argument. If I recall correctly, I asked for the date of the data to be included (I think that is why 2017 is highlighted). I see now that that information reference is proposed to be removed which I do not agree with...if we are stating 7-year old, pre-pandemic data, that ought to still be articulated as a lot changes in 7 years even without a global pandemic. My suggestion would be to retain the original wording, with the 2017 date and add that 2024 reports and photos from residents living opposite the lot show that the lot is no longer fully occupied. Am I correct that your firsthand estimation of its level of fullness is now 50%?
> >
> > Thanks for your time and I am looking forward to your reply!
> >
> > -Adam Ragheb
> >
> > ---
> >
> > **From:** Sarah Fletcher <fletchsa1@gmail.com>
> > **Sent:** Tuesday, May 28, 2024 9:04 PM
> > **To:** Planning Commission <Planning.Commission@mercergov.org>; ComprehensivePlanUpdate <Comp.Plan@mercerisland.gov>; Patrick Yamashita <patrick.yamashita@mercerisland.gov>
> > **Subject:** The Comprehensive Plan - Transport Element - My extensive comments
> >
> > Hello, first of all, may I remind you that you are not Transport experts.
> > Before I go into detail with regards to the Comprehensive Plan comments, someone needs to do something about the dangerous bike path on the sidewalk by the Park and Ride bus stop on the north side of North Mercer Way. Would someone like to let me know, who was responsible for the sloshed green paint signs on the sidewalk by the bus stops on the north side of North Mercer Way? I am sorry, but that was the most stupid thing anyone could have come up with.
> > Let me explain.
> > For the bicyclists and pedestrians coming from 80th Ave SE towards 77th Ave SE, there is a sign up which as a pedestrian makes it look like pedestrians must walk behind the bicyclists, then, as you enter the area by the bus stops, there are signs painted on the sidewalk which if one were to follow what is on the signs, it would have that the bicyclists are to ride in the center of the sidewalk going both eastbound and westbound. And then, coming from the other direction, just by the bike path, there is a sign which directs bicyclists to either use the bike path which leads from North Mercer Way to 24th St which route is what every bicyclist should be using, they should not be cycling on the sidewalk which is not marked as the green paint has rubbed off and by having the bicyclists ride on the sidewalk which is meant for pedestrians in the path where people are standing waiting for the bus is just stupid. No-one can read the signs on the sidewalk.
> > See photographs of what it is looking like. Pedestrians are getting shouted at by bicyclists and it is just a matter of time before there is an incident and normally, I ask that the City be protected should there be any accident, but in this instance, I hope there is an incident and I hope the City is sued for millions. That is the only thing that will teach them a lesson as my emails to date have gone on deaf ears.
> > I have gone through the document and I will add my comments.
> > For the life of me, "Mountains to Sound Trail," for a start, it is Mountains to Sound Greenway Trust which is what they do:

"The Mountains to Sound Greenway Trust is a coalition-based organization that leads and inspires action to conserve and enhance this special landscape, ensuring a long-term balance between people and nature." It is meaningless. Please remove it from page 2:

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From:	Alceu Spencer Peres Júnior <alceus1957@hotmail.com>
Sent time:	2024/05/29 02:25:59 PM
To:	Planning Commission; ComprehensivePlanUpdate
Subject:	Comments to Comprehensive Plan Review

To whom it may concern,

Please see below my comments to tonight's public hearing. Thank you!

Housing Element
2.1: Only support construction near existing infrastructure. Plans change and large projects are inevitably delayed and sometimes cancelled.
2.2.C: From an environmental point of view, it is preferable to preserve and update affordable housing than to build new – you lose trees, discard building materials, need to cut down new wood for lumber, and concrete is very energy-intensive to produce. New "affordable" housing will be more expensive and contributes to displacement…update this goal accordingly.
2.5.H: Delete this. Building a six story box with no yard, no trees, and no permeable surfaces could be done with this goal as a justification. Having grass, having trees, having a short building, and having permeable surfaces can be considered to be non-safety related.
1.7: Get rid of this – it is inconsistent with the goal two steps down from it. Also dispersing makes it harder to benefit from existing transit options or makes it necessary to significantly grow the size and cost (and reduce the efficiency of) transit offerings.
1.9: Close to retail offerings is also an important thing to add
1.10: Encourage to me implies incentives which are usually financial or reduced permit review. We already have ADUs permitted by code, so let's just keep allowing them
5.1.D: The Housing Working Group-suggested language is preferable to what the Planning Commission came up with – trust the experience of the City Council members and go back to their words.

Land Usage Element
15.1: This should be going back to the original language "Preserve the neighborhood character in single-family residential zones. The change "All residential zones" weakens the goal in this paragraph. Single-family zones will be the most affected by not preserving the character – they have the most neighborhood character and this is a good thing. It is over 67% of our city and it looks like the goal of this recent revision is to destroy it.
15.5: As noted below, data in this plan says we have a single-family city..... Protect that, this unique to MI and develop the town center as needed since there is less character there" See again Table 2 of Housing Element
17.3: Undo the recent changes to this – what you had as a Commission a few months ago was just fine. This recent revision no longer protects residential areas from the likely-to-be expanded allowed uses in the Commercial Office zone.

Overall comment: it looks like your goal as a Commission/planning department is to remove the single-family character of our city. Is there a reason for that beyond ideology? That is the reason why people move here – Seattle is right across the bridge if you want density and less character.

- Please keep "single family," "single-family" or permutations thereof. Except for Goal 16 on Page 23...achieving additional capacity in Town Center and multifamily zones should receive preference to single-family zones.

Heading 15: delete "moderate" in relation to housing density. Mercer Island *is* a low density, single family community (Table 2 of the Housing Element quantifies that as 67% of housing units and presumably a larger portion of the land area). Like mentioned above, there is no reason to change that. These two words can be used to change the character of and densify the entire island, removing trees, walkable and bikeable neighborhoods, and the suburban and sometimes even rural feel of the Island.

27.6.4: Delete this in its entirety. We already have one of the lowest GFARs in the region. If I recall correctly, to explain why they supported this, a Commissioner mentioned that they know of families around the world that live in 2,000 sqft apartments; Mercer Island is not Hong Kong, London, or Tokyo. It is a suburb of a midsize US city that consists of at least 67% single family homes. There are many options across both bridges for smaller apartment or middle housing units that arguably are more convenient due to their proximity to existing transit, retail, and jobs.

Economic Dev. Element
Starting at line 16 on pp. 12: It is incorrect that car ownership is less likely in less expensive and/or multi-family housing. This assertion is false and should be removed.
(same location): there is nothing about housing on Mercer Island that is "priced in the middle range". Stick to the words used by Olympia – Middle Housing. It is about the size/capacity of the housing, not the cost. Housing priced in the middle range could be Renton Highlands, Preston, or South Everett
7.6: Get rid of the goal. This is precisely why we have zoning. There are residential areas, there are commercial districts,

there are mixed use areas, etc. “Studying” retail outside of districts that are zoned for commercial (and mixed use) breaks the residential zoning that makes Mercer Island so livable and unique for those who wish to live away from retail. This amounts to studying removal of residential-only zoning and should be avoided (beyond the small-scale home offices/business already allowed by code)

Transportation Element

4.9: This is really a socioeconomic issue and not a race issue as one Commissioner mentioned in a recent meeting. Injecting race into this goal muddies the water and diverges from the intent (helping those who need help through extra programs and resource allocation). As a person who would qualify as BIPOC, I also find that aspect of this goal to be quite patronizing.

4.10: Three Commissioners have noted in some form that guaranteed parking off of a street is necessary for families and those who are handicapped – these are solid points and important to note here

From: blkship <blkship@yahoo.com>
Sent time: 2024/05/29 04:39:18 PM
To: Planning Commission
Cc: Jessi Bon; Salim Nice; Jeff Thomas; Lisa Anderl; Wendy Weiker; Craig Reynolds; Ted Weinberg; Jake Jacobson
Subject: Comments to Planning Commission

-594-

pages

Commissioner's

594 is the number of pages in tonights packet…..594….
While I doubt any Commissioner has read all of the data provided….it is also very unlikely any resident has had a chance to read the materials and form opinions since it has only been available fer three work days. Memorial day weekend got in the way…..

The City Council directed the CPD and Planning Commission to take a surgical approach to this Comp Plan update. Only make changes required by the State and County. If this was done a simple matrix of "what is proposed to be added, modified, removed" would provide the information that the residents need to participate in a serious discussion. A real "Public meeting".

This appears to be the same tactics used o push the CFZ. That didn't turn out to well.

I want to be on the record as opposed to moving forward without better resident participation.

Matt Goldbach
9980 SE 40st
Mercer Island, WA

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/05/29 05:06:53 PM
To: Adam Ragheb
Subject: Re: The Comprehensive Plan - Transport Element - My extensive comments
Attachments: image.png

Yes, I can walk around with anyone who is interested and show you what is what.

Also, there is not enough time for me to work on the housing and land use. I have a complaint about how little time was allowed for this. And they should have had a community meeting at the Community Center with staff to go over all of this.

Sarah

On Wed, May 29, 2024 at 4:03 PM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:

> Thanks for providing the pictures to the Planning Commission and articulating your firsthand observations over a long period of time. When we discuss the Transportation Element, I will push to have the source of the 7-year old data reinstated as well as your more recent firsthand observations noted when discussing the Park n Ride.
>
> -Adam Ragheb
>
> ---
>
> **From:** Sarah Fletcher <fletchsa1@gmail.com>
> **Sent:** Wednesday, May 29, 2024 1:37 PM
> **To:** Planning Commission <Planning.Commission@mercergov.org>; ComprehensivePlanUpdate <Comp.Plan@mercerisland.gov>; Patrick Yamashita <patrick.yamashita@mercerisland.gov>
> **Subject:** Re: The Comprehensive Plan - Transport Element - My extensive comments
>
> Hello, I just took some photographs from the P&R, it is not full. See attached.
>
> On Tue, May 28, 2024 at 9:04 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:
>
> > Hello, first of all, may I remind you that you are not Transport experts.
> > Before I go into detail with regards to the Comprehensive Plan comments, someone needs to do something about the dangerous bike path on the sidewalk by the Park and Ride bus stop on the north side of North Mercer Way. Would someone like to let me know, who was responsible for the sloshed green paint signs on the sidewalk by the bus stops on the north side of North Mercer Way? I am sorry, but that was the most stupid thing anyone could have come up with.
> > Let me explain.
> > For the bicyclists and pedestrians coming from 80th Ave SE towards 77th Ave SE, there is a sign up which as a pedestrian makes it look like pedestrians must walk behind the bicyclists, then, as you enter the area by the bus stops, there are signs painted on the sidewalk which if one were to follow what is on the signs, it would have that the bicyclists are to ride in the center of the sidewalk going both eastbound and westbound. And then, coming from the other direction, just by the bike path, there is a sign which directs bicyclists to either use the bike path which leads from North Mercer Way to 24th St which route is what every bicyclist should be using, they should not be cycling on the sidewalk which is not marked as the green paint has rubbed off and by having the bicyclists ride on the sidewalk which is meant for pedestrians in the path where people are standing waiting for the bus is just stupid. No-one can read the signs on the sidewalk.
> > See photographs of what it is looking like. Pedestrians are getting shouted at by bicyclists and it is just a matter of time before there is an incident and normally, I ask that the City be protected should there be any accident, but in this instance, I hope there is an incident and I hope the City is sued for millions. That is the only thing that will teach them a lesson as my emails to date have gone on deaf ears.
> > I have gone through the document and I will add my comments.
> > For the life of me, "Mountains to Sound Trail," for a start, it is Mountains to Sound Greenway Trust which is what they do: "The Mountains to Sound Greenway Trust is a coalition-based organization that leads and inspires action to conserve and enhance this special landscape, ensuring a long-term balance between people and nature." It is meaningless. Please remove it from page 2:
> > I do not believe owns any property on Mercer Island and they don't provide any trails whatsoever on Mercer Island.
> > ~~the vision and development of the Town Center.~~ The regional Mountains-to-Sound Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.
> >
> > And please remove this: The Temple Herzl, for example, want to build a building and not provide one parking, not one, but have shared parking with the synagogue and the French American School, is that what we want? No, we do not want shared parking, so remove this goal:
> > 1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.
> > I have absolutely no idea what you mean by this, would you like to give an example:

2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~multimodal access to regional transit facilities.

And I want you to add the wording "and retain trees" to read: "Encourage programs that retain trees and encourage programs that plant trees in unused portions of rights-of-way."

3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees in unused portions of public rights-of-way.

And would someone like to explain how anyone thinks that you could build a parking lot which would be for Mercer Islanders only. I don't know if you are aware, but pre-covid, Sound Transit were offering permits for people to park in the Park and Ride for $120 a month on a first come, first serve basis. It was not exclusive to Mercer Islanders. Business is business and if someone from Bellevue, for example, wanted to purchase a permit for the MI Park and Ride, how do you think you are going to tell them that it is "for Mercer Islanders only?" It is not, so take this language out.

4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.

And why are you wasting our money on this? Light rail is Sound Transit's project, not Mercer Island's project, if they want to make it safe to get to their light rail (that is even if it should work), let them study opportunities and besides, it is up to WSDOT to approve, so take this out:

4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.

And just remove this section. This is up to Metro King County. All you need to say is that Metro, Sound Transit and the City will look at various transportation options, that should be good enough:

4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.

I have never heard of the Eastside Partnership, King County Metro are the ones who schedule the bus routes, so shouldn't you be coordinating planning with them?

5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.

And what on earth do you mean by this?:

6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.

And again, this is up to Sound Transit, not the City of MI, let ST study opportunities:

~~12.4~~12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.

I have never heard of a Level of Service for pedestrians. What on earth do you mean by this?:

12.~~5~~6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.

AND FINALLY, IT HAS TAKEN ME 5 YEARS TO GET YOU TO CORRECT THE INFORMATION WITH REGARDS TO THIS:

You had 80th Ave SE and North Mercer Way and 77th Ave SE and North Mercer Way as being "Town Center Intersections" which they never were, but you refused to correct it, and finally, you have to make the heading Town Center and Adjacent Town Center with an LOS of C which is all I wanted you to do.

Table 1. ~~2018~~ Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
~~Town Center~~ Intersections Within and Adjacent to the Town Center (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C

And there is an assumption that light rail will work, but it is not a given. The first engineering company who were asked to look at light rail on the I-90 bridge said it wouldn't work which was not what Sound Transit wanted to hear so fired that engineering company, so do not make out that light rail "runs through", we don't know yet if it will be operational, plus I have never heard of the buses deemed "fixed route service"

Link light rail runs through Mercer Island along the median of I-90 with a station located north of the Town Center, between 77th Avenue SE and 80th Avenue SE. The light rail provides frequent connections to Seattle, Bellevue, and other regional destinations.

Local fixed route service operates on the arterial roadway system, and provides public transit service connecting residential and activity areas.

And I am sorry, but this is COMPLETELY FALSE:

~~According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the~~The Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island.

The Mercer Island Park and Ride is not full at all, not at all and certainly not "typically fully occupied. Since covid, you can always get parking, so please remove that statement. I live right opposite and keep monitoring the Park and Ride. If you want photos of any given day after 9am, i can provide them to you to show you the empty parking lot.

I don't know for the rest of the parking lots, but please amend this from 100% to 50% occupied:

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
Mercer Island Park and Ride	8000 N Mercer Way	447	447	100%

And keep the wording "analysis assumes the opening of the East Link", we don't know if it is going to actually work:

The ~~analysis assumes the~~ opening of the East Link light rail line ~~in 2023, which will result in~~provides an additional travel option between the Town Center and regional destinations.

And none of these two projects should be done if there is going to be a lot of construction in the Town Center because all those construction trucks are going to damage the roadway:

ID	Location	Description	Justification	Cost ($)
Non-Motorized Projects (NM)				
NM-1	80th Ave SE Sidewalk (SE 27th St - SE 32nd St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP136)	1,376,000
NM-2	78th Ave SE Sidewalk (SE 32nd St - SE 34th St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP137)	779,488

And I am getting annoyed. I have told you dozens of times that it is not up to the City of Mercer Island to remove the bus bay and to widen the trail, it is not your project, nor are you transport experts, not to mention it is a lot of money. And like I keep telling you, having bicyclists on the sidewalk no matter how wide is a disaster and it is just a matter of time before there is an accident. Who can make it that the signs tell bicyclists to use the bike trail leading to 24th St to 84th Ave SE and to not have bicyclists riding on the sidewalk which by definition is for pedestrians, not bicyclists?

NM-8	North Mercer Way - MI Park and Ride Frontage Improvements	Remove bus bay on north side of NMW, widen trail, and construct safety improvements.	2023-2028 TIP (SP144)	1,203,081

And I am sorry, but the trees are not damaged adjacent to Mercerdale Park:

NM-10	SE 32nd St Sidewalk Replacement (77th Ave SE - 78th Ave SE)	Replace sidewalk and trees adjacent to Mercerdale Park due to tree damage.	2023-2028 TIP (SP147)	324,719

And as a pedestrian, putting a traffic light at the intersection of 28th Ave SE and 80th Ave SE is going to be the worst possible thing, not to mention that it is not going to work and it is going to cause more backups so please remove this, not to mention the high costs. And what about the plan to make a one-way street where Tully's is? Some new person in the city came up with the terrible idea to get rid of a section of Greta Hackett park in order to add parking, what is happening with that plan? So in addition to your wanting to add a traffic signal there, you want to add a one-way street next to the traffic light, how is that going to look and how will it work?

I-2	SE 28th St/80th Ave SE	Install traffic signal.	2022 Transportation Impact Fee (#1)	1,464,000

And I don't understand, there is already a turn lane which has a left-turn light, so why are you spending all this money when there is already a left turning lane? Please explain:

I-3	80th Ave SE/North Mercer Way	Add turn lane to improve traffic operations at the intersection.	2022 Transportation Impact Fee (#14)	754,000

And this is a WSDOT issue, not a MI issue and I don't understand how you could make it an "exclusive westbound left turn lane"

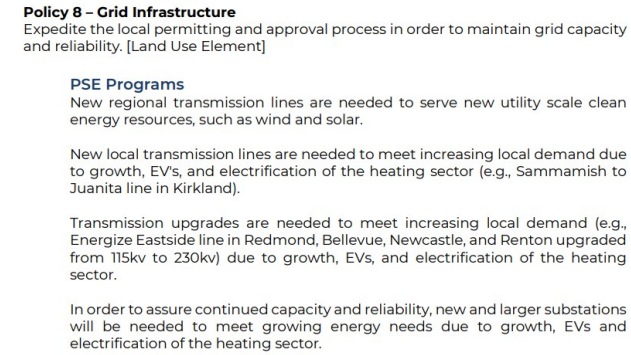
I-4	North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	2022 Transportation Impact Fee (#15)	650,000

And you need to figure out the coordination and synchronization with WSDOT and with the City of MI. This is what I have observed. When the intersection leading from 27th St onto the I-90 going westbound is clogged, drivers are instead using the 28th St and Island Crest Way intersection to get onto the I-90 clogging up 28th St. Who is responsible for the synchronization and what happens if you come up with the traffic light at 27th St and 80th Ave SE and it makes the traffic conditions worse and more dangerous for pedestrians? What is the backup plan? Would you revert it back to a stop street?

R-2	Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.	Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.	2022 Transportation Impact Fee (#11)	690,000

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/05/29 05:18:10 PM
To: Planning Commission; ComprehensivePlanUpdate; Council; Jeff Thomas; Adam Zack; Alison Van Gorp
Subject: Comprehensive Plan Update - PSE
Attachments: image.png

Hello, I am sorry, but I have not had enough time to review anything except the Transportation Element. I have glanced at a few of the other documents, but I need more time.
Just with regards to the survey, ITEM-Attachment-001-cc036cc685874e0b85e0d600574bfc59.pdf (usgovcloudapi.net)
I am sorry, but what PSE wants is so against any of our values when they want to add transmission lines to the Eastside. Look up "Energize Eastside," which is they want to shove massive transmission lines Overview - Energize Eastside EIS
Please see the video. It is a massive detriment to the environment:
I hope that you will make sure that Mercer Island will not receive their electricity through this Energize Eastside power lines. This is what they are asking for, please make sure that Mercer Island will not be behind this grid infrastructure, we don't want a part of it and you certainly won't be expediting any local permitting, that would be nuts to do so:



Policy 8 – Grid Infrastructure
Expedite the local permitting and approval process in order to maintain grid capacity and reliability. [Land Use Element]

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

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

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

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

https://www.youtube.com/watch?v=JPgTw1YBpvY

From: Traci Granbois <traci.granbois@gmail.com>
Sent time: 2024/05/29 05:26:24 PM
To: Planning Commission
Cc: Alison Van Gorp; Jeff Thomas; Salim Nice; Lisa Anderl; Jake Jacobson; Wendy Weiker; David Rosenbaum; Craig Reynolds; Ted Weinberg
Subject: 5.29.24 PC meeting - SCOPE

Good evening Planning Commissioners,

Thank you for your service to our community and the time & expertise you volunteer.

In March 2022, our Mercer Island City Council unanimously adopted the following scope of work for the Planning Commission in regards to the legally required Comp Plan update:

« The scope of work proposes a focused “surgical” periodic review of the Comprehensive Plan. The concept is to have a narrow scope of work, primarily limited to only those updates required by state law. »

None of the proposed amendments fall within this very narrow scope of work. Because all proposed amendments exceed the authority of the Planning Commission, the City should stop further consideration of all of the Planning Commission's work on the Comp Plan update.

Thank you again for your time.

Best,
Traci Granbois

From:	docrobinson@comcast.net
Sent time:	2024/05/29 05:43:31 PM
To:	Council; Planning Commission; ComprehensivePlanUpdate
Subject:	Planning commission

Dear Planning Commission and CPD,

I associate myself with Dan Thompson's remarks and include and add the following.

One of the qualities of good management is "customer." It would appear that the Planning Commission is not customer-resident "in" but rather Planning Commission-in. Dan Thompson points out that The P.C. agenda packet is 583 pages and was released on Thursday afternoon before the three-day holiday weekend. The results of the citizen survey begin on page 262 ***but are not posted on Let's Talk***. **Please see the following and my additional comments.**

1. CONSULTANT'S REPORT.

The city has hired a consultant to prepare a report "to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented," with 19 identified "policy gaps" and 7 "Findings" that are attached to the agenda. I also understand that certain planning commission members whose terms end tonight will propose even more amendments, and the planning commission will hold two more meetings. None of the consultant's gaps or findings address the planning commission's unauthorized amendments. It appears that the Planning commission does not consider itself a staff–advisory function but rather an executive function with its own agenda.

2. STANDING.

I am a resident of Mercer Island, own property on Mercer Island, and we have a business on Mercer Island. I participated in this process and took the survey, which I found biased and not up to research standards. The written version, distributed at the community meeting, had errors that had to be brought to the staff's attention. I concur that the unauthorized amendments by the planning commission in contradiction of Resolution 1621, adopted unanimously by the Council in March 2022 will injure me and my property.

3. INCORPORATION OF PRIOR SUBMISSIONS.

Attached at the bottom of this email, which is explicitly incorporated, is Dan Thompson's email to the Council dated May 20, 2024. Also incorporated by reference into these public comments are his prior submissions to the Council and CPD on the comp update. The Plan includes his email and public comments to the Council on May 6.

4. LEGAL BASIS FOR OBJECTIONS TO DRAFT COMP. PLAN UPDATE.

His emails of May 20 and May 6 and prior submissions outline his objections to this process, precisely the planning commission's disregard of the Council's Resolution 1621. The specific legal bases are:

a. **RCW 36.70A.020. Goal 11: "(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts".** This is the most critical goal in the GMA, especially regarding the Comprehensive Plan. In my email of May 20, I recite the history of this process and how unfair it has been to the citizens due to lack of public notice and participation.

Now, the citizens are being given a 583-page agenda packet no council member has read, with a table prepared by an outside consultant to " close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented" on the Thursday afternoon before a three day weekend for tonight's public hearing.

I sympathize with the position the Council and city were put in by the planning commission's disregard of Res. 1621 and the release of the first public draft in April 2024. Still, since then, the city's actions have been even more in violation of its duty of notice and participation toward the citizens as it tries to mitigate or fix the problems created by the planning commission. This timetable has ensured a citizen cannot meaningfully participate.

b. RCW 36.70A.035 Public participation—Notice provisions.

I concur that I have never seen such an unfair process or one more violation of 36.70A.035. There was almost no public participation at the May 1 public meeting, mainly because the Council told the citizens in March 2022 in Resolution 1621 that there would be no changes to the Plan except those specifically required by state law. There will be almost no public participation at the May 29 public hearing because the planning commission has continued to amend the Plan, with no time for a citizen (or council member) to read 583 pages, the consultant's report and findings on "policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1", and to participate meaningfully.

c. Lack Of Concurrent Development Regulations To Implement The Planning Commission's Proposed Amendments To The Plan.

Dan Thompson was the attorney of record to the Growth Management Hearings Board in the appeal of the Community Facilities Zone, in which the appellants alleged failed to include the concurrent development regulations. The GMHB agreed with appellants, and upon remand, the MICC was amended to require any development regulations necessary to implement a Comp. Plan amendments must be drafted and adopted concurrently so the citizens know what the Comp. Plan amendment means.

In this case, the planning commission has proposed sweeping changes to the single-family zone, including reducing minimum lot size, increasing or modifying regulatory limits, including parking minimums, and changing allowed uses, including retail, none of which include the concurrent development regulations that would be necessary to implement the proposed Comp—plan amendments, or within the purview of 1621.

To its credit, the CPD has identified some of the planning commission's unauthorized amendments. Either all of them must be removed, or the concurrent development regulations must be drafted, publicized, and adopted in the draft elements concurrently.

5. REQUEST FOR OPEN PUBLIC HEARING AT THE COUNCIL LEVEL.

The Council will undoubtedly make sweeping changes to the draft Comprehensive Plan based on the reconstitution process. ***The citizens should be allowed an open record hearing at the council level when the Council's approach is more transparent, and the planning commission is finally removed from this process.***

6. IDENTIFICATION OF SPECIFIC AMENDMENTS OUTSIDE RESOLUTION 1621.

Since the planning commission continued to amend the land use and housing elements *after* the May 1 public meeting and continues to do so today, and the outside consultant has now prepared a complex matrix of amendments the consultant and/or city believe " close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1" it is virtually impossible for any citizen to comment in real-time on those amendments that are outside the scope of 1621, and that would need concurrent development regulations if adopted. This speaks to the apparent lack of sensitivity by the Planning Commission regarding residents' desires. The Planning Commission appears to have gone rogue.

Below is a short list from before the consultant's report and the city's Table: **If there is one overall clarification that is needed, it is that "affordable housing" must be in the Town Center and C.O. zones to meet County policies and the Council will not increase its GMPC future housing target of 1239 units. Therefore, upzoning the SFH zone is irrelevant.**

Housing Element:

1.4.D - (See CPD comment)
1.7 – (This vague amendment needs clarification and that County policy recognizes affordable housing must be in the town center and C.O. zone)
1.8 – (What does this mean?)
1.9 – (This vague amendment needs clarification and that County policy recognizes affordable housing must be in the town center and C.O. zone)
1.10 – (Does "encourage" mean GFAR bonuses? Mercer Island allows ADUs, but they are not affordable)
2.1 – (Clarify within Town Center and CO Zone)
2.3 – (How? Needs clarification)
2.4 – (See CPD comment. Clarify not in single family zone)
2.5 – (Must be limited to Town Center and CO Zone)
2.5.H – (See CPD comment)
3.1.C – (Needs clarification and zone)
3.2 – (Vague – specify)
5.1.D – (See CPD comment. 5.1.D must identify what is being balanced)
5.1.E – (Needs clarification of zone and whether incentives include regulatory limits)
5.2 to 5.5 – (Need concurrent development regulations)

Land Use Element:

Needs a Vision Statement consistent with the City's Vision Statement and Vision Statement in my May 20, 2024 email that Mercer Island is primarily a single-family community and that all future affordable housing must go in the town center and C.O. zones per County policies.

Goal 15 - Strike the addition of "to moderate" in relation to housing density. Mercer Island *is* principally a low-density, single-family community (Table 2 of the Housing Element quantifies that as 67% of housing units and presumably a more significant portion of the land area), and it should remain so. ***These two words can be used to change the character of and densify the entire island, removing trees, walkable neighborhoods, and the suburban and sometimes even rural feel of the Island.***

15.1 - **Revert to read "Preserve the neighborhood character in single-family residential zones. All residential zones weakens this goal and if denser housing must be accommodated, then the "character" of Town Center or multifamily zones should be the first to be altered.**

15.2 - ***Clarify that this be done in accordance with and not to exceed GMPC requirements and/or statewide housing legislation, or the city's GMA future housing allocation.***

15.3 - Clarify that the encouraging is only to be done in accordance with (and most importantly not to exceed) GMA requirements.

15.5 - Should be amended to articulate the fact that Mercer Island is a primarily single-family residential community. "As a primarily single family residential community....." See again Table 2 of Housing Element

Goal 16.
Needs concurrent development regulations to identify the flexible land use techniques and entitlement regulations.
16.1 - Mercer Island has lost over a 1,000 residents since 2020. In 2020, we were at 25,752 and in 2023, we were at 24,742 according to the latest U.S. Census Bureau: U.S. Census Bureau QuickFacts: United States and King County's population has been flat over the past four years.
This goal needs to identify what "shared housing opportunities" means, and how they would achieve affordable housing in the single family zone when County policy states all affordable housing must be in the Town Center or C.O. zone.
16.2 - This goal is irrelevant. County policy mandates that all 1239 future housing units must be affordable and in the Town Center or C.O. zone.
16.4 - Mercer Island already allows accessory dwelling units on single family lots. This policy needs to state that current ADU regulations will not change.
16.5 – "Encourage" should be changed to "to allow".
16.6 – Needs concurrent development regulations to identify the flexible residential development regulations and to further identify that the only other affordable housing recognized by County policy is in the Town Center and the C.O. zone.
17.3 - Revert to original P.C. recommendation to read: "Add multifamily residential uses to the Commercial Office zone. This should be accomplished through changes in zoning regulations that minimize adverse effects to surrounding areas, especially residential zones." Commissioner Akyuz introduced this policy change (change minimize to consider and strike "especially residential zones.") that removes specific protection of residential zones from the impacts from an expanded C.O. zone.
Goal 27.6.4 – remove this goal. Smaller units have more surface area to achieve the same floor area and thus lose more energy to the environment. Additionally, the greenest house is one that has already been built. This is a bad addition and can be used to justify destroying the character of the majority of our neighborhoods (over 67% of the housing according to Table 2 of the housing element). This goal needs to be removed or the concurrent development regulations drafted to identify how smaller housing units will be encouraged and needs to reflect that triplexes needs to be removed as not mandated by state law for Mercer Island.
29.1 Goal. This action plan needs to clarify how the "usability" of the Development Code will eliminate repetitious overlapping and conflicting provisions and to state nothing in this goal supports changing the Development Code for the single family zone.

Economic Development:

7.6 - **Delete this!!.** Small scale retail development in the residential zones is a bad idea. Retail needs density to be viable and that is why residential, commercial, and mixed use zoning exists. Do not allow retail in residential, even at an unquantified "small scale".
Lines 16-20 - residents of middle-priced housing are not by default less likely to own a car. Perhaps less likely to own a "weekend" or "fun" car, yes. Oftentimes taking public transport may require significantly more time than driving and that may preclude residents from working a second job or coordinating childcare / pickups / etc. Please remove "will be 19 less likely to own a car," from line 18-19. Beacon Hill, the Central District, the U-District are all dense and have transportation options, but still have a ton of car ownership.

Lines 16 and 17 refer to "more housing priced in the middle range" - please change this to remove the reference to its price. Mercer Island has expensive dirt, so even an HB1110-mandated middle housing - even HB1110 as passed refers to middle housing, not affordable housing, and not middle range-priced housing. Suggest "More Middle Housing" - that is what the law requires and defines...the market will determine whether it is priced in the middle range, a term that is

undefined - middle range of MI? Middle range of the Eastside? Middle range of King County? Middle range of Washington State?

Transportation Element:

4.10 - Needs to articulate that off street parking is an issue (i.e., necessary) - especially for handicapped and families.

7. CONCLUSION.

Obviously, the city and Council were as surprised as the citizens by the planning commission's unauthorized amendments, and the P.C. has been "reconstituted". ***However the process since the release of the April draft Comp Plan has not allowed the citizens to participate, and in fact the Council told them to not participate in March 2022 in Resolution 1621 because there would be no changes to the Comp. Plan except those required by state law.***

I believe at least a second public hearing will be necessary before the Council, and maybe a third, after the first or second removal of unauthorized amendments. At this time, it is a moving target, with the process before the same planning commission that was basically fired for its unauthorized amendments to the Comp. plan.

The city's and council's initial actions since April 2024 have been productive, but at some point when a final draft is finally prepared the citizens are legally entitled to public notice and participation to review and object to those amendments still left they believe are inconsistent with their vision of the city.

Thank you.

Gary D. Robinson

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/05/29 07:09:33 PM
To:	Gary Robinson
Cc:	Council; Planning Commission; ComprehensivePlanUpdate
Subject:	Re: Planning commission

I concur with Daniel and Gary.
You might all be interested to know that between 2013 and 2023, Mercer Island has only added **2,474 people**. In 2013, our population was 23,310, 10 years later, our population is 24,742 and between 2020 and 2023, we lost just over 1,000 people (1,010 to be exact.) Yet, we have added over 1,210 housing units in the Town Center so it is not like we don't have enough housing. We have plenty of housing.
So what is the point of updating The Comprehensive Plan with a full review and revision when we just have to update the critical areas regulations, capital facilities element and the transportation element and notify the department of our intention, that is it:
"A city or town that opts out of a full review and revision of its comprehensive plan must update its critical areas regulations and its capital facilities element and its transportation element."

(b)(i) A city or town located within [a] county planning under RCW **36.70A.040** **may opt out of a full review and revisions of its comprehensive plan** established in this section if the city or town meets the following criteria:

(A) Has a population fewer than 500;

(B) Is not located within 10 miles of a city with a population over 100,000;

(C) Experienced a population growth rate of fewer than 10 percent in the preceding 10 years; and

(D) Has provided the department with notice of its intent to participate in a partial review and revision of its comprehensive plan.

(ii) The department shall review the population growth rate for a city or town participating in the partial review and revision of its comprehensive plan process at least three years before the periodic update is due as outlined in subsection (4) of this section and notify cities of their eligibility.

(iii) A city or town that opts out of a full review and revision of its comprehensive plan must update its critical areas regulations and its capital facilities element and its transportation element.

On Wed, May 29, 2024 at 5:43 PM <docrobinson@comcast.net> wrote:

> Dear Planning Commission and CPD,
>
> I associate myself with Dan Thompson's remarks and include and add the following.
>
> One of the qualities of good management is "customer." It would appear that the Planning Commission is not customer-resident "in" but rather Planning Commission-in. Dan Thompson points out that The P.C. agenda packet is 583 pages and was released on Thursday afternoon before the three-day holiday weekend. The results of the citizen survey begin on page 262 ***but are not posted on Let's Talk***. **Please see the following and my additional comments.**
>
> **1. CONSULTANT'S REPORT.**
>
> The city has hired a consultant to prepare a report "to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented," with 19 identified "policy gaps" and 7 "Findings" that are attached to the agenda. I also understand that certain planning commission members whose terms end tonight will propose even more amendments, and the planning commission will hold two more meetings. None of the consultant's gaps or findings address the planning commission's unauthorized amendments. It appears that the Planning commission does not consider itself a staff–advisory function but rather an executive function with its own agenda.
>
> **2. STANDING.**
>
> I am a resident of Mercer Island, own property on Mercer Island, and we have a business on Mercer Island. I participated in this process and took the survey, which I found biased and not up to research standards. The written

version, distributed at the community meeting, had errors that had to be brought to the staff's attention. I concur that the unauthorized amendments by the planning commission in contradiction of Resolution 1621, adopted unanimously by the Council in March 2022 will injure me and my property.

3. INCORPORATION OF PRIOR SUBMISSIONS.

Attached at the bottom of this email, which is explicitly incorporated, is Dan Thompson's email to the Council dated May 20, 2024. Also incorporated by reference into these public comments are his prior submissions to the Council and CPD on the comp update. The Plan includes his email and public comments to the Council on May 6.

4. LEGAL BASIS FOR OBJECTIONS TO DRAFT COMP. PLAN UPDATE.

His emails of May 20 and May 6 and prior submissions outline his objections to this process, precisely the planning commission's disregard of the Council's Resolution 1621. The specific legal bases are:

a. **RCW 36.70A.020. Goal 11: "(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts".** This is the most critical goal in the GMA, especially regarding the Comprehensive Plan. In my email of May 20, I recite the history of this process and how unfair it has been to the citizens due to lack of public notice and participation.

Now, the citizens are being given a 583-page agenda packet no council member has read, with a table prepared by an outside consultant to " close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented" on the Thursday afternoon before a three day weekend for tonight's public hearing.

I sympathize with the position the Council and city were put in by the planning commission's disregard of Res. 1621 and the release of the first public draft in April 2024. Still, since then, the city's actions have been even more in violation of its duty of notice and participation toward the citizens as it tries to mitigate or fix the problems created by the planning commission. This timetable has ensured a citizen cannot meaningfully participate.

b. RCW 36.70A.035 Public participation—Notice provisions.

I concur that I have never seen such an unfair process or one more violation of 36.70A.035. There was almost no public participation at the May 1 public meeting, mainly because the Council told the citizens in March 2022 in Resolution 1621 that there would be no changes to the Plan except those specifically required by state law. There will be almost no public participation at the May 29 public hearing because the planning commission has continued to amend the Plan, with no time for a citizen (or council member) to read 583 pages, the consultant's report and findings on "policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1", and to participate meaningfully.

c. Lack Of Concurrent Development Regulations To Implement The Planning Commission's Proposed Amendments To The Plan.

Dan Thompson was the attorney of record to the Growth Management Hearings Board in the appeal of the Community Facilities Zone, in which the appellants alleged failed to include the concurrent development regulations. The GMHB agreed with appellants, and upon remand, the MICC was amended to require any development regulations necessary to implement a Comp. Plan amendments must be drafted and adopted concurrently so the citizens know what the Comp. Plan amendment means.

In this case, the planning commission has proposed sweeping changes to the single-family zone, including reducing minimum lot size, increasing or modifying regulatory limits, including parking minimums, and changing allowed uses, including retail, none of which include the concurrent development regulations that would be necessary to implement the proposed Comp—plan amendments, or within the purview of 1621.

To its credit, the CPD has identified some of the planning commission's unauthorized amendments. Either all of them must be removed, or the concurrent development regulations must be drafted, publicized, and adopted in the draft elements concurrently.

5. REQUEST FOR OPEN PUBLIC HEARING AT THE COUNCIL LEVEL.

The Council will undoubtedly make sweeping changes to the draft Comprehensive Plan based on the reconstitution process. ***The citizens should be allowed an open record hearing at the council level when the Council's approach is more transparent, and the planning commission is finally removed from this process.***

6. IDENTIFICATION OF SPECIFIC AMENDMENTS OUTSIDE RESOLUTION 1621.

Since the planning commission continued to amend the land use and housing elements *after* the May 1 public meeting and continues to do so today, and the outside consultant has now prepared a complex matrix of amendments the consultant and/or city believe " close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1" it is virtually impossible for any citizen to comment in real-time on those amendments that are outside the scope of 1621, and that would need concurrent development regulations if adopted. This speaks to the apparent lack of sensitivity by the Planning Commission regarding residents' desires. The Planning Commission appears to have gone rogue.

Below is a short list from before the consultant's report and the city's Table: **If there is one overall clarification that is needed, it is that "affordable housing" must be in the Town Center and C.O. zones to meet County policies and the Council will not increase its GMPC future housing target of 1239 units. Therefore, upzoning the SFH zone is irrelevant.**

Housing Element:

1.4.D - (See CPD comment)

1.7 – (This vague amendment needs clarification and that County policy recognizes affordable housing must be in the town center and C.O. zone)

1.8 – (What does this mean?)

1.9 – (This vague amendment needs clarification and that County policy recognizes affordable housing must be in the town center and C.O. zone)

1.10 – (Does "encourage" mean GFAR bonuses? Mercer Island allows ADUs, but they are not affordable)

2.1 – (Clarify within Town Center and CO Zone)

2.3 – (How? Needs clarification)

2.4 – (See CPD comment. Clarify not in single family zone)

2.5 – (Must be limited to Town Center and CO Zone)

2.5.H – (See CPD comment)

3.1.C – (Needs clarification and zone)

3.2 – (Vague – specify)

5.1.D – (See CPD comment. 5.1.D must identify what is being balanced)

5.1.E – (Needs clarification of zone and whether incentives include regulatory limits)

5.2 to 5.5 – (Need concurrent development regulations)

Land Use Element:

Needs a Vision Statement consistent with the City's Vision Statement and Vision Statement in my May 20, 2024 email that Mercer Island is primarily a single-family community and that all future affordable housing must go in the town center and C.O. zones per County policies.

Goal 15 - Strike the addition of "to moderate" in relation to housing density. Mercer Island *is* principally a low-density, single-family community (Table 2 of the Housing Element quantifies that as 67% of housing units and presumably a more significant portion of the land area), and it should remain so. ***These two words can be used to change the character of and densify the entire island, removing trees, walkable neighborhoods, and the suburban and sometimes even rural feel of the Island.***

15.1 **- Revert to read "Preserve the neighborhood character in single-family residential zones. All residential zones weakens this goal and if denser housing must be accommodated, then the "character" of Town Center or multifamily zones should be the first to be altered.**

15.2 - ***Clarify that this be done in accordance with and not to exceed GMPC requirements and/or statewide housing legislation, or the city's GMA future housing allocation.***

15.3 - Clarify that the encouraging is only to be done in accordance with (and most importantly not to exceed) GMA requirements.

15.5 - Should be amended to articulate the fact that Mercer Island is a primarily single-family residential community. "As a primarily single family residential community....." See again Table 2 of Housing Element

Goal 16.

Needs concurrent development regulations to identify the flexible land use techniques and entitlement regulations.

16.1 - Mercer Island has lost over a 1,000 residents since 2020. In 2020, we were at 25,752 and in 2023, we were at 24,742 according to the latest U.S. Census Bureau: U.S. Census Bureau QuickFacts: United States and King County's population has been flat over the past four years.

This goal needs to identify what "shared housing opportunities" means, and how they would achieve affordable housing in the single family zone when County policy states all affordable housing must be in the Town Center or C.O. zone.

16.2 - This goal is irrelevant. County policy mandates that all 1239 future housing units must be affordable and in the Town Center or C.O. zone.

16.4 - Mercer Island already allows accessory dwelling units on single family lots. This policy needs to state that current ADU regulations will not change.

16.5 – "Encourage" should be changed to "to allow".

16.6 – Needs concurrent development regulations to identify the flexible residential development regulations and to further identify that the only other affordable housing recognized by County policy is in the Town Center and the C.O. zone.

17.3 - Revert to original P.C. recommendation to read: "Add multifamily residential uses to the Commercial Office zone. This should be accomplished through changes in zoning regulations that minimize adverse effects to surrounding areas, especially residential zones." Commissioner Akyuz introduced this policy change (change minimize to consider and strike "especially residential zones.") that removes specific protection of residential zones from the impacts from an expanded C.O. zone.

Goal 27.6.4 – remove this goal. Smaller units have more surface area to achieve the same floor area and thus lose more energy to the environment. Additionally, the greenest house is one that has already been built. This is a bad addition and can be used to justify destroying the character of the majority of our neighborhoods (over 67% of the housing according to Table 2 of the housing element). This goal needs to be removed or the concurrent development regulations drafted to identify how smaller housing units will be encouraged and needs to reflect that triplexes needs to be removed as not mandated by state law for Mercer Island.

29.1 Goal. This action plan needs to clarify how the "usability" of the Development Code will eliminate repetitious overlapping and conflicting provisions and to state nothing in this goal supports changing the Development Code for the single family zone.

Economic Development:

7.6 - **Delete this!!.** Small scale retail development in the residential zones is a bad idea. Retail needs density to be viable and that is why residential, commercial, and mixed use zoning exists. Do not allow retail in residential, even at an unquantified "small scale".

Lines 16-20 - residents of middle-priced housing are not by default less likely to own a car. Perhaps less likely to own a "weekend" or "fun" car, yes. Oftentimes taking public transport may require significantly more time than driving and that may preclude residents from working a second job or coordinating childcare / pickups / etc. Please remove "will be 19 less likely to own a car," from line 18-19. Beacon Hill, the Central District, the U-District are all dense and have transportation options, but still have a ton of car ownership.

Lines 16 and 17 refer to "more housing priced in the middle range" - please change this to remove the reference to its price. Mercer Island has expensive dirt, so even an HB1110-mandated middle housing - even HB1110 as passed refers to middle housing, not affordable housing, and not middle range-priced housing. Suggest "More Middle Housing" - that is what the law requires and defines...the market will determine whether it is priced in the middle range, a term that is undefined - middle range of MI? Middle range of the Eastside? Middle range of King County? Middle range of Washington State?

Transportation Element:

4.10 - Needs to articulate that off street parking is an issue (i.e., necessary) - especially for handicapped and families.

7. CONCLUSION.

Obviously, the city and Council were as surprised as the citizens by the planning commission's unauthorized amendments, and the P.C. has been "reconstituted". ***However the process since the release of the April draft Comp***

Plan has not allowed the citizens to participate, and in fact the Council told them to not participate in March 2022 in Resolution 1621 because there would be no changes to the Comp. Plan except those required by state law.

I believe at least a second public hearing will be necessary before the Council, and maybe a third, after the first or second removal of unauthorized amendments. At this time, it is a moving target, with the process before the same planning commission that was basically fired for its unauthorized amendments to the Comp. plan.

The city's and council's initial actions since April 2024 have been productive, but at some point when a final draft is finally prepared the citizens are legally entitled to public notice and participation to review and object to those amendments still left they believe are inconsistent with their vision of the city.

Thank you.

Gary D. Robinson

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/05/30 05:52:24 PM
To: Adam Ragheb
Subject: Re: The Comprehensive Plan - Transport Element - My extensive comments
Attachments: image.png

Hello Adam, look at the new code 36.70A.130 of this link
Chapter 36.70a RCW: GROWTH MANAGEMENT—PLANNING BY SELECTED COUNTIES AND CITIES (wa.gov)

Will you please pass it by Bio Park, the city attorney and the consultant and ask them whether the City is exempt? We have lost 1,010 people since 2020, and for the past 10 years from 2013 to 2023, we have not gained 10%. This is critical to the Comprehensive Plan.
Please ask for a quick response.
Thanks.

Sarah

On Wed, May 29, 2024 at 5:06 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Yes, I can walk around with anyone who is interested and show you what is what.
>
> Also, there is not enough time for me to work on the housing and land use. I have a complaint about how little time was allowed for this. And they should have had a community meeting at the Community Center with staff to go over all of this.
>
> Sarah
>
> On Wed, May 29, 2024 at 4:03 PM Adam Ragheb <adam.ragheb@mercerisland.gov> wrote:
>
> > Thanks for providing the pictures to the Planning Commission and articulating your firsthand observations over a long period of time. When we discuss the Transportation Element, I will push to have the source of the 7-year old data reinstated as well as your more recent firsthand observations noted when discussing the Park n Ride.
> >
> > -Adam Ragheb
> >
> > ---
> >
> > **From:** Sarah Fletcher <fletchsa1@gmail.com>
> > **Sent:** Wednesday, May 29, 2024 1:37 PM
> > **To:** Planning Commission <Planning.Commission@mercergov.org>; ComprehensivePlanUpdate <Comp.Plan@mercerisland.gov>; Patrick Yamashita <patrick.yamashita@mercerisland.gov>
> > **Subject:** Re: The Comprehensive Plan - Transport Element - My extensive comments
> >
> > Hello, I just took some photographs from the P&R, it is not full. See attached.
> >
> > On Tue, May 28, 2024 at 9:04 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:
> >
> > > Hello, first of all, may I remind you that you are not Transport experts.
> > > Before I go into detail with regards to the Comprehensive Plan comments, someone needs to do something about the dangerous bike path on the sidewalk by the Park and Ride bus stop on the north side of North Mercer Way. Would someone like to let me know, who was responsible for the sloshed green paint signs on the sidewalk by the bus stops on the north side of North Mercer Way? I am sorry, but that was the most stupid thing anyone could have come up with.
> > > Let me explain.
> > > For the bicyclists and pedestrians coming from 80th Ave SE towards 77th Ave SE, there is a sign up which as a pedestrian makes it look like pedestrians must walk behind the bicyclists, then, as you enter the area by the bus stops, there are signs painted on the sidewalk which if one were to follow what is on the signs, it would have that the bicyclists are to ride in the center of the sidewalk going both eastbound and westbound. And then, coming from the other direction, just by the bike path, there is a sign which directs bicyclists to either use the bike path which leads from North Mercer Way to 24th St which route is what every bicyclist should be using, they should not be cycling on the sidewalk which is not marked as the green paint has rubbed off and by having the bicyclists ride on the sidewalk which is meant for pedestrians in the path where people are standing waiting for the bus is just stupid. No-one can read the signs on the sidewalk.
> > > See photographs of what it is looking like. Pedestrians are getting shouted at by bicyclists and it is just a matter of time before there is an incident and normally, I ask that the City be protected should there be any accident, but in this instance, I hope there is an incident and I hope the City is sued for millions. That is the only thing that will teach them a lesson as my emails to date have gone on deaf ears.
> > > I have gone through the document and I will add my comments.

For the life of me, "Mountains to Sound Trail," for a start, it is Mountains to Sound Greenway Trust which is what they do: "The Mountains to Sound Greenway Trust is a coalition-based organization that leads and inspires action to conserve and enhance this special landscape, ensuring a long-term balance between people and nature." It is meaningless. Please remove it from page 2:

I do not believe owns any property on Mercer Island and they don't provide any trails whatsoever on Mercer Island.

~~the vision and development of the Town Center.~~The regional Mountains-to-Sound Trail runs along the I-90 corridor providing a convenient connection to Seattle and Bellevue for pedestrians and bicyclists.

And please remove this: The Temple Herzl, for example, want to build a building and not provide one parking, not one, but have shared parking with the synagogue and the French American School, is that what we want? No, we do not want shared parking, so remove this goal:

1.2 Encourage businesses and residential areas to explore opportunities for shared parking and other parking management strategies.

I have absolutely no idea what you mean by this, would you like to give an example:

2.6 Prioritize transportation investments in the Town Center that promote mixed-use and compact development and provide ~~multi-modal~~multimodal access to regional transit facilities.

And I want you to add the wording "and retain trees" to read: "Encourage programs that retain trees and encourage programs that plant trees in unused portions of rights-of-way."

3.3 Construct transportation improvements with sensitivity to existing trees and vegetation. Encourage programs that plant trees in unused portions of public rights-of-way.

And would someone like to explain how anyone thinks that you could build a parking lot which would be for Mercer Islanders only. I don't know if you are aware, but pre-covid, Sound Transit were offering permits for people to park in the Park and Ride for $120 a month on a first come, first serve basis. It was not exclusive to Mercer Islanders. Business is business and if someone from Bellevue, for example, wanted to purchase a permit for the MI Park and Ride, how do you think you are going to tell them that it is "for Mercer Islanders only?" It is not, so take this language out.

4.4 Investigate opportunities for operating, constructing and/or financing park and ride lots for Mercer Island residents only.

And why are you wasting our money on this? Light rail is Sound Transit's project, not Mercer Island's project, if they want to make it safe to get to their light rail (that is even if it should work), let them study opportunities and besides, it is up to WSDOT to approve, so take this out:

4.6 Study opportunities to provide innovative last-mile solutions serving the Town Center, light rail station, and park and ride.

And just remove this section. This is up to Metro King County. All you need to say is that Metro, Sound Transit and the City will look at various transportation options, that should be good enough:

4.9 Implement transportation programs and projects that address the needs of and promote access to opportunity for underserved communities, Black, Indigenous, and other People of Color, people with low or no incomes, and people with special transportation needs, while preventing and mitigating displacement of these groups.

I have never heard of the Eastside Partnership, King County Metro are the ones who schedule the bus routes, so shouldn't you be coordinating planning with them?

5.5 Work with the participants of the Eastside Transportation Partnership (ETP) to coordinate transportation planning for the Eastside subarea.

And what on earth do you mean by this?:

6.2 Develop strategies to manage property access along arterial streets in order to preserve their function.

And again, this is up to Sound Transit, not the City of MI, let ST study opportunities:

~~12.4~~12.4 Study opportunities to expand electric bicycle facilities that serve the Town Center, light rail station, and park and ride.

I have never heard of a Level of Service for pedestrians. What on earth do you mean by this?:

12.~~5~~6 Prioritize areas near schools and commercial areas for a higher level of service for pedestrians, bicycles, and transit.

AND FINALLY, IT HAS TAKEN ME 5 YEARS TO GET YOU TO CORRECT THE INFORMATION WITH REGARDS TO THIS:

You had 80th Ave SE and North Mercer Way and 77th Ave SE and North Mercer Way as being "Town Center Intersections" which they never were, but you refused to correct it, and finally, you have to make the heading Town Center and Adjacent Town Center with an LOS of C which is all I wanted you to do.

Table 1. ~~2018~~ Existing Intersection Operations

Intersection	AM Peak Hour	PM Peak Hour
~~Town Center~~ Intersections Within and Adjacent to the Town Center (LOS C Standard)		
SE 24th St/76th Ave SE	B	B
N Mercer Way/77th Ave SE	A	A
N Mercer Way/Park & Ride/80th Ave SE	C	C

And there is an assumption that light rail will work, but it is not a given. The first engineering company who were asked to look at light rail on the I-90 bridge said it wouldn't work which was not what Sound Transit wanted to hear so fired that engineering company, so do not make out that light rail "runs through", we don't know yet if it will be operational, plus I have never heard of the buses deemed "fixed route service"

Link light rail runs through Mercer Island along the median of I-90 with a station located north of the Town Center, between 77th Avenue SE and 80th Avenue SE. The light rail provides frequent connections to Seattle, Bellevue, and other regional destinations.

Local fixed route service operates on the arterial roadway system, and provides public transit service connecting residential and activity areas.

And I am sorry, but this is COMPLETELY FALSE:

~~According to the Fourth Quarter 2017 Park and Ride Utilization Report prepared by King County, the~~The Mercer Island lot is typically fully occupied during weekdays. A number of the users of this lot do not reside on the Island.

The Mercer Island Park and Ride is not full at all, not at all and certainly not "typically fully occupied. Since covid, you can always get parking, so please remove that statement. I live right opposite and keep monitoring the Park and Ride. If you want photos of any given day after 9am, i can provide them to you to show you the empty parking lot.
I don't know for the rest of the parking lots, but please amend this from 100% to 50% occupied:

Table 2: Mercer Island Park and Ride Locations and Capacities

Lot	Location	Capacity	Cars Parked	% Spaces Occupied
Mercer Island Park and Ride	8000 N Mercer Way	447	447	100%

And keep the wording "analysis assumes the opening of the East Link", we don't know if it is going to actually work:

The ~~analysis assumes the~~ opening of the East Link light rail line ~~in 2023, which will result in~~provides an additional travel option between the Town Center and regional destinations.

And none of these two projects should be done if there is going to be a lot of construction in the Town Center because all those construction trucks are going to damage the roadway:

ID	Location	Description	Justification	Cost ($)
Non-Motorized Projects (NM)				
NM-1	80th Ave SE Sidewalk (SE 27th St - SE 32nd St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP136)	1,376,000
NM-2	78th Ave SE Sidewalk (SE 32nd St - SE 34th St)	Replace existing curb, sidewalk, ADA ramps, trees, and lighting.	2023-2028 TIP (SP137)	779,488

And I am getting annoyed. I have told you dozens of times that it is not up to the City of Mercer Island to remove the bus bay and to widen the trail, it is not your project, nor are you transport experts, not to mention it is a lot of money. And like I keep telling you, having bicyclists on the sidewalk no matter how wide is a disaster and it is just a matter of time before there is an accident. Who can make it that the signs tell bicyclists to use the bike trail leading to 24th St to 84th Ave SE and to not have bicyclists riding on the sidewalk which by definition is for pedestrians, not bicyclists?

NM-8	North Mercer Way - MI Park and Ride Frontage Improvements	Remove bus bay on north side of NMW, widen trail, and construct safety improvements.	2023-2028 TIP (SP144)	1,203,081

And I am sorry, but the trees are not damaged adjacent to Mercerdale Park:

NM-10	SE 32nd St Sidewalk Replacement (77th Ave SE - 78th Ave SE)	Replace sidewalk and trees adjacent to Mercerdale Park due to tree damage.	2023-2028 TIP (SP147)	324,719

And as a pedestrian, putting a traffic light at the intersection of 28th Ave SE and 80th Ave SE is going to be the worst possible thing, not to mention that it is not going to work and it is going to cause more backups so please remove this, not to mention the high costs. And what about the plan to make a one-way street where Tully's is? Some new person in the city came up with the terrible idea to get rid of a section of Greta Hackett park in order to add parking, what is happening with that plan? So in addition to your wanting to add a traffic signal there, you want to add a one-way street next to the traffic light, how is that going to look and how will it work?

I-2	SE 28th St/80th Ave SE	Install traffic signal.	2022 Transportation Impact Fee (#1)	1,464,000

And I don't understand, there is already a turn lane which has a left-turn light, so why are you spending all this money when there is already a left turning lane? Please explain:

I-3	80th Ave SE/North Mercer Way	Add turn lane to improve traffic operations at the intersection.	2022 Transportation Impact Fee (#14)	754,000

And this is a WSDOT issue, not a MI issue and I don't understand how you could make it an "exclusive westbound left turn lane"

I-4	North Mercer Way/I-90 Westbound Off-Ramp/Island Crest Way	Add exclusive westbound left turn lane at I-90 off-ramp.	2022 Transportation Impact Fee (#15)	650,000

And you need to figure out the coordination and synchronization with WSDOT and with the City of MI. This is what I have observed. When the intersection leading from 27th St onto the I-90 going westbound is clogged, drivers are instead using the

28th St and Island Crest Way intersection to get onto the I-90 clogging up 28th St. Who is responsible for the synchronization and what happens if you come up with the traffic light at 27th St and 80th Ave SE and it makes the traffic conditions worse and more dangerous for pedestrians? What is the backup plan? Would you revert it back to a stop street?

R-2	Signal Coordination Along Island Crest Way (North Mercer Way – SE 28th St) and at the North Mercer Way/80th Ave SE intersection.	Coordinate four existing traffic signals along Island Crest Way and North Mercer Way.	2022 Transportation Impact Fee (#11)	690,000

From: Meg Lippert <meg.lippert@gmail.com>
Sent time: 2024/06/04 08:02:26 PM
To: Council; Planning Commission; ComprehensivePlanUpdate
Cc: Jeff Thomas; Jessi Bon; Adam Ragheb <adam.ragheb@gmail.com>; Ashley Hay <ashleyhay@outlook.com>; Ira Appelman; aql1@cornell.edu; Ray Akers <ray@akerscargill.com>; Thomas Acker <tomacker1@comcast.net>; Matthew Goldbach <blkship@yahoo.com>; Elizabeth Buckley; Bob Harper; Lloyd Gilman; Matt Goldbach; Carv Zwingle; Traci Granbois; Michael Cero <mikecero@miforss.com>; fletchsa1@gmail.com; victor.raisys@gmail.com; Doris Cassan; Gary Robinson; Dan Glowitz <daniel.glowitz@gmail.com>; Dwight Schaeffer; Don Howard <donhowardmd@gmail.com>; Rob Dunbabin <rob@cascadeyarns.com>; Gary Robinson <gdrobinsong@gmail.com>; John Hall <johnmhall@jmhcorp.net>; Joy Matsuura <jmatsu999@yahoo.com>; jkennedy59@me.com; lsarchin@aol.com; Susan Lund; Mike Cero <mscero@comcast.net>; Morrene Jacobson; Robert Medved; Mark Coen; Dave Oberg; olivialippens@gmail.com; Peter Struck; Robin Russell; Rebecca Wilson <rebeccajwilson10@gmail.com>; Dan Thompson
Subject: Re: Public Comments For May 29, 2024 Public Hearing On Update To Comprehensive Plan

Dear Council, Planning Commission, and City Planning Department,

Although it is past the deadline for input for the public hearing on the Draft Comprehensive Plan Update, I hope that there will be further opportunity for citizens to comment on the document.

I have read the comments that Dan Thompson noted below, following his thoughtful, professional reading of the document, and I concur with his recommendations and conclusions. I hope that you will take them under advisement.

As this process moves along, I hope that in the future you will be providing ample time and opportunity for citizens to read, understand, analyze and respond to proposed updates and changes.

Thank you,
Meg Lippert

On Wed, May 29, 2024 at 1:18 PM Dan Thompson <danielpthompson@hotmail.com> wrote:

> Dear Planning Commission and CPD, please consider these my public comments for tonight's public hearing on the Comp. Plan update.
>
> The PC agenda packet is 583 pages and was released on Thursday afternoon before the three-day holiday weekend. Here is a link to the agenda and agenda packet: MEET-Packet-6f827fb3de734c159107786bf83dbfaa.pdf (usgovcloudapi.net) The results of the citizen survey begin at page 262 but are not posted on Let's Talk.
>
> **1. CONSULTANT'S REPORT.**
>
> The city has hired a consultant to prepare a report "to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented" with 19 identified "policy gaps" and 7 "Findings" that is attached to the agenda. It is also my understanding that certain planning commission members whose terms end tonight will propose even more amendments, and the planning commission will hold two more meetings. None of the consultant's gaps or findings address the planning commission's unauthorized amendments.
>
> **2. STANDING.**
>
> I am a resident of Mercer Island and own property on Mercer Island and our law firm is in the town center. I have participated in this process since March 2022 and took the survey which I found biased. The unauthorized amendments by the planning commission in contradiction of Resolution 1621 adopted unanimously by the council in March 2022 will injure me and my property.
>
> **3. INCORPORATION OF PRIOR SUBMISSIONS.**
>
> Attached at the bottom of this email and incorporated specifically is my email to the council dated May 20, 2024. Also incorporated by reference into these public comments are my prior submissions to the council and CPD on the update of the comp. plan including my email and public comments to the council on May 6.
>
> **4. LEGAL BASIS FOR OBJECTIONS TO DRAFT COMP. PLAN UPDATE.**
>
> My emails of May 20 and May 6 and prior submissions outline my objections to this process, and specifically the planning commission's disregard of the Council's Resolution 1621. The specific legal bases are:
>
> **a. RCW 36.70A.020. Goal 11: "(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts".** This is the most critical goal in the GMA, especially when it comes to the comprehensive plan. In my email of May 20, I recite the history of this process and how unfair it has been to the citizens due to lack of public notice and participation.
>
> Now the citizens are being given a 583 page agenda packet no council member has read with a table prepared by an outside consultant to "to close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1 as presented" on the Thursday afternoon before a three day weekend for tonight's public hearing.
>
> I sympathize with the position the council and city were put in by the planning commission's disregard of Res. 1621 and release of the first public draft in April 2024, but since that time the city's actions have been even more in violation of its duty of notice and participation toward the citizens as it tries to mitigate or fix the problems created by the planning commission. This time table has

ensured a citizen cannot meaningfully participate.

b. RCW 36.70A.035 Public participation—Notice provisions.

I am not sure I have ever seen such an unfair process, or one more in violation of 36.70A.035. There was almost no public participation at the May 1 public meeting in large part because the council told the citizens in March 2022 in Resolution 1621 there would be no changes to the Plan except those specifically required by state law, and there will be almost no public participation at the May 29 public hearing, because the planning commission has continued to amend the Plan, with no time for a citizen (or council member) to read 583 pages, the consultant's report and findings on "policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1", and to meaningfully participate.

c. Lack Of Concurrent Development Regulations To Implement The Planning Commission's Proposed Amendments To The Plan.

I was the attorney of record to the Growth Management Hearings Board in the appeal of the Community Facilities Zone, in which the appellants alleged failed to include the concurrent development regulations. The GMHB agreed with appellants, and upon remand the MICC was amended to require that any development regulations necessary to implement a Comp. Plan amendment must be drafted and adopted concurrently so the citizens know just what the comp. Plan amendment really means.

In this case, the planning commission has proposed sweeping changes to the single-family zone, including reducing minimum lot size, increasing or modifying regulatory limits including parking minimums, changing allowed uses including retail, none of which include the concurrent development regulations that would be necessary to implement the proposed Comp. Plan amendments, or within the purview of 1621.

To its credit, the CPD has identified some of the planning commission's unauthorized amendments. Either all of them must be removed or the concurrent development regulations drafted, publicized, and adopted in the draft elements concurrently.

5. REQUEST FOR OPEN PUBLIC HEARING AT COUNCIL LEVEL.

It is certain the council will make sweeping changes to the draft Comprehensive Plan based on the reconstitution process. The citizens should be allowed an open record hearing at the council level when the council's approach is clearer and the planning commission is finally removed from this process.

6. IDENTIFICATION OF SPECIFIC AMENDMENTS OUTSIDE RESOLUTION 1621.

Since the planning commission continued to amend the land use and housing elements *after* the May 1 public meeting and continues to do so today, and the outside consultant has now prepared a complex matrix of amendments the consultant and/or city believe " close the policy gaps and resolve the internal consistency topics as recommended by staff in PCB24-13 Table 1" it is virtually impossible for any citizen to comment in real time on those amendments that are outside the scope of 1621, and that would need concurrent development regulations if adopted.

However here is a short list from before the consultant's report and the city's Table: **If there is one overall clarification that is needed, it is "affordable housing" must be in the Town Center and CO zones to meet County policies, and the council will not increase its GMPC future housing target of 1239 units. Therefore, upzoning the SFH zone is irrelevant.**

Housing Element:

1.4.D - (See CPD comment)
1.7 – (This vague amendment needs clarification and that County policy recognizes affordable housing must be in the town center and CO zone)
1.8 – (What does this mean?)
1.9 – (This vague amendment needs clarification and that County policy recognizes affordable housing must be in the town center and CO zone)
1.10 – (Does "encourage" mean GFAR bonuses? Mercer Island allows ADUs, but they are not affordable)
2.1 – (Clarify within Town Center and CO Zone)
2.3 – (How? Needs clarification)
2.4 – (See CPD comment. Clarify not in single family zone)
2.5 – (Must be limited to Town Center and CO Zone)
2.5.H – (See CPD comment)
3.1.C – (Needs clarification and zone)
3.2 – (Vague – specify)
5.1.D – (See CPD comment. 5.1.D must identify what is being balanced)
5.1.E – (Needs clarification of zone and whether incentives include regulatory limits)
5.2 to 5.5 – (Need concurrent development regulations)

Land Use Element:

Needs a Vision Statement consistent with the City's Vision Statement and Vision Statement in my May 20, 2024 email that Mercer Island is primarily a single family community and that all future affordable housing must go in the town center and CO zones per County policies.

Goal 15 - Strike the addition of "to moderate" in relation to housing density. Mercer Island *is* principally a low density, single family community (Table 2 of the Housing Element quantifies that as 67% of housing units and presumably a larger portion of the land area) and it should remain so. These two words can be used to change the character of and densify the entire island, removing trees, walkable neighborhoods, and the suburban and sometimes even rural feel of the Island.

15.1 - Revert to read "Preserve the neighborhood character in single-family residential zones. All residential zones weakens this goal and if denser housing must be accommodated, then the "character" of Town Center or multifamily zones should be the first to be altered.
15.2 - Clarify that this be done in accordance with and not to exceed GMPC requirements and/or statewide housing legislation, or the city's GMA future housing allocation.
15.3 - Clarify that the encouraging is only to be done in accordance with (and most importantly not to exceed) GMA requirements.
15.5 - Should be amended to articulate the fact that Mercer Island is a primarily single-family residential community. "As a primarily single family residential community....." See again Table 2 of Housing Element
Goal 16.
Needs concurrent development regulations to identify the flexible land use techniques and entitlement regulations.
16.1 - Mercer Island has lost over a 1,000 residents since 2020. In 2020, we were at 25,752 and in 2023, we were at 24,742 according to the latest US Census Bureau: U.S. Census Bureau QuickFacts: United States and King County's population has been flat over the past four years.
This goal needs to identify what "shared housing opportunities" means, and how they would achieve affordable housing in the single family zone when County policy states all affordable housing must be in the Town Center or CO zone.
16.2 - This goal is irrelevant. County policy mandates that all 1239 future housing units must be affordable and in the Town Center or CO zone.
16.4 - Mercer Island already allows accessory dwelling units on single family lots. This policy needs to state that current ADU regulations will not change.
16.5 – "Encourage" should be changed to "to allow".
16.6 – Needs concurrent development regulations to identify the flexible residential development regulations and to further identify that the only other affordable housing recognized by County policy is in the Town Center and the CO zone.
17.3 - Revert to original PC recommendation to read: "Add multifamily residential uses to the Commercial Office zone. This should be accomplished through changes in zoning regulations that minimize adverse effects to surrounding areas, especially residential zones." Commissioner Akyuz introduced this policy change (change minimize to consider and strike "especially residential zones.") that removes specific protection of residential zones from the impacts from an expanded CO zone.
Goal 27.6.4 – remove this goal. Smaller units have more surface area to achieve the same floor area and thus lose more energy to the environment. Additionally, the greenest house is one that has already been built. This is a bad addition and can be used to justify destroying the character of the majority of our neighborhoods (over 67% of the housing according to Table 2 of the housing element). This goal needs to be removed or the concurrent development regulations drafted to identify how smaller housing units will be encouraged and needs to reflect that triplexes needs to be removed as not mandated by state law for Mercer Island.
29.1 Goal. This action plan needs to clarify how the "usability" of the Development Code will eliminate repetitious overlapping and conflicting provisions and to state nothing in this goal supports changing the Development Code for the single family zone.

Economic Development:

7.6 - **Delete this.** Small scale retail development in the residential zones is a bad idea. Retail needs density to be viable and that is why residential, commercial, and mixed use zoning exists. Do not allow retail in residential, even at an unquantified "small scale".
Lines 16-20 - residents of middle-priced housing are not by default less likely to own a car. Perhaps less likely to own a "weekend" or "fun" car, yes. Oftentimes taking public transport may require significantly more time than driving and that may preclude residents from working a second job or coordinating childcare / pickups / etc. Please remove "will be 19 less likely to own a car," from line 18-19. Beacon Hill, the Central District, the U-District are all dense and have transportation options, but still have a ton of car ownership.
Lines 16 and 17 refer to "more housing priced in the middle range" - please change this to remove the reference to its price. Mercer Island has expensive dirt, so even an HB1110-mandated middle housing - even HB1110 as passed refers to middle housing, not affordable housing, and not middle range-priced housing. Suggest "More Middle Housing" - that is what the law requires and defines...the market will determine whether it is priced in the middle range, a term that is undefined - middle range of MI? Middle range of the Eastside? Middle range of King County? Middle range of Washington State?

Transportation Element:

4.10 - Needs to articulate that off street parking is an issue (i.e., necessary) - especially for handicapped and families.

7. CONCLUSION.

Obviously, the city and council were as surprised as the citizens by the planning commission's unauthorized amendments, and the PC has been "reconstituted". However the process since the release of the April draft Comp Plan has not allowed the citizens to participate, and in fact the council told them to not participate in March 2022 in Resolution 1621 because there would be no changes to the Comp. Plan except those required by state law.

I believe at least a second public hearing will be necessary before the Council, and maybe a third, after the first or second removal of unauthorized amendments. At this time, it is a moving target, with the process before the same planning commission that was basically fired for its unauthorized amendments to the comp. plan.

The city's and council's initial actions since April 2024 have been productive, but at some point when a final draft is finally prepared the citizens are legally entitled to public notice and participation to review and object to those amendments still left they believe are inconsistent with their vision of the city.

Thank you.

Daniel Thompson
Thompson & Delay
Attorneys at Law
80th Avenue Professional Building
2955 80th Ave SE, Suite 202
Mercer Island, WA 98040
Phone: (206) 622-0670
Fax: (206) 622-3965

From: Dan Thompson <danielpthompson@hotmail.com>
Sent: Monday, May 20, 2024 2:12 PM
To: council@mercergov.org <council@mercergov.org>
Cc: jeff.thomas@mercerisland.gov <jeff.thomas@mercerisland.gov>; jessi.bon@mercergov.org <jessi.bon@mercergov.org>; Adam Ragheb <adam.ragheb@gmail.com>; Ashley Hay <ashleyhay@outlook.com>; Ira Appelman <appelman@bmi.net>; aql1@cornell.edu <aql1@cornell.edu>; Ray Akers <ray@akerscargill.com>; Thomas Acker <tomacker1@comcast.net>; Matthew Goldbach <blkship@yahoo.com>; Buckley Elizabeth <mezzo@elizabethbuckley.com>; Bob Harper <robert.harper@comcast.net>; Lloyd Gilman <biznlloyd@gmail.com>; Matt Goldbach <matt@bitmax.net>; Carvz@yahoo.com <carvz@yahoo.com>; traci.granbois@gmail.com <traci.granbois@gmail.com>; Michael Cero <mikecero@miforss.com>; fletchsa1@gmail.com <fletchsa1@gmail.com>; victor.raisys@gmail.com <victor.raisys@gmail.com>; Doris Cassan <dc@dollarseattle.com>; docrobinson@comcast.net <docrobinson@comcast.net>; Dan Glowitz <daniel.glowitz@gmail.com>; Dwight Schaeffer <drschaeffer@comcast.net>; Don Howard <donhowardmd@gmail.com>; Rob Dunbabin <rob@cascadeyarns.com>; Gary Robinson <gdrobinsong@gmail.com>; John Hall <johnmhall@jmhcorp.net>; Joy Matsuura <jmatsu999@yahoo.com>; jkennedy59@me.com <jkennedy59@me.com>; lsarchin@aol.com <lsarchin@aol.com>; Meg Lippert <meg.lippert@gmail.com>; Susan Lund <srlund@aol.com>; Mike Cero <mscero@comcast.net>; Morrene Jacobson <morrene2000@gmail.com>; Robert A. Medved <robertamedved@msn.com>; Mark Coen <mscnb@msn.com>; obergcd@comcast.net <obergcd@comcast.net>; olivialippens@gmail.com <olivialippens@gmail.com>; Peter Struck <struckmi@aol.com>; Robin Russell <scubarobin@msn.com>; Rebecca Wilson <rebeccajwilson10@gmail.com>
Subject: Reconstitution of the Planning Commission. What Now?

Dear Council, I supported the ordinance reconstituting the planning commission and appreciate the council taking such quick action, but the question now is what do we do about the PC's draft elements in the Comprehensive Plan.

I think it might help to take a look at the history of this, and then the process going forward, and then my recommendation for a preamble or vision statement to the housing and land use elements.

I. HISTORY OF THIS PROCESS.

1. March 15, 2022. The 8-year cycle update of the comp. plan was originally due in 2022 but extended to 2024 due to Covid. At its March 15, 2022 meeting the council adopted Resolution 1621 which limited the PC's review of the comp. plan to:

"Scope of Work (Exhibit 1A)" "The scope of work proposes a focused "surgical" periodic review of the Comprehensive Plan. The concept is to have a narrow scope of work, primarily limited to only those updates required by state law. As such, the element-specific tasks for the Land Use, Utilities, Capital Facilities, and Transportation Elements are primarily constrained to only those updates required by the GMA and to account for recent planning actions".

ITEM-Attachment-001-f8b71ddd8fb14da894f278ca49a885f1.pdf (usgovcloudapi.net) (page 2).

2. March 15, 2022 to April 2024. The planning commission conducted its review of the comp. plan for two years. During this time there were no public meetings, and really no updates or any public notices from the city. The citizens had been told there would be no changes except those specifically required by state law so tuned out. I sent three emails during this time to the council, PC, and CPD noting concern that the PC was not following its mandate but nothing was ever done.

3. April 2024. In April 2024 the city published the first draft of the PC's amended Comp. Plan on Let's Talk, although the PC continued to amend the comp. plan. At this time, it became apparent to the council and citizens that the PC had buried in the draft dozens of amendments that sought to reduce minimum lot sizes in the SFH zone, increase regulatory limits in the SFH zone, reduce parking minimums, and in essence to eliminate the SFH zone. The dir. of the CPD even took the extraordinary action of noting in the elements themselves where the PC had gone beyond its mandate.

4. April 2024 to May 2024. The council "reconstituted" the PC.

5. May 1, 2024. The city puts together a hasty public meeting to review the comp. plan even though the second reading reconstituting the PC had not occurred, and the PC was still making major amendments, like Commissioner Goelz's amendment to reduce maximum house size in the SFH zone and increase regulatory limits for multi-family housing in the SFH zone buried in the climate section of the land use element, apparently not understanding that under ESB 1220 nothing in the SFH zone counts toward MI's affordability mandates, and that according to King Co. virtually all of MI's 1239 future housing targets must be affordable to those earning between 0% to 60% AMI and be in a dense zone near walkable transit.

Around 12 citizens attended the public meeting.

6. May 9 to May 19, 2024. After the public meeting the city throws together a hasty survey on the comp. plan, except it explains nothing, and many of the questions begin with statements about what the "city" values or prioritizes when the city is not a party to this process, which is between the citizens and their council. The city prioritizes what the citizens prioritize. Many citizens complain about the composition of the questions and required format of the answers when many disagree with all the proposed answers.

7. May 29, 2024, two days after Memorial. This is probably the most surreal part. Now the citizens are supposed to read and understand all the elements in the draft comp. plan that has continued to be amended, find the PC's buried unauthorized amendments that have no concurrent development regulations, and submit their written and/or oral comments to the PC on a draft comp. plan **that got the PC fired**.

How weird is that.

II. NOW WHAT?

The reality is the citizens can't suddenly read and understand every element in the comp. plan by May 29 to find the PC's buried amendments, and it is unfair to ask them to do it after the council **PROMISED** them there would be no amendments except those specifically required by state law, and my guess is most council members haven't read the entire draft comp. plan.

The very first two priorities in the Growth Management Act are public notice and public participation, especially when it comes to the comp. plan because that is the citizens' vision for their city, and should be a document and open process they can understand.

It is pretty pointless to ask the same PC to help with the rewrite.

So the council is going to have to do this on its own, with some help from the CPD. The problem IMO is Adam Zach was part of the problem, so this is where Jeff Thomas is going to have to step up, and because he knows where the buried amendments are.

I don't know what the actual process should be. The PC or its members should not be part of the process because they have proven they won't listen. I would imagine a council subcommittee that includes Salim Nice, and two other council members who voted to reconstitute the PC, Jeff Thomas and Jessi Bon since this happened on their watch, that goes through the elements line by line removing every PC proposed amendment.

III. WHY A PREAMBLE OR VISION STATEMENT SHOULD BE PART OF THE LAND USE AND HOUSING ELEMENTS.

The citizens can't possible read and understand the draft elements with such short notice, but the council can include a preamble or vision statement they can understand and follows through on the promises in Resolution 1621 (and the 2017 rewrite of the RDS).

The city has a vision statement, (although the PC was surprised to learn that). Mercer Island's Vision Statement | Mercer Island, Washington. It states as its very first community value:

Residential Community	**Mercer Island is principally a single-family residential community, supported by healthy schools, religious institutions and recreational clubs.**

My suggestion is a preamble or vision statement for the land use and housing elements that the citizens can understand and will reassure them, and really is just consistent with Resolution 1621:

"Mercer Island is principally a single-family residential community. Large minimum lot sizes and a lower gross floor area to lot ratio with yard setbacks and limits on impervious surfaces contribute to the rural character of the single-family zone Islanders

cherish, and the retention of mature trees and vegetation that allow carbon to be captured, limit solar heat, and provide homes for birds and woodland animals. In 2017 new regulatory limits were adopted for our single family zone after a years long process of citizen involvement and extensive public process, and those adopted regulatory limits including minimum lot size, height limits, impervious surface limits, yard setbacks, gross floor area to lot area ratios, and onsite parking minimums that preserve the rural character of our single family zone will not be changed as part of these amendments to our comprehensive plan."

This way if we accidently miss one of the PC's unauthorized amendments, or a council in the future tries to claim an amendment that had no concurrent development regulations and was defined as "inspirational" now needs development regulations to implement it this vision or preamble would make it clear that was never the intent with this rewrite.

Thank you.

Daniel Thompson
Thompson & Delay
Attorneys at Law
80th Avenue Professional Building
2955 80th Ave SE, Suite 202
Mercer Island, WA 98040
Phone: (206) 622-0670
Fax: (206) 622-3965

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/08/05 08:10:20 PM
To:	ComprehensivePlanUpdate; ComprehensivePlanUpdate; Adam Zack; Jeff Thomas; Alison Van Gorp; Planning Commission
Subject:	Comments for Comprehensive Plan
Attachments:	Sarah Fletcher Comments for the Comprehensive Plan Update 08.01.2024 (1).pdf

Hello, attached are my comments with regards to the draft Comprehensive Plan Land Use and Housing Elements. I have already provided my Transportation Comments.
Basically, please do not add multifamily and anything else to the Commercial Zones.
And I don't know why we would want our single family residential zones to have to accommodate low income households. If the cost to purchase land on Mercer Island is already high, how do they think they will accommodate low income households? That is impossible.
And please do not allow multifamily residential to be added to any CO zones. You see, let's say, the council approves the JCC, Temple Herzl, The Shore Club, The Beach Club, and the Yeshiva and The Country club to be rezoned to CO zone, then, by your allowing multifamily residential to be allowed to CO zones, you are effectively allowing multifamily residential in all of those areas and if you think that is not the case, please explain.
And I do not understand what you mean by "watering wildlife" or "people of color." It seems like staff are just parrot phrasing which is the act of repeating something said by someone else without thought or understanding.

And I did not know that Linnear Park includes the I-90 freeway and the airspace over it, and the Park and Ride as that is what it looks like on your map. Someone is trying to shove the Linnear Park into the Comprehensive Plan, but it needs to be shelved completely and stop wasting our time.
And does PBZ (like the south end Town Center) allow residential, so someone could build a home in the Town Center, is that how you all understand it?

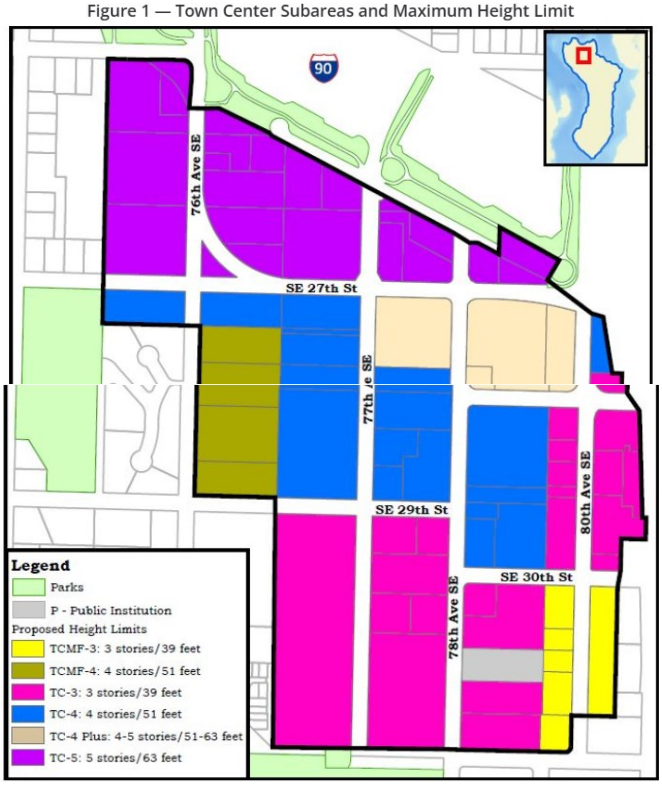
You will see all my comments in the attachment. I just included a few in the email itself.

Sarah Fletcher

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/10/03 07:50:55 AM
To: Molly McGuire
Cc: Alison Van Gorp; Deb Estrada; Jeff Thomas; Adam Zack; Council; Planning Commission
Subject: Re: 2025 Docket Request - Planning Commission Public Meeting October 23, 2024 @ 6:00PM
Attachments: image.png image.png

Hello, I can't find anything in The Comprehensive Plan with regards to the zoning of the area by Tully's. I want to have that zone amended from TC-5 to Park Zone which it was until that proposed Mainstreet project. The neighbors do not want a 7-storey building, people who walk their dogs and people who walk in that area certainly do not want it. It is park and parks supposedly, and I say supposedly, are to be protected if you went by anything the current councilmembers told voters before they got elected. Converting a park to a 7-storey building is not protecting it, not in the slightest.
So how do I go about amending the zone? It is listed in MICC 19.10. Do I request a development code revision and if so, do I submit a docket request for something which is not in The Comprehensive Plan? Chapter 19.11 - TOWN CENTER DEVELOPMENT AND DESIGN STANDARDS | City Code | Mercer Island, WA | Municode Library

Figure 1 — Town Center Subareas and Maximum Height Limit



And it has to have transportation as the main part of the building which would mean 4 storeys of parking to 3 of retail and residential. So what is happening with that piece of property? Why hasn't the city council put that back to park? And what can I do as a citizen to make it that that goes back to park zone? You supposedly want to hear from us, hence, I am emailing you.

Thank you.

On Wed, Oct 2, 2024 at 11:52 AM Molly McGuire <molly.mcguire@mercerisland.gov> wrote:

> Good afternoon,
>
> Thank you for submitting a docket request for the 2025 Annual Docket of Proposed Comprehensive Plan and Development Code Amendments.
>
> The submitted docket requests are now available for public viewing on the City of Mercer Island's 2025 Annual Docket Let's Talk Page. The requests will be reviewed by staff, who will then prepare recommendations to the Planning Commission and City Council.
>
> The Planning Commission Public Meeting and Recommendation will take place on **October 23, 2024 at 6:00PM**. During this meeting, applicant's will have the option to speak on their docket requests for 5 minutes.
>
> **Please let me know, by replying to this email, if you wish to speak at the public meeting regarding your docket request.**
>
> Meeting details, including the Zoom link, will be available online and the agenda packet will be available on or before October 17, 2024.

Sincerely,

Molly McGuire
Senior Planner
City of Mercer Island – Community Planning & Development
206-275-7712 | www.mercerisland.gov

Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW).
The City of Mercer Island utilizes a hybrid working environment. Please see the City's Facility and Program Information page for City service hours of operation.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/10/30 06:28:16 PM
To: Jessi Bon
Cc: Council; Planning Commission; Jeff Thomas; Adam Zack; Molly McGuire
Subject: Comprehensive Plan Update Land Use Designations & Linnear Park
Attachments: image.png image.png image.png Comparisons of Commercial Offices versus PBZ versus Businesses done by Sarah Fletcher10.22.2024.docx

Hello Jessi, will you please find out who was responsible for trying to make CO and B one and the same? See page 78 VII Land Use Designations: ITEM-Attachment-001-4a713961b5124dbdbf82a9542f2cc6bc.pdf
That is pretty despicable. And please don't tell me that was a "scrivener's error." It was deliberately done. I have taken the time to do a comparison among the 3 different zones - CO, B and PBZ. As you will see, there are some things that are the same, but the other two zones allow much more. So, will you please direct whoever came up with this plan to make the CO, PBZ and B 3 separate zones, not combine CO and B as one zone and ask them why they did this.

Commercial Office	C-O B	The commercial office land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land use will be predominantly commercial office. Complementary land uses (e.g., healthcare uses, schools, places of worship, etc.) are also generally supported within this land use designation.
Neighborhood Business	PBZ	The neighborhood business land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land uses will be predominantly a mix of small scale, neighborhood-oriented business, office, service, public and residential uses.
Public Facility	C-O PI R-8.4 R-9.6 R-15 TC OS	The public facility land use designation represents land within the City that is intended for public uses, including but not limited to schools, community centers, City Hall, and municipal services.

Are you going to make staff change this before Tuesday night's meeting or are you going to leave it as is? And please get down to the bottom of this. If you did not authorize it, who did and why?

And again, I have asked repeatedly to have Linnear Park and any reference to it removed, yet it is still showing up. Unless you can find the legal description and where it has what Linnear Park entails, it is of no consequence. It is not even a park.
Please find out who was behind this introduction of Linnear Park into The Comprehensive Plan. Let me know if I am to do a public records request to find the legal description of it. Thanks.
Sarah Fletcher

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/11/01 08:45:31 AM
To: Jessi Bon
Cc: Council; Planning Commission; Jeff Thomas; Adam Zack; Molly McGuire
Subject: Re: Comprehensive Plan Update Land Use Designations & Linnear Park
Attachments: image.png image.png image.png

Hello, and the Item Attachment Element 8 Economic Development has obsolete information. It is almost the end of 2024, yet, they are using 2020 data. So, either the information needs to be updated, or it needs to removed in its entirety. Will you please vote on which? See page 185. And it states: " The City of Mercer Island has three commercial areas. These areas have been zoned for commercial uses since the City was incorporated in the 1960s." Except you have a "Commercial Office Zone" but I believe each is zoned differently. And if you combine CO and B, then what happens to the Commercial areas/zones?
And with the CAI Associates, the information is obsolete. For instance, on page 223, they have our population at 25,748, but if you go on the US Census, for 2023, it has less than 25,000 - 24,746. And their projection, they have in 2030, 25,243 which is not much more than what we have now, but their trajectory should be showing the downward trend rather than the upward trend. And if they forecast that we will only have a population of 25,243, then why are we having to add so many more housing units, or any housing units, we have reached our capacity in ratio to our population. The Housing Needs are obsolete now that we have below the 25,000 threshold.
The mayor needs to go to the Growth Management Hearings Board and let them know that we are below the threshold of 25,000 people even though the Legislature used a 2020 population which was at the peak. He needs to explain that the forecast is for just above 25,000 people, and right now we are below the 25,000 threshold. What have you got to lose?

So the choices you have are either revise the information, or throw the information out and notify the Growth Management Hearings Act Board that we are not meeting the 25000 threshold and see what they say.

Thanks.

On Wed, Oct 30, 2024 at 6:28 PM Sarah Fletcher <fletchsa1@gmail.com> wrote:

> Hello Jessi, will you please find out who was responsible for trying to make CO and B one and the same? See page 78 VII Land Use Designations: ITEM-Attachment-001-4a713961b5124dbdbf82a9542f2cc6bc.pdf
> That is pretty despicable. And please don't tell me that was a "scrivener's error." It was deliberately done. I have taken the time to do a comparison among the 3 different zones - CO, B and PBZ. As you will see, there are some things that are the same, but the other two zones allow much more. So, will you please direct whoever came up with this plan to make the CO, PBZ and B 3 separate zones, not combine CO and B as one zone and ask them why they did this.

Commercial Office	C-O B	The commercial office land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land use will be predominantly commercial office. Complementary land uses (e.g., healthcare uses, schools, places of worship, etc.) are also generally supported within this land use designation.
Neighborhood Business	PBZ	The neighborhood business land use designation represents commercial areas within Mercer Island, located outside of the Town Center, where the land uses will be predominantly a mix of small scale, neighborhood-oriented business, office, service, public and residential uses.
Public Facility	C-O PI R-8.4 R-9.6 R-15 TC OS	The public facility land use designation represents land within the City that is intended for public uses, including but not limited to schools, community centers, City Hall, and municipal services.

> Are you going to make staff change this before Tuesday night's meeting or are you going to leave it as is? And please get down to the bottom of this. If you did not authorize it, who did and why?
>
> And again, I have asked repeatedly to have Linnear Park and any reference to it removed, yet it is still showing up. Unless you can find the legal description and where it has what Linnear Park entails, it is of no consequence. It is not even a park.
> Please find out who was behind this introduction of Linnear Park into The Comprehensive Plan. Let me know if I am to do a public records request to find the legal description of it. Thanks.
> Sarah Fletcher

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/11/04 01:11:33 PM
To:	Jessi Bon; Council; Planning Commission
Subject:	Tonight's Meeting - Outdated Census Data

Hello, this is what I just don't understand. Did no-one notice that the data that was being used in The Comprehensive Plan was outdated (2020) but why then, did the City staff or whoever continue on putting the outdated information in The Comprehensive Plan as if it is current? So then, you now come to the Council tonight and ask them to approve the outdated data? And let's say, they do now, what is the point>
Mercer Island has lost over 1,200 people since 2020, the trajectory has been showing a downward trend since 2020. And did staff ask you whether they should go off the Office of Financial Management or go off the US Census Bureau, and did you all inform them to go off the OFCM and why?

And I had been trying to get you to come out with how many actual housing units are there on MI? I even did a public records request. The reason I was trying to find that out was that when it has we need to add such and such, you know what the basis is. Why should we have our island ruined just because no-one bothered to come out with how many actual housing units we need and for what population?

Thanks.

Sarah Fletcher

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/11/16 07:05:33 AM
To:	Jessi Bon; Jeff Thomas; Adam Zack; Council; Planning Commission
Subject:	AB 6576 Comprehensive Plan Periodic Update and HB 1220

Hello, I am sorry, but do you just not picture what traffic is like along 27th St in the Town Center especially where Walgreens and Tabit Square are located, and yet, here on the map, you are showing that area along 27th St as being permitted to go up 5 storeys.
And were you not listening to the owner of Tabit Square when, at the meeting, he was asking you to allow him to pay a fee-in-lieu to have a taller building? So, tell me, how does anyone in their right mind think that the area along 27th St marked in blue on the map could have five storey buildings when traffic along there is already bad? It is nuts.

And next, you will be telling us that they don't have to allow parking for residents as they have light rail right nearby.

I am sorry, that section along 27th St should not be allowing 5 storey buildings. Period. It is all very well that you are just putting it in the Comprehensive Plan to show that you have a plan for additional housing, but now, let's say that you allow that owner/developer of Tabit Square his 7 storey building and allow him to just pay a fee-in-lieu to ARCH which does not even help me or anyone else who is low income on the island. There is no benefit for us to allow 5 storey buildings along 27th St so I respectfully ask that you just have the guts to shelve that plan. You have already messed up when it came to the Baskin Robbins property. You should never have allowed that to not be commercial.

So all I am asking is that you picture what it would really be like to have 5 storey buildings along 27th St between 77th Ave SE and whatever the roadway is where Tabit Square is. How would vehicles enter and exit the underground parking and there is supposed to be onstreet parking in the Town Center. Where exactly would they be putting the onstreet parking for their 5-storey development? That was the one requisite in the Code that in the Town Center, they must have onsite parking. So when you are approving the heights, picture it, where would the onsite parking go exactly?
And the Fire Marshall has he approved a 5-storey building where Tabit Square is with underground parking? It is not a very large space really. You might want to check with him as to what he thinks. And you are not thinking of pedestrian scale or how these tall buildings would fit in with the neighboring buildings.
And no-one has answered me. How do we make it that an owner/developer is not allowed to pay a fee-in-lieu for not providing onstreet parking, for wanting higher storey buildings and not providing affordable housing and to not allow mature trees to be cut down, and that recreation areas cannot just be removed and replaced with a paved structure or that the owner/developer can just do some vegetation management in a nearby park or in which the developer/owner can just pay a measly fee-in-lieu. I am thinking of the Old Boys and Girls Club, how they were allowed to do what they could and offer something or other at Secret Park. Or how the owner/developer asked to pay a fee-in-lieu instead of offering affordable housing. How does that help Mercer Islanders exactly? The whole point of our allowing the higher densities in the Town Center is for affordable housing on the island, not elsewhere. Please come up with language somewhere which makes that clear.

Thanks.

From: Sarah Fletcher <fletchsa1@gmail.com>
Sent time: 2024/11/16 08:11:25 AM
To: Jessi Bon; Jeff Thomas; Adam Zack; Council; Planning Commission
Subject: Re: AB 6576 Comprehensive Plan Periodic Update and HB 1220

The situation as I see it is that you all think that you are updating the Comprehensive Plan just to show the GMA that you are planning for additional growth, but the investor/developer does not know that, so all he sees is that the City is allowing a 5-storey/7 storey, he wants to develop the property to make maximum profit. You see, no-one thinks to let the investor/ developer know that this is just being put into the Comprehensive Plan for other reasons. How do you make sure that whoever purchases a property in the Town Center that it is not really for them to add a 5-storey building, but that it is just to show that the City has planned for the additional growth? This is where the problem lies.

On Sat, Nov 16, 2024 at 7:05 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

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> And next, you will be telling us that they don't have to allow parking for residents as they have light rail right nearby.
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> Thanks.

From:	Sarah Fletcher <fletchsa1@gmail.com>
Sent time:	2024/11/25 07:14:12 PM
To:	Jessi Bon; Jeff Thomas; Adam Zack; Council; Planning Commission
Subject:	Re: AB 6576 Comprehensive Plan Periodic Update and HB 1220

Hello, I had submitted my comments and they were left off. They said only one person commented, but I had commented too. See my email. Who was responsible for not adding my comments or taking them into consideration? And now what?

Sarah Fletcher

Sarah Fletcher

On Sat, Nov 16, 2024 at 7:05 AM Sarah Fletcher <fletchsa1@gmail.com> wrote:

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