

# EXHIBIT 1005

## Proposed Mitigation Measures Text

July 2, 2025

1. Provide a left turn lane from southbound East Mercer Way to the Frontage Road serving the site. The turn lane length shall be designed to accommodate left turn demand during the AM and PM peak hour, and during site peak if it does not coincide with the AM and/or PM peak hour. Where the Washington State Department of Transportation (WSDOT) has permitting authority over the right-of-way, the widths of all lanes of East Mercer Way shall comply with Washington State Department of Transportation (“WSDOT”) standards and procedures (including, without limitation, standards and procedures for deviations). The applicant shall apply for and obtain all necessary approvals that WSDOT may require. To the extent any improvements are within solely City right-of-way (not subject to WSDOT authority, design or otherwise), the widths of all lanes of East Mercer Way shall comply with applicable American Association of State Highway and Transportation Officials (“AASHTO”) standards. Requests for deviations from AASHTO design guidelines shall be supported with written justification that has been stamped and signed by a licensed civil engineer; the City shall have the sole discretion to approve or deny such requests. ~~All lane widths (left and through) shall comply with American Association of State Highway and Transportation Officials (“AASHTO”) and Washington State Department of Transportation (“WSDOT”) standards. The turn lane length shall be designed to accommodate left turn demand during the AM and PM peak hour and site peak if it does not coincide with the AM and PM peak hour.~~
2. The addition of the southbound left turn lane may reduce the length of adjacent northbound left turn lane at the SE 36th Street/East Mercer Way intersection. If such a reduction in the length of said northbound left turn lane is necessary, ~~V~~verify with a traffic operations analysis that, with the addition of the southbound left turn lane to the Frontage Road, the northbound left turn lane at the SE 36th Street/East Mercer Way intersection will have sufficient storage length to accommodate vehicles during the AM and PM peak hours.
3. The left turn lane from southbound East Mercer Way to the Frontage Road serving the site may consequently require narrowing of the northbound lane on East Mercer Way, especially as approaching the Frontage Road serving the site. Confirm adequacy of curb radii for right turning vehicles exiting from the Frontage Road onto northbound East Mercer Way based on lane width designed for East Mercer Way, if said East Mercer Way lane width is narrower than existing condition. The design vehicle shall be a S-BUS-40 (school bus). Modify curb radii if reasonably warranted.
4. The Transportation Impact Analysis states that the school bus unloading/loading will occur at the east end of the school. The site plan and circulation plan do not show the location of the bus loading zone or walkways along the east side of the building for students to access the bus loading zone. Revise the site plan and circulation plan to show the bus loading zone and how students will safely access the bus loading zone. Parent drop-off and pick-up traffic will also use the roadway east of the school. The Transportation Impact Analysis should describe how the school buses will safely interact with parent drop-off and pick-up queuing and traffic that is using the same roadway.