

26 November 2024

Sarah Fletcher
fletchsa1@gmail.com

Re: CUP24-001 Comment Response

Dear Sarah Fletcher,

Thank you for your comments regarding the submitted Conditional Use Permit. We've taken the liberty of summarizing and responding to the main points:

...it will have adverse environmental impacts to the mature trees that are on the site...

An environmental impact statement has been prepared to assess environmental impacts as required by state law. Existing trees will be removed to allow for development. We will protect existing trees to remain and provide tree replacement per the requirements of the Mercer Island Municipal Code.

The school building is proposed to be located on a lot that has been commercially zoned for 25 years. According to Goal 17 of the City of Mercer Island Comprehensive Plan section on Land Use policies, "commercial uses and densities near the I-90/East Mercer Way exit and SE 36th Street are appropriate for that area." Along with many cities and counties across the state of Washington, the City of Mercer Island is required to plan for growth, and has identified areas of the City for that growth to occur.

Tree retention per the Mercer Island Municipal Code is prioritized for residential areas which are not planned for growth.

your plan L-200 is missing

L-200 has been included in the revised submittal.

In the Davey Report, they have not calculated the trees correctly

There are 134 trees documented in the arborist's report, which matches the narrative on page 7.

It looks like they are going to clearcut the equivalent of the building footprint

Existing trees will be removed to allow for development. We will protect existing trees to remain and provide tree replacement per the requirements of the Mercer Island Municipal Code.

The Transpo study needs to be redone to include the 150 students, the teachers/admin staff for the K-8 school, the Temple Herzl congregants, as well as however many preschoolers they think will be attending the school within the Temple building.

The preschool is part of the 150 students, and is now located inside the school building. New traffic associated with the proposed use was calculated; existing traffic generated from existing uses was accounted for in the traffic counts.

We understand that traffic is a primary concern. In collaboration with our traffic consultant, we have carefully designed a drop-off and pick-up flow that will allow for 68 waiting cars to be stored on the existing synagogue's driveway loop while enabling parents to quickly and efficiently drop off their students. Preschool and K-8 drop-off will be staggered to allow the parents and caregivers of a maximum of 40 preschool children to park and exit their vehicles. Pick-up will be staggered throughout the afternoon. Further details can be found in the traffic analysis and on the site plan.

How [can] Transpo say there are LOS Bs of let's say 20 seconds...How on earth did they come up with their LOS?

why did Transpo use Highway Capacity Manual, 2000?

Transpo needs to explain ... why they did not use that methodology

The Traffic Impact Analysis completed followed all City guidelines and meets the requirements for a full SEPA Analysis. The trip generation land use categories and rates outlined in the Mercer Island Transportation Concurrency Ordinance are based on the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). As noted in the Transportation Impact Analysis report submitted (May 2024), project impacts were analyzed based on trip generation from the most updated ITE Trip Generation Manual (11th Edition, 2021). Land use codes for the proposed Private School (K-8) (LU #530) and General Office Building (LU #710) were used, corresponding to the land use codes, rates and equations in the updated 11th Edition manual. As shown in Table 4 as well as Appendix D of the Transportation Impact Analysis, the private school (K-8), based on

ITE's 11th Edition LU #530, has a trip rate of 0.26 trips per student during the weekday PM peak hour resulting in 39 trips. The office building, based on ITE's 11th Edition LU #710, uses an equation to calculate trips during the weekday PM peak hour per guidance from ITE. The effective trip rate for 12,300sf of office space is approximately 2.36 trips per 1,000 sf, resulting in 29 trips associated with the office use during the weekday PM peak hour. As shown in Table 4 as well as Appendix D of the Transportation Impact Analysis, the site is estimated to generate 68 new trips during the weekday PM peak hour.

Please note that the City of Mercer Island engages an outside peer reviewer to evaluate the transportation analysis to ensure that it meets the standards required.

How can they be allowed to build a new building and not provide one parking spot?

Parking is proposed to be shared with the existing synagogue site, which is used for worship at times when the new building will not be used. The school and rental spaces will have lease agreements limiting hours of use to those which do not conflict with hours of worship. We have included parking quantity calculations per city code in our revised application, which demonstrate that we have ample parking for these uses.

You will find that at times, the overflow of the JCC and FASP people use the Temple Herzl parking lot

In 2007, HNT wrote a letter to the French American School agreeing to provide faculty parking for 30 cars during the 2007-2008 school year, anticipating being able to do so 'in the future.' This has been an informal, non-binding arrangement reviewed annually. Once construction starts, this parking will not be available and we have notified the French American school accordingly.

141 occupants exceed 49, the limit of occupants permitted access to only a single exit

A second means of egress has been provided for the third level.

You don't know if the noise from the freeway will impact the kindergarteners and the neighbors

We have taken sound readings of the freeway and will be using noise-reducing windows along the north (freeway) side of the building. It is beyond the scope of this project to modify the noise of the existing freeway.

...for neighbors who have million dollar homes to have to look at the trash enclosure

We have relocated the trash receptacles to the north side of the commercial lot, well away from residential neighbors.

All I ask is that you work with the neighbors and come up with something that is agreeable to all of you and within code

The public process is mandated by City of Mercer Island laws and regulations, which the Design Team is bound to follow. We will comply with all applicable codes and regulations.

Thank you again for your feedback and participation in the public process.

Sincerely,

Anjali Grant