

Mercer Island Center for the Arts (MICA) Transportation Impact Analysis
 Review Comments
 9/8/2016

P. Yamashita

N #	Page/Sheet/Section	Comment	Notes/Response
1	Parking Management Plan	<p>1. Pg. 2 – Location 8 reflects 40 and 48 parking spaces on the east and west side of 77th Ave. SE. These space <u>do not</u> exist.</p> <p>2. Pg. 3 – The two graphs are confusing. Please provide a written explanation of what they are intended to convey. The first graph is titled, “Top 50 Lots by Average Availability”. Please indicate whether these are within ¼ (or other distance) of the site. It would be helpful to include a map to accompany the graphs to put the graphs into context. Parts of the watermark (“DRAFT”) is in the background of the graph. Please remove. It is unclear in the second graph what the black bars depict vs the grey ones.</p> <p>3. Pg. 4 – (ADA Parking) The proposed ADA parking stalls take over an existing parking pullout in the right of way used primarily by Parks Maintenance crews and patrons of Mercerdale Park. Converting this to ADA will require providing replacement parking for Parks Maintenance large enough to accommodate a truck with trailer (total vehicle length of 40 feet). This might need to be located on site if space is not conveniently available on the street.</p> <p>4. Pg. 4 – (Drop-off/Pick-up Management) – Provide a more detailed discussion regarding drop-off/pick-ups including where the loop will be located, how it will be managed, and the approximate capacity. It should be as close as possible to the building entrance. The project team previously indicated that it would have a capacity of 20 to 30 vehicles. Page 5 indicates that new on-street parking on 77th Ave. SE in front of Farmer’s Insurance will have time-limited parking for short term drop-offs and pick-ups. Is this your proposal or are you</p>	

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		<p>saying that the City has already approved this? Who will enforce the parking restriction? It indicates that 10 stalls will be provided. That means approximately 200' of the street will be used for this, which reduced the amount of proposed on-street (longer term) parking available.</p> <p>5. Pg. 6 – (Enforcement & Coordination Strategies) – The second paragraph indicates that if additional signage and enforcement is necessary, MICA will coordinate with the City. This seems to put the responsibility on the City. MICA must be proactive and actively monitor the use of adjacent streets south and southeast of the site. There is a statement indicating that MICA will “strongly discourage” the use of on-street parking near the Thrift shop. How will this be done?</p> <p>6. Pg. 6 (Deployment Strategy) – Indicates that MICA/tenant staff “could” assist with drop-off, check-in, and pick-up and reinforce posted parking time limits as well as be on-site to assist with drop-off on the street frontage before performances. These statements should be more affirmative, such as “will, as needed...”.</p> <p>7. As the area changes over time, the use of the private parking lots and their availability might change. The parking management plan shall be updated annually and parking agreements shall be in place before the project is occupied. Add a note in the plan stating who will be in charge of managing these agreements and updating the parking management as needed and when during the year the update will occur.</p>	
2	Restriping of 77th Ave SE & SE 32nd Street	The plan shows restriping of 32nd Avenue to allow for on-street and accessible parking. The City engineer previously provided comments on this plan on July 26, 2016 to the project traffic	

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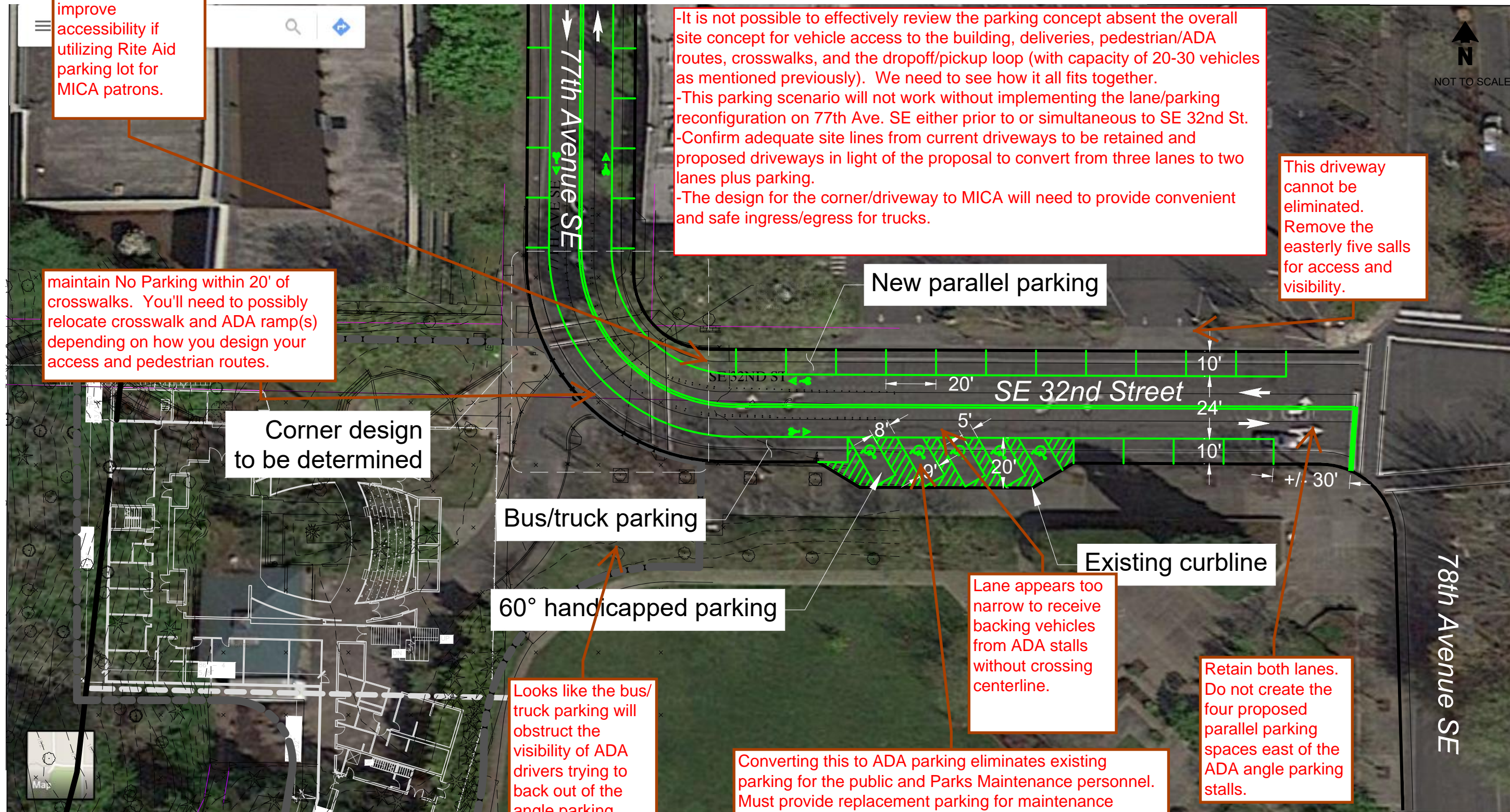
P. Yamashita

N #	Page/Sheet/Section	Comment	Notes/Response
		<p>engineer. These comments must be addressed and the plan updated. The July 26th comments are attached. Although the restriping of 77th Ave. SE to provide on-street parking is part of the City's long-term plan, it is not currently included in the Six-Year Transportation Improvement Program. Therefore, all costs associated with creating on-street parking will likely be the responsibility of MICA.</p>	
3	Accessible Parking Access	<p>Accessible parking is planned on street along SE 32nd Street. The closest accessible ramp is the crosswalk at 77th Avenue SE, approximately 70 feet west of the closet stall. Install new accessible ramps at the proposed parking area so that wheelchairs do not need to travel in the roadway to access the sidewalk.</p>	
4	TIA	<p>Refer to the redlined copy of the TIA for comments.</p>	
5	TIA pg. 17 (Pick-Up/Drop-Off Trips/Plan)	<p>This section is not specific enough. The plans submitted for the project depict the building, site improvements, an even on-street parking but do not show even a conceptual drop-off/pick-up area. Provide a plan that depicts and describes how pick-ups/drop-offs will be addressed, especially after school for the programs focused on children at the site. Show specifically where this will occur, how it will be managed daily (i.e. where cars will queue, if flaggers or other staff will be managing traffic flow so that it does not impede through traffic on 77th Avenue SE and SE 32nd Street), and how it interacts with on street parking including ADA parking. The project team previously described it as a "loop" with a capacity of at least 20 to 30 vehicles. The appendix shows that the peak occurrence of pick-up/drop-off is at 9:00 p.m. Show that there is adequate illumination throughout the proposed pick-up/drop-off zone so</p>	

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		that drivers are able to see pedestrians as they negotiate the parked and moving cars.	
6	SEPA Checklist	Refer to my comments on the checklist	
	Miscellaneous	It appears that the Fire Dept. access, stormwater detention system, above-ground bioretention area, and the drop-off/pick-up loop are outside of the proposed lease boundaries. The City Council will ultimately need to determine whether the lease boundaries need to encompass some or all of these improvements.	



Proposed 32nd Street SE on-street parking

15249 Mercer Island Center for the Arts

SEP 16 - 015

Transportation Impact Analysis

MERCER ISLAND CENTER FOR THE ARTS (MICA)

Prepared for:
MICA

June 2016

Prepared by:

transpogroup 
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Executive Summary

This section provides an executive summary of the Transportation Impact Analysis through a set of frequently asked questions (FAQs).

Where is the project located and what would be developed?

The project is adjacent to Mercerdale Park, at the SE 32nd Street/77th Avenue SE intersection in Mercer Island, Washington. Development would include a performing arts center, containing a mainstage auditorium, theatre lab, recital studio, dance studio, and several classrooms and practice rooms. Outside the building structure, an outdoor theater, café, and performance plaza/drop-off area are included within the property's perimeter.

How is parking to be accommodated for the site?

It is anticipated that on-street parking and parking committed by adjacent businesses will be shared to satisfy the project parking demand, based on studies of existing supply and utilization. Proposed changes to the town center area include the addition of on-street parking on both east and west sides of 77th Avenue SE, as well as along other roadways surrounding the site. No on-site parking is proposed for this project.

How many daily vehicular trips would the project generate and when would peak traffic volumes occur?

The peak traffic volumes would occur during the weekday PM peak hour and the project would generate approximately 166 total trips with approximately 86 inbound trips and 80 outbound trips.

What transportation impacts are anticipated, if any?

Pick-up and drop-off queuing activity is anticipated to occur during class start and dismissal times; however, the site will be designed such that this activity will be accommodated within on-street curb space for minimal impact to the adjacent roadway network. Traffic generated by daytime classes and nighttime performances is anticipated to be low enough as to not impact levels of service on surrounding roadways and intersections.

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What measures are proposed to reduce or control traffic impacts?

The site access area for pick-up and drop-off trips will be designed to manage queuing. In addition, curb-side management and the use of MICA staff to supervise drop-off and pick-up trips would reduce or control project-generated impacts. Additional mitigation measures for parking demand during High Activity times will be addressed in a Parking Management Plan.

Introduction

The purpose of this transportation impact analysis (TIA) is to evaluate transportation conditions and identify potential impacts associated with the proposed Mercer Island Center for the Arts (MICA). As necessary, mitigation measures are identified that would offset or reduce significant impacts.

Project Description

The proposed project is located adjacent to Mercerdale Park, at the SE 32nd Street/77th Avenue SE intersection. The Mercer Island Center for the Arts includes a 300-person mainstage, 100-person theatre lab, 100-person recital studio, as well as a dance studio, three classrooms, and four practice rooms. Dance studio and classroom activities vary in size: practice rooms accommodate individual students, while a classroom may fit up to 20 students at once. Outside the building structure, an outdoor theater, café, performance plaza, and pick-up/drop-off area are included within the property's perimeter. The project site vicinity is shown in Figure 1, and the site plan is found in Figure 2.

One vehicular access point would be provided to the site. This would include an access at the intersection of SE 32nd Street and 77th Avenue SE, which would provide access for deliveries and service vehicles. A drop-off/pick-up area will on-street adjacent. — *(NONE SHOWN)*

No on-site parking is proposed for this project, and it is anticipated that on-street parking and parking available at local businesses will be shared to satisfy the project parking demand. A parking management plan will be developed to include strategies for accommodating the variety of events and activities at MICA.

Study Area and Approach

The analysis focuses on the weekday PM peak period (one busiest hour between 4:00 and 6:00 p.m.) operations at four study intersections as coordinated with the City. This period represents the highest cumulative total traffic for the adjacent street system providing a conservative timeframe for level of service (LOS) analysis. The study intersections include (also see Figure 1):

1. 77th Avenue SE / SE 27th Street
2. 78th Avenue SE / SE 28th Street
3. Island Crest Way / SE 28th Street
4. 78th Avenue SE / SE 32nd Street

The TIA begins by describing background conditions in the site vicinity including the roadway network, existing and future (2019) weekday PM peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit. Future conditions, with the proposed project constructed and occupied, were evaluated by adding site-generated traffic to future baseline traffic volumes. Analysis of future conditions addresses cumulative impacts of the proposed project and traffic growth in the study area. Site-generated impacts are identified based on differences in transportation conditions between future with- and without-project conditions.

*I THINK THIS IS IN ROW,
NOT ON SITE*



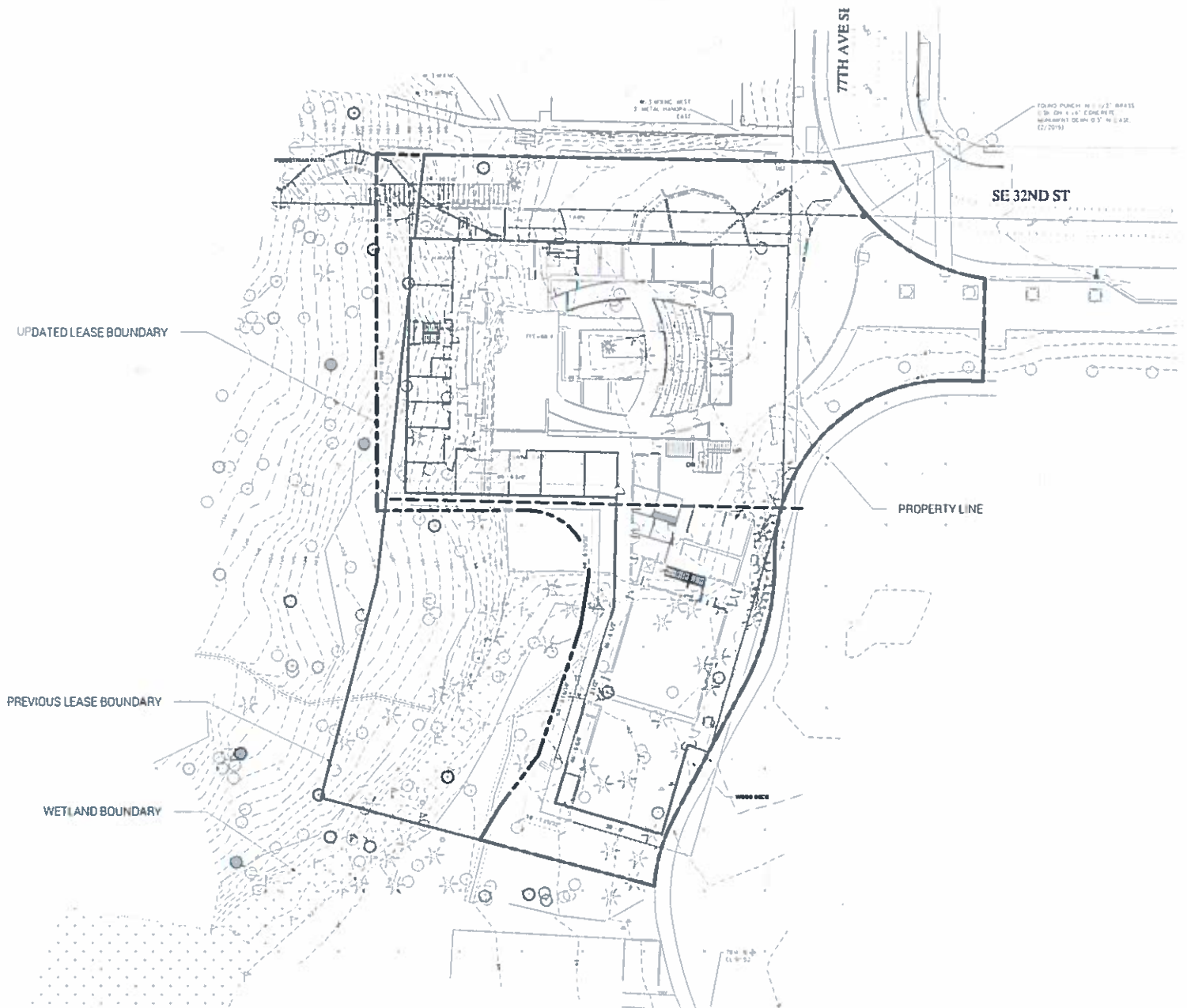
Site Vicinity

Mercer Island Center for the Arts (MICA)

FIGURE

1





Site Plan

Mercer Island Center for the Arts (MICA)



FIGURE

2

Existing & Future Without-Project Conditions

This section describes existing and future conditions within the identified study area without construction of the project. Characteristics are provided for the roadway network, planned roadway improvements, non-motorized facilities, transit service, existing and future without-project traffic volumes, traffic operations, and traffic safety.

Roadway Network

The project site is located in north Mercer Island, adjacent to the bottom of the Town Center area, and is bound by 77th Avenue SE to the east and SE 32nd Street to the north. Mercerdale Park acts as a boundary to the south and west of the site. The major roadways within the study area include:

77th Avenue SE is a three-lane roadway ^{AND BIKE LANES} classified as a secondary arterial with sidewalks and a center two-way left-turn lane. This north-south roadway serves as a connection between the Mercer Island town center area and Interstate 90 (I-90). The posted speed limit is 25 miles per hour (mph).

78th Avenue SE is a two-lane north-south roadway classified as a collector arterial with sidewalks and a raised median. This roadway provides north-south access within the town center area. The posted speed limit is 25 mph.

SE 27th Street is a three-lane east-west roadway with sidewalks and a center two-way left-turn lane. The roadway is classified as a ^{SECONDARY} primary arterial and provides east-west access within the town center area. The posted speed limit is 25 mph.

SE 28th Street is a two-lane roadway with sidewalks. This roadway provides east-west access within the town center area. The posted speed limit is 25 mph.

SE 32nd Street is an east-west secondary arterial with sidewalks. The road provides one lane in each direction and a center two-way left-turn lane. Access to the project site would be via the 77th Avenue SE/ SE 32nd Street intersection. The posted speed limit is 25 mph.

Island Crest Way is a five-lane roadway classified as a primary arterial. This north-south roadway serves as one of the primary accesses to and from I-90, especially to reach areas east of the project site. Island Crest Way also serves as a primary access to southern Mercer Island neighborhoods. The posted speed limit is 35 mph.

Planned Roadway Improvements

Based on a review of the City's 2016-2021 Six-Year Transportation Improvement Program (TIP) and the recently-completed Town Center visioning process, future improvements by the City include narrowing 77th Avenue SE and adding on-street parking to both sides. **These improvements are assumed as part of the future (2019) without-project conditions.** In addition, the planned 2019 resurfacing program will repave 80th Avenue from SE 28th Street to SE 32nd Street, SE 32nd Street from 80th Avenue SE to 78th Avenue SE, and SE 29th Street from 76th Avenue SE to 77th Avenue SE. The resurfacing program will also repair sidewalks and upgrade sidewalk ramps to meet ADA requirements.

QUOTE WHAT IT SAYS
AND REF. PAGE #

NOT IN TIP
SO DON'T
INCLUDE IN
2019. IT
WOULD BE PART
OF "WITH PROJECT"
CONDITIONS

Non-Motorized Facilities

Sidewalks are provided along all of the nearby streets with crosswalks located at major intersections allowing safe pedestrian mobility throughout the area. Signalized crossings are

provided at the 77th Avenue SE/SE 27th Street and Island Crest Way/SE 28th Street intersections. Unsignalized pedestrian crossings are provided at the 78th Avenue SE/SE 32nd Street and 78th Avenue SE/SE 28th Street intersections. Pedestrian routes to the project site are clearly marked and accessible from all directions.

Transit Service

Three nearby transit stops are within walking distance from the project site. These stops are located at the southwest and northeast corners of the 78th Avenue SE/SE 32nd Street intersection, as well as at the Island Crest Way/SE 32nd Street intersection. Six transit routes access these stops, providing service throughout the King County area, primarily to Mercer Island and Seattle. The service areas, operating hours, and headways for these routes are summarized in Table 1.

Table 1. Existing Transit Service¹

Routes	Area Served	Approximate Operating Hours	PM Peak Vehicle Trips		PM Peak Headways (minutes)
			Eastbound	Westbound	
201	Downtown Seattle – Mercer Island Park & Ride	7:00 a.m. to 8:30 a.m. 6:00 p.m. to 7:00 p.m.	1	1	40-60
204	Downtown Seattle – Mercer Island	6:00 a.m. to 7:30 p.m.	2	2	30
630	Downtown Seattle – Mercer Island	6:00 a.m. to 9:00 a.m. 4:00 p.m. to 7:30 p.m.	2	0	30
891, 892	Mercer Island – Mercer Island High School	7:00 a.m. to 8:00 a.m. 2:00 p.m. to 4:00 p.m.	1	1	60
894	Mercer Village Shopping Center – Mercer Island High School	7:00 a.m. to 8:00 a.m. 2:00 p.m. to 4:00 p.m.	1	1	60
Total			7	5	30-60

1. Based on data provided by King County Metro Transit (April 2016).

As shown in the table, most of the service is provided to Downtown Seattle and other areas of Mercer Island. Headways range from 30-60 minutes.

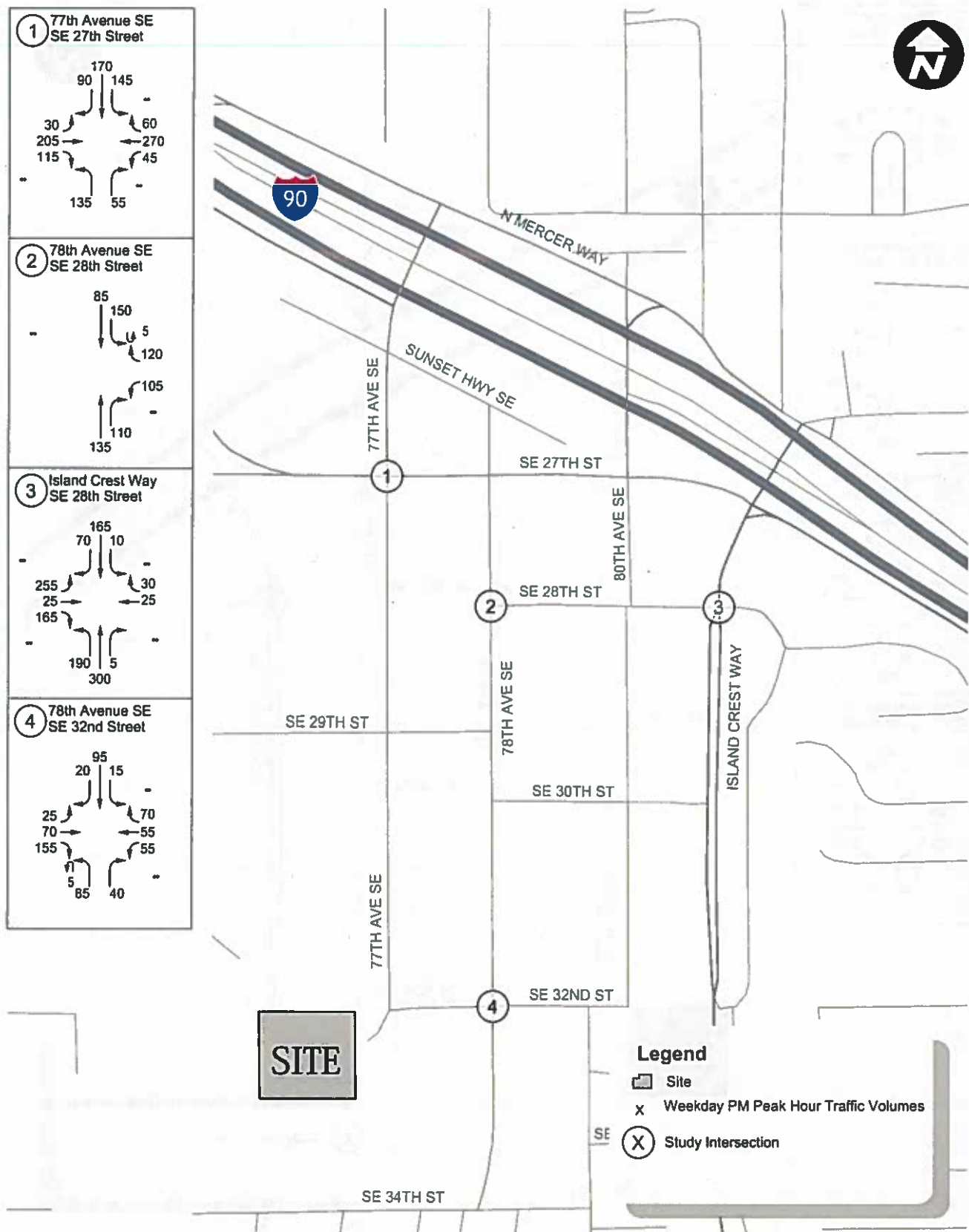
Traffic Volumes

Existing Conditions

This transportation analysis focuses on the weekday PM peak hour when traffic volumes would be greatest. Existing turning movement counts at the study intersections were counted in April 2016. The detailed intersection turning movement traffic volumes are provided in Appendix A. Existing weekday PM peak hour traffic volumes are summarized in Figure 3 and were used to establish existing traffic conditions.

Future Traffic Volume Forecasts

Future (2019) without-project traffic volumes were forecasted using an annual background growth rate of 0.5 percent. These volumes were forecasted using the information from the City of Mercer Island's background growth rate for areas outside the Town Center boundary, as defined by the City of Mercer Island Comprehensive Plan. Project trips from the known pipeline development, Keeler Mixed Use (The Hadley), were also applied. Future (2019) without-project traffic volumes are shown in Figure 4.

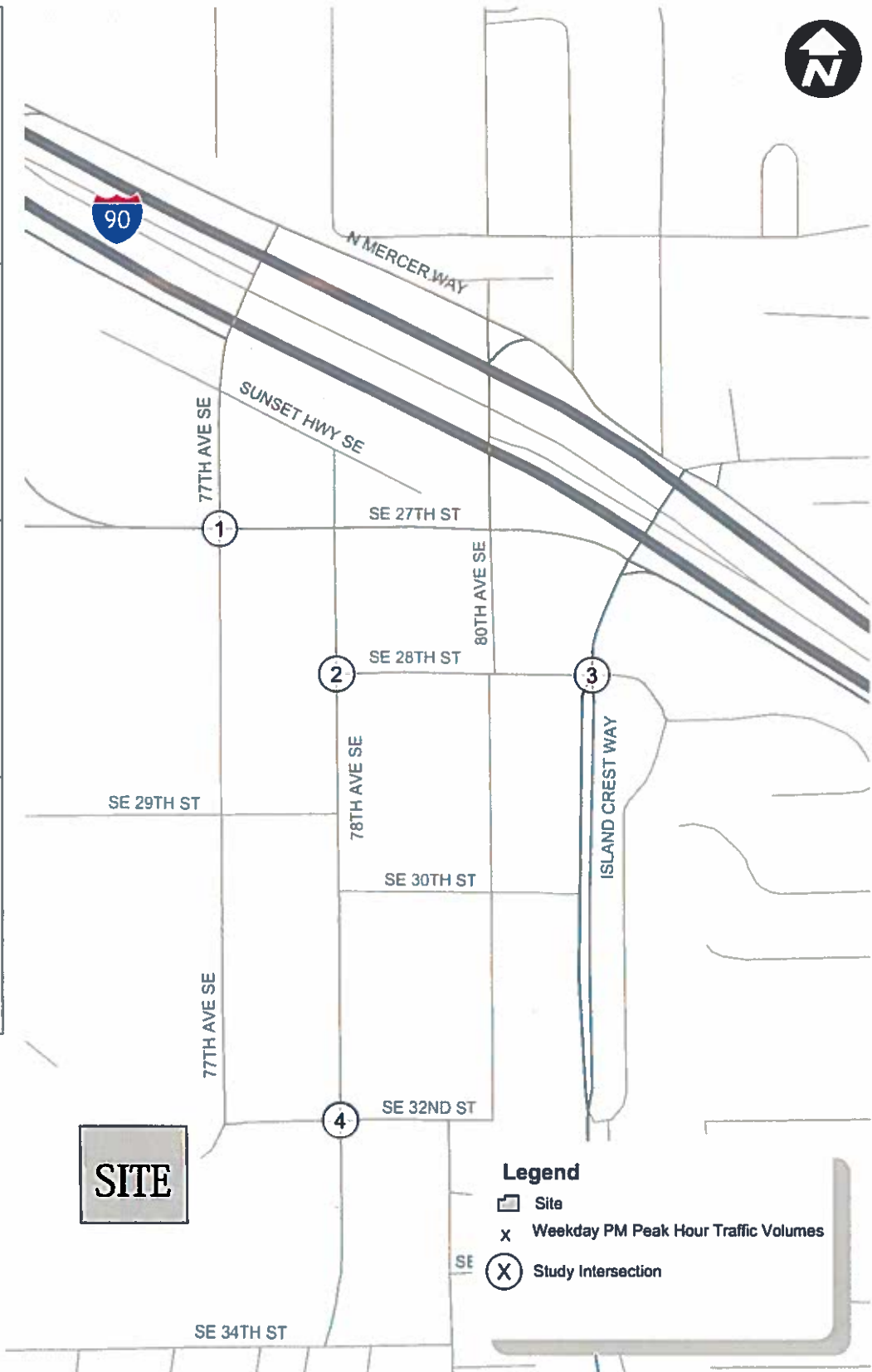
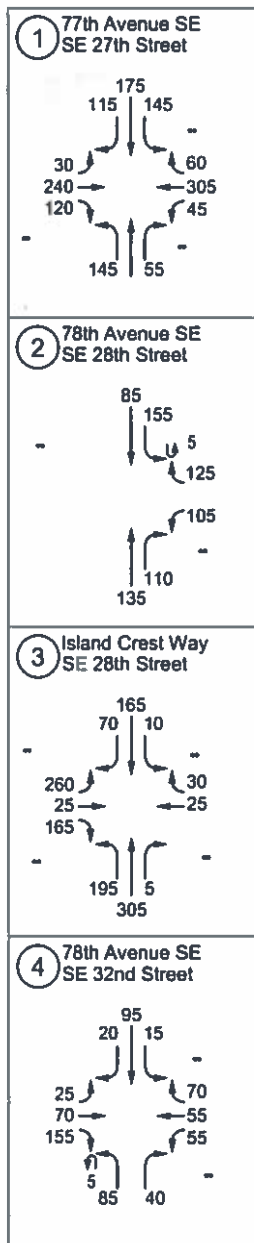


Existing (2016) Weekday PM Peak Hour Volumes

FIGURE

Mercer Island Center for the Arts (MICA)





Future (2019) Without-Project Weekday PM Peak Hour Volumes

FIGURE

Mercer Island Center for the Arts (MICA)

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Traffic Operations

PM peak hour traffic operations were evaluated at the study intersections based on level of service (LOS). The LOS analysis method was based on procedures identified in the *Highway Capacity Manual* (2010), and evaluated using Synchro version 9.0.

At signalized intersections, LOS is measured in average control delay per vehicle and is typically reported using the intersection delay and volume-to-capacity ratio (V/C). At stop-sign-controlled intersections, LOS is measured in delay per vehicle. Traffic operations for an intersection can be described alphabetically with a range of levels of service (LOS A through F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix B contains a detailed explanation of LOS criteria and definitions.

Based on the Transportation Element of the City's Comprehensive Plan (2005), the City has adopted an LOS C standard within the city boundary. Washington State Department of Transportation (WSDOT) has set an LOS D standard. Table 2 summarizes the existing and future (2019) without-project weekday PM peak hour LOS at study intersections. The detailed LOS worksheets are included in Appendix C.

Table 2. Existing and Future (2019) Without-Project Weekday PM Peak Hour Level of Service

Intersections	Jurisdiction	2016 Existing			2019 Without-Project		
		LOS ¹	Delay ²	WM ³	LOS ¹	Delay ²	WM ³
1. 77th Avenue SE / SE 27th Street	Mercer Island	B	15.9		B	17.2	
2. 78th Avenue SE / SE 28th Street	Mercer Island	B	11.1	SB	B	11.3	SB
3. Island Crest Way / SE 28th Street	WSDOT	C	20.7		C	21.0	
4. 78th Avenue SE / SE 32nd Street	Mercer Island	B	12.3	EB	B	12.3	EB

1. Level of service (LOS), based on 2010 *Highway Capacity Manual* methodology.
 2. Average delay in seconds per vehicle.
 3. Worst movement reported for unsignalized intersections where EB = eastbound and SB = southbound

As shown in Table 2, all of the study intersections currently operate at LOS C or better during the weekday PM peak hour, meeting the respective City and WSDOT LOS standards. Under future without-project conditions, all intersections continue to meet the respective City and WSDOT standards, operating at LOS C or better. Increases in delay between existing and 2019 without-project conditions are approximately one second or less at all study intersections.

Traffic Safety

WSDOT provided the collision data for the most recent three-year period for intersections and roadway segments within the study area. Specifically, the data was summarized between January 1, 2013 and December 31, 2015. Table 3 provides a summary of collision history within the study area.

Table 3. Three-Year Collision Summary – 2013 to 2015

Location	Number of Collisions			Total	Annual Average	Collisions per MEV ¹
	2013	2014	2015			
1. 77th Avenue SE/ SE 27th Street	1	3	3	7	2.3	0.46
2. 78th Avenue SE/ SE 28th Street	0	0	3	3	1.0	0.39
3. Island Crest Way/ SE 28th Street	0	0	0	0	0.0	0.00
4. 78th Avenue SE/ SE 32nd Street	1	2	1	4	1.3	0.43

Source: WSDOT and Transpo Group, 2016

1. Million Entering Vehicles

Within the analysis time period, the highest number of collisions occurred at the 77th Avenue SE/ SE 27th Street intersection with an average of 2.3 collisions per year. The other study intersections experienced on average between 0 and 2 collisions per year. No fatalities or bicyclist collisions were reported at a study intersection; however, one pedestrian collision occurred at the 77th Avenue SE/SE 27th Street intersection. The collision was the result of **driver inattention**, as a pedestrian was hit when a vehicle turned right from westbound SE 27th Street onto southbound 77th Avenue SE. The most common collision type during the three-year period was an angle collision.

By incorporating the traffic volume at the intersection, the rate of collisions per million entering vehicles (MEV) allows a uniform standard for evaluating accident history. Generally, a collision rate at intersections greater than 1.0 collision per MEV is considered higher than normal. Based on this threshold, there were no safety issues identified at the study intersections.

Project Impacts

This section of the analysis documents project-generated impacts on the surrounding roadway network and at the study intersections. First, peak hour traffic volumes are estimated, distributed, and assigned to adjacent roadways and intersection within the study area. Next, 2019 volumes are projected and potential impact to traffic volumes, traffic operations and non-motorized facilities are identified.

Project Trip Generation

Project trip generation estimates were developed for the project based on assumptions consistent with MICA's intended use as a performing arts center. Trips were calculated using methodology found in *Federal Way Performing Arts & Conference Center – Traffic & Parking Study*¹. The 41,000 square foot Federal Way (WA) Performing Arts & Conference Center includes a 700-seat auditorium and 8,000 square feet of additional conference space, as well as an outdoor plaza area. The event space is designed to accommodate music and dance performances, seminars, and local or regional meetings. Based on similarities in size and uses between the two venues, the trip generation methodology was also applied to MICA. The Federal Way Performing Arts & Conference Center study relies on average vehicle occupancy (AVO) rates from surveys conducted at Seattle's McCaw Hall². The following paragraphs summarize the preliminary trip generation methodology and estimate for the proposed use.

Two scenarios were evaluated to estimate trip generation and parking demand based on utilization and room capacities of the performing arts center. Activity schedules and class sizes for both scenarios were developed through coordination with MICA's largest tenants, Youth Theatre Northwest (YTN) and Island Youth Ballet (IYB). The scenarios are listed below:

1. **Design Capacity:** This scenario includes an evening mainstage performance, as well as evening classroom or recital studio events, with each venue at 75 percent capacity. Mid-day classroom events at 100 percent capacity are also included in this scenario. Classes occur throughout the day, with six approximately 60-minute dance studio classes between 1:00 p.m. and 9:00 p.m. Classroom events, typically with Youth Theatre Northwest, occur during the afternoon, between approximately 2:30 p.m. and 4:30 p.m., but can also occur during morning hours or throughout the day. Rehearsals in the theatre lab, recital studio, and classroom venues occur between approximately 6:00 p.m. and 9:00 p.m. The Design scenario represents the majority of the facility's use.
2. **High Activity Capacity:** The High Activity scenario includes performance and classroom events listed above in the Design Capacity scenario, as well as an additional mid-day rehearsal. The evening performance in this scenario would be sold out or at 100 percent capacity. This scenario is used for the overlap of multiple classes, rehearsals, and shows. It is expected that this High Activity scenario would occur only a few nights per year.

A Design capacity and High Activity capacity were estimated to account for differences between Design and High Activity capacity audiences in the center's venues and activity

¹ Memorandum – *Federal Way Performing Arts & Conference Center – Traffic & Parking Study*, K. Jones to P. Doherty (September 23, 2014).

² Memorandum – *Kirkland Resource Library and Performing Arts Center Draft Environmental Impact Statement – Transportation and Parking Analysis*, The Transpo Group to Huckell/Weinman Associates Inc. and The City of Kirkland (February 4, 1991).

spaces. The two scenarios account for multiple activities taking place at the performing arts center during the same time period. These assumptions were conservative, considering an average performance is not anticipated to reach 75 percent audience capacity. AVO values of 2.2 persons per vehicle are consistent with the *Federal Way Performing Arts & Conference Center – Traffic & Parking Study* and were assumed for staff, performers, and audience of evening performances at each venue. For daytime classes and rehearsals, AVO value of 1.0 persons per vehicle was assumed for staff of the classrooms and studios. The performers and students in the recital studio, dance studio, and classrooms were assumed to be younger than driving age and transported to/from MICA by a parent or chaperone. For trip generation purposes, classroom and studio performers were assumed to have an AVO of 1.0 or 2.0, depending on the class or rehearsal type, through coordination with Youth Theatre Northwest (YTN) and Island Youth Ballet (IYB).

No pass-by or internal trips were assumed to be included due to the nature of the venue and its events. Small percentages of transit and walk trips were included to account for the use of nearby transit and pedestrian facilities, although the majority of generated trips are assumed to be by vehicle. The project site is connected to the Mercerdale and First Hill neighborhoods by pedestrian pathways to the south and west. King County Metro provides daytime transit service one block away on 78th Ave SE. Based on extrapolations from American Community Survey data, 5 percent transit (daytime only, not for performances) and 5 percent pedestrian/bicycle trips were included. Transit trips were not included for performance peak hours because study area transit routes are not in service directly before or after performance times.

Trip generation was calculated for classes occurring during the PM peak hour (the peak of the surrounding roadways and the peak of the facility) as well as for the evening performances (both the Design and High Activity scenarios). The weekday PM peak hour trip generation assumed 100 percent capacity for events at that time (classes and rehearsals only). Pick-up and drop-off trips occurring around class and rehearsal times were included in trip generation calculations. For evening performances, trip generation was carried out for both 75 percent Design capacity and 100 percent High Activity capacity, using a peak hour of 6-7pm. These performance peak hours assumed a 7pm performance start time as this is a typical start time for performances. The traffic impact assessment evaluated the peak hour during 4-6pm. The performance peak hour (6-7pm) trip generation was used for parking accommodation. Additional traffic was expected for on-street parking circulation near the project site.

Table 4 summarizes the project's estimated trip generation for the weekday PM peak hour time period and evening performance scenarios. Detailed assumptions regarding activity schedules and trips generated are included in Appendix D.

Table 4. Weekday PM Peak Hour Trip Generation

Venue	Network PM Peak Hour (Highest 60 minutes, 4-6pm)			Performance Design (75% Capacity) Scenario (6-7pm)			Performance High Activity (100% Capacity) Scenario (6-7pm)		
	Total	In	Out	Total	In	Out	Total	In	Out
<i>Proposed Uses</i>									
Mainstage	22	20	2	123	113	10	163	149	14
Theatre Lab	18	11	7	0	0	0	0	0	0
Recital Studio	38	11	27	0	0	0	0	0	0
Dance Studio	44	22	22	0	0	0	0	0	0
Classroom	18	11	7	0	0	0	0	0	0
Classroom	18	11	7	0	0	0	0	0	0
Daytime Staff	10	0	10	0	0	0	0	0	0
Subtotal	168	86	82	123	113	10	163	149	14
<i>Mode Split Reduced Trips</i>									
Transit Trips (5%)	-8	-4	-4	-0	-0	-0	-0	-0	-0
Pedestrian & Bicycle Trips (5%)	-8	-4	-4	-7	-6	-1	-8	-7	-1
Total Proposed Trips	152	78	74	116	107	9	155	142	13

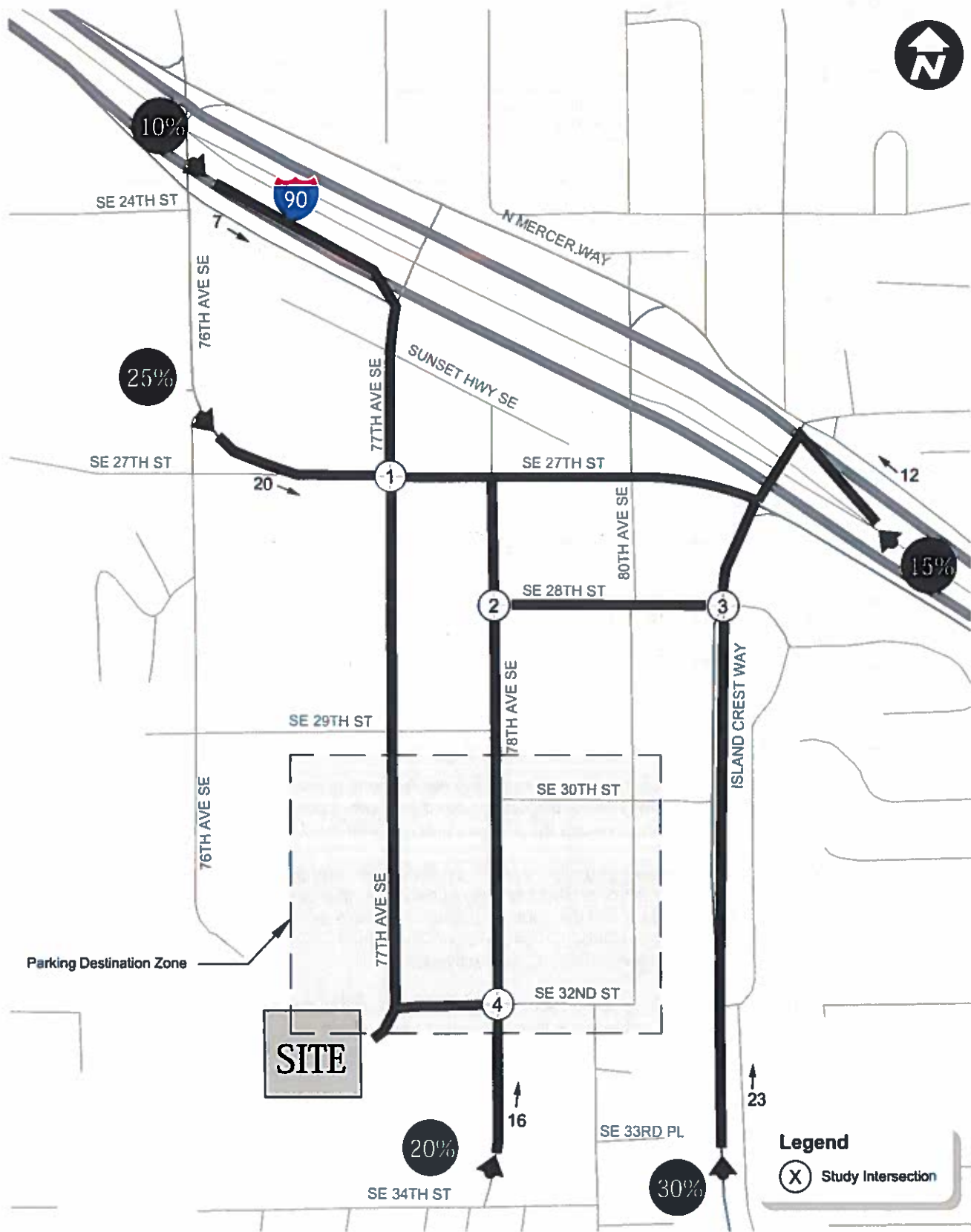
In summary, the project would generate approximately 152 trips during the weekday PM peak hour with 78 inbound and 74 outbound. During the Design Scenario, the project would generate approximately 116 trips, 107 inbound and 9 outbound, during the 6-7pm hour before an evening performance. During the High Activity Scenario, the project would generate approximately 155 trips, 142 inbound and 13 outbound, during the 6-7pm hour before an evening performance.

Project Trip Distribution and Assignment

The development of the inbound and outbound trip distributions is consistent with previous studies submitted in the vicinity of the project. Distributions were developed based on travel patterns in the study area and through the scoping process with the City of Mercer Island.

It is anticipated that 75 percent of project trips would distribute throughout Mercer Island, while the remaining 25 percent of project trips would originate off-island, utilizing eastbound and westbound I-90. Based on this distribution, project trips were then proportionally assigned to the network. Trip distribution and assignment of the inbound and outbound project trips are shown in Figures 5 and 6, respectively.

Trips were assigned to parking lots closest to the project site within the study area. Lots were chosen based on proximity to the project site and average evening availability, using information from MICA's Mercer Island Parking Analysis to Assess Availability (2015).

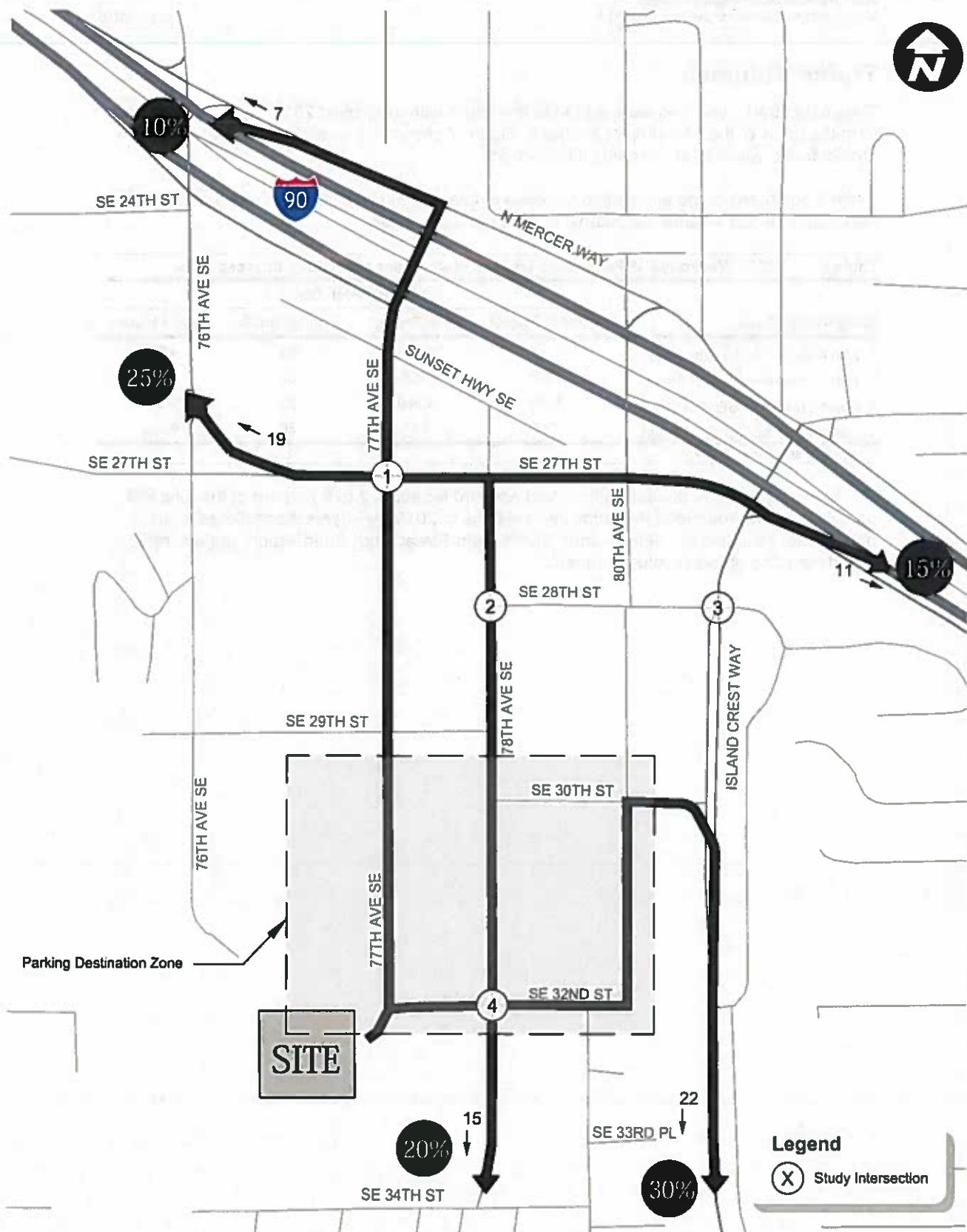


Project Inbound Trip Distribution

Mercer Island Center for the Arts (MICA)

FIGURE

5



Project Outbound Trip Distribution

Mercer Island Center for the Arts (MICA)

FIGURE

6

Traffic Volumes

The project traffic volumes were added to the future without-project 2019 traffic volumes to form the basis of the with-project analysis. Figure 7 shows the weekday PM peak hour with-project traffic volumes at the study intersections.

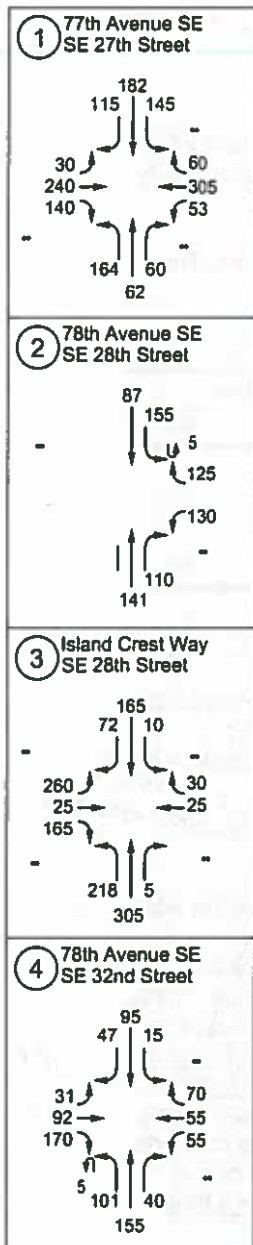
Table 5 summarizes the anticipated increase in total entering traffic as well as the percent of future with-project volume attributable to the proposed project.

Table 5. 2019 Weekday PM Peak Hour Traffic Volume Impact at Study Intersections

Study Intersections	2019 PM Peak Traffic			
	Without-Project	With- Project	Project Traffic	Project Impact
1. 77th Avenue SE/ SE 27th Street	1,490	1,556	66	4.2%
2. 78th Avenue SE/ SE 28th Street	720	753	33	4.4%
3. Island Crest Way/ SE 28th Street	1,255	1,280	25	2.0%
4. 78th Avenue SE/ SE 32nd Street	845	931	86	9.2%

Source: Transpo Group, June 2016

As shown in the table, project traffic would account for about 2 to 9 percent of the total PM peak hour traffic volume at the study intersections in 2019. At intersections closer to the project site, including the 78th Avenue SE/SE 28th Street study intersection, project traffic would have the greatest volume impact.



Future (2019) With-Project Weekday PM Peak Hour Volumes **FIGURE 7**
Mercer Island Center for the Arts (MICA)

Traffic Operations

Intersection operations analysis was conducted in the study area to evaluate the future 2019 conditions with the development of the project. Intersection LOS were calculated at the study intersections using the LOS methodology described previously.

Table 6 provides a comparison between the 2019 with- and without-project conditions. The detailed LOS worksheets are included in Appendix C.

Table 6. Future (2019) With and Without-Project Weekday PM Peak Hour Level of Service

Intersections	2019 Without-Project			2019 With-Project		
	LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. 77th Avenue SE / SE 27th Street	B	17.2		B	18.1	
2. 78th Avenue SE / SE 28th Street	B	11.3	SB	B	11.6	SB
3. Island Crest Way / SE 28th Street	C	21.0		C	22.2	
4. 78th Avenue SE / SE 32nd Street	B	12.1	EB	B	14.3	EB

1. Level of service (LOS), based on 2010 *Highway Capacity Manual* methodology.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound and SB = southbound.

As shown in Table 6, all study intersections would operate at LOS C or better, meeting LOS standards. All study intersections would operate at the same LOS under with-project conditions relative to without-project conditions, adding approximately two seconds or less of delay.

Pick-Up and Drop-Off Trips

Youth classes and rehearsals at the MICA facility cause drop-off and pick-up trips to the site, especially during class start and dismissal times. Based on projected Youth Theatre Northwest (YTN) and Island Youth Ballet (IYB) activity schedules, back-to-back classes during daytime and afternoon hours will cause simultaneous pick-up and drop-off trips during the same time frame. It is estimated that a maximum of 35 drop-off trips and 15 pick-up trips could occur during the weekday PM peak hour for the roadway network. The loading area at the site access will be designed to accommodate queuing during dismissal times with high pick-up and drop-off volumes. Additionally, a management plan will be developed to mitigate negative pick-up and drop-off impacts to traffic in the area. The plan will incorporate curbside management with through-only time limits and supervision by MICA staff members during class dismissal times. The maximum number of pick-up trips occurred at 9pm with 48 trips from pick-ups after simultaneous class/rehearsal dismissals. These trips will be accommodated with curb space management adjacent to the site.

WHY? ON SITE?
W/IN LEGAL AREA?

ADD MITIG. MEASURES

PICK TO CO.?

Parking

Supply

Parking is proposed off-site along MICA frontages at SE 32nd Street and 77th Avenue SE. Two studies, the *Mercer Island Parking Analysis to Assess Availability* (2015, MICA) and the *Town Center Parking Study* (April 2016, BERK/City of Mercer Island), assessed the availability of off-site surrounding parking lots. More than 1,600 off-street parking stalls are located within a quarter mile of the MICA site, and their occupancy ranged from 20% to 40% in the highest studied occupancy period, 12pm to 3pm. Based on these studies and commitments from surrounding lots, it is anticipated that on-street parking and parking available at local businesses will be shared to satisfy the project parking demand.

MOSTLY IN FARMER'S? IF SO, STATE IT.

NO FORMAL PLANS YET. NOTHING IN TIP.

Proposed changes by the City to the town center area include on-street parking on both east and west sides of 77th Avenue SE, as well as along other roadways surrounding the site. Existing on-street parking supply is currently under-utilized, as discussed below. No on-site parking is proposed for this project.

On-Street Parking Supply

An on-street parking utilization study was conducted to determine the available on-street parking supply and occupancy within a 1200-foot walking distance of the project site. Information at 800-foot, 1000-foot, and 1200-foot walking distances from the site are summarized in Table 7. Parking supply and demand counts were conducted from 2 to 3 p.m. and 6 to 7 p.m. in April 2016. The roadways included in the study area were SE 29th Street, 80th Avenue SE, and SE 32nd Street. A detailed summary of the parking utilization study is provided in Appendix F.

Table 7. Parking Utilization Study Summary

	Walking Distance from Site		
	800-foot	1,000-foot	1,200-foot
On-Street Supply ¹	19	106	116
Afternoon			
Average On-Street Occupancy ²	11 (58%)	70 (66%)	71 (61%)
Available Parking Supply	8	36	45
Evening			
Average On-Street Occupancy ²	3 (13%)	37 (34%)	38 (33%)
Available Parking Supply	16	69	78

1. Estimated on-street parking spaces based on standard SDOT procedures for measurements July 2015.
2. Based on an average of two days of data collection on April 26 and 27, 2016.

I DONT SEE WHERE THESE COME FROM IN TABLE

As shown in the table, the average on-street occupancy ranges from approximately 3 to 35 percent of the available on-street supply in the afternoon and evening. During the afternoon, a total of 45 spaces are available within 1,200 feet the site, with 36 available within 1,000 feet of the site, and 8 available within 800 feet of the site. During the evening, a total of 78 spaces are available within the site vicinity, with 69 available within 1,000 feet of the site, and 16 available within 800 feet of the site. Note these figures do not include the approximately 88 new on-street parking spaces that are expected to be added on 77th Avenue SE; see Appendix G.

Demand

Parking demand was evaluated through multiple factors. The Institute of Transportation Engineers (ITE) *Parking Generation*, 4th Edition, and City of Mercer Island code requirements were consulted while developing parking demand. The ITE Land Use 441 (Live Theater) recommends an average of 0.33 spaces per seat, or 1 parking space per 3 theater seats. ITE provides guidelines for parking demand; however, due to the unique characteristics of the project site, activity schedules for both Design and High Activity scenarios were analyzed.

Within the Mercer Island commercial zoned areas, City code requires 1 parking space for every 4 seats.³ The City of Mercer Island zoning does not specifically require a minimum amount of parking for performing arts uses in the P land use zoning, but MICA will propose

³ Mercer Island City Code, Chapter 19.04, Section 19.04.040



zoning changes to require an amount of spaces. ADA parking requirements will be accommodated with on-street designated handicap parking at the nearest areas to the site.

Parking accumulation was estimated based on venue capacity for each activity space. Two scenarios were developed to match the trip generation scenarios, a Design (75 percent capacity) Scenario, and a High Activity Scenario. As described above, the Design Scenario includes an evening mainstage performance, as well as evening classroom or recital studio events, with each venue at 75 percent capacity. Mid-day classroom events at 100 percent capacity are also included in this scenario. In addition to these activities, the High Activity Scenario includes an additional mid-day rehearsal and a sold out or 100 percent capacity performance. Average vehicle occupancies (AVO) of 2.2 persons per vehicle for staff members, performers, and audience were assumed to be consistent with trip generation methodology, as well as the *Federal Way Performing Arts & Conference Center – Traffic & Parking Study*. Figure 8 summarizes the estimated parking demand.

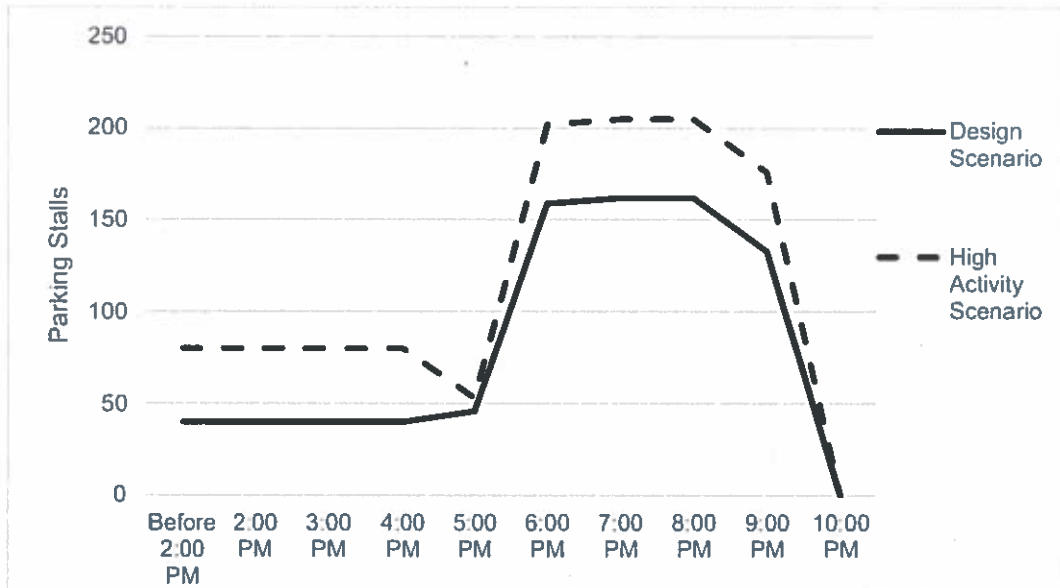


Figure 8: Parking Accumulation Curve

As shown in Figure 8, the peak parking demand ranges from a total of 162 to 205 parking stalls for the Design and High Activity scenarios, respectively. These assumptions are conservative because attendance levels are anticipated to be lower. In addition, the parking demand estimates for the performances do not include ride sharing trips, walking trips, or drop-off trips. While it is expected that multiple activities could occur throughout the performing arts center simultaneously, it is unlikely that every venue would be filled at the same time period.

The accompanying parking management plan details strategies that will accommodate parking demand. This will include discussion regarding added trips generation as vehicles circulate the study area to find on-street parking. During larger events when parking management is necessary, parking ambassadors will be utilized to direct vehicles to available lots. In addition, an on-street parking utilization study was conducted to accompany shared-parking agreements with local businesses. Detailed assumptions regarding activity schedules and parking accumulation are included in Appendix E.

THE ~~USE~~ RELIANCE ON OFF-SITE AND ON-STREET PKG FOR THE PROJECT WILL RESULT IN A LOT OF WALKING TO ~~THE~~ MICA FROM PARKING. DISCUSS ADEQUACY OF PED FACILITIES, ILLUMINATION, AND CROSSWALKS. ALSO SPEAK SPECIFICALLY ABOUT NEW / MODIFIED CROSSWALK AT 77TH CROSSING SG 32ND ST. SINCE THIS WILL BE A PRIMARY CROSSWALK FOR MICA AND IS VERY CLOSE TO DROP-OFF / PICK-UP AREA WHERE CONFLICTS



Parking Utilization Study Area

Mercer Island Center for the Arts (MICA)

FIGURE

9

Findings and Recommendations

This transportation impact study summarizes the project traffic impacts of the proposed Mercer Island Center for the Arts (MICA). General findings and recommendations include:

- MICA would develop a performing arts center, containing a mainstage auditorium, theatre lab, recital studio, dance studio, and several classrooms and practice rooms
- Based on a conservative estimate of project trip generation, the project would generate approximately 152 net new PM peak hour trips with 78 inbound and 74 outbound.
- Project traffic would represent 2 to 9 percent of the 2019 PM peak hour traffic volumes at off-site study.
- All study intersections are anticipated to meet the respective City and WSDOT standards, operating at LOS C or better under both future 2019 with- and without-project conditions.
- The peak parking demand ranges from a total of 162 to 205 parking stalls for the Design and High Activity scenarios, respectively.
- The project could generate a maximum of 35 drop-off trips and 15 pick-up trips during the weekday PM peak hour for the roadway network. These trips will be accommodated with site design, with a curbside loading area able to accommodate drop-off and pick-up queuing. A management plan will be developed to mitigate negative pick-up and drop-off impacts to traffic in the area.

• ~~THE~~ DROP-OFF / PICK-UP . . .

MITIGATION MEASURES?

- IF NONE, THEN STATE THAT



CITY OF MERCER ISLAND, DEVELOPMENT SERVICES GROUP
9611 S.E. 36 ST., MERCER ISLAND, WA 98040
(206) 275-7605 FAX: (206) 275-7726
WWW.MERCERGOV.ORG

ENVIRONMENTAL CHECKLIST

(WAC 197-11-960)

Date Received _____

File No. _____

Fee _____

See Development Application for fees

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project", "applicant," and "property or site" should be read as "proposal," proposer", and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Mercer Island Center for the Arts

2. Name of applicant: Lesley Bain, Architect for Mercer Island Center for the Arts
3. Address and phone number of applicant and contact person:

Framework Cultural Placemaking
1429 12th Avenue, Suite C,
Seattle WA 98101

4. Date checklist prepared: July 27, 2016

5. Agency requesting checklist:

City of Mercer Island

6. Proposed timing or schedule (including phasing, if applicable):

There are four components to this project: (1) Lease Agreement between the City of Mercer Island and MICA for the property where a performing arts center is to be located; (2) a text amendment to the City's zoning code; (3) a possible Short Plat if required by the City, and (4) construction of a performing arts center.

7. Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.

No.

IS WHAT IS THIS SUPPLEMENTAL TO IF DATE IS OLDER THAN OTHER DOCS?

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Geotechnical Engineering Design Report, Proposed Mercer Island Center for the Arts, Hart Crowser, July 26, 2016
Supplemental Memorandum, Hart Crowser, May 6, 2015
Wetland Delineation Report, Mercer Island Center for the Arts, The Watershed Company, May 21, 2015
Mercer Island Center for the Arts Conceptual Mitigation Plan, The Watershed Company, July 20, 2016

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No

ADD 3/3/15 ESO REPORT FROM HART CROWSER

10. List any government approvals or permits that will be needed for your proposal, if known.

Lease of underlying property, City of Mercer Island
Building Permit Approval, City of Mercer Island
Text Amendment to City of Mercer Island P-zone regulations, City of Mercer Island
Short Plat, if necessary, City of Mercer Island

ALSO ALL OF THE CONSTRUCTION PERMITS.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

As noted above, there are four components to this proposal:

(1) Lease Agreement between the City of Mercer Island and MICA for the property where a performing arts center is to be located.

(2) A text amendment to Public Institution (P) designation of the City's zoning code to allow the uses planned for the performing arts center, including theater, classroom, rehearsal space, movement and art studios, a studio and exhibition gallery, a public gathering space, and accessory uses thereon.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The location is generally on the Southwest corner of 77th Avenue SE and SE 32nd Street. See Attachment A: Proposed Lease Boundary, and Attachment B: Proposed Building Footprint.

B. ENVIRONMENTAL ELEMENTS**1. Earth**

a. General description of the site (check one): Flat, rolling, hilly, steep slopes, mountainous, other...

b. What is the steepest slope on the site (approximate percent slope)?

The steepest portion of the slope is approximately 22%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

According to the geotechnical report, soils are fine-grained glacial deposits, overlain by non-glacial deposits, clay and Vashon till. For more detail, see Geotechnical Report, Attachment B

d. Are there surface indications or history of unstable soils in the immediate vicinity?

If so, describe.

According to the geotechnical report, the site is in a landslide location and partially within mapped landslide deposits. In the opinion of the geotechnical engineers, the construction of the building will not increase or decrease the landslide hazard in the vicinity. There is a risk that debris could travel down slope if there were a landslide up the hill to the west. The slope near the proposed building, according to the report, is not considered steep enough to pose a seismic slope stability risk.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Excavation: Approximately 2,000 cubic yards of cut is expected.

Fill: Approximately 1,300 cubic yards of fill will be used to shape grade below the first floor. The source will depend on selected earthwork contractor, but typically comes from either the Kent/Auburn or Issaquah/Preston area.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Best management practices will be used to minimize erosion on the site during clearing and construction.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The site boundaries are an approved lease line purposefully set near the building. For that reason, the majority of the site is the building footprint itself, plaza space and fire access.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Multiple best management practices will be used including a construction entrance, silt fence, a concrete truck and pump washout area and catch basin inserts. Strict maintenance and monitoring criteria will be provided so that the temporary erosion and sediment control systems are in good working order throughout the duration of construction.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Typical emissions from construction equipment during construction.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

None needed

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Wetlands are in the vicinity, as described in Attachment E: Wetland Delineation Report, Mercer Island Center for the Arts, The Watershed Company.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes. Work is anticipated outside of the minimum allowed buffer of 25 feet near the wetland. Wetland mitigation will be proposed per City of Mercer Island requirements, 19.07.080(C).

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from the wetland.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, [containing the following chemicals...]; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff will come from paved and plaza areas, and from the building roof. Roof downspouts will be directed into a bioretention area to treat water before discharge into a proposed detention vault. Stormwater runoff from the non-pollution generating areas of the site will be collected in area drains and catch basins before being routed to the public storm drainage system. Runoff from impervious surface where motor vehicles are parked will be collected in a detention vault.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Surface runoff from the hillside will be intercepted by the proposed swale that will be strategically graded into the hillside to minimize impacts to the existing vegetation. Wetland mitigation for buffer reduction is addressed in Attachment F: Mercer Island Center for the Arts Conceptual Mitigation Plan, prepared by The Watershed Company. Water from impervious surfaces will be handled per item C.1. above.

DETENTION VAULT

4. Plants

a. Check or circle types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Vegetation will be removed on the portion of the site that is not currently impervious. The vegetation is in fill dirt and is not generally healthy. Some grassy areas in the park will be disturbed during construction and replanted.

c. List threatened or endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Site will be replanted around the new building with new trees and shrubs that will be planted in appropriate soil and growing conditions. Drought resistant and native plantings will be favored.

5. Animals

a. State any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds, other: typical bird and small mammal species are likely to be on the site
 Mammals: deer, bear, elk, beaver, other:
 Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

None known.

c. Is the site part of a migration route? (If so, explain.)

No

d. Proposed measure to preserve or enhance wildlife, if any:

The project will include planting healthier native habitat. The work done for wetland buffer mitigation will improve localized habitat.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will be used to power variable air volume heat pump units for heating, cooling and ventilation. Electric will also be used for lighting, equipment and other power needs.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The building will meet, at a minimum, the provisions of the Washington State Energy Code, and LEED Silver. We expect a well-insulated building envelope and energy efficient building systems.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

In terms of existing environmental hazards, a Phase 1 Environmental Review was done, and indicates that any environmental contamination is highly unlikely. The review found that no Phase 2 Review would be merited. See Attachment, Phase 1 Environmental Review, Aerotech, December 18, 2015. Minor amounts of hazardous material, such as paint or cleaning supplies would be too small to constitute a hazard.

- 1) Describe special emergency services that might be required.

Emergency services such as fire and emergency medical assistance would be provided by first responders from the City of Mercer Island. No special emergency services are anticipated.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

No measures anticipated to be necessary.

- b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

None

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

In the short term, construction noise will occur during the construction phase. In the long term, sounds generated within the building will primarily stay within the building. Outside of the building, outdoor performances will take place during summer months.

- 3) Proposed measures to reduce or control noise impacts, if any:

Construction will be done during hours allowed by City of Mercer Island. For the building, a professional acoustical engineer is providing input to the project.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

Much of the site was used as a recycle center until 2010. On the north end of the site is a small concrete plaza with a flagpole. The Farmers New World Life Insurance office building is adjacent to the site on the north. To the west is a wooded slope and to the east is the lawn of Mercerdale Park. To the south is a vegetated area located on top of fill dirt, generally in poor condition. A skatepark is also to the south. A stair and trail

- b. Has the site been used for agriculture? If so, describe.

No

- c. Describe any structures on the site.

The site has a one-story structure built in the 1970's for a recycle center. The site also has public restrooms, and sinks used by the Farmers Market.

- d. Will any structures be demolished? If so, what?

The structures described above will be demolished.

e. What is the current zoning classification of the site?

Public Institution—P

f. What is the current comprehensive plan designation of the site?

Park

g. If applicable, what is the current shoreline master program designation of the site?

The site is not covered by the shoreline master program.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Yes. The Landslide Hazard Area Map (MICC 19.16.010) indicates that there has been an identified landslide on the site. The area is identified for potential high water table. For more specific information, refer to the geotechnical report and wetland mitigation report.

i. Approximately how many people would reside or work in the completed project?

Approximately 12 people would work in the completed building. There would be no residents.

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

None

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Regulations for the P-zone will need to be modified by the City of Mercer Island to allow a cultural center and building permit approval for the project. The project will provide plaza space for public use and new landscaping to tie the building into its park setting. The trail to First Hill will be retained or replaced. We are working with Mercer Island Parks & Recreation on supporting and supplementing park functions.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low income housing.

None

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low income housing.

None

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas? What is the principal exterior material(s) proposed?

The tallest portion of the structure is approximately 35' high. The exterior building materials on the most visible facade will be heavily glazed.

b. What views in the immediate vicinity would be altered or obstructed?

The building itself will not alter or obstruct any views.

c. Proposed measures to reduce or control aesthetics impacts, if any:

The portion of the building along the edge of the park will be lowered for scale, with quality materials and views into the cafe, lobby, a reclaimed wood truss roof and art gallery. Landscaping along the park edge of the building will integrate the building into the park.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The building will not significantly contribute to glare. After dark, light from the interior of the building will be visible along the path and as viewed.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

- c. What existing off-site sources of light or glare may affect your proposal?

None

- d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting will be selected to reduce glare, and will typically be downlighting. Landscape screening will control also glare from across the park.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Mercerdale Park's lawn and walking path, trails through the woods, a skatepark and exercise equipment. A children's play area is also nearby, to the southeast of the lawn area. The Farmers Market takes place in the adjacent streets during warmer months. SE 32nd Street and 77th Avenue SE are closed on Sundays from 10 to 3 for the Farmers Market, and for Summer Celebration weekend. Concerts and other events take place on

- b. Would the proposed project displace any existing recreational uses? If so, describe.

The project will remove existing public restrooms available to park users and sinks used by the Farmers Market; however the project will provide temporary replacement during construction and permanent replacement with the finished project. The flagpole and concrete plaza at Bicentennial Park will be removed. Part of what was once referred to as the native plant garden will be removed. A portion of the park will be

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Mercer Island Center for the Arts has been working with the Parks Department and the Farmers Market to ensure that these recreational activities are supported by MICA's new facility. The project will provide improved public restrooms; it will replace the sinks and provide storage for the Farmers Market. A plaza area with seating will be provided by the new project, and the flagpole will be relocated. The design will incorporate outdoor performance space. The addition of the new center for the arts is expected to increase usage of the park. The First Hill trail will remain,

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site. If so, generally describe.

None known.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None known.

- c. Proposed measures to reduce or control impacts, if any:

If items of historic or cultural value are found on site, we will contact the Washington State Department of Archaeology & Historic Preservation at (360) 586-3065.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The site is served by the street grid of Mercer Island's Town Center. The site is southwest of the intersection of 77th Avenue SE and SE 32nd Street. Primary access is from this intersection (77th Ave SE and SE 32nd St). Access from the south shown is for use in case of emergency (fire trucks) during the Farmers Market or Summer Celebration when the streets are closed to vehicles.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The Town Center is well served by King County Metro and Sound Transit at the Park and Ride, which is approximately a ten minute walk from the site. Metro routes 201 and 204 have stops a block to the east of the site, on 78th Avenue SE. Buses from the Mercer Island School District also take children to and from schools, and are expected to be a major source of transportation for classes.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The project will not eliminate parking. Parking will be available on nearby streets and through arrangements with MICA and nearby property

THEY DON'T SPECIFY A NUMBER

d. Will the proposal require any new roads or streets, or improvements to exiting roads or streets, not including driveways? If so, generally describe (indicate whether public or private).
 See Attachment G. ON-STREET PRK LAYOUT IS DEPICTED IS NOT ACCEPTABLE. MUST ADDRESS MY PREVIOUS COMMENTS.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
 No.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
 See Attachment G. ANSWER THE QUESTION

g. Proposed measures to reduce or control transportation impacts, if any:
 The proposal includes classes and other educational forums. To mitigate pedestrian and vehicular traffic volumes during beginning and ending of classes, we intend to stagger the class schedules as much as reasonably possible. In addition, we plan to have 1+ staff outside during drop off/pick up times to assist in managing queued vehicles, prevent parking, keep traffic moving, and sign kids in/out as needed.

15. Public services

a. Would the project result in an increased need for public services (for example, fire protection, police protection, health care, schools, other)? If so, generally describe.
 Mercer Island Fire Department will provide fire protection for the facility. The City will also provide police protection. The project does not significantly increase the need for public service.

b. Proposed measures to reduce or control direct impacts on public services, if any.
 The building will be fully sprinklered and have a full fire alarm system. Staff will be fully trained in First Aid and First Aid equipment will be available on site.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
 Electricity, natural gas, water, refuse service, telephone, sanitary sewer, cable, phone and internet service are available to the site.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
 Electricity: Puget Sound Energy
 Water: City of Mercer Island
 Refuse Service: Allied Waste

C. SIGNATURE

I certify (or declare) under penalty of perjury under the laws of the State of Washington that the answers to the attached SEPA Checklist are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Lesley Bain Digitally signed by Lesley Bain
 Date: 2016.07.27 15:33:32 -07'00'

Date Submitted: July 27, 2016

SEPA RULES

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; productions, storage, or release of toxic or hazardous substances; or production of noise?

The proposal is not likely to increase any of the listed items because the language of the Text Amendment is very narrow and highly unlikely to result in other project actions.

Proposed measures to avoid or reduce increases are:

None needed.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal is not likely to cause impacts beyond the project covered in the SEPA checklist because the language of the Text Amendment is very narrow and highly unlikely to result in other project actions.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None needed.

3. How would the proposal be likely to deplete energy or natural resources?

The proposal is not likely to cause impacts beyond the project covered in the SEPA checklist because the language of the Text Amendment is very narrow and highly unlikely to result in other project actions.

Proposed measures to protect or conserve energy and natural resources are:

None needed.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal is not likely to cause impacts beyond the project covered in the SEPA checklist because the language of the Text Amendment is very narrow and highly unlikely to result in other project actions.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None needed.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is not likely to cause impacts beyond the project covered in the SEPA checklist because the language of the Text Amendment is very narrow and highly unlikely to result in other project actions.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None needed.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal is not likely to cause impacts beyond the project covered in the SEPA checklist because the language of the Text Amendment is very narrow and highly unlikely to result in other project actions.

Proposed measures to reduce or respond to such demand(s) are:

None needed.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts known.