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DATE: Nov. 27, 2019

TO: Recipients of the State Environmental Policy Act Determination of Nonsignificance (SEPA DNS) for West Woodland Elementary School Addition Project

FROM: Fred Podesta, SEPA Environmental Official



Seattle Public Schools (SPS) has determined that the Final SEPA environmental checklist dated Nov. 25, 2019, meets our environmental review needs for the current proposal to build an addition to West Woodland Elementary School using funding from a Distressed Schools Grant and a K-3 Classroom Reduction Grant that was awarded to Seattle Public Schools by the State of Washington, as well as the BEX V Levy. Project construction is scheduled to begin in the summer of 2020 with building occupancy in the fall of 2021. Students and staff will be relocated during construction for one school year.

After conducting an independent review, SPS has determined that the project does not have significant adverse impacts on the environment as documented in the checklist and the enclosed Determination of Nonsignificance (DNS).

The Final SEPA Environmental Checklist discusses the potential environmental impacts that could result from construction of the project. A draft of the checklist was released for public comment from Oct. 8, 2019 through Nov. 7, 2019. Comments received informed revisions to the final SEPA checklist on which the DNS is based. The responses to written comments received are summarized in the SEPA Public Comments and Seattle Public Schools Responses, included as Appendix G to the SEPA checklist.

Thank you for your participation in the Seattle Public Schools SEPA process. Your involvement has helped to make the classroom addition at West Woodland Elementary School a much better project.

STATE ENVIRONMENTAL POLICY ACT
Determination of Nonsignificance (DNS)
WEST WOODLAND ELEMENTARY SCHOOL ADDITION PROJECT

Date of issuance: Dec. 4, 2019

Lead agency: Seattle Public Schools

Location of proposal: West Woodland Elementary School, 5601 4th Ave. NW, Seattle, Wash. (NE Qtr, Section 12, Township 25, Range 3)

Description of proposal – The proposed *West Woodland Elementary School Addition Project* is intended to address school capacity issues and upgrade the quality of the student learning environment at the school. The proposed project would add approximately 28,000 square feet of new permanent building space and renovate approximately 7,700 square feet of existing building space; the five existing portables (approximately 6,300 sq. ft. of building space) also would be removed from the site. New building additions would be located to the southwest and northwest of the existing building and existing portables would be removed from the site. The project would include 12 new classrooms; an expanded gymnasium, student commons area and cafeteria; and, associated support and building infrastructure spaces. With completion of the project the school building would contain approximately 85,200 square feet of building space. The project also includes an option for an approximately 2,000 square feet covered play area in the northwest corner of the campus as part of the existing hard surface play area. The project would be funded by a Distressed Schools Grant and a K-3 Classroom Reduction Grant that was awarded to Seattle Public Schools by the State of Washington, as well as the BEX V levy.

The north wing addition and renovated existing building space would contain the gymnasium, student commons area, library, computer lab and administrative support space. The south wing addition and renovated existing building space would contain kindergarten classrooms on the first level and flexible classrooms for upper grades (4th grade and 5th grade) on the second level; learning commons areas and small group rooms would also be located on each level. The proposed addition would increase the student capacity of the school by approximately 68 students, from an existing capacity of approximately 552 students to a new capacity of approximately 620 students.

No changes to bus and parent vehicle access to the site would occur. Bus loading/unloading would continue to occur along the west side of 4th Avenue NW in front of the school building. Parent vehicle loading/unloading would continue to occur along NW 56th Street. The existing north parking lot would be displaced by the proposed addition and a new parking lot would be provided in the northwest corner of the site with space for approximately seven parking stalls; the existing parking lot in the southeast portion of the site would remain (approximately four parking stalls). In total, approximately 11 parking stalls would be located on the school campus with the project.

The lead agency for this proposal has determined that it will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request at the following location: John Stanford Center, 2445 3rd Ave. S, Seattle, WA 98124-1165 (Attn: Paul Wight, Phone: 206-252-0648) and online at: <http://www.seattleschools.org/sepa>

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal prior to Dec. 19, 2019 (15 days from the issuance date listed above). This DNS may be appealed by written notice setting forth specific factual objections received no later than Dec. 19, 2019 (15 days), sent to:

Superintendent
Seattle Public Schools
Box 34165, MS 32-151

Seattle, WA 98124-1165

Name of agency making threshold determination: Seattle Public Schools

Responsible Official: Fred Podesta, Chief Operations Officer, Seattle Public Schools

Phone: 206-252-0102

Address: MS 22-183, P.O. Box 34165, Seattle, WA 98124-1165

Date: 11/27/2019

Signature: Fred Podesta

FINAL ENVIRONMENTAL CHECKLIST

for the proposed

West Woodland Elementary School Addition Project

prepared by



November 2019

*EA Engineering, Science, and Technology, Inc., PBC
AESI
Tree Solutions, Inc.
EHSI
Perteet
Heffron Transportation, Inc.*

PREFACE

The purpose of this Final Environmental Checklist is to identify and evaluate probable environmental impacts that could result from the **West Woodland Elementary School Addition Project** and to identify measures to mitigate those impacts. The **West Woodland Elementary School Addition Project** would add approximately 28,000 square feet of new building space and renovate approximately 7,700 square feet of existing building space. The new building additions would be located to the southwest and northwest of the existing building and existing portables would be removed from the site. The proposed addition would increase the student capacity of the school from an existing capacity of approximately 552 students to a new capacity of approximately 620 students.

The State Environmental Policy Act (SEPA)¹ requires that all governmental agencies consider the environmental impacts of a proposal before the proposal is decided upon. A Draft Environmental Checklist was prepared on October 8, 2019 and included a public comment period from October 8, 2019 to November 7, 2019. This Final Environmental Checklist has been prepared in compliance with the State Environmental Policy Act; the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and the Seattle City Code (25.05), which implements SEPA.

This document is intended to serve as SEPA review for site preparation work, building construction, and operation of the proposed development comprising the **West Woodland Elementary School Addition Project**. Analysis associated with the proposed project contained in this Environmental Checklist is based on Schematic Design plans for the project, which are on-file with Seattle Public Schools. While not construction-level detail, the schematic plans accurately represent the eventual size, location and configuration of the proposed project and are considered adequate for analysis and disclosure of environmental impacts.

This Environmental Checklist is organized into three major sections. *Section A* of the Checklist (starting on page 1) provides background information concerning the *Proposed Action* (e.g., purpose, proponent/contact person, project description, project location, etc.). *Section B* (beginning on page 5) contains the analysis of environmental impacts that could result from implementation of the proposed project, based on review of major environmental parameters. This section also identifies possible mitigation measures. *Section C* (page 33) contains the signature of the proponent, confirming the completeness of this Environmental Checklist.

Appendices to this Environmental Checklist include: the *Geotechnical Engineering Report* (AESI, 2019), *Summary of Construction Best Management Practices*, the *Greenhouse Gas Emissions Worksheet* (EA Engineering, 2019), the *Tree Inventory and Arborist Report* (Tree Solutions, Inc., 2019), the *Limited Hazardous Building Materials Survey Report* (EHSI, 2019), the *Transportation Technical Report* (Heffron Transportation, Inc., 2019), and *Draft Checklist Public Comments and Responses*.

¹ Chapter 43.21C. RCW

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PURPOSE

The State Environmental Policy Act (SEPA), Chapter 43.21 RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. The purpose of this checklist is to provide information to help identify impacts from the proposal (and to reduce or avoid impacts, if possible) and to help Seattle Public Schools to make a SEPA threshold determination.

A. BACKGROUND

1. Name of Proposed Project:

West Woodland Elementary School Addition Project

2. Name of Applicant:

Seattle School District No. 1 (Seattle Public Schools)

3. Address and Phone Number of Applicant and Contact Person:

Paul Wight
Project Manager
Seattle Public Schools
2445 – 3rd Ave. S.
MS 22-334
Seattle, WA 98124-1165
206-252-0648

4. Date Checklist Prepared

November 25, 2019

5. Agency Requesting Checklist

Seattle School District No. 1
2445 – 3rd Avenue South
MS 22-332, P.O. Box 34165
Seattle, WA 98124-1165

6. Proposed Timing or Schedule (including phasing, if applicable):

The ***West Woodland Elementary School Addition Project*** that is analyzed in this Final Environmental Checklist involves site preparation work, construction, and operation of the project. Site preparation and construction could begin in approximately June 2020 with building occupancy in approximately August 2021. Students and staff would be relocated to a temporary school during the 2020-2021 school year.

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

No future plans for further development of the project site are proposed.

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

The following environmental information has been prepared for the project and is included as appendices to this Checklist:

- *Geotechnical Engineering Report* (AESI, July 2019);
- *Greenhouse Gas Emission Worksheet* (EA Engineering, August 2019);
- *Tree Inventory and Arborist Report* (Tree Solutions, September 2019);
- *Limited Hazardous Building Materials Survey Report* (EHSI, November 2019);
- *Transportation Technical Report* (Heffron Transportation, September 2019);
- *Draft Checklist Public Comment and Responses* (EA Engineering, November 2019).

A *Cultural Resources Assessment* (Perteet, August 2019) was also prepared for the project and is on-file with Seattle Public Schools.

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:

There are no known other applications that are pending approval for the **West Woodland Elementary School Addition Project** site.

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

City of Seattle

- *Seattle Department of Construction and Inspections*

Permits/approvals associated with the proposed project, including:

- Demolition Permit
- Grading/Shoring Permit
- Building Permit
- Mechanical Permits
- Electrical and Fire Alarm Permits
- Drainage and Side Sewer Permit
- Comprehensive Drainage Control Plan Approval
- Drainage Control Plan with Construction Best Management Practices, Erosion and Sediment Control Approval

- Land Use Code Departure Approval (building height, setbacks, on-site parking, bicycle parking, and electric message boards)
- Seattle Department of Transportation (SDOT)
 - Street Use and Construction Use Permit (temporary – construction related)
 - Street Use and Utility Permit

King County

- Plumbing Permit
- Sewer Treatment Capacity Charge Approval

Puget Sound Clean Air Agency

- Air Quality Permit – Demolition

11. Give a 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.

Existing Site Conditions

The proposed **West Woodland Elementary School Addition Project** site is located within Seattle’s Phinney Ridge neighborhood (see **Figures 1 and 2**). The school campus is generally bounded by NW 58th Street to the north, 4th Avenue NW to the east, NW 56th Street to the south and single family residences to the west.

The existing two-story West Woodland Elementary School contains approximately 57,200 sq. ft. of building space with 22 classrooms (including one special education classroom and one childcare classroom), an art room, a music room, a library, a gymnasium, a cafeteria, and offices/administrative space; five portable buildings (with a total of 7 classrooms² and approximately 6,300 sq. ft. of building space) are also located in the south and central portion of the campus. A playground, play areas and a field are located to the west of the existing building. A parking lot with approximately 15 parking stalls is located to the northwest of the existing building; an additional parking lot with approximately four parking stalls is located to the south of the building (see **Figure 3** for a site plan of the existing site). The school has an existing capacity for approximately 552 students (including existing portable buildings onsite). Enrollment for the most recent school year (2018-2019) was approximately 545 students.

Proposed Project

The proposed **West Woodland Elementary School Addition Project** is intended to address school capacity issues and upgrade the quality of the student learning environment at the school. The proposed project would add approximately 28,000

² Certain portable buildings on the site are double classroom portables with two classrooms within the building.

square feet of new permanent building space and renovate approximately 7,700 square feet of existing building space; the five existing portables (approximately 6,300 sq. ft. of portable building space) would also be removed from the site. New building additions would be located to the southwest and northwest of the existing building and existing portables would be removed from the site (See **Figure 4** for the proposed site plan). The project would include 12 new classrooms; an expanded gymnasium, student commons area and cafeteria; and, associated support and building infrastructure spaces. With completion of the project the school building would contain approximately 85,200 sq. ft. of building space. The project also includes an option for an approximately 2,000 sq. ft. covered play area in the northwest corner of the campus within the existing hard surface play area. The project would be funded by a Distressed Schools Grant and a K-3 Classroom Reduction Grant that was awarded to Seattle Public Schools by the State of Washington, as well as the BEX V levy.

The north wing addition and renovated existing building space would contain the gymnasium, student commons area, library, computer lab and administrative support space. The south wing addition and renovated existing building space would contain kindergarten classrooms on the first level and flexible classrooms for upper grades (4th grade and 5th grade) on the second level; learning commons areas and small group rooms would also be located on each level. The proposed addition would increase the student capacity of the school by approximately 68 students, from an existing capacity of approximately 552 students to a new capacity of approximately 620 students.

No changes to bus and parent vehicle access to the site would occur. Bus loading/unloading would continue to occur along the west side of 4th Avenue NW in front of the school building. Parent vehicle loading/unloading would continue to occur along NW 56th Street. The existing north parking lot would be displaced by the proposed addition and a new parking lot would be provided in the northwest corner of the site with space for approximately seven parking stalls; the existing parking lot in the southeast portion of the site would remain (approximately four parking stalls). In total, approximately 11 parking stalls would be located on the school campus with the project.

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. If a proposal would occur over a range of area, provide the range or boundaries of the site(s).

The proposed **West Woodland Elementary School Addition Project** site is located at 5601 4th Avenue NW within Seattle's Phinney Ridge neighborhood (NE Quarter of Section 12, Township 25, and Range 3). The school campus is generally bounded by NW 58th Street to the north, 4th Avenue NW to the east, NW 56th Street to the south and single family residences to the west (see **Figures 1** and **2**). The site of the proposed building addition is located to the northwest and southwest of the existing building.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. **General description of the site (circle one):**

Flat, rolling, hilly, steep slopes, mountainous,
other: _____

The majority of the *West Woodland Elementary School Addition Project* site is relatively level. The school campus generally slopes from east to west along the western edge of the campus.

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

According to the City of Seattle's Environmentally Critical Areas (ECA) Maps, small portions of the western edge of the school campus contain slopes that are approximately 40 percent or greater and are classified as an environmentally critical area (*City of Seattle, 2019*). However, the Geotechnical Report reviewed these areas and concluded that the identified slope areas are actually engineered retaining walls that were permitted when they were constructed and none of the slopes warrant treatment as a geotechnical critical area (see **Appendix A**).

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

A geotechnical report was completed for the project site by Associated Earth Sciences, Inc. and included three site exploration borings. Borings were completed to a depth of 20.5 to 31.5 feet deep. The soils encountered on the site generally consisted of fill, Vashon recessional outwash, pre-Fraser non-glacial deposits, and pre-Olympia glacial till (see **Appendix A**).

The proposed project site does not contain agricultural land areas of commercial significance.

d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

There are no indications or history of unstable soils on the site or adjacent to the site and no evidence of landslide activity or unstable soils was observed during the preparation of the Geotechnical Report (see **Appendix A**). According to the City of Seattle's Environmentally Critical Areas (ECA) Maps, there are no potential slide areas or liquefaction-prone areas on the site or adjacent to the site (*City of Seattle, 2019*).

- e. **Describe the purpose, type, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Approximately 3,000 cubic yards of material would be excavated from the site during construction activities and approximately 5,000 cubic yards of structural fill would be imported to the site. The specific source of fill material is not known at this time but it would be obtained from a source approved by the City of Seattle.

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

Temporary erosion is possible in conjunction with any construction activity. Site work would expose soils on the site, but the implementation of a Temporary Erosion Sedimentation Control (TESC) plan that is consistent with City of Seattle standards and the implementation of best management practices (BMPs) during construction would mitigate any potential impacts.

Once the project is operational, no erosion is anticipated.

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

Approximately 60 percent of the school campus is currently covered with impervious surfaces, including buildings, paved play areas, walkways, parking areas and other impervious surfaces. The site of the proposed additions is generally comprised of existing building area/portable buildings, paved areas, landscaped areas, and paved walkways.

With the completion of the addition project, approximately 65 percent of the campus would be covered with impervious surfaces. New impervious surfaces would primarily consist of the proposed building addition.

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

The proposed project would comply with City of Seattle regulations, including providing a Temporary Erosion and Sedimentation Control (TESC) Plan and Best Management Practices (BMPs). **Appendix B** also provides a summary of Construction BMPs that are typically utilized by Seattle Public Schools during the construction process. The following measures would be implemented during construction to control erosion:

- Design and construction of the proposed project shall comply with the recommendations of the Geotechnical Engineer (see **Appendix A**);
- Provide storm drain inlet protection;
- Route surface water away from work areas;
- Keep staging areas and travel areas clean and free of track-out;
- Cover work areas and stockpiled soils when not in use; and,
- Complete earthwork during dry weather and site conditions, if possible.

2. Air

- What type 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.**

During construction, the ***West Woodland Elementary School Addition Project*** could result in temporary increases in localized air emissions associated with particulates and construction-related vehicles. It is anticipated that the primary source of temporary, localized increases in air quality emissions would result from particulates associated with demolition, on-site excavation and site preparation. While the potential for increased air quality emissions could occur throughout the construction process, the timeframe of greatest potential impact would be at the outset of the project in conjunction with the site preparation and excavation/grading activities. However, as described above under the Earth discussion, minimal amounts of excavation would be required for the project and air quality emission impacts are not anticipated to be significant.

Temporary, localized emissions associated with carbon monoxide and hydrocarbons would result from diesel and gasoline-powered construction equipment operating on-site, construction traffic accessing the project site, and construction worker traffic. However, emissions from these vehicles and equipment would be small and temporary and are not anticipated to result in a significant impact.

Upon completion of the project, the primary source of emissions would be from vehicles travelling to and from the site. Seattle Public Schools maintains an anti-idling policy for buses which minimizes potential emissions. As a result, significant adverse air quality impacts would not be anticipated.

Another consideration with regard to air quality and climate relates to Greenhouse Gas Emissions (GHG). In order to evaluate climate change impacts of the proposed project relative to the requirements of

the City of Seattle, a Greenhouse Gas Emissions Worksheet has been prepared (see **Appendix C** of this Environmental Checklist). This Worksheet estimates the emissions from the following sources: embodied emissions; energy-related emissions; and, transportation-related emissions. In total, the estimated lifespan emissions for the proposed project would be approximately 29,270 MTCO₂e³. Based on an assumed building life of 62.5 years,⁴ the proposed building addition project would be estimated to generate approximately 470 MTCO₂e annually. For reference, the Washington State Department of Ecology threshold for potential significant GHG emissions is 25,000 MTCO₂e annually. Therefore, the proposed project would not be anticipated to generate a significant amount of GHG emissions.

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

The primary off-site source of emissions in the site vicinity is vehicle traffic on surrounding roadways, including 4th Avenue NW, NW 58th Street, and NW 56th Street. There are no known offsite sources of air emissions or odors that may affect the proposed project.

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

The following measure would be provided to reduce/control air quality impacts during construction:

- Construction activities would be required to comply with Puget Sound Clean Air Agency (PSCAA) regulations, including Regulation I, Section 9.11 (prohibiting the emission of air contaminants that would be injurious to human health) and Regulation I, Section 9.15 (prohibiting the emission of fugitive dust, unless reasonable precautions are employed). Additional mitigation measures to minimize air quality impacts during construction are identified in **Appendix B**.

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

³ MTCO₂e is defined as Metric Ton Carbon Dioxide Equivalent and is a standard measure of amount of CO₂ emissions reduced or sequestered.

⁴ According to the Greenhouse Gas Emissions Worksheet, 62.5 years is the assumed building life for educational buildings.

type and provide names. If appropriate, state what stream or river it flows into.

There is no surface water body on or in the immediate vicinity of the ***West Woodland Elementary School Addition Project*** site. The nearest surface water body is Greenlake, which is located approximately 0.8 mile to the northeast of the project site (see **Figure 1**).

- 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.**

The proposed project will not require any work over, in, or adjacent (within 200 feet) to any water body.

- 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 would be placed in or removed from any surface water body as a result of the proposed project.

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

The proposed project would not require any surface water withdrawals or diversions.

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

The proposed project site does not lie within a 100-year floodplain and is not identified as a flood prone area on the City of Seattle Environmentally Critical Areas map (*City of Seattle, 2019*).

- 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.**

There would be no discharge of waste materials to surface waters.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

No groundwater would be withdrawn or water discharged to ground water as part of the proposed project. A two-inch diameter ground water monitoring well was installed as part of geotechnical drilling investigations. Groundwater was encountered at a depth of 14.5 feet below the ground surface. It is possible that limited zones of shallow perched water could be encountered elsewhere on the site, particularly during wetter months. Construction dewatering may be required during development of the project and could be accomplished with ditches and sumps (see **Appendix A**).

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources; 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.**

Waste material would not be discharged into the ground from septic tanks or other sources as a result of the proposed project.

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) 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.**

Approximately 60 percent of the existing West Woodland Elementary campus is comprised of impervious surfaces, including existing buildings and paved surfaces (parking areas, play areas, walkways, etc.). The site of the proposed additions are generally comprised of existing building area/portable buildings, paved areas, landscaped areas, and paved walkways. Existing stormwater drainage systems on the campus collect stormwater from the existing building, parking lots, and hardscape play areas and convey the water through a piped system to the public stormwater drainage system in NW 56th Street and NW 58th Street. Stormwater from the public system ultimately discharges to the ship canal to the south.

With completion of the **West Woodland Elementary School Addition Project**, approximately 65 percent of the campus would be comprised of impervious surfaces. The site stormwater design

for the project would be compliant with the City of Seattle's 2017 storm water manual. The project is required to apply Onsite Stormwater Management (OSM) for all new and replaced impervious surfaces, to the maximum extent feasible. Typical measures on school sites include rain gardens and storm water swales. A storm water planter for the new classroom addition and a rain garden for the expanded gym are proposed. As new pollution generating surfaces currently will not exceed 5,000-SF, stormwater quality treatment requirements are not required.

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

The existing and proposed stormwater management system for the site would continue to ensure that waste materials would not enter ground or surface waters as a result of the proposed project.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed project would not alter or otherwise affect drainage patterns in the site vicinity.

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

The following measures would be implemented to control surface, ground and runoff water impacts:

- A Temporary Erosion and Sedimentation Control (TESC) Plan and Best Management Practices (BMPs) would be implemented during construction to reduce erosion and minimize impacts to water resources.
- Stormwater management for the proposed addition would comply with applicable City requirements, including the City's Stormwater Code (*SMC 22.800*).

4. Plants

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

deciduous tree:

evergreen tree:

shrubs

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

__ water plants: water lily, eelgrass, milfoil, other
_ other types of vegetation

A tree inventory and assessment (**Appendix D**) was completed for the project. Approximately 110 trees are located on the school campus, including Western red cedar, English oak, Amur maple, Green ash, Indian summer crabapple, Cornelian cherry dogwood, Golden chain tree, Sawara cypress, and Garry oak. The trees range in size from 6 inches in diameter to 18 inches in diameter. None of the trees on the school campus meet the City of Seattle's criteria for an exceptional tree (*City of Seattle Director's Rule 16-2008*).

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

Approximately 13 existing trees would be removed from the project site as part of the ***West Woodland Elementary School Addition Project***, including six Green ash, three Amur maple, two Indian summer crabapple, and two English oak. All other trees on the school campus would be retained and protected during construction by following tree protection measures that are outlined in **Appendix D**.

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

No known threatened or endangered species are located on or proximate to the project site.

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

New landscaping would be provided on the site as part of the ***West Woodland Elementary School Addition Project***. New planter areas would be located adjacent to the proposed building additions and the proposed new parking area. Planting in this area would generally consist of evergreen shrubs that would be suitable for the Pacific Northwest climate. In addition, a bioretention planter area would be provided to the proposed south building addition as part of the stormwater management system for the project. Plants within this area would be selected from the Seattle Public Utilities (SPU) Green Stormwater Infrastructure (GSI) recommended list.

New replacement trees would also be provided on the site at a 1:1 ratio to replace those trees that would be removed as part of the construction process. All retained trees on the school campus would be protected during construction by following tree protection measures that are outlined in **Appendix D**.

- e. **List all noxious weeds and invasive species known to be on or near the site.**

Noxious weeds or invasive species that could be present in the vicinity of the site include giant hogweed, English Ivy and Himalayan blackberry.

5. Animals

- a. **Circle (underlined) any birds and animals that have been observed on or near the site or are known to be on or near the site:**

birds: songbirds, hawk, heron, eagle, **other:** seagulls, pigeons,
mammals: deer, bear, elk, beaver, **other:** squirrels, raccoons,
rats, mice
fish: bass, salmon, trout, herring, shellfish, **other:** None.

Birds and small mammals tolerant of urban conditions may use and may be present on and near the **West Woodland Elementary School Addition Project** site. Mammals likely to be present in the site vicinity include: raccoon, eastern gray squirrel, mouse, rat, and opossum.

Birds common to the area include: European starling, house sparrow, rock dove, American crow, seagull, western gull, Canada goose, American robin, and house finch.

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

The following are listed threatened or endangered species that could be affected by development on the site or surrounding vicinity based on data from the U.S. Fish and Wildlife Service: marbled murrelet, streaked horned lark, yellow-billed cuckoo, bull trout, grey wolf and north american wolverine⁵. However, it should be noted that none of these species have been observed at the site and due to the urban location of the site, it is unlikely that these animals are present on or near the site

- c. **Is the site part of a migration route? If so, explain.**

The entire Puget Sound area is within the Pacific Flyway, which is a major north-south flyway for migratory birds in America—extending from Alaska to Patagonia. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources, heading to breeding grounds, or travelling to overwintering sites.

⁵ U.S. Fish and Wildlife Service. IPaC. <https://ecos.fws.gov/ipac/location/index>. Accessed May 2019.

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

New landscaping would be provided adjacent to the proposed building addition, as well as within the bioretention planting area. New trees would also be planted on site to replace those trees that would be removed during construction. The project is not anticipated to have a substantial impact on wildlife located in the vicinity of the site.

e. List any invasive animal species known to be on or near the site.

There are no known invasive animal species on or adjacent to the project site; however, invasive species known to be located in King County include European starling, house sparrow and eastern gray squirrel.

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 is the primary source of energy that would serve the proposed *West Woodland Elementary School Addition Project* and would generally be utilized for lighting, electronics, and heating.

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

The proposed project would not affect the use of solar energy by adjacent properties.

d. 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 proposed project would be required to meet or exceed the requirements of the City of Seattle Energy Code, as well as the Washington Sustainable Schools Protocol. A rooftop mounted solar hot water heater will charge the existing ground-source well field to improve the long-term efficiency of ground-source wells.

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.**

As with any construction project, accidental spills of hazardous materials from equipment or vehicles could occur; however, a spill prevention plan would minimize the potential of an accidental release of hazardous materials into the environment.

- 1) Describe any known or possible contamination at the site from present or past uses.**

A Limited Hazardous Building Materials Survey was completed for the project by EHSI (see **Appendix E**). Samples for asbestos-containing materials (ACM) were taken from multiple locations within the existing building and ACM was identified in some of the samples. All impacted ACM and assumed ACM would be removed and disposed of in accordance with applicable regulations prior to any demolition or construction activities.

Washington State Department of Labor and Industries and the US Occupational Safety and Health Administration also require a hazardous assessment and appropriate worker protection precautions whenever building materials are disturbed that have detectable quantities of lead and arsenic. Since the type of work planned will disturb lead-containing paint (LCP) and lead-containing materials (LCM), the contractor will need to perform an initial lead exposure assessment and lead awareness training in accordance with the regulations. No detectable levels of arsenic were encountered within the building and therefore, an arsenic exposure assessment and arsenic awareness training are not anticipated to be necessary (see **Appendix E** for further details).

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

As described above, the existing building contains hazardous building materials such as ACM, LCP, and LCM. All impacted ACM and assumed ACM would be removed and disposed of in accordance with applicable regulations prior to any demolition or construction activities. The contractor will also perform an initial lead exposure assessment and lead awareness training in accordance with the regulations.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

During construction, gasoline and other petroleum-based products would be used for the operation of construction vehicles and equipment.

During the operation of the school, chemicals that would be used on the site would be limited to cleaning supplies and would be stored in an appropriate and safe location.

4) Describe special emergency services that might be required.

No special emergency services are anticipated to be required as a result of the project. As is typical of urban development, it is possible that normal fire, medical, and other emergency services may, on occasion, be needed from the City of Seattle.

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

A spill prevention plan would be developed and implemented during construction to minimize the potential for an accidental release of hazardous materials into the environment.

In accordance with the *Limited Hazardous Building Materials Survey* (see **Appendix E**) that was completed for the project, all impacted ACM and assumed ACM would be removed and disposed of in accordance with applicable regulations prior to any demolition or construction activities. The contractor will also perform an initial lead exposure assessment and lead awareness training in accordance with regulations.

b. Noise

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

Traffic noise associated with adjacent roadways (4th Avenue NW, NW 58th Street, and NW 56th Street) is the primary source of noise in the vicinity of the project site. Existing noise in the site vicinity is not anticipated to adversely affect the proposed ***West Woodland Elementary School Addition Project***.

- 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 site.**

Short-Term Noise

Temporary construction-related noise would occur as a result of on-site construction activities associated with the project. Existing residential land uses surrounding the school would be the most sensitive noise receptors and could experience occasional noise-related impacts throughout the construction process. Pursuant to Seattle's Noise Code (SMC, Chapter 25.08), maximum sound levels in residential communities shall not exceed 55 dBA. However, construction activities are allowed to exceed the maximum noise levels between 7 AM and 7 PM on weekdays and 9 AM to 7 PM on weekends. Construction equipment may exceed the sound level limits during construction periods by 25 dB(A) and portable powered equipment may exceed the limits by 20 dB(A).

The proposed project would comply with provisions of Seattle's Noise Code (*SMC, Chapter 25.08*) as it relates to construction-related noise to reduce noise impacts during construction. Contractors are aware of the City of Seattle Noise Ordinance requirements and are contractually required by Seattle Public Schools to abide by them.

Long-Term Noise

The proposed ***West Woodland Elementary School Addition Project*** and associated increase in student capacity would likely result in a potential minor increase in noise from human voices and vehicles travelling to and from the site, particularly during the school day and during student drop-off and pickup. The potential increase in noise is anticipated to be minor and would not extend beyond 10 PM. As a result, no significant noise impacts would be anticipated.

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

The following measures would be provided to reduce noise impacts:

- As noted, the project would comply with provisions of the City's Noise Ordinance (*SMC 25.08*); specifically: construction hours would be limited to standard construction hours (non-holiday) from 7 AM to 7 PM and Saturdays and Sundays from 9 AM to 7 PM.

8. Land and Shoreline Use

- a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The site would continue to be utilized as a school and would not be anticipated to affect current land uses on adjacent properties.

The West Woodland Elementary school campus is comprised of the existing two-story building which is located on the east side of the campus, adjacent to 4th Avenue NW (see **Figure 2** for an aerial photo of the site). Existing surface parking lots are located to the northwest and to the south of the existing building and contain space for approximately 19 vehicles. Existing play areas, a playground, and a field are located in the central and west portions of the campus.

The site of the proposed **West Woodland Elementary School Addition Project** is located adjacent to the existing building. An addition would be located to the northwest of the existing building, as well as to the southwest of the existing building. The site of the proposed additions is currently comprised of paved areas (including parking areas), existing portable buildings, and landscaped areas (see **Figure 3** for a map of the existing site and **Figure 4** for the proposed site plan of the project).

Adjacent land uses north, south, east and west of the school campus are generally comprised of two- to three-story single family and multifamily residences. The Woodland Hall Preschool is located to the southeast of the campus.

- b. **Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

The project site has no recent history of use as a working farmland or forest land.

- 1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

The project site is located in an urban area and would not affect or be affected by working farm or forest land; no working farm or forest land is located in the vicinity of this urban site.

c. Describe any structures on the site.

The two-story West Woodland Elementary School currently contains approximately 57,200 sq. ft. of building space including classrooms, a library, a cafeteria, administrative and support space, and a gymnasium. Five portable buildings (containing 7 classrooms) are also located on the campus to the west and south of the existing building.

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

Portions of the existing building would be demolished as a result of the proposed project to allow for internal connections between the existing building and proposed additions. The five portable buildings (containing seven classrooms) would also be removed from the site.

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

The site is currently zoned as Single-Family Residential (SF 5000). Public schools are a permitted use in the SF 5000 zone.

The surrounding areas to the north, south, east and west, are also currently zoned as Single-Family Residential (SF 5000). To the southeast and further to the south are Multifamily Residential zoned areas (LR1)

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

The current comprehensive plan designation for the site is Single Family Residential (*City of Seattle, 2018*).

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

The project site is not located within the City's designated shoreline boundary.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

As noted in Section 1b, according to the City of Seattle's Environmentally Critical Areas (ECA) Maps, small portions of the western edge of the school campus contain slopes that are approximately 40 percent or greater and are classified as an environmentally critical area (*City of Seattle, 2019*). However, the Geotechnical Report reviewed these areas and concluded that the identified slope areas are actually engineered retaining walls that were permitted when they were constructed and none of the slopes warrant treatment as a geotechnical critical area (see **Appendix A**).

No other environmentally critical areas are located on or adjacent to the project site.

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

The proposed ***West Woodland Elementary School Addition Project*** would not provide any residential opportunities. Development of the project would create new classroom space that would increase the student capacity for the school to approximately 620 students (current capacity is approximately 552 students, including the existing portables).

It is anticipated that the proposed addition would also provide space for up to approximately 8 new full-time employees and 4 new part-time employees at the school which would result in a total of approximately 70 employees at the school (54 full-time employees and 16 part-time employees).

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

The proposed project would not displace any people.

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

No displacement impacts would occur and no mitigation measures are necessary.

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

The proposed project is compatible with existing land uses and plans.

The Seattle Municipal Code includes development standards for public schools in residential zones (SMC 23.51B.002) and includes procedures through which departures from the required development standards of the code can be granted for public school structures (SMC 23.79). Due to the size of the site and configuration of the site and existing building, the project would require land use departures for building height, setback, on-site parking, bicycle parking, and electric message boards. Seattle Public Schools is continuing to coordinate with the City of Seattle regarding the departures for the project and would comply with the requirements of the City's departures process.

- m. **Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

The project site is not located near agricultural or forest lands and no mitigation measures are necessary.

9. Housing

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

No housing units would be provided as part of the *West Woodland Elementary School Addition Project*.

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

No housing presently exists on the site and none would be eliminated.

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

No housing impacts would occur and no mitigation would be necessary.

10. Aesthetics

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

The height of the existing two-story school is approximately 48 feet tall at its tallest point of the building. The proposed addition would be intended to closely match the height of the existing building. SMC 23.51B.002.D.1.c outlines the development standards for schools in a residential zone as it relates to building heights and states that for additions to existing public schools on existing public school sites, the maximum height permitted is the height of the existing school or 35 feet plus 15 feet for a pitched roof, whichever is greater. The proposed addition would not exceed the highest point of the existing building. However, due to existing grade changes within the site, the proposed addition area is at a lower average grade than the existing building, which may affect building height calculations and require a code departure consistent with SMC 23.51B.002 and 23.79. Seattle Public Schools is continuing to coordinate with the City of Seattle regarding the departures for the project and would comply with the requirements of the City's departures process.

The exterior building materials for the proposed **West Woodland Elementary School Addition Project** would be intended to match as closely as possible to the existing building materials. The new building addition would be constructed of concrete masonry, brick, glass and galvanized metal detailing to be complementary with the existing building.

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

Views of the site would generally remain similar to the existing conditions and would be reflective of the existing school uses on the site. The proposed addition would increase the amount of building area on the site, but as noted above, the proposed height of the addition would be intended to closely match the existing building. Proposed building materials would also be selected to closely match the existing building. Views of the proposed addition would primarily be available from areas that are proximate to the north and south boundaries of the school campus (see **Figure 4** for the proposed site plan).

The City's public view protection policies are intended to "protect public views of significant natural and human-made features: Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of specified viewpoints, parks, scenic routes, and view corridors identified in Attachment 1" to the SEPA code⁶. No public view protection sites are located on or adjacent to the proposed project site

View protection from City-designated Scenic Routes is also encouraged⁷ but there are no scenic routes in the vicinity of the site.

Views of designated historic structures are also a consideration⁸. However, there are no designated landmarks or historic structures on or adjacent to the project site.

There are no designated views of the Space Needle on or adjacent to the project site⁹.

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

No significant impacts are anticipated with regard to aesthetic impacts and no measures are proposed.

⁶ Seattle Municipal Code Chap. 25.05.675 P.2.a.i. and the accompanying *Seattle Views: An Inventory of 86 Public View Sites Protected under SEPA (May 2002)* document.

⁷ Ord. #97025 (Scenic Routes Identified by the Seattle Engineering Department's Traffic Division) and Ord. #114057 (Seattle Mayor's Recommended Open Space Policies).

⁸ Seattle Municipal Code Chapter 25.05.675 P.2.b.i.

⁹ Seattle Municipal Code Chap. 25.05.675 P. and Seattle DCLU, 2001

11. Light and Glare

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

Short-Term Light and Glare

At times during the construction process, area lighting of the job site (to meet safety requirements) may be necessary, which would be noticeable proximate to the project site. In general, however, light and glare from construction of the proposed project are not anticipated to adversely affect adjacent land uses.

Long-Term Light and Glare

Under the proposed **West Woodland Elementary School Addition Project**, there would be an increase in light and glare with the proposed building addition; however, this increase would be minimal and light and glare levels would generally remain similar to the existing conditions. Light and glare sources would primarily consist of interior and exterior building lighting (including a potential building-mounted electric message board sign), as well as lights from vehicles travelling to and from the site. Exterior building lighting would be designed to focus light on the site and minimize impacts to adjacent properties. The provision of an electric message board sign would require a departure pursuant to SMC 23.51B.002 and 23.79. The project would comply with the requirements of the City's departures process.

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

Light and glare associated with the proposed project would not be expected to cause a safety hazard or interfere with views.

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

No off-site sources of light or glare are anticipated to affect the proposed project.

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

Interior and exterior building lighting would be programmed as part of the building facilities system to limit the amount of light utilized when the building is not in use and all exterior lighting would be shielded and directed toward the site to minimize light spillage. Evening activities/events currently occur periodically during the school year and increase light during the evening on those days; however, the number

of evening events is not anticipated to change with the proposed addition and the amount of light would not be anticipated to result in a significant impact.

12. Recreation

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

West Woodland Elementary School campus includes recreation areas in the central and western portions of the campus, including paved open play space areas, playground/play structure areas, and a field.

There are several additional parks in the vicinity (approximately 0.5 miles) of the project site, including:

- Gilman Playground is located approximately 0.25 miles to the southwest of the site
- Woodland Park Zoo is located approximately 0.35 miles to the east of the site.

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

Development of the proposed project would result in the displacement of a small portion of the existing hard surface play area in the northwest portion of the site to accommodate a new parking area on the site. As a result of the removal of the existing portables, the proposed project would also expand a portion of the existing outdoor learning courtyard in the central portion of the site and an early learning play area would be provided in the south portion of the site. The project also includes the option for a covered play area in the northwest corner of the site within the hard surface play area.

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

The proposed project would expand a portion of the existing outdoor learning courtyard in the central portion of the site and an early learning play area in the south portion of the site. The project also includes an option for a covered play area in the northwest corner of the site within the hard surface play area.

No impacts to recreation would occur and no additional mitigation is necessary.

13. Historic and Cultural Preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.**

According to the Washington State Department of Archaeology and Historic Preservation's (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD), the closest listed structure is the John B. Allen School which is located approximately 0.6 mile to the northeast and is listed on the Washington Heritage Register (WHR) and the National Register of Historic Places (NRHP). The Hawthorne Square Apartments is also located approximately 0.7-mile southeast of the project site and is listed on the WHR and the NRHP.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

The project site is not located within an area that is designated as the Government Meander Line Buffer area in the City of Seattle and only properties located within that area are required to prepare an archaeological investigation as part of the SEPA and MUP processes. A review of Washington Information System for Architectural and Archaeological Records Data (WISAARD) indicates that the site and surrounding areas are considered a high potential for archaeological resources based on the WISAARD predictive model.

A cultural resources assessment was completed for the project site (*Perteet, 2019*) and included an analysis of the natural and cultural setting, a discussion of previous cultural resource investigations in the site vicinity, review of geotechnical investigations on the site, and an on-site investigation. Geotechnical investigations indicate that glacial sediments are directly below impervious surfaces in the eastern portion of the site and directly underlay fill to the west of the existing building. Since there is no indication of Holocene soil development, there is a low potential for pre-contact period archaeological material to be present below fill. Onsite investigations were conducted on the project site, including a pedestrian survey of the site; no subsurface investigations were conducted since the proposed development areas are presently occupied by paved areas, portable buildings or underground utilities. Based on geotechnical investigations, field surveys, and the substantial modification of the natural landform that has occurred throughout the school campus, including grading in the southwest corner and placement of fill in the north portion of the

campus, it is anticipated that there is a low potential for encountering archaeological materials in the project site and no further archaeological assessments are recommended at this time (*Perteet, 2019*).

- c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

The DAHP website, WISAARD, and City of Seattle Landmarks website were consulted to identify any potential historic or cultural sites in the surrounding area, as well as the potential for encountering archaeological resources in the area.

In addition, a Cultural Resources Assessment was completed for the school site (*Perteet, 2019*). The assessment included a review of existing documentation on the natural, cultural and historic setting of the site and surrounding area; a review of previous studies that were conducted in the project area; on-site surface investigations.

- d. **Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

The Cultural Resources Assessment (*Perteet, 2019*) included the preparation of an Inadvertent Discovery Plan (IDP) which would be utilized as necessary during project construction. Although no impacts to historic or cultural resources are anticipated with the proposed project, the following measure will be implemented to minimize impacts from a potential inadvertent discovery of cultural resources:

- Although archaeological resources are not anticipated on the site, an inadvertent discovery plan (IDP) has been prepared as part of the cultural resources assessment that details procedures that would be followed in the event that pre-contact or historic period cultural resources are encountered during construction.

14. Transportation

A Transportation Technical Report for the **West Woodland Elementary School Addition Project** was prepared by Heffron Transportation, Inc. (*Heffron Transportation, 2019*). Information from the technical report is summarized in this section. See **Appendix F** for the full technical report.

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

West Woodland Elementary School is located at 5601 – 4th Avenue NW in the West Woodland / Phinney Ridge neighborhood of Seattle. The school is bounded by 4th Avenue NW to the east, NW 58th Street to the north, NW 56th Street to the south, and private parcels to the west (seven single-family parcels and one daycare center).

The site has two small surface parking lots—one on the north and one on the south. The north lot has 15 spaces and is accessed from a driveway on NW 58th Street; the south lot has 4 spaces and is accessed from a driveway on NW 56th Street. There is a gated access driveway on NW 58th Street located opposite 5th Avenue NW. It generally remains gated and closed but allows for occasional maintenance vehicle access to the hard-surface play area. The project would relocate the north parking lot and the existing access driveway serving that lot would be removed. The relocated north parking lot (with 7 spaces) would be accessed from the existing driveway that is located opposite 5th Avenue NW.

Neighborhood vehicular and pedestrian circulation patterns to and around the site would not change.

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

King County Metro Transit (Metro) provides bus service in the site vicinity. The closest bus stops are located about 400 feet to the south on NW Market Street (westbound stop west of 5th Avenue NW, eastbound stop east of 8th Avenue NW) and are served by Route 44. Route 44 provides daily full-day service between Ballard, Wallingford, and the University District. The route operates weekdays from about 5:30 a.m. to 10:30 p.m. with headways (time between consecutive buses) of 7 to 15 minutes. There are also stops serving Route 28 located about 1,200 feet west of the site (at the NW Market Street / 8th Avenue NW intersection) that provides express service between Broadview / Carkeek Park and Downtown Seattle.

- c. **How many additional parking spaces would the completed project have? How many would the project or proposal eliminate?**

The existing school campus contains two small surface parking lots with a total of 19 parking spaces. The north lot contains 15 parking spaces and the south lot contains four parking spaces.

Site work would improve landscape and play areas on the western portion of the site. Delivery access and the loading dock would be reconfigured and the north parking lot would be relocated westward providing seven spaces for staff (a reduction of 8 spaces). The south parking lot would not be affected. A total of 11 parking spaces would be provided on the school campus with the proposed project.

An analysis of existing parking conditions and the expected change in parking demand due to the project was completed as part of the Transportation Technical Report for the project; the analysis was completed in accordance with the City's preferred methodology and requirements (see **Appendix F**). Because the site would continue to have less off-street parking than would be required by the City of Seattle Municipal Code, a land use code departure would be needed. As part of the building permit process the City of Seattle would review this requested departure and the project would comply with the requirements of the departures process. On-street parking supply and demand was analyzed as part of the Transportation Technical Report. With the project, on-street parking utilization in the vicinity of the site would be approximately 68 percent in the early morning and 54 percent during the school day. The unused spaces in the area could easily accommodate the additional staff and visitor parking demand that may be added due to the project and significant impacts to parking would not be anticipated.

Added enrollment could also increase event-related demand at the school during evening events. However, due to the relative infrequency of large events and proportionally small project-related increase in demand, the event-related parking impacts would not be considered significant (see **Appendix F**).

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

As part of the project, one of the existing driveways at north end of the site (along NW 58th Street) would be removed as part of the relocation of the north parking lot. The proposal would not require any other new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The project would not use or occur in the immediate vicinity of water, rail, or air transportation.

- f. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

The traffic analysis conducted for this SEPA Checklist reflected conditions with the classroom addition and increased enrollment capacity up to 620 students (a net increase of about 75 students compared to spring 2019 enrollment and an increase of 68 over current capacity). Based on daily trip generation rates published for elementary schools by the Institute of Transportation Engineers, the added capacity at West Woodland Elementary School is expected to generate a net increase of about 130 trips per day (65 in, 65 out). The peak traffic volumes are expected to occur in the morning just before classes begin (between 7:15 and 8:15 a.m.) and in the afternoon around dismissal (between 2:00 and 3:00 p.m.).

The number of school-bus and delivery trips that would occur at the site is not expected to change with the classroom addition.

For more information about the anticipated school traffic generation, refer to **Appendix F**.

- g. **Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

There are no agricultural or forest product uses in the immediate site vicinity and the project would not interfere with, affect or be affected by the movement of agricultural or forest products.

- h. **Proposed measures to reduce or control transportation impacts, if any.**

Construction is planned to occur in one 14-month phase with students and staff relocated to an interim site for the duration of construction over the 2020-21 academic year.

The construction effort would include some earthwork that would consist of excavation and fill for foundations and grading. It is estimated to require removal of about 3,000 cubic yards (cy) of material from the site and import of about 5,000 cy of structural fill for a total transport amount of about 8,000 cy. Assuming an average of 20-cubic yards per truck (truck/trailer combination), the excavation and fill would generate about 400 truckloads (400 trucks in and 400 trucks out). The earthwork activities are likely to occur intermittently over four to six weeks. This would correspond to an average of 26 to 40 truck trips per day (13 to

20 in, 13 to 20 out) and 3 to 5 truck trips per hour during the earthwork transport. This volume of truck traffic may be noticeable to residents living adjacent to the site, but would not result in significant impacts to traffic operations in the site vicinity.

The construction of the project would also generate employee and equipment trips to and from the site. It is anticipated that construction workers would arrive at the construction site before the AM peak traffic period on local area streets and depart the site prior to the PM peak period; construction work shifts for schools are usually from 7:00 a.m. to 3:30 p.m., with workers arriving between 6:30 and 6:45 a.m., but work not starting until 7:00 a.m. The number of workers at the project site at any one time would vary depending upon the construction element being implemented.

With the project, some traffic congestion is expected during school operations for the morning arrival and afternoon dismissal along roadways that surround the site, similar to existing conditions. However, while additional traffic and pedestrian activity would add small amounts of delay at area intersections during those periods, the intersections would continue to operate at acceptable levels with the project.

School-day parking demand would also increase with the project and the relocation of the north parking lot would reduce the number of on-site parking spaces to seven spaces (total of 11 spaces on the campus). New and displaced parking demand is expected to occur on-street in the surrounding areas and there is adequate on-street parking supply to accommodate the added demand associated with the project.

With the larger enrollment capacity, events could draw proportionately larger attendances. Based on the observed evening utilization of parking in the site vicinity (63% with 214 unused spaces), during evenings when large events are held at the school (typically four or five times per year), on-street parking demand surrounding the school is expected to continue to be well utilized. The added enrollment could increase the event-related demand. Due to the relative infrequency of large events and the proportionally small project-related increase in demand, the event-related parking impacts would not be considered significant.

Based on the findings presented above, the following measures are recommended to reduce the traffic and parking impacts associated with construction of the West Woodland Elementary School classroom addition project.

- Large Event Parking – For larger attendance events, the school would have the option to utilize the hard-surface play area for parking.

- Construction Transportation Management Plan (CTMP): The District will require the selected contractor to develop a CTMP that addresses traffic and pedestrian control during construction of the classroom addition. It would define truck routes, lane closures, walkway closures, and parking or load/unload area disruptions, as necessary. To the extent possible, the CTMP would direct trucks along the shortest route to arterials and away from residential streets to avoid unnecessary conflicts with resident and pedestrian activity. The CTMP may also include measures to keep adjacent streets clean on a daily basis at the truck exit points (such as street sweeping or on-site truck wheel cleaning) to reduce tracking dirt offsite.

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.**

While the *West Woodland Elementary School Addition Project* would add student capacity to the school, it is not anticipated to generate a significant increase in the need for public services. To the extent that emergency service providers have planned for gradual increases in service demands, no significant impacts are anticipated.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

The increase in capacity of the school and number of students and staff on the site may result in incrementally greater demand for emergency services; however, it is anticipated that adequate service capacity is available within the Phinney Ridge area to preclude the need for additional public facilities/services.

16. Utilities

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

All utilities are currently available at the site with the exception of natural gas.

- 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 immediate vicinity that might be needed.**

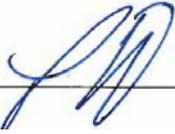
Electrical (Seattle City Light) and telephone/internet would continue to be provided to the school and Seattle Public Schools would coordinate with each purveyor regarding service for the proposed addition.

Water service, sewer service and stormwater are provided by Seattle Public Utilities. Water service for the existing school are located on the east side of the main building. Service for the ***West Woodland Elementary School Addition Project*** would be provided through the existing connection and would not require any upgrades. Sewer service is provided through existing side sewers located to the east of the building and new connections for the proposed project would be provided through the existing side sewers. Connections to the existing stormwater system would also be required for the proposed stormwater management facilities.

C. SIGNATURES

The above answers are true and complete to the best of my knowledge.
I understand the lead agency is relying on them to make its decision.

Signature:



Name of Signee:

Paul Wight

Position and Agency/Organization:

Project Manager, Seattle Public Schools

Date:

November 25, 2019

REFERENCES

- Associated Earth Sciences, Inc. *Subsurface Exploration, Geologic Hazard, Infiltration Feasibility and Preliminary Geotechnical Report for the West Woodland Elementary School Addition*. July 30, 2019.
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DRAFT CHECKLIST PUBLIC COMMENTS AND RESPONSES

West Woodland Elementary Addition Project – Public Comments and Responses

#	Comment	Response	Document Reference
Public Comments			
1	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal. ¹	N/A
2	Looks like someone did not finish the work. I would like to see the questions answered and a public meeting. I am for building the project	Public meetings are not required for SEPA Checklists and are not required as part of the City permit process for this project. A public comment period was included as part of the issuance of the Draft Checklist to solicit comments from the public, agencies and organizations.	N/A
3	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
4	We feel the impact of the growing population of the school every year and are concerned with the plans on the neighborhood to grow it further. Specifically, more traffic through 4th Ave NW. We are constantly dealing with people blocking our driveway, significant congestion twice per day during the school year and parking pressure throughout the neighborhood. Our cars have been hit on numerous occasions when parents have been in hurry and are not paying attention.	<p>As described in the SEPA Checklist and the Transportation Technical Report (Appendix E), an increase in traffic is expected due to the increase in school capacity (68 additional students compared to existing capacity) before and after school, during the school year. However, the analysis demonstrated that the increase of 44 morning trips and 29 afternoon trips along with assumed increases in pedestrian activity would contribute small amounts of increased delay (average of 3 seconds per vehicle or less). Based on these analyses, the project would not result in significant adverse impacts to study area traffic operating conditions.</p> <p>As detailed in the report, on-street parking utilization within the site vicinity on school days ranges from 50% midday to 67% in the early morning with averages of 285 and 184 unused spaces during each period, respectively. North of NW Market Street and west of 3rd Avenue NW, where most school demand likely occurs, there are between 145 (early morning) and 229 (midday) unused spaces on school days. With the project, utilization rates in the overall study area may increase to 68% early morning and 54% during the school day;</p>	SEPA Checklist page 26-31 and Appendix F

¹ Seattle Public Schools review conducted consistent with WAC 197-11-330

#	Comment	Response	Document Reference
Public Comments			
		<p>north of NW Market Street and west of 3rd Avenue NW, utilization may increase to 70% early morning and 57% midday. The unused spaces could easily accommodate the additional staff and volunteer parking demand that may be added due to the project and the project would not result in significant adverse impacts to parking.</p> <p>Neighbors should notify the SPS Safety and Security office at (206) 252-0707 regarding problems with vehicles parking or blocking driveways during the school's arrival and dismissal periods. If vehicles block your driveway or collide with your vehicle, contact the Seattle police.</p>	
5	The PTSA had voted down any addition of an electronic sign in the neighborhood at least 3 times while my wife served on the PTA Board. With the use of school notifications, email and portable signage - there is no need to add more visual and light pollution to the neighborhood in the form of electronic signs or billboards.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. The project proposes a single-sided, building-mounted electronic message board near the main building entry to improve communication and neighborhood connection. Consistent with SMC 23.51B.002 and SMC 23.79, a departure has been requested to allow for the addition of the electronic sign and the project would comply with the City's requirements of the departures process. The departure process is separate from SEPA.	SEPA Checklist page 18-21 and 23
6	Increasing the height of the school will block out evening light, reduce the little view that we do have, reduce the value of our home and be significantly out of scope with the rest of the neighborhood. The building already dominates the neighborhood and adding height would make this impact even more dramatic.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. The proposed addition would be intended to closely match the height of the existing building and would not exceed the highest point of the existing building. However, due to existing grade changes within the site, the proposed addition area is at a lower average grade than the existing building, which may affect building height calculations and require a code departure consistent with SMC 23.51B.002 and 23.79. Seattle Public Schools is continuing to coordinate with the City of Seattle regarding the departures for the project and would comply with the requirements of the City's departures process.	SEPA Checklist page 18-21
7	In off hours, especially in the evening, the openness of 4th ave invites cars to speed through the area. This projet is a great opportunity to add some speed bumps or other methods to slow down people speeding through the neighborhood.	<p>The project does not propose adding speed humps along 4th Avenue NW adjacent to the site. SDOT provides information about Neighborhood Traffic Operations and Traffic Calming measures on its website (http://www.seattle.gov/transportation/projects-and-programs/safety-first/traffic-operations/traffic-calming), which notes:</p> <p>"Under the Seattle Municipal Code, the speed limit on our non-arterial streets is 20 mph. Most people travel under the speed limit when the street is 25 feet wide and there is parking on both sides.</p> <p>When there is no curb, cars park on the planting area and traveling vehicles tend to go faster. Consequently, SDOT focuses traffic calming funds on streets that have no curbs. Other considerations for prioritization are areas around schools, parks and/or other pedestrian</p>	N/A

#	Comment	Response	Document Reference
Public Comments			
		<p>generators.</p> <p>Residents in any area of the City may still pursue traffic calming. The funding for actual devices is possible through Other Funding Sources. A variety of traffic calming devices can be seen in the Engineering Toolkit. The following measures focus on bringing the community together to raise awareness and educate drivers that they are in a neighborhood where there is a strong desire for them to drive responsibly.”</p> <p>The types of traffic calming devices that may be considered are described in SDOT’s Safe Routes to School Engineering Toolkit.</p>	
8	Evening events also dramatically increase traffic and parking pressure on the neighborhood.	As detailed in the Transportation Technical Report (Appendix E), the added enrollment of 68 students could increase the event-related demand. Due to the relative infrequency of large events and the proportionally small project-related increase in demand, the event-related parking impacts would not be considered significant. However, the report recommended that the District explore options to accommodate some parking demand from large attendance events on a portion of the hard-surface play area.	SEPA Checklist page 26-31 and Appendix F
9	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
10	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
11	Concerns: Building heights, setback of buildings, inadequate parking, electronic message boards, late evening events, and noise.	The Seattle Municipal Code includes development standards for public schools in residential zones (SMC 23.51B.002), and also includes procedures through which departures from the required development standards of the code can be granted for public school structures (SMC 23.79). Due to the size of the site and configuration of the site and existing building, the project would require land use departures for building height, setbacks, on-site parking, bicycle parking, and electric message boards. The City’s departure process is separate from SEPA and the project would comply with the City’s requirements for departures.	SEPA Checklist page 2, page 18-21, page 26-31 and Appendix F

#	Comment	Response	Document Reference
Public Comments			
		As detailed in the Transportation Technical Report (Appendix E), on-street parking utilization within the site vicinity on school days ranges from 50% midday to 67% in the early morning with averages of 285 and 184 unused spaces during each period, respectively. North of NW Market Street and west of 3rd Avenue NW, where most school demand likely occurs, there are between 145 (early morning) and 229 (midday) unused spaces on school days. With the project, utilization rates in the overall study area may increase to 68% early morning and 54% during the school day; north of NW Market Street and west of 3rd Avenue NW, utilization may increase to 70% early morning and 57% midday. The unused spaces could easily accommodate the additional staff and volunteer parking demand that may be added due to the project and the project would not result in significant adverse impacts to parking.	
12	<p>I have concerns regarding the proposed construction for West Woodland School.</p> <p>A couple years ago there was a geothermal heating cooling system installed at West Woodland - and we, the folks that live on the perimeter of the school were bombarded with extremely loud drilling from 7am to 7pm throughout an entire summer. We basically lost that summer at home and could not be in our backyard - it was deafening and migraine making noise and the posted information prior about it was nil and much downplayed by Seattle Schools.</p> <p>I fear that we have another cacophonous year or so ahead with this proposal - not to mention by the looks of it - the Basketball court will loom over our backyard.</p>	The City of Seattle Noise Ordinance (Seattle Municipal Code Section 25.08) identifies hours for construction-related noise as 7 AM to 7 PM on weekdays and 9 AM to 7 PM on weekends. However, construction workers typically work from 7 AM to 3:30 PM on weekdays. Contractors are aware of the City of Seattle Noise Ordinance requirements and are contractually required by Seattle Public Schools to abide by them.	SEPA checklist page 16-17
13	Please clarify - 'construction activities are allowed to exceed maximum noise level between 7am and 7pm' ?	Seattle Municipal Code Section 25.08.425B identifies the exterior sound level limits that are allowed during construction. Construction equipment may exceed the sound level limits during construction periods by 25 dB(A) and portable powered equipment may exceed by 20 dB(A). Contractors are aware of the City of Seattle Noise Ordinance requirements and are contractually required by Seattle Public Schools to abide by them.	SEPA checklist page 16-17
14	Why has there not been a public meeting about this plan? seems like there are a few things to discuss.	Public meetings are not required for SEPA Checklists and are not required as part of the City permit process for this project. A public comment period was included as part of the issuance of the Draft Checklist to solicit comments from the public, agencies and organizations.	N/A

#	Comment	Response	Document Reference
Public Comments			
15	The lot coverage and heights in the proposal are going to dwarf the surrounding neighbors yards.	<p>The proposed addition would be intended to closely match the height of the existing building and would not exceed the highest point of the existing building. However, due to existing grade changes within the site, the proposed addition area is at a lower average grade than the existing building, which may affect building height calculations and require a code departure consistent with SMC 23.51B.002 and 23.79. Seattle Public Schools is continuing to coordinate with the City of Seattle regarding the departures for the project and would comply with the requirements of the City's departures process.</p> <p>Overall lot coverage for the site would increase by approximately five percent with the project.</p>	SEPA Checklist page 2 and page 18-21
16	The removal of trees is a bummer - the kids need shade and we need to keep tree coverage.	As noted in the Checklist, approximately 13 trees would be removed with the project. New replacement trees would be planted at a 1:1 ratio to replace those trees that are removed from the site. New landscaping would also be provided, including new planter areas adjacent to the proposed building additions and new parking area.	SEPA Checklist page 11-12
17	The City Zoning codes would not be met for this project -the building would be too tall for the Zoning - and without proper setbacks.	The Seattle Municipal Code includes development standards for public schools in residential zones (SMC 23.51B.002), and also includes procedures through which departures from the required development standards of the code can be granted for public school structures (SMC 23.79). Due to the size of the site and configuration of the site and existing building, the project would require land use departures for building height, setback, on-site parking, bicycle parking, and electric message boards. The City's departure process is separate from SEPA and the project would comply with the City's requirements for the process.	SEPA Checklist page 2 and page 18-21
18	THERE IS NOT ENOUGH PARKING for the amount of students and staff proposed particularly for events - and there are quite a few thruout the year, not to mention daily as parents whip thru these neighborhoods to drop their kids off.	<p>As detailed in the Transportation Technical Report (Appendix F), on-street parking utilization within the site vicinity on school days ranges from 50% midday to 67% in the early morning with averages of 285 and 184 unused spaces during each period, respectively. North of NW Market Street and west of 3rd Avenue NW, where most school demand likely occurs, there are between 145 (early morning) and 229 (midday) unused spaces on school days. With the project, utilization rates in the overall study area may increase to 68% early morning and 54% during the school day; north of NW Market Street and west of 3rd Avenue NW, utilization may increase to 70% early morning and 57% midday. The unused spaces could easily accommodate the additional staff and volunteer parking demand that may be added due to the project and the project would not result in significant adverse impacts to parking.</p> <p>As detailed in the Transportation Technical Report, the added enrollment of 68 students could increase the event-related demand. Due to the relative infrequency of large events and the proportionally</p>	SEPA Checklist page 26-31 and Appendix F

#	Comment	Response	Document Reference
Public Comments			
		small project-related increase in demand, the event-related parking impacts would not be considered significant. However, the report recommended that the District explore options to accommodate some parking demand from large attendance events on a portion of the hard-surface play area.	
19	<p>Both of my kids went to West Woodland and I volunteered there daily for 9 years. I really love that school - but it is LOUD....and sounds like it will be super loud with almost 700 kids? We put up with the usual, extra daily traffic, parents blocking driveway to drop their kids off, kids yelling thru the fence at us in our backyard - but now... the building will loom over us and the basketball court will literally be in our backyard with the incessant sounds that brings.</p> <p>Ballard being allowed to put in condos everywhere was undoubtedly going to eventually bring more students to the area - this little neighborhood school can't take it - clearly - that is why an addition is being made - but there needs to be a public meeting to discuss prior with the tax paying home owners that surround this school.</p>	<p>As noted in the SEPA Checklist, the associated increase in student capacity would likely result in a potential minor increase in noise from human voices and vehicles travelling to and from the site, particularly during the school day and during student drop-off and pickup. The potential increase in noise would not extend beyond 10 PM and is not anticipated to be significant.</p> <p>For comments related to traffic and parking, please refer to the response to Comment #4.</p> <p>Public meetings are not required for SEPA Checklists and are not required as part of the City permit process for this project. A public comment period was included as part of the issuance of the Draft Checklist to solicit comments from the public, agencies and organizations.</p>	SEPA Checklist page 16-17
20	<p>I am just super bummed and don't think it's fair that it was sprung on the perimeter neighbors.</p> <p>Another year or so of pounding noise and dust and chaos and the the school encroaching on the property lines without proper setbacks - and loss of trees in the neighborhood with reduced parking and more kids coming... total bummer.</p>	Seattle Public Schools considered these comments in making a final SEPA determination for the project. Please refer to the responses comments 12 – 18 regarding noise, setbacks, public meetings, trees and parking.	N/A
21	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
22	The District should issue a Determination of Significance for the project and project further detailed environmental review through an Environmental Impact Statement. I believe that this project has probable significant adverse environmental impacts and therefore SEPA regulations require a DS and an EIS.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
23	The proposed project would begin June 2020 and end August 2021, with students and staff relocated to a temporary school during the 2020-2021 school year. "The proposed project would add approximately 28,000 sq ft of new building space and renovate approximately 7,700 sq ft of	Seattle Public Schools considered these comments in making a final SEPA determination for the project.	N/A

#	Comment	Response	Document Reference
Public Comments			
	<p>existing building space. New building additions would be located to the southwest and northwest of the existing building and existing portables would be removed from the site.....The project would include 12 new classrooms; an expanded gymnasium, student commons area and cafeteria; and associated support and building infrastructure spaces.”</p> <p>“The north wing addition and renovated existing building space would contain the gymnasium, student commons area, library, computer lab, and administrative support space. The south wing addition and renovated existing building space would contain kindergarten classrooms on the first level and flexible classrooms for upper grades (4th/5th Grade); learning commons areas and small group rooms would also be located on each level. The proposed addition would increase the student capacity of the school from an existing capacity of approximately 550 students to a new capacity of approximately 620 students.”</p> <p>“No changes to bus and parent vehicle access to the site would occur. Bus loading/unloading would continue to occur along the west side of 4th Ave NW in front of the school. Parent vehicle loading/unloading would continue to occur along NW 56th Street. The existing north parking lot would be displaced by the proposed addition and a new parking lot would be provided in the northwest corner of the site with space for approximately 7 parking stalls; the existing parking lot in the southeast portion of the site would remain (approximately 4 parking stalls).</p>		
24	<p>City zoning code would not be met. The project would not meet the requirements of the City zoning code, with the District intending to obtain five exceptions/departures from City zoning code; higher than allowed building heights; less than required setback for new buildings in the north and south; less than required onsite parking; bicycle parking; and, electronic message board. This is an indication of expected adverse impacts from the project. The details and impacts from these exceptions are not provided. Electronic changing message signs are incompatible with residential neighborhoods and have been rejected at a number of school sites.</p>	<p>The Seattle Municipal Code includes development standards for public schools in residential zones (SMC 23.51B.002), and also includes procedures through which departures from the required development standards of the code can be granted for public school structures (SMC 23.79). Due to the size of the site and configuration of the site and existing building, the project would require land use departures for building height, setbacks, on-site parking, bicycle parking, and electric message boards. The City’s departure process is separate from SEPA and the project would comply with the City’s requirements for the process.</p>	<p>SEPA Checklist page 2 and page 18-21</p>
25	<p>Loss of 11 percent of significant trees. The Checklist states that there are 110 significant trees on site, where significant trees are 6 inches or greater in diameter at shoulder height; 13 of these trees are to be removed.</p>	<p>As noted in the Checklist, approximately 13 trees would be removed with the project. New replacement trees would be planted at a 1:1 ratio to replace those trees that are removed from the site. New landscaping would also be provided, including new planter areas adjacent to the proposed building additions and new parking area.</p>	<p>SEPA Checklist page 11-12</p>
26	<p>Transportation. Daily parking and traffic impacts tend to be concentrated nearby to schools – this is an important impact. Parking and traffic will increase with higher enrollment, yet onsite parking is being reduced. “The project would relocate and reduce parking capacity (15 spaces to 7 spaces) for the north parking lot.” “The additional traffic.....is expected to add small amounts of delay to.....several intersections.”</p>	<p>Please refer to the responses to Comments #4, #8, and #18.</p>	<p>SEPA Checklist page 26-31 and Appendix F</p>

#	Comment	Response	Document Reference
Public Comments			
27	Large evening events. Parking and traffic impacts from large evening events are not analyzed; this undercuts the conclusion that impacts will not be significant. The current baseline conditions for such events are not provided, and the resulting larger impacts are not projected. The Transportation Report concedes that “onstreet parking demand surrounding the school is expected to continue to be well utilized. The added enrollment could increase the event-related demand. Due to the relative infrequency of large events (four to five times per year) and the proportionally small project-related increase in demand, the event-related parking impacts would not be considered significant.”	Please refer to the responses to Comments #8 and #18.	SEPA Checklist page 26-31 and Appendix F
28	Noise. The Checklist notes that “construction activities are allowed to exceed the maximum noise levels between 7 AM and 7 PM on weekdays and 9 AM to 7 PM on weekends.	The City of Seattle Noise Ordinance (Seattle Municipal Code Section 25.08) identifies hours for construction-related noise as 7 AM to 7 PM on weekdays and 9 AM to 7 PM on weekends. However, construction workers typically work from 7 AM to 3:30 PM on weekdays. Contractors are aware of the City of Seattle Noise Ordinance requirements and are contractually required by Seattle Public Schools to abide by them.	SEPA Checklist page 16-17
29	Figures 1, 2 and 3 are omitted from the online document. Figures 1 and 2 are referenced on page 4 but are absent from the online document. Omitting Figure 3, the site plan, from the online document denies the online readers access to a layout of the proposed plans.	As noted on the Seattle Public Schools website, figures and the appendices to the Checklist are available upon request by contacting Seattle Public Schools.	N/A
30	Please extend the comment period to reference the missing appendices. The District is continuing to mislead the public about its construction projects by not including the appendices in the online version of Checklists. Please make an attempt to remedy this problem by extending the comment period for another two weeks and providing a new public notice that explicitly notes that the appendices are missing from the online version of the Checklist and that the public must take special steps to obtain the appendices.	As noted on the Seattle Public Schools website, the appendices to the Checklist are available upon request by contacting Seattle Public Schools.	N/A
31	Government approvals and racial imbalance. Should Section A.10, government approvals, include Office of the Superintendent of Public Instruction approval related to WAC 392-342-025? The issue ended up being a problem on the Magnolia Elementary project. A number of schools have received state matching funds and/or are applying for state matching funds and therefore must continue to meet requirements to not create or aggravate racial imbalance in how the facilities are used in relation to the District’s student assignment plans. The project would add 75 students to the school; March 2019 enrollment 545, permanent capacity increasing to 620. The Checklist should include a demographic analysis of the projected changes in enrollment.	Racial imbalance and the specific boundaries of the school are separate from the SEPA process and outside of the scope of this environmental review.	N/A
32	Open space, playground space and lot coverage. What is the current amount of open space, playground space and lot coverage on the site and what would be the new amount of open space, playground space and lot coverage.	Development of the proposed project would result in the displacement of a small portion of the existing hard surface play area in the northwest portion of the site to accommodate a new parking area on the site. However, as a result of the removal of the existing portables, the proposed project would also expand a portion of the existing outdoor learning courtyard in the central portion of the site and an early learning play area would be provided in the south portion of the site; an option for a covered play area is also included in the northwest corner of the site. The existing field in the southwest corner of the site would remain, as well as hard surface play areas in the northwest	SEPA Checklist page 24

#	Comment	Response	Document Reference
Public Comments			
		corner of the site. Overall lot coverage for the site would increase by approximately five percent with the project (from approximately 60 percent impervious surface coverage to 65 percent).	
33	Cultural resources report. The Checklist states that a “cultural resources assessment was completed”. A copy of the cultural resources assessment should be included as one of the appendices of the Checklist.	The Cultural Resource Assessment (<i>Perteet, 2019</i>) is noted in the reference page of the Checklist. Cultural resource assessments are not typically available for general distribution due to the confidential nature of materials noted in the assessments (archaeological site locations, etc.). As noted in the Checklist, a redacted copy is available upon request by contacting Seattle Public Schools.	N/A
34	Archaeological resources. The Checklist states that “the site and surrounding areas are considered a high potential for archaeological resources.” The District has prepared an Inadvertent Discovery Plan (IDP). The Checklist should explicitly include the Duwamish Tribe in the list of Tribes contacted in the event of an inadvertent discovery of pre-contact or historic cultural material.	The Cultural Resources Assessment (<i>Perteet, 2019</i>) included the preparation of an Inadvertent Discovery Plan (IDP) that would be applicable for this project. The Checklist also included the following measure which would be implemented to minimize impacts from a potential inadvertent discovery of cultural resources: Although archaeological resources are not anticipated on the site, it is possible that undiscovered pre-contact or historic cultural material could be present within the project area. In the event of an inadvertent discovery, King County, the Washington State Department of Archaeology and Historic Preservation (DAHP) and affected Tribes (including the Duwamish) would be contacted.	N/A
35	Specification of SEPA Official is missing. The documents do not specify the name of the School District’s SEPA Official and state that comments should be submitted to “Fred Podesta, Chief Operations Officer”. The School District’s SEPA Official should be reviewing comments from the public. Apparently the Chief Operations Officer is the School District’s SEPA Official. The SEPA Official reviewing the environmental impacts of the project should not be someone directly involved with promoting the project.	Fred Podesta is the SEPA Official for Seattle Public Schools.	N/A
36	No public meeting. On other projects, the District has held a public meeting to discuss the Draft Checklist. Why did the West Woodland public notice not include an announcement of such a meeting?	Public meetings are not required for SEPA Checklists and are not required as part of the City permit process for this project. A public comment period was included as part of the issuance of the Draft Checklist to solicit comments from the public, agencies and organizations.	N/A
37	Comments in Final Checklist. When publishing Final Checklists after public review of Draft Checklists, the District has sometimes been choosing to not reproduce actual public comments, but rather summarizing the comments instead and responding to a summary of comments. Some of the summaries have been inaccurate. It would be better to have the Final Checklist include actual copies of public comments received.	Seattle Public Schools considered these comments in making a final SEPA determination for the project and has reproduced the comments from each letter as part of this summary matrix.	N/A

#	Comment	Response	Document Reference
Public Comments			
38	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
39	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
40	I'm most concerned about parking (being less than required).	Please refer to the responses to Comments #4, #8, and #18.	SEPA Checklist page 26-31 and Appendix F
41	<p>As a resident of the Ballard neighborhood to be impacted by the West Woodland Elementary School renovation and addition project, I have some concerns about the changes to this school. I am writing specifically about the proposed "reduced on-site parking" part of the plan. I assume that a bigger school will bring additional teachers and other personnel, which will require more, and not fewer staff parking spaces. Thus I am puzzled that you plan to reduce and not increase the number of these spaces. We have too often seen in Seattle a new large apartment or condominium building going up, with little if no on-site parking included. This has serious impacts on neighboring streets, with the additional cars overflowing into and impacting the surrounding neighborhoods. Residents appeal to the city with no redress. I am dismayed to see this same proposal for our street.</p> <p>Already our neighborhood is hugely impacted at both the beginning and end to the school day, when scores of parents arrive to drop off and pick up their children. People who live close by are able to walk, but the majority of them are not. If you reduce the number of parking spaces available at the school, I see a looming disaster. If there are fewer on-site parking spaces for teachers and staff, their cars too will spill out into the adjacent streets, clogging up our area.</p> <p>I encourage you to come to our neighborhood at the beginning and end of the school day to witness the impact the school has on our neighborhood.</p>	Please refer to the responses to Comments #4, #8, and #18.	SEPA Checklist page 26-31 and Appendix F
42	The addition of more bike spaces would seem to be a good idea, but in reality few people use them.	Consistent with Seattle Municipal Code requirements for bicycle parking (SMC 23.54.015 Table D), the proposed project would add 36 long-term bicycle parking spaces and 12 short-term bicycle parking spaces on the school campus.	N/A

#	Comment	Response	Document Reference
Public Comments			
43	I encourage you to host a neighborhood meeting at the school so that we residents can weigh in with our concerns in a public manner. I hope this is in your future plans. Please do not decrease the livability of our neighborhood by creating a bottleneck at the end of the street that spills over into our adjoining streets.	<p>Public meetings are not required for SEPA Checklists and are not required as part of the City permit process for this project. A public comment period was included as part of the issuance of the Draft Checklist to solicit comments from the public, agencies and organizations.</p> <p>The proposed project does not include any changes to the roadway network that would create a bottleneck. The proposal would allow for increased school enrollment of up to 68 students compared to current school capacity. The analysis demonstrated that the increase of 44 morning trips and 29 afternoon trips along with assumed increases in pedestrian activity would contribute small amounts of increased delay (average of 3 seconds per vehicle or less). Based on these analyses, the project would not result in significant adverse impacts to study area traffic operating conditions.</p>	SEPA Checklist page 26-31 and Appendix F
44	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
45	Electrified sign and insufficient parking/traffic flow are unacceptable in a residential neighborhood.	<p>Seattle Public Schools considered these comments in making a final SEPA determination for the project. The project proposes a single-sided, building-mounted electronic message board near the main building entry to improve communication and neighborhood connection. Consistent with SMC 23.51B.002 and SMC 23.79, a departure has been requested to allow for the addition of an electronic sign and the project would comply with the City's requirements of the departures process. The departure process is separate from SEPA.</p> <p>For comments related to traffic and parking, please refer to the responses to Comments #4, #8 and #18.</p>	SEPA Checklist page 2, page 18-21, page 26-31 and Appendix F
46	I believe that the West Woodland Elementary School project has probable significant adverse environmental impacts. Please provide further detailed environmental review through an EIS. Please include me on the list of people to be notified about the status of the environmental review of this project.	Seattle Public Schools considered these comments in making a final SEPA determination for the project. As SEPA lead agency, Seattle Public Schools reviewed the SEPA Environmental Checklist and supporting documentation (including mitigation measures), considered comments received during the SEPA process, and determined that no probable significant adverse environmental impacts would occur under the proposal.	N/A
47	No higher buildings. Structures should not be more than one story high. Not enough parking already	The proposed addition would be intended to closely match the height of the existing building and would not exceed the highest point of the existing building. However, due to existing grade changes within the	SEPA Checklist page 2, page

#	Comment	Response	Document Reference
Public Comments			
		<p>site, the proposed addition area is at a lower average grade than the existing building, which may affect building height calculations and require a code departure consistent with SMC 23.51B.002 and 23.79. Seattle Public Schools is continuing to coordinate with the City of Seattle regarding the departures for the project and would comply with the requirements of the City's departures process.</p> <p>For comments related to parking, please refer to the responses to Comments #4, #8, and #18.</p>	18-21, page 26-31 and Appendix F
48	This project will create multiple adverse effects on the community members surrounding it. City codes were implemented for specific reasons and no project should be above the codes.	The Seattle Municipal Code includes development standards for public schools in residential zones (SMC 23.51B.002), and also includes procedures through which departures from the required development standards of the code can be granted for public school structures (SMC 23.79). Due to the size of the site and configuration of the site and existing building, the project would require land use departures for building height, setbacks, on-site parking, bicycle parking, and electric message boards. The City's departure process is separate from SEPA and the project would comply with the City's requirements for departures.	SEPA Checklist page 2 and page 18-21,
49	There is already very limited parking on the streets surrounding the school making it difficult for those who live there to park near their home consistently. This will make parking even more sparse. My car has been hit on 56 th Street weekly by school drop offs and parking. Parking/drop offs need to happen on school property.	<p>For comments related to parking, please refer to the responses to Comments #4, #8, and #18.</p> <p>Neighbors should notify the SPS Safety and Security office at (206) 252-0707 regarding problems with vehicles parking or blocking driveways during the school's arrival and dismissal periods. If vehicles block your driveway or collide with your vehicle, contact the Seattle police.</p>	SEPA Checklist page 26-31 and Appendix F